



SUBMISSION

To: Te Tupu Ngātahi Supporting Growth (Waka Kotahi NZ Transport Agency and Auckland Council)

Submission: Level crossings in Takaanini

Date: 23 September 2022

Sent to: info@supportinggrowth.nz

Contact: Billy Clemens, Policy Advisor
La Ara Aotearoa Transporting New Zealand
billy@transporting.nz 04 471 8283

Ia Ara Aotearoa Transporting New Zealand submission to Waka Kotahi NZ Transport Agency and Auckland Council: Level crossings in Takaanini

Introduction

- 1 Ia Ara Aotearoa Transporting New Zealand (Transporting New Zealand) welcomes the opportunity to make a submission on the Te Tupu Ngātahi Supporting Growth Programme: Levels crossings in Takaanini.
- 2 As a national road freight association, Transporting New Zealand has members and associates based in Takaanini and the surrounding area who we have consulted with on this submission, including:
 - 2.1. Hammar New Zealand;
 - 2.2. Allied Petroleum;
 - 2.3. Hall's Group;
 - 2.4. United Truck Parts;
 - 2.5. Simpro // Smart Lifting;
 - 2.6. Takanini Cold Storage;
- 3 Transporting New Zealand is also represented in the area by one of our four regional sector advisors, Keith McGuire.

Submission summary

- 4 Transporting New Zealand objects to the proposed closure of the railway level crossings on Spartan Road and Manuroa Road, with vehicles being redirected to a single separated crossing on Taka Street.
- 5 This proposal will redirect trucks and other heavy-vehicle traffic down residential streets and past Takanini School and Takanini Reserve and disrupt freight connections to the Takaanini industrial area. This is inconsistent with all four of the Government Policy Statement on Land Transport 2021/22 strategic priorities:
 - 5.1. **Safety:** The proposal will redirect heavy vehicle traffic away from the Spartan Road industrial area to residential and school streets. This will negatively impact both perceived and real safety for vulnerable road users in the Takaanini community.
 - 5.2. **Better Travel Options:** The presence of heavy vehicle traffic on residential and school streets areas will discourage vulnerable road users from using alternative transport options (including the new walking and cycling infrastructure that is proposed).
 - 5.3. **Climate Change:** The level crossing closures are likely to increase vehicle emissions. 5,000 vehicles a day currently travel over the Spartan Road crossing. Post-closure, these vehicles will have to take a 2.4 kilometre detour down Taka Street and Takanini School Road.

- 5.4. Further to this, adding 5,000 daily vehicle movements from Spartan Road and 12,500 from Manuroa Road to the 4,000 vehicle movements on Taka Street will result in a 21,500 vehicle gridlock. Traffic congestion increases vehicle idling, braking and acceleration and increases vehicle emissions.
- 5.5. **Improving Freight Connections:** The Takaanini industrial area is an important commercial and business hub for firms including: Allied Petroleum; Hall's; Mitsubishi; Hynds Pipes; MaxiTRANS; Metalman Auckland; NRM; Takanini Cold Storage; Truck & Trailer Repairs; PENSA; Ottogi New Zealand; Simpro // Smart Lifting; Transcold; Hammar New Zealand; Takanini Cold Storage; United Truck Parts; VTNZ; Tegel Foods; and National Storage (among many others).
- 5.6. Closing vehicle crossings and impeding freight and commercial vehicle movement will disrupt business activity and negatively impact productivity.
- 5.7. We are concerned that the impacts on freight connections do not seem to have been expressly considered by Supporting Growth.
- 6 Transporting New Zealand supports improved travel options for walking, cycling and scooting, particularly where paths and bridges are separated from vehicle traffic. However, it is not necessary to close key vehicle routes in order to achieve this.
- 7 If level crossings are to be closed at Spartan Road and Manuroa Road, these crossings need to be replaced with separated vehicle crossings **at both those locations**, rather than re-directed down a single vehicle crossing at Taka Street.

Assessing the impacts

- 8 The following quick mark-up clearly illustrates our concerns about re-directing heavy and commercial vehicle traffic from Spartan Road down Taka Road.

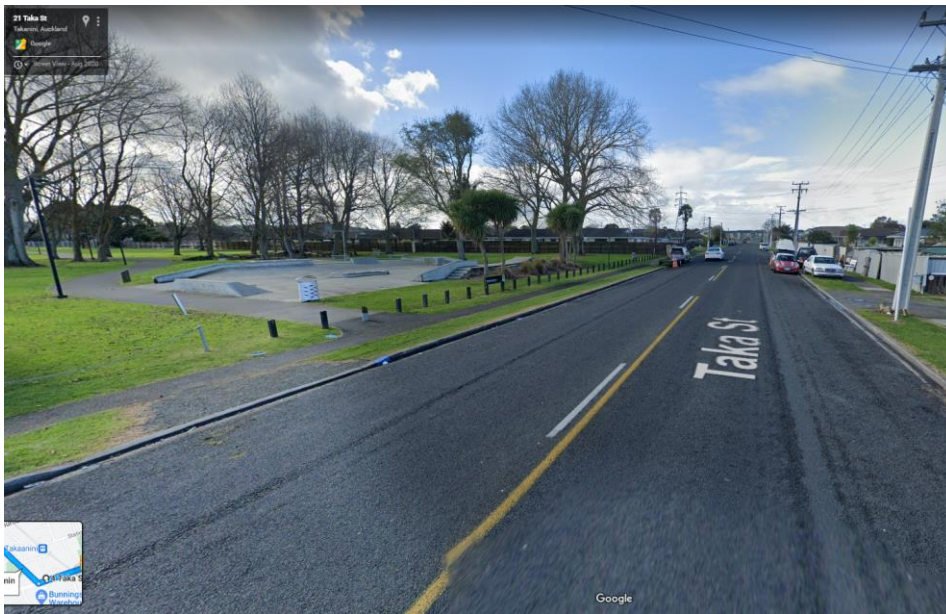


- 9 To expand on our concerns at paragraph five above:
- 9.1. The alternative route is a diversion of approximately 2.4km, a significant distance with significant fuel and emissions implications.
 - 9.2. The alternative route redirects traffic down residential and school streets, as well as past Takanini reserve. Our members have also expressed concern that the road pavement on these streets will not be able to handle the increased degradation caused by heavy vehicles.
 - 9.3. A number of the businesses in the industrial area operate 24 hours, 7 days a week, requiring truck movements to happen at night. Re-directing this traffic down residential streets will result in high levels of traffic noise for locals who are trying to wind-down and sleep. One of our members noted that on outbound 'return to port' journeys their delivery trucks are running empty, which makes them particularly noisy.
 - 9.4. The restricted motorway access to the Takaanini industrial area will seriously disrupt the operations and productivity of local businesses, and associated vehicle freight:
 - 9.4.1. The extended detour will discourage customers and clients from visiting local businesses in the industrial area.
 - 9.4.2. The lack of a direct access to the industrial area from the motorway will be a serious disruption for industrial businesses, particularly those that transport large goods including machinery parts, trailers and cranes.
 - 9.4.3. Freight delays will have a particularly adverse impact on businesses including Hall's and Takanini Cold Storage who transport time-sensitive refrigerated goods.
 - 9.4.4. A number of businesses in the industrial area operate high productivity motor vehicles (over-size trucks carrying loads in excess of 44 tonnes). These trucks require adequate road-space to manoeuvre safely and efficiently.

Industrialising residential and school streets

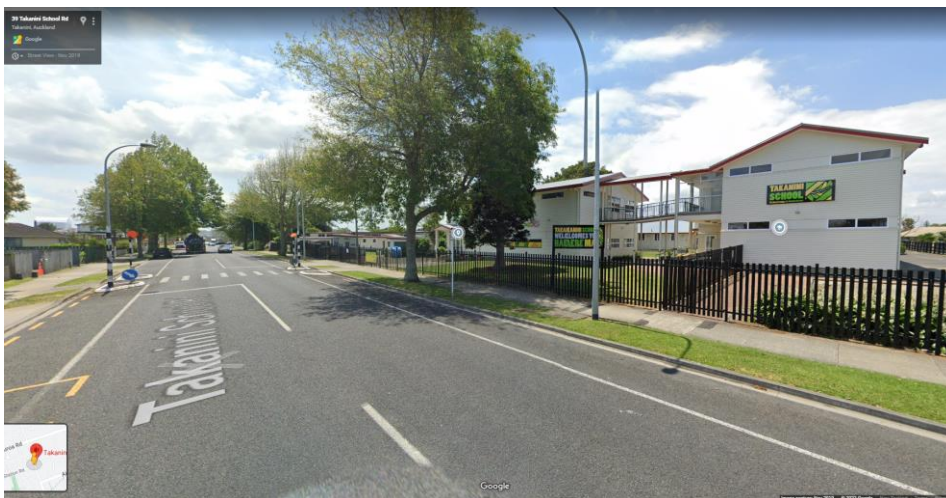
- 10 Taka Street and Takanini School Road are not appropriate streets to re-direct heavy and commercial vehicle traffic through. This is clear from examining the route at street level:

Takanini Reserve



11 Trucks and other heavy and commercial vehicles will be forced to drive past the skatepark and reserve (with high concentrations of vulnerable people).

Takanini School



12 The current crossing at Spartan Road allows trucks and other heavy and commercial vehicles to avoid the school altogether. This won't be possible if the closures proceed.

Taka Street Roundabout (67 Taka Street)



13 Adding trucks and other commercial vehicles to roundabouts slows traffic, prevents fuel efficient driving, and increases noise emissions for local residents.

Residential developments on Takanini School Road (49 Takanini School Road)



14 The Taka Street route is seeing increasing residential development. Adding trucks and other commercial vehicles will increase road surface degradation and decrease real and perceived safety in these neighbourhoods.

15 Transforming streets into a heavy vehicle thoroughfare, particularly ones which have relatively recently been developed as medium density residential area risks adversely impacting the value of that real estate.

Transporting New Zealand's proposed amendment

16 Transporting New Zealand accepts that Takaanini is growing rapidly, and will require significant infrastructure improvements including better options for walking and cycling.

- 17 If level crossings are to be closed at Spartan Road and Manuroa Road, these crossings need to be replaced with separated vehicle crossings **at both those locations**, rather than re-directed down a single vehicle crossing at Taka Street.
- 18 While this may require additional up-front investment, it will ensure the long term sustainability of the changes, be in line with the GPS21 strategic priorities, and avoid serious prejudice to local businesses and freight movement.
- 19 Transporting New Zealand is happy to be contacted regarding this submission, and provide additional input during the detailed investigations and business case consideration phases of the proposal.

About Ia Ara Aotearoa Transporting New Zealand

Ia Ara Aotearoa Transporting New Zealand is a national membership association representing the road freight transport industry. Our members operate urban, rural and inter-regional commercial freight transport services throughout the country.

As the peak body and authoritative voice of the road freight sector, Transporting New Zealand's purpose is creating the environment where trucking operators can drive successful, safe, sustainable businesses. Our strategic priorities are:

- Providing one industry voice for advocacy
- Promoting the road freight transport industry
- Attracting talent and promoting workforce development
- Supporting our members and customers
- Sustainability, safety and responsible emissions reduction

New Zealand's road freight transport industry employs 33,000 people (1.2% of the total 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 and contributes 4.8 percent of New Zealand's GDP. Road freight transport accounts for 93% of the total tonnage of freight moved in New Zealand (MoT National Freight Demands Study 2018).

END