

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

7 May 2020

### **INTRODUCTION**

This submission is made on behalf of Engineering New Zealand Transportation Group NZ (TG). The National Committee members have compiled this submission with engagement from TG members.

### **TRANSPORTATION GROUP NZ**

Transportation Group NZ is a Technical Interest Group of Engineering New Zealand, with approximately 1,200 members. Membership is made up largely of transportation engineering and planning professionals working in central government, local government, academia and the private sector.

### **OUR SUBMISSION**

We **agree** with the stated strategic priorities for investment in land transport.

The Transportation Group **supports** GPS funding of maintenance and renewal of the rail freight network, including rail connectivity across Cook Strait.

The highest level of agreement amongst Transportation Group members for an **increase in funding** are for the Activity Classes 'Public transport services' and 'Public transport infrastructure', both with more than two thirds support from Members.

There was **no** Activity Class where a majority of Members supported a decrease in funding.

The Transportation Group **supports** an increase fuel excise duty by one cent per litre to provide more funding for healthy and sustainable mobility.

Regardless of how road safety activities are funded, the Transportation Group urges that **all investment** in road safety should all be based on strong and consistent evidence about the potential for harm reduction.

We **support** raising revenue from fuel excise duty and equivalent road user charges so that those driving motor vehicles pay more of the true cost of travel, and so that the increases in funding allocations we identified (for public transport, walking and cycling) can be funded.

We believe that investment direction for road safety is strong in a rural road context. Regarding investment in urban road safety, evidence concerning reduction in fatal and serious crashes should be considered **alongside supporting mode shift** towards walking, cycling,

and public transport; and (therefore) supporting health and climate change objectives. The funding allocation process and rules need to be improved in urban settings to account for differences in exposure and therefore risk for people walking, cycling, and using other modes. This includes an urgent need to consider public health as part of urban harm reduction measures.

The area of highest group support for **decreased funding** was investment in new roads, with approximately one third of members supporting a decrease in investment, and half supporting maintaining the current investment level.

We **support** raising revenue from fuel excise duty and equivalent road user charges so that those driving motor vehicles pay more of the true cost of **vehicle** travel, and so that the increases in funding allocations we identified (for public transport, walking and cycling) can be funded.

Thank you for the opportunity to submit on the GPS. For more information on this submission please contact:

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