



**ROAD TRANSPORT FORUM NEW ZEALAND INC
SUBMISSION
ON
Let's Get Wellington Moving scenario options**

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SUBMISSION BY ROAD TRANSPORT FORUM NEW ZEALAND INC TO THE LET'S GET WELLINGTON MOVING SCENARIO OPTIONS

1.0 Road Transport Forum New Zealand

1.1 Road Transport Forum New Zealand (RTF) is a nationwide organisation representing the road transport industry. The Forum provides services to and public policy advocacy for its affiliated members who comprise owner-drivers, fleet operators and international corporates engaged in freight and logistics.

1.2 The Forum's Constituent Associations include:

- National Road Carriers (Inc)
- Road Transport Associations NZ (Inc)
- NZ Trucking Association

1.3 The Forum's member associations have in excess of 3,000 members and associate members who operate approximately 17,000 trucks over 3,500 kg.

1.4 The Forum is the authoritative voice of New Zealand's road transport industry which employs 22,600 people (3.0% of the workforce), has a gross annual turnover of \$6 billion and carts over 70% of New Zealand's land based freight on a tonnes/kilometre basis.

2.0 Preferred Scenario

2.1 The Forum's preferred scenario as presented by Let's Get Wellington Moving is Scenario D.

2.2 The Forum is supportive of Scenario D's improvements to public transport, cycling and walking around the city and believes the separation of State Highway One from surface activity in Te Aro by way of an inner-city bypass will enhance the city's southern suburbs

and provide better uninterrupted travel on State Highway 1 through the city.

- 2.3 The Forum is supportive of both a second Terrace tunnel and a second Mt Victoria tunnel as without both of these congestion will continue to occur at whichever bottleneck remains.
- 2.4 The reduction of vehicles on the quays will allow for better public access and enjoyment of the waterfront.
- 2.5 Regardless of whichever scenario or combination of scenarios is chosen heavy vehicles must be able to continue to access the inner city in order to service the city's retail, hospitality and commercial sectors.
- 2.6 Resilience must be a key consideration of whichever scenario emerges from this consultation. Scenario D is the only option to include an enhancement to State Highway One Ngauranga to Aotea, which will complement existing projects to the north of the city and provide a more resilient network.
- 2.7 While these scenarios obviously impact on the residents of Wellington City it is important to also consider them as regionally significant projects. Many tens of thousands of people commute into Wellington to work from neighbouring local authority regions Lower Hutt, Upper Hutt, Porirua, Kapiti and the Wairarapa. Whichever scenario is selected must join up seamlessly with the commuter transport routes coming into the city from the north.

3.0 **Basin Reserve and Oversized Loads**

- 3.1 The issue of catering for oversized loads is absent from any of the four scenarios in the discussion document yet must be a critical consideration of any final design.

- 3.2 Access for oversized loads around the Basin Reserve and to the city's south is important in order to avoid the use of a much more tortuous and disruptive route closer to the city centre.
- 3.3 The issue of oversized loads must be carefully considered when designing bridge or tunnel options around the Basin Reserve. A local road that goes beneath State Highway 1 may not provide for the height required to take oversized loads to the southern suburbs.
- 3.4 The option presented in the discussion document of taking State Highway 1 under local roads around the Basin Reserve is therefore considered the most practical solution.

4.0 **The Importance of Oriental Parade and Dangerous Goods**

- 4.1 Legislation governing the transportation of dangerous goods, such as fuel and other chemicals, stipulates that these must not be transported through tunnels.
- 4.2 Oriental Parade is therefore a necessary freight route for dangerous goods vehicles transporting to the airport and southern and eastern suburbs.
- 4.3 The Forum is also concerned at recent proposals not included in this consultation to establish car parks parallel to the road along Oriental Parade as opposed to the angled parking that is presently available. Parallel parking on a narrow road present a far greater risk to cyclists who must avoid the opening of car doors by riding further into the middle of the road bring them in much closer proximity to trucks.

5.0 **Mass Transit and Road Pricing**

- 5.1 The Forum is supportive of Let's Get Wellington Moving's decision to incorporate mass transit corridors to the hospital and Kilbirnie/airport

without predetermining the exact form that such a transport system will take.

5.2 It is critical to make changes to the road network and provide for those corridors regardless of what kind of mass transit option is considered in the future. The Forum agrees with Let's Get Wellington Moving's assessment that current growth means demand for mass transit is around ten years away.

5.3 The Forum is supportive of the open-minded position that Let's Get Wellington Moving has taken on road pricing and believes that in the future this form of demand management can help to change travel behaviour as well as being the fairest and most direct form of user pays.

6.0 **Conclusion**

6.1 When considering the four scenarios as presented by Let's Get Wellington Moving in November 2017 the Road Transport Forum considers Scenario D as providing the best separation of State Highway 1 from the inner city.

6.2 Heavy vehicles must retain access to the central city to service retailers and businesses.

6.3 Scenario D provides a better and more resilient link to established commuter routes to the north of Wellington and the soon-to-be-completed Transmission Gully, while providing for mass transit corridors and removing the natural traffic bottlenecks between Ngauranga and the airport.

6.4 Options around the Basin Reserve, including tunnels and bridges, need to be considered carefully to make sure that oversized loads are provided for as that is an important route to the southern suburbs.

- 6.5 Oriental Parade must remain a route available to heavy vehicles due to the restrictions around the passage of dangerous goods through tunnels.
- 6.6 Finally, while the Forum is supportive of the Let's Get Wellington Moving project we are concerned that it's work may get overtaken by political events. It is important that some certainty is established around this project to allow communities, businesses and transport operators to plan ahead.