



## Mt Victoria Residents Association

PO Box 19056, Wellington 6149

11 May 2020

Attn: GPS Policy Team  
Ministry of Transport  
PO Box 3175,  
WELLINGTON 6140  
Email: [gps2020@transport.govt.nz](mailto:gps2020@transport.govt.nz)

### **Submission on Draft Government Policy Statement on Land Transport 2020/21-2030/31**

The Mt Victoria Residents' Association Inc (MVRA) aims to improve the wellbeing of the residents in our neighbourhood in central Wellington through activities which include promoting the quality and heritage values of the built and natural environment of Mount Victoria and enhancing it as a place to live and visit.

Prior to Covid-19 and the ensuing lockdown, nearly 50% of Mt Victoria's adult residents typically walked to work, while other residents used public transport or worked from home. This is similar to other inner-city suburbs and the central city. We support safer speeds for our suburb, and a move to carbon neutral travel in the near future.

We have been involved in Wellington's transport issues for many years, including the Let's Get Wellington Moving project to improve how people move through and about central Wellington for work, business, leisure and their day-to-day errands.

#### **General**

The OECD report on environmental performance (*OECD Environmental Performance Reviews: New Zealand 2017*) details the serious shortcomings which our transport system must address:

- a. New Zealand's road transport emissions are the highest or among the highest per capita in the OECD for nitrogen and sulphur oxides, carbon monoxide, non-methane volatile organic compounds and CO<sub>2</sub>
- b. New Zealand stands out as one of the few OECD member countries that saw emissions of major air pollutants increase since 2000, with transport and industry the main drivers
- c. New Zealand's gross greenhouse gas emissions per capita and per unit of GDP remain among the five highest in the OECD, and have continued to rise, due mainly to road transport, the agricultural sector, manufacturing industries, and construction

- d. there has been insufficient development of alternative transport modes such as rail and public transport in New Zealand, and
- e. the mix of vehicle standards and taxes does not provide sufficient incentives to renew the vehicle fleet towards cleaner, more fuel-efficient vehicle technologies.

The Productivity Commission's April 2018 report on a low-emissions economy notes when compared to other developed countries, New Zealand's vehicle ownership rates are high, public transport use is low, and the vehicle fleet is old with poor fuel economy. Transport is one of the main sectors where deep emissions reductions are both necessary and possible given existing and emerging technology. The MVRA urges this report is considered, particularly its recommendation that the Government put emissions-reduction goals more centrally in government transport planning.

We understand the government's income from fuel tax has reduced by \$400m per month during lockdown, due to Covid. As private car and rental/leased vehicle fleets transition to embrace electric technology, in order to meet New Zealand's Climate Agreement goals, the decline of fuel tax income will continue.

### **Strategic direction**

The MVRA supports the four strategic priorities of the draft Government Policy Statement on Transport (GPS 2021), which sets out the strategic direction for New Zealand's investment in land transport over the next 10 years:

1. Safety
2. Better travel options
3. Improving freight connections
4. Climate change (action)

More detail on how these priorities will be achieved is needed. For instance, how accessibility will be improved - we assume this includes access for disabled people, and not just general access to jobs. Accessibility must also include housing and reducing the need for private motor vehicles to access daily needs such as education, recreation and work.

### **Climate action**

MVRA would like to see climate emission reduction targets included in the GPS. There is some urgency to only fund projects that achieve and support an emission reduction. All projects should meet a climate action benefit cost rating, and only be able to proceed if this shows a good emission reduction.

### **Use existing infrastructure**

We support using existing infrastructure better as a principle for funding and are pleased to see funding for new roads decline over time, while maintenance rises.

### **Safety**

MVRA support the emphasis on safety. We would like this to move beyond injury to also focus on the transport systems' purpose to support physical activity for health and enjoyment of our public spaces. Transport systems determine much of the ability of people to be active and enjoy our main public space - our streets.

## **Public transport**

We look forward to more projects that improve public transport. MVRA would like to see targets for public transport provision nationally with acceptable service levels as a requirement of funding in this GPS. For instance, in Wellington, a public transport goal is to have a bus stop within 400metres and a service of every hour, or a slightly longer walk and a higher frequency of service.

In the post-Covid era, we expect that traditional peak hours will become less obvious, as much of the population continues to work from home. It is also expected that there will be increased travel over the traditional off-peak period, as the population are able to move more freely within the city again.

## **Walking and cycling**

We support better walking and cycling improvements. We support the Accessible Streets road rule changes that improve cycle and bus priority but are disappointed that the proposals reduce priority and safety for pedestrians. The GPS needs to be mode-neutral and ensure that all transport projects including legislation are at least equitable. MVRA would prefer an active support for more sustainable travel - walking, public transport and cycling.

Funding in this class should meet best practise standards for both walking and cycling - that is, separated safe footpaths for pedestrians and cycleways for bikes and micromobility. The mode shift plan must accommodate best practise with separate targets for both walking and cycling.

## **Rail and coastal shipping**

We support inclusion of rail and coastal shipping to provide a more balanced approach to all the surface travel that is necessary for Wellington and other cities to function. This inclusion acknowledges that rail and coastal shipping are more efficient in moving freight in many situations.

## **LGWM**

We support the Ministerial expectation to get on with LGWM. One year later, we're still eager to see details of the early delivery programme. We assume many of these projects will use the 'low hanging fruit' ideas that have been around for some time and should not take so long to roll out. MVRA anticipate a successful early delivery programme, which will mean many other of the later more expensive programmes will be unnecessary, such as the second Mt Victoria road tunnel. We need to see some action from LGWM before the end of this year.

Contact details for the MVRA are:

Angela Rothwell, President  
19 Moir St, Mt Victoria, Wellington 6011  
Phone: 021 188 7432  
Email: [mtvicra@gmail.com](mailto:mtvicra@gmail.com)

[Link included for ease](#)