

NATIONAL ROAD CARRIERS CLOSING REMARKS TO THE BOARD OF INQUIRY FOR THE EAST WEST LINK PROJECT PROPOSAL

6 September 2017

EPA Reference: 126392

For the reasons set out in our submissions and presentations to the Board of Inquiry, National Road Carriers (NRC) asserts that the East West Link project must proceed broadly as set out in The Proposal.

Our closing remarks to the Board of Inquiry are to reinforce the following requests – that the Panel:

- *Ensures* the construction, operation and maintenance of the proposed motorway-to-motorway road gives appropriate recognition to the requirements of the large volume of road freight traffic that will use the new road. We agree the proposed new road is in the best place.
- *Agrees* that the first goal of the new road must be to ensure it achieves measurable travel time savings and congestion cost savings compared to the gridlock and time-cost delay the freight sector (and other traffic) experience daily on the Neilson and Church freight corridors.
- *Notes* the rationale under-pinning NRC's strong support for building a new road centres on achieving relief for heavy freight operators from the congestion that now lasts through most working days on the local road network, and provision of a more efficient route to the motorway network from the industrial precinct, including the Southdown Rail Terminal, where most of the 6000 heavy truck trips per day commence or end.
- *Recommends* design and construction of a seamless route with least possible time-cost delay and stoppages for accessing the industrial area, and safe and efficient separation from through traffic.
- *Notes* NRC raised concerns to ensure the new route is efficient, and accordingly *gives serious consideration* to requesting the applicant (NZTA with Auckland Transport) to explore innovative but practical options to eliminate local connections to the new road controlled by traffic lights.
- *Notes* that NRC is strongly committed to encouraging heavy trucks to avoid using local roads, and especially residential and retail precinct roads wherever possible, and requested the Board of Inquiry to:

- *Ensure* that the upgraded Neilson St Interchange with SH20 eliminates heavy trucks having to enter Onehunga's retail area and nearby residential streets – Neilson, Onehunga Mall, Selwyn, and Gloucester.

As we state in our main submission (21 March 2017), National Road Carriers is not seeking a gold-plated outcome, but a new road that is user friendly, and more efficient and safe than the current road arrangements for the 6000 freight truck movements per day, and which is growing by some 6% a year and increasingly made up of vehicles that are 23 metres and in future possibly 25 metres.

Grant Turner

A handwritten signature in black ink, appearing to be 'Grant Turner', written over a horizontal line.

Executive Officer

