

East West Link

Submission from Carr & Haslam Limited

126237

Carr & Haslam Limited SUPPORT to proposed east West Link.

Carr & Haslam is represented by Chris Carr, Director

Back Ground

Carr & Haslam started business in 1862, and has served Auckland and New Zealand since.

The company is based in Mount Wellington, and leases land in the area directly affected by the East West Link.

The company employs 100 staff nationwide, with the majority Auckland based, and operates 70 trucks distributing motor vehicles and LPG nationwide, as well as delivering food and general goods.

The company has supported organisations which support our industry, and is involved with National Road carriers, The Auckland Business Forum, and the Road Transport Forum.

I represent the industry on the NZTA Axles Weights and Loadings Advisory Group, am a Council Member of the Institute of Road Transport Engineers, a Fellow of the Chartered Institute of Logistics and Transport, and a Director of the Auckland Chamber of Commerce.

I have been involved in assisting the interests the customers of the Road Transport Industry for many years, and have seen the improvements quality infrastructure brings. As a child I walked across the Harbour Bridge, then had to wait an awful long time for the improvements that came with the Newmarket Viaduct, the new Mangere Bridge, and more recently the Waterview Tunnels.

New Zealand is a trading nation, and has a population which creates and consumes goods. Without transport to move those goods the economy would stop. There is no alternative to truck transport in Auckland for the vast majority of freight (99%), and further afield in New Zealand Road Transport accounts for around 90% of New Zealanders needs. Rail has a vital role to play also, and needs road transport to service its terminals, the largest being in this area.

Carr and Haslam supports the timely construction of the infrastructure needed to support a growing New Zealand, and has supported this project from the beginning.

I spent my youth around the Onehunga area, traversed the delights of the top and bottom pubs, walked around the waterfront in its highly polluted and rat-infested state in the 60s and 70s. Scrounged for treasures amongst the rubbish tips where Waikaraka park and the motorway are now, refuelled our cars at the Europa service station by the old bridge and was then, and am now familiar with the area. We never heard of Ann's creek, which only seems to have come to any prominence as a result of this project.

The narrow Mangere Bridge that still exists today and is used as a fishing and recreation zone could never carry the traffic of today if that is what people think of as being "the way we were".

Onehunga now has a last chance to recover from the increasing amounts of traffic it now suffers. We all drive through "downtown" Onehunga when we need to cross the isthmus, and our trucks carry freight through Church Street, Neilson Street, Gloucester Park Road, Onehunga Mall, and Onehunga Harbour Drive getting to and from the motorway, effectively chopping lower Onehunga off from the top.

Since the Waterview tunnel opened there has been a considerable increase in vehicles, not only trucks, using these roads. This increase will only increase, as Auckland continues to outgrow itself.

Like a spotty faced youth outgrowing his clothes, we have outgrown our Roading network, and need some new roads instead of clothes.

Access to the residences and commercial properties in Onehunga Harbour Road are now extremely restricted at certain times of the day. In 2006 Onehunga interests stopped the building of a motorway interchange which would have alleviated these difficulties, and now it seems the same interests want to consign Onehunga to potential gridlock forever. There was much more land then, and the fix would have been easier and less expensive than it is now.

Neilson Street is often at a standstill from one end to another, and for an area that accounts for 17% of Auckland's GDP, that is pretty poor (*Auckland Council Figure*). This area is one of Auckland's major and threatened industrial hubs.

In 2008 we started to present our case to the then Auckland City Council, The Auckland Regional Authority, and Transfund seeking support for the east West Link. Transfund was folded into NZTA in 2008, which has been responsible for government funding of transport projects since then.

We took the project on tour, and showed politicians (Mayors, Chairs, Ministers, MPs, Councillors, Local Boards, Boards of Directors, Policy wonks and bureaucrats) around the vital but forgotten (politically) area of Neilson Street. To do this we hired buses, and visited some of those business which were significant freight generators or recipients, and generally amazed the participants. They really had no idea what was in this ignored corner which generated 17% of Auckland GDP. We spoke to anyone who would listen, and brought sufficient people on board to make some progress. Even my "almost" neighbour Jim Jackson was an early convert.

In 2011 then Chairman of the ARC, Mike Lee was the recipient of a tour and the following presentation.

(note that all the figures were accurate in the period of 2008-11, and have significantly increased now)

(The presentation is attached)

Environmental Gains

My expertise in transport allows me only a layman's view on environmental science, although I do note that when people want to stop a project which affects them personally they suddenly become experts, however I note:

The reclaimed area along the foreshore between the Onehunga Wharf and Great South Road was reclaimed largely through the disposal of rubbish, some very toxic and very nasty. The sealing of this area by a solid dam that will stop the continual leaching into the harbour makes sense to me.

Areas like Ann's Creek which have been built over and ignored for years will be allowed to flourish because of the attention and changes brought about by this project.

Trucks and other traffic will be relocated out of Lower Onehunga, freeing up local roads for local use, and giving back that area to the light commerce that it is designed to be used for.

Trucks travelling at higher speeds without constant stop/start movements will be better for air quality

Economy

Auckland is short of Industrial land, and building along the foreshore does not diminish any of that precious resource.

The area has many large generators of freight, and many under developed sites. With reduced traffic flows, and a greater amenity factor with the coastal improvements, I can see sites being developed to their modern potential, increasing the usefulness of the area to the economy.

The traffic generated by the freight industry serves Auckland and the rest of the nation. Traffic departs from Neilson Street daily for points all over the North and South Islands. Delays and difficulties incurred in this area have a ripple effect all over the country.

The transport industry does not generate any freight, and only moves what the economy demands. A busy and thriving freight industry is indicative of a busy and thriving economy. Goods only have a value if they can be brought to a market for exchange, and that is the simple task of the Transport industry. Without that movement the economy stops.

Project Design

The design of this type of project will always be contentious. For some people, their self-interest or opposition to change will require that they oppose any change and any design. For me I want the biggest and best road links that we can afford. But in asking that I accept that there will always be compromises. How much should a person in Timaru pay for the East West Link? Should someone in New Plymouth pay for amenities for my family to use? How much benefit should an Onehunga resident get from a gold-plated project, when a utilitarian link will suffice? In my view they should only pay for the amount that contributes to the national interest. Any extra is a local expense. Gold Plated schemes therefore become hard to justify.

I always accept that any project like this, in New Zealand, will be a compromise. We have limited resources in a small Pacific nation, and it is our duty to all New Zealanders to get the best we can with what we have. This means to me that compromises are inevitable, and that we will never

achieve what every interested person wants. My request is that we build the best we can afford, but that we do not design ourselves out of future options.

Traffic lights are a nuisance for truck operations as any requirement to stop and start increases wear on machinery, increases wear on road surfaces, and increases fuel consumption, which translates directly into increased emissions.

We request that any such stops are kept to a minimum.

An alignment along Neilson Street was considered and consulted upon. We were of the opinion that it would be impossible to build as there was no viable alternative able to be used during construction.

Freight Considerations

A proportion of the goods delivered to and from this area are Dangerous Goods. It is hard to quantify the number as data is not kept in that form by any of the freight hubs in the area. One offshore source advised that 2.5% of containers on any given vessel were likely to be Dangerous Goods. (The American Club, Mutual Protection and Indemnity Club, www.american-club.com)

This would suggest that somewhere between 10,000 and 15,000 loads per year on the East West Link would contain Dangerous Goods.

We request that this figure is considered in any structural constraints.

Road and Rail provide different solutions to freight transport, and it is essential to enable both to work closely with each other. Metroport and KiwiRail rely on road links for the success of their business. Without efficient road links rail will not be able to be efficient either, and therefore it is essential to have free movement out of these terminals if KiwiRail is improve its efficiencies. MetroPort, served by KiwiRail, is New Zealand's third largest port, albeit inland, and is vital to the economy of both Auckland and New Zealand.

Amongst the broader populace there is a lack of understanding of how the freight industry works, and what it does. Few people understand the logistics of getting their goods to the Mall or the Market, and as a result they are prepared to make decisions which do not take the efficient movement of freight into account. Any reduction in efficiency will cost New Zealanders.

We often hear complaints about the cost of things in New Zealand, but no one takes into account the freight, geographical location and inventory holding costs when they level those complaints. Freight is a highly contested market worldwide, and gains and losses are passed to the consumer very quickly.

Our desire to see the East West Link built promptly and efficiently is not one driven by personal interest, but is driven by the understanding of what the implications will be if it is not built.

Close

The consequences of **not** building the East West Link will be felt by New Zealanders for far longer than the consequences of short term change will be felt by some if it is built.

We urge the Board to allow the east West Link to be built as quickly as possible.