



**la Ara Aotearoa Transporting New Zealand Incorporated**

**submission to**

**Let's Get Wellington Moving  
on  
Thorndon Quay**

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# **Ia Ara Aotearoa Transporting New Zealand submission to Let's Get Wellington Moving consultation on: Thorndon Quay**

## **1. Representation**

- 1.1 Ia Ara Aotearoa Transporting New Zealand Incorporated (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 (1.2% of the workforce), and has a gross annual turnover in the order of \$6 billion. This is part of a wider transport sector that employs 108,000 people, or 4 percent of the country's workforce and contributes 4.8 percent of New Zealand's GDP<sup>1</sup>.
- 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 welcomes the opportunity to comment on Let's Get Wellington Moving (LGWM) consultation on changes to Thorndon Quay.
- 2.3 We have predominantly focused on areas that we believe will impact freight movement.

## **3. Submission**

- 3.1 In principle Transporting New Zealand supports the high-level intent of the changes, in particular: to improve public transport, promote modal shift and improve safety for all road users.

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<sup>1</sup> [Transport factsheet \(mbie.govt.nz\)](https://mbie.govt.nz/transport-factsheet)

- 3.2 We do not support some of the practical realities and negative impacts on the existing businesses in the area, particularly those relating to restricting customer access to business and reduced parking.
- 3.3 We support having a separated bi-directional cycleway. Ideally we would have preferred greater separation between pedestrians, cyclists and vehicles as we believe that the close physical adjacencies may well increase exposure to risk of collision however, we acknowledge there are considerable constraints to providing more ideal alternatives. One of the frustrations our members suffer is that despite the provision of cycle lanes some cyclists still insist on using the road. Previously we have suggested that Waka Kotahi NZ Transport Agency (Waka Kotahi) change the Land Transport (Road User) Rule 2004 to obligate cyclists to use cycle lanes when available. We urge LGWM to lobby Waka Kotahi similarly.
- 3.4 The consultation document refers to the speed limit being reduced from 50 km/h to 30 km/h between Tinakori Road and Mulgrave Street (refer Figure 1 below). This is being proposed on the basis that *“This reflects the new street environment, increased number of cyclists, and suitability for the large number of children using the street.”*
- Given the nature of the businesses along this route we are somewhat surprised by LGWM’s view that it needs to be suitable for the *“large number of children using the street.”* Can LGWM provide its rationale and modelling that shows the number of children predicted to use the route?
  - Traditionally this route has been used by commuters driving into and out of the city with according to Wellington City Council information an average monthly traffic count of 295,000. Presumably these changes will change the behaviours of those commuters in cars, for example they may change modes or use another route. Can LGWM share the impact analysis in this regard?

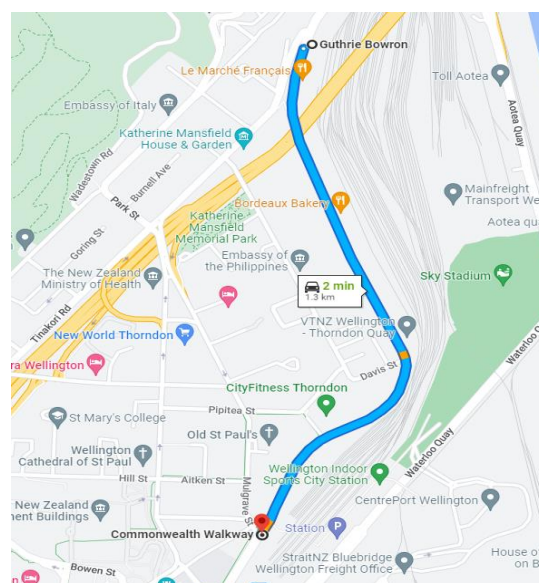


Figure 1: Thorndon Quay, between Tinakori Road and Mulgrave Street

3.5 The proposal includes the installation of four new raised pedestrian crossings on Thorndon Quay between Tinakori Road and Mulgrave Street.

- We have concern that, according to Waka Kotahi, there is no agreed best practice design standard for raised platforms and we have seen a proliferation of these with a variety of ramp designs and table length. Inappropriate designs have perverse outcomes on environment, climate and traffic flow. Slowing vehicles and then having them speed up results in increased fuel use, harmful emissions and noise. Until LGWM can give us an assurance it will have an appropriate design for the raised crossings we oppose these raised crossings.
- Related to our concern immediately above, our understanding is that raised pedestrian crossings are a relatively new traffic calming device and the predominant rationale for introducing them has been to slow vehicles that are not travelling at an appropriate speed. Therefore, we query whether there has been sufficient consideration to creating an appropriate street environment that will lead to drivers naturally travelling at the intended speed of 30km/h, as arguably if the street environment is appropriate then these platforms would not be required.

3.6 The proposal includes installing a raised safety buffer between the cycleway and traffic lanes. Understandably, given the stage of this consultation there is insufficient detail provided regarding the design of the raised safety buffer. Notwithstanding, we request LGWM consider the following:

- Trucks will deliver large loads and the safest place for unloading these trucks is to continue to allow direct access to these buildings. Trucks will also need to access properties for regular service and maintenance.

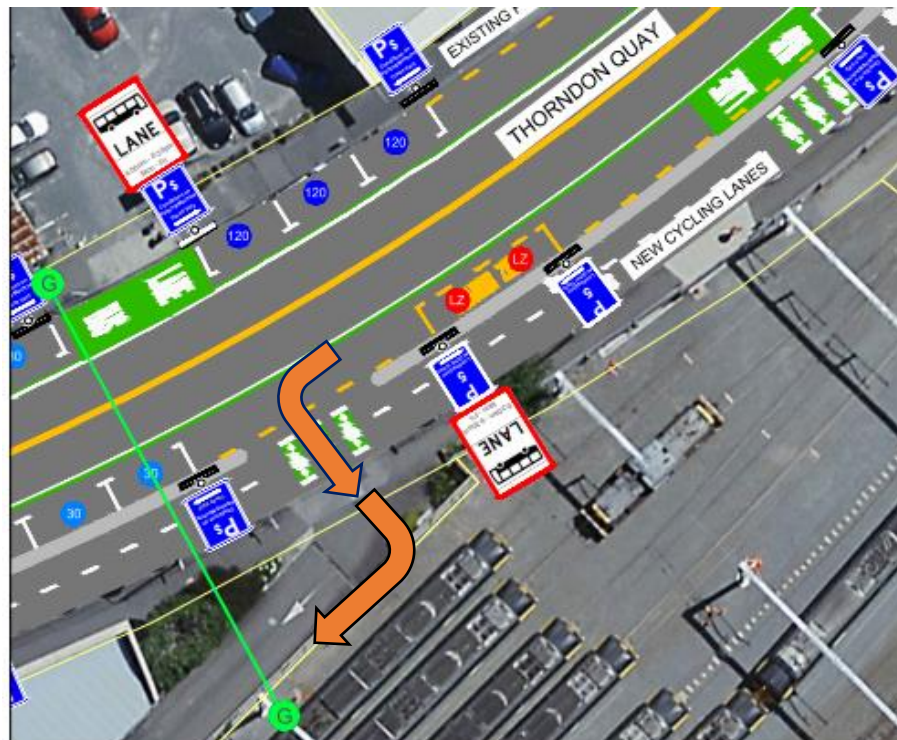


Figure 2: Excerpt from Plan 7, *Designing for safe truck access*

- Figure 2 above is an excerpt from Plan 7 of the Supporting Drawings provided by LGWM. We have inserted two orange arrows to indicate the potential hypothetical path a truck would take to access the side road. In our view the position of the raised safety buffer and the location of the Loading Zone are sub-optimally designed for this manoeuvre to be safely completed.
  - On-road tracking curves and turning templates commensurate with large vehicles meeting the Land Transport Vehicle Dimensions and Mass Rule should be used when determining the placement of the raised safety buffer and carparks. Furthermore, trucks should not have to encroach into the opposing lane to complete such manoeuvres.
  - Trucks that require direct access to properties and buildings should also be able to undertake these manoeuvres with clear sight lines, particularly of approaching pedestrians and cyclists. We are concerned that when road controlling authorities are undertaking street scaping beautification they are not giving adequate consideration to the impact of hazards like roadside furniture, signs, trees and lighting posts and these hazards are increasing the risk to vulnerable road users.
- 3.7 Regarding the proposal to install traffic signals at the intersection of Thorndon Quay and Tinakori Road, presumably, particularly during peak travel times this will increase the risk of queuing and congestion, which will in turn create adverse environmental effects. Has LGWM considered these risks and if so, can it share the impact analysis?

#### **4. Concluding comments**

- 4.1 In principle Transporting New Zealand supports the high-level intent of the changes, in particular: to improve public transport, promote modal shift and improve safety for all road users. However, as with many of those proposals, the devil is in the detail. We hope our suggestions and requests will lead to better and safer outcomes with this project.

**END**