



la Ara Aotearoa Transporting New Zealand Incorporated

submission to

Ashburton District Council

on

Transportation & Parking Bylaw

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Ia Ara Aotearoa Transporting New Zealand submission to Ashburton District Council on its Transportation & Parking Bylaw

1. Representation

- 1.1 Ia Ara Aotearoa Transporting New Zealand Incorporated (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 (1.2% of the 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, or 4 percent of the country's workforce and contributes 4.8 percent of New Zealand's GDP.
- 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 (MOT) research (National Freight Demands Study 2018) road freight transport accounts for 93% of the total tonnage of freight moved in New Zealand or about 85% of the surface freight activity measured in tonne-kilometres.

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 draft Transportation & Parking Bylaw proposed by the Ashburton District Council.
- 2.3 The predominant lens and scope of our submission is the impacts and risks associated with commercial (road freight) traffic and the economy that traffic serves.

3. Submission

- 3.1 It is Transporting New Zealand's understanding that heavy vehicles are prohibited in urban areas by default, unless explicitly permitted in Schedule D of the Register of Resolutions made under the Ashburton District Transportation and Parking Bylaw 2015.
- 3.2 Transporting New Zealand notes that the aforementioned Schedule D in the Register of Resolutions, referred in paragraph 3.1, also specifies those roads in

urban areas on which stock are permitted to be transported in heavy motor vehicles.

- 3.3 By and large heavy vehicles are providing a service moving goods and products to places where people need them. It is Transporting New Zealand's view that heavy vehicles should have access to the road network as of right. Therefore, Transporting New Zealand neither agrees or supports the general approach that Ashburton District Council takes in having to explicitly permit heavy vehicles access to streets. In our view it is an administrative bureaucratic process that adds little value.
- 3.4 The fact that roads currently being used by heavy vehicle traffic, particularly those in industrial areas, are only now being proposed as being permitted roads for heavy vehicles demonstrates the nonsense of this local authority process.
- 3.5 Transporting New Zealand acknowledge there may be special circumstances and road environments where it is inappropriate for heavy vehicles to pass through. However, these should be the exception rather than the rule. Where those exceptional cases occur, in the first instance we believe it is more useful that the build environment reflect that it is inappropriate for heavy vehicles. This can be achieved by, for example, the installation of roadside furniture and the appropriate width and geometric design of the traffic lanes. The prohibition should then be officially decreed by Bylaw.
- 3.6 Heavy vehicles travel as it is a critical part of moving freight, our members and their vehicles do not travel on roads unnecessarily, they are providing a service and it is important for the economy and the environment that this is done the most efficient way possible. Therefore, Transporting New Zealand does not support the prohibitions proposed to Tarbottons Road, Barkers Road and Forest Drive.

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