



la Ara Aotearoa Transporting New Zealand

submission to

Auckland Transport

on the:

**Maioro Street Dynamic Lanes and Safety
Improvements**

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May 2022

Ia Ara Aotearoa Transporting New Zealand submission to Auckland Transport on its proposed Maoro Street Dynamic Lanes and Safety Improvements

1. Representation

- 1.1 Ia Ara Aotearoa Transporting New Zealand (Transporting New Zealand) is made up of several regional trucking associations for which Transporting New Zealand provides unified national representation. It is the peak body and authoritative voice of New Zealand's road freight transport industry which employs 32,868 people (2.0% of the workforce), and has a gross annual turnover in the order of \$6 billion.
- 1.2 Transporting New Zealand members are predominately involved in the operation of commercial freight transport services, both urban and inter-regional. These services are entirely based on the deployment of trucks both as single units for urban delivery and as multi-unit combinations that may have one or more trailers supporting rural or inter-regional transport.
- 1.3 According to Ministry of Transport (MOT) research (National Freight Demands Study 2018) road freight transport accounts for 93% of the total tonnage of freight moved in New Zealand.

2. Introduction

- 2.1 Transporting New Zealand provides sector leadership and believes we all need to operate in an environment where the following must be managed and co-exist:
 - The safety and wellbeing of our drivers and other road users, our drivers are our most valuable asset
 - The impacts of transport on our environment
 - The transport of goods by road is economically feasible and viable and it contributes the best way it can to benefit our economy.
- 2.2 Transporting New Zealand believes safe and efficient use of the network is key to a good transport system.
- 2.3 Transporting New Zealand welcomes the opportunity to comment on Auckland Transport's (AT's) proposed initiatives to Maoro Street. The predominant lens and scope of our submission is the impacts and risks related to commercial (road freight) traffic and the economy that traffic serves.
- 2.4 We recognise that this AT project is relatively small, in so far as, the section of road it applies to is short, just some 700 metres, and the impact on road users and traffic is localised. On that basis, Transporting New Zealand would not typically provide a submission however, this is a designated freight route and AT's proposal to use dynamic lanes is relatively uncommon which makes it of particular interest to us. As a consequence, we have taken the opportunity to provide this short submission.

3. Comments on the proposals

3.1 The specific parts of the proposal that we wish to comment on are:

- The use of Dynamic Lanes along Maoro Street to improve traffic flow in peak hours, including a bus lane, as shown in Figure 1 below, and
- The use of raised platforms

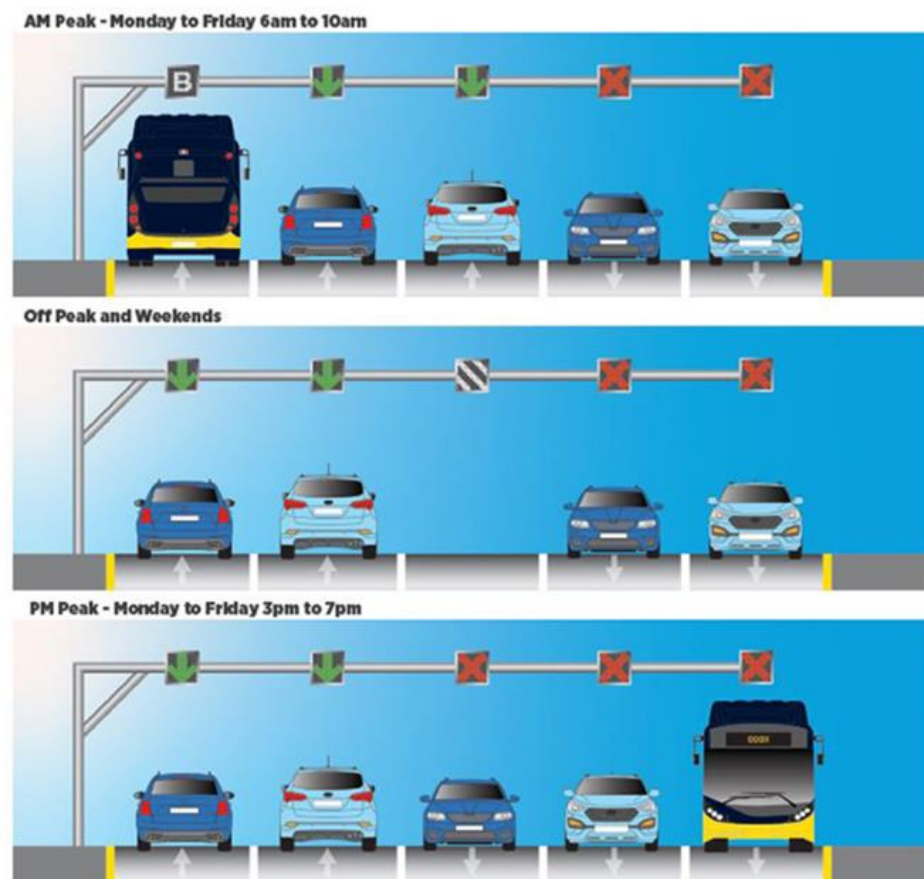


Figure 1: Maoro Street Dynamic Lanes

- 3.2 In principle Transporting New Zealand strongly supports and applauds AT's proposal to dynamic lanes. It is refreshing for us to see a local road controlling authority improving the efficiency of the available corridor. A similar approach, optimising the lanes to best manage tidal flow, was used in Wellington on the Old Hutt Road in the 1980s, and it is also currently used in other locations in Auckland, including Panmure Bridge, Auckland Harbour Bridge, Whangaparaoa Road and Redoubt Road, therefore, we are confident that this approach works well.
- 3.3 In our view, optimising traffic flow on the network has environmental, health, safety and economic benefits. We wish this approach would be taken more often by other road controlling authorities as opposed to the vast number of proposals we are seeing that restrict and make it more difficult to move people and freight on the road network.

- 3.4 We see the proposed peak period spans four (4) hours. Although we understand the bus flowrate to be in the order of 16 per hour, we are unaware of the current make-up of the traffic flow in terms of other discrete vehicle categories, for example, trucks, cars and cyclist. However, we are mindful of the risk that the Bus Lane is under-utilised by buses and cyclists during the peak period. On the presumption that there is sufficient lane width to allow safe lateral clearance between large buses and cyclists, we request AT monitor the traffic flows, and if appropriate it consider changing the Bus Lane to a Special Vehicle Lane that allows buses and trucks. We believe this future consideration would ensure the underlying intent of creating significant travel time savings for bus users while also maintaining existing, or slightly improving flow for general traffic would be optimised.
- 3.5 For the convenience of the reader, we have copied the image of the proposed raised platform as Figure 2 below. Over the last several months we have seen numerous proposals to install raised platforms and we have some concerns.

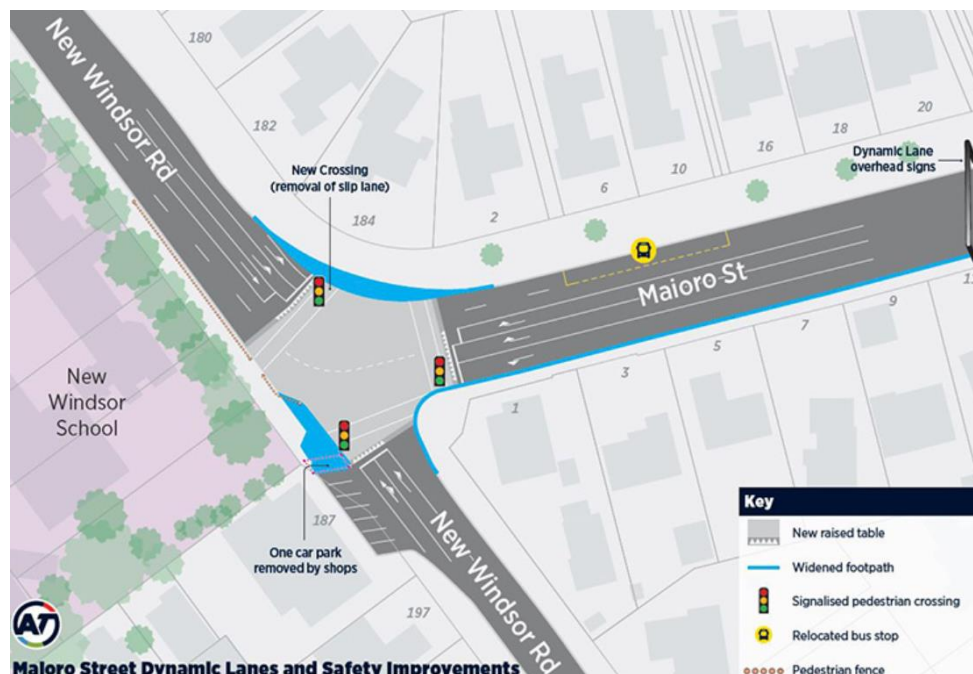


Figure 2: Raise platform at intersection of New Windsor Rd and Maioro St

- 3.6 Our understanding of raised platforms is that they help slow traffic down and because they are at a similar vertical height to the adjacent footpath, they make a smoother transition for the likes of pedestrians and mobility scooters.
- 3.7 We understand that to date there has been no agreed standard by road controlling authorities on the profiles of raised platforms which are likely to be different depending on the environment. For example, the profile of a raised platform in a 30 km/h speed limit area is likely to be different to the profile of one in a higher speed environment. It is unquestionable that the profile will have an impact on drivers approach to the raised platform and the more severe they are, the slower a vehicle must travel.

- 3.8 We have been in several briefings on proposals that include the installation of raised platforms and concerningly there is a wide variance in views by road controlling authorities in regard to the intended impact of the raised platform on traffic speeds, ranging from 20 km/h to 60 km/h.
- 3.9 What does appear to be emerging is that there is an expectation that every vehicle, regardless of whether it has right of way, will need to slow to traverse the raised platform. If that is the case, the unnecessary slowing of every vehicle in the stream has perverse negative impacts on the environment including but not limited to fuel use (CO₂), harmful emissions such as particulate matter (PM) and NO_x, noise and brake emissions.
- 3.10 In the absence of quality evidence, we do not support the use of raised platforms and we are concerned with what appears to be a rapidly emerging penchant for road controlling authorities to introduce these with little, if any, understanding of the longer-term impacts.

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