



Far North
District Council



MINISTRY OF BUSINESS,
INNOVATION & EMPLOYMENT
HIKINA WHAKATUTUKI

FAR NORTH BOAT-RAMP STUDY

TIF-R4-002 FNDC



NorthernEdge

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Introduction

In preparing applications to the **Tourism Infrastructure Fund** for 2019/20 project funding it became clear that significant growth in the number of visitors to, and people choosing to live in, the Far North was placing an increasing strain on the district's boat launching facilities. **It was apparent that a stock-take and review of these facilities was required** to ensure the best-value solutions were considered and that strong data was available to support external funding applications. A successful application was made to the MBIE Funding Board to fund a study based on the following:

Northland is considered one of the best boating and fishing destinations in New Zealand. Its popularity and profile as a fishing destination has been significantly enhanced by fishing shows such as ITM Fishing and Big Angry Fish which feature the Far North regularly in their program line-up.

Being only three or so hours out of Auckland, the Far North is in easy reach of the most populous part of New Zealand. Added to this is the large increase in Airbnb and Holiday Homes available for rent, (there were over 500 listings available in June 2019). These accommodation options are an attractive alternative to camping grounds and have the room and parking for trailer-boats making a boating holiday much more accessible.

The problem for the region is access to the water. In particular, boat-ramps in Doubtless Bay, Karikari Peninsula, Bay of Islands and Whangaroa are full by early morning in peak season and on summer weekends. This is a cause of considerable frustration for local residents and is also causing environmental and safety issues as trailers are parked anywhere they can fit, and traffic becomes congested.

Unfortunately, there are no easy solutions. As the matter concerns the foreshore there are many and varied stakeholders including FNDC, NRC, DOC, tangata whenua and local community groups. As FNDC has experienced with the proposed boat-ramp at Windsor Landing, complications are highly likely and need to be anticipated.

The other key factor supporting a regional approach is that an overall understanding of the issue will support better decision-making and, consequently, best value-for-money. This is a complicated and challenging issue.

Scope

The focus of the feasibility study is to **determine solutions for increasing boat trailer parking capacity at boat-ramps across the district** to meet demand, and mitigate environmental safety, and local community issues.

1. Identify where trailer-boat parking does not meet current or future demand.
2. Identify the root cause of boat-ramp trailer parking capacity issues.
3. Look at solutions for upgrading/expanding existing parking and boat launching facilities.
4. Consideration for implementing new facilities.

Executive Summary

The Key Issue

The Far North has a trailer-boat car-park supply and demand issue that is becoming more acute as the district experiences ongoing increases in residential growth, visitor numbers, trailer-boating popularity and the size of trailer-boats.

Boating Numbers

Accurate boating data broken down specifically to the Far North district is not readily available. But even a conservative interpretation of the Northland-specific data that is available (see 'Recreational Boating Statistics' on Page 14), combined with observation and community commentary, shows clearly that trailer-boat numbers in the district have experienced strong and continuing growth at levels sufficient to consistently overwhelm current infrastructure in several key, highly-frequented locations. The challenges this situation presents are particularly acute on weekends and over other peak periods.

The key message is that **demand is clearly higher than supply** and that **the semantics of exactly how much higher have little impact** on the overall narrative of this study.

Research shows a relatively steady recreational boating uptake in New Zealand of 42%. As population growth continues the physical number represented by that 42% also grows. On average, across the country, one in seven New Zealanders own a boat or water-craft of some description.

New boat trailer sales records in Northland indicate that trailer-boat ownership in the region exceeds the national average to a significant degree. Northland accounts for a full **seven percent of all boat trailers sold throughout New Zealand**, despite comprising just **four percent of the population**.

Maritime NZ survey data has consistently recorded around 35% of boats used in Northland waters being launched from a boat-ramp. This is, however, based on a small survey sample. Logic testing against the existing stock of boats reported by the New Zealand Marine Industry Association would suggest the number to be nearer 50%.

For the purpose of this study it will be assumed 40% of boats used in Far North waters, by residents and visitors alike, are trailer launched.

Worst-affected Areas

The Bay of Islands has seen residential population growth rates of over 20% between 2013 and 2018, according to census results. As an area renowned for its boating the additional demand placed on current infrastructure, which did not expand over this period, is noticeable on most weekends and daily over peak periods. Population growth in the over-20 age-group (the principal user group addressed by this study) was 24% for Kerikeri, 19% for Waitangi, Paihia, Opuia, and 18% for Russell. Growth post the 2018 census has not diminished.

There are only 48 car-parks dedicated to boat-trailers in the Bay of Islands and an estimated all-in total of 160 potential standard spaces adjacent to boat-ramps, subject to the parking efficiency of individual drivers. 'Creative' parking options (often illegal) may see a higher number realised, while poor parking etiquette can restrict overall availability. The available car-park numbers will rise by approximately 20 with the introduction of the Windsor Landing boat-ramp in 2021.

There are an estimated 2,900 trailer-boat users living in the wider Bay of Islands catchment area and although individual usage varies, and some boats may rarely leave the driveway or are based at holiday homes, the impact on demand with even just half the estimated users being regularly active is significant.

Add to this visitors to the district and it is very clear that demand is outstripping supply.

Whangaroa and Surrounds has seen a growth of 21% in the population of over-20s. Although the physical growth number of 408 is relatively low, the area is still second to the Bay of Islands for demand pressure. In particular, Whangaroa ramp is seeing increased demand throughout the year. This is due in part to the close proximity to game and deep-water fishing, but also to the fact that it is within 40 minutes' drive from the fast-growing areas around Kerikeri.

The Doubtless Bay and Mangonui catchment has seen a very high population growth rate of 25% among the over-20s age-group. The percentage rate needs to be taken in context with the physical number being 768 across a wide area and with good boat-launching infrastructure at Mill Bay, Hihi and Taipa. That said, the peak period popularity of the area and the significant number of holiday-stay options available see even this infrastructure over-stretched during peak periods, Mill Bay in particular.

Peak-season demand is the primary concern on the Karikari Peninsula with Whatuwhiwhi and most notably Rangiputa beach-launching locations experiencing significant peak volumes. The closure of Maitai Bay beach to vehicles over the Christmas period places additional demands on these two areas with vehicles parking on the beach for long periods not a good environmental situation. Although growth in the population of over-20s is relatively low at 15%, the number of camping sites and the high proportion of Airbnb and Bookabach options for visiting boaties contributes to resource pressures on the peninsula.

The West Coast is also facing additional pressures, especially over the game-fishing season. Both Omapere and Opononi have very limited parking options; currently the verges of State Highway 12 at Opononi are burdened with boat-trailer overflow and in Omapere, where coastal erosion is causing issues on neighbouring FNDL land at Freese Park, the options for relieving pressure are limited.

Moorings

According to the Northland Regional Council, the demand-profile for moorings in the Bay of Islands is on trend with trailer-boat parking demands. Applications for new moorings have increased on an annual basis and comfortably outstrip supply. Current mooring locations have no space for new moorings. The only additional mooring space available is at Windsor Landing. This, in turn, is subject to the number of car-parks available to support these moorings and new approvals are on hold until the development at Windsor Landing boat-ramp is progressed. Other parts of the Far North are quickly approaching capacity.

The other interesting point is the growing number of applications to increase the capacity of existing moorings. Indicating again that, as with trailer-boats, general boat size is increasing. The option to increase a mooring's capacity is reviewed on a case-by-case basis and, as with the addition of new moorings, options are limited due to mooring density. The price of moorings has risen accordingly and it is common for a mooring to fetch \$20,000 in areas around Kerikeri.

The supply of moorings is finite by nature in all parts of the district and very nearly approaching full capacity in the Bay of Islands. The demand trend mirrors that of trailer-boat infrastructure in the area and, as moorings and marina berths become more difficult to secure and more expensive, the attraction of a trailer-boat option increases.

User Pays

Direct spend on boat-ramp operational and capital works maintenance right across the Far North district is in the region of \$100,000 annually. Given the significant number of boat-ramps and the number of people using them, maintenance costs are relatively low.

Clearly, the financial pressure around the expansion of boating infrastructure in the Far North is associated with the need to increase capacity, in particular carparking, rather than annual operating maintenance.

Of 28 District Councils in the North Island researched for this study, only three advised of any charges for the use of boat-ramps. This suggests that the effort and expenditure involved in administration, collection and enforcement is not well balanced by the revenue generated.

This is illustrated well by the Far North's previous experience with a 'user pays' revenue generation system. In 2002 the Far North District Council introduced bylaws which provided for such a system to be managed by the Council-owned company Far North Holdings Ltd (FNHL). In 2008 FNHL raised a number of concerns relating to this arrangement; principally the company was concerned that the cost of collection (its administration fee plus policing costs) was leaving very little from the fees collected to undertake meaningful work. In October 2008 the Council's Audit & Finance Committee indicated the system should be abolished, a recommendation ultimately adopted in the Long-Term Council Community Plan.

The number of trailer-boat users in the Far North is significant and they cannot be regarded as a fringe group, so to single out boat-ramp users for new charges at existing facilities and not other users of public amenities such as walking tracks, skateboard ramps and reserve car-parks will prove disruptive and divisive.

Acknowledgements

A number of organisations were extremely helpful in providing data and other information which informs this study. These organisations include:

Data Support

Stats NZ
Ministry of Business, Innovation and Employment (MBIE)
Maritime New Zealand
NZ Marine Industry Association
Royal NZ Coastguard Surveys
Marine Industry Surveys,
Yachting NZ

Regional Support

Department of Conservation
Northland Regional Council (Harbour Master Office and Coastal Care)
Far North District Council
Far North Holdings Limited

Recommendations

1. Additional land for enhancing current facilities and for new sites

Opportunities to acquire waterfront land suitable for expanding boating infrastructure are few and far between. When such land does become available Council needs the ability to move quickly and with certainty to acquire it.

Council should initiate and maintain a market-watch on

- private land adjacent to existing facilities, that would enable enhancement of those facilities, particularly car-parking capacity.
- private land in congested areas that would support future new development.

It is recommended that this be done in conjunction with the development of coastal recreational activity and general public access. Ideally the terms of reference for the market-watch function would be to investigate only those opportunities that demonstrate the potential for combined or multi-use activity.

Terms of reference should also include the initiation of ongoing discussions with the owners of potential sites for joint development or supported development, such as the land owned by Te Runanga O Whaingaroa in Tōtara North.

The FNDC Reserves Policy is currently under review and potentially has the scope to incorporate these recommendations into the review process.

2. Strategic funding source

The findings of this study show clearly that financial pressure around the expansion of boating infrastructure in the Far North is associated with the need to increase capacity, in particular car-parking, rather than annual operating maintenance.

As outlined in #1 above, opportunities to acquire waterfront land suitable for expanding boating infrastructure are few and far between. When such land does become available Council needs the ability to move quickly and with certainty to acquire it. Council should therefore ear-mark a 'fighting fund' to allow for the purchase of land identified through the market-watch function outlined in #1 above.

3. Upgrades

It is recommended that FNDC investigate further the following projects (detailed in the Area Summaries) by using the remaining budget from this study to provide a more detailed scoping and budget estimate to support decision-making and potential funding applications.

Medium to high value

1. Russell car-park culvert (*page 91*)
2. Rangiputa (*pages 156-161*)
 - Rangiputa (main) Beach Reserve car-park
 - Rangiputa (West) DoC Land
3. Whatuwhiwhi Reserve Overflow access (*pages 165-167*)
4. Waipapa Landing car-park seal (*page 43*)

Lower value (page 32)

1. Floating jetties
2. Ramp guides
3. Updated website

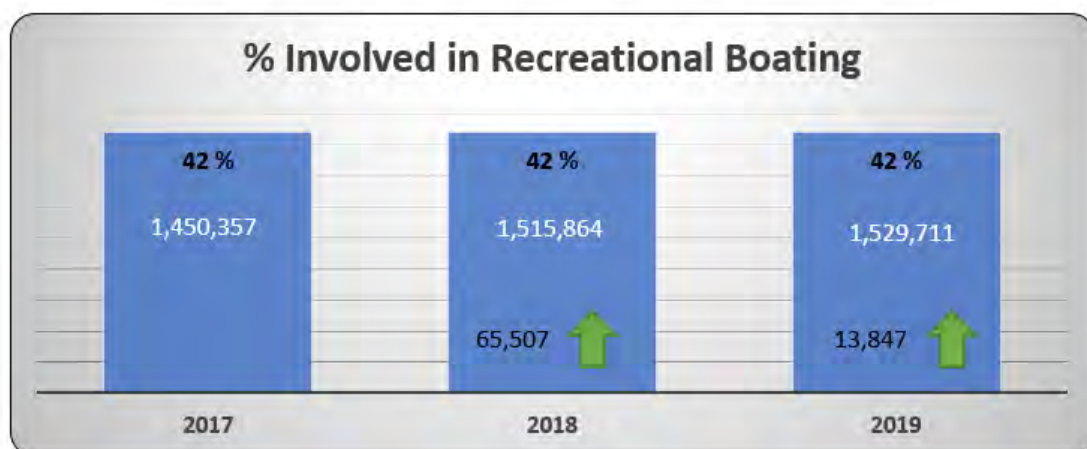
Growing demand

Northland accounts for a full seven percent of all boat trailers sold throughout New Zealand, despite comprising just four percent of the population. The Bay of Islands alone has seen residential population growth rates of over 20% between 2013 and 2018, while boating infrastructure is largely unchanged since the 1970s.

Recreational boating statistics

Numbers

According to research conducted on behalf of Maritime NZ in 2019 over 1.5 million New Zealanders are involved in recreational boating. Although the same percentage of New Zealanders identified themselves as being involved in recreational boating over the past three years (42%), the NZ population has increased over these years and thus the number of boaties has increased by 79,354.



Maritime NZ 2019 Recreational Participation Research: Based on Adult population aged 20 plus of 3,642,170

'Involved' is defined as owners of a recreational vessel, non-owners in charge of or skippering a recreational vessel, and those spending time on a recreational vessel (but who do not own or skipper it). The definition of 'recreational vessels' ranges from small vessels (windsurfers / kayaks) to larger vessels (power boats / sail boats more than 6 metres long).

Type of recreational vessel owned / used

As of July 2019 according to the NZ Marine Industry Association the total number of boats in New Zealand was estimated to be 650,000-700,000. This represents approximately one boat per seven people based on New Zealand's population of 4.75 million people at that time.

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. Of note, Power Boats under 6m, Dinghies and Jet Skis make up about 40% of recreational vessels used and are predominately trailer based.

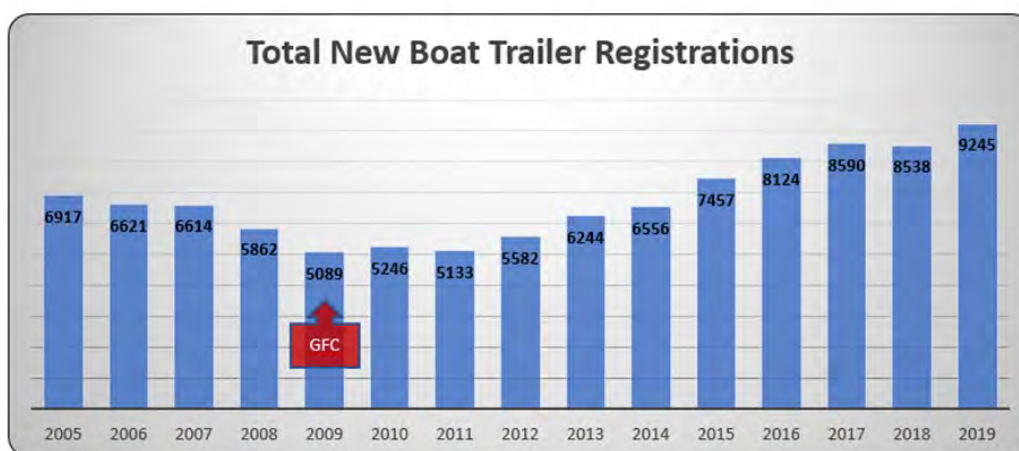
Source: Royal NZ Coastguard Surveys and Marine Industry Surveys, Maritime NZ Yachting NZ and NZ Marine Industry Association).



Summary of existing stock		Estimated Annual Growth
Yachts and launches	24,000	150
Commercial boats (moored)	7,000	100
Trailer power boats	200,000	3,500
Personal watercraft	8,000	1,000
Trailer sailor boats	16,000	100
Dinghy/Canoe/Optimists/Windsurfers etc	430,000	30,000
Less Scrapped/Exported		-6,000
	685,000	28,500

The NZ Marine Industry reports a continued growth in the registration of new boat trailers and writes of approximately 2000 over 6m length trailer-boats being sold in 2017. Discussions with leading NZ Boat Trailer manufacturers also indicate a trend in larger trailer-boats with more and more sales over 6.5m. Northland averages 7% of all new boat trailer registrations, which is significantly higher than most regions on a per person basis.

On average 46% of the new trailers sold annually in New Zealand go to Auckland and Northland.



PowerStats Limited, March 2020 on behalf of The NZ Marine Industry Association

Location

The largest proportion of New Zealand's recreational boaties live in the upper North Island - 34% live in Auckland, 10% in Waikato, 9% in Bay of Plenty and 4% in Northland.

Effectively 38% of New Zealand's recreational boat users live within 3 ½ hours' drive of the Bay of Islands and within 4 ½ hours of Doubtless Bay.



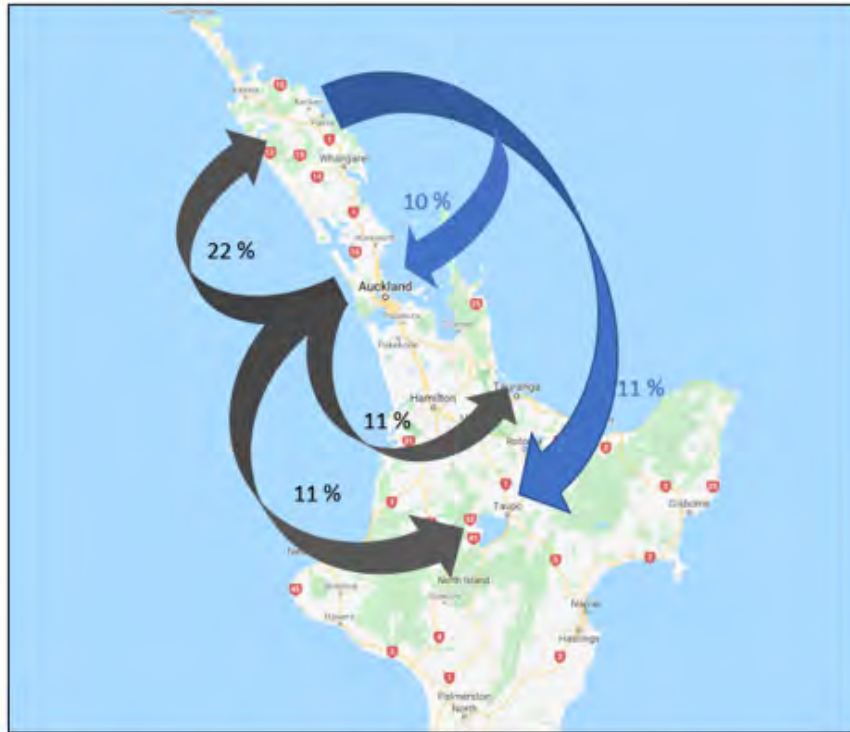
Maritime NZ 2019 Recreational Participation Research

Where do they go?

While recreational vessel users stay fairly close to the area they live when boating, in 2019 Auckland boaties have travelled into three other regions; Northland, Waikato / Taupō, and the Bay of Plenty. Most boaties in comparison have tended to venture into only one or two additional regions during the previous 12 months.

22% of Auckland Boaties visit Northland – 90% of Northlanders boating trips are in Northland.

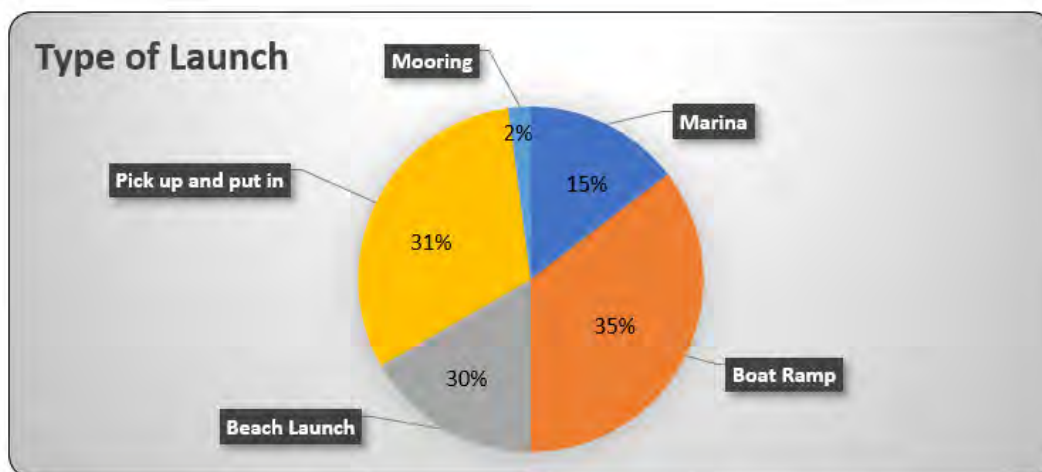
Although not all of the 22% of Auckland boaties making a trip to Northland will necessarily be travelling to the Far North the figure is still extremely significant and even at the conservative limits of the data could represent physical visitor numbers in the thousands over the course of a year.



Where Northland and Auckland Boaties Visit - Source: Maritime NZ

Vessel launch options

Maritime NZ survey data has consistently recorded around 35% of boats being launched from a boat-ramp. This is however based on a small survey sample for Northland and logic testing against the existing stock of boats according to the New Zealand Marine Industry Association would suggest the number to be nearer 50%. For the purpose of this study it will be assumed 40% of boats in the Far North are trailer launched.



Based on Maritime NZ Survey Data



Type of Trailer Launch Boat	% of Current National Stock
Trailer Power Boats	29%
Personal Watercraft	1%
Trailer Sailboats	2%
Dinghy etc	19%
	52%

Assumes only 30% of Dinghy etc category is trailer launched

Recreational boating statistics summary

Research shows a relatively steady recreational boating uptake in New Zealand of 42%. As population growth continues the physical numbers represented by that 42% also grows. On average across the country one in seven people own a boat. New boat trailer sales records show the proportion of boat ownership in Northland to be significantly higher, with 7% of sales to 4% of the population. One in four (25%) boat ownership is used for this study and is potentially conservative for this region.

22% of Auckland boaties responding to the Maritime NZ recreational boating survey travel to Northland for the purposes of boating. This combined with the fact that 90% of trips by Northland boaties are in Northland places significant demands on infrastructure.

Trailer vessels of various sizes that require ramp facilities make up a good percentage of that total, potentially as high as half but assumed at 40% for the purposes of this study.

The NZ Marine Industry annual report writes of approximately 2000 over 6m length trailer-boats being sold in 2017 and anecdotal discussions with trailer manufacturers support a growing trend in larger trailer-boats.

The limited availability of moorings and marina berths in the region, along with the additional maintenance costs associated with boats permanently in the water, suggests a larger than average uptake of trailer-boats in the region. A 3,500kg vehicle towing capacity is now common and trailer-boats are now larger in size and far more capable.

Visitor pressure is significant; 22% of Auckland boat-owners use their vessels in Northland. Visitors to the region likely more than double boat-ramp user numbers over peak periods and are now more prevalent in what were traditionally quieter boating periods.

Far North boating visitor impact

Estimating visitor numbers

As with general domestic tourism it is difficult to accurately capture the number of boating visitors. Someone who leaves Auckland on a Friday and travels to the district may not leave a statistical footprint if they stay with family and friends or book private holiday home accommodation. The rise in popularity of Bookabach, Airbnb and private holiday home rentals have made travelling with a trailer-boat much easier as has the proliferation of high-capacity tow vehicles on the market.

MBIE Accommodation Data Programme *Measures for all accommodation types in Far North District, Nov-2020* records 5,200 Stay units (Hotel and Motel rooms, Dorm beds, camping sites etc), this number does not include privately owned options such as those marketed through Airbnb and Bookabach which add significantly to the pool of available guest accommodation. Given the data indicators from Maritime NZ Surveys and Far North Campground Surveys it is likely that visitors to the district would likely more than double boat-ramp user numbers over peak periods and are now more prevalent in what were traditionally quieter boating periods.

The fitting of vehicle movement counting devices to boat-ramps would enable the collection of more accurate data. However it is readily apparent that over peak periods demand far exceeds supply and that, for some parts of the district, that is a year-round problem. Visitor numbers merely determine how far demand outstrips supply.

Maritime NZ surveys: Auckland visitors

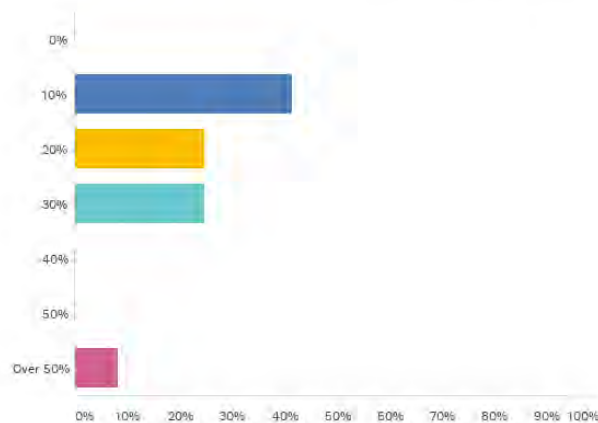
Maritime NZ surveys have estimated that 22% of Auckland boat users travel to Northland. Unfortunately, the data is restricted to the wider Northland region and does not break the statistics down to the Far North district. It would be a fair assessment that a significant percentage would visit the Far North. The breakdown between moored vessels and trailer-boats is also not clearly defined but it is a logical conclusion that trailer-boat visitors from Auckland would run into several thousand over the year.

Camping sector survey: boating visitors

We recently conducted a short survey of Far North camping grounds, primarily focused on the impact of Covid-19, however the opportunity was taken to gather additional boating data. Camping ground operators were asked to estimate the percentage of guests that bring a trailer-boat or jet ski when they come to stay.

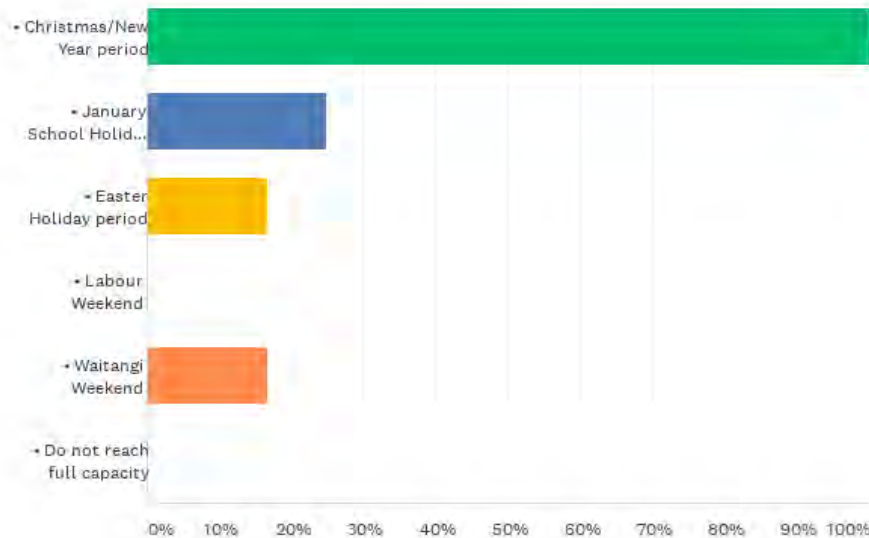
Camping grounds representative of one third of the Far North capacity, and spread evenly across the district, responded to the survey. The results indicate that an average of 25% of visitors to camping grounds travel with a trailer-boat or jet ski.

Q6 As a best estimate, what percentage of your visitors bring a trailer boat or jetski?



The survey also asked campgrounds to note what periods of the year they experience peak demand and reach full capacity. Not surprisingly all responders reached full capacity over the immediate Christmas and New Year period, 25% over the January school holidays and 17% at both Easter and Waitangi Weekend.

Q7 Over what periods do you regularly reach full capacity?



Extrapolating the results across the capacity of only this group camping grounds gives an indicative figure of 320 visitors per day with boats over Christmas and dropping to around 235 in the less popular holiday periods. Therefore, total boating visitor numbers reach 1000 per day across the camping accommodation sector for the Christmas period and around 705 for the other holiday periods.

The impact of Covid-19 on boating visitor numbers

Far North visitor numbers have traditionally been 75% domestic, (prior to Covid-19), with the 25% of overseas visitors not high boat-ramp users. The impact of Covid-19 on boat-ramp users appears to have been negligible over the Christmas peak period of 2020, however this is based on limited data and more on observation and community feedback. Visitor data and analysis for the summer period was not yet available.

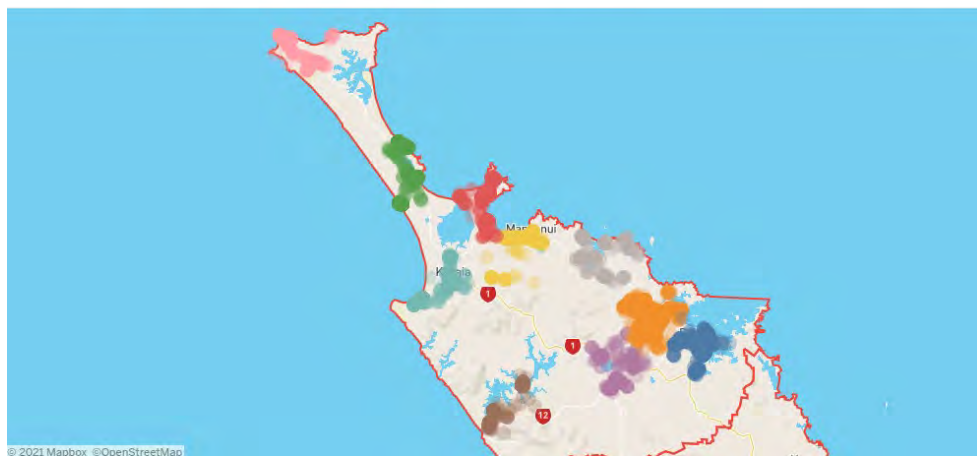
The boat sales sector experienced significant sales volume over the second half of 2020 and there were initial indications that user numbers could increase. Again, at this early stage it is not apparent that numbers have increased. 2019 was a busy boating season and 2020 demand has not varied notably.

As stated previously the capturing of accurate domestic visitor movements is challenging. The Outdooria group has a stable of mobile apps, including Campermate and the organisation collates user data on movements and information searches. Their Campermate National Freedom Camping data portal contains reports on the collated data and is an up-to-date source of visitor movements of those using the Outdooria apps. This data does not by any means capture the whole picture but can be used to highlight changes in visitor number patterns and where they go across 2018 to the current month.

There is potential that the Far North may be experiencing a minor post Covid-19 change in visitor behaviour with a percentage-based reduction of visitors in the Paihia area and increases along the east coast from Kerikeri to Karikari Peninsula. However as with all post COVID-19 data there is limited information to confirm trends and at this point in time (February 2021) the true impact on boating visitor numbers appears minimal. The changes could reflect the drop off of international visitors.

Percentage Of Overnight Stays Per Cluster

33.8% 19.7% 11.9% 8.0% 7.1% 4.8% 4.5% 4.0% 3.1% 3.1%

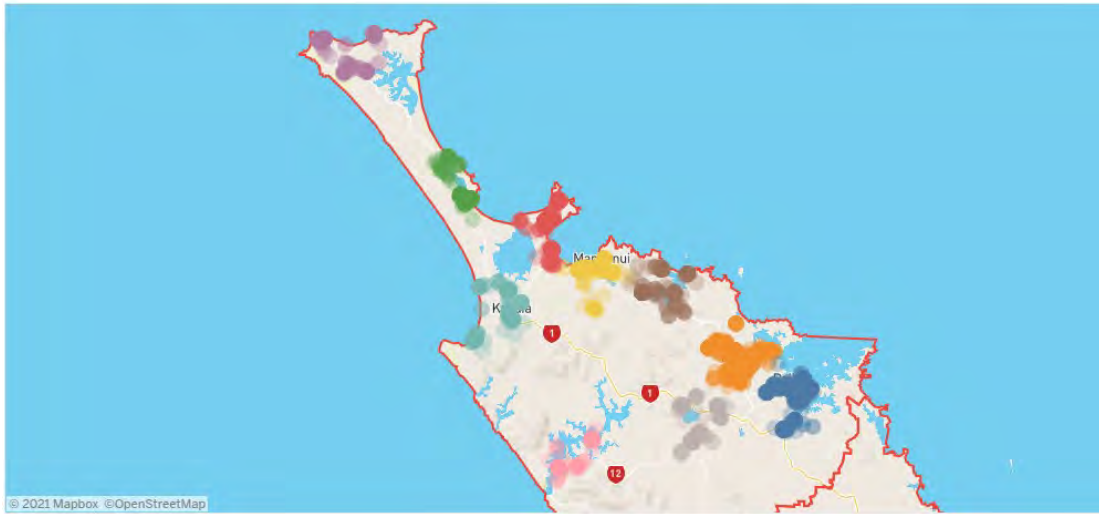


December 2019 - Campermate Data

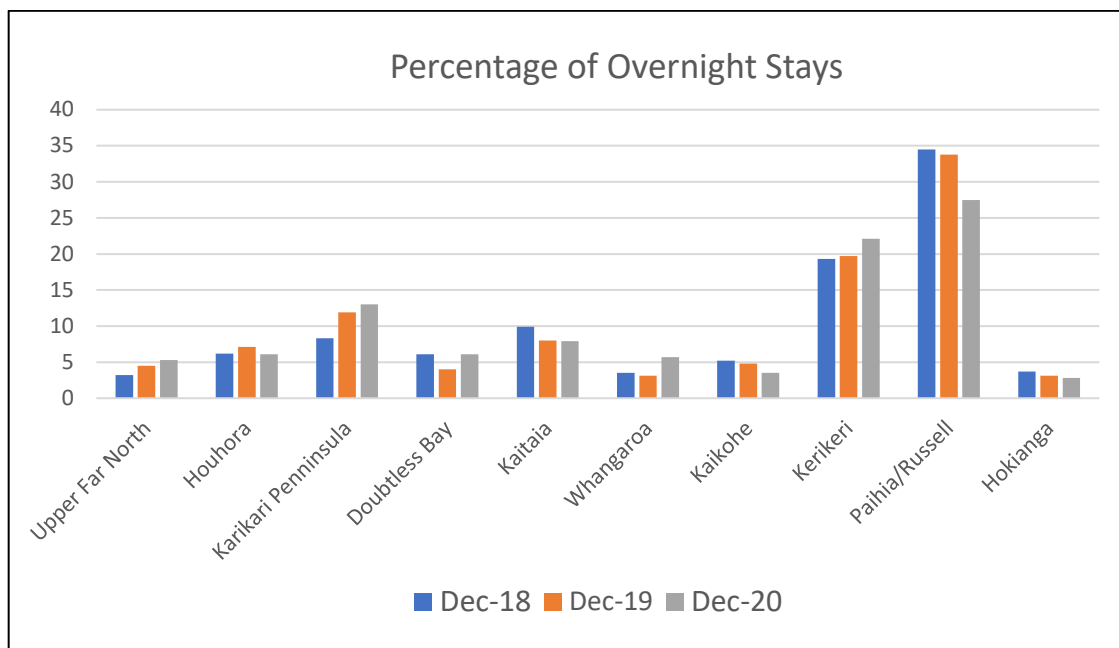
The data from December 2020 shows Paihia dropping by 6.3% and increases in Whangaroa, the East coast near Mangonui and Taipa, and Karikari Peninsula. These specific areas are all popular boating destinations and, although it is too early to make any firm conclusions, it is possible that boating visitors are spreading out to explore new places due to overcrowding in the Bay of Islands. Local feedback from these effected areas does tend to support this observation.

Percentage Of Overnight Stays Per Cluster

27.5% 22.1% 13.0% 7.9% 6.1% 6.1% 5.7% 5.3% 3.5% 2.8%



December 2020 - Campermate Data



Additional car-park capacity

There are an estimated 2,900 trailer-boat users living in the wider Bay of Islands catchment area. Yet there are just 48 dedicated boat trailer only parking spaces. 'Informal' parking is anti-social and potentially dangerous. And pressures increase exponentially during holidays and other peak periods.

There are just 48 car-parks dedicated to boat trailers in the Bay of Islands and an estimated all-in total of 160 potential standard spaces adjacent to boat-ramps, subject to the parking efficiency of individual drivers. 'Creative' parking options (often illegal) may see a higher number realised, while poor parking etiquette can restrict overall availability. The available car-park numbers will rise by approximately 20 with the introduction of the Windsor Landing boat-ramp in 2021.

There are an estimated 2,900 trailer-boat users living in the wider Bay of Islands catchment area and although individual usage varies, and some boats may rarely leave the driveway or are based at holiday homes, the impact on demand with even just half the estimated users being regularly active is significant.

There is no doubt that additional car-parking capacity is required across the district. Some areas such as the Bay of Islands and Whangaroa have a year-round issue, while others such as Karikari Peninsula have substantial peak period demands. As to be expected within any coastal environment, there are many challenges to increasing capacity. These include the availability of suitable land, competing priorities, and the engineering, compliance and political complications that come with foreshore development.

Coastal Reserves often adjoin, or are at least in close proximity to, congested boat launching sites; in particular, Opito Bay, Rangitane, Rangiputa and Whatuwhiwhi. With limited development these areas of open space provide an option for peak overflow parking or, in fact, more permanent solutions. Rangiputa and Whatuwhiwhi options also provide the means to restrict, if not stop, parking on the beach – something that warrants higher consideration in any environmental discussion. This study has noted the opportunities but as the FNDC Reserves Policy is currently under review it is anticipated that the use of reserves for any form of car-parking will be one part of a wider review process.

The options, in order of cost implication (least to greatest), are:

1. Improve efficiency at current sites.

- Upgrade carpark surfaces and mark out parking bays.
- Better signage
- Update online information to include live data (enable demand to spread based on usage)

The fastest and least expensive route to produce additional capacity is to improve what is currently in use.

There are opportunities to improve efficiency and safety at a number of locations across the district through relatively minor works. These minor works are also prime candidates for external funding support from programs such as the Tourism Infrastructure Fund and where possible can be targeted through sustainable procurement to support the development of local businesses.

The installation of floating jetties and ramp side guides not only improve safety but will also assist to lower congestion by reducing the time an individual takes to clear the ramp area. Sealing and marking car-parks reduces the loss of available space through ad hoc parking and additional signage can also help improve parking behaviour.

Online Information

In general, online information for boat-ramps is not of a high standard, with the majority of District Councils having limited information available online. The FNDC website has no information pertaining to boat-ramps while the NRC website simply has a list and a brief description.

The creation of dedicated boat-ramp information online will provide a platform to advise and educate users on the facilities and any environmental or regulatory considerations relating to their use. There are also now options available that will provide the means to use the webpage to help manage peak demand and provide users with information to support their decisions on where to launch.

The installation of a Wi-Fi Smart Lighting streetlight/security light at high demand boat-ramps would provide a network interface to enable CCTV footage of the available carparking to be streamed on the website giving users real-time data showing the current demand at the boat-ramp.

2. Temporarily increase capacity at current site for peak periods

- Use of adjoining public land as temporary overflow parking.
- Lease of private land for temporary overflow parking.
- Move car only parking temporarily.

There is potential at a number of sites to increase capacity for temporary periods over peak periods. For example, cars parking at Waipapa Landing, whose occupants are walking through to Charlies Rock, could be directed to park at the Cherry House car-park over the Christmas period. At Waitangi, access to a designated area on the sports field could be negotiated. And in Russell vacant land could be leased. These and other options are highlighted in the district summaries.

3. Permanently increase capacity at current site

- Extend carpark within current boundaries.
- Purchase adjoining private land.
- Reclaim seabed area.

Options to permanently increase the physical footprint and capacity of existing facilities are limited and generally adjoining land purchase, land reclamation and the permanent use of reserve land are the options on offer. There are exceptions such as Russell where the creek that forms the inland boundary of the carpark could be directed through a culvert and the land filled over to increase usable capacity.

The purchase of adjoining privately owned land is obviously dependent on the owner's intent to sell and therefore it is likely that FNDC will be competing in a market process to procure any land on offer. As stated earlier the establishment of a strategic funding source is recommended to enable FNDC to respond quickly to the limited opportunities to purchase coastal property that enhances maritime access for residents.

Land reclamation is a significant undertaking and the viability from an engineering and environmental point of view is complex and has not been investigated in detail within the scope (and budget) of this study. With the exception of Rangitane which has been advanced by FNHL and has secured central funding support, any reference to reclamation as an option is subject to further investigation - not only for engineering viability but also from a wider environmental and political standpoint.

4. Develop new infrastructure

- Develop a new ramp and carpark on public land.
- Purchase private land and develop a new ramp and carpark.

The development of new greenfield infrastructure has a significant financial and time-line overhead. Suitable land needs to be available for purchase, consultation would be required, engineering viability conducted, roading and access considerations dealt with, traffic management addressed, and so on. The challenges cannot be understated; Windsor Landing already had a consented ramp and jetty yet it has taken 17 years to get the development to the final construction phase.

New facilities are likely be needed in the future and a strategic approach to targeted funding, identifying suitable areas in coordination with general public coastal access considerations, is required. A recommendation of this study is that a strategic funding source is established to enable FNDC to move quickly on opportunities for the purchase of coastal access land that will provide options for boating access as well as general maritime-based recreation.

Moorings

Applications for new moorings in the Far North continue to increase exponentially and comfortably outstrip supply. Current mooring locations have no remaining space for new moorings.

According to the Northland Regional Council the demand-profile for moorings in the Bay of Islands is on trend with trailer-boat parking demands. Applications for new moorings have increased on an annual basis and comfortably outstrip supply. Current mooring locations have no remaining space for new moorings. The only additional mooring space available is at Windsor Landing which is subject to the number of car-parks are available to support the moorings. New approvals are on hold until the development is progressed. Other parts of the Far North are quickly approaching capacity.

The other interesting point is the growing number of applications to increase the capacity of existing moorings. Indicating again that, as with trailer-boats, general boat size is increasing. The option to increase a mooring's capacity is reviewed on a case-by-case basis and, as with the addition of new moorings, options are limited due to mooring density.

The price of moorings has risen accordingly. A snapshot of Trade-me and the NRC Moorings website data on a day in February 2021 revealed only 10 moorings for rent and four for sale across the district. There will no doubt be more advertised by other means but the data is indicative of the level of demand. Moorings for sale often fetch as much as \$20,000 in the Bay of Islands, particularly near Kerikeri (Doves Bay and Opito Bay).

The supply of moorings is finite by nature in all areas and very nearly approaching full capacity in the Bay of Islands. The demand trend mirrors that of trailer-boat infrastructure in the area and, as moorings and marina berths become more difficult to secure and more expensive, the attraction of a trailer-boat option increases.

Marina Berths (as opposed to swing-moorings) are equally in demand in Kerikeri, Opua and Whangaroa. Prices can range into the hundreds of thousands depending on berth size.

	Moorings for Rent		Moorings for Sale		Marina Berths for Sale	
	Listings	Average Price/Mth	Listings	Average Price	Listings	Average Price
Kerikeri	2	\$ 370	1	\$ 20,000	-	-
Paihia	1	\$ 100	-	-		
Opua	3	\$ 160	1	\$ 10,500	2	\$ 202,000
Russell	1	\$ 220	2	\$ 13,500		
Whangaroa	2	\$ 155	-	-	2	\$ 135,000
Mangonui	1	\$ 120	-	-		

Boat-ramp maintenance expenditure

Financial pressure around the expansion of boating infrastructure in the Far North is associated with the need to increase capacity, in particular carparking, rather than from annual operating maintenance.

The operational expenditure for maintaining the district's boat-ramps averages out at approximately \$60,000 - \$65,000 annually (source: Far North Holdings). This includes regular cleaning, associated mileage, machine maintenance and minor concrete repairs and other repairs.

Capital spend on more major repair and upgrade works, such as resurfacing or ramp widening, has been approximately \$ 135,000 over the past five years. This includes some works on the existing facilities at Windsor Landing.

Maintenance spend on car-parks adjacent to boat-ramps is not allocated according to boat-ramp usage. This is because the required maintenance cannot be directly attributed to boat-ramp this usage. Invariably, the car-parks are not for the exclusive use of ramp users and are a wider user asset (as with most reserve and public spaces car-parks). That is to say, the car-parks would most likely have to be maintained regardless of whether there was a boat-ramp there or not.

Therefore, direct spend on boat-ramp operational and capital works maintenance right across the Far North district is in the region of \$100,000 annually. Given the significant number of boat-ramps and the number of people using them, maintenance costs are low.

‘User pays’

The number of trailer-boat users in the Far North is significant and they cannot be regarded as a fringe group. So to single out boat-ramp users for new charges at existing facilities, and not other users of public amenities such as walking tracks, skateboard ramps and reserve car-parks, will prove disruptive and divisive.

In 2002 Council introduced the Maritime Facilities Bylaw and the Mooring Charges Bylaw, which provided for:

- a \$25 annual fee and license for non-commercial vessels' use of wharves (including pontoons) and trailer-boat launching ramps; and
- a \$25 fee for mooring owners to use the district's moorings

Far North District Council-owned company Far North Holdings (FNHL) was tasked with administering the trailer-boat/moorings licensing system and collecting the fees.

In 2008 FNHL raised a number of concerns relating to the licensing and collection system and indicated the company did not wish to continue as the administration agent. Principally the company was concerned that the cost of collection (its administration fee plus policing costs) was leaving very little from the fees collected to actually engage in meaningful work. The company suggested either the fees be increased, the licensing system be dropped altogether, or the Council take over administration and collection.

In October 2008 the Audit & Finance Committee workshop indicated the maritime facilities license and fees should be abolished. This was carried through into the adopted Long Term Council Community Plan:

"Council does not intend to continue to charge a maritime licence fee (including mooring fee) for the use of maritime facilities. The fee has become uneconomic to collect. Council will make up the funding shortfall for maritime improvements through normal capital funding streams."

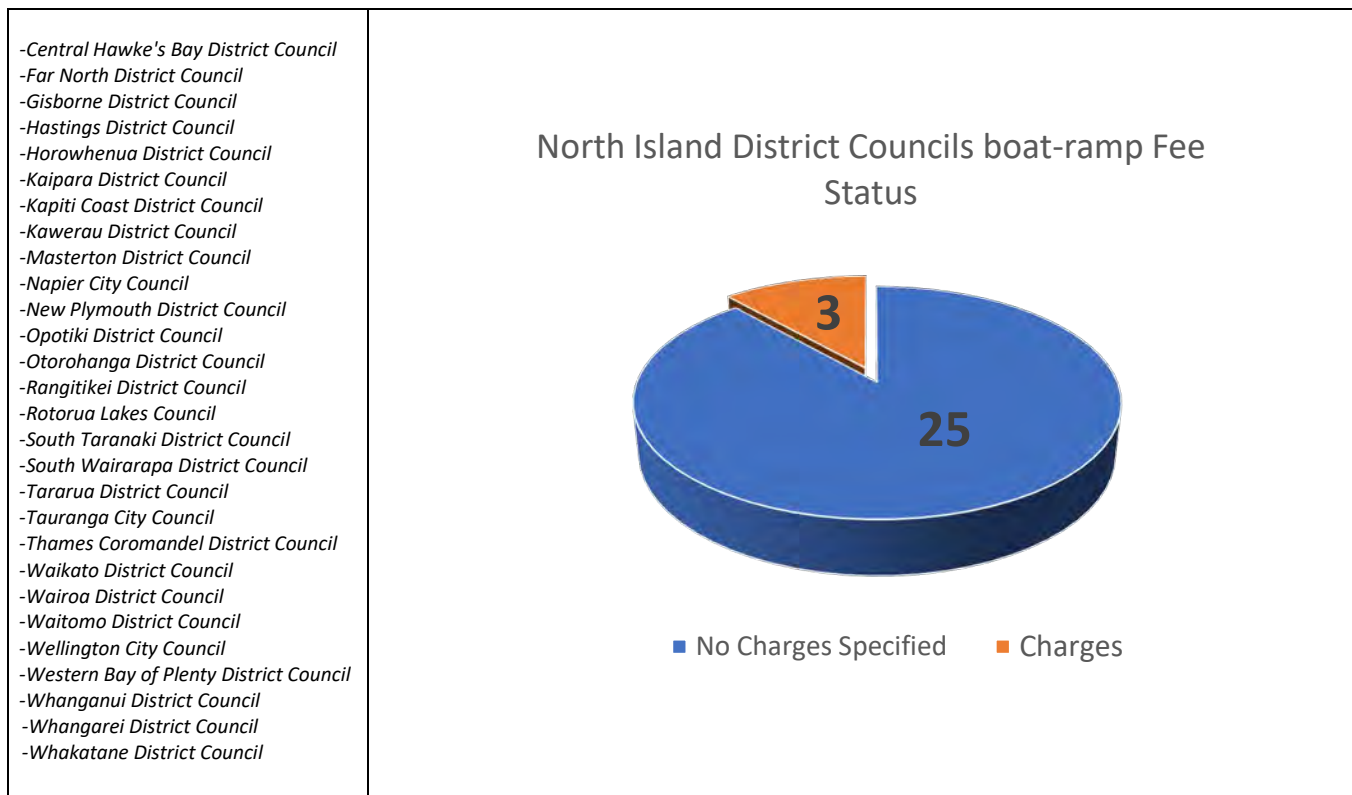
In the course of researching this study we reviewed the online information of 28 District Councils in the North Island. Of these, only three advised of any charges for the use of boat-ramps: Thames Coromandel (9 Ramps), Napier City Council (1 Ramp) and Whanganui District Council (1 Ramp). It must also be noted that the availability and quality of online information was generally poor, however regardless of that fact, upwards of 95% of ramps in the council areas surveyed had no charge for use.

Of those charging;

- Annual access fees ranged from \$35 to \$150 with an average annual fee of \$79.
- Daily charges ranged from \$5 to \$15 with an average daily fee of \$10.
- There were only 2 advertised launch fees \$5 and \$20.

Annual fees and daily access could be purchased at listed outlets. with one ramp having eftpos to pay for launching (Napier-Nelson Quay).

The low uptake for user pays at boat-ramps across the North Island would clearly suggest that the effort and expenditure involved in administration, collection and enforcement is not well balanced by the revenue generated.



Online information

In general, online information for boat-ramps is not of a high standard, and this is not restricted to the Far North. The FNDC website has no information pertaining to boat-ramps and the NRC website has a list and a brief description. In contrast the Thames Coromandel District Council has more in-depth information available.

East coast Bay of Islands

- Opito Bay: concrete to low water, good parking.
- Ōpua: concrete to low water, good parking.
- Rangitane: concrete to low water, fair parking.
- Russell: concrete to low water, fair parking.
- Tapeka Point: concrete to low water, poor parking.
- Waipapa: concrete to low water, good parking.
- Waitangi (above bridge): concrete to low water, good parking.

Northland Regional Council- boat-ramp Information

Kopu Boat Ramp, Off Quay Street, Kopu



This ramp is suitable for large boats and is often used for haul-out, which means there can be restricted access at times. Smaller boats are better suited to other ramps when these activities are in progress. There is generally 1.5m of water available at low tide, unless in a spring tide. A north-westerly can present some issues when launching/retrieving. River currents can also be challenging if wind is opposing tide. Next closest ramps are Turua Boat Ramp and Tararu Ramp by the Thames Sailing Club for high tide launching. 4WD is preferable as this ramp is metalled.

Limited parking when commercial operations are in progress. Parking area is also prone to flooding in King tide and storm events. There's no launching or parking fees.

No toilets on site. Kopu has a petrol station, bakery and pub. Turua is a few minutes south and has a cafe and boat ramp with good infrastructure.

Tararu Boat Ramp
Thames Coast Rd, SH25 [beside the Thames Sailing Club]



Launch two hours either side of high tide. Ideally caters to maximum boat and trailer length up to 5m. Check the marine forecast as wind opposing tides can result in dangerous conditions. Worst winds S, SW, W, NW and anything greater than 10 knots can be challenging to launch and retrieve boats.

No fees and charges. Parking for up to 15 boats and trailers. Please park away from the Thames Sailing Club buildings and doors. Additional parking available along SH25 if needed.

Nearest toilets at Kuranui Bay Reserve, Porritt Park outside Goldfields Mall, or Thames Civic Centre iSite. Petrol 2km away in Thames. Bait, drinks, snacks available 200m away at Tararu Store or in Thames.

There's shallow fishing sometimes not exceeding 2-3 metres and area is known for holding good snapper stocks year round.

The Sailing Club holds regattas so check website to avoid busy regatta days www.sportsground.co.nz/thamessailing or contact thamessailing@gmail.com

Examples of Thames Coromandel District Council Website – boat-ramps Thames Coast to Colville

The creation of dedicated boat-ramp information online will provide a platform to advise and educate users on the facilities and any environmental or regulatory considerations relating to their use. There are also now options available that will provide the means to use the webpage to help manage peak demand and provide users with information to support their decisions on where to launch.

The installation of a Wi-Fi Smart Lighting streetlight/security light at high demand boat-ramps would provide a network interface to enable CCTV footage of the available carparking to be streamed on the

website. The Smart Streetlight is effectively a streetlight with a built in Wi-Fi node that can support various applications. Streaming or time triggered CCTV would give users real-time data showing the current demand at the boat-ramp. This would avoid the frustration of travelling to a boat-ramp only to find there are no available parking spaces. The CCTV would also improve security and would encourage better parking habits.

An updated website streaming real-time CCTV would also present opportunities for revenue through commercial advertising or business partnerships. The option of a commercial partner developing the CCTV assets and the web presence is also a consideration.

The Wi-Fi network also provides the option to install additional smart services beyond CCTV.

- Wi-Fi hotspots
- Deployment of smart rubbish bins
- Localised Information services
- Smart Parking
- Air Quality Sensors



New boating infrastructure

The development of new infrastructure is a long-term option; this study focuses on moves that can be made immediately and relatively inexpensively to upgrade existing infrastructure to a point where it is once again fit for purpose.

Our area-by-area review of existing infrastructure does identify some sites that can be expanded or developed to create what will essentially become new infrastructure. Examples include Rangitane (page 48) and Whangaroa (page 125).

The development of new greenfield infrastructure has a significant financial and time-line overhead. Suitable land needs to be available for purchase, consultation would be required, engineering viability conducted, roading and access considerations dealt with, traffic management addressed, and so on. The challenges cannot be understated; Windsor Landing already had a consented ramp and jetty yet it has taken 17 years to get the development to the final construction phase.

New facilities are likely be needed in the future and a strategic approach to identifying suitable land for acquisition, and how this might be acted on quickly and efficiently, is required.

Land acquisition

Opportunities to acquire waterfront land suitable for expanding boating infrastructure are few and far between. When such land does become available Council needs the ability to move quickly and with certainty to acquire it.

Council should initiate and maintain a market-watch on:

- private land adjacent to existing facilities, that would enable enhancement of those facilities, particularly car-parking capacity
- private land in congested areas that would support boating access as well as general maritime-based recreation.

It is recommended that this be done in conjunction with the development of coastal recreational activity and general public access. Ideally the terms of reference for the market-watch function would be to investigate only those opportunities that demonstrate the potential for combined or multi-use activity.

Terms of reference should also include the initiation of ongoing discussions with the owners of potential sites for joint development or supported development, such as the land owned by Te Runanga O Whangaroa in Tōtara North. And integration with the work already done by Far North Holdings around potential sites for new boating infrastructure in the eastern Bay of islands

The FNDC Reserves Policy is currently under review and potentially has the scope to incorporate these recommendations in the review process.

Strategic funding source

The findings of this study show clearly that financial pressure around the expansion of boating infrastructure in the Far North is associated with the need to increase capacity, in particular carparking, rather than annual operating maintenance.

As outlined above, opportunities to acquire waterfront land suitable for expanding boating infrastructure are few and far between. When such land does become available Council needs the ability to move quickly and with certainty to acquire it. Council should therefore ear-mark a 'fighting fund' to allow for the purchase of land identified through the market-watch function outlined in #1 above.

Dry boat stacking

One of the new infrastructure options we considered for this study was the introduction of dry boat stacking; where trailer boats are stored out of the water on vertical stacked racks, outdoors or indoors. Cranes and lifts transport the vessels from the water to the rack, and vice versa. This form of storage only accommodates power boats.

It became apparent relatively quickly that while the Far North overall has sufficient numbers of trailer boats to warrant the investment this approach would require, it lacks the density. For comparison, there is a dry stack at Gulf Harbour Marina on the Whangaparoa Peninsula. The population of just the Peninsula itself was 26,000 in 2018. Add to this the population of Auckland's high-density northern suburbs and we see that the population of the overall catchment area for this facility approaches or exceeds the entire population of the Far North.

Dry boat stacking infrastructure requires suitable waterfront land for development which, if available, will come at a premium cost. Add to this infrastructure development and ongoing operational costs, along with low population density in the Far North, and the business case for such a facility quickly becomes unattractive.

There are also a number of social factors working against the introduction of a dry boat stacking facility on the Far North; while space-poor city dwellers may find the idea of paying to store a boat at a launch site attractive, boat-owners across the Far North are likely to find the idea considerably less so.

Medium to major development opportunities

The following development opportunities are more substantial in engineering and civil work components and it is recommended that engineers estimates are developed for these projects if FNDC decide the recommendations warrant full consideration and eventual implementation.

1. Russell car-park culvert (*page 91*)
2. Rangiputa (*pages 156-161*)
 - Rangiputa (main) Beach Reserve car-park
 - Rangiputa (West) DoC Land
3. Whatuwhiwhi Reserve Overflow access (*pages 165-167*)
4. Waipapa Landing car-park seal (*page 43*)

Car-park Sealing

Ramp	Car-park Area	Seal Estimate
Waipapa Landing	2700	\$ 364,000
Russell	1100	\$ 148,500
<i>Planning figures based on pro-rata rate which includes drainage, service conduits and lighting.</i>		
<i>Russell based on current car-park size</i>		

Minor development opportunities

There are opportunities to improve efficiency and safety at a number of locations across the district through relatively minor works. These minor works are also prime candidates for external funding support from programs such as the Tourism Infrastructure Fund and, where possible, can be targeted to support the development of local businesses.

The location-specific sections of the study (below) include more detail on the individual project options.

Modular Floating Jetty



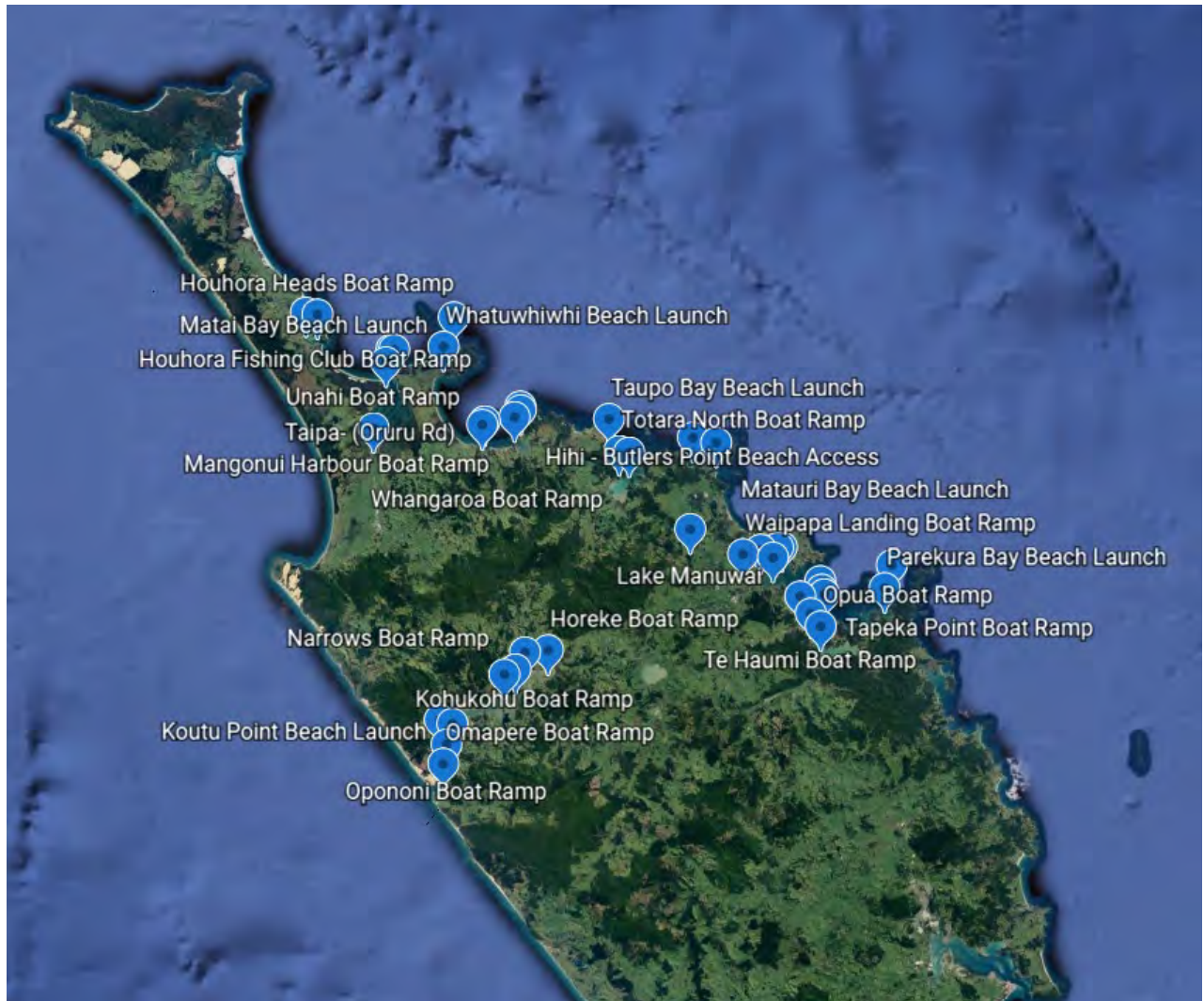
Ramp	Jetty Modules		Piles		Resource Consenting & Engineering	Jetty Install Labour	Total
Rangitane	5	\$ 15,000	2	\$ 5,000	\$ 6,000	\$ 5,000	\$ 31,000
Doves Bay	7	\$ 21,000	4	\$ 10,000	\$ 8,000	\$ 6,000	\$ 45,000
Whangaroa	8	\$ 24,000	4	\$ 10,000	\$ 8,000	\$ 6,000	\$ 48,000
Totara North	9	\$ 27,000	2	\$ 5,000	\$ 6,000	\$ 7,000	\$ 45,000
Rawene	7	\$ 21,000	4	\$ 10,000	\$ 8,000	\$ 6,000	\$ 45,000

Ramp Side Guides

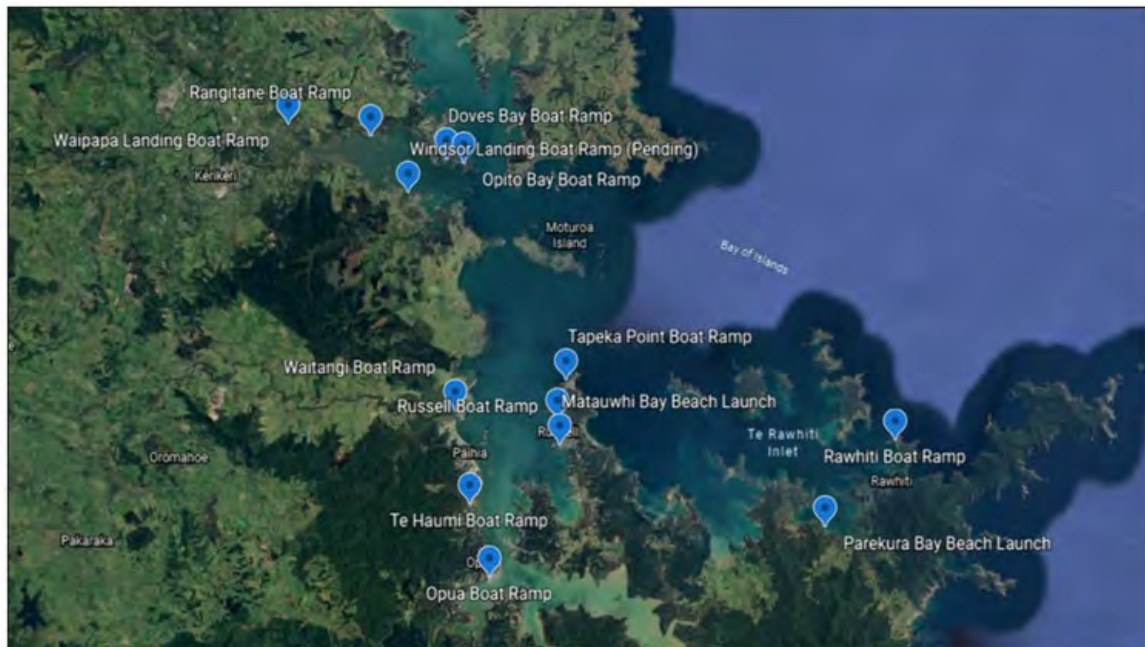


Ramp	Side Guides	Total Length	Materials and Install
Rangitane	2	20m	\$ 2,400
Tapeka Point	2	30m	\$ 3,600
Totara North	2	30m	\$ 3,600
Omapere	1	25m	\$ 3,000
Opononi	2	45m	\$ 5,400
Rawene	2	30m	\$ 3,600
Kohukohu	1	14m	\$ 1,680

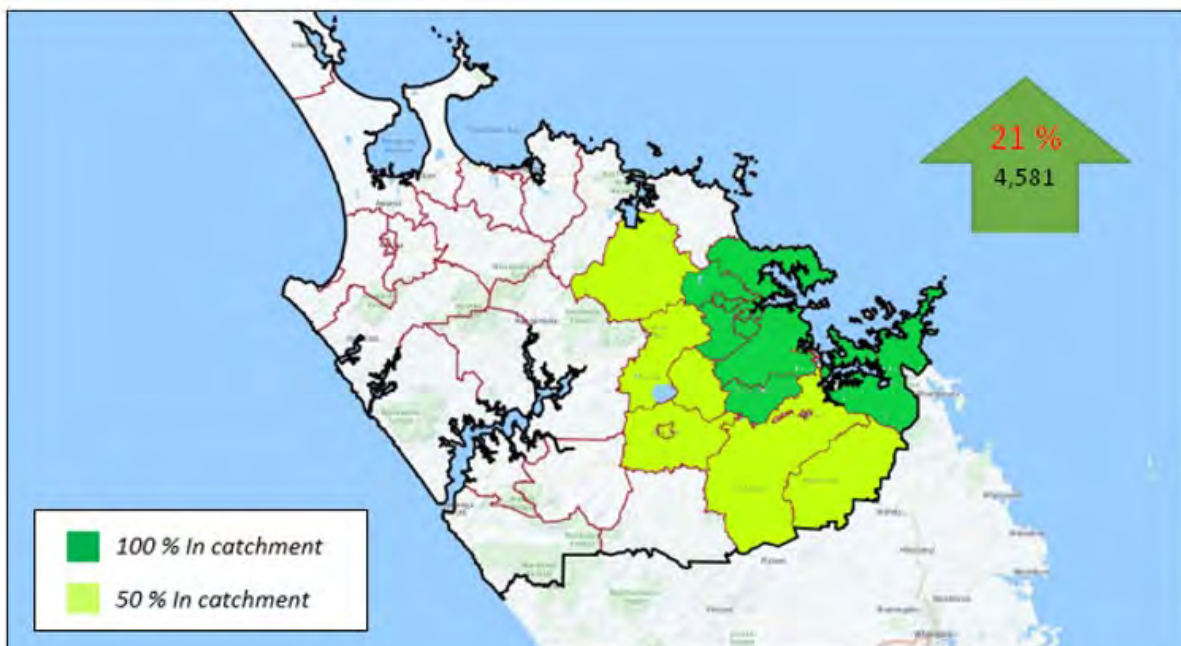
Area summaries



Bay of Islands



Bay of Islands Aerial



Bay of Islands Local Boating Catchment

Total Population (2018)	Estimated Boat Ownership	Estimated Trailer-boat Users
 29,616	 7,404	 2,962



Bay of Islands Capacity Summary

	Designated Trailer Only Parks	Potential Parking Capacity	Ramp Capacity
Waipapa Landing boat-ramp	0	12	2
Rangitane boat-ramp	0	8	1
Doves Bay boat-ramp	19	19	2
Opito Bay boat-ramp	8	16	1
Windsor Landing boat-ramp*	(20)	(20)	(1)
Waitangi boat-ramp	0	35	3
Opua boat-ramp	21	21	3
Russell boat-ramp	0	15	1
Tapeka Point boat-ramp	0	10	1
Parekura Bay Beach Launch	0	20	1
Rawhiti boat-ramp	0	4	1
	48 (68)	160 (180)	17
Estimated Local Vehicles to car-park	64:1 (45:1)	19:1 (16:1)	
Estimated Local Users to Ramp Capacity			174:1
Te Haumi boat-ramp**	(0)	(8)	(LC)
Matauwahi Bay Beach Launch**	(0)	(10)	(LC)

*Pending

** Kayaks and PWC only

Kerikeri and Surrounds

Population growth

Kerikeri is the largest population centre in the Bay of Islands catchment area. The population aged over 20 in the immediate Kerikeri surrounds is estimated at 10,083 as of 2018. This is an increase of persons aged over 20 years of 1,956 (24%) from the 2013 data.

Kerikeri and its immediate surrounds face the most growth pressure of any area in the Far North District.

Total population 2018: 13,356



Kerikeri: Over 20's population growth 2013-2018

Commercial and holiday accommodation

Kerikeri has a significant commercial accommodation capacity which is often at maximum occupancy over peak periods throughout the year. The additional demand pressure across all infrastructure is significant.

There are 18 Motels/Hotels, 4 Backpackers, 6 Camping grounds with a combined 38 cabins and 342 tent sites. There are also a large number of properties available through Airbnb and Bookabach.

Kerikeri: Commercial Accommodation				
				
Hotel/Motel	Backpackers	Camping Grounds	Sites/Capacity	Cabins
18	4	6	342	38

Kerikeri, Waipapa, Matauri Bay

  226 Properties  838 Capacity	Kerikeri <i>Listings and available capacity as of January 2020</i> Note: Properties can and do appear on both websites	  59 Properties  338 Capacity
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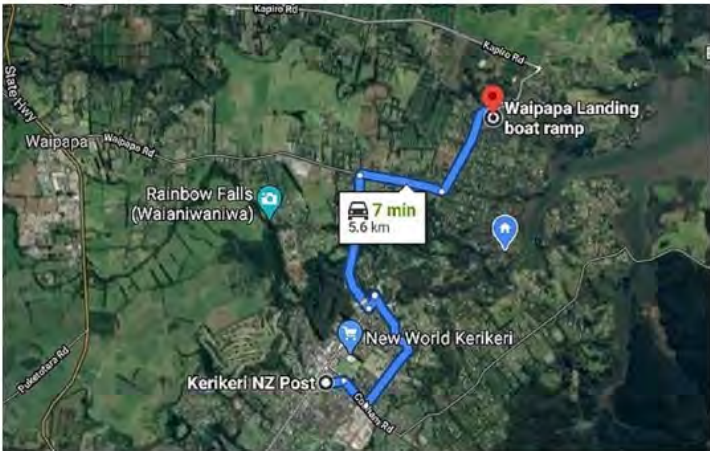
Demand and capacity

Total Population (2018)	Estimated Boat Ownership	Estimated Trailer-boat Users
 13,356	 3,339	 1,336

 Kerikeri Capacity Summary			
Launching Facility	Dedicated Trailer Parks	Estimated Current Carpark capacity	Ramp Capacity
Waipapa Landing Public boat-ramp	0	12	2
Rangitane Public boat-ramp	0	8	1
Doves Bay Marina boat-ramp	19	19	2
Opito Bay Public boat-ramp	8	16	1
Pending: Windsor Landing Public boat-ramp	20	20	1
	47	75	7
Estimated Local Vehicles to car-park	28:1	18:1	
Estimated Local Users to Ramp Capacity			191:1

Waipapa Landing Public Boat Ramp

- Waipapa Landing is on the Kerikeri Inlet approximately 6km driving from Kerikeri. It is in a relatively close grouping with ramps at Rangitane Landing, Doves Bay and Opito Bay.
- Ramp is an FNDC asset
 - Also services Boat Moorings at the landing
 - Access to open water is a significant 5 knot journey with depth levels dropping to approximately 30cm at low tide
 - Often used to slip large boats by specialised boat transport companies
 - Car park also services picnic and swimming area on the riverbank
 - Walkway to Charlie's Rock attraction also nearby
 - Car park area also has private driveway egress



Stakeholders
Far North District Council
Bay of Islands-Whangaroa Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Affected residential properties (GIS to confirm)
Affected Mooring Owners

Waipapa Landing – Car Park Current State

- No designated trailer parking
- No marked parking bays or signage
- Room for around 10-15 trailers depending on sizes
- Private driveways may be blocked/restricted at times
- Carpark services riverbank picnic area, public toilets and Charlie's Rock walk
- Turn off is on busy road with a one lane bridge in immediate vicinity



Trailer and Car parking is not designated or separated



Riverbank reserve is popular with families, so children are close to maneuvering traffic



Private driveways often restricted by parking trailers



Dedicated Trailer Parks	0
Marked Parking Bays	0
Surface	Gravel
Surface Condition	Poor
Proximity to Residences	Close
Lighting	Good
Security	Moderate

Turn-off to Carpark	Main Road
Turn-off Safety	Moderate
Maneuvering Room	Average

Estimated Safe Mixed-Size
Parking Capacity

12

Other Facilities



Waipapa Landing – Boat Ramp Current State

- Well sheltered
- Good for most tidal conditions
- Long passage to open Bay of Islands
- Excellent jetty and dock, ramp in good condition
- Manoeuvring can be tight if busy
- Heavy density of moorings in bay: Tight channel

Ramp Surface	Concrete
Surface Condition	Good
Docking	Good
Safe Docking Capacity	2
Beaching Material	Rock
Beaching Safety	Moderate



Vehicle Capability	Any
Depth	All Tide
Boat Size	All
Trailer Maneuvering	Average
Lighting	Good
Access to Open Water	4km

Ramp Capacity



Access to Bay of Islands is 4km
at 5 knots – low tide depths
30cm at points



Trailer maneuvering room is
tight if other boats are waiting
to launch



Safe single hand
launch/retrieve



Increase the Physical Footprint

[illegible]

44 | Page TIF boat-ramp Study:

- Sealing and marking of car-parks

The current gravel car-park has no clear parking structure and is in poor condition. Edging and sealing the current car-park area will formalise the parking areas and improve the general condition of the car-park. Ad hoc parking can greatly reduce the capacity and manoeuvring room so both trailer parks and car-parks to be clearly marked.

- Designated trailer parking

Clearly designating trailer only parking will leave the larger manoeuvring and parking areas available for trailer parking. Cars will have options to park in other areas of the car-park.

- Formalise reserve/grass car-park.

The grass car-park/reserve area to the west of the boat-ramp covers approximately 700 square metres and is used as overflow parking on an informal basis. The surface is a mix of partial gravel and grass and manoeuvring is limited. It does become wet over the winter.

The option exists to resurface the area closest to the ramp and designate a mix of single car and trailer parking. Leaving the second section as grass reserve may be a good compromise and in reality, the additional trailer parking from fully developing the reserve would be minimal because of the narrow confines.



Reserve/grass parking area

- Push Charlies Rock parking to Cherry Park House at peak

There is a significant number of car-parks opposite the boat-ramp car-park at Cherry House and the Croquet club. It may be of value to approach these organisations regarding overflow parking for single cars during the peak summer period. Of particular note would be parking for visitors to the popular swimming/walking spot at Charlies Rock.



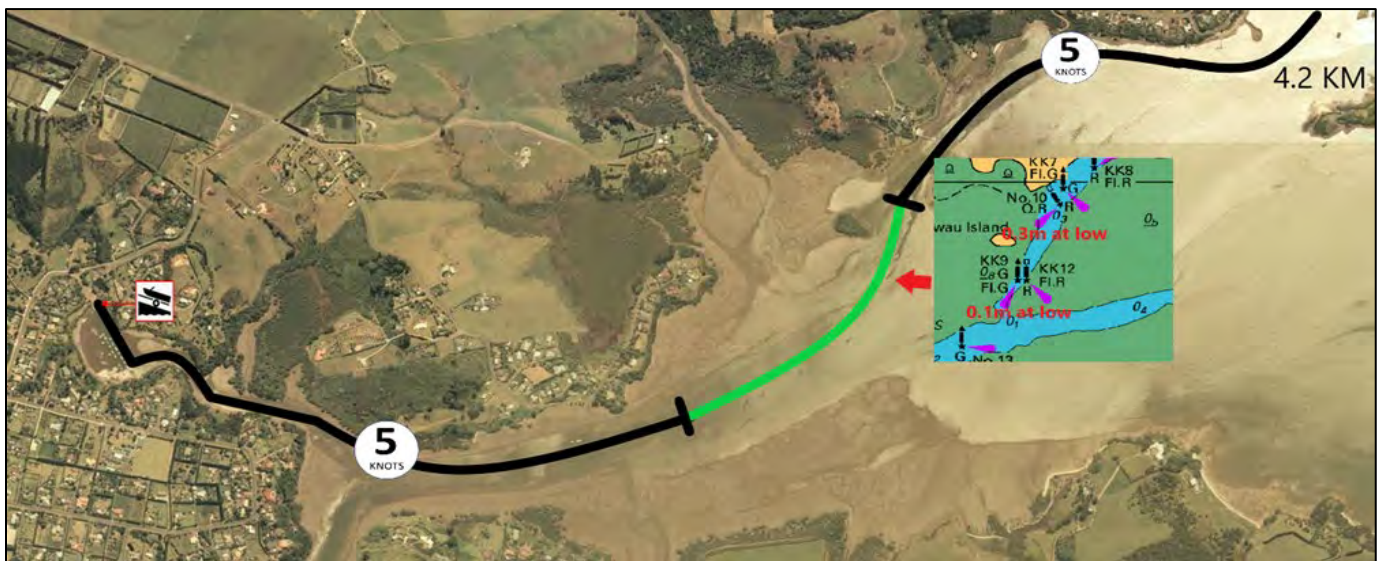
Options to improve Waipapa Landing boat-ramp



Improve Ramp Safety and Efficiency

The ramp facilities at Waipapa Landing are of a high standard and are in good condition. At this point in time there is no requirement for improvements to these facilities.

The limitation for launching a boat at Waipapa Landing is the requirement to navigate 4.2km of sometimes very shallow waterway to reach the unrestricted waters just beyond Rangitane Jetty. At higher tides there is an option to cut across the banks, but this is unmarked and is not recommended for those not familiar with the area.



Ramp Maintenance Observations

The ramp is in good condition.

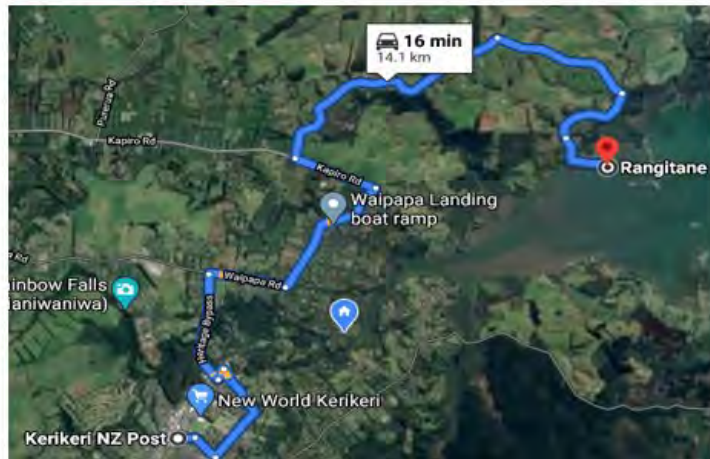
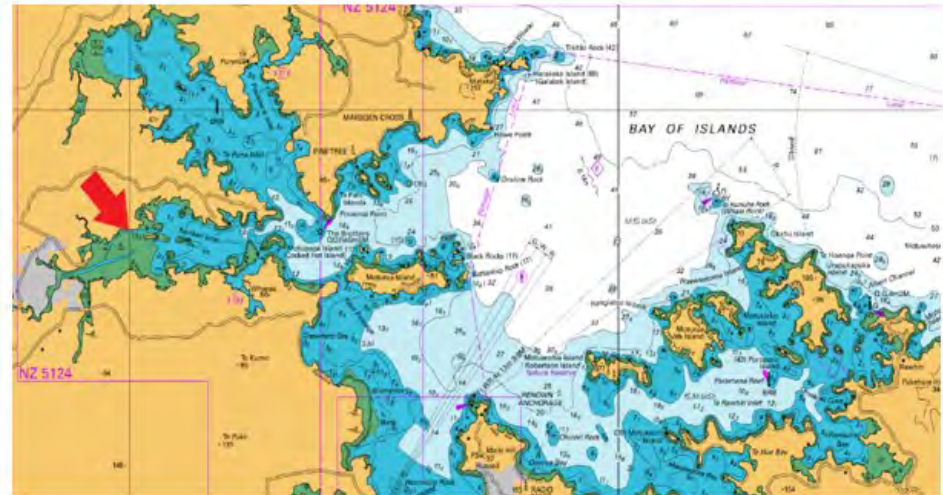
- Sealing of the car-park would reduce gravel migration down ramp.



Rangitane Public Boat Ramp

Rangitane is on the Kerikeri Inlet approximately 14km driving from Kerikeri. It is in a relatively close grouping with ramps at Waipapa Landing, Doves Bay and Opito Bay.

- Ramp is an FNDC asset
- Jetty was a community initiative and opened in 1992
- Also services boat moorings along the Inlet channel
- FNDC have proposed a major redevelopment (image lower right), timelines are yet to be confirmed as significant consultation and approvals are needed
- Rangitane Recreation Association is actively involved in supporting the FNDC development proposal



Stakeholders

Far North District Council
Bay of Islands-Whangaroa Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Affected residential properties (GIS to confirm)
Affected mooring owners
Rangitane Recreation Association

Rangitane – Car Park Current State

- No designated trailer parking
- Room for around 8 trailers depending on sizes
- Parking is along both sides of the roadway which reduces the road to one lane
- Private driveway may be blocked/restricted at times
- Road is blocked to passing traffic when boat trailers are maneuvering on and off the ramp
- There is no footpath for pedestrians on their way to and from the Reserve and they have to negotiate cars, trailers and traffic

Dedicated Trailer Parks	0
Marked Parking Bays	No
Surface	Seal
Surface Condition	Good
Proximity to Residences	Close
Lighting	None
Security	Poor

Turn-off to Carpark	N/A
Turn-off Safety	Poor
Maneuvering Room	Poor

Estimated Safe Mixed-Size
Parking Capacity

8

Other Facilities



Trailer Maneuvering
Hazardous to Traffic



Roadside Parking Only



No Dedicated Trailer Parking



Rangitane – Boat Ramp Current State

- Good for most tidal conditions
- Narrow for larger boats
- In good to average visible condition
- Manoeuvring trailer will block road
- Docking is potentially dangerous
- Coming onto ramp is potentially dangerous



Jetty is not safe for docking



Ramp surrounds are not good for beaching



Not suitable for unassisted launching or retrieval



Ramp Surface	Concrete
Surface Condition	Good
Docking	Poor
Safe Docking Capacity	0
Beaching Material	Rock
Beaching Safety	Poor



Stress Factor (Ease of Use)

Vehicle Capability	Any
Depth	All Tide
Boat Size	All
Trailer Maneuvering	Poor
Lighting	None
Access to Open Water	250m

Ramp Capacity



Increase the Physical Footprint

- Land Reclamation

Rangitane is a suitable site, as defined in policy 10 of the New Zealand Coastal Policy Statement 2010, for a land reclamation project which would provide additional safe car-parking, an enhanced waterfront area and enable the ramp to be replaced with a safer and more efficient ramp. Far North Holdings is currently working through the process on the basis of the initial concept below and funding has been approved with support from the Provincial growth fund.



- Rangitane Land Reclamation Concept Drawing

The location of the ramp directly off Rangitane loop road limits options for improving car-parking efficiency.

- Rangitane Loop Road made one-way.

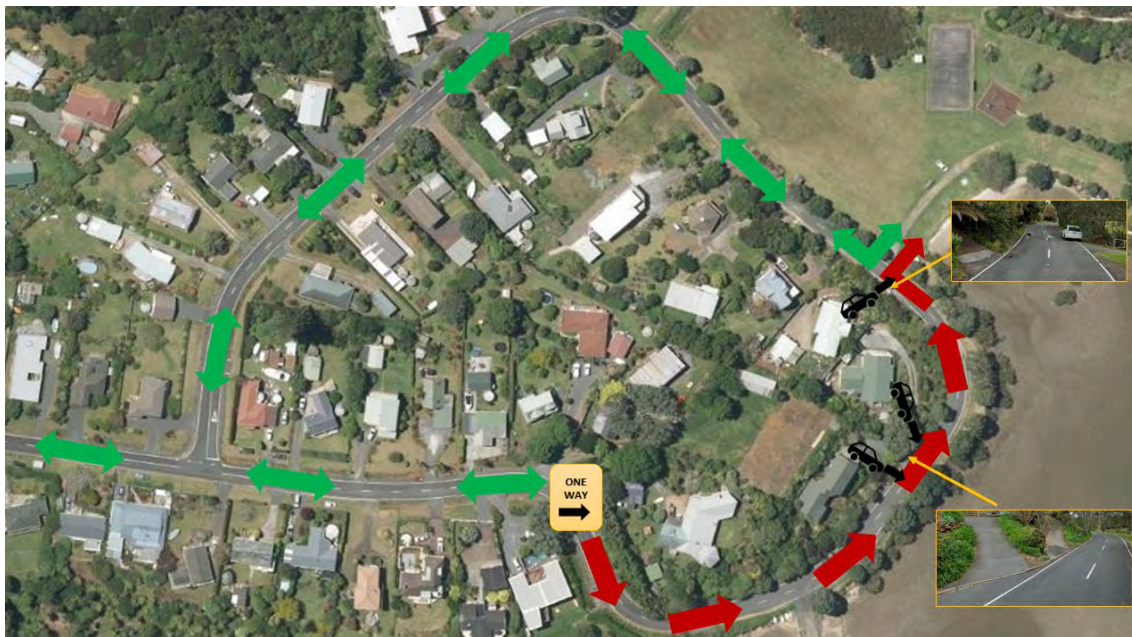
Both the boat-ramp and Rangitane Reserve are accessed from Rangitane Loop Road. The Ramp is approximately 140m from the current Reserve entrance. In the 240m section from the top of the rise 100m west of the Ramp to the Reserve entrance there are only three private driveways.

This section of the road could be designated one-way with the left-hand side of the road utilised as the through road.

Making this section of Rangitane Loop Road one-way provides the following benefits:

- Manoeuvring at the Ramp no longer blocks the seaward road lane.
- Overall safety of vehicle movements is improved.
- Space is created for vehicles to park by the Ramp while securing boats to trailers.
- Space is created for a walkway from the Ramp to the Reserve.
- Pedestrian safety is improved.
- The limited parking on the right-hand side of the road remains.

The three private driveways while largely unaffected may require some additional works to better facilitate a left hand turn on exiting.



Rangitane Loop Road as a one-way system



Driveways near Ramp on Rangitane Loop Road



Driveway near Reserve on Rangitane Loop Road



Peak Demand Temporary Capacity

- Rangitane Reserve

With the exception of land reclamation, the only public land in the Rangitane Ramp operational area is the Rangitane Reserve which is approximately 140 meters further north along Rangitane Loop Road. The reserve has a significant flat grass area of over 3,000 square meters with vehicle access. The reserve land was developed informally, and the legal status needs to be clarified.

There is a small playground and a tennis court on the reserve and the addition of toilet facilities is currently under consideration. The reserve area is well used as a recreational area and any carparking area would be temporary over peak season.

The reserve space can comfortably accommodate 20 Trailer Parks on the back section of the vacant land, leaving the beachside picnic area as it is.

A walkway from the Ramp to the Reserve will be needed to improve pedestrian safety and changes to traffic on Rangitane Loop Road would further enhance this option.



Rangitane Ramp and Reserve measured area.



Rangitane Reserve



Rangitane Reserve superimposed car-park areas for representation of available space

Options to improve Rangitane boat-ramp

If the proposed reclamation project proceeds, then the following ramp recommendations are no longer valid.



Improve Ramp Safety and Efficiency

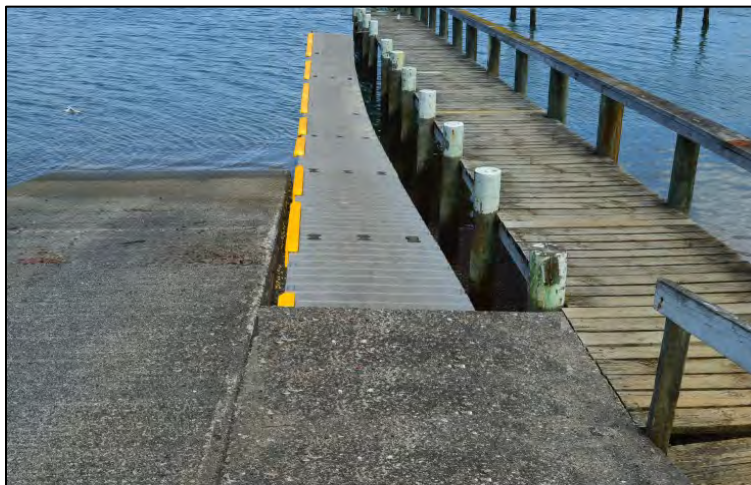
The drop off either side of Rangitane boat-ramp is of such height to cause significant damage and potential injury should a driver make a misjudgement while backing into position.

- Ramp Guides both sides of the ramp



The Rangitane Wharf structure is not safe for docking boats and boats approaching the ramp have to come aground on the concrete ramp.

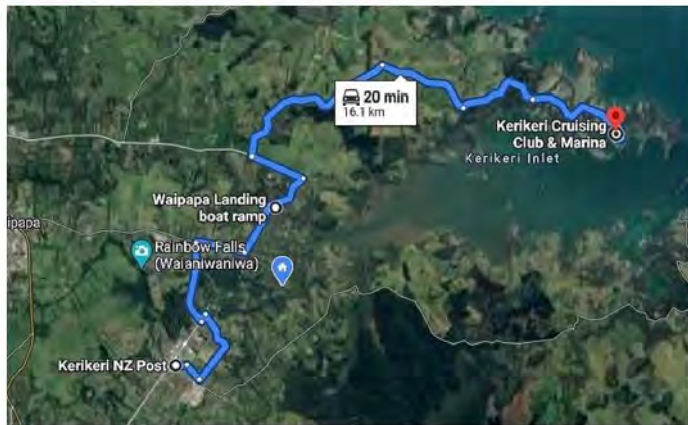
- Floating Jetty



Doves Bay Marina Boat Ramp

Kerikeri Cruising Club & Marina is on the Kerikeri Inlet at Doves Bay, approximately 16km driving from Kerikeri. It is in a relatively close grouping with ramps at Waipapa Landing, Rangitane and Opito Bay.

- Kerikeri Cruising Club & Marina asset with public access granted as conditions of Resource Consents granted in 1992 and 2002
- Kerikeri Cruising Club & Marina are responsible for maintenance
- A 2016 agreement between Kerikeri Cruising Club, FNDC and a local member of the public further clarified access
- The club is experiencing difficulty managing public demand over peak period
- Access to dock is by members only security code, this has presented a safety issue for other users
- Services moorings in Doves and Appletree Bays



Stakeholders

Kerikeri Cruising Club & Marina
Bay of Islands-Whangaroa Community Board
Far North District Council
IWI Contacts pending - (Maori Liaison Officer)
Affected Mooring Owners

Doves Bay – Car Park Current State

- Designated trailer parking for 19
- 9 x Parks at Ramp, 6 x Parks 150m from Ramp, 4 x Parks 200m
- 4 parks on side of driveway on a corner
- Very steep access driveway
- Can be busy with Marina and Dinghy Sailing users
- Relationships with club members and public users can be strained at times

Dedicated Trailer Parks	19	Turn-off to Carpark	Side Road
Marked Parking Bays	Yes	Turn-off Safety	Good
Surface	Seal	Maneuvering Room	Good
Surface Condition	Good		
Proximity to Residences	No Issue	Estimated Safe Mixed-Size Parking Capacity	
Lighting	Poor	19	
Security	Good		

Other Facilities

TOILET Diesel

4 Designated parks are on the side of the access road on a corner

Well designated trailer parks

Steep and narrow access road

Doves Bay – Boat Ramp Current State

- Well sheltered - good for most tidal conditions
- Wide ramp
- In good visible condition - slippery at low tide
- No docking makes landing potentially dangerous at high tide (concrete/rocks)
- Can be busy with mixed users (children sailing)
- Heavy density of moorings in bay



Lack of Docking is a safety risk
(particularly at high tide)



Can be busy with multiple user
groups including children



Good Facilities



Ramp Surface	Concrete
Surface Condition	Good
Docking	None
Safe Docking Capacity	N/A
Beaching Material	Sand/Rock
Beaching Safety	Moderate



Stress Factor (Ease of Use)

Vehicle Capability	Any
Depth	All Tide
Boat Size	All
Trailer Maneuvering	Good
Lighting	None
Access to Open Water	280m

Ramp Capacity



Options to increase Doves Bay car-park capacity

The boat-ramp and car-parking at Doves Bay is a Kerikeri Cruising Club and Marina asset. It is available for public use as part of the conditions of the resource consents issued in 1992 and 2002. There are 19 trailer parks available to the public. Club members also have the option to use a small trailer park up the hill at the clubhouse.

There is no available land to increase car-park numbers. Any additional public trailer parks will come as a direct result of reducing marina parking which is also at a premium. There is no compulsion for the club to increase public parking, nor is there likely to be any desire to do so without significant financial incentive. The club is responsible for maintenance of services used by the public and increased use over the years is also increasing maintenance costs.

Regardless of intent, the physical limitations of the site prohibit any meaningful increase in capacity without a major engineering undertaking.





Improve Ramp Safety and Efficiency

- Floating Jetty

The Kerikeri Cruising Club recently installed a lock gate to the dock nearest the ramp effectively prohibiting public use of the dock.

The Club took this action as the dock is not part of the public access requirements of the resource consent and they receive no financial support for public use. There are also security considerations for owners of moored boats. This has made the ramp less safe to use as boats are now forced to ground on the gravel area or concrete ramp at high tides. It also causes congestion as boats remain on the ramp while users collect trailers.

At the current time, the marina pier is not available to the public for docking boats. Depending on the tide boats approaching the ramp have to come aground on the concrete ramp or the small gravel/sand beach area adjacent to the ramp. A floating jetty not only reduces potential safety hazards for users it also reduces ramp turnover times by ensuring the ramp can be kept clear while users walk to vehicles etc.





Ramp Maintenance Observations

The Doves Bay boat-ramp is not publicly owned and is an asset of the Kerikeri Cruising Club and Marina. The ramp is in operational condition but with the high use it will need surfacing work in the near to medium future.

- Provide financial assistance to offset increased demand for public use of facilities.

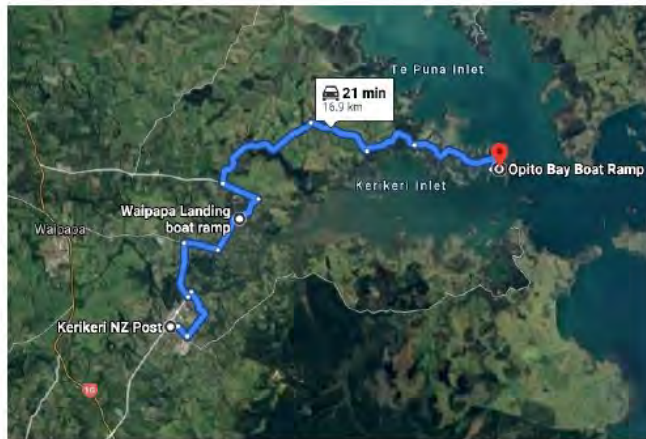
Public access to the boat-ramp is a requirement of the resource consent for the marina facility and the club has maintained these facilities at a cost to members over the years. Given the high demand for these facilities and the importance of the capacity at Doves Bay in the wider picture it is prudent to maintain a strong working relationship with the club.

It is recommended that options to provide funding assistance to the club for maintenance and improvements be considered. This could be through FNDC support for funding grants such as TIF or through direct project support.

Opito Bay Public Boat Ramp

Opito Bay ramp is on the Kerikeri Inlet approximately 17km driving from Kerikeri. It is in a relatively close grouping with ramps at Waipapa Landing, Rangitane and Doves Bay.

- Ramp is an FNDC asset
- Also services boat moorings in Opito Bay
- Opito Bay is one of the few publicly accessible beaches in the Kerikeri area and can be busy with families



Stakeholders

Far North District Council
Bay of Islands-Whangaroa Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Affected residential properties (GIS to confirm)
Affected Mooring Owners

Opito Bay – Car Park Current State

- 8 designated trailer parks
- Other parks shared with all users
- Room for around 16 trailers depending on sizes
- No parks are marked
- Parking is along both sides of the roadway which can reduce the road to one lane
- Private driveways may be blocked/restricted at times

Dedicated Trailer Parks	8
Marked Parking Bays	No
Surface	Grass
Surface Condition	Average
Proximity to Residences	Close
Lighting	None
Security	Moderate

Turn-off to Carpark	Main Road
Turn-off Safety	Moderate
Maneuvering Room	Limited

Estimated Safe Mixed-Size
Parking Capacity

16

Other Facilities



Beach is popular with families,
so children are present on
parking fringes



Parking for large trailers is
limited



Potential to disrupt access for
residents and other users



Opito Bay – Boat Ramp Current State

- Well sheltered
- Good for most tidal conditions
- Narrow for larger boats
- In average to poor visible condition
- Beach can be busy –swimmers/children
- Manoeuvring can block locals' driveways
- Heavy density of moorings in bay

Ramp Surface	Concrete
Surface Condition	Average
Docking	None
Safe Docking Capacity	N/A
Beaching Material	Sand
Beaching Safety	Good



Stress Factor (Ease of Use)

Vehicle Capability	Any
Depth	All Tide
Boat Size	All
Trailer Maneuvering	Limited
Lighting	None
Access to Open Water	400m

Ramp Capacity



Ramp is functional but showing signs of wear



Boats approaching ramp need to be aware of swimmers



Maneuverability restricted if vehicles are waiting to use ramp



Options to increase Opito Bay car-park capacity



Increase the Physical Footprint

The carparking is restricted by the narrow road and verge areas, bordering private properties and reserve on one side and the beach on the other.

- Increase Reserve Trailer park size.

A dedicated trailer park for approximately 8 trailers is situated on one half of FNDC Rangitane Reserve land. The other half is restricted by bollards. Using the additional space will effectively double the number of dedicated trailer parks at the Opito Bay Ramp.

- To further increase physical footprint FNDC would need to purchase adjacent private property should it become available on the market.

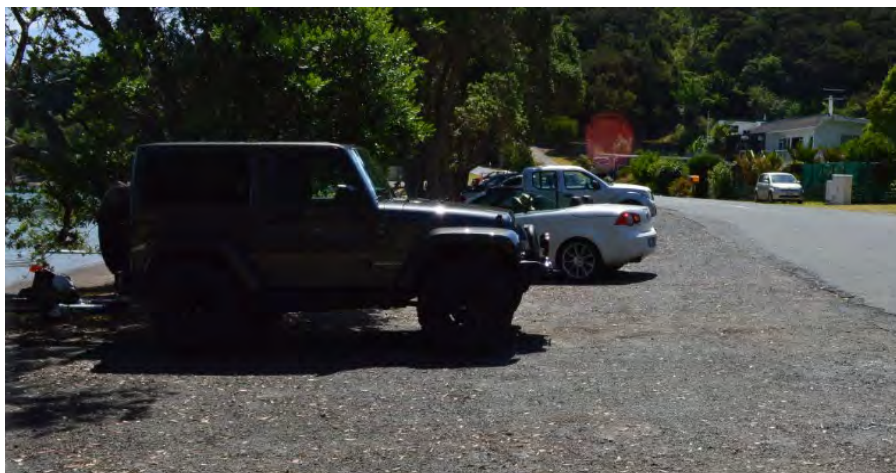


Par Id	4874853
Pathway Key	3312997
Legal Description	Lot 29 DP 47619
Address	455 Opito Bay Road Kerikeri 0294
Title	GN-1961/1582
Other Titles	
Address1	455 Opito Bay Road
Address2	Kerikeri 0294
Address3	
Owners	Far North District Council
Owners Address1	Far North District Council
Owners Address2	Private Bag 752
Owners Address3	Kaikohe 0440

Increase Efficiency

- car-park marking and signage.
- Clearly defined trailer only parking

The car-parking does not have clearly marked parking bays. Parking capacity can be reduced by poor parking discipline and cars parking in the larger trailer friendly parks. Marking parking bays or more directive signage will improve the overall car-park efficiency.



Peak Demand Temporary Capacity

- Increase Reserve Trailer park size temporarily.

A dedicated trailer park for approximately 8 trailers is situated on one half of FNDC Rangitane Reserve land. The other half is restricted by bollards. Using the additional space will effectively double the number of dedicated trailer parks at the Opito Bay Ramp. This could be restricted to a temporary seasonal increase.



Options to improve Opito Bay boat-ramp



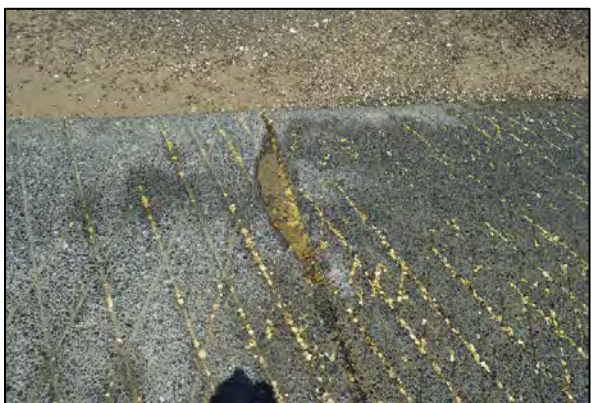
Improve Ramp Safety and Efficiency

The Opito Bay ramp is currently safe and operational.



Ramp Maintenance Observations

- The surface condition is showing significant signs of deterioration and will need resurfacing in the near future.

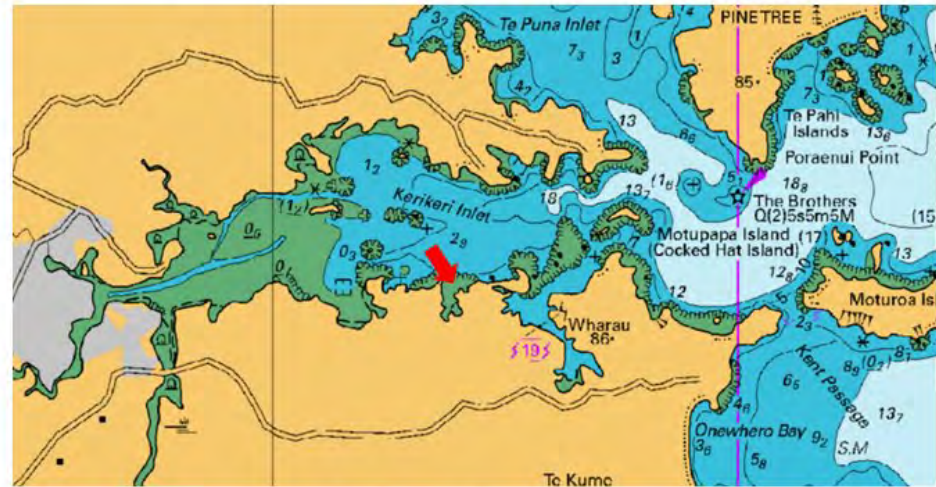
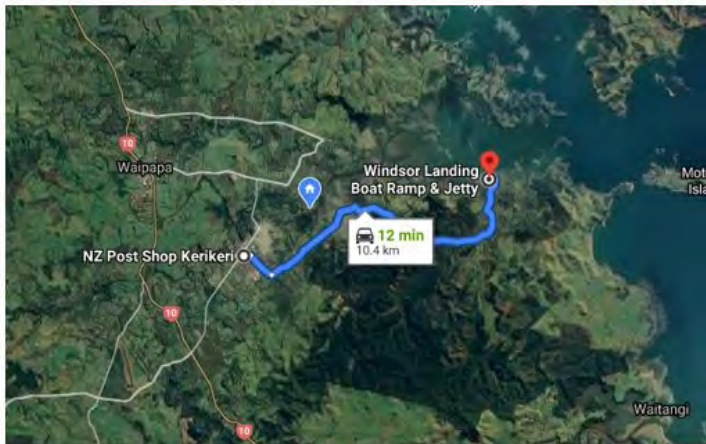


Windsor Landing Boat Ramp –Under Development

The development of Windsor landing boat ramp has been on the horizon for 16 years with consent originally granted in 2007 and construction commencing late 2020.

The development will provide public access to a concrete boat ramp, jetty and floating pontoon originally built by a private developer 18 years ago.

The project includes widening of a 90m section of Inlet Rd opposite the entrance to the carpark, as well as dredging the approach to the boat ramp to make it navigable at low tide.



Waitangi, Paihia and Opua

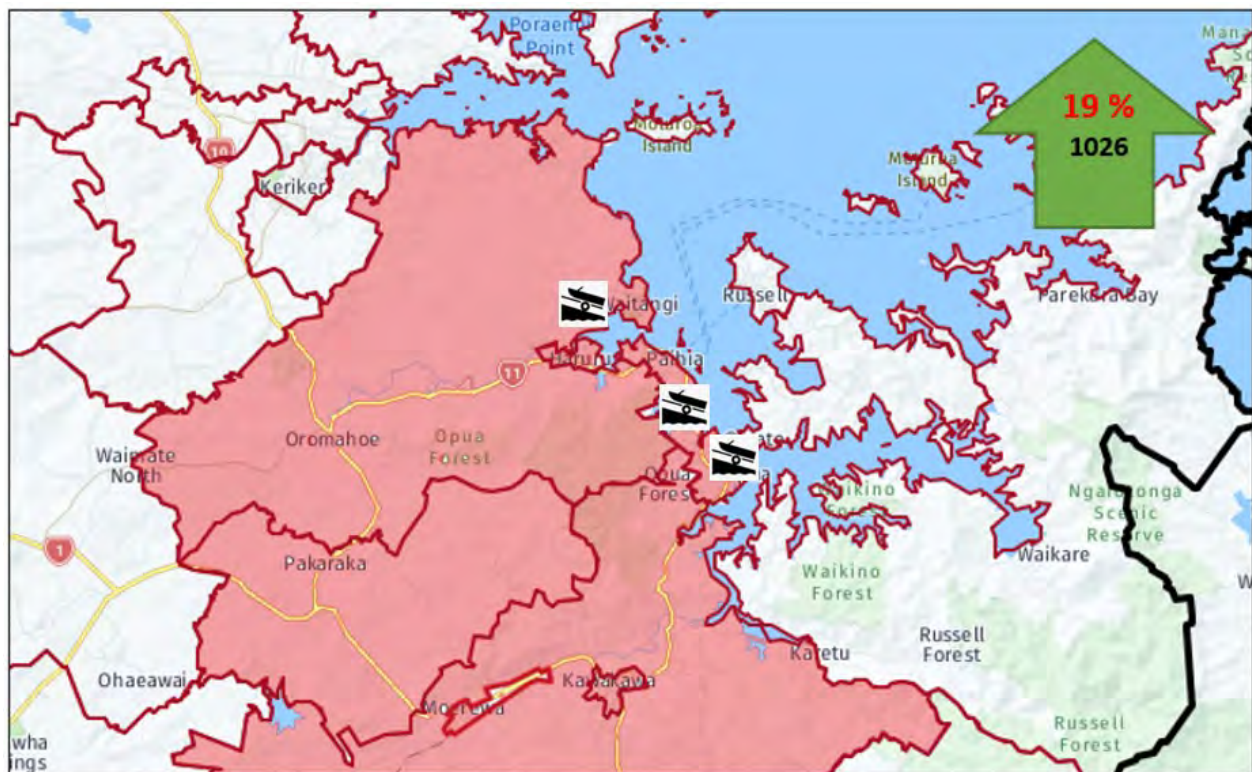
Population growth

Waitangi and Paihia along with Russell form the main tourist hub for the Bay of Islands. Opua is the commercial maritime centre for the Bay of Islands. These areas are grouped together due to their close proximity.

The population aged over 20 in the Waitangi, Paihia and Opua is estimated at 6,549 as of 2018. This is an increase of persons aged over 20 years of 1026 (19%) from the 2013 data.

Paihia and Waitangi and their immediate surrounds are one of the busiest tourist areas in New Zealand.

Total population 2018: 8,820



Waitangi/Paihia/Opua: Over 20's population growth 2013-2018

Commercial and holiday accommodation

Paihia, in particular has a significant commercial accommodation capacity which is often at maximum occupancy over peak periods throughout the year. The visitor population consistently outnumbers local residents.

There are 52 Motels/Hotels, 11 Backpackers, 7 Camping grounds with a combined 97 cabins and 485 tent sites. There are also a large number of properties available through Airbnb and Bookabach.

Waitangi/Paihia/Opua: Commercial Accommodation				
				
Hotel/Motel	Backpackers	Camping Grounds	Sites/Capacity	Cabins
52	11	7	485	97

Kawakawa, Opua, Paihia, Waitangi, Haruru Falls

		Waitangi/Paihia/Opua <i>Listings and available capacity as of January 2020</i> Note: Properties can and do appear on both websites		
	301			113
Properties			Properties	
	1,362			576
Capacity			Capacity	

Demand and capacity

Total Population (2018)	Estimated Boat Ownership	Estimated Trailer-boat Users
 8,820	 2,205	 882

 Waitangi/Paihia/Opua Capacity Summary			
Launching Facility	Dedicated Trailer Parks	Estimated Current Carpark capacity	Ramp Capacity
Waitangi Public boat-ramp	0	35	3
Te Haumi Public boat-ramp	0	8	1
Opua Public boat-ramp	21	21	3
	21	64	7
Estimated Local Vehicles to car-park	42:1	14:1	
Estimated Local Users to Ramp Capacity			126:1

Waitangi Public Boat Ramp

Waitangi Boat Ramp approximately 2km driving from central Paihia. It is approximately where the Waitangi River meets the Bay of Islands.

- Ramp is an FNDC asset
- Surrounds and Carpark are on land administered by the Waitangi National Trust
- Also services boat moorings on the Waitangi River
- Access via a one lane bridge
- Directly opposite the one of the largest Hotel facilities in the region, Copthorne Hotel and Resort Bay of Islands.
- In direct vicinity of Waitangi Treaty Grounds, one of the busy tourist destinations in New Zealand



Stakeholders

Far North District Council
Bay of Islands-Whangaroa Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Waitangi National Trust
Affected Mooring Owners

Waitangi – Car Park Current State

- No designated trailer parking only
- Room for 30-40 trailers depending on sizes
- Carpark turn off is a busy intersection
- When busy, maneuvering room for long trailers is limited and they either overhang the road or are parked on an inefficient angle
- Parking bays are unmarked and accordingly space is not maximised
- Security has been an issue at times

Dedicated Trailer Parks	0	Turn-off to Carpark	Side Road
Marked Parking Bays	0	Turn-off Safety	Poor
Surface	Gravel/Grass	Maneuvering Room	Limited
Surface Condition	Average	Estimated Safe Mixed-Size Parking Capacity 35	
Proximity to Residences	No Issue		
Lighting	Good	Other Facilities 	
Security	Poor		



Access to Carpark is highly congested and via a one-way bridge



Security of Vehicles



Large Capacity



Waitangi – Boat Ramp Current State

- Well sheltered
- Good for most tidal conditions
- In good visible condition - excellent capacity
- Waitangi Bridge a factor for trailer sailors
- Manoeuvring can be tight if trailers park opposite ramp
- Heavy density of moorings

Ramp Surface	Concrete
Surface Condition	Good
Docking	None
Safe Docking Capacity	N/A
Beaching Material	Sand
Beaching Safety	Good



Vehicle Capability	Any
Depth	All Tide
Boat Size	All
Trailer Maneuvering	Average
Lighting	Good
Access to Open Water	400m

Ramp Capacity



Potential to launch/retrieve 3 boats at once



Bridge introduces vessel height restrictions



Trailers parked opposite ramp can restrict maneuvering



Options to increase Waitangi car-park capacity



Increase the Physical Footprint

- No immediate options to increase physical footprint.



Increase Efficiency

The car-park at Waitangi is gravel and grass and does not have marked parking bays. Parking capacity can be reduced by poor parking discipline. Marking parking bays or more directive signage will improve the overall car-park efficiency.

- car-park marking and signage.





Peak Demand Temporary Capacity

- Seasonal overflow parking into top field

Discussions with the Chief Executive of the Waitangi National Trust have been positive regarding opening the upper field for overflow parking at peak periods. This would be conditional on FNDC providing signage and temporary fencing to designate the car-park area and limited uncontrolled access.

- Overflow parking in the upper field will notably increase the overall capacity.
- There may be occasions when events required use of the field as a priority.
- Access would be conditional on restricting damage and misuse.



Potential overflow option

Options to improve Waitangi boat-ramp



Improve Ramp Safety and Efficiency

The Waitangi boat-ramp is in good operational condition and has good capacity. There are no immediate requirements for improvement.



Ramp Maintenance Observations

The Waitangi boat-ramp is in good operational condition

Te Haumi Public Boat Ramp

Te Haumi on the Te Haumi River mouth approximately 2km driving from Paihia. In practical terms it is only suitable for small craft such as kayaks and jet skis.

- Ramp is an FNDC asset
- Extremely tidal area
- Superseded by Opuia and Waitangi
- Deteriorating condition



Stakeholders

Far North District Council
Bay of Islands - Whangaroa Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)

Te Haumi – Car Park Current State

- No designated trailer parking
- No designated or formed parking for ramp
- Parking is beach reserve/lay over parking
- Nothing indicates the facility is operational

Dedicated Trailer Parks	0
Marked Parking Bays	None
Surface	Gravel
Surface Condition	Poor
Proximity to Residences	No issue
Lighting	None
Security	Poor

Turn-off to Carpark	Main Road
Turn-off Safety	Moderate
Maneuvering Room	Good

Estimated Safe Mixed-Size
Parking Capacity

8

Other Facilities



Ongoing viability is
questionable



Surface is in poor condition



No formed/formalised car
park for trailers



Te Haumi – Boat Ramp Current State

- Small ramp best suited for kayaks and jet skis
- Ramp is eroded and in poor condition
- Half-tide use at best
- Ongoing viability as an advertised public ramp needs review

Ramp Surface	Concrete	Vehicle Capability	SUV
Surface Condition	Poor	Depth	Half Tide
Docking	None	Boat Size	Small
Safe Docking Capacity	N/A	Trailer Maneuvering	Good
Beaching Material	Sand	Lighting	None
Beaching Safety	Good	Access to Open Water	400m



Ongoing viability is questionable



Significant tidal limitations



Ramp is in poor condition



Te Haumi - future

The future of Te Haumi as a viable boat-ramp in the Bay of Islands is not guaranteed and should be reviewed for the following reasons.

- NZTA are not comfortable with the carpark and manoeuvring area being so close to the major tourist route SH11.
- The ramp is in poor operational condition and is not suitable for most boats.
- The ramp is only viable for trailers at high tide and even then, for only small craft.

The recommendation of this study is to remove Te Haumi from the official list of boat-ramps in the district.



Opua Public Boat Ramp

Opua marina is a major maritime facility in the Bay of Islands. It is a little over 6km from central Paihia.

- Ramp is an FNDC asset
- Also services boat moorings in the vicinity
- Major commercial marine hub for the Bay of Islands
- Marina, commercial and retail traffic
- Opua /Russell ferry traffic
- Excellent marine support options



Stakeholders
Far North District Council
Bay of Islands - Whangaroa Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Affected commercial tenants
Affected Mooring Owners

Opua – Car Park Current State

- 21 designated parks for trailer parking
- Boat Trailer Parking Only signs seem to be ignored
- Good sized trailer parks
- Busy access road
- Busy car park area
- Boat ramp car park is in close proximity to retail parks

Dedicated Trailer Parks	21
Marked Parking Bays	Yes
Surface	Seal
Surface Condition	Good
Proximity to Residences	No Issue
Lighting	Good
Security	Good

Turn-off to Carpark	Side Road
Turn-off Safety	Good
Maneuvering Room	Good

Estimated Safe Mixed-Size
Parking Capacity

21

Other Facilities



TOILET

Diesel

Store



Good layout and size of trailer parks



Maneuvering area can be busy



Cars consistently parking in trailer only areas



Opua – Boat Ramp Current State

- Good capacity ramp
- All weather and all tide
- Can't walk boat from dock to ramp
- Excellent support facilities
- Dinghy traffic and berthing is busy

Ramp Surface	Concrete
Surface Condition	Good
Docking	Good
Safe Docking Capacity	3
Beaching Material	Rock
Beaching Safety	Poor



Vehicle Capability	Any
Depth	All Tide
Boat Size	All
Trailer Maneuvering	Good
Lighting	Good
Access to Open Water	300m

Ramp Capacity



Excellent Facilities and ramp



Can't walk a boat onto the ramp from dock: difficult for single hand use



Trailer maneuvering area can be busy



Opua overall

The facilities at Opua are some of the best in the district. The car-park has a significant capacity, and the ramp facilities are excellent.

The area is also well served with marine industry service and retail operators as well as a café.

Opua has just completed a major marine development project and additional growth opportunities for the trailer-boat sector are unlikely in the near to medium future.

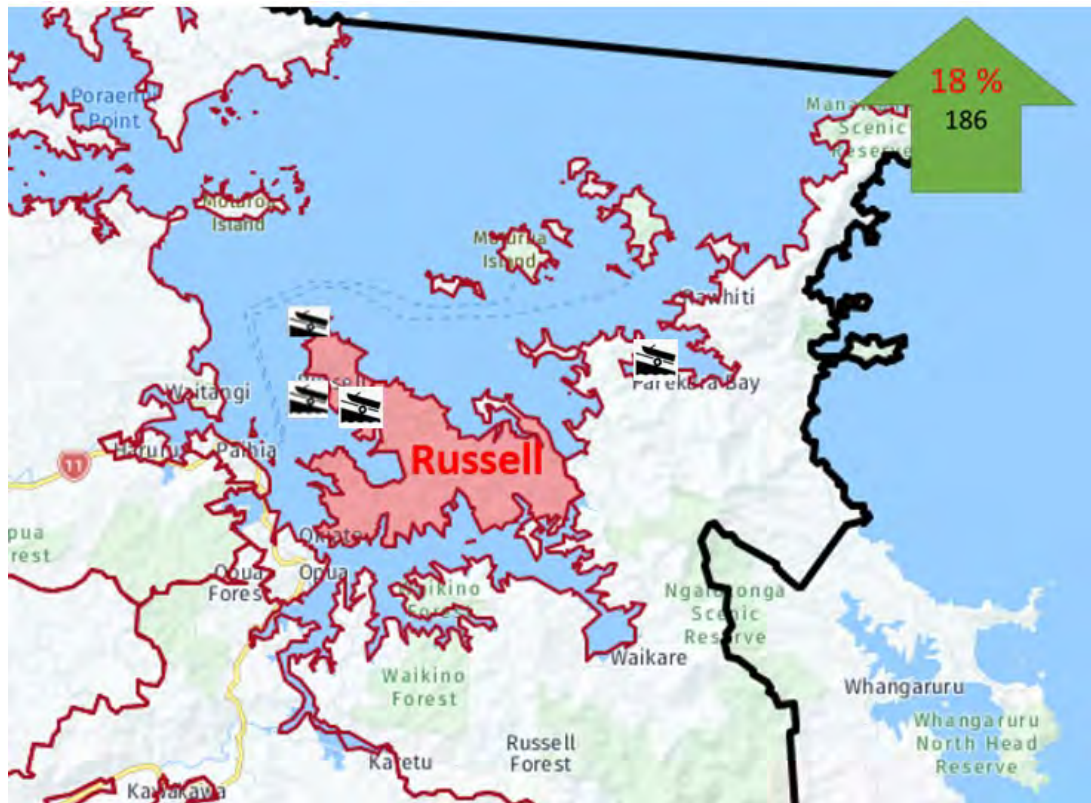


Russell and Surrounds

Population growth

The population aged over 20 in the Russell surrounds is estimated at 1,203 as of 2018. This is an increase of persons aged over 20 years of 186 (18%) from the 2013 data.

Total population 2018: 1,374



Commercial and holiday accommodation

Russell is a popular destination in the Bay of Islands and is the commercial accommodation focus for Russell and surrounds. Although a small town in area it has a strong commercial accommodation sector. There are also a number of exclusive luxury accommodation options not detailed in these general statistics.

There are 8 Motels/Hotels, 2 Camping grounds with a combined 40 cabins and 243 tent sites. There are also a large number of properties available through Airbnb and Bookabach.

Russell: Commercial Accommodation				
				
Hotel/Motel	Backpackers	Camping Grounds	Sites/Capacity	Cabins
8	0	2	243	40

Russell, Tapeka Point, Okiato

		Russell <i>Listings and available capacity as of January 2020</i> <i>Note: Properties can and do appear on both websites</i>		
 Properties	148		 Properties	89
 Capacity	741		 Capacity	545

Total Population (2018)	Estimated Boat Ownership	Estimated Trailer-boat Users
 1,374	 344	 138

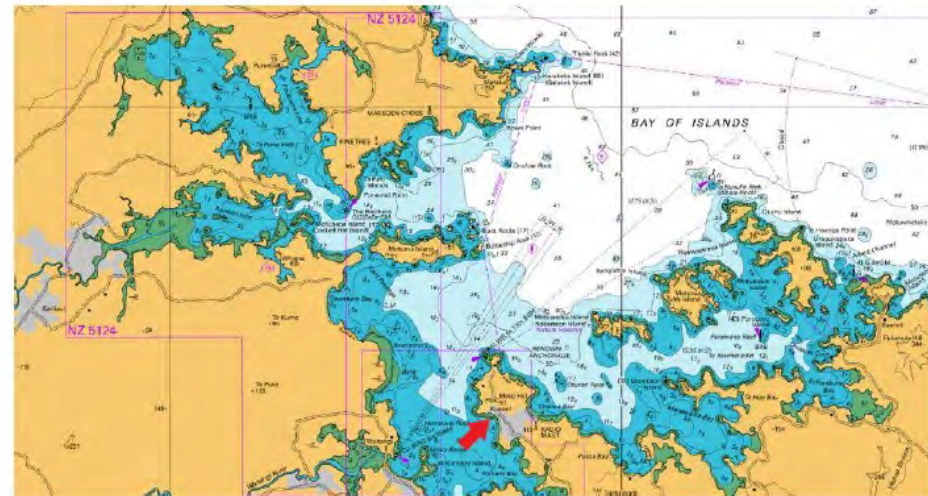
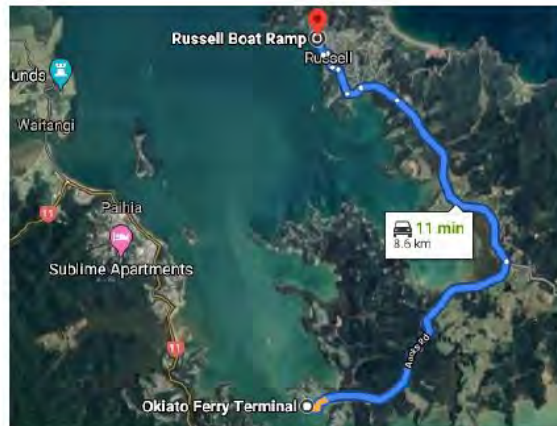
 Russell Capacity Summary			
Launching Facility	Dedicated Trailer Parks	Estimated Current Carpark capacity	Ramp Capacity
Russell Public boat-ramp	0*	15	1
Tapeka Point Public boat-ramp	0	10	1
Parekura Bay Beach launch	0	20	1
	0	45	3
Estimated Local Vehicles to car-park	138:1	3:1	
Estimated Local Users to Ramp Capacity			46:1
Matauwahi Bay Beach Launch (light only)	0	10	1

*No marked car-parks. Ramp users only sign is generic and generally ignored

Russell Public Boat Ramp

Russell Boat Ramp is located on the townships northern waterfront and is approximately 9km driving from the Okiato Ferry terminal.

- Ramp is an FNDC asset
- Car park is used for day parkers/visitors despite signs to the contrary
- Pedestrian traffic can be high in peak season
- Has ramp fee sign for \$2 and collection box (legality TBC)
- Services boat moorings in the Bay
- Locals have advised that there is a hole at the bottom of the ramp



Stakeholders

Far North District Council
Bay of Islands - Whangaroa Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Affected residential properties (GIS to confirm)
Affected Mooring Owners

Russell – Car Park Current State

- Car park is designated for Boat Ramp Users Only - but this is ignored
- Car park is unofficial overflow parking for town
- No marked parking bays
- Room for around 15 trailers depending on sizes
- Maneuvering room in car park is limited
- Surface is in poor condition

Dedicated Trailer Parks	0	Turn-off to Carpark	Side Road
Marked Parking Bays	0	Turn-off Safety	Good
Surface	Gravel	Maneuvering Room	Limited
Surface Condition	Poor	Estimated Safe Mixed-Size Parking Capacity 15	
Proximity to Residences	Close		
Lighting	Poor	Other Facilities  	
Security	Poor		



Car park surface condition is poor



Parking restrictions are ignored



Pedestrian traffic during peak season



Russell – Boat Ramp Current State

- Maneuvering trailer tight if busy
- Good for all tidal conditions
- High density of moored boats
- In average condition
- Pedestrian traffic
- Locals have advised there is a hole at the end of the ramp

Ramp Surface	Concrete
Surface Condition	Average
Docking	None
Safe Docking Capacity	N/A
Beaching Material	Sand
Beaching Safety	Good



Stress Factor (Ease of Use)

Vehicle Capability	Any
Depth	All Tide
Boat Size	All
Trailer Maneuvering	Limited
Lighting	Poor
Access to Open Water	520m

Ramp Capacity



Ramp is functional but may require repair



Users need to be aware of pedestrians during peak season



Can be exposed to wind and swells



Increase the Physical Footprint

- Culvert and fill over the open drain.

A substantial ditch and creek form the boundary of the carpark on the Wellington Street side. Kent Street which also forms the entrance to the car-park crosses the creek on a three-culvert crossing.

Reclaiming the creek/drain area by extending the culverts has the potential to generate 400 square meters of additional car-park and make the area safer.



Installing a culvert and reclaiming the land behind the carpark could generate an additional 400 square metres of space.





Increase Efficiency

- car-park resurface, marking and signage.

The Russell boat-ramp car-park surface is in relatively poor condition and parking spaces are not designated or marked. As the aerial photograph below illustrates haphazard parking greatly restricts the parking capacity. It is also apparent that the signs designating the parking area for ramp users only is not being adhered to.

Resurfacing the car-park and clearly marking trailer parking spaces will improve the efficiency of the car-park and provide more consistency in capacities.



Peak Demand Temporary Capacity

- Seasonal overflow parking into vacant section (cnr Kent and Wellington)

There is a vacant residential section on the corner of Kent and Wellington Streets which could provide overflow parking in peak seasons. This is the only vacant area within a practical distance from the ramp.

It is recommended that FNDC make enquiries into either a formalised lease arrangement or a purchase option for this land.





Improve Ramp Safety and Efficiency

The ramp at Russell is operationally sound, however local users have indicated that there is a notable drop at the end of the ramp that requires attention as it can be dangerous. The addition of precast concrete extensions has been proposed by the Russell Wharf trust to fix this issue.

- Extension to toe of Ramp to reduce drop.



Ramp Maintenance Observations

- Side Protection

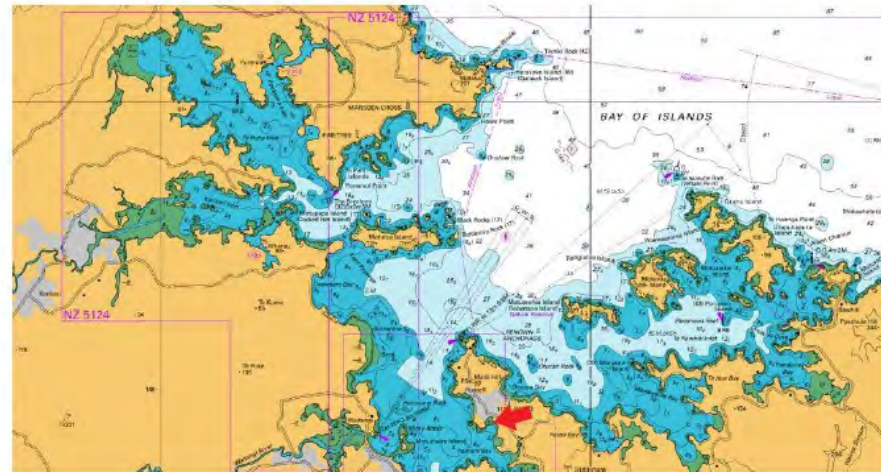
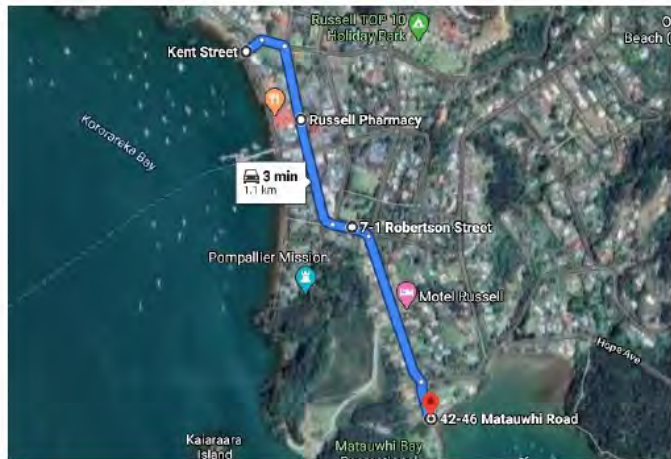
The Kororareka Russell Community Wharf Kaitiaki Trust has also proposed providing erosion protection on the sides of the ramp as per the sketches below. This may require further consultation as it will change the appearance of the ramp and make it stand out more on the shoreline.



Matauwhi Bay (Russell) Beach Launch

Matauwhi Bay is approximately 1km from Russell and is the home of the Russell Boating Club and the Department of Conservation field offices.

- Beach access is designated an FNDC Boat Launch Area and is sign posted as such
- Also services boat moorings in the bay
- Matauwhi Bay Reserve (DOC) is adjacent and appears to be used for parking
- High density of moorings in the bay



Stakeholders

Far North District Council
Bay of Islands-Whangaroa Community Board
Northland Regional Council
IWI Contacts pending-(Maori Liaison Officer)
Department of Conservation
Affected Mooring Owners
Russell Boating Club

Matawhi Bay – Car Park Current State

- No designated trailer parking
- Room for around 10-15 trailers depending on sizes
- Legal status of parking in reserve to be confirmed but is structured as a car park
- Some boats stored in reserve car park
- Potential to restrict local residents' driveway

Dedicated Trailer Parks		0
Marked Parking Bays		No
Surface		Gravel
Surface Condition		Average
Proximity to Residences		Close
Lighting		Poor
Security		Poor
Estimated Safe Mixed-Size Parking Capacity		10
Other Facilities		



Car park is DOC reserve



Access to launch point from carpark involves extended reversing



No designed trailer parking associated with boat launching



Matauwahi Bay – Beach Launch Access Current State

- Beach launch is designated for boat launching by FNDC
- Not suitable for launching unless near high tide
- Small boats only
- Access to ramp is potentially tight maneuvering due to limited turning

Ramp Surface	Sand
Surface Condition	Average
Docking	None
Safe Docking Capacity	N/A
Beaching Material	Sand
Beaching Safety	Good



Vehicle Capability	4WD
Depth	Poor
Boat Size	Small
Trailer Maneuvering	Limited
Lighting	Poor
Access to Open Water	750m

Ramp Capacity



Significant tide restrictions



Small boats only



Best suited for dinghies and kayaks



Matauwahi Bay - future

The beach launch access at Matauwahi Bay is only suitable for small craft and is primarily used by dinghies accessing the moorings in the bay.

There is car-parking at the reserve car-park and the access point is operational.

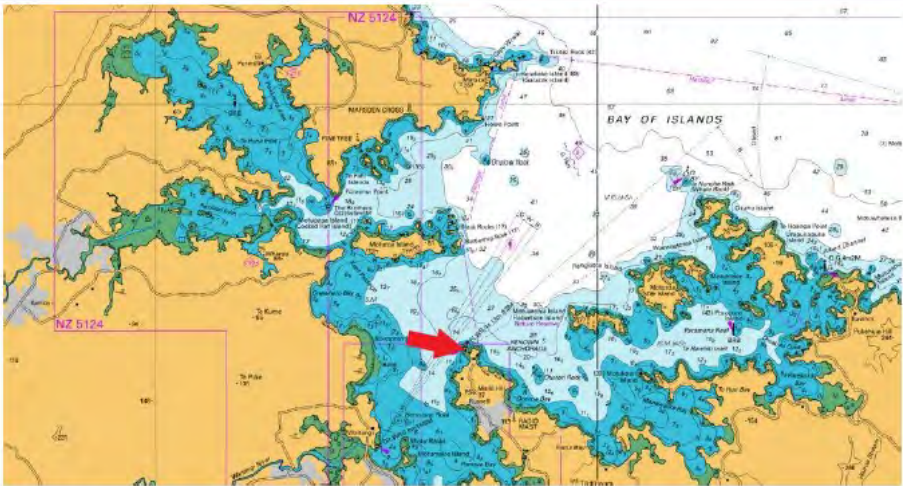
It is recommended that no changes be made at Matauwahi Bay.



Tapeka Point Public Boat Ramp

Tapeka Point Ramp is approximately 2.5km driving from Russell Boat Ramp.

- Ramp is an FNDC asset
- Adjacent to Tapeka Beach council reserve
- Very tight road access and limited parking
- Exposed to weather and potentially unsafe in some conditions



Stakeholders
Far North District Council
Bay of Islands-Whangaroa Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending-(Maori Liaison Officer)
Affected residential properties (GIS to confirm)

Tapeka Point – Car Park Current State

- No designated trailer parking
- No marked parks
- Room for around 8-10 trailers depending on sizes
- Grass parking on grass behind reserve on what appears to be designated as Tapeka Road
- Narrow corner entry – one lane effectively
- Russell area tour mini-buses access the car park area to turn around

Dedicated Trailer Parks	0
Marked Parking Bays	No
Surface	Gravel/Grass
Surface Condition	Average
Proximity to Residences	No issue
Lighting	None
Security	Moderate

Turn-off to Carpark	Side Road
Turn-off Safety	Poor
Maneuvering Room	limited

Estimated Safe Mixed-Size
Parking Capacity

10

Other Facilities



Turn off to car park area is narrow and has poor visibility



Maneuvering room is limited



Trailer parking is not designated or marked



Tapeka Point – Boat Ramp Current State

- Exposed
- Narrow for larger boats-drop off either side
- Cars parking at toilet restrict manoeuvring
- In good visible condition
- Narrow ramp with drop of make landing at high tide an issue in sub-ideal conditions
- Manoeuvring room limited if busy

Ramp Surface	Concrete
Surface Condition	Good
Docking	None
Safe Docking Capacity	N/A
Beaching Material	Sand
Beaching Safety	Poor



Vehicle Capability	Any
Depth	All Tide
Boat Size	All
Trailer Manoeuvring	Limited
Lighting	None
Access to Open Water	200m



Ramp Capacity



Ramp is narrow and high sides are potentially dangerous



Ramp is exposed to wind and swell



High sides of Ramp make bringing boat onto ramp for retrieval potentially dangerous



Increase the Physical Footprint

- Vacant land on Tapeka reserve boundary

There is no formal or structured boat trailer car-parking at the Tapeka point ramp. The reserve car-park is designed for cars only and manoeuvring and general access is poor for trailers.

The only available land is the vacant land on the eastern boundary of the reserve and this area is being used on an unofficial basis. The area is approximately 550 square metres. Depending on boat trailer size up to ten vehicles can fit into the area. It is recommended that this area be formally designated for boat trailer parking only.



Options to improve Tapeka Point boat-ramp

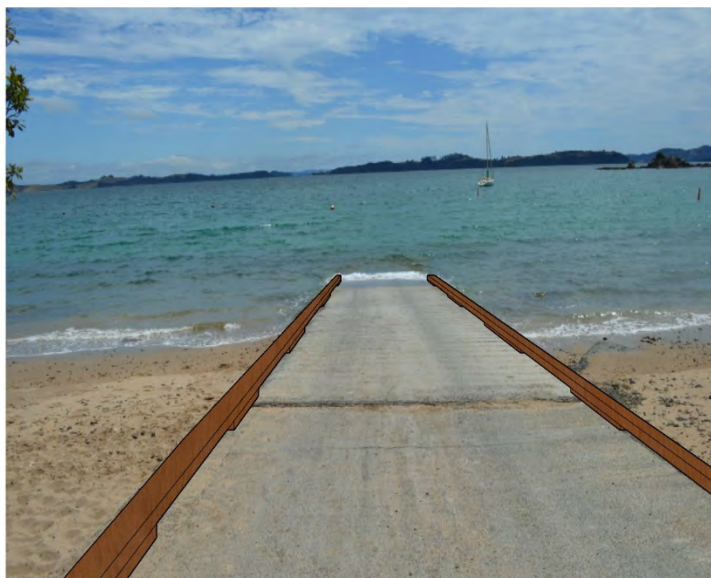
1. Ramp Guides
2. Head of Ramp extension



Improve Ramp Safety and Efficiency

The drop off either side of Tapeka Point boat-ramp is of such height to cause significant damage and potential injury should a driver make a misjudgement while backing into position.

- Ramp Guides





Ramp Maintenance Observations

- Head of Ramp extension

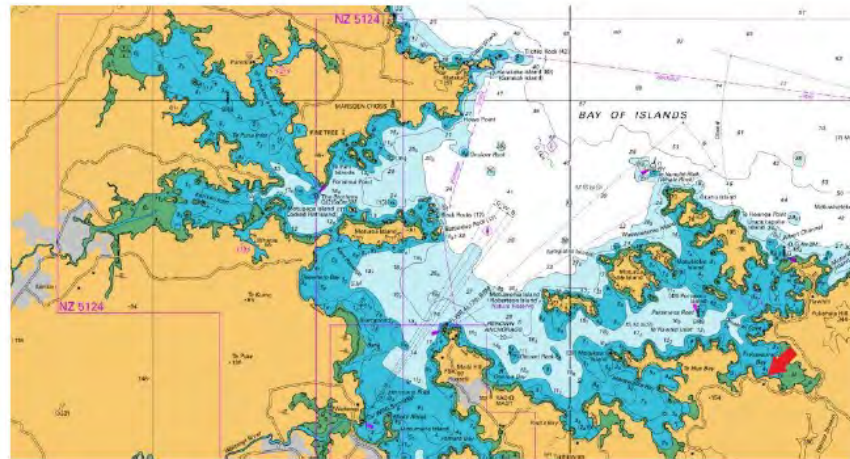
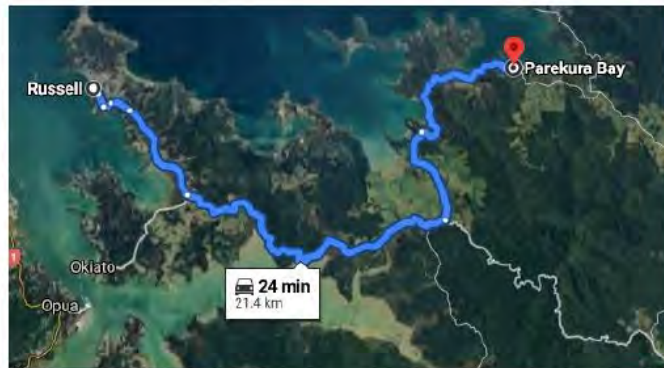
Stormwater has the potential to cause damage to the surface at the approach to the ramp. A 2.5m x 8.0m long concrete extension at the start of the ramp will improve stormwater flow and reduce continued damage to the surface at the access point.



Parekura Bay Beach Launch

Parekura Bay is approximately 22km driving from Russell. It is a beach access site for beach launching trailer boats and dinghies.

- Concrete access ramp onto beach
- Very limited parking at access point
- Parekura Bay is one of the closest launching facilities to Urupukapuka Island and its DOC campsites
- Te Uenga Reserve is opposite access point but is not a designated parking area and overnight parking is specifically not allowed
- FNDC signage advises that there is safe, secure parking at Rawhiti which is potentially misleading
- Supports approximately 20 moorings



Stakeholders

Far North District Council
Bay of Islands - Whangaroa Community Board
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Affected residential properties (GIS to confirm)
Affected Mooring Owners

Parekura Bay – Car Park Current State

- No designated trailer parking
- Room for around 20 trailers depending on sizes
- No overnight parking allowed but one of the best options for small boats heading to Urupukapuka Island - would suggest overnight rule is ignored
- Signage advises the public to use safe and secure overnight parking at Rawhiti, this may be misleading as FNDC has no control over the overnight parking situation at Rawhiti

Dedicated Trailer Parks	0	Turn-off to Carpark	Main Road
Marked Parking Bays	No	Turn-off Safety	Moderate
Surface	Grass	Maneuvering Room	Good
Surface Condition	Good	Estimated Safe Mixed-Size Parking Capacity	
		20	
Proximity to Residences	Close	Other Facilities	
Lighting	None	 	
Security	Poor		
		Defibrillator	



Grass parking surface may become challenging in winter



Large Capacity



FNDC sign advises public that there is safe & Secure overnight parking at Rawhiti



Parekura Bay – Boat Ramp Access Current State

- Beach launch - 4WD at lower tide levels
- Limited manoeuvring at high tide
- One on-one off access point
- Good access to outer Bay of Islands
- Close to Urupukapuka campgrounds
- High density of moorings in bay

Ramp Surface	Concrete Access
Surface Condition	Good
Docking	None
Safe Docking Capacity	N/A
Beaching Material	Sand
Beaching Safety	Good



Stress Factor (Ease of Use)

Vehicle Capability	4WD
Depth	Half Tide
Boat Size	Mid-Size
trailer Maneuvering	Limited
Lighting	None
Access to Open Water	250m

Ramp Capacity



Beach launch



Provides safer access to Urupukapuka Island for smaller boats



Very limited maneuverability at High tide



Urupukapuka Island camping

Urupukapuka Island has three Department of Conservation camping grounds offering a total capacity of 82 sites and 328 persons. The Island is accessible by boat only and is immensely popular with peak periods booked out months in advance.

The popularity of Urupukapuka Island contributes to boat trailer parking capacity issues over peak periods, especially given cars and trailers can remain parked for many days and nights as people camp out on the island.

The DOC camping website gives the following guidance:

Getting to Urupukapuka Island

Water taxis run on demand year-round (weather permitting). The Paihia i-SITE takes bookings for boat transportation to the island.

Passenger ferries go from Paihia and Russell to Otehei Bay every day in the peak summer season.

Private boats can leave from boat-ramps in the Eastern Bay of Islands:

30 minutes from Waitangi boat-ramp on Te Karuwha Parade

15 minutes from Te Uenga Bay beach ramp on Russell Road

10 minutes from Kaimarama Bay boat-ramp at the end of Rawhiti Road

45 minutes from Opito Bay and Doves Bay



3 separate camping areas: 82 sites, 328 person limit
Fully booked at peak season

Access



Boat Access Only





Increase the Physical Footprint

- The option below for peak demand temporary capacity could be incorporated on a full-time basis.



Peak Demand Temporary Capacity

- Te Uenga Bay reserve

Te Uenga Bay reserve is immediately opposite the beach access point and is a significant open space, approaching 2000 square meters.

The reserve is not a designated parking area and is sign posted as no overnight parking. The sign instead advises that safe and secure parking is available at Rawhiti. There are two issues with this, firstly Rawhiti is another 10km further out along a winding gravel road and secondly the land for parking is on private property and is not always available or secure.

As ramps and car-parks become more congested the reserve will be used for overnight parking as well as day parking regardless of designation and signage and FNDC will be faced with an ongoing enforcement issue.

Given the space at the reserve and the proximity to Urupukapuka Island it is recommended that the reserve be designated for overnight parking over peak periods. FNDC could also look into the option of a community-based monitoring program for peak periods, potentially within the Kaitiaki Rangers program as camping demand is a factor.





Parekura Bay beach access point



Improve Ramp Safety and Efficiency

No immediate safety and efficiency concerns or options



Ramp Maintenance Observations

The beach access point is currently serviceable and should remain so with routine maintenance.

- The option to bring the maintenance and monitoring of the access point into the scope of works for mowing and maintaining the reserve should be considered.

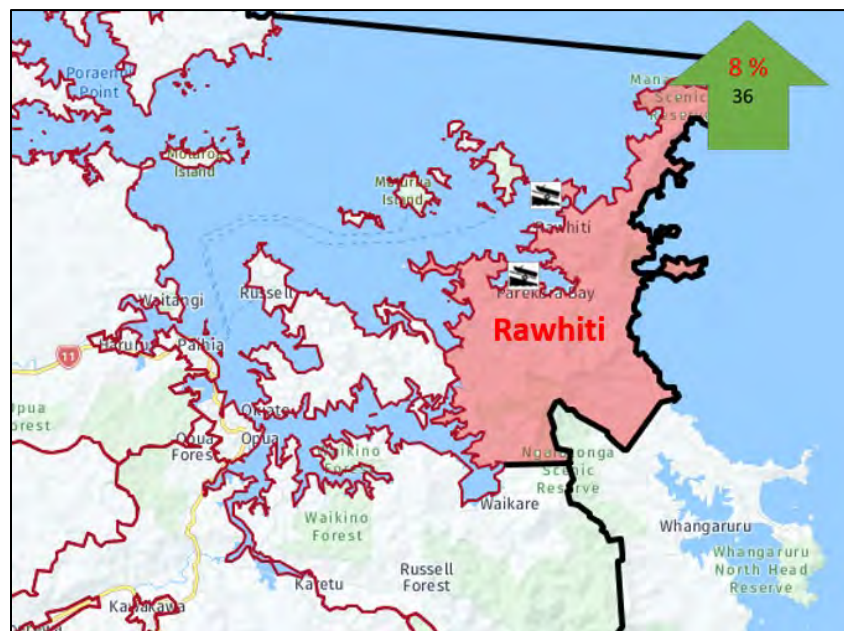


Rawhiti

Population growth

The population aged over 20 in the Russell surrounds is estimated at 516 as of 2018. This is an increase of persons aged over 20 years of 36 (8%) from the 2013 data.

Total population 2018: 687



Commercial and holiday accommodation

Rawhiti falls under the umbrella of the wider Russell commercial accommodation catchment area so it is difficult to identify clearly the commercial and holiday accommodation specifically within the Rawhiti boat-ramp area. There are holiday homes available for periods of the year and Kaingahoa marae operates a popular camping ground, so visitor numbers are still a factor.

Total Population (2018)	Estimated Boat Ownership	Estimated Trailer-boat Users
 687	 172	 69

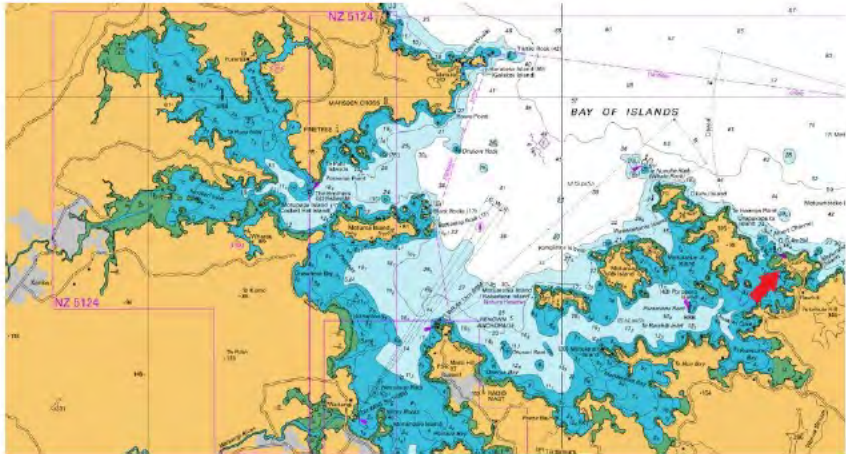
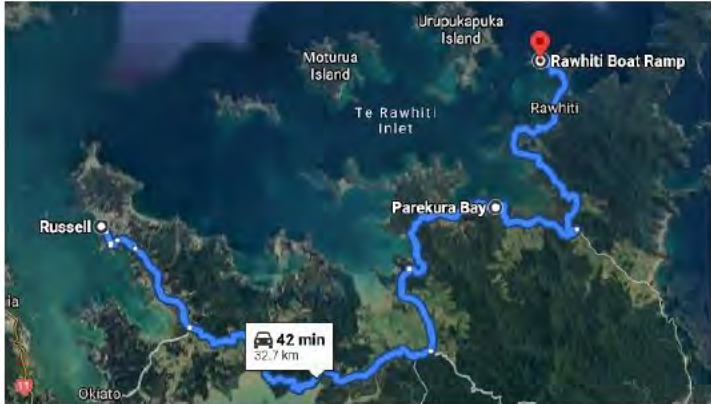
 Rawhiti Capacity Summary			
Launching Facility	Dedicated Trailer Parks	Estimated Current Carpark capacity	Ramp Capacity
Rawhiti boat-ramp	0*	4	1
	0	4	1
Estimated Local Vehicles to car-park	69:0	17:1	
Estimated Local Users to Ramp Capacity			69:1

*No marked car-parks.

Rawhiti Public Boat Ramp

Rawhiti is in the outer Bay of Islands approximately 33km driving from Russell. It is the closet ramp to Urupukapuka Island, HMNZS Canterbury Dive Site and Cape Brett.

- Ramp is an FNDC asset
- Alpine Toilet onsite (holding tank)
- Gravel road access (approx. 45min drive from Russell)
- Adjacent to Kaimarama Bay Scenic Reserve
- Very limited parking on public land



Stakeholders
Far North District Council
Bay of Islands - Whangaroa Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Affected residential properties (GIS to confirm)
Affected Mooring Owners

Rawhiti – Car Park Current State

- No designated trailer parking
- Room for around 3-4 trailers depending on sizes
- Parking is along both sides of the road turning bay which can cause disruption
- Private land available for parking at certain times - at owners discretion
- Gravel road access is not ideal for towing larger boats
- Significant distance/time from Russell

Dedicated Trailer Parks		0	Turn-off to Carpark		End of Road
Marked Parking Bays		None	Turn-off Safety		Good
Surface		Gravel	Maneuvering Room		Good
Surface Condition		Average	Estimated Safe Mixed-Size Parking Capacity		
Proximity to Residences		Close	Other Facilities		
Lighting		None			
Security		Poor			



TOILET



45 mins drive from Russell.
Gravel road access



Very limited public parking
space



Security of Public parking



Rawhiti – Boat Ramp Current State

- Well sheltered
- Good for most tidal conditions
- Narrow for larger boats
- In good visible condition
- Best access to outer Bay of Islands
- Closest to Urupukapuka campgrounds

Ramp Surface	Concrete
Surface Condition	Good
Docking	None
Safe Docking Capacity	N/A
Beaching Material	Sand
Beaching Safety	Good



Stress Factor (Ease of Use)

Vehicle Capability	Any
Depth	All Tide
Boat Size	All
Trailer Maneuvering	Good
Lighting	None
Access to Open Water	100m



Ramp Capacity



Best access to outer Bay of Islands



Ramp has distinct drop off the sides



Parking and driving time restricting user uptake



Increase the Physical Footprint

There are limited immediate options to increase the footprint of the car-park area and given the average demand it is not immediately required other than at peak periods. The options however are:

- Purchase or long-term lease of the bare land adjacent to the ramp area
- Open the adjacent reserve area for trailer parking.



Increase Efficiency

- Signage to encourage considerate parking.

Peak Demand Temporary Capacity

- As above for increasing physical footprint but on a temporary basis.



Improve Ramp Safety and Efficiency

There are no immediate options nor requirement for safety and efficiency modifications.



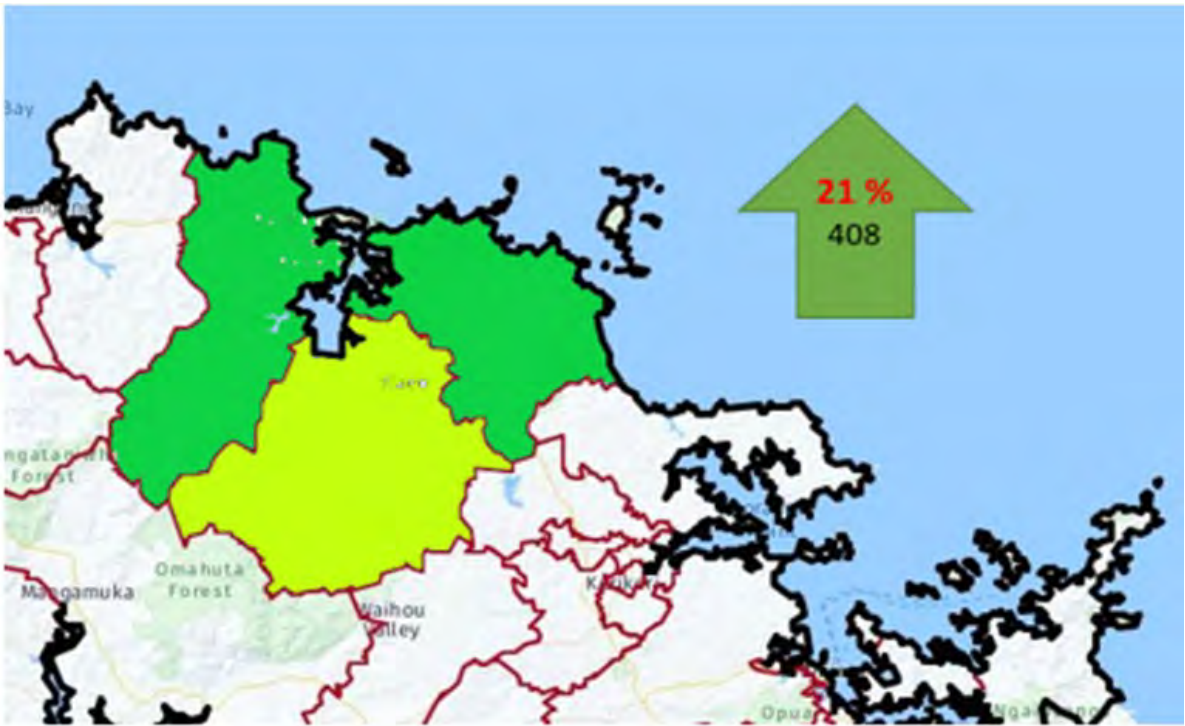
Ramp Maintenance Observations

The ramp is in average to good operational condition.

- No immediate requirements other than to maintain observations for any side erosion issues.



Whangaroa & Surrounds



Whangaroa: Over 20's population growth 2013-2018

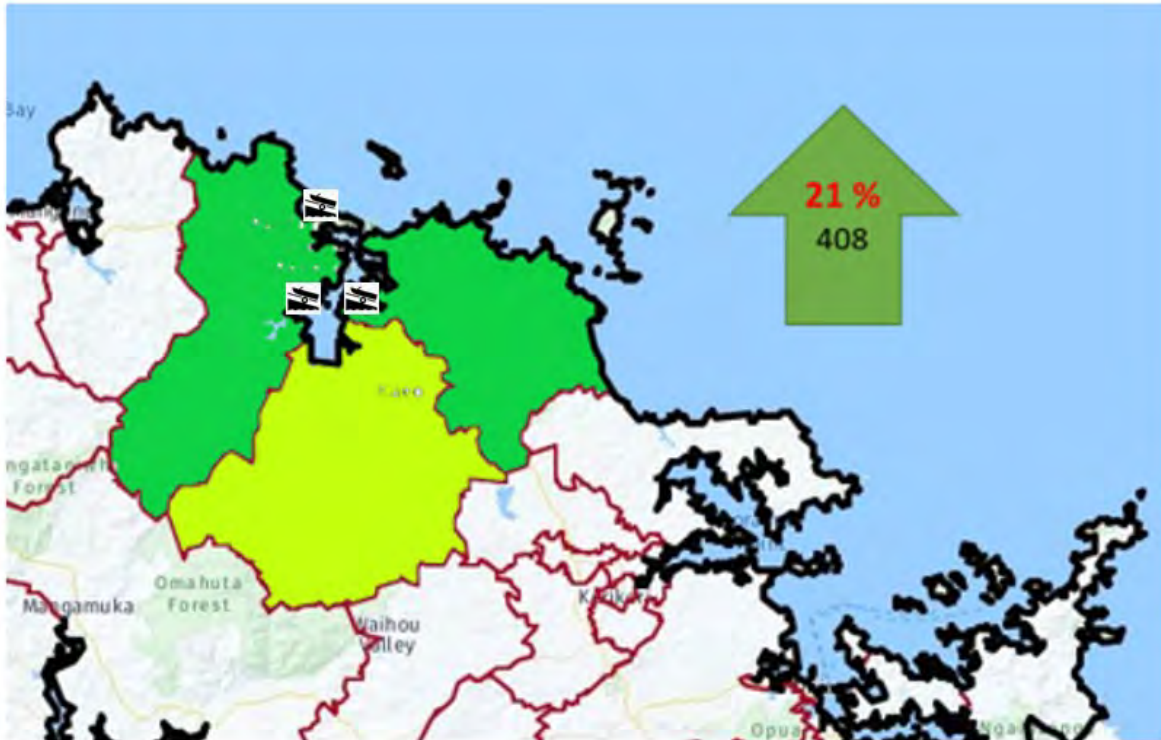
Total Population (2018)	Estimated Boat Ownership	Estimated Trailer-boat Users
 3279	 820	 328

 Whangaroa & Surrounds Capacity Summary			
	Designated Trailer Only Parks	Potential Parking Capacity	Ramp Capacity
Whangaroa boat-ramp	23	33	2
Totara North boat-ramp	0	10	2
Taupo Bay Beach Launch Access	0	10	1
	23	53	5
Estimated Local Vehicles to car-park	14:1	6:1	
Estimated Local Users to Ramp Capacity			66:1

Population growth

The population aged over 20 in Whangaroa and surrounds is estimated at 2,379 as of 2018. This is an increase of persons aged over 20 years of 408 (21%) from the 2013 data.

Total population 2018: 3,279



Commercial and holiday accommodation

Whangaroa itself has limited commercial accommodation options but in the surrounding area there are multiple camping and holiday home options. Whangaroa is also only 35 minutes' drive from the district's major population base in Kerikeri and less than an hour from the major commercial accommodation capacity in Paihia.

There is 1 Motel/Hotel, 0 Backpackers, 2 Camping grounds with a combined 25 cabins and 306 tent sites. There are also a large number of properties available through Airbnb and Bookabach.

Whangaroa and surrounds: Commercial Accommodation				
				
Hotel/Motel	Backpackers	Camping Grounds	Sites/Capacity	Cabins
1	0	2	306	25

Kaeo, Whangaroa, Tauranga Bay, Taupo Bay, Totara North, Te Ngaere

  Properties 71  Capacity 383	Whangaroa & Surrounds <i>Listings and available capacity as of January 2020</i> Note: Properties can and do appear on both websites	  Properties 47  Capacity 345
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Demand and capacity

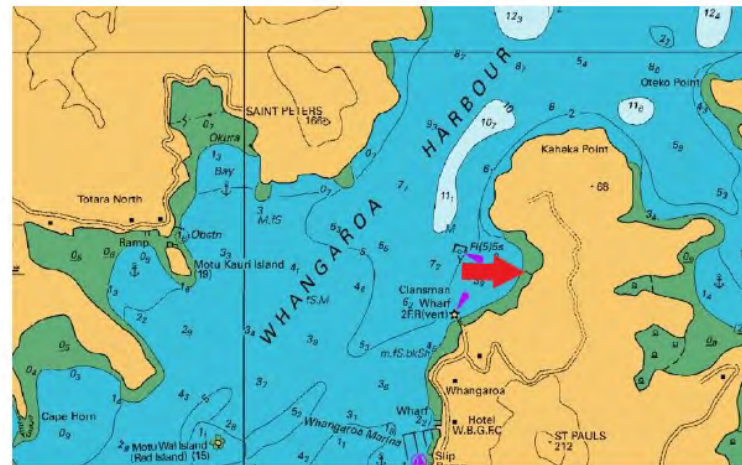
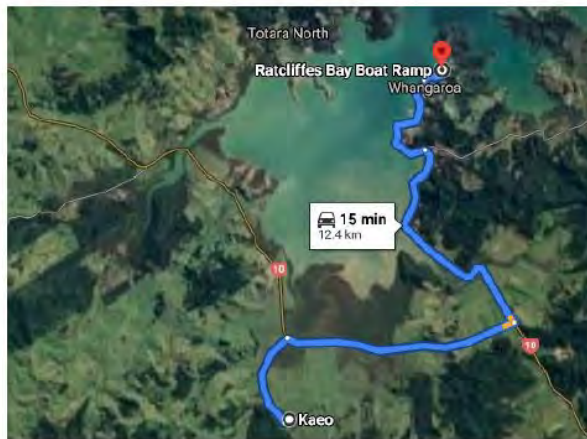
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	Designated Trailer Only Parks	Potential Parking Capacity	Ramp Capacity
Whangaroa boat-ramp	23	33	2
Totara North boat-ramp	0	10	2
Taupo Bay Beach Launch Access	0	10	1
	23	53	5
Estimated Local Vehicles to car-park	14:1	6:1	
Estimated Local Users to Ramp Capacity			66:1

Whangaroa Public Boat Ramp

Whangaroa boat ramp is in Ratcliffes Bay on the Whangaroa Harbour. It is 12km from Kaeo, turning off SH 10 at Whangaroa Road, a short drive on past the marina.

- Ramp is an FNDC asset
- Commercial Wharf on access road
- Narrow access road with overhanging trees
- Very sheltered and good facilities so is very busy at peak season
- Launches into Whangaroa Harbour
- Also serves moorings in the bay - high density



Stakeholders

Far North District Council
Bay of Islands-Whangaroa Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending-(Maori Liaison Officer)
Affected residential properties (GIS to confirm)
Affected Mooring Owners
Commercial Operators

Whangaroa – Car Park Current State

- Designated trailer parking for 23 trailers
- Users also park on verges and approximately 10 can do so but may restrict residents
- Maneuvering can be very tight if trailers are on verges
- Access road is narrow
- Private drive at very end of carpark. Sign prohibiting trailer park in this area is often ignored
- Very busy in peak - parking area can be overwhelmed
- One of the best facilities in the region

Dedicated Trailer Parks	23	Turn-off to Carpark	End of Road
Marked Parking Bays	Yes	Turn-off Safety	Good
Surface	Seal	Maneuvering Room	Limited
Surface Condition	Good	Estimated Safe Mixed-Size Parking Capacity	
		33	
Proximity to Residences	Close	Other Facilities	
Lighting	Good		
Security	Good		



Good trailer parking area



Unstructured parking in peak periods restricts manoeuvring



Very popular and can be overwhelmed in peak periods



Whangaroa – Boat Ramp Current State

- Good capacity ramp in good to average visual condition
- Relatively sheltered
- Excellent floating dock alongside
- All tide or very close to
- Manoeuvring room can be compromised by waiting boat trailers
- Excellent access to Whangaroa Harbour

Ramp Surface	Concrete
Surface Condition	Good
Docking	Good
Safe Docking Capacity	4
Beaching Material	Rock
Beaching Safety	Poor



Vehicle Capability	Any
Depth	All tide
Boat Size	All
Trailer Maneuvering	Limited
Lighting	Good
Access to Open Water	300m

Ramp Capacity



Excellent floating dock alongside



Wide ramp with good capacity: can launch single handed



Waiting trailers may restrict maneuvering room



Options to increase Whangaroa car-park capacity

The car-park facility at Whangaroa boat-ramp is one of the best in the district. Unfortunately, the popularity of Whangaroa as a boating destination and in particular its close access to the deeper gamefish and hapuka fishing spots means the facility is at full capacity practically year-round.

As the aerial photograph below indicates there are no immediate options to increase the capacity of the car-park.



Increase the Physical Footprint

- Wait for an opportunity to purchase the one remaining piece of suitable land (marked below)
- Undertake a major reclamation project.





Increase Efficiency

Given the physical limitations of the area the current parking lay out does not require changes.

Peak Demand Temporary Capacity

- There are no immediate options available other than the possibility of leasing the bare block adjacent to the car-park subject to availability and the willingness of the owner. (currently on the market)



Improve Ramp Safety and Efficiency

- Additional Floating Jetty

The Whangaroa ramp has capacity to launch/retrieve two boats at once, however the ramp does become congested and potentially dangerous as boats cross from the jetty side of the ramp to the outward side.

The safety and turn-around times at the ramp would be improved with the installation of a second floating jetty on the outward side of the ramp.



- Manoeuvring Area marking/signage

There is limited manoeuvring room at the head of the ramp, especially if two vehicles are access the ramp at once. Parking of cars in this area significantly reduces the manoeuvring room and can restrict access to the ramp. Marking of no-parking areas and clear signage is required to prevent cars parking in these areas.





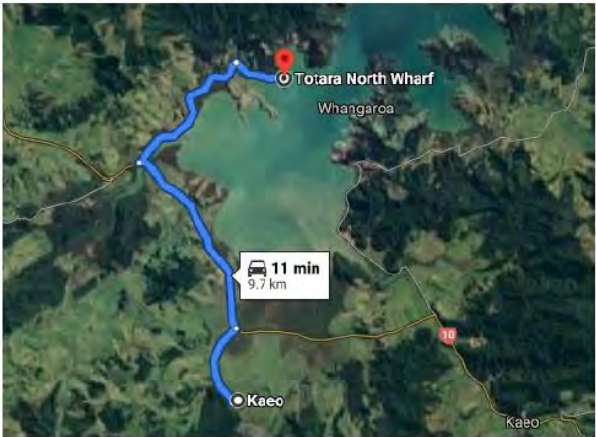
- The Ramp is in good operational condition.



Totara North Public Boat Ramp

Totara North ramp is on the Whangaroa Harbour, practically opposite the Whangaroa Marina. It is 10km from Kaeo, turning off SH 10 at Totara North Road.

- Ramp is an FNDC asset
- Wharf is commercially operational with Moana Fisheries on site
- Also services boat moorings
- Road in is narrow, it will be challenging for boat trailers meeting trucks



Stakeholders

Far North District Council
Bay of Islands - Whangaroa Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Affected residential properties (GIS to confirm)
Affected Mooring Owners
Commercial Operators

Totara North – Car Park Current State

- No clearly designated trailer parking
- Room for around 10 trailers depending on sizes
- There are signs prohibiting trailers parking in main wharf angle parking
- Busy commercial and visitor car park at times
- Unstructured parking is inefficient (would benefit from marking)
- Parking parallel to entry road makes an already narrow road worse
- Lights appear to be broken – 1 Security camera

Dedicated Trailer Parks	0	Turn-off to Carpark	End of Road
Marked Parking Bays	None	Turn-off Safety	Moderate
Surface	Seal	Maneuvering Room	Limited
Surface Condition	Good	Estimated Safe Mixed-Size Parking Capacity	
		10	
Proximity to Residences	No issue	Other Facilities	
Lighting	Poor		
Security	Moderate		



Trailer parking area is not clearly defined



Access road is very narrow in places



Visitors and commercial traffic can make area busy



Totara North – Boat Ramp Current State

- Good capacity ramp in average visual condition
- Relatively sheltered
- Rocks either side, no dock so boats must land directly on concrete ramp
- All tide
- Manoeuvring room can be compromised by unstructured parking
- Excellent access to Whangaroa Harbour

Ramp Surface	Concrete
Surface Condition	Average
Docking	None
Safe Docking Capacity	N/A
Beaching Material	Rock
Beaching Safety	Poor



Vehicle Capability	Any
Depth	All tide
Boat Size	All
Trailer Maneuvering	Limited
Lighting	Poor
Access to Open Water	225m

Ramp Capacity



Wide ramp: good capacity



Landing must be direct onto concrete ramp: rocks either side



Errant parking may restrict maneuvering room



Increase the Physical Footprint

- Potential Te Runanga O Whaingaroa Development.

Te Runanga O Whaingaroa own the land and old industrial buildings approximately 450m to the West of the boat-ramp on Totara North Road. The land holding is ideally place for a marine focused development; however the industrial history of the site may inhibit some development options to potential soil contamination issues.

This land is one of the few options in the district to increase recreational boating car-parking capacity and entering into conversations with the Runanga would be beneficial.



- car-park marking and signage.

The parking area at Totara North is not clearly marked. It is a busy area with both commercial and recreational traffic. There is clear signage designating no-parking areas for trailers but no clear guidance where to park and no reserved for trailers area. Marking on the trailer parking area would reduce confusion and improve efficiency.





Peak Demand Temporary Capacity

- There are no immediate options for additional peak season temporary capacity.





Improve Ramp Safety and Efficiency

The drop off either side of Totara North boat-ramp is of such height to cause significant damage and potential injury should a driver make a misjudgement while backing into position.

The Totara North boat-ramp has rocks and concrete either side and boats approaching the ramp have to come aground on the concrete ramp.

- Ramp Guides
- Floating Jetty





Ramp Maintenance Observations

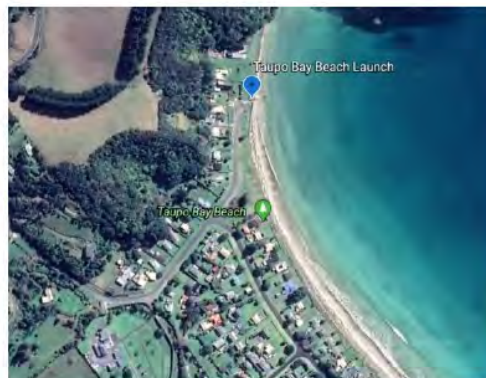
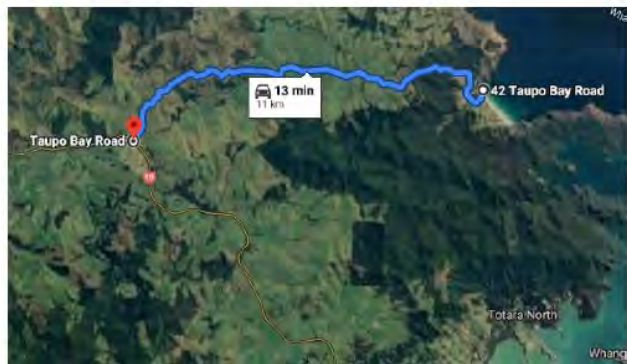
- The ramp is in good to average operational condition but is starting to show some visible surface wear.



Taupo Bay Beach Launch Access

Taupo Bay is to the north of the Whangaroa Harbour entrance approximately 11km driving from the SH 10 turn off. The access ramp is on the northern end of the beach and launches directly out to Whangaroa Bay.

- FNDC Reserve area
- Launching on beach restricted to northern end of beach and is well signposted
- Resident's group have indicated a desire to assist with upgrade
- Extremely busy in peak season
- Can be exposed to swells



Stakeholders

Far North District Council
Bay of Islands - Whangaroa Community Board
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Affected residential properties (GIS to confirm)

Taupo Bay – Car Park Current State

- No designated trailer parking
- Parking is unstructured and predominantly on grass verges
- Room for 10 in the off season but parking off the beach in peak season very limited. Total estimated below could vary either way drastically
- Competing with day visitors to beach for available parking
- Some users park as high up as possible on the beach
- Limited maneuvering room when busy, may impede resident driveways

Dedicated Trailer Parks	0	Turn-off to Carpark	End of Road
Marked Parking Bays	None	Turn-off Safety	Good
Surface	Grass	Maneuvering Room	Good
Surface Condition	Poor	Estimated Safe Mixed-Size Parking Capacity	
		10	
Proximity to Residences	Close	Other Facilities	
Lighting	None	 	
Security	Moderate		



Parking on beach has environmental risk



Parking is unstructured/Unofficial



Parking availability major issue in peak periods



Taupo Bay – Beach Launch Access Current State

- Good launching when calm
- Can be effected by swell
- Access point is in poor condition
- 4WD required
- Beach can be busy
- Launching restricted to north end of beach

Ramp Surface	Sand
Surface Condition	Poor
Docking	None
Safe Docking Capacity	N/A
Beaching Material	Sand
Beaching Safety	Good



Vehicle Capability	4WD
Depth	All tide
Boat Size	Mid-size
Trailer Maneuvering	Limited
Lighting	Poor
Access to Open Water	15 0m

Ramp Capacity



Extremely busy beach in peak periods



Access point in poor condition



Can be exposed to swell



Increase the Physical Footprint

There is currently no dedicated boat trailer parking at Taupo Bay and parking is on an availability basis along the reserve area or for those with tractors, on the beach. The beach area is very popular at peak periods with families and general day visitors and those with boats are the minority.

A significant number of those launching boats appear to be returning to their property or to the camping ground to park. Overall, there is little that can be done at this stage to provide dedicated trailer-boat parking areas without a significant capital outlay for land purchase which in terms of district-wide priority is not justified.



Increase Efficiency

- No immediate options and nor any immediate requirement

Peak Demand Temporary Capacity

- No immediate options and nor any immediate requirement

Options to improve Taupo Bay beach access



Improve Ramp Safety and Efficiency

- There are no safety or efficiency concerns.



Ramp Maintenance Observations

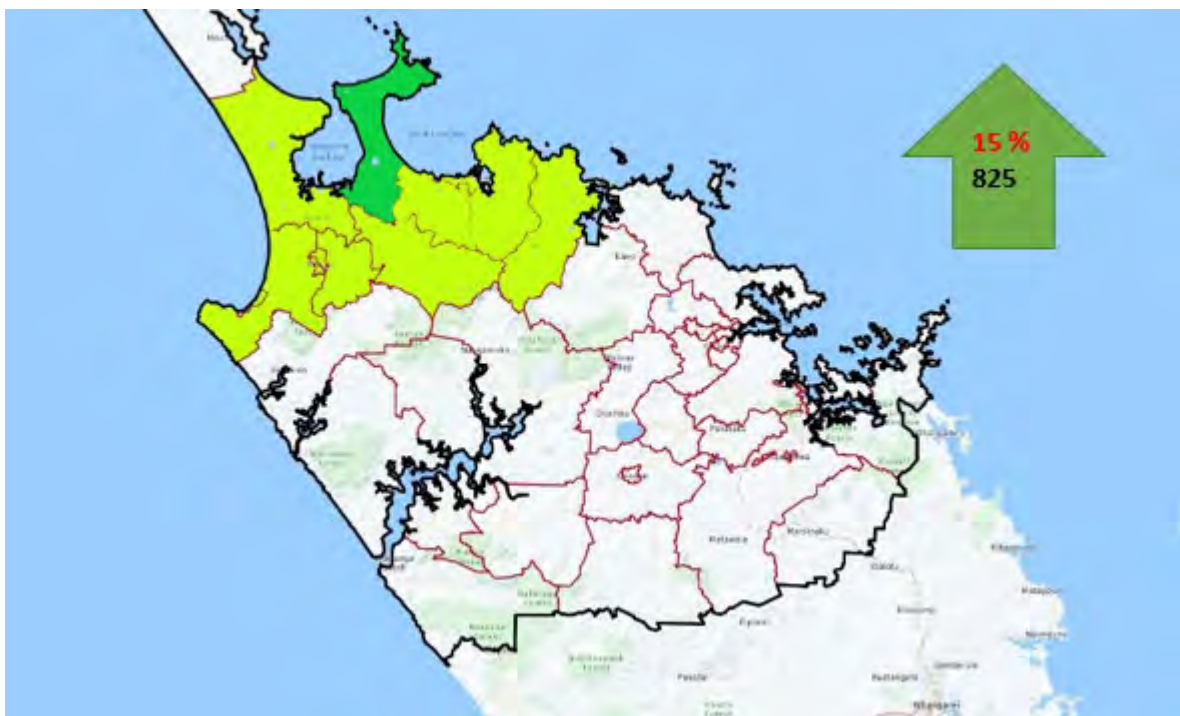
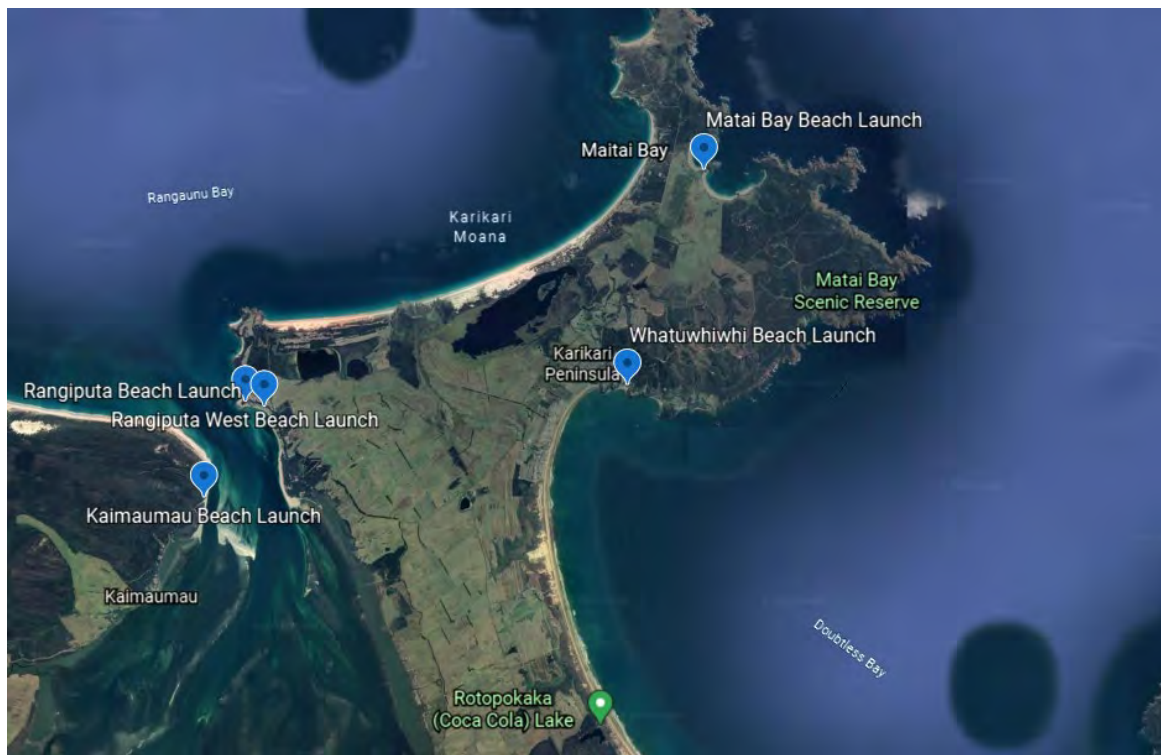
- Redesign access ramp and work with Residents Council to implement changes.

The current beach access point is continuously requiring repair due to damage from swells eroding the base structure. The local residents have made ongoing repairs to keep the access point functioning, but it is in poor repair and will continue to migrate onto the beach.

A redesign of the access point with a goal of providing better durability and a more environmentally fitting alternative than continuing to bolster the existing ramp with concrete. (Geotextile Mats, Precast Slab, Wooden Structures etc) It is recommended that FNDC provide support to redesign the access point and then work with the Taupo Bay resident's council to determine financial options for implementing the required changes.



Karikari Peninsula



Population growth

The population aged over 20 in the Karikari Peninsula catchment area is estimated at 6,312 as of 2018. This is an increase of persons aged over 20 years of 825 (15%) from the 2013 data.

Total population 2018: 9,195 Karikari Peninsula only: 1,245

Commercial and holiday accommodation

Karikari Peninsula has a thriving holiday accommodation sector and in the surrounding area there are multiple camping and holiday home options.

There are 3 Motel/Hotel, 0 Backpackers, 3 Camping grounds with a combined 14 cabins and 468 tent sites. There are also a large number of properties available through Airbnb and Bookabach. A large DOC Freedom camping site is also on the Peninsula.

Karikari Peninsula: Commercial Accommodation				
				
Hotel/Motel	Backpackers	Camping Grounds	Sites/Capacity	Cabins
3	0	3	468	14

Tokerau Beach, Rangiputa, Whatuwhiwhi, Matai Bay

		Karikari Peninsula		
	77	<i>Listings and available capacity as of January 2020</i>		60
Properties			Properties	
	424	Note: <i>Properties can and do appear on both websites</i>		413
Capacity			Capacity	

Ramp Catchment Population (2018)	Estimated Boat Ownership	Estimated Trailer-boat Users
 5220	 1,305	 522

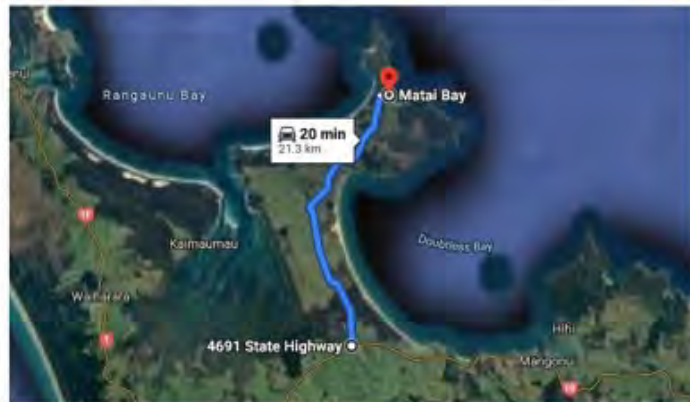
 Karikari Peninsula Capacity Summary			
	Designated Trailer Only Parks	Potential Parking Capacity	Ramp Capacity*
Matai Bay Beach launch	0	20	1
Rangiputa Main Beach Launch	0	13	1
Rangiputa West Beach Launch	0	15	1
Whatuwhiwhi Beach Launch	0	20	1
	0	68	4
Estimated Local Vehicles to car-park	NA	8:1	
Estimated Local Users to Ramp Capacity			130:1

*Ramp capacity refers to the maximum same time vehicle capacity of the beach access point or ramp.

Maitai Bay Beach Launch Access

Maitai Bay is on the Karikari Peninsula approximately 21km driving from the SH 10 turn off to the Karikari Peninsula. Boats launch into Waikato Bay and have a short run to the open coast.

- Ramp is on Maori land
- Maitai Bay DOC Camping ground borders the ramp
- Maitai Bay is one of the most popular beaches in the region
- Extremely busy in peak season (Camping ground reaches full capacity)
- **Closed 19th Dec 2019 to 30th Jan 2020 by the Trust because of misuse and dangerous driving on the beach**
- Discussion with with Trust indicate closure likely again this summer as beach was safer and more family friendly



Stakeholders

Far North District Council
Te Hiku Community Board
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Waitai Raharuhi Whanau Trust
Department of Conservation

Maitai Bay – Car Park Current State

- No designated trailer parking by ramp (although users will park there)
- Parking is up at DOC campground –(need clearer signage)
- Some users park as high up as possible on the beach
- Plenty of maneuvering room at DOC park unless extremely busy
- Parking at lower area leads to congestion and tight maneuvering
- Pedestrians are a consideration in peak periods



Heavy Pedestrian traffic at peak season



Parking along access road causing congestion/manoeuvring issues



Significant parking room at DOC Campsite



Dedicated Trailer Parks	0
Marked Parking Bays	None
Surface	Grass
Surface Condition	Good
Proximity to Residences	No issue
Lighting	None
Security	Poor

Turn-off to Carpark	End of Road
Turn-off Safety	Good
Maneuvering Room	Good

Estimated Safe Mixed-Size Parking Capacity

20+

Other Facilities

Maitai Bay – Beach Launch Access Current State

- Good launching
- Half to high tide best for launching
- Relatively sheltered
- Access ramp in average to poor condition
- Closed over peak period due to dangerous driving on beach
- Pedestrians share access

Ramp Surface	Sand
Surface Condition	Average
Docking	None
Safe Docking Capacity	N/A
Beaching Material	Sand
Beaching Safety	Good



Vehicle Capability	4WD
Depth	Half tide
Boat Size	All
Trailer Maneuvering	Good
Lighting	None
Access to Open Water	200m

Ramp Capacity



Good beach launch



Ramp is deteriorating



Pedestrians share access



Beach Access

The land that forms the beach access point at Maitai Bay is private property managed by the Waitai Raharuhi Whanau Trust. Due to safety concerns surrounding dangerous driving on the beach the trust elected to close the access point over the peak period of summer 2019/20. The irresponsible driving behaviour was not necessarily those with boats but there is no simple way to monitor and restrict access to boats only.

It is highly likely that the peak period closure will remain in place as the beach proved to be more family friendly and there was less damage without the vehicles on the beach. This will obviously place more demand on nearby launching options at Rangiputa and Whatuwhiwhi.

Maintenance support for the access point should be provided as the majority users are members of the public.

car-park

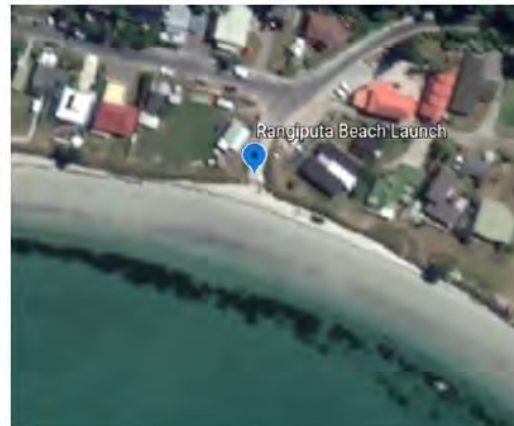
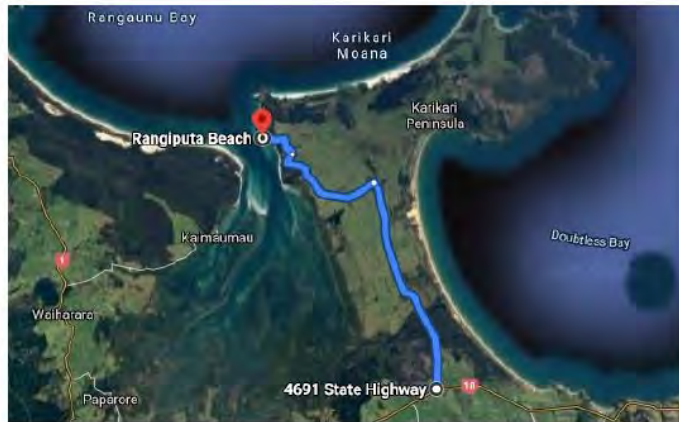
The access ramp is open for the remainder of the year and there is ample parking at the DOC campsite. The only issue with carparking is encouraging users to park at the designated area and walk back the 100m to the beach.



Rangiputa (Main) Beach Launch Access

Rangiputa Beach is on the Rangaunu Harbour entrance approximately 18km driving from the SH 10 turn off to the Karikari Peninsula. This access point has been designated Rangiputa (Main) in order to distinguish between the secondary more western beach access point.

- Best access to Ranganunu Harbour entrance
- Extremely busy in peak season
- Most sheltered launching on the Karikari Peninsula
- Has had additional exposure through multiple TV fishing shows



Stakeholders

Far North District Council
Te Hiku Community Board
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Affected residential properties (GIS to confirm)

Rangiputa (Main) – Car Park Current State

- No designated trailer parking
- Aside from Rangiputa Road there is room for around 3 trailers off the beach on grass
- Over-flow parking is along both sides of Rangiputa Road which reduces the road to one lane
- Possibly additional 10 trailers can park along the road but will be disruptive
- Private driveways may be blocked/restricted at times
- Road is often congested at ramp access point and pedestrians add to mix
- Some users park as high up as possible on the beach

Dedicated Trailer Parks	0	Turn-off to Carpark	Main Road
Marked Parking Bays	None	Turn-off Safety	Moderate
Surface	Grass	Maneuvering Room	Poor
Surface Condition	Poor	Estimated Safe Mixed-Size Parking Capacity 13	
Proximity to Residences	Close		
Lighting	Poor	Other Facilities  	
Security	Moderate		



Parking on beach has environmental risk



Manoeuvring at access point is limited and can be congested



Roadside parking can restrict residents



Rangiputa (Main) – Beach Launch Access Current State

- Good launching but beach does have suction effect if trailers stay stationary for too long
- Most tide conditions are suitable
- Relatively sheltered
- Access point is in average to poor condition
- Limited maneuvering at access point especially at high tide
- Extremely busy at peak season

Ramp Surface	Sand
Surface Condition	Average
Docking	None
Safe Docking Capacity	N/A
Beaching Material	Sand
Beaching Safety	Good



Vehicle Capability	4WD
Depth	All tide
Boat Size	All
Trailer Maneuvering	Poor
Lighting	Poor
Access to Open Water	200m

Ramp Capacity



Good beach launch



Limited maneuvering at access point



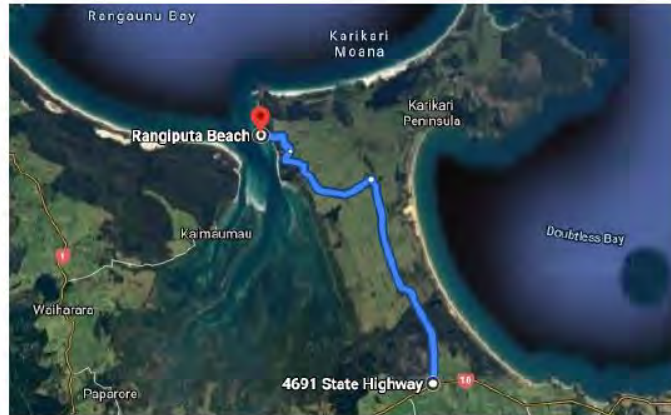
Access ramp surface is deteriorating



Rangiputa (West) Beach Launch Access

Rangiputa Beach is on the Rangaunu Harbour entrance approximately 18km driving from the SH 10 turn off to the Karikari Peninsula. This access point has been designated Rangiputa (West) in order to distinguish between the main beach access point.

- DOC Reserve surrounds
- Public toilet nearby
- Best access to Rangaunu Harbour entrance
- Extremely busy in peak season
- Most sheltered launching on the Karikari Peninsula
- Has had additional exposure through multiple TV fishing shows



Stakeholders

Far North District Council
Te Hiku Community Board
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Department of Conservation
Affected residential properties (GIS to confirm)

Rangiputa (West) – Car Park Current State

- No designated trailer parking
- Parking is unstructured/unofficial but potential for parking 10-15 depending on size
- Large trees recently felled on the reserve may open additional parking space
- Some users park as high up as possible on the beach
- Plenty of maneuvering room unless extremely busy

Dedicated Trailer Parks	0
Marked Parking Bays	None
Surface	Grass
Surface Condition	Average
Proximity to Residences	No issue
Lighting	None
Security	Poor

Turn-off to Carpark	End of Road
Turn-off Safety	Good
Maneuvering Room	Good

Estimated Safe Mixed-Size
Parking Capacity

15

Other Facilities



Parking on beach has
environmental risk



Parking is
unstructured/Unofficial



Potential to be better parking
option than Rangiputa (Main)



Rangiputa (West) – Beach Launch Access Current State

- Good launching but beach does have suction effect if trailers stay stationary for too long
- Most tide conditions are suitable
- Relatively sheltered
- Access point is one lane but in good to average condition
- Launching will be restricted to one at a time at high tide

Ramp Surface	Sand
Surface Condition	Average
Docking	None
Safe Docking Capacity	N/A
Beaching Material	Sand
Beaching Safety	Good



Vehicle Capability	4WD
Depth	All tide
Boat Size	All
Trailer Maneuvering	Poor
Lighting	Poor
Access to Open Water	200m

Ramp Capacity



Good beach launch



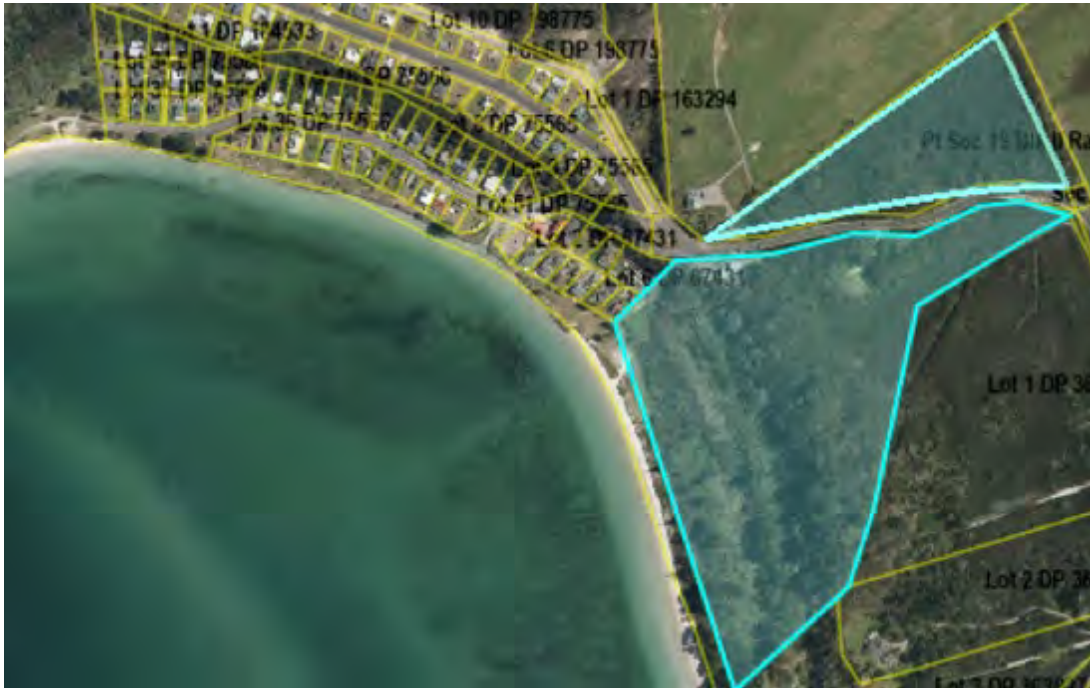
Narrow access point



Capable 4WD required as sand cuts up at ramp



 Increase the Physical Footprint



There are two blocks of reserve either side of Rangiputa road which form part the bulk of Section 4 Block I Rangaunu Survey district and Part Section 19 Block II Rangaunu Survey district. The total reserve area is 35.9 hectares which includes a third block on the Kaumaumau side of the harbour making up the balance.

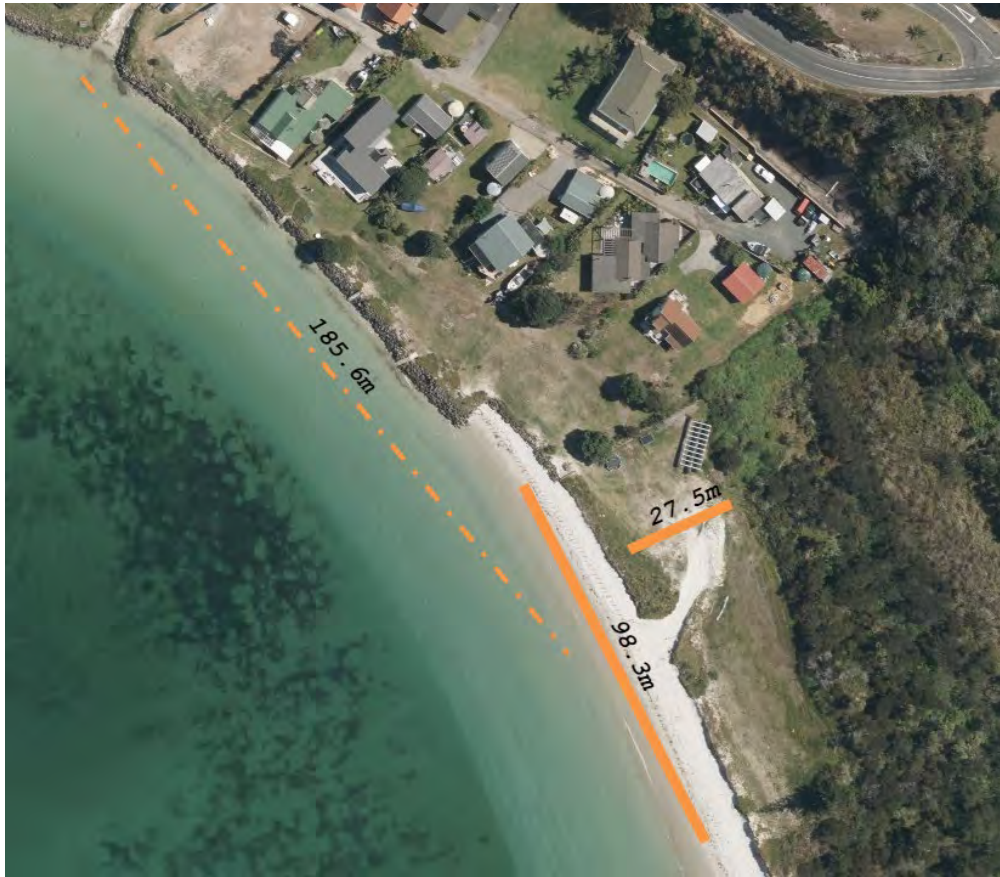
- Upgrade and Maintain the current off beach parking area on the reserve.

Approximately 185m along the beach from the main beach access point there is a portion of the reserve designated as an off-beach parking area by Rangiputa Residents and Rate payers Association signage (currently fallen down). It is a significant area approximately 100m by 28m and with minor works to reposition sand piles, level some areas and tidy the access point the area would have room for as many as 15 to 20 vehicles with trailers.

The site is accessed along the beach and cannot be reached at high tides, however launching and retrieving at high tide is currently also restricted due to available manoeuvring room on the beach at high water, so the operational limitation of tidal access restrictions is minimal.

The access point would require rework as it is currently the most likely place for a vehicle to get stuck due to the depth of soft sand. Signage at the main access point would be required to advise users of the parking area.

Consultation with NRC would be required to determine how much the area can be reshaped but with minor work this option will reduce the requirement for vehicles to park on the beach for extended periods.



- Develop part of the Reserve land off Rangiputa Road.

The coastal block is approximately 10.4 Hectares and slopes down from the road by the Rangiputa Fire Station to a flat area on the foreshore. There are areas of marsh and scrub.

There is approximately 400m of land fronting the beach area and as depicted in the aerial photo below, a public access area, equivalent to the public parking area a Waitangi boat-ramp, can be developed leaving the majority of the block untouched.

Access to the beachside via Rangiputa road would be a significant engineering project and may not be a value for money option for just carparking and may need to be considered as part of a wider public recreation space project.

There are however significant issues that will need detailed assessment prior to any development commencing and an initial decision to proceed with a detailed investigation is required.

- Legal prerogative to develop the reserve, noting it would remain a reserve area.
- Public and FNDC support to develop a section of the reserve area.
- Engineers report into viability of civil works.
- Public consultation



Reserve Area and Waitangi boat-ramp car-park Superimposed



- Overflow Carparking at Rangiputa Road

The FNDC parcel of reserve land has a clear grass area on the intersection of Motutara Drive and Rangiputa Road and is approximately 220m up the hill from the beach access point. This area is available for the parking of trailers and with careful parking may fit and addition five to six vehicles.

Regardless of any signage or direction it is anticipated that the overflow will only be used as a last resort by members of the public. The issue is the fact that as this is a 220m walk up the hill, the time taken to get the vehicle back to the beach will mean the boat will need to be held by someone capable. The physical exertion of the walk will also be unappealing to some users.



- Additional cleared land at the Western Ramp

In 2019 a number of large trees were felled and the area cleared somewhat. The result is a potential area of over 1000 square metres that could be landscaped to support parking for between 10 to 15 vehicles. The land is crown land, managed by DOC so an interagency agreement would be required. Adding additional parking at this site over the peak holiday periods would reduce parking on the beach which represents a higher environmental risk.





Improve Ramp Safety and Efficiency

- Additional pedestrian awareness signage



Ramp Maintenance Observations

Both beach access points at Rangiputa are in operational condition but would benefit from basic scheduled maintenance. The access ramps are not on the FNDC assets register and have been maintained by community/residents on an as-required basis. If no additional FNDC access points are constructed for Rangiputa then there is a case for the existing access points to become the responsibility of FNDC as they are in all reality a public facility.

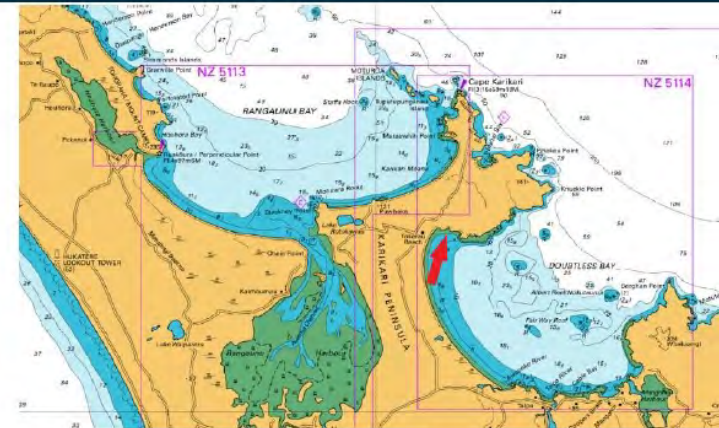
If the option for a newly built carpark and beach access point does eventuate then a discussion on the future of the existing beach access points needs to occur and in fact may well be a requirement prior to approvals for any other works along the beach frontage.



Whatuwhiwhi Beach Launch Access

Whatuwhiwhi Beach Launch Access is at Parekerake Bay on the Karikari Peninsula, 17km from the turn off at SH 10. Launches from Pehi Beach into Doubtless Bay (Tokerau Beach side).

- Access is a short span wooden ramp/bridge across the roadside drain
- Best launching is on Western side of beach
- Whatuwhiwhi Holiday park is very close by
- Can be extremely busy in peak season
- Beach is also used for other water activities
- No formed infrastructure



Stakeholders

Far North District Council
Te Hiku Community Board
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Affected residential properties (GIS to confirm)

Whatuwhiwhi – Car Park Current State

- No designated trailer parking
- Room for around 15-20 trailers on beach depending on sizes
- No formed parking, no structure
- One-way access on and off beach
- Users are parking on dunes despite signage
- Access to beach is soft sand and cuts up with heavy use, users therefore exit at speed
- Pedestrians, including children also use beach

Dedicated Trailer Parks	0	Turn-off to Carpark	Main Road
Marked Parking Bays	None	Turn-off Safety	Moderate
Surface	Sand	Maneuvering Room	Limited
Surface Condition	Average	Estimated Safe Mixed-Size Parking Capacity	
		20+	
Proximity to Residences	No issue	Other Facilities	
Lighting	Poor		
Security	Moderate		



Parking has an environmental impact on dunes



When sand is soft users exit at speed



Parking is unstructured



Whatuwhiwhi – Boat Launch Access Current State

- Access to beach can cut up
- 4WD required
- Beach launch is good in most tidal conditions
- Relatively sheltered –launching on Western side
- No issues with launching- issue is with parking
- Tight manoeuvrings at high tides

Ramp Surface	Concrete
Surface Condition	Average
Docking	None
Safe Docking Capacity	N/A
Beaching Material	Sand
Beaching Safety	Good



Vehicle Capability	4WD
Depth	All-tide
Boat Size	All
Trailer Maneuvering	Limited
Lighting	Poor
Access to Open Water	200m

Ramp Capacity



Good shelter and depth for a beach launch



Beach can be busy with other water activities



Maneuvering at high tide is restricted



Increase the Physical Footprint

Parking and launching at Whatuwhiwhi are both beach-based. Beach parking and, in particular, parking on the sand dunes is an environmental and cultural concern. Parking over high tide periods requires vehicles to be above the high-water mark and often vehicles are parked up on the dunes by overly cautious drivers. This is despite well signposted efforts by Tangata whenua to educate drivers on the risk to archaeological sites and to dune vegetation.

However, there are limited alternative options with the only additional land readily available a designated reserve.



- Whatuwhiwhi Reserve

FNDC reserve land is within a short walk to the beach launching area and has potential access for vehicles off Whatuwhiwhi road. Subject to ground conditions there is significant space available and with minor landscape works there could be a well-structured access point to the parking area.

The reserve offers definite potential for parking either peak only or year-round and could be developed at low cost, especially if parking areas were maintained as grass and open subject to ground conditions. The issue becomes one of designated use of the land and the appetite to sacrifice green space for boat-ramp parking over peak periods. The additional environmental gains from removing vehicles from the dune area may be a consideration in local support.



Increase Efficiency

- No immediate options



Peak Demand Temporary Capacity

- As per increasing physical footprint

Options to improve Whatuwhiwhi Beach Access point



Improve Ramp Safety and Efficiency

If the beach access point is covered in sand, then vehicles exit at higher speeds and additional consideration needs to be given to pedestrians and other traffic at the exit point.

- Additional safety signage

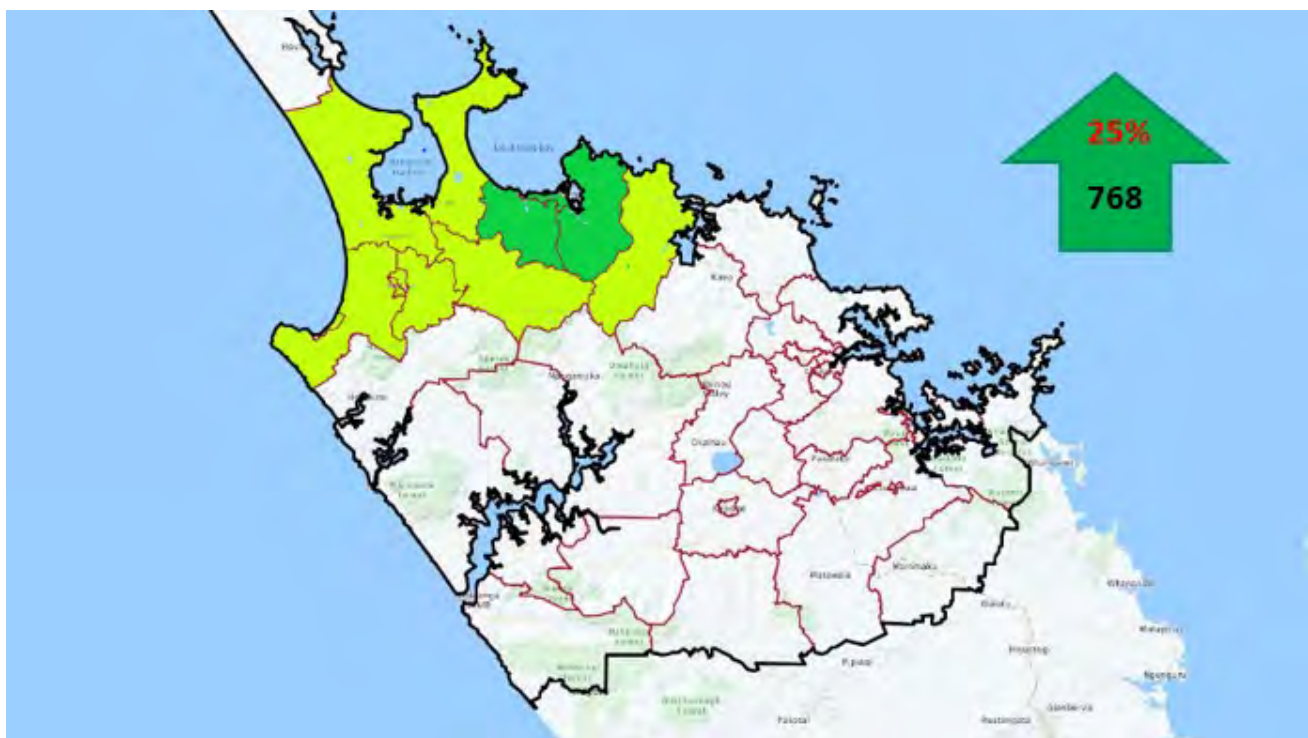


Ramp Maintenance Observations

- The access point is in operational condition, but continued observation of the wooden bridging is recommended.



Doubtless Bay/Mangonui



Doubtless Bay/Mangonui

Population growth

Doubtless Bay/Mangonui is a popular East Coast launching option for residents in the wider area and as a result there is a substantial geographical catchment area. (Total catchment area population 2018: 10,593). However, for the purpose of this study the Doubtless Bay/Mangonui population focus will be on Peria/Taipa/Mangonui/Coopers Beach/Hihi.

The population aged over 20 in the Doubtless Bay/Mangonui catchment area is estimated at 3,870 as of 2018. This is an increase of persons aged over 20 years of 768 (25%) from the 2013 data. One of the fastest-growing areas of the Far North.

Peria/Taipa/Mangonui/Coopers Beach/Hihi: 5,079

Commercial and holiday accommodation

Doubtless Bay/Mangonui has a thriving holiday accommodation sector and in the surrounding area there are multiple camping and holiday home options.

There are 6 Motel/Hotel, 0 Backpackers, 1 Camping ground with 16 cabins and 80 tent sites. There are also a large number of properties available through Airbnb and Bookabach.

Doubtless Bay and Mangonui: Commercial Accommodation				
				
Hotel/Motel	Backpackers	Camping Grounds	Sites/Capacity	Cabins
6	0	1	80	16

Hihi, Mangonui, Coopers Beach, Cable Bay, Taipa

		Doubtless Bay Taipa, Cable Bay, Coopers Beach <i>Listings and available capacity as of January 2020</i> Note: Properties can and do appear on both websites		
 Properties	109		 Properties	68
 Capacity	503		 Capacity	452

Ramp Catchment Population (2018)	Estimated Boat Ownership	Estimated Trailer-boat Users
 5079 (10,593)	 1,270 (2,648)	 508 (1,059)

Bracketed figures are representative of the potential wider catchment area for information only.

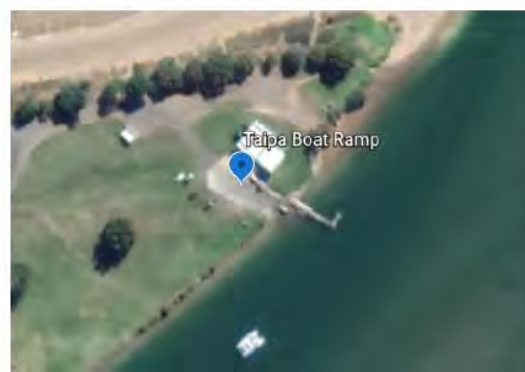
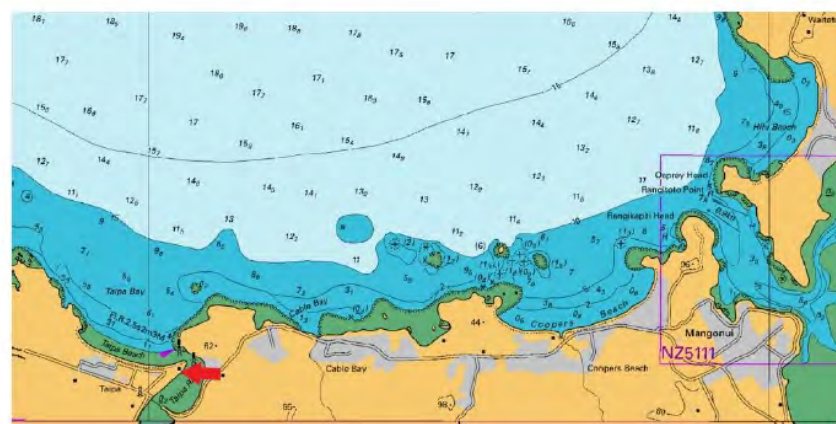
 Doubtless Bay/Mangonui Capacity Summary			
	Designated Trailer Only Parks	Potential Parking Capacity	Ramp Capacity
Taipa Public boat-ramp	0	20	3
Taipa (Oruru Road) Beach Access	0	0	0
Mangonui Public boat-ramp	7	12	1
Hihi Beach Launch	0	12	2
	7	44	6
Estimated Local Vehicles to car-park	73:1	12:1	
Estimated Local Users to Ramp Capacity			84:1

*Ramp capacity refers to the maximum same time vehicle capacity of the beach access point or ramp.

Taipa Public Boat Ramp

Taipa boat ramp is on the Taipa River 250m short of the entrance to Doubtless Bay. It is approximately 500m off the SH 10 turn-off at Taipa shops.

- Ramp is an FNDC asset
- Taipa Sailing Club has facilities on the site
- Also services boat moorings along the river channel
- Boat ramp maneuvering area is sign posted and marked as emergency helicopter landing zone
- No clear distinction between FNDC land and private land
- Jetty and floating dock adjacent
- Public toilet nearby



Stakeholders

Far North District Council
Te Hiku Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Taipa Sailing Club
Northland Emergency Services Trust

Taipa – Car Park Current State

- No designated trailer parking
- Room for around 20 trailers depending on sizes - however designation of land is unclear
- Parking is on the grass verges and reserve
- Parking is unstructured - number of parks affected by parking decisions of users
- Can be pedestrians at access point near public toilets
- Can be busy in peak season and on sailing regatta days
- Helicopter landing zone markings have faded

Dedicated Trailer Parks	0	Turn-off to Carpark	Side Road
Marked Parking Bays	No	Turn-off Safety	Good
Surface	Grass	Maneuvering Room	Good
Surface Condition	Average	Estimated Safe Mixed-Size Parking Capacity	
		20+	
Proximity to Residences	No issue	Other Facilities	
Lighting	Poor		
Security	Moderate		



Car park has significant capacity



Car parking is unstructured: no signs or marking



Boundary of car park not clearly defined



Taipa – Boat Ramp Current State

- Excellent capacity ramp
- Good docking facility
- River current can make boat handling difficult
- In good to average visual condition
- Some surface wear on ramp
- Possible erosion effects on ramp siding
- Access to Doubtless Bay challenging at times

Ramp Surface	Concrete
Surface Condition	Good
Docking	Good
Safe Docking Capacity	2
Beaching Material	Sand/Rock
Beaching Safety	Tide dependent



Vehicle Capability	Any
Depth	All tide
Boat Size	All
Trailer Maneuvering	Good
Lighting	Poor
Access to Open Water	300m

Ramp Capacity



Excellent ramp capacity



Possible erosion effects on ramp siding



River currents



Options to increase Taipa car-park capacity

Increase the Physical Footprint

No options immediately available nor required at this point in time.

Increase Efficiency

- Define public and private land boundaries.

There is no clear delineation between the public access land surrounding the ramp area and the neighbouring private property. The public parking area is not defined. Marking the boundary with fencing, planting or signage would help avoid any future issues with the neighbouring property owner and would remove any public misinterpretation of access to the private land.



- Define carpark area.

The Taipa parking area has a considerable capacity but the current capacity is restricted by the ad-hoc parking of users. Marking the carparking area either through ground markings or better signage would enable the capacity to be maintained without encroachment on the private land.



Improve Ramp Safety and Efficiency

- No immediate items of concern

Ramp Maintenance Observations

There is minor surface wear on the ramp, but it is in good operational condition.

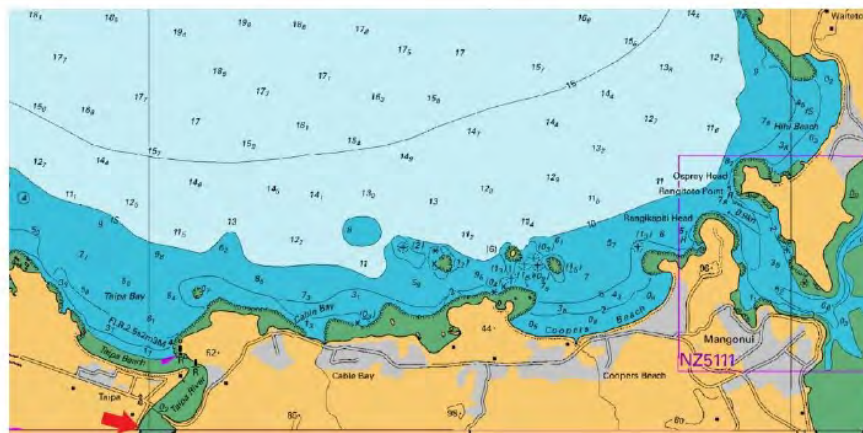
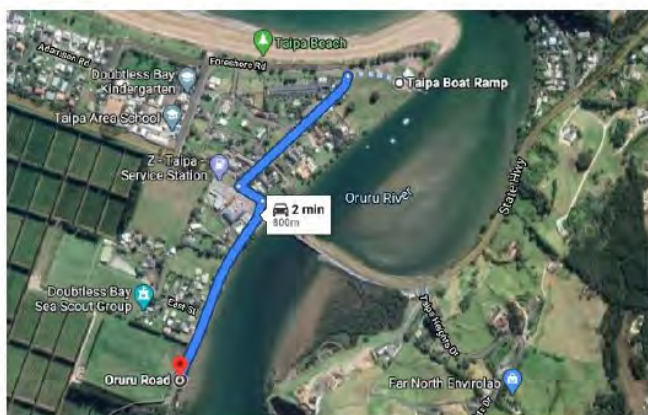
- The only point to note is that minor erosion effects are evident on the ramp siding which may require continued observation.



Taipa (Oruru Road) Beach Launch Access

Taipa (Oruru Road) beach launch access is a basic access facility off Oruru Road onto the river beach. The ramp is less than 1km from the far superior facilities at Taipa boat ramp.

- Ramp is an FNDC asset but may not be current
- NRC website names it as still viable
- Not a boat launching facility



Stakeholders

Far North District Council
Te Hiku Community Board
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)

Taipa (Oruru Road) – Beach Access Current State

- Poor visual condition
- Access manoeuvring will encroach road at higher tide levels
- 4WD capability required
- Not suitable for boats
- Light craft such as kayaks and jet skis
- Tidal restrictions

Ramp Surface	Concrete/Asphalt
Surface Condition	Poor
Docking	None
Safe Docking Capacity	N/A
Beaching Material	Sand/Rock
Beaching Safety	Tide dependent



Vehicle Capability	4WD
Depth	Half Tide
Boat Size	Small
Trailer Maneuvering	Poor
Lighting	None
Access to Open Water	1000m

Ramp Capacity



Maneuvering at access point will encroach road. 50km speed zone



Ongoing viability is questionable



Ramp is in poor condition



Taipa (Oruru Road) – Car Park Current State

- No designated trailer parking
- Roadside and verge parking only - all informal and may deteriorate in winter
- Maneuvering at access point will encroach road, 50km speed zone
- Visibility of oncoming traffic is restricted on egress
- There is no footpath for pedestrians on their way to and from the Reserve and they have to negotiate cars, trailers and traffic

Dedicated Trailer Parks	0	Turn-off to Carpark	Main Road
Marked Parking Bays	None	Turn-off Safety	Poor
Surface	Grass	Maneuvering Room	Poor
Surface Condition	Average	Estimated Safe Mixed-Size Parking Capacity	
		5	
Proximity to Residences	No issue	Other Facilities	
Lighting	None		
Security	Poor		



Maneuvering at access point will encroach road. 50km speed zone



Visibility of oncoming traffic is restricted on egress



Parking area may deteriorate in winter



Oruru Road boat-ramp - future

The future of Oruru Road as a viable boat-ramp should be reviewed for the following reasons.

1. Parking and manoeuvring are hazardous to traffic on Oruru road
2. The ramp is in poor operational condition and is not suitable for most boats
3. The ramp is only viable for trailers at high tide and even then, for only small craft

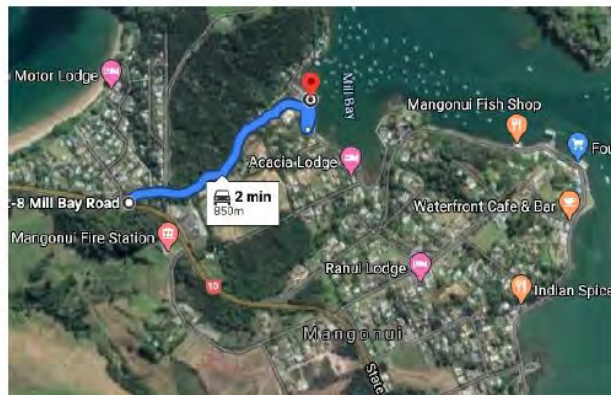
The recommendation of this study is to remove Oruru Road from the official list of boat-ramps in the district.



Mangonui Public Boat Ramp

Mangonui boat ramp is situated in Mill Bay, less that 1km off the SH 10 turn off. The ramp is approximately 1km from the entrance to Doubtless Bay.

- Ramp is an FNDC asset
- Ramp is off Silver Egg Road which is very narrow and has a one lane bridge
- Two trailer boats meeting from different directions will be a tight fit
- Mangonui Cruising Club at end of road
- Maintenance activities take place within vicinity of ramp
- Busy area in peak season
- High density of moorings



Stakeholders

Far North District Council
Te Hiku Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Mangonui Cruising Club
Affected residential properties (GIS to confirm)
Affected Mooring Owners

Mangonui – Car Park Current State

- 7 designated parks for trailer parking
- Trailer parks are narrow and mid-size at best
- Room for around 14 total trailers depending on sizes but all but 7 take two regular car parks
- Other than 7 trailer parks, rest is parallel parking which is inefficient for trailers
- Controlled work area restricts both parking and maneuvering: Mangonui Cruising Club
- Road may be blocked to passing traffic when boat trailers are maneuvering onto the ramp - but road is slow speed zone

Dedicated Trailer Parks	7	Turn-off to Carpark	Side Road
Marked Parking Bays	Yes	Turn-off Safety	Moderate
Surface	Seal	Maneuvering Room	Good
Surface Condition	Good	Estimated Safe Mixed-Size Parking Capacity	
		12	
Proximity to Residences	No issue	Other Facilities	
Lighting	Poor	  TOILET	
Security	Moderate		



Narrow road to reach ramp.
Large boats may struggle to
pass safely

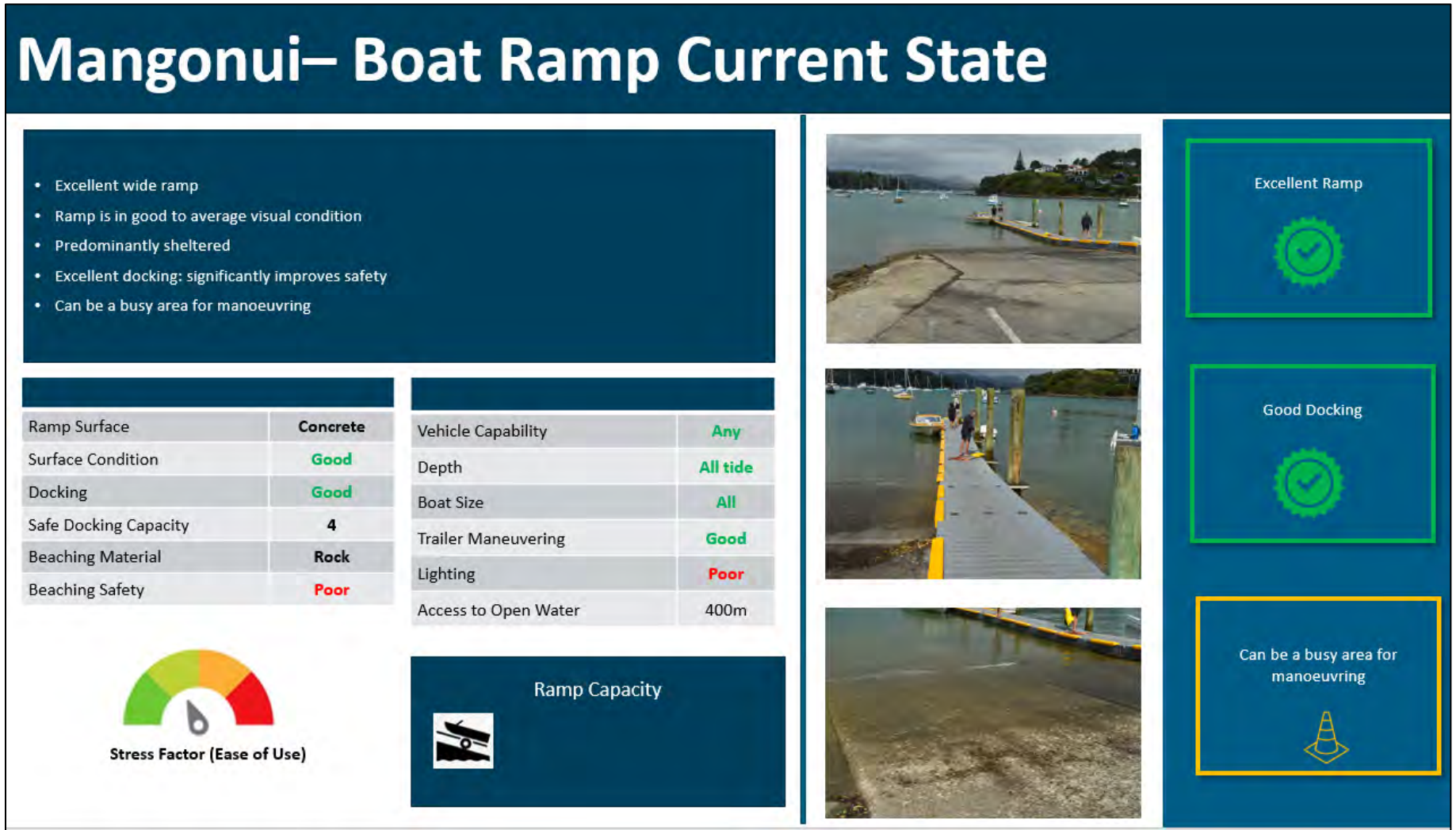


Trailer parks are narrow and
relatively short.
Only 7 designated trailer parks



Controlled work area in
amongst ramp traffic





Increase the Physical Footprint

The carparking is restricted by the narrow road and verge areas, bordering hillside on one side and the harbour on the other.

- To increase the physical footprint a reclamation into the bay would most likely be required. Title NA133C406 is indicated on FNDC records as 1.17ha owned by Northland Harbour Board, however the public consultation, engineering and consenting requirements are not addressed by this study.



- No current requirements.

Given the constraints of the physical area the current carpark is well laid out and is clearly defined.



Options to improve Mangonui boat-ramp



Improve Ramp Safety and Efficiency

- No immediate items of concern



Ramp Maintenance Observations

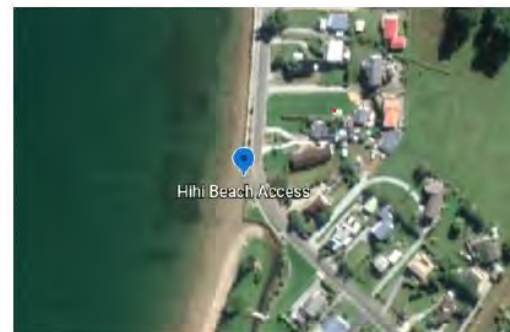
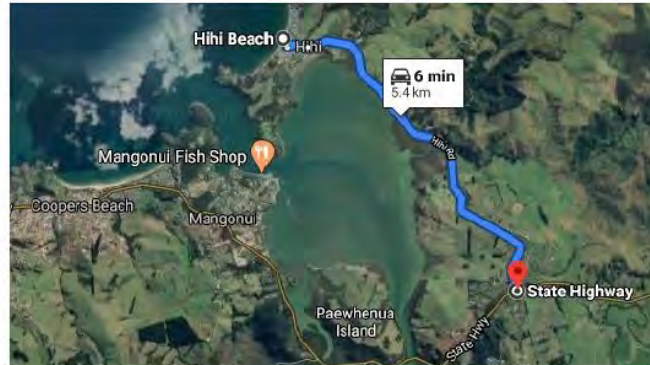
- There is minor surface wear on the ramp, but it is in good operational condition.



Hihi Beach – Beach Launch

Hihi Beach opens to Doubtless Bay. The beach launch access ramp is in the centre of Hihi Beach approximately 6km from the SH 1 turn off. Beach access and associated parking is on Hihi Road.

- Access Ramp is an FNDC asset
- Recently upgraded including widening of parking strip
- Can be very busy in peak periods
- Large number of holiday homes and a camping ground
- Camping ground and store at end of road



Stakeholders

Far North District Council
Te Hiku Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Affected residential properties (GIS to confirm)

Hihi Beach – Car Park Current State

- No designated trailer parking
- Room for around 10-12 trailers depending on sizes
- Parking is along seawall side of the roadway
- Private driveways may be restricted at times by maneuvering trailers
- Parallel parking of trailers is inefficient
- Trailers maneuvering alongside footpath
- Turning around limitations

Dedicated Trailer Parks	0	Turn-off to Carpark	Side Road
Marked Parking Bays	None	Turn-off Safety	Moderate
Surface	Gravel/Grass	Maneuvering Room	Limited
Surface Condition	Average	Estimated Safe Mixed-Size Parking Capacity	
		12	
Proximity to Residences	Close	Other Facilities	
Lighting	None		
Security	Moderate		



Pedestrian traffic nearby



Manoeuvring may encroach roadway



Parallel parking of trailers is inefficient



Hihi Beach – Beach Launch Access Current State

- Excellent width and condition
- Beach access at high tide is limited
- Also used for pedestrian access
- Depending on wind direction vehicles may drive the length of beach to launch
- Beach can be exposed to wind and swell
- Launching possible at most tides

Ramp Surface	Concrete
Surface Condition	Good
Docking	None
Safe Docking Capacity	N/A
Beaching Material	Sand
Beaching Safety	Good



Vehicle Capability	4WD
Depth	All tide
Boat Size	All
Trailer Maneuvering	Limited
Lighting	None
Access to Open Water	200m

Ramp Capacity



Excellent Ramp



Pedestrians share beach access with vehicles



Beach can be exposed to wind and swell



Options to increase Hihi Beach car-park capacity

Increase the Physical Footprint

The carparking is restricted by the narrow road and verge areas and borders private properties on one side and the beach wall on the other.

- To increase physical footprint FNDC would need to purchase adjacent private property should it become available on the market.



Increase Efficiency

- Given the constraints of the physical area the only efficient option would be better signage to encourage considerate parking.



Improve Ramp Safety and Efficiency

- No immediate items of concern

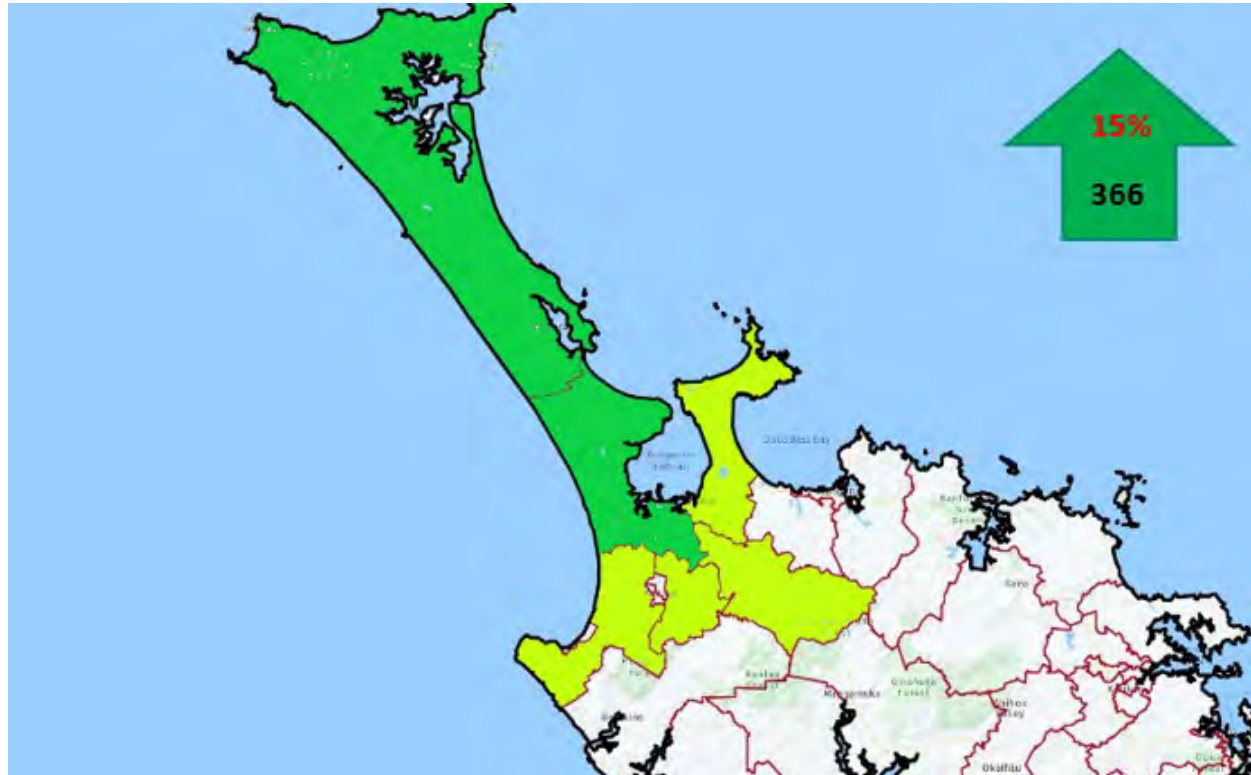
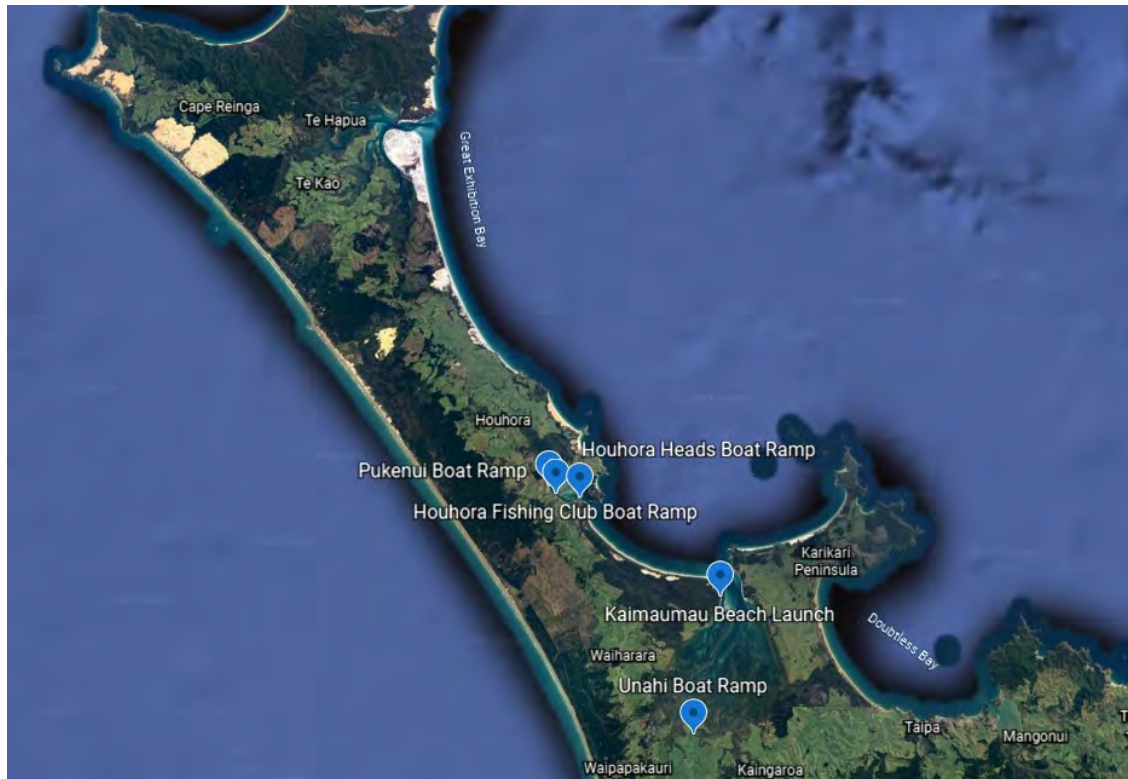


Ramp Maintenance Observations

- The Access point is in good operational condition.



Upper Far North



Population growth

Houhora, in particular due to its proximity to deep sea and game fish areas, is a popular East Coast launching option for residents of the Kaitia area and as a result there is a substantial geographical catchment area. (Total catchment area population 2018: 9,066). However, for the purpose of this study the Upper Far North population focus will be on the census areas of North Cape (includes Houhora) and Rangaunu Harbour (which covers down to Awanui).

The population aged over 20 in the Upper far North catchment area is estimated at 2,772 as of 2018. This is an increase of persons aged over 20 years of 366 (15%) from the 2013 data.

North Cape and Rangaunu total population: 3,915

Commercial and holiday accommodation

The Upper Far North is seeing strong visitor number growth and in particular the high capacity in the camping and holiday park sector is of note, (especially given the popularity of these accommodation options with visitors towing boats).

There are fewer Airbnb and Bookabach options than across the other areas.

There are 2 Motel/Hotel, 1 Backpackers, 6 Camping ground with 40 cabins and 492 tent sites. There are also a large number of properties available through Airbnb and Bookabach.

Upper Far North District: Commercial Accommodation				
				
Hotel/Motel	Backpackers	Camping Grounds	Sites/Capacity	Cabins
2	1	6	492	40

Waipapakauri, Houhora, Pukenui, Rarawa, Waitiki Landing, Cape Reinga

  Properties 12  Capacity 57	Far North District Houhora <i>Listings and available capacity as of January 2020</i> Note: <i>Properties can and do appear on both websites</i>	  Properties 8  Capacity 49
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Ramp Catchment Population (2018)	Estimated Boat Ownership	Estimated Trailer-boat Users
 3,915 (9,066)	 978 (2,266)	 391 (906)

Bracketed figures are representative of the potential wider catchment area for information only.

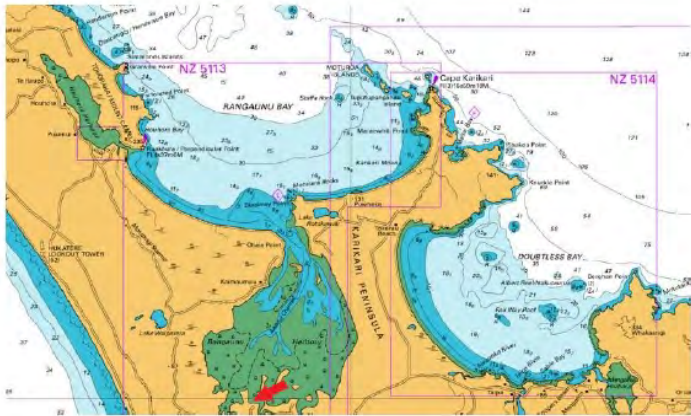
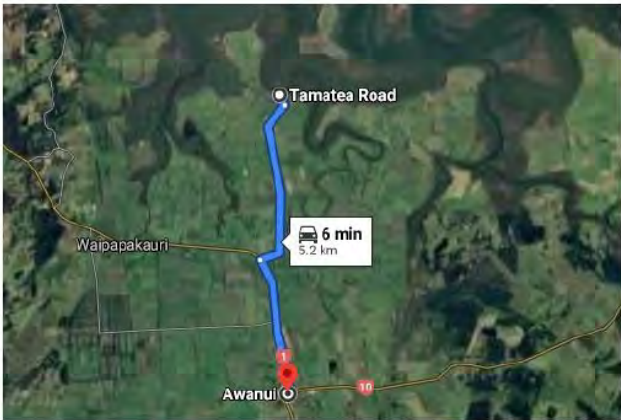
 Upper Far North Capacity Summary			
	Designated Trailer Only Parks	Potential Parking Capacity	Ramp Capacity
Unahi Public boat-ramp	0	20	1
Pukenui Public boat-ramp	0	5	1
Houhora Fishing Club boat-ramp	50	50	1
Houhora Heads Public boat-ramp	0	12	1
Kaimaumau Beach launch	0	8	1
	50	95	5
Estimated Local Vehicles to car-park	8:1	5:1	
Estimated Local Users to Ramp Capacity			80:1

*Ramp capacity refers to the maximum same time vehicle capacity of the beach access point or ramp.

Unahi Public Boat Ramp

Unahi ramp is on the upper reaches of Rangaunu Harbour approximately 5km driving from Awanui. The old (1970s) Balance AgriNutrients fertilizer warehouse was removed in 2018 significantly improving the area. Awanui Progressive & Ratepayers Inc involved in development.

- Ramp is an FNDC asset
- Commercial Wharf located adjacent to ramp
- \$2 casual use charge via honesty box
- Also services boat moorings along the channel
- Serviced with a portaloos over summer
- Site is popular with campervans, although not an official overnight site



Stakeholders
Far North District Council
Te Hiku Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Awanui Progressive & Ratepayers Inc
Commercial Operators

Unahi – Car Park Current State

- No designated trailer parking
- Room for around 20 plus trailers depending on sizes
- Parking not structured but a significant amount of room, gravel and grass
- Plenty of maneuvering room
- Security cameras at Wharf
- Excellent lighting

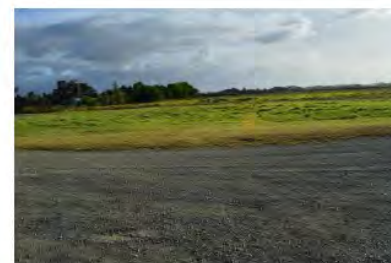
Dedicated Trailer Parks	0	Turn-off to Carpark	End of Road
Marked Parking Bays	None	Turn-off Safety	Good
Surface	Gravel/Grass	Maneuvering Room	Good
Surface Condition	Average	Estimated Safe Mixed-Size Parking Capacity	
		20+	
Proximity to Residences	No issue	Other Facilities	
Lighting	Good		
Security	Good		



Last 1Km to ramp is gravel road



Significant parking capacity



Excellent lighting and security cameras



Unahi – Boat Ramp Current State

- Good for all but lowest tides
- Excellent ramp
- No beaching at high tide
- Good manoeuvring onto ramp
- Approximately 2km to clear 5 Knot zone
- Approximately 15km to harbour entrance

Ramp Surface	Concrete
Surface Condition	Good
Docking	None
Safe Docking Capacity	N/A
Beaching Material	Sand/Rock
Beaching Safety	Tide dependent



Vehicle Capability	Any
Depth	All tide
Boat Size	All
Trailer Maneuvering	Good
Lighting	Good
Access to Open Water	2000m

Ramp Capacity



Excellent Ramp



Long run to open water



15km + to Harbour mouth



Options to increase Unahi car-park capacity

Increase the Physical Footprint

- Not required. Unahi has sufficient capacity to meet demand.



Increase Efficiency

- Not required. Unahi has sufficient capacity to meet demand.



Peak Demand Temporary Capacity

- Not required. Unahi has sufficient capacity to meet demand.

Options to improve Unahi boat-ramp



Improve Ramp Safety and Efficiency

- No immediate items of concern for current demand



Ramp Maintenance Observations

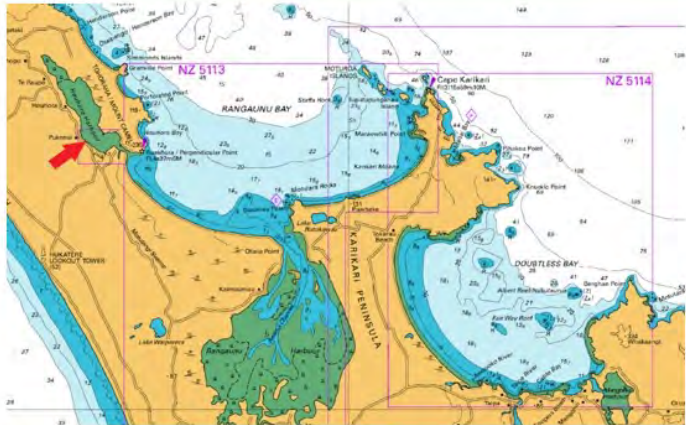
- The ramp is in good operational condition.



Pukenui Public Boat Ramp

Pukenui boat ramp on the Houhora Harbour is centrally located opposite the Pukenui shops. It is directly off SH 1.

- Ramp is an FNDC asset
- Pukenui Wharf is an active commercial wharf
- Also services boat moorings along the channel
- Busy area with fuel, toilets and Coast Guard
- Not an ideal site for a public ramp



Stakeholders

Far North District Council
Te Hiku Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Commercial Operators

Pukenui – Car Park Current State

- No designated trailer parking
- Room for around 4-5 trailers depending on sizes and other users
- Potentially busy area - commercial and public
- Requirement to keep Coastguard access clear / parking distance regulations due to fuel storage
- Pedestrians are a consideration near public toilet and wharf
- Surface condition is poor in some areas - car park bollards need to be relocated

Dedicated Trailer Parks	0	Turn-off to Carpark	Main Road
Marked Parking Bays	None	Turn-off Safety	Moderate
Surface	Seal	Maneuvering Room	Limited
Surface Condition	Average	Estimated Safe Mixed-Size Parking Capacity	
		5	
Proximity to Residences	No issue	Other Facilities	
Lighting	Good		
Security	Good		



Fuel storage distances and Coastguard clearway requirements



Surface condition is poor in some areas – carpark bollards need to be relocated



Not designed for boat trailer parking – busy traffic flow



Pukenui – Boat Ramp Current State

- Ramp is in average to poor visual condition
- Restricted manoeuvring area in peak periods
- Narrow ramp
- Tidal restrictions
- Caution required in wharf area due to commercial operations

Ramp Surface	Concrete
Surface Condition	Average
Docking	None
Safe Docking Capacity	N/A
Beaching Material	Sand/Rock
Beaching Safety	Tide dependent



Vehicle Capability	Any
Depth	Half tide
Boat Size	Mid-size
Trailer Maneuvering	Limited
Lighting	Good
Access to Open Water	100m

Ramp Capacity



Maneuvering can be tight due to other users of car park area



Ramp is in average to poor visual condition



Tidal restrictions



Options to increase Pukenui car-park capacity

Increase the Physical Footprint

- Pukenui is primarily a commercial operation with no readily-available options to increase the car-park footprint for public users.

The commercial wharf operation, fuel bowser, fuel storage, public toilets and coastguard access requirements restrict the availability of safe areas to be dedicated to boat trailer carparking. The potential restrictions additional boat trailer parking would place on these other activities does not warrant the few additional parks that may be produced.



Increase Efficiency

Given the constraints of the physical area the only efficient option would be better signage to encourage considerate parking.

Peak Demand Temporary Capacity

- Nil

Options to improve Pukenui boat-ramp

Improve Ramp Safety and Efficiency

A major revamp of the commercial facilities is scheduled for 2021 however the manoeuvring and traffic considerations which impact use of the public ramp are not likely to improve. There are no current items of concern that can be addressed in the immediate future for the public ramp.

Ramp Maintenance Observations

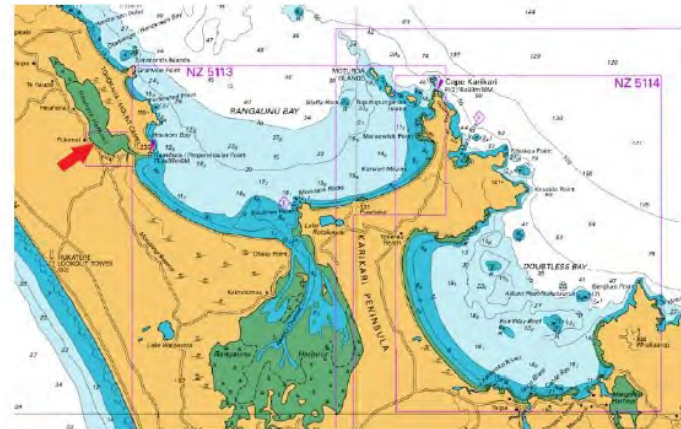
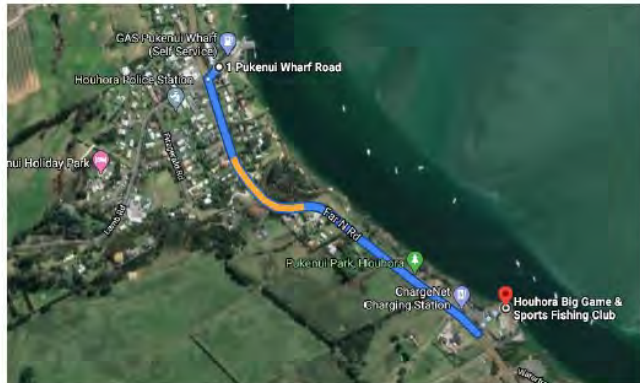
- Other than physical site restrictions and commercial operations in the adjacent area the ramp is in good operational condition.



Houhora Fishing Club Boat Ramp

Houhora Sportfishing Club boat ramp on the Houhora Harbour is located 1km south of the Pukenui shops. It is directly off SH 1.

- The ramp is a Houhora Sportfishing Club asset, 1993 Resource Consent determines public access as a condition
- FNDC own the land, the carpark, and the Buildings
- St Johns and emergency helicopter landing zone on site
- Barrier arm installed October 2018: \$10 Fee to launch/retrieve
- Public has free pedestrian access



Stakeholders

Far North District Council
Te Hiku Community Board
Houhora Fishing Club
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)

Houhora Fishing Club – Car Park Current State

- Car park is designated trailer parking but is not marked
- Room for approximately 50 trailers depending on sizes and parking efficiency
- Electric vehicle charging station in corner of carpark
- Public toilets on site
- Parallel to the main highway

Dedicated Trailer Parks	50
Marked Parking Bays	None
Surface	Gravel/Grass
Surface Condition	Average
Proximity to Residences	No issue
Lighting	Moderate
Security	Moderate

Turn-off to Carpark	Main Road
Turn-off Safety	Moderate
Maneuvering Room	Good

Estimated Safe Mixed-Size
Parking Capacity

50

Other Facilities



Significant Parking capacity



5 min walk back up hill from
ramp



No marked parking bays and
limited signage



Houhora Fishing Club – Boat Ramp Current State

- Ramp is a Houhora Fishing Club asset
- Barrier arm access restrictions
- \$5 barrier fee equates to \$10 launch/retrieve fee, coin operated
- Wharf/jetty is not ideal docking for smaller boats

Ramp Surface	Concrete
Surface Condition	Average
Docking	Yes
Safe Docking Capacity	3
Beaching Material	Rock
Beaching Safety	Poor



Vehicle Capability	Any
Depth	All tide
Boat Size	All
Trailer Maneuvering	Good
Lighting	Good
Access to Open Water	80m

Ramp Capacity



Docking at jetty not ideal for smaller boats



Excellent maneuvering space



Ramp is operational but in average surface condition



Options to increase Houhora Fishing Club car-park capacity



Increase the Physical Footprint

The Houhora Fishing Club car-park has one of the largest capacities in the Far North.

- There are no immediate options to increase the physical footprint nor is there an immediate requirement to do so.



Increase Efficiency

- Given the large capacity of the area the only efficient option required would be better signage to encourage considerate parking.



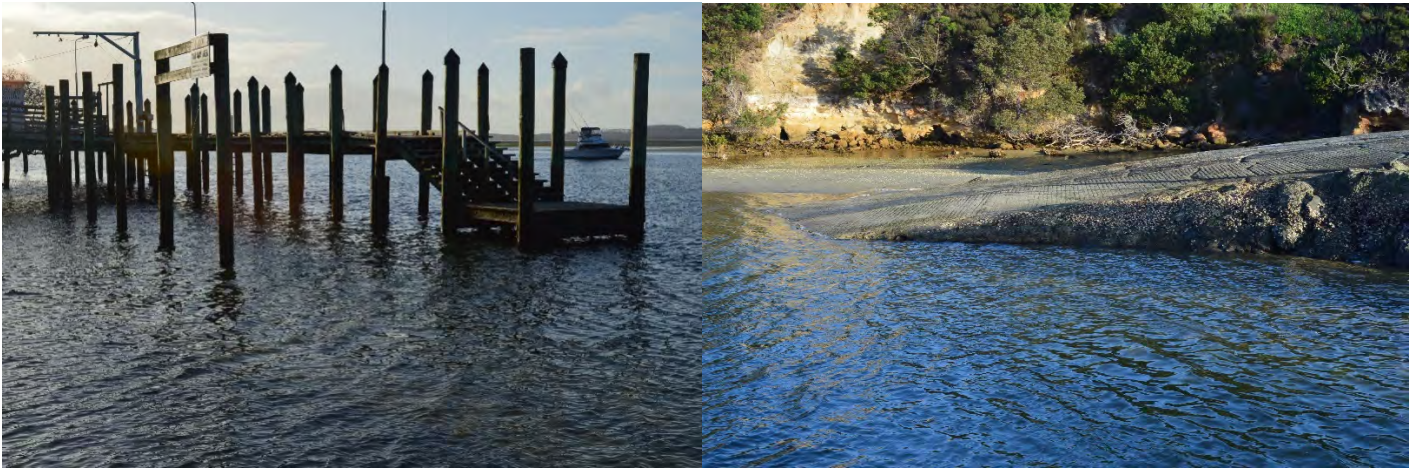
Peak Demand Temporary Capacity

- Nil

Options to improve Houhora Fishing Club boat-ramp

Improve Ramp Safety and Efficiency

The Houhora Fishing Club boat-ramp is an asset of the club and is maintained by the club. Users pay to use the facility \$10 total to launch and retrieve, i.e. \$5 each access via the security barrier. Docking is potentially difficult for smaller boats at lower tides, but there are no immediate items of concern.



Ramp Maintenance Observations

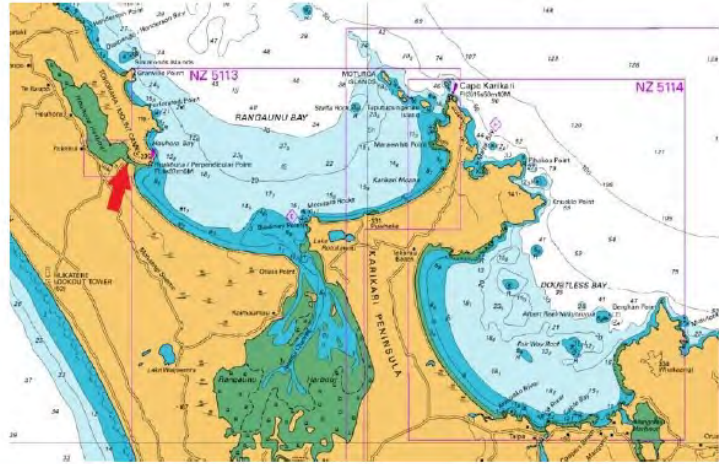
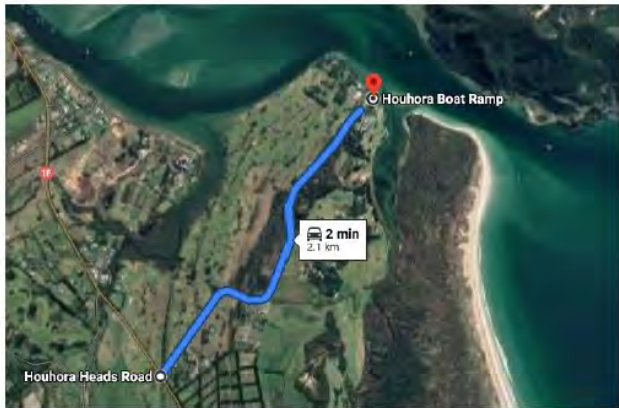
The ramp has surface cracking but is in good to average operational condition. Houhora has significant numbers of “boating tourists” and the option to support the club in a funding request such as the Tourism Infrastructure Fund warrants consideration.



Houhora Heads Public Boat Ramp

Houhora Heads ramp is 2km off SH 1 at the Houhora Heads (Wagener) Holiday Park. The ramp is 700m from the entrance to the Houhora Harbour

- Ramp is an FNDC asset
- Located in amongst the camping ground but is accessible to public
- Camping ground is leased
- Can be extremely busy in peak holiday seasons
- 1 of only 2 readily accessible ramps on the Houhora Harbour



Stakeholders

Far North District Council
Te Hiku Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Houhora Heads (Wagener) Holiday Park

Houhora Heads – Car Park Current State

- No designated trailer parking
- Room for around 10-12 trailers depending on sizes
- Ramp users staying at camping ground can always park at their campsite
- Mixture of grass median and roadside parking
- Boat trailers maneuvering on and off the ramp can restrict traffic, however there is a slow speed zone
- On most occasions there is turning room is on the beach
- Drivers need to be aware of pedestrians and children on the beach and near ramp

Dedicated Trailer Parks	0	Turn-off to Carpark	Side Road
Marked Parking Bays	None	Turn-off Safety	Good
Surface	Grass	Maneuvering Room	Limited
Surface Condition	Average	Estimated Safe Mixed-Size Parking Capacity	
		12	
Proximity to Residences	No issue	Other Facilities 	
Lighting	None		
Security	Good		



Security and facilities good:
especially for camping ground
guests



High Pedestrian and Children
considerations in peak season



No designated trailer parking:
competing with cars for space



Houhora Heads – Boat Ramp Current State

- Excellent ramp - has side rails
- Launching is better at lower tide levels
- Long shallow beach - deeper water 50m off
- In practicality this is a beach launch in most cases
- Vehicles will most likely get wet

Ramp Surface	Concrete
Surface Condition	Good
Docking	None
Safe Docking Capacity	N/A
Beaching Material	Sand
Beaching Safety	Good



Vehicle Capability	4WD
Depth	Half-tide
Boat Size	All
Trailer Maneuvering	Limited
Lighting	None
Access to Open Water	50m

Ramp Capacity



Excellent ramp with side rails



4WD beach launch: vehicles may get wet



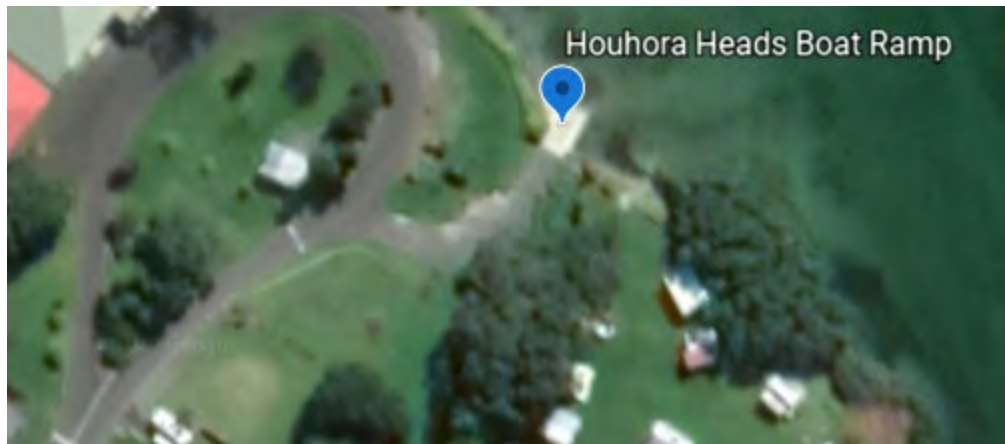
Very shallow beach: Launch better a lower tide levels



Options to increase Houhora Heads car-park capacity

Increase the Physical Footprint

Due to the location of the ramp in amongst the camping ground and the nature of the terrain there are no immediate options to increase the physical footprint other than to enter into an agreement with the operators of the camping ground to lease an additional dedicated parking area.



Increase Efficiency

- Encourage users who are camping to return vehicles to the campsite rather than park in the immediate surrounds.
- Better signage to encourage considerate parking.



Peak Demand Temporary Capacity

- The leasing of additional dedicated parking off the camping ground operators is potentially an option but will have an associated operational cost that at the current time is unlikely to be warranted.



Improve Ramp Safety and Efficiency

- There are no immediate items of concern.



Ramp Maintenance Observations

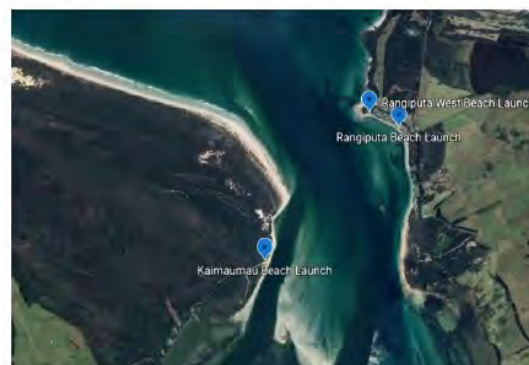
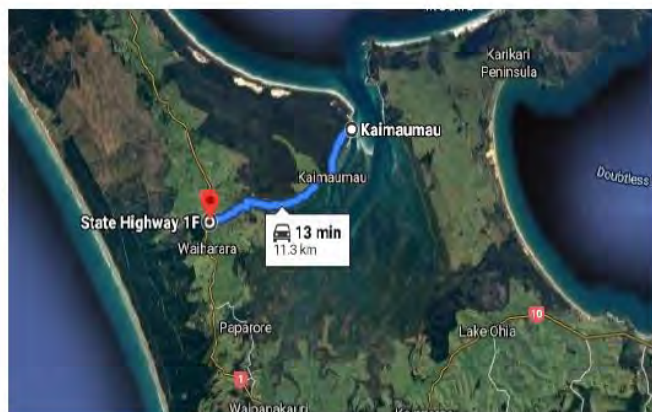
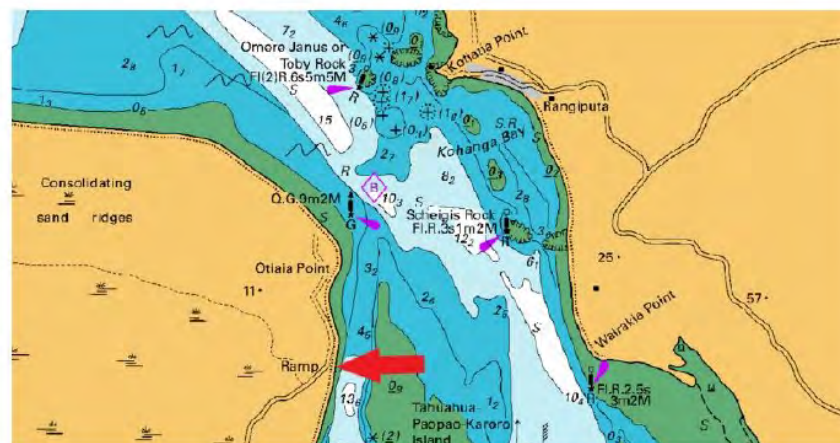
- The ramp is in good operational condition and there are no immediate items of concern.



Kaimaumau Beach Launch

Kaimaumau beach launch is on the Western side of the entrance to Rangaunu Harbour. Approximately 11km driving from the SH 1 turn off to Kaimaumau.

- Access is via Kaimaumau Road, last section is gravel
- Sign on road advises access crosses Maori land and that the land is subject to a Treaty of Waitangi Claim
- Currently FNDC owned land at beach launch
- Not formally designated boat launching by FNDC but marked as a ramp on some marine charts
- Access to Rangaunu Harbour practically opposite Rangiputa



Stakeholders

Far North District Council
Te Hiku Community Board
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Department of Conservation

Kaimaumu – Car Park Current State

- No designated trailer parking
- Room for around 8 trailers depending on sizes
- Parking area requires good ground clearance to park trailers out of the way
- Potential to damage dunes
- No formal signs for parking status
- Drive to launch site raises dust issues for residents

Dedicated Trailer Parks	0	Turn-off to Carpark	Side Road
Marked Parking Bays	None	Turn-off Safety	Good
Surface	Gravel/Grass	Maneuvering Room	Good
Surface Condition	Average		
		Estimated Safe Mixed-Size Parking Capacity	
Proximity to Residences	Issues -on drive in	8	
Lighting	None		
Security	Poor	Other Facilities	



Traffic can cause significant dust issue for residents



No structured parking



Potential to damage dunes



Kaimaumau – Beach Launch Access Current State

- Beach launch directly into channel
- Can be strong currents
- Exposed to wind
- Soft sand beach - capable 4WD only
- Damage to dunes likely
- Long drive in

Ramp Surface	Sand
Surface Condition	Poor
Docking	None
Safe Docking Capacity	N/A
Beaching Material	Sand
Beaching Safety	Good



Vehicle Capability	4WD
Depth	All tide
Boat Size	Mid-size
Trailer Maneuvering	Good
Lighting	None
Access to Open Water	20m

Ramp Capacity



Potential to damage dune environment



Capable 4WD only



Can be strong currents



Future of Kaimaumau beach launch

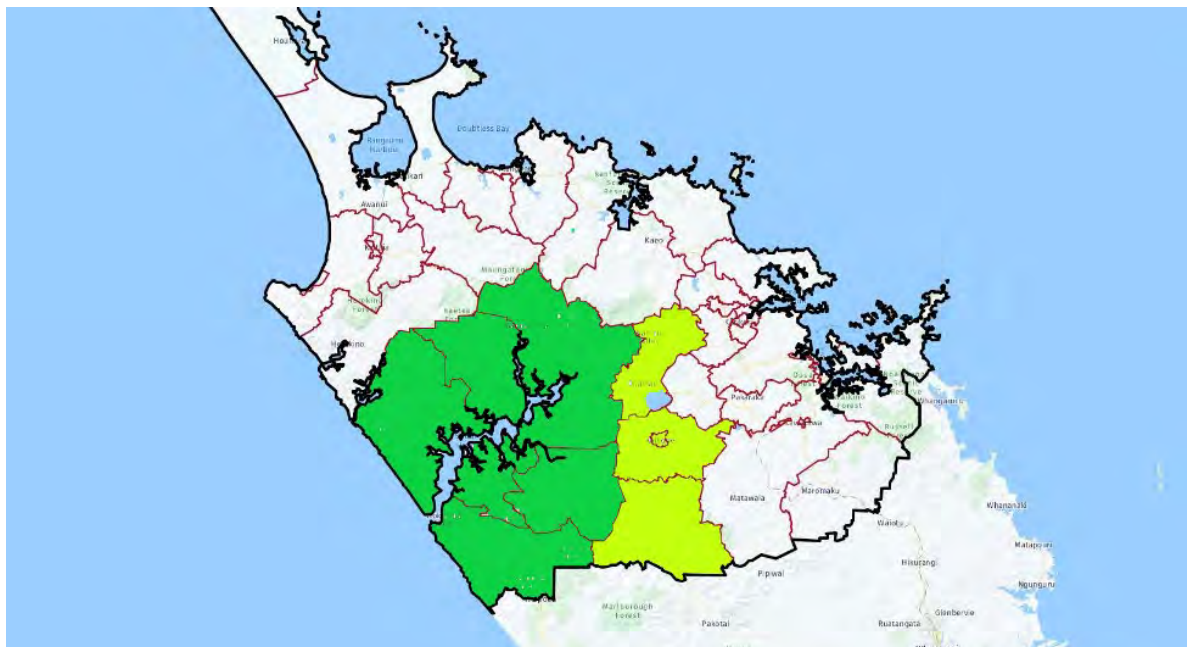
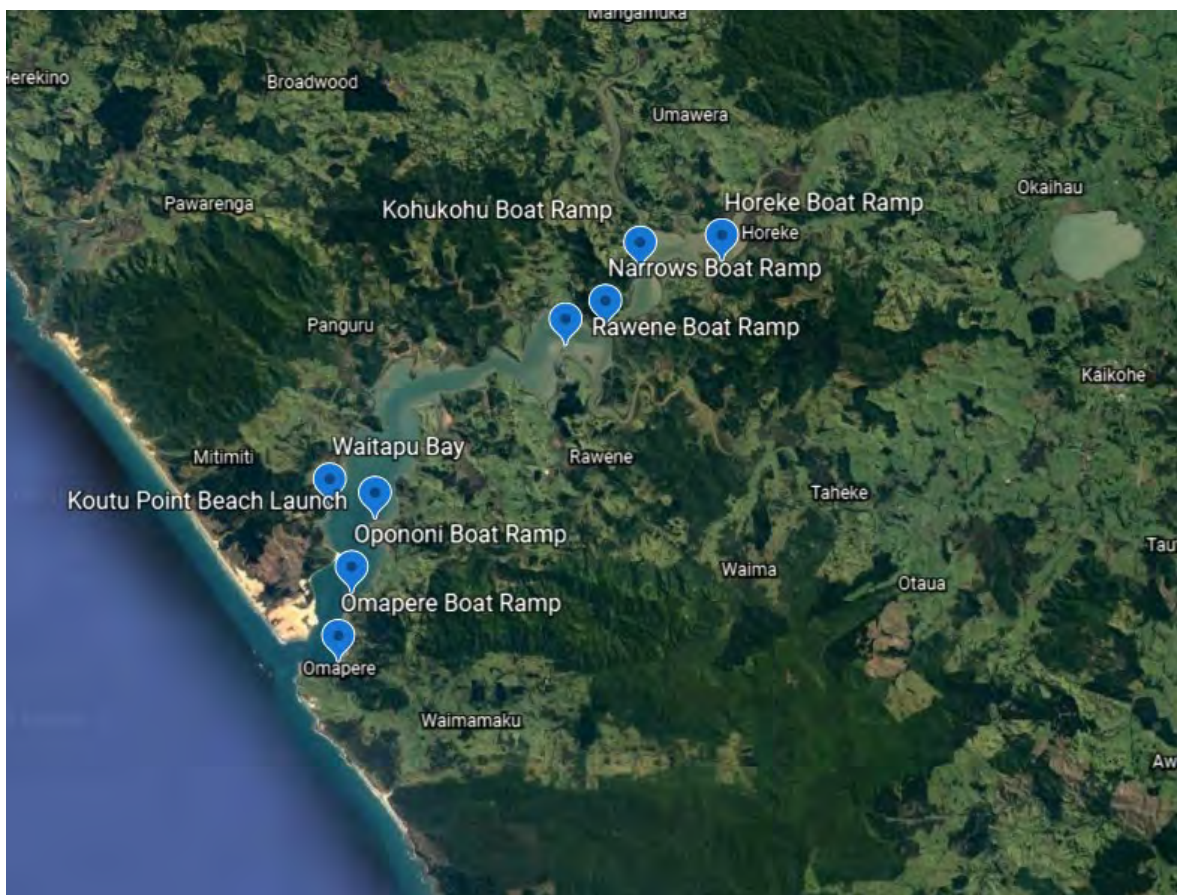
Kaimaumau is not formally designated by FNDC as a beach launching facility but is marked on some maps as such and is listed on the Northland Regional Council as beach access with good parking. The beach access point is at the end of the access road close to 12 kilometres from the State Highway turn off. It is unsealed for the last portion.

Although there is some car-parking and an access point to the beach the site is four-wheel drive only and there are environmental concerns regarding promoting the site as a formal boat launching resource. Namely potential beach and dune damage and the significant dust issue for residents along the access road.

The limited capacity, environmental concerns and off-road requirement of the beach access point suggest that the site should not be advertised as a designated boat launching point and as a beach access point only.



Hokianga Area



Demand and capacity

Ramp Catchment Population (2018)	Estimated Boat Ownership	Estimated Trailer-boat Users
 6,872	 1,718	 688

 Hokianga Area Capacity Summary			
	Designated Trailer Only Parks	Potential Parking Capacity	Ramp Capacity
Horeke Public boat-ramp	0	5	1
Kohukohu Public boat-ramp	0	5	1
Narrows Public boat-ramp	0	5	2
Opononi Public boat-ramp	0	10	1
Omapere Public boat-ramp	0	8	1
Rawene Public boat-ramp	10	10	1
Waitapu Bay Public boat-ramp	0	5	1
	10	48	8
Estimated Local Vehicles to car-park	69:1	14:1	
Estimated Local Users to Ramp Capacity			86:1
<i>Koutu Point Beach Launch (Unsafe)</i>	0	5	1

*Ramp capacity refers to the maximum same time vehicle capacity of the beach access point or ramp.

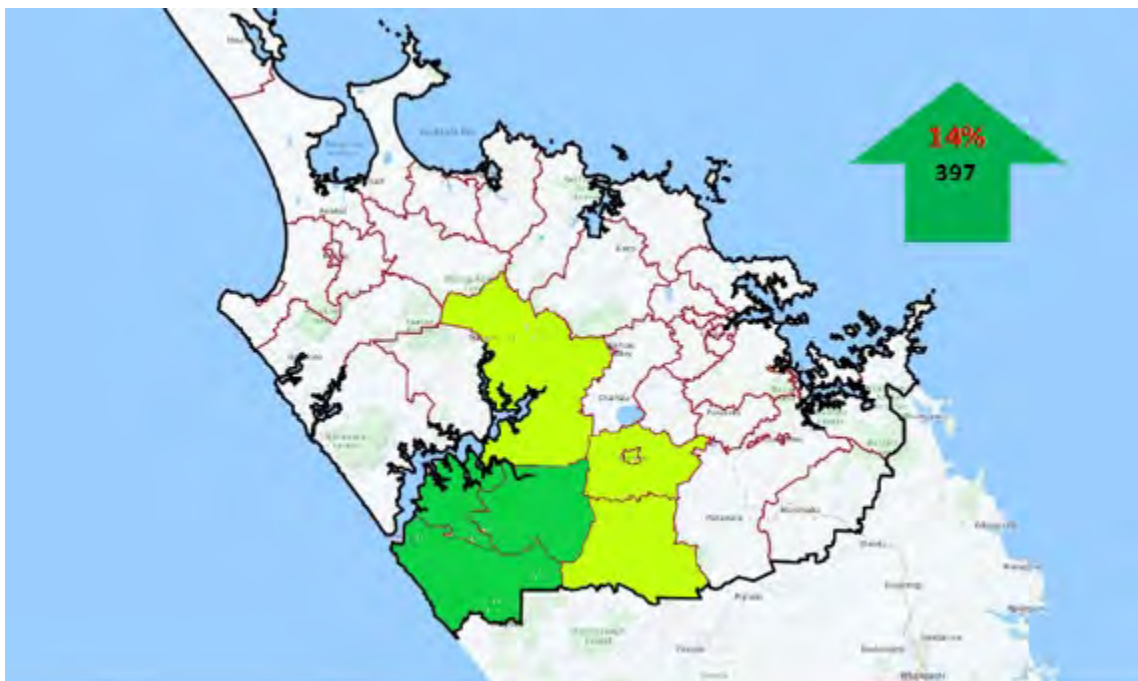
Southern Hokianga Harbour

Population growth

Southern Hokianga Harbour, particularly Omapere and Opononi, is the primary trailer-boat access area to the Hokianga harbour and to deep-sea and game-fish areas off the west coast. Therefore the number of users is not directly reflective of population numbers and will be increased by fisherman from outside the area. These additional numbers are difficult to capture.

The population aged over 20 in the Southern Hokianga Harbour catchment area is estimated at 3,268 as of 2018. This is an increase of persons aged over 20 years of 397 (14%) from the 2013 data.

Southern Hokianga Harbour total population: 4,344



Commercial and holiday accommodation

As with the rest of the Far North district, Southern Hokianga Harbour is seeing strong visitor number growth. The Heads Hokianga Hotel (formally Copthorne) is one of the more popular resort style hotels in the area and is located adjacent to the Omapere boat-ramp.

Holiday home options are also popular with strong availability considering the population base.

There are 6 Motel/Hotel, 1 Backpackers, 3 Camping grounds with 17 cabins and 144 tent sites. There are also a large number of properties available through Airbnb and Bookabach.

South Hokianga: Commercial Accommodation				
				
Hotel/Motel	Backpackers	Camping Grounds	Sites/Capacity	Cabins
6	1	3	144	17

Horeke, Rawene, Opononi, Omapere

  Properties 87  Capacity 452	South Hokianga Area <i>Listings and available capacity as of January 2020</i> Note: Properties can and do appear on both websites	  Properties 38  Capacity 204
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Demand and capacity

Ramp Catchment Population (2018)	Estimated Boat Ownership	Estimated Trailer-boat Users
 4,344	 1,086	 435

Bracketed figures are representative of the potential wider catchment area for information only.

South Hokianga Capacity Summary

	Designated Trailer Only Parks	Potential Parking Capacity	Ramp Capacity
Horeke Public boat-ramp	0	5	1
Opononi Public boat-ramp	0	10	1
Omapere Public boat-ramp	0	8	1
Rawene Public boat-ramp	10	10	1
	10	33	4
Estimated Local Vehicles to car-park	44:1	13:1	
Estimated Local Users to Ramp Capacity			109:1
Koutu Point Beach Launch (Unsafe)	0	5	1

*Ramp capacity refers to the maximum same time vehicle capacity of the beach access point or ramp.

Horeke Public Boat Ramp

Horeke ramp is on the upper Hokianga Harbour. It is approximately 10km driving from the SH 1 turn off at Rangiahua Road.

- Ramp is an FNDC asset
- Ramp is immediately adjacent to the Horeke Wharf but not connected
- Area is experiencing higher visitor numbers due to the Twin Coast Cycle Trail Okaihau to Horeke, pick-up point at the neighbouring Hotel



Stakeholders

Far North District Council
Kaikohe-Hokianga Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)

Horeke – Car Park Current State

- No designated trailer parking
- Room for around 4-5 trailers depending on sizes
- Campervans are often utilising the larger parking space, (technically not permitted but unlikely to cause concern)
- Ramp drops steeply from car park level

Dedicated Trailer Parks	0	Turn-off to Carpark	Main Road
Marked Parking Bays	None	Turn-off Safety	Moderate
Surface	Seal	Maneuvering Room	Good
Surface Condition	Average	Estimated Safe Mixed-Size Parking Capacity 5	
Proximity to Residences	No issue		
Lighting	Good	Other Facilities 	
Security	Moderate		



Car park surface deteriorating



Campervans often utilising the larger parking area. May need signs to control



No designated trailer parking area sign posted or marked



Horeke – Boat Ramp Current State

- Well sheltered
- Half tide to high tide only
- Narrow for larger boats
- In average to poor visible condition
- Good wharf and dock
- Manoeuvring can be tight if car park busy

Ramp Surface	Concrete
Surface Condition	Average
Docking	Good
Safe Docking Capacity	3-4
Beaching Material	Sand/Mud
Beaching Safety	Good



Vehicle Capability	Any
Depth	Half Tide
Boat Size	Mid-size
Trailer Maneuvering	Good
Lighting	Good
Access to Open Water	100m

Ramp Capacity



Excellent all tide wharf/docking facility



Ramp surface deteriorating



Tidal restrictions



Options to increase Horeke car-park capacity

Increase the Physical Footprint

Due to the location of the ramp adjacent to the Horeke hotel and close to the main road there are no immediate options for increasing the physical footprint nor is there an immediate requirement to do so.



Increase Efficiency

- Signage allocating the larger parks by the ramp as trailer only parks and restricting campervan parking.
- Better signage to encourage considerate parking.



Peak Demand Temporary Capacity

There is a limited amount of additional space at the Horeke hall which can be used as overflow parking if required. With current demand this would see limited use.

Improve Ramp Safety and Efficiency

The docking is adequate and although the ramp is narrow current demand does not warrant the significant cost to widen the ramp. The addition of side guides although a positive safety measure would only serve to make the available ramp area even more narrow.

Ramp Maintenance Observations

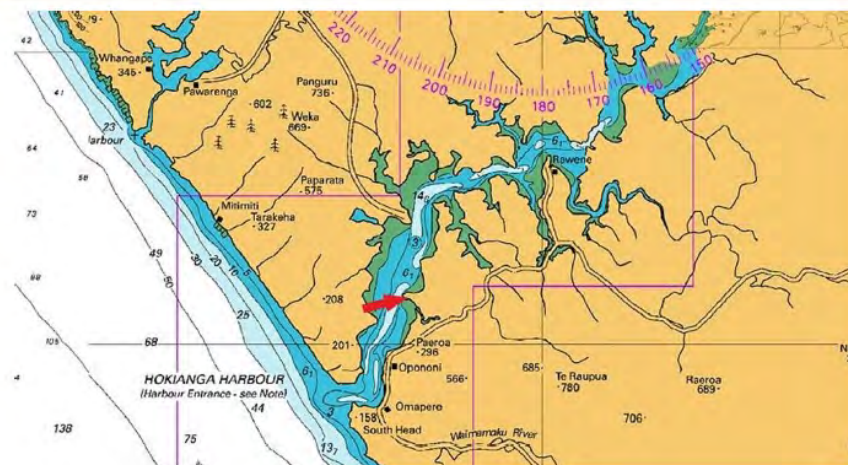
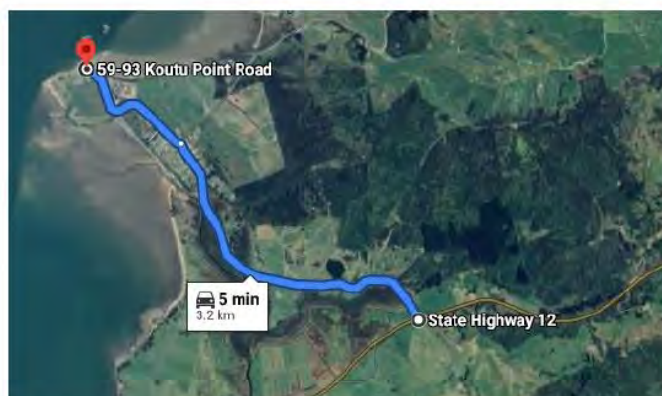
- The ramp surface is in average to poor condition and would benefit from resurfacing within the next two to three years.



Koutu Point Beach Launch

Koutu Point is approximately 3km driving from Koutu Point Road off SH 12. It is 11km from Opononi ramp.

- Beach access via narrow 4WD track
- FNDC signs advise access is dangerous
- Beach launch is a mix of mud, sand and rocks
- Not a viable option for general public
- Despite FNDC signs the ramp is being used, consideration needed as to safety of access
- Listed on NRC website - <https://www.nrc.govt.nz/maritime/boat-ramps-and-maps/>



Stakeholders

Far North District Council
Kaikohe-Hokianga Community Board
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)

Koutu Point – Beach Launch Access Current State

- Access to beach is in poor condition
- Half tide or better
- 4WD required
- Poor option in current state for general public access
- Still in use (locals with experience)

Ramp Surface	Beach
Surface Condition	Average
Docking	None
Safe Docking Capacity	N/A
Beaching Material	Sand
Beaching Safety	Good



Vehicle Capability	4WD
Depth	Half tide
Boat Size	Small
Trailer Maneuvering	Limited
Lighting	None
Access to Open Water	100m

Ramp Capacity



Not Safe for General Public



Not viable in current state



Future of Koutu Point beach launch

Koutu Point is not formally designated by FNDC as a beach launching facility but is marked on some maps as such and is listed on the Northland Regional Council as beach access with fair parking. The beach access point is signposted as unsafe vehicle access to the beach.

Although there is some car-parking and an access point to the beach the site is four-wheel drive only and even then there are significant safety concerns when towing a trailer of any note.

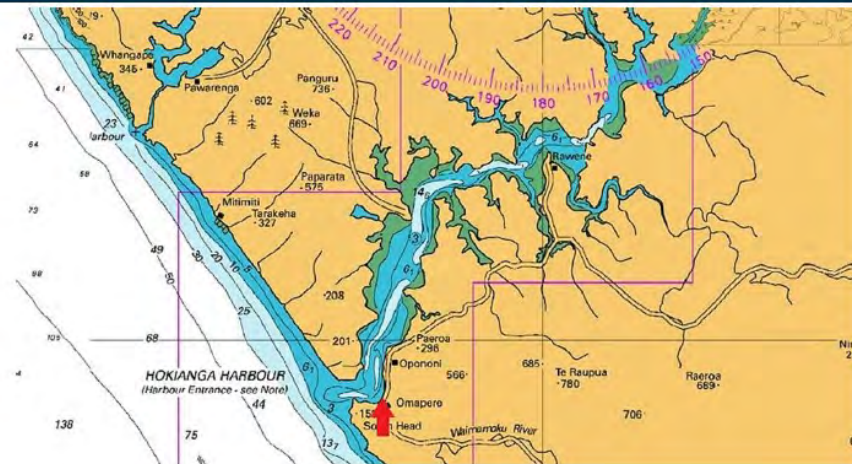
The safety concerns which are signposted onsite suggest that the site should not be advertised as a designated boat launching point.



Omapere Public Boat Ramp

Omapere boat ramp is adjacent to the Wharf and is the closest ramp to the Hokianga Harbour entrance. Next door is the Copthorne Hotel and Resort Hokianga.

- Ramp is an FNDC asset
- Hokianga Big Game & Sport Fishing Club have a fish weigh station at the ramp
- Freese park is close by (Public Toilets)
- Most popular ramp in Hokianga



Stakeholders

Far North District Council
Kaikohe-Hokianga Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Hokianga Big Game & Sport Fishing Club

Omapere – Car Park Current State

- No designated trailer parking
- Room for around 8-10 trailers depending on sizes
- Parking is along both sides of the roadway which reduces the road to one lane
- Private driveways may be blocked/restricted at times
- Turning room is limited
- Overflow parking heads to Freese Park

Dedicated Trailer Parks	0	Turn-off to Carpark	End of Road
Marked Parking Bays	None	Turn-off Safety	Moderate
Surface	Seal	Maneuvering Room	Limited
Surface Condition	Good	Estimated Safe Mixed-Size Parking Capacity	
		8	
Proximity to Residences	Close	Other Facilities	
Lighting	Poor	 	
Security	Moderate		



Parking can restrict residents



Limited Turning: long reverse to ramp



Roadside parking reduces road to one lane



Omapere – Boat Ramp Current State

- Good for all tidal conditions
- Ramp is in average to poor visual condition
- Narrow for large boats
- Pedestrians from Copthorne Hotel can present a hazard
- Long reverse to ramp
- Manoeuvring can be tight
- Access/approach to ramp is the main issue

Ramp Surface	Concrete
Surface Condition	Average
Docking	Good
Safe Docking Capacity	1
Beaching Material	Sand/Rock
Beaching Safety	Poor



Vehicle Capability	Any
Depth	All tide
Boat Size	All
Trailer Maneuvering	Limited
Lighting	Poor
Access to Open Water	200m

Ramp Capacity



Starting to show signs of wear



Access/Approach to ramp is narrow



Pedestrians near Ramp during peak season



Options to increase Omapere car-park capacity

Increase the Physical Footprint

Due to the location of the ramp adjacent to the Omapere hotel on one side and private property on the other side there are no immediate options for increasing the physical footprint. Reclamation of land is not viable and in fact the current erosion at neighbouring Freese Park highlights the vulnerability of coastal land in the areas close to the ramp.

- The purchase of private property as and if it becomes available on the market is the most viable option to increase the footprint of parking area. Omapere needs to be given strategic priority as this is the most viable ramp facility to support growth in the area.



Increase Efficiency

- Marking of carpark strip on the side of the road.
- Signage to designate as trailer parking.
- Better signage to encourage considerate parking.

Peak Demand Temporary Capacity

With the erosion issues on the FNDC land at Freese Park there are no immediately viable options. Peak season for boating coincides with peak occupancy at the hotel which limits a negotiated access to hotel Parking.



Improve Ramp Safety and Efficiency

The ramp has a drop off the beachward side that is a potential safety concern and pedestrian traffic can be a factor.

- Side ramp guides on the beach side of the ramp will improve safety and user confidence.
- Additional signage to warn pedestrians of vehicle activity.

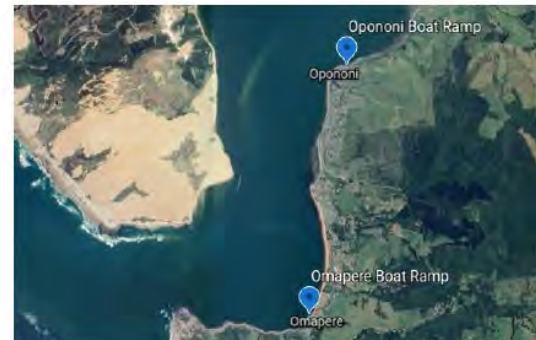
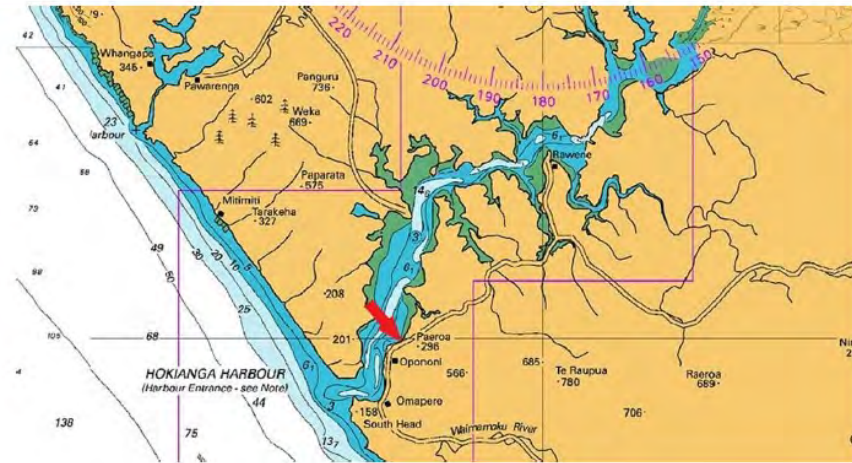


Ramp Maintenance Observations

- The ramp is currently in average operational condition and would benefit from resurfacing within the next two to three years.
- Continued observation of side erosion for additional maintenance requirements.



- Ramp is an FNDC asset
- Located centrally to Opononi retail area
- Docking is available on Opononi Wharf



Far North District Council
Kaikohe-Hokianga Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)

Opononi – Car Park Current State

- No designated trailer parking
- Parking is alongside SH 12
- Room for around 10 trailers depending on sizes
- Trailers are competing with cars for parking
- Trailer maneuvering can encroach SH 12
- Limited turning room
- Public toilet access is opposite ramp

Dedicated Trailer Parks	0	Turn-off to Carpark	Main Road
Marked Parking Bays	No	Turn-off Safety	Poor
Surface	Seal	Maneuvering Room	Poor
Surface Condition	Average	Estimated Safe Mixed-Size Parking Capacity	
		10	
Proximity to Residences	No issue	Other Facilities	
Lighting	Poor		
Security	Moderate		



Trailer movements can encroach State Highway 12



Surface has deteriorated



No dedicated trailer parks: compete with cars in unmarked zones



Opononi – Boat Ramp Current State

- Good for most tidal conditions
- Strong currents
- In good to average visible condition
- Manoeuvring room is very limited
- Wharf and dock are an asset
- Landing directly at ramp is potentially hazardous

Ramp Surface	Concrete
Surface Condition	Good
Docking	Good
Safe Docking Capacity	2-3
Beaching Material	Rock
Beaching Safety	Poor



Vehicle Capability	Any
Depth	All Tide
Boat Size	All
Trailer Maneuvering	Poor
Lighting	Poor
Access to Open Water	130m

Ramp Capacity



Trailer maneuvering can encroach State Highway 12



Strong currents



Good Wharf and Docking facility



Increase the Physical Footprint

The boat-ramp is accessed immediately off State Highway 12 and has limited verge parking. Any trailer manoeuvring has the potential to encroach on the highway. There are no immediate options to increase the physical parking footprint and even additional reclamation would be challenging due to the strong currents and continued erosion challenges.

- The purchase of private property as and if it becomes available on the market is the most viable option to increase the footprint of parking area. Immediately opposite the boat-ramp there is bare land that has been on the market recently. This land does slope and would require considerable civil works to level to car-park standards. This option will still require crossing State Highway 12.



Increase Efficiency

- Marking of carpark strip on the side of the road.
- Better signage to encourage considerate parking.

Peak Demand Temporary Capacity

- There are no immediately viable options.

Improve Ramp Safety and Efficiency

The ramp has notable drop off on either side, particularly at lower tide that is a potential safety concern.

- Side ramp guides on the beach side of the ramp will improve safety and user confidence.



Ramp Maintenance Observations

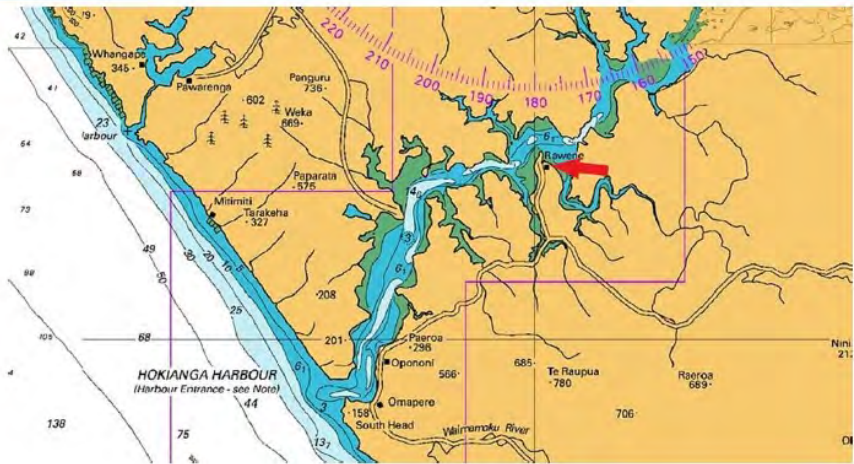
The ramp currently in good operational condition.

- Continued observation of side erosion for additional maintenance requirements.

Rawene Public Boat Ramp

Rawene boat ramp on the Hokianga Harbour is approximately 120m along Clendon Esplanade from the Rawene Ferry Terminal.

- Ramp is an FNDC asset
- Car parking area also supports Clendon House tourist attraction
- Also services boat moorings along the channel
- Changing rooms and public toilet on site



Stakeholders

Far North District Council
Kaikohe-Hokianga Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Affected residential properties (GIS to confirm)
Affected Mooring Owners

Rawene – Car Park Current State

- 10 marked trailer parks but not exclusive
- Room for around 10 trailers depending on sizes
- Competing with other car park users
- Trailer parks are mid-size
- Maneuvering will encroach road, however it is a slow speed area

Dedicated Trailer Parks	10 but not exclusive	Turn-off to Carpark	Side Road
Marked Parking Bays	15	Turn-off Safety	Good
Surface	Seal	Maneuvering Room	Good
Surface Condition	Good	Estimated Safe Mixed-Size Parking Capacity	
		10	
Proximity to Residences	No issue	Other Facilities	
Lighting	Poor		
Security	Poor		



Maneuvering room is good but will encroach side road



Trailer parks are not exclusive use



Trailer parks are mid-size only



Rawene – Boat Ramp Current State

- Slightly exposed
- Half tide to high tide
- Narrow for larger boats
- In average to poor visible condition
- Steep drop off ramp sides
- No docking or beaching option at high tide
- Safety concerns landing on ramp at high tide

Ramp Surface	Concrete
Surface Condition	Average
Docking	None
Safe Docking Capacity	N/A
Beaching Material	Sand/Rock
Beaching Safety	Tide dependent



Vehicle Capability	Any
Depth	Half tide
Boat Size	Mid-size
Trailer Maneuvering	Good
Lighting	Poor
Access to Open Water	100m

Ramp Capacity



Ramp top surface layer requires attention



Steep sides a potential hazard when landing



Tide restrictions



Options to Increase Rawene Car-park Capacity



Increase the Physical Footprint

There are no immediately available options other than reclamation to increase the footprint of the parking area, however current demand does not warrant the cost to increase the area .



Increase Efficiency

There are at least ten trailer parks marked but not designated trailer parking only. The option is available to make all or some of those larger parks trailer only parking.

- Marking of exclusive trailer carparks



Peak Demand Temporary Capacity

There are no immediately viable options, nor a clear requirement at this point in time.

Improve Ramp Safety and Efficiency

The ramp has notable drop off on either side, particularly at lower tide that is a potential safety concern .

- Side ramp guides on both sides of the ramp will improve safety and user confidence



Ramp Maintenance Observations

The ramp is in average operational condition with the surface area approaching poor condition

- Ramp requires evaluation for resurfacing.

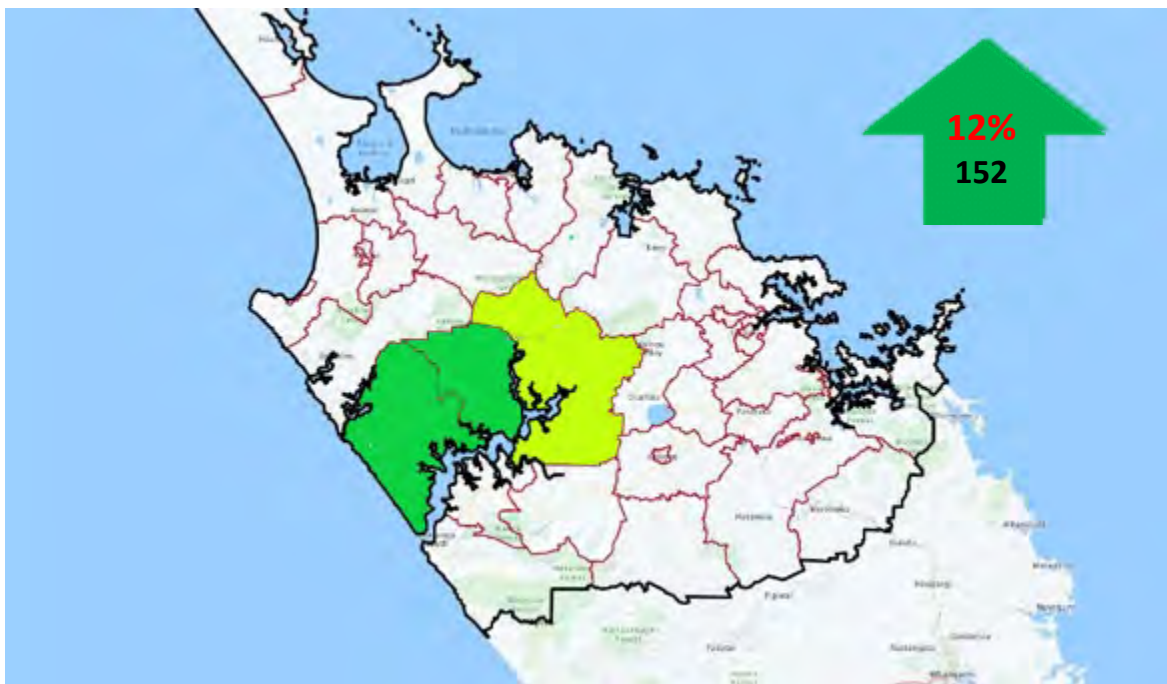


Northern Hokianga Harbour

Population growth

The population aged over 20 in the Northern Hokianga Harbour catchment area is estimated at 1,439 as of 2018. This is an increase of persons aged over 20 years of 152 (12%) from the 2013 data.

Northern Hokianga Harbour total population: 2,001



Commercial and holiday accommodation

The Northern Hokianga Harbour visitor numbers are predominantly focused on the Kohukohu area. Due to the additional travel time from the major population bases in the east of the district, trailer-boat users from outside the area are more likely to use infrastructure in the southern Hokianga Harbour area.

There are fewer Airbnb and Bookabach options than across the other areas.

There are 0 Motel/Hotel, 0 Backpackers, 1 Camping ground with 0 cabins and 20 tent sites.

North Hokianga: Commercial Accommodation				
				
Hotel/Motel	Backpackers	Camping Grounds	Sites/Capacity	Cabins
0	0	1	20	0

Kohukohu, Broadwood, Mitimiti, Herekino

  Properties 8  Capacity 29	North Hokianga Area <i>Listings and available capacity as of January 2020</i> Note: Properties can and do appear on both websites	  Properties 4  Capacity 19
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Demand and capacity

Ramp Catchment Population (2018)	Estimated Boat Ownership	Estimated Trailer-boat Users
 2,001	 500	 200

Bracketed figures are representative of the potential wider catchment area for information only.

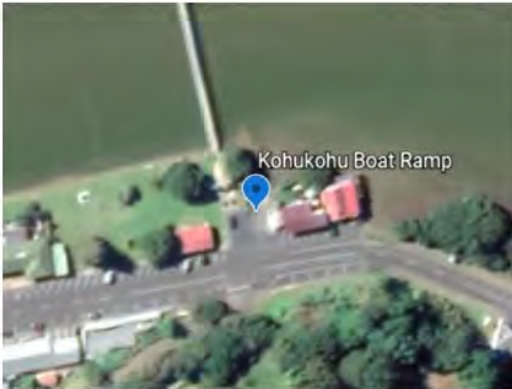
 North Hokianga Capacity Summary			
	Designated Trailer Only Parks	Potential Parking Capacity	Ramp Capacity
Kohukohu Public boat-ramp	0	5	1
Narrows Public boat-ramp	0	5	2
Waitapu Bay Public boat-ramp	0	5	1
	0	15	4
Estimated Local Vehicles to car-park	200:1	13:1	
Estimated Local Users to Ramp Capacity			50:1

*Ramp capacity refers to the maximum same time vehicle capacity of the beach access point or ramp.

Kohukohu Public Boat Ramp

Kohukohu boat ramp is in central Kohukohu township, 4km driving from the Rawene-Kohukohu ferry terminal.

- Ramp is an FNDC asset
- Kohukohu Wharf is in all intensive purposes adjacent
- Also services boat moorings along the channel
- Being in the town centre there are limited trailer parking options



Stakeholders

Far North District Council
Kaikohe-Hokianga Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)

Kohukohu – Car Park Current State

- No designated trailer parking
- Room for around 5 trailers depending on sizes
- Boat trailers will take two of the marked parking bays along the main road
- Surface near ramp access requires attention
- Maneuvering room very tight if cars are parked at reserve

Dedicated Trailer Parks	0	Turn-off to Carpark	Main Road
Marked Parking Bays	Car Only	Turn-off Safety	Moderate
Surface	Seal	Maneuvering Room	Limited
Surface Condition	Average	Estimated Safe Mixed-Size Parking Capacity	
		5	
Proximity to Residences	No issue	Other Facilities	
Lighting	Poor		
Security	Moderate		



Manoeuvring space is limited



No trailer parking : Trailers take 2 car spaces



Surface near ramp access is in poor condition



Kohukohu – Boat Ramp Current State

- Half tide or more
- Narrow for larger boats
- In average to poor visible condition
- Landing safely directly on ramp can be difficult
- Trailer manoeuvring can be tight onto ramp
- Good wharf and dock

Ramp Surface	Concrete
Surface Condition	Average
Docking	Good
Safe Docking Capacity	3
Beaching Material	Rock
Beaching Safety	Poor



Vehicle Capability	All
Depth	Half tide
Boat Size	Mid-size
Trailer Maneuvering	Limited
Lighting	Poor
Access to Open Water	100m



Ramp Capacity



Narrow ramp: wall on left, drop on right



Ramp surface deteriorating



Tidal restrictions



Options to increase Kohukohu car-park capacity



Increase the Physical Footprint

There are no immediately available options to physically increase the footprint of the parking area around the ramp.

- Should demand increase further there is the option to re-mark multiple car-sized car-parks as trailer parking and designate as exclusive trailer parking.



Increase Efficiency

- Marking of exclusive trailer car-parks
- Better signage to encourage considerate parking.



Peak Demand Temporary Capacity

- There are no immediately viable options, nor a clear requirement at this point in time.



Improve Ramp Safety and Efficiency

The ramp has notable drop off on the right-hand side, particularly at lower tide that is a potential safety concern.

- Side ramp guides on the right-hand side of the ramp will improve safety and user confidence.



Ramp Maintenance Observations

The ramp is in average to good operational condition.

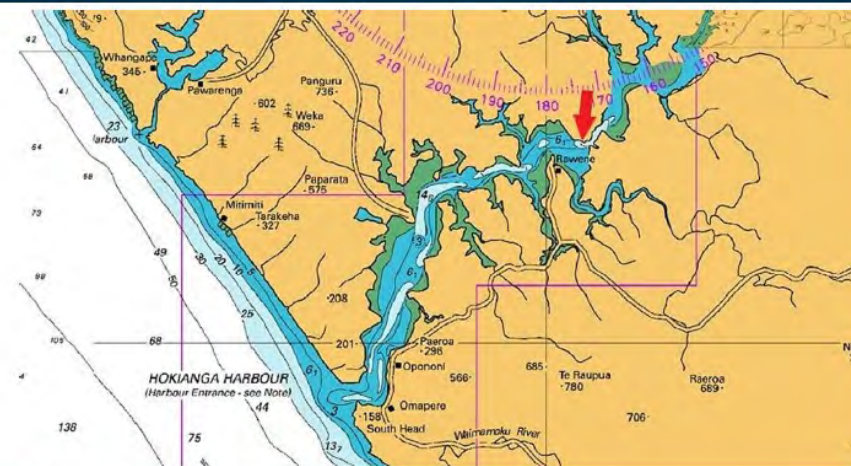
- Extending the concrete surface at the head of the ramp would improve vehicle stability.



Narrows Public Boat Ramp

The Narrows boat ramp is in effect the Rangiora Ferry Terminal on the Kohukohu side of the Rawene-Kohukohu ferry route. 4km South of Kohukohu township.

- Ramp is an FNDC asset
- Wharf adjacent to ramp with limited docking
- Landing ramp for Rawene-Kohukohu ferry, operated by Fullers GreatSights on behalf of FNDC
- Strong currents through Hokianga Harbour Narrows
- Busy vehicle movements during peak season
- Ferry operates every hour from 0745 -2000 daily



Stakeholders

Far North District Council
Kaikohe-Hokianga Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)
Fullers GreatSights

Narrows – Car Park Current State

- No designated trailer parking
- Room for around 5 trailers depending on sizes
- Vehicles queuing for ferry
- Significant vehicle movements during ferry disembarkation
- Maneuvering will be difficult over peak season

Dedicated Trailer Parks	No	Turn-off to Carpark	Main Road
Marked Parking Bays	Car Only	Turn-off Safety	Good
Surface	Seal	Maneuvering Room	Queue dependant
Surface Condition	Good	Estimated Safe Mixed-Size Parking Capacity	
		5	
Proximity to Residences	No issue	Other Facilities	
Lighting	Good		
Security	Moderate		



Potential for significant disruption to commercial operation



Manoeuvring issues caused by Ferry queue



Traffic flow during Disembarkation



Narrows – Boat Ramp Current State

- Strong currents through Hokianga Harbour Narrows
- Sharing space with ferry is hazardous
- Docking is difficult for smaller boats
- Ramp capacity and condition is good

Ramp Surface	Concrete
Surface Condition	Good
Docking	Poor
Safe Docking Capacity	2
Beaching Material	Rock
Beaching Safety	Poor



Vehicle Capability	Any
Depth	All tide
Boat Size	All
Trailer Maneuvering	Queue Dependant
Lighting	Good
Access to Open Water	50m

Ramp Capacity



Strong currents



Failure to clear ramp may place ferry and/or user at risk



Docking is difficult for smaller boats



Future of the Narrows as a public boat-ramp

The Narrows boat-ramp is in effect the Rangiora Ferry Terminal on the Kohukohu side of the Rawene-Kohukohu ferry route. 4km South of Kohukohu township.

This is a commercial ferry landing point and is set up as such. The traffic management and ramp access are not designed for use as a public ramp. And although there is a considerable period of time between each arrival of the ferry there are safety concerns with mixed use of the facility.

- The ramp access experiences busy traffic movements during ferry embarking and disembarking.
- There are strong currents through the Hokianga Harbour Narrows
- Failure to clear the ramp may place the ferry and ramp user at risk. (There is limited additional space)
- Vehicles using the ferry vary in size and a number will have limited experience of the workings of the ferry terminal and may impede public boat-ramp users.

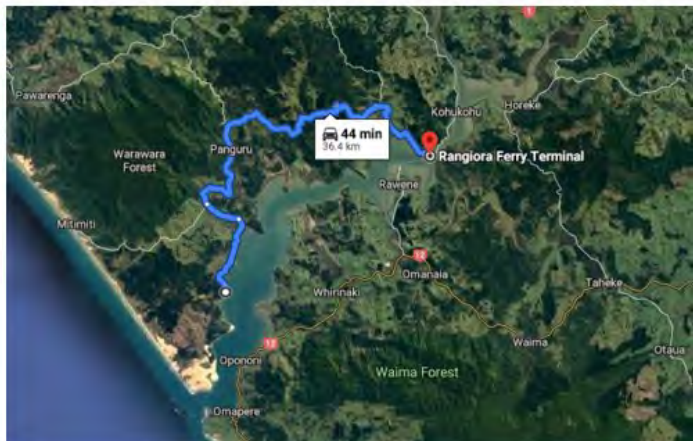
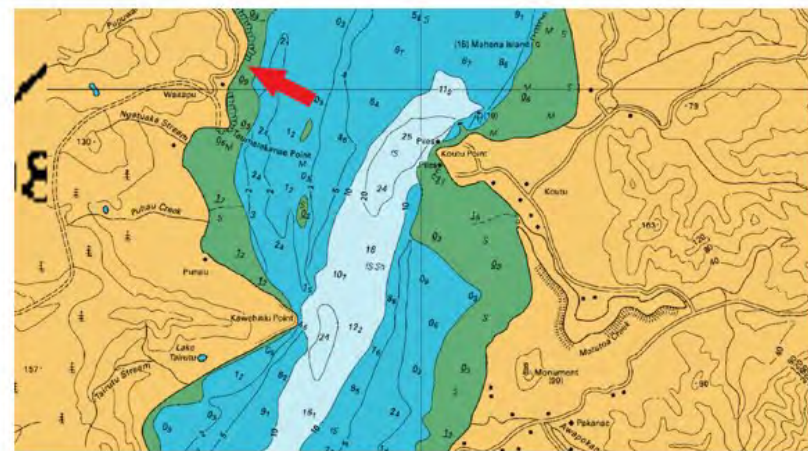
It is recommended that the continued use of the Narrows as an advertised public boat-ramp be reviewed.



Waitapu Bay – Public Boat Ramp

Waitapu Bay boat ramp on the Hokianga Harbour is on Rangī Point road approximately 45min drive from the Rangiora Ferry Terminal.

- Ramp is an FNDC asset
- Not listed on NRC Website
- Gravel road access
- Very tidal
- Road verge parking



Stakeholders

Far North District Council
Kaikohe-Hokianga Community Board
Far North Holdings
Northland Regional Council
IWI Contacts pending - (Maori Liaison Officer)

Waitapu Bay – Car Park Current State

- No marked car parks
- Room for around 4-5 trailers depending on sizes
- Road verge parking
- Maneuvering will encroach road, however it is a low traffic volume area



Maneuvering room will encroach road



Limited road side parking



Limited capacity



Dedicated Trailer Parks	No	Turn-off to Carpark	Main Road
Marked Parking Bays	None	Turn-off Safety	Average
Surface	Gravel	Maneuvering Room	Average
Surface Condition	Average	Estimated Safe Mixed-Size Parking Capacity	
		5	
Proximity to Residences	No issue	Other Facilities	
Lighting	None		
Security	Poor		

Waitapu Bay – Boat Ramp Current State

- Tidal limitations
- In average visible condition
- Safety concerns landing on ramp at high tide
- Trailer manoeuvring may encroach road

Ramp Surface	Concrete
Surface Condition	Average
Docking	None
Safe Docking Capacity	N/A
Beaching Material	Sand/Rock
Beaching Safety	Tide dependent



Vehicle Capability	Any
Depth	Half tide
Boat Size	Mid-size
Trailer Maneuvering	Good
Lighting	Poor
Access to Open Water	100m



Ramp Capacity



Safety concerns landing on ramp at high tide



Trailer maneuvering may encroach road



Tide restrictions



Options to increase Waitapu Bay car-park capacity



Increase the Physical Footprint

There are no immediately available options to physically increase the footprint of the parking area around the ramp other than reclamation which is unwarranted at this point in time.



Increase Efficiency

Current demand is low.

- Signage to encourage considerate parking.



Peak Demand Temporary Capacity

- There are no immediately viable options, nor a clear requirement at this point in time.

Improve Ramp Safety and Efficiency

Although landing at the ramp on high tide may be potentially hazardous there is a sandy beach to the west and demand is low enough to see the true risk as minimal.



Ramp Maintenance Observations

The ramp is in average to good operational condition.

- No immediate requirements given the volume of users.

