

Long-term Insights Briefing 2025: Moving people in 2055 | Summary of submissions from public consultation

The Ministry of Transport consulted on its draft Long-term Insights Briefing on 'Moving people in 2055' over three weeks from Wednesday 16 July to Wednesday 6 August 2025. During consultation we received 10 submissions from individuals, central and local government entities, and interest groups.

All submitters felt that the Briefing was too narrow and could have gone further. As one submitter noted, the findings of the Briefing are quite predictable; we “modelled a 25% increase in population and the average travel time and speed of travel changes [proportionally]”. They suggested that the challenge will be in finding the unexpected. Submitters suggested exploring additional focus areas, including:

- Climate change and how it could shape where we live.
- Changes in our ways of working, shopping, accessing services, or socialising.
- Possible shocks (like COVID-19) to the transport system.

Submitters also suggested that the Briefing should discuss policy approaches to respond to our future scenarios, and/or should lay out a more aspirational vision for the future. Submitters recommended including:

- Rail travel, as an alternative to road travel (for both personal and freight movements).
- Less car-centric modes and urban forms, and enhanced cycling infrastructure.
- Options to change road pricing tools and settings, including as a response to the increasing cost for local authorities to maintain roads.
- Proposed (but not yet agreed or implemented) system improvements, including:
 - proposed legislative reforms and national direction, such as the fleet-wide transition to road user charges, and
 - projects or policy changes endorsed through the Infrastructure Commission's independent Infrastructure Priorities Pipeline or discussed in the draft National Infrastructure Plan.

Submitters also recommended we:

- Amend our National Transport Model ('Monty') scenarios by replacing the Stats NZ 'medium' with 'high' population projections.
- Explain how Monty accounts for non-car mode choices, including:
 - our assumptions about car ownership rates in New Zealand,
 - how non-car mode choices change in the business-as-usual 2055 scenario, and
 - whether e-bikes are included in the model.
- Be more explicit about our assumptions on school attendance.
- Add a maximum wait time to the Robotaxi scenario.

We have addressed this feedback by:

- Being clearer that our two scenarios are illustrative and not reflective of government policy, and (consistent with expectations of Long-term Insights Briefings) they are not an

expression of the Ministry's vision for what transport *should* look like in 2055:

- The 2055 population scenario is an assessment of how our current transport network might perform under central population projections, and the findings are not unexpected.
- The Robotaxi scenario is not how we expect such a scheme would operate in reality.
- Explaining our Monty parameters in more detail, including:
 - how mode choice works (including whether e-bikes are included in the model),
 - what our car ownership and school attendance assumptions are, and
 - how wait times work.
- Pointing to other Monty modelling opportunities raised by submitters (e.g. on rail, different urban forms, transport system enhancements, shocks) in the conclusion.