

Government Policy Statement on land transport 2021/22-2030/31

SUMMARY OF ENGAGEMENT ON THE DRAFT



ENGAGEMENT ON THE DRAFT GPS

The draft Government Policy Statement on land transport (GPS) 2021 was available for feedback over March–May 2020.

This document provides a summary of the key feedback heard during engagement. All feedback has been considered, and much of it is reflected in the final GPS. As always, there is limited funding so not all suggestions resulted in changes. The ideas and feedback however, will be considered in the Ministry’s future work.

For more information on the engagement process, and to see the draft and final GPS 2021 documents, please see www.transport.govt.nz/gps

Overall feedback

The majority of submitters were supportive of the draft GPS 2021. Many noted that it was similar to GPS 2018, and most were supportive of the direction set by the strategic priorities.

There was both support for and concern about particular aspects of the overall investment

direction proposed in the draft, such as the new funding proposed for the rail network and increased funding for public transport. Generally, groups representing motorists were concerned about the movement towards non-road investment where there are no direct benefits for road users. In contrast, many other submitters identified alternatives to car use as a high priority for improving the transport system, and thought investment in such modes of transport should increase.

Some submitters thought the GPS may need to change in light of COVID-19, particularly due to the impact it has had on revenue to the National Land Transport Fund. The Government has provided financial assistance to support the reduction in revenue in the short-term, which means the proposed direction from the draft GPS 2021 can proceed.

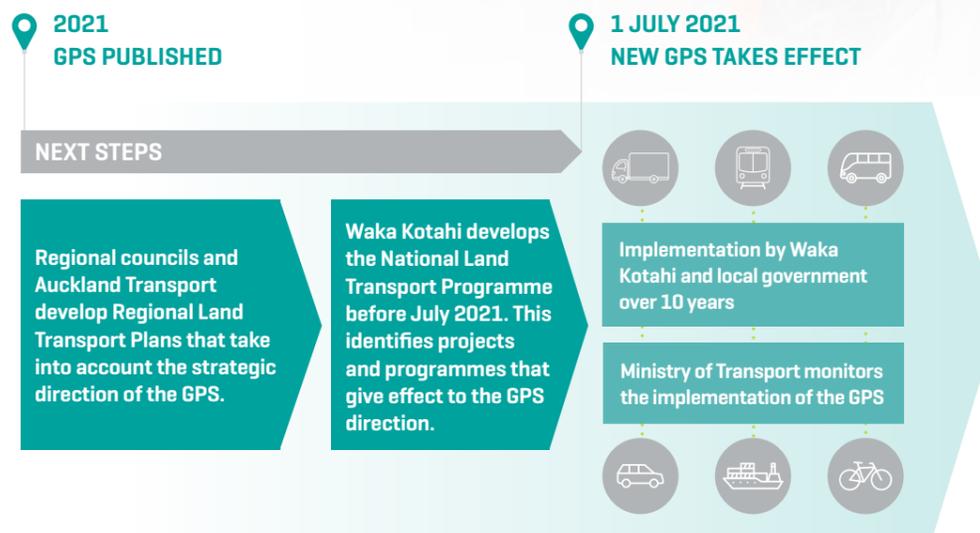


Who submitted?

In total, 1,277 submissions were received. These included:

- 999 pro forma submissions
- 165 responses from individual members of the public (most via an online survey)
- 49 submissions from local government
- 13 submissions from environment, urban development, and technology groups
- 12 submissions from active transport mode groups
- 10 submissions from the construction, engineering and commercial sectors
- 9 submissions from community groups
- 7 submissions from other groups
- 6 submissions from road and rail groups
- 4 submissions from safety advocacy groups
- 3 submissions from central government

What’s next?



Acknowledgement

Thank you to everyone who submitted on the draft GPS 2021.

We value the input from stakeholders, as it builds our understanding of the realities of implementing the GPS. We also appreciate members of the public sharing their views on what they want in a transport system.

We recognise that decisions about what to spend public funds on needs to provide the best impact and value for users of the system.

SUMMARY OF FEEDBACK



Safety

Better Travel Options

What we heard

Response

The Safety priority should place greater emphasis on the health benefits of active transport modes.

The GPS will deliver better transport options, which will include some projects that have secondary health benefits. That's why healthy and safe people is identified as a co-benefit of this strategic priority. The Safety strategic priority focuses on Road to Zero.

The GPS should take greater account of how the condition of the road network infrastructure affects the safety of it.

The funding ranges for the maintenance activity classes are based on the investment needed to maintain roads to the necessary standard. The Safety priority now makes it clear that maintenance spend is an important part of ensuring safety.

What we heard

Response

The GPS should be clearer about the possibility of initiatives that improve the safety of walking and cycling receiving funding through Road to Zero.

Road to Zero sets clear expectations for how infrastructure improvements should consider all road users. In implementing Road to Zero, the GPS incorporates the principles for improving safety for walking and cycling. There is further detail on supporting safe walking and cycling in the Road to Zero Action Plan.

The Road to Zero activity class doesn't make it clear where safety investment will occur.

The Road to Zero activity class is a key part of achieving the desired outcomes of the Road to Zero strategy. It allows investment in the activities that best reduce deaths and serious injuries, regardless of whether they are infrastructure, education, or enforcement. In response to feedback, the final GPS now outlines the estimated investment percentages across different types of safety activities, based on modelling that predicts the most efficient approach to reduce deaths and serious injuries.

What we heard

Response

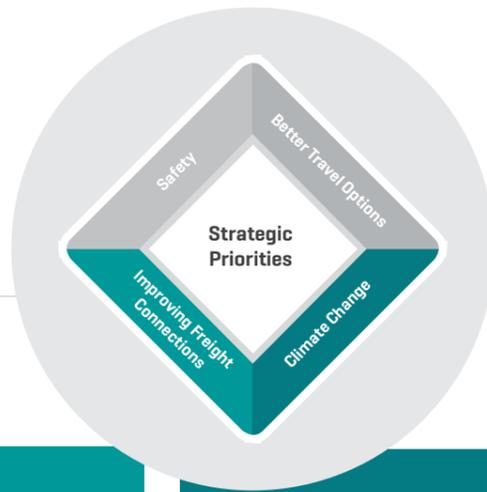
Wellbeing should be a key factor in determining what constitutes better travel options, and should shape the direction of investment.

The strategic priorities link to the Transport Outcomes Framework, which was developed to ensure the transport system contributes to improving our communities' wellbeing and liveability. Waka Kotahi is expected to consider community wellbeing when approving projects for funding.

More investment should be put into making active and public transport modes safer and more appealing to help reduce greenhouse gas emissions, contribute to improving people's health, and reduce vehicle congestion on roads.

The Government recognises the need for active and public transport and this is strongly reflected in the Climate Change and Better Travel Options strategic priorities. The upper funding ranges for these activity classes are higher than in GPS 2018, signalling to local government that more of these projects should be developed.

SUMMARY OF FEEDBACK



Improving Freight Connections

What we heard

Rail is not a feasible or economical option for moving freight in regions where there isn't a rail network or when freight only needs to be transported over a short distance.

Resilience of the transport system should be a more prominent objective.

The Improving Freight Connections priority should place greater emphasis on the need to invest in road infrastructure that is essential for transporting freight.

Response

The GPS enables investment in a resilient and reliable rail network, recognising its value to the transport system as a whole. Whilst the rail network doesn't extend to all regions, investment through improvement and maintenance activities will lead to stronger road freight connections, with coastal shipping improvements also being explored.

Resilience is embedded throughout the strategic direction and includes indicators to signal the importance of the transport system being able to quickly respond to unexpected events. The GPS makes it clear that maintenance of assets is the priority to keep them resilient to everyday use and extreme weather.

The GPS prioritises maintaining existing assets, and provides funding for this. The funding for Road to Zero will include infrastructure investment, which could help to flatten roads and improve existing freight routes that have safety issues.

Climate Change

What we heard

The scope of the climate change priority should be widened to recognise the various impacts of transport on the environment beyond carbon emissions.

Funding allocations to state highways are too high in the context of striving to reduce greenhouse gas emissions and encourage use of alternative modes of transport.

Response

The strategic priority specifically focuses on climate change in recognition of the 2030 greenhouse gas emissions reduction target. Climate change outcomes and other environmental outcomes will be achieved through activities delivered under all of the other strategic priorities, such as increasing the appeal of using public transport, active modes, and moving freight by rail or coastal shipping (where possible). The GPS also sets indicators to monitor noise and air pollution, in addition to greenhouse gas emissions.

The funding allocated to improving state highways allows committed projects and programmes of works to be completed. This funding can also be used to meet obligations in relation to Public Private Partnership projects, and replacing aged assets (e.g. bridges). The GPS does not prioritise large new state highway projects.

More information

For more details about GPS 2021, visit; <https://www.transport.govt.nz/gps>

Other feedback

What we heard

The impacts of COVID-19 on revenue to councils and the National Land Transport Fund should be addressed in the GPS, such as utilising it more for economic stimulus.

There should be greater recognition of te ao Māori perspectives in planning, assessing, and decision-making about the land transport system.

The Government needs to provide greater incentives for innovative solutions that support the strategic priorities, and implement a framework to ensure there are measurable outcomes of any investment in innovation.

The GPS should be clearer on how it links to the Government's other land transport investments.

Response

The GPS signals significant investment in the transport sector - this will support the economic recovery. Direct recovery support from the Government is separate to the GPS. Waka Kotahi has the discretion to adjust funding assistance rates if it is deemed appropriate to support councils to deliver transport projects that are GPS priorities.

Waka Kotahi and local authorities must consider Māori perspectives when making decisions about investment in land transport. The GPS reiterates this responsibility of delivery agencies.

The GPS recognises the value that innovation can provide to the transport system and sets an expectation for Waka Kotahi to play a role in leading innovation in the transport sector. It facilitates Waka Kotahi's role in leading the sector to identify new solutions to address challenges. Innovation funding is available across activity classes. As with all investments, Waka Kotahi are expected to conduct benefits realisations to ensure outcomes have been delivered.

The GPS now includes a section on other Crown investment in land transport, including a diagram showing the links between the GPS and the other transport investment programmes.