



SUBMISSION: DRAFT GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT 2021

Engineering New Zealand (formerly IPENZ) is New Zealand's professional home for engineers. We are New Zealand's strongest and most influential voice on engineering issues, with more than 22,000 members who want to help shape the public policy agenda and engineer better lives for New Zealanders.

The Transportation Group New Zealand is a Technical Interest Group of Engineering New Zealand, comprised of approximately 1,200 members. Members are largely transportation engineers and planning professionals working within Government, academia and the private sector. The Transportation Group has submitted separately to the Ministry of Transport on the Government Policy Statement on Land Transport 2021 (GPS – LT 2021). Engineering New Zealand supports that submission and will reflect on some of the Transportation Group's key points in this submission.

Furthermore, Engineering New Zealand has worked with the Railway Technical Society of Australasia (RTSA) to submit on the draft New Zealand Rail Plan, which is also out for consultation and referenced in the draft GPS – LT 2021. This submission references our submission on the draft New Zealand Rail Plan.

WE SUPPORT THE DRAFT GPS - LT 2021

Thank you for the opportunity to provide comment on the draft GPS – LT 2021. We support the strategic priorities of the draft GPS – LT 2021, noting the significant change in direction from the GPS – LT 2018. We commend the focus on wellbeing and enhancing liveability of spaces as outlined in the Outcomes Framework. We support the four strategic priorities outlined: safety, better travel options, improving freight connections and climate changes.

WE SUPPORT THE INCLUSION OF RAIL IN THE GOVERNMENT'S POLICY STATEMENT

The inclusion of rail in the GPS – LT is new and a welcome signal of the Government's intent to prioritise investment in rail. We also consider that rail's inclusion in the GPS – LT 2021 signals a wider commitment to the consideration of rail in supply chain management, as well as the role of rail in supporting a safer, more economic and sustainable multi-modal transport sector. We commend this approach.

WE SUPPORT THE PRIORITISATION OF MASS TRANSIT

In line with the Transportation Group's submission, we strongly support the GPS – LT 2021's prioritisation of funding for public transport services and public transport infrastructure. One of the recommendations of Engineering New Zealand's thought leadership work, [Engineering a Better New Zealand](#), is the prioritisation of mass transit. We have previously stated:

Let's make space for mass rapid transit along development corridors in urban centres and consider the feasibility of light rail, road trams and, where appropriate, heavy rail. But, crucially, we need to avoid the politicisation of transport projects by holding to a clear vision if we want to deliver the best results for New Zealand. The traffic, road, and civil engineers and traffic planners have to be given objectives and allowed to propose the best way forward together.

We consider the focus of GPS – LT 2021 on public transport systems and infrastructure supports this vision for a better New Zealand.

WE SUPPORT MODE SHIFT INITIATIVES

We are encouraged by the attention in the GPS - LT 2021 to accelerating transportation mode shift. We support this direction and would like to see bold methods for achieving this. We agree that local government, business and communities will all need to play a part, but that the Government should take a strong lead using regulatory tools and investment to influence travel demand and transport choices.

We support the Government's focus on positioning public transport, walking and cycling as attractive transport options. To that end we support, in principle, the raising of revenue from fuel excise duty and equivalent road user charges to appropriately reflect to the true cost of road use and to drive urban change. To effectively achieve good outcomes for all New Zealanders, we consider the use of smart road pricing must be balanced by the availability of alternative transport options.

To this regard, we support the Transportation Group's recommendation of using fuel excise duties and road user charges to increase funding allocations for public transport, walking and cycling.

WE SUPPORT THE INCLUSION OF CLIMATE CHANGE AS A STRATEGIC PRIORITY

We are heartened to see climate change as a strategic priority of the GPS – LT 2021. As stated in the GPS – LT 2021, transport accounts for nearly 20 percent of New Zealand's domestic greenhouse gas emissions. Any plan to reduce New Zealand's emissions will need to consider transport and the infrastructure we will need for New Zealand to transition to a low carbon transport future.

Engineering New Zealand supports the [Climate Change Response \(Zero Carbon\) Bill 2019](#). We believe the inclusion of climate change as a strategic priority in the GPS – LT 2021 supports the Zero Carbon Bill and is a bold, long-term vision. We look forward to the work of the Ministry of Transport, and other agencies, to reducing emissions. We consider the GPS – LT 2021 appropriately positions the sector to respond to the carbon budget requirements coming in 2021 (as per the work of the Climate Change Commission).

WE SUPPORT INVESTMENT IN ROAD SAFETY THAT IS BASED ON BEST PRACTICE EVIDENCE

One of the key considerations of the Transportation Group's submission on the GPS – LT 2021 is the embedding of road safety interventions in best practice evidence. The Transportation Group stated in their submission "regardless of how road safety activities are funded... **all investment** in road safety should all be

based on strong and consistent evidence about the potential for harm reduction". We support the Transportation Group's recommendation to the Ministry of Transport, recognising that investment in road safety is often highly politicised, possibly to the detriment of outcomes.

Furthermore, we support the focus in the GPS – LT 2021 on enhancing the safety and accessibility of footpaths, bike lanes and cycleways, as this will further drive down road demand and encourage alternative mobility options.

CONCLUSION

As outlined in this submission, we support the direction the Ministry of Transport has set through the GPS – LT 2021. We support the strategic priorities outlined in the GPS – LT 2021, particularly the focus on better travel options, including mass transport options. We are encouraged by the inclusion of rail in the GPS – LT 2021 and consider this will support supply chain management and a sustainable multi-modal transport sector.

Engineers are at the forefront of the work needed to drive change and innovation in New Zealand's transport sector. As such, we would value the opportunity to be involved in the ongoing conversation. If we can be of additional support, please do not hesitate to contact Jodi Caughley, Policy and Projects Lead at Engineering New Zealand (jodi.caughley@engineeringnz.org).