



SUBMISSION

To: NZ Transport Agency Waka Kotahi

Submission: SH2 Hutt Valley "No U-turn" signs

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Sent to: customer@wta.nzta.govt.nz

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Ia Ara Aotearoa Transporting New Zealand submission to NZ Transport Agency Waka Kotahi (NZTA) on its proposal to install “No U-turn” signs on SH2 Hutt Valley

Introduction

- 1 NZTA is proposing to install “No U-turn” signs at eleven intersections on SH2 in the Hutt Valley in the coming months. The installations will occur over two phases with the most unsafe intersections prioritised for the first phase (refer Appendix 1, Figures 2 to 12 inclusive).
- 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. The physical dimensions of the road space available at these intersections is an inherent physical constraint and therefore NZTA’s desire that U-turn manoeuvres do not occur at these locations is largely self-policing for heavy vehicles.
- 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.
- 5 The NZTA consultation states that several intersections on SH2 have been determined unsuitable for U-turning.
- 6 Transporting New Zealand requests that before NZTA implement these proposed changes, it sends us:
 - 6.1. The investigations, including crashes involving U-turns at these intersections.
 - 6.2. The costs to implement the changes, including delays to road users associated with installation of the signs.
 - 6.3. The expected benefits.
- 7 In the absence of NZTA’s justification for these changes to date, we do not support the proposal. Transporting New Zealand’s position is that provided there are appropriate controls and sufficient road space to allow a vehicle manoeuvre to occur, then it should not be prohibited.
- 8 In the event NZTA were to proceed with these proposals, Transporting New Zealand is also concerned about the precedent this would set. These intersections have operated this way for a considerable period - most, if not all, in Lower Hutt for some 50 years, and those in Upper Hutt for several decades. We envisage there are several hundred, if not thousands of similar intersections on New Zealand’s road network where a “No U-turn” sign could potentially be installed. We request NZTA advise us of its current national policy in this regard.
- 9 Transporting New Zealand’s comments on the specific proposals are:
 - 9.1. There appears to be inconsistency in NZTA’s approach. In particular, NZTA is not proposing to install a “No U-turn” sign at the Major Drive intersection (refer Appendix

1, Figure 1) yet this intersection appears very similar to the other signalised intersections that NZTA is proposing to treat along this route.

9.2. At the Moonshine Road and Whakatiki St intersections (Appendix 1, Figures 8 and 9) the available road space means it is almost practicably impossible to execute a U-turn. Therefore, we believe the environment is self-policing and does not require a “No U-turn” sign.

9.3. We are surprised that NZTA is proposing that the Owen Street intersection (Appendix 1, Figure 6) be treated in Phase 2. Unlike the others on NZTA’s list, this intersection is not signalised and therefore there is no specific period where approaching traffic is brought to a controlled stop. Therefore, we contend that turning traffic is at a relatively higher risk of collision with approaching traffic compared to the signalised intersections. If U-turn manoeuvres are as unsafe as NZTA appears to be suggesting, we would have expected this intersection to be a high priority.

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: Intersection images



Figure 1: Major Drive (not included in NZTA proposal)



Figure 2: Melling Link



Figure 3: Block Road



Figure 4: Grounsell Cres.



Figure 5: Kennedy Good bridge



Figure 6: Owen Street



Figure 7: Silverstream Bridge



Figure 8: Moonshine Hill Rd



Figure 9: Whakatiki St



Figure 10: Gibbons St



Figure 11: Totara Park Rd



Figure 12: Fergusson Drive (north) / Mangaroa