



SUBMISSION

To: NZ Transport Agency Waka Kotahi

Submission: Dunedin SH1 One-way System Safety Improvements

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Ia Ara Aotearoa Transporting New Zealand submission to NZ Transport Agency Waka Kotahi (NZTA) on proposals to Dunedin's One-Way system

Introduction

- 1 NZTA is proposing four areas of improvements to Dunedin's SH1 one-way system.
- 2 Ia Ara Aotearoa Transporting New Zealand (Transporting New Zealand) welcomes the opportunity to make a submission on NZTA's proposal.

Transporting New Zealand comments

- 3 Our members predominantly operate heavy vehicles, and often those are long vehicle combinations. It is important that NZTA provide and maintain the state highway to a standard that enables these vehicles to safely manoeuvre around and traverse the network.
- 4 Transporting New Zealand's believe that now more than ever investment in roading and related infrastructure should be scrutinised to ensure value for money and there is a good return on investment.

Proposal 1: Improving safety at Pine Hill Road/Great King Street intersection

- 5 Transporting New Zealand agrees that NZTA's proposal to realign the SH1 northbound lane will improve visibility and safety for drivers at this intersection. Provided the works related to the bridge widening either increase or at very least do not decrease the individual, group axle loadings or the gross vehicle loadings based on the bridge formula, then Transporting New Zealand support this proposal.

Proposal 2: Improving safety at Duke Street/SH1 intersection

- 6 Transporting New Zealand agrees with the proposal to limit drivers to left turns when turning from Duke Street east of the one-way system onto SH1.
- 7 Transporting New Zealand does not support the proposed kerb extensions (refer Appendix 1, Figure 1) unless NZTA can demonstrate that a typical heavy vehicle combination vehicle (e.g 50 MAX) can turn from Duke Street on the western side of SH1 and remain in the lane closest. Currently it appears that the proposed kerb extension will in effect push drivers out into the left lane of SH1 which puts them at risk of being struck by southbound vehicles on SH1.
- 8 Transporting New Zealand's view is that it is important that heavy vehicles and buses can turn safely from either side of Duke Street onto SH1. While we broadly support NZTA's intent to remove two car parks to enable larger vehicles to turn left from Duke Street onto SH1 Cumberland Street, our recommendation is that NZTA produce a design that enables heavy vehicles and buses to make these manoeuvres safely, and more specifically that the respective turning radii allow vehicles to complete their manoeuvres while staying in their correct lanes.

Improvements to SH1 northbound at Queens Gardens

- 9 Transporting New Zealand is supportive of these improvements except for part 3 regarding the lane realignment and narrowing. (refer Appendix 4, Figures 4 and 5)

- 10 Trucks turning from Rattray St to head north are already finding this geometry challenging, even more so if cars are parked in the area adjacent to the proposed kerb extension, Therefore we do not support that narrowing. We believe the alignment for vehicles travelling on SH1 from the southern side to the northern side of Rattray St would be acceptable without the need to extend the kerb (as proposed #3 refers).

Improvements to bus stop layouts

- 11 Transporting New Zealand supports these improvements.

Other

- 12 While we did not see it in NZTA's current consultation proposals, Transporting New Zealand understands that NZTA had earlier considered closing the slip lane to Frederick St for southbound traffic on SH1 (refer Appendix 1 Figures 2 and 3). That slip lane is frequently used by heavy vehicles travelling to Dunedin's Port and Transporting New Zealand are not supportive of such a change. Transporting New Zealand request that NZTA confirm its earlier proposal to remove that slip lane is not being progressed.

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

Appendix 1

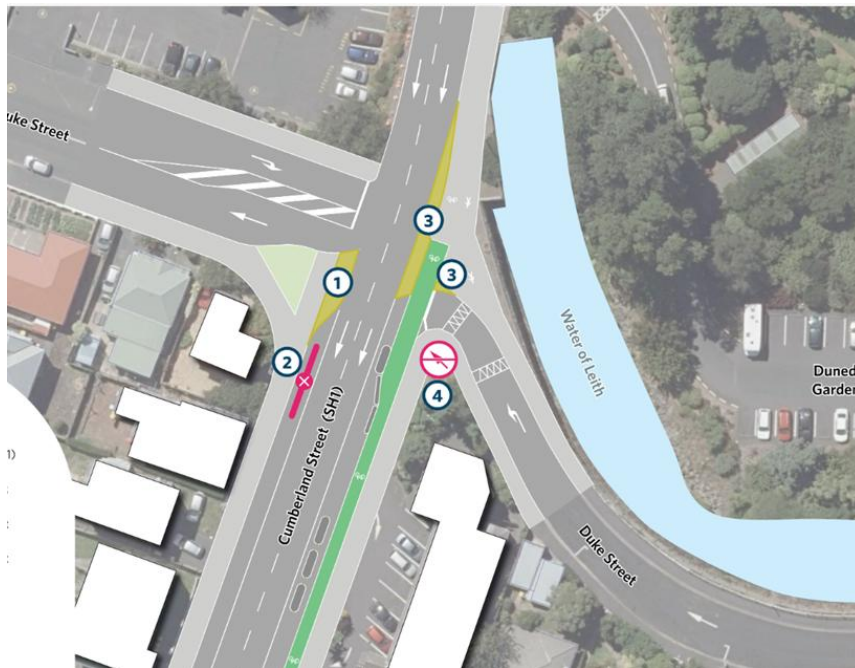


Figure 1: Improving safety at Duke Street/SH1 intersection

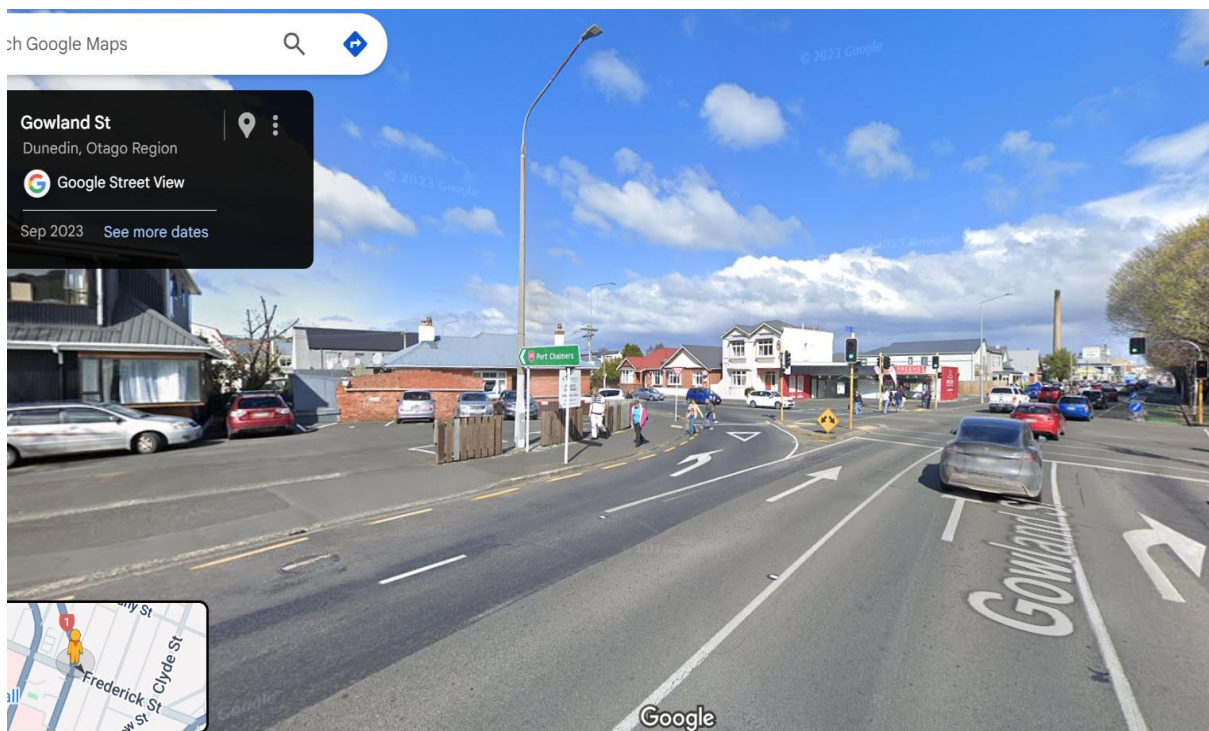


Figure 2: Frederick St intersection

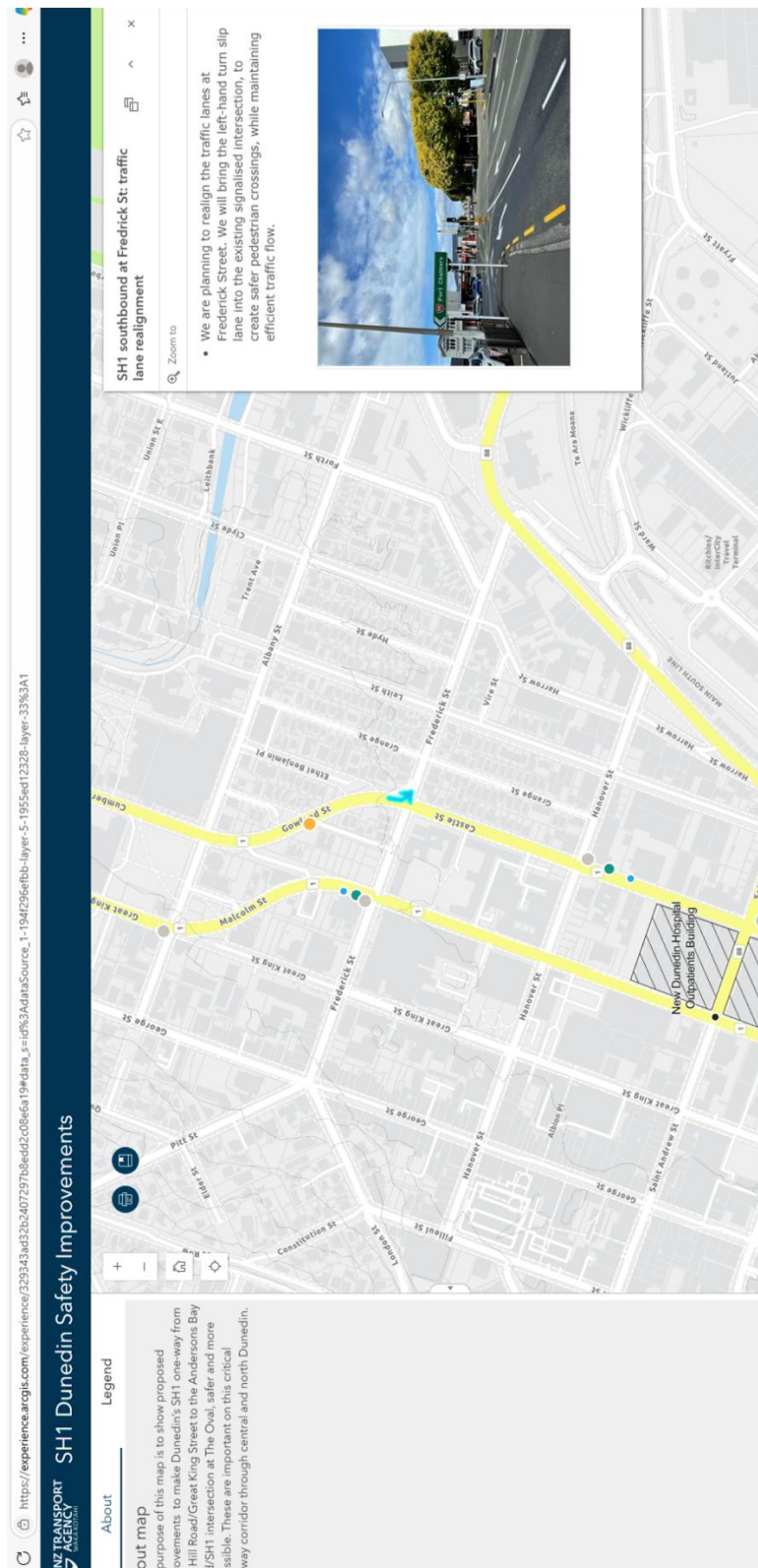


Figure 3: NZTA proposal to Frederick St Intersection

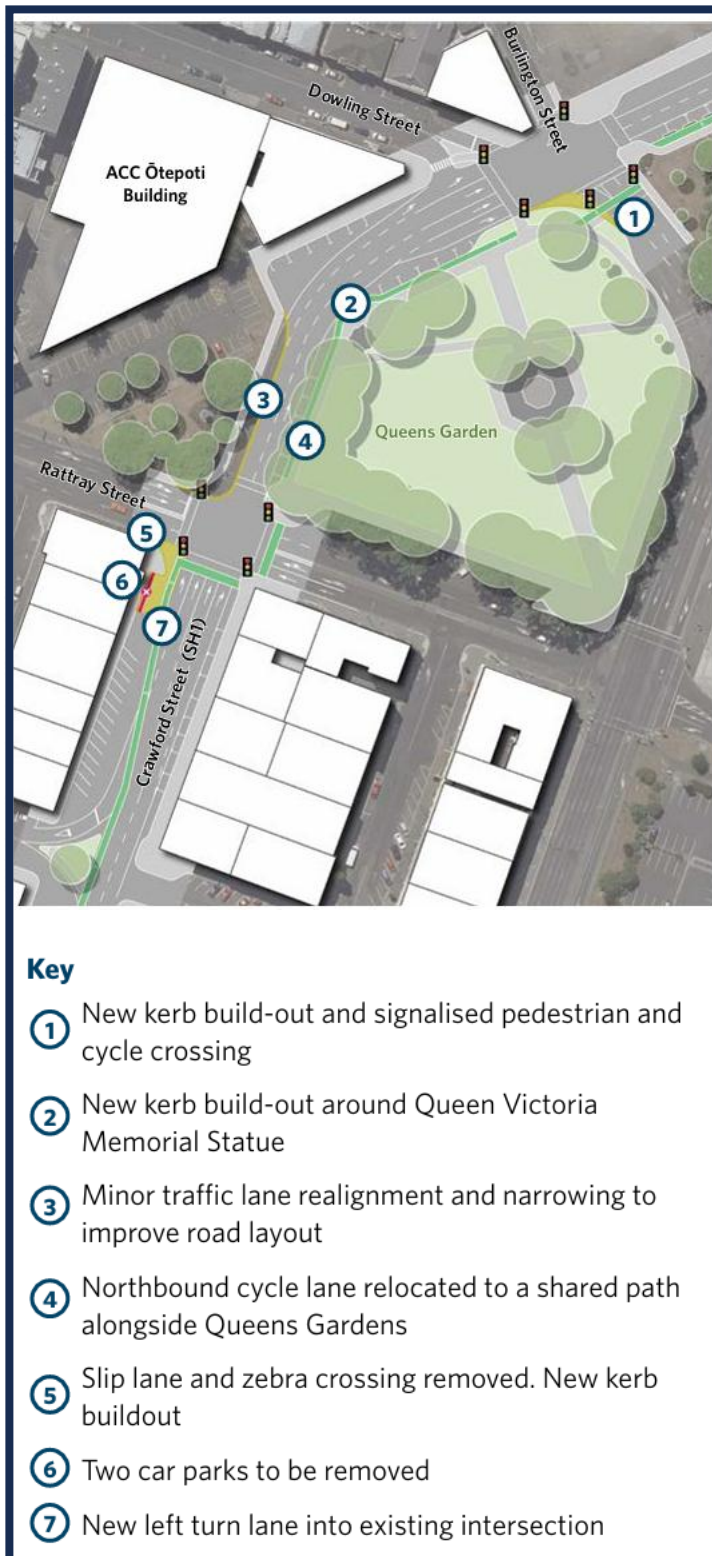


Figure 4: Queens Garden SH1 Northbound

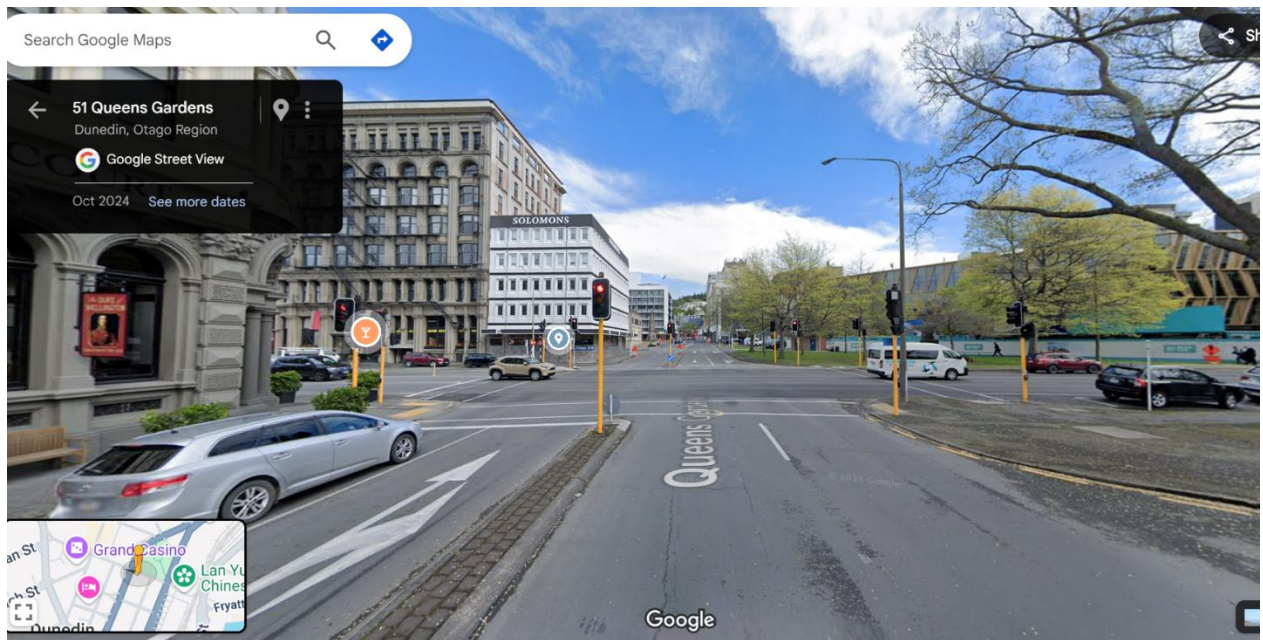


Figure 5: Concern for northbound trucks turning right from Rattray and the #3 kerb extension