

Email from Mr Steve Mutton, NZTA director Upper North Island, Regional Relations

Steve Mutton <Steve.Mutton@nzta.govt.nz>
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- George Wood (Devonport - Takapuna Local Board)

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Hi George,

With regards to the questions raised in your letter for "Trucks on the Auckland Harbour Bridge", I trust the following information provides better clarity. My sincere apologies for the delayed response.

I see trucks displaying H signs traveling north on the clip-on lanes. Can I be advised as to the latest NZTA policy for managing heavy trucks with or without H permits on the Auckland Harbour Bridge?

- The 'H' sign indicates that truck is a High Productivity Motor Vehicle (HPMV). HPMV includes overlength vehicles under 44t (long semi-trailers, 6-axle car transporters), 50MAX (9-axles, 20m wheelbase, ~23m length, 50 tonne limit), and higher mass HPMV.
- Currently, Class 1 and 50MAX vehicles are permitted to use all eight lanes of the AHB. Larger overweight vehicles such as higher mass HPMV that carry indivisible loads also use the AHB but require specific permits to cross and are restricted to the truss bridge (centre four lanes).

What is the maximum tonnage permitted on the clip-ons?

- The maximum weight is 46,000kg (46 tonne) for 8-axle combinations with a minimum wheelbase of 17.4m.

In the recent report "Additional Waitemata Harbour Crossing (AWHC) – Transport Modelling" there is mention of restricting trucks to a maximum of 35 tonnes on the AHB. Can I be advised as to how this figure was arrived at and what NZTA sees as the implications for more trucks on the AHB if this restriction is implemented?

- The 35 tonne (35T) limit was used in the report as a test case for traffic modelling purposes only. This number was chosen to test the effects a lowered weight limit would have on removing the heaviest trucks from using the Auckland Harbour Bridge (AHB), potential improvements to the structural resilience, and the effect on the network.

- Our traffic modelling indicates implementing a 35T weight limit would affect about 13% of trucks currently using the AHB and would reduce the total freight load by approximately 27%.
- A potential outcome of implementing a weight restriction could be that operators may change their fleet to smaller trucks, although that is not our expectation. We would anticipate a weight restriction would result in larger, heavier trucks diverting to the Western Ring Route (WRR) and fewer trucks on the AHB.

Kind regards

Steve

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