



## SUBMISSION

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To: Selwyn District Council

Submission: Notice of requirement - Alteration to NZTA – State Highway 1, D240003  
Rolleston Overbridge

Date: 18 June 2025

Sent to: [submissions@selwyn.govt.nz](mailto:submissions@selwyn.govt.nz)

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## **Transporting New Zealand submission to Selwyn District Council on Notice of requirement - Alteration to NZTA – State Highway 1, D240003 Rolleston Overbridge**

### **Introduction**

- 1 This submission regards the Notice of Requirement (NoR) from Waka Kotahi NZ Transport Agency (NZTA) for the Rolleston Overbridge project, connecting Rolleston Drive to Hoskyns Road via a proposed new overbridge across SH1.
- 2 Transporting New Zealand welcomes the opportunity to make a submission to Selwyn District Council on the NoR.

### **Background**

- 3 Our members predominantly operate heavy vehicles, and often those are long vehicle combinations. It is important the road network is designed and constructed to enable these vehicles to safely manoeuvre and interact with other road users as transport operators go about their business.
- 4 Transporting New Zealand supports the strategic intent of improving access and safety as these are important to productivity and economic development.
- 5 It is important that the impacts on road infrastructure, in particular pavements and bridges, are well managed. A key risk control is ensuring axle weights, axle set weights and gross combination weights of heavy vehicles do not exceed the regulatory limits.
- 6 Transporting New Zealand also believes that now more than ever investment in roading and related infrastructure should be scrutinised to ensure value for money, the solutions meet their intended outcomes for both now and in the future, and there is a good return on investment.

### **Concerns**

- 7 Since NZTA's announcement some nine months or so ago that it was no longer pursuing the Skewed Flyover option, and it instead favoured a new cheaper option, Transporting New Zealand has followed this case with interest. In October last year Transporting New Zealand raised its concerns with NZTA about this proposed design.
- 8 Transporting New Zealand is concerned that that the current commercial developments at and near the proposed intersection of the new overbridge with Jones Road result in a relatively high number of heavy vehicle movements. Despite this, NZTA appear intent on forging ahead with a deliberate strategy to increase the number of people walking and cycling in this area. In the event NZTA's strategy is successful it will unavoidably increase the risk exposure of a collision between a motor vehicle and a vulnerable road user. Typically the outcome of those collision events will be tragic with the vulnerable road-user being seriously or fatally injured.
- 9 The proposed overbridge, the changes to the road layout and introduction of signalised controls associated with this NoR will undeniably impact transport operators' access to a public weighbridge located at 804 Jones Road.
- 10 The weigh bridge serves a significant number of customers, typically in the order of 500 heavy vehicles being weighed each week, and the energy business also involves a significant number of heavy vehicle movements, typically in the order of 1000 per week.

From what Transporting NZ can see of NZTA's proposed intersection, it appears impossible that access to those businesses and properties can continue as they currently do. In the event the changes pose significant enough barriers to operators' future access to the weighbridge then there are a range of consequential impacts.

- Some operators may elect to find alternative means of weighing their vehicles. This will result in increased compliance costs which in turn increase freight costs and are ultimately passed on to the end consumer as an increase cost in living.
- Other operators may elect to remove weighing as part of their standard operating procedure, and if the vehicles are overloaded then that will result in increased pavement damage. There could also be perverse safety outcomes as the stability of the vehicle typically deteriorates as the degree of overloading increases.

- 11 The proposed intersection of the overbridge and Jones Road has been modified a number of times and Transporting New Zealand is concerned that the changes being made to reduce the construction costs will compromise the effectiveness of the solution and as a consequence risk the design not being adequately future-proofed to accommodate future road user demand.
- 12 Transporting New Zealand believe it is possible to provide a well-designed solution to improve access Rolleston however, the number of substantive changes and compromises made in developing this proposal place the effectiveness of the solution at considerable risk.

## **Summary**

- 13 Transporting New Zealand is concerned that there has been insufficient consideration of alternative sites and routes as required under section 171 of the Resource Management Act and we recommend NZTA give further considerations to the proposal. On that basis Transporting New Zealand recommends that the NoR in its current form is declined.
- 14 In the event that the NoR is supported, Transporting New Zealand recommends that the designation resulting from the NoR be amended to avoid, remedy, or mitigate all matters of concern raised in this submission.
- 15 Transporting New Zealand would welcome continuing to discuss with NZTA the impacts of its proposals on the community and the road freight industry and more viable alternative options.

## **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 focus areas for the period 2025 to 2027:

- Advocacy and policy
- Improving infrastructure to improve productivity
- Making our industry and our members businesses stronger and more resilient

- Sustainability
- Transporting New Zealand business performance

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**