



SUBMISSION

Submission: Bay of Plenty Regional Land Transport Plan 2024-2034

To: Bay of Plenty Regional Council

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About Ia Ara Aotearoa Transporting New Zealand

- 1 Ia Ara Aotearoa Transporting New Zealand is a national membership association representing the road freight transport industry. Our 1,100 members operate urban, rural and inter-regional commercial freight transport services throughout the country. Road freight transport accounts for approximately 93% of the total tonnage of freight moved in New Zealand.
- 2 As the peak body and authoritative voice of the road freight sector, Transporting New Zealand advocates for policies and investments that help our members operate efficiently, safely, and sustainably.

Submission on Bay of Plenty Regional Land Transport Plan 2024-2034

- 3 Transporting New Zealand appreciates the opportunity to make a submission on the Bay of Plenty Regional Land Transport Plan 2024-2034 (**draft RLTP**).
- 4 Transporting New Zealand notes that the strategic policy framework for the draft RLTP was developed under the policy environment of the previous government (as referenced at page 23 and 44-45 of the document).
- 5 Following the election of the Coalition Government, Transporting New Zealand requests that the formal consultation process be extended or paused, to allow for the draft RLTP to be substantially updated, reflecting up the Coalition Government's Policy Statement on Land Transport (GPS24) in the RLTP's 10-year transport priorities and prioritised investment programme.
- 6 Notwithstanding this, Transporting New Zealand has provided concise responses to each of the consultation questions.

Response to Bay of Plenty Regional Land Transport Plan 2024-2034 consultation questions

Question	Response
<p>How much do you agree or disagree that these are the transport challenges the region is facing?</p> <p>Please tell us any challenges you think we have missed.</p>	<p>Transporting New Zealand broadly agrees with the transport challenges.</p> <p>However, given the significant forecast growth in the region's freight volumes (45% between 2020-30), ensuring safe and efficient freight movement should be identified as a challenge.</p> <p>Failure to adequately address this challenge will have a negative impact on congestion, journey times and safety, and hinder economic growth and productivity.</p>
<p>How much do you agree or disagree with the transport objectives?</p>	<p>Transporting New Zealand broadly agrees with the objectives.</p> <p>However we consider that, at minimum, the "Economic Prosperity" headline target should be amended to "Maintain or Improve travel time predictability for freight movements on the primary freight network (road and rail) interpeak (between 9am and 4pm)"</p> <p>Given the ambition of the other focus area's headline targets, it would also be appropriate to include a reference to reducing journey times, rather than simply improving travel time predictability. Maintaining travel time predictability is not sufficient to enable improvements in economic growth and productivity.</p> <p>The economic prosperity objective could also refer to ensuring "more efficient supply chains for freight", as seen in the Outcomes of the current Government's draft GPS 2024.</p>
<p>How much do you agree or disagree with the proposed list of priority projects?</p> <p>Are there any other specific projects/activities not included here that should be prioritised?</p>	<p>Transporting New Zealand is supportive of the proposed list of priority projects, particularly those in the State Highway and Local Road Improvements Activity Class.</p>
<p>Do you have any other comments/feedback on the draft RLTP?</p>	<p>Transporting New Zealand notes that that the strategic policy framework for the draft RLTP was developed under the policy environment of the previous government (as referenced at page 23 and 44-45 of the document).</p>

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