



**la Ara Aotearoa Transporting New Zealand**

**submission to:**

**Waka Kotahi New Zealand Transport Agency**

**on:**

**2021 Speed limit proposals for High Street  
Motueka, State Highway 60**

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# **Ia Ara Aotearoa Transporting New Zealand (Transporting New Zealand) submission to Waka Kotahi on 2021 speed limit proposals for High Street Motueka, State Highway 60**

## **1. Representation**

- 1.1 Ia Ara Aotearoa Transporting New Zealand (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 (2.0% of the workforce), and has a gross annual turnover in the order of \$6 billion.
- 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 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 the proposed speed limit changes on State Highway 60 Motueka.
- 2.3 To supplement this submission the regional trucking association for which Transporting New Zealand provides unified national representation will, at their discretion, provide an explicit submission on the changes in this area.

## **3. Comments on the changes**

- 3.1 In principle we agree with the two proposals to reduce the speed limits.
- 3.2 We do however, have concern with the proposed use of sharrows. These are a relatively new traffic control device marking in Aotearoa New Zealand, introduced

in the Road Code in 2019, and in our view, they are not well understood by motorists or cyclists.

- 3.3 The Waka Kotahi New Zealand Transport Agency (Waka Kotahi) information provided during this consultation (copied below) also appears somewhat confusing. Figure 1 appears to show the cyclist using the centre of the lane in accordance with the sharrow however, Figure 2 shows the cyclist using a dedicated cycle lane to approach the advanced stop box.



- 3.4 We request Waka Kotahi develop and implement a communications plan to ensure road users clearly understand what is expected of them respectively. We would be happy to help disseminate such information to our members when it is available and trust that will help a safe implementation of the proposed changes.