

11 May 2020

Ministry of Transport  
PO Box 3175  
WELLINGTON 6140  
Attn: GPS team

**Digitally Delivered**

Email: [gps@transport.govt.nz](mailto:gps@transport.govt.nz)

Dear Madam/Sir

**SUBMISSION ON DRAFT GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT 2021**

Waipa District Council appreciates the opportunity to make a submission on the Ministry's proposed Draft Government Policy Statement on Land Transport 2021. Please find attached a copy of the Council's submission electronically submitted on 11 May 2020.

You are welcome to make contact with Waipa District Council with regards to any of the points made in our submission. In this regard and in the first instance Erik Van Der Wel (Programme Engineer – Transportation) can be contacted either via email at [erik.vanderwel@waipadc.govt.nz](mailto:erik.vanderwel@waipadc.govt.nz) or mobile 021 617 900.

Yours sincerely



Garry Dyet  
**Chief Executive**

**Attachment: Waipa District Council's submission on the Draft Government Policy Statement on Land Transport 2021**

# Submission

## GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT

May 2020



# SUBMISSION ON GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT

**By:** Waipa District Council

**Submission deadline:** 11 May 2020

**Authority:** Made under delegated authority by the CEO

**Format:** Submitted electronically, 2 hard copies to follow

**Hearing:** We do not wish to be heard

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## 1. INTRODUCTION

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This document is a response to the invitation for Local Government to provide comment on the Government Policy Statement (GPS) on Land Transport (2021/22-30/31). Waipa District Council (Council) appreciates the opportunity to provide comment on the GPS to help shape the future of Land Transport in New Zealand.

Council is in general support of the GPS, welcoming further leadership in the area of Land Transport leading to the *“improvement of people’s wellbeing and the liveability of places”*. Council is a Road Controlling Authority and as such several aspects of the GPS affects Council’s own policies, goals and budget. In addition to supporting the intent of the GPS, this submission provides specific comment where Council has identified matters that most relate to Council’s own strategic direction. Council supports the draft GPS being informed by the Transport Outcomes Framework which seeks a transport system that improves wellbeing and liveability and places the GPS on a long-term strategic footing. We note and support mode neutrality as an underlying principle behind the strategic direction.

## 2. COMMENTS

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### SECTION 2.2 – SAFETY

Comments in this section relates to the bullet points under the section “**How to deliver these outcomes**”. Comments have only been made for select bullet points and select items under those points.

#### **Bullet Point 1 & Sub Point 1.**

- Council strongly supports the implementation of the Road to Zero action plan to reduce death and injury on New Zealand’s roads.
  - The current funding model for road safety treatments on the most unsafe sections of road (from crash data), requires Council to provide 49% of the funding for each project with 51% coming from Waka Kotahi NZ Transport Agency. With the ever-increasing pressures of the current economic climate the market for funding of Council projects is extremely tight, and this will be particularly so as we recover from the impacts of the global COVID-19 pandemic. Therefore, active leadership and coherent planning is required at a national level to ensure that road safety treatment programmes are effectively and efficiently implemented.

#### **Bullet Point 1, Sub Point 2.**

- Improving the safety and accessibility of bike lanes, cycleways and footpaths is a strong priority for Council to encourage alternative modes of transport. Council submits that more central government effort needs to go into the adoption of common design practises and, in conjunction with these, a close review of the road code is required to support these new design practises and to ensure effective and efficient delivery through implementation.

#### **Bullet Point 1 & Sub Point 5.**

- Council is in favour of sending a strong road safety message to road users through national road safety campaigns, as Council is well placed to support these locally

#### **Bullet Point 1 & Sub Point 7.**

- Council wishes to note that in anticipation of new the national “Tackling Unsafe Speeds Plan”, Council is pro-actively working on a plan to reflect its responsibilities as a local road controlling authority within the regional (Speed Management Plan) framework. Leadership from the Ministry of Transport will be key to New Zealand achieving the significant safety gains from this programme.

#### **Bullet Point 4.**

- Council strongly supports increasing the access to safer travel modes, but questions why the only focus is on larger centres. Council is in favour of a rollout that sees the benefit of access to safer travel options in smaller regional towns as soon as possible; especially where this is supported locally.

**Bullet Point 5.**

- Council agrees that the way land use is shaped is a major influencing factor on the mode of transport chosen by residents, therefore addressing street development at the design phase makes complete sense.

## SECTION 2.3 – BETTER TRAVEL OPTIONS

Council submits in general support of section 2.3 with specific comments on select items below.

Items from the section “**How to deliver these outcomes**”.

### **Bullet Point 3.**

- Council supports the implementation of “mode shift plans”, but questions why this initiative needs to be limited to select larger centres. Smaller regional centres may be able to implement a plan such as this, much quicker, to provide measurable benefits in a shorter timeframe.

### **Bullet Point 6.**

- The Total Mobility Scheme is an initiative with huge potential and Council encourages continued and increased investment to not only maintain the scheme, but to work towards providing greater inclusivity of a larger portion of the population (such as the elderly) who often struggle to access the transport system effectively.



## SECTION 2.4 – IMPROVING FREIGHT CONNECTIONS

Council submits in support of this section but has no specific comments at this time. This section has been included as it remains important to Council.

## SECTION 2.5 – CLIMATE CHANGE

Council does not yet have a specific Climate Change Policy but work is underway to ensure that Climate Change is appropriately addressed through our Strategy review programme, the development of our 2021-31 Long Term Plan, Activity Management Plans and business plans. Council submits in support of section 2.5 and provides the below comments for consideration.

Specific comments under heading “Co-benefits”.

**Point 71.**

Council supports the transition to zero carbon as it aligns with Council’s work in championing alternative modes of transport such as walking and cycling.

**Point 72.**

Council is working with the Waikato Regional Council on new long term public transport contracts that will be in effect for nine years, so Council agrees that the decisions made today will have an impact long into future, especially given the fast moving nature of technology in the transport industry. However, rapid development of Government policy is required to enable the transition to a low carbon vehicle fleet.

**Point 76.**

Council submits in agreement, however programming and funding mechanisms need to be put into place by the Government to enable the appropriate investigations and work programmes to be implemented.

## SECTION 3.1 – FUNDING LAND TRANSPORT

Council submits in support of section 3.1 with no specific comments, however, council makes the general point below for consideration.

**Point 83.**

We look forward to the funding and financing options being reviewed.

## SECTION 3.4 – ACTIVITY CLASS FRAMEWORK

Comment below specific to the section heading “**New activity classes**” (Road to Zero).

### **Point 118, bullet point 4.**

- It is reassuring to see a continued commitment to assess and change road user behaviour. This supports the Road to Zero strategy of which road user choices (decisions) is a key principle. Submissions to the draft strategy saw a near universal and very strong support for this area. Supporting good road user decisions is fundamental to tackling road trauma. Promotion is recognised as an ongoing task to positively influence people’s behaviour and attitudes on our roads.

Comment below relates to **Table 3: Activity classes and proposed funding ranges.**

There is significant funding allocated to the “Road to Zero” activity class. “Road safety promotion” sits in this category with “Automated enforcement”, “Road policing” and “Safety Infrastructure” which includes “Speed management”. This is a change from the previous GPS where “Speed management” was not included with other priorities. “Speed management” plays an important role in reducing trauma and Council has already undertaken significant work in this area. However, speed limit changes very often need to be complemented with safety infrastructure, and safety treatments, which can be costly. Council is also concerned and seeks assurance that road safety promotion activities will not be compromised by being in a larger activity class instead of stand-alone. With road safety promotion losing its own activity class there is a danger that some road safety promotion activities could miss out on appropriate funding due to competing priorities in the Road to Zero activity class – this could impact on local authority road safety co-ordination/promotion funding and the very good work which is happening in this area.

## SECTION 3.5 – DELIVERING GOVERNMENT COMMENTS

Comment on **table 4** heading “**Road to Zero**”.

The focus on ‘Work related safety’ is pleasing. It is important that businesses and other organisations are prioritising road safety as a critical health and safety issue. According to Waka Kotahi NZ Transport Agency, about 25% of the deaths on our roads involve someone driving for work, whether as a commercial driver or as a secondary to their main role. Encouraging safety amongst the workforce has potential to significantly reduce harm.



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