

👋 Submit on the government's new transport policy

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Submissions are now closed. Thank you so much to everyone who submitted! 💖

This is a public Google Doc put together by people across the motu, including climate & transport advocates to **help everyday Kiwis have a say on the government's proposed land transport policy.**

[START HERE](#) if you are ready to go straight to the guide :)

The coalition government has published their draft Policy Statement on land transport 2024 (a.k.a. "GPS 2024"). It sets out the priorities for **land transport in Aotearoa New Zealand for the next 10 years, starting from July this year.**

The proposed policy locks in car dependency, and pushes freight off the rails onto our already-damaged roads. That means **more traffic jams, higher costs, increased pollution, and more traffic deaths.** This policy affects us all!

Transport and climate advocates strongly oppose the proposed transport policy. It goes against all evidence of what makes a more reliable, efficient, safe, and affordable transport system. Here, we pull together advice from experts & advocates who have read the document, so that members of the general public (like you!) can amplify their voice and easily write a submission for a better transport future for all.

- **Want more context?** [More background in the ? section below](#) or the [Transport For All website](#)
- **Share this doc with your friends:** bit.ly/transport-gps

- **Share on socials** with [these social images & posts!](#)
- **Need help or want to write together?** Join our drop-in online submission parties Monday-Thursday. We'll give you an overview of the transport policy and show you how you can make a powerful submission for affordable, accessible, safe and low carbon transport options.
 - Click for the zoom link:
 - [Monday 25th 7.30pm](#); [Tuesday 26th 7.30pm](#); [Wednesday 27th 7.30pm](#); [Thursday 28th 7.30pm](#)
 - Are you based in Te Whanganui-a-Tara Wellington? Come along to our **in person drop-in submission party** at Rogue and Vagabond, Tuesday 26th March from 5pm onwards
- Follow Climate Club ([Instagram](#), [Twitter](#), [newsletter](#)) or The Future Is Rail ([Instagram](#), [Twitter](#), [newsletter](#)) for updates.
- Keen for more high-impact climate action? [Subscribe to Climate Club](#) or [follow us on Instagram](#)

How to have your say

I have 5 minutes: sign a petition + send a templated email

1. Send a quick email submission!
 - a. [Copy & paste this email template](#)
 - b. Address it to GPS@transport.govt.nz
 - c. Fill in the blanks and send!
2. [Sign the petition!](#)

I have 15 minutes: fill out the survey

1. [Go to the Ministry of Transport survey here](#)
2. Add your contact details and click "Continue"
3. Fill out *only the survey's agree/disagree-scale questions* [using this guide](#). Our guide is super important because the questions can be biased and we want your voice heard.
4. On the next (last) page, choose whether you'd like your responses to be potentially made public (responses are made public when officials publish feedback on the consultation process or if there is an official information request). Personal details will be withheld in all cases.
5. Submit! You'll be sent a receipt and a link to a PDF copy of your response.
6. [Sign the petition!](#)

I have 30 mins or more: personalised submissions

Option 1: Fill out [the survey](#) like in the 15-minute section, but **include comments supporting your responses**. The more personalised you make this, the more effective it will be. [See below](#)

[for some examples](#), but **please do not copy & paste - duplicate answers will likely be disregarded**. The more personalised your comments, the more impactful.

Option 2: Write your own email with your thoughts on the draft Government Policy Statement (GPS) to GPS@transport.govt.nz. Connecting it to personal stories of why a better transport system matters to you, or how the proposed changes will impact you, are most effective. For example, if you've lived or travelled overseas and had a positive experience of using public transport, trains, or cycle- and walkways to get around, write about that.

Bonus points - CC in your local councillor - it's always good to let your local councillors know how you feel about transport. [Find your local councillor's email here](#).

Then: [Sign the petition!](#)

Quick email template

5 minutes option: *If you're in a rush, you can copy this, fill in the blanks, and send to GPS@transport.govt.nz*

Got more time? *Write your own email with your thoughts and include your own personal stories of why a better transport system matters to you.*

My name is [NAME], and I'm a [age/job/gender/parental status/whatever you identify with] from [location]. I want Aotearoa New Zealand to take innovative action on land transport because right now, too few people have safe, affordable and efficient options on how they get around. Prioritising private car travel over everything else means we all lose, including drivers who will experience more traffic.

We deserve a modern, accessible transport system that makes it easy and affordable to get around by walking, cycling, public transport, and driving. Transport that keeps people safe, supports wellbeing, improves efficiencies, and doesn't cost the Earth. The draft GPS turns away from this vision, instead focusing on roads for trucks and cars. I strongly oppose this approach.

I'm [worried about/scared of/angry/inspired by/excited about/want to see more of] [something you want more/less of]. We need an urgent rebalancing of transport priorities, one that reflects the needs and wants of the general public.

For me, the most important areas where I'd like to see stronger policies are [pick & choose]:

- **Transport choices:** Provides genuine options for people and whānau to move safely in and around their communities without having to rely on cars
- **Safe travel for tamariki:** Provides children and youth with safe, healthy and independent travel options to kura, school and higher education without having to rely on their parents to drive them.
- **Affordable options:** Reduces people's reliance on cars to reduce the household costs involved with owning and running a car, and to reduce the number of cars on the roads

- **21st century economy:** Helping our economy thrive with a healthy, safe, affordable low carbon transport choices for people and goods by taking freight and cars off the road.
- **Climate friendly:** Focused on transport solutions that will help New Zealand meet its [international climate commitments and emissions targets](#), given that transport is our largest source of emissions after agriculture.
- **Demonstrating commitment to Te Tiriti o Waitangi:** Clearer commitment to Te Tiriti obligations.
- **Reducing potholes:** A more effective way to reduce the wear and tear on our roads is to reduce the number of heavy freight trucks that use them by using more freight trains. This will mean less road damage and maintenance costs in the long run.
- **Inter-regional public transport options:** Invests in a national public transport network of rail and coach for regional economic development and access to people who don't drive or don't wish to drive on the open road
- **Funding the rail network** - The current draft government land transport policy does not support a fully connected nationwide rail network which is vital for moving people and freight.
- **Public transport options:** Prioritises public transport infrastructure and services, to offer people alternatives to cars
- **Stroll and roll options:** Increases investment in safe cycleways and footpaths to increase journeys by foot, bike, wheelchairs, walkers, prams and more
- **Putting the South Island in the policy plan:** A plan for transport that includes the South Island - it is almost entirely absent from the draft transport policy.

Survey answer guide

15 minute option: Fill out only the survey's agree/disagree-scale questions

Got more time? Include some comments - but please personalise them rather than copying and pasting. Please see the comments column for idea starters.

- All questions are optional, you can answer as many or as few as you'd like.
- The agree/disagree scales are most important (highlighted). This is because they will likely be presented as statistics, e.g. "X% of respondents agreed/disagreed with our proposal."
- You're welcome to add your own thoughts in the optional free text boxes that accompany the agree/disagree scales. **If you do, please write your own response** - if they receive too many of the exact same comments, they may be disregarded.

Strategic priorities

Question	Recommended answer	Comments/why we recommend this
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<p>1. Do you agree with the strategic priorities and direction that are outlined in the draft GPS 2024?</p>	<p>Strongly disagree</p>	<p>This draft transport policy (GPS) has turned away from a balanced spending across a variety of land transport modes (cars, trucks, buses, trains, bikes, and walking) to a strong focus on roads for trucks and cars. Public transport, walking and cycling initiatives have been stripped back to force people into cars as the only option. This suggests that non-car transport and getting people out of cars are no longer priorities.</p>
<p>a. Please provide any comments that support your answer above</p>	<p>Optional comment example (please modify):</p> <ul style="list-style-type: none"> • <i>The draft transport policy (GPS) prioritises economic growth at the cost of environmental and societal harm, while making decisions that actually reduce economic activity.</i> • <i>Climate change is no longer a 'strategic priority' of the GPS despite transport being our second largest source of emissions. The proposals to prioritise road transport over other, low-emission modes will lead us to overshoot our climate targets.</i> • <i>I agree that increased road maintenance is needed, but a more effective way to reduce the wear and tear on our roads is to reduce the number of heavy freight trucks that use them by using more freight trains. This will mean less road damage and maintenance costs in the long run.</i> • <i>Too much road building has led to too much driving. This is another key reason our maintenance burden is too high. The solution is to stop building more roads, and to reallocate space on our urban streets to other, lighter and more efficient types of travel, like public transport, bikes and walking.</i> 	
<p>2. Do you agree with the overarching priority of economic growth and productivity outlined in the draft GPS 2024?</p>	<p>Strongly disagree</p>	<p>This is a leading question that suggests that more / bigger roads will always lead to economic growth and productivity. In reality, more roads lead to more traffic and increased congestion (source 1, 2). The most effective way to reduce congestion and travel time is to invest in public and</p>

		active transport, to provide people with alternatives to their car.
a. Please provide any comments that support your answer above	Optional comment example (please modify): <ul style="list-style-type: none"> <i>This plan is not informed by evidence. We know that more roads don't necessarily mean shorter commute times or less traffic.</i> <i>Enabling people to choose transport options other than their private vehicle is the most effective way to reduce journey times for all</i> <i>With plentiful transport options, lots of people will leave their car at home, at least some of the time, freeing up spaces on our roads for those who have to / want to drive.</i> 	
b. Do you agree that the 15 Roads of National Significance, and the Roads of Regional Significance, will boost economic growth and productivity?	Strongly disagree	The implication that adding more roads will boost our economy is flawed. Evidence has repeatedly shown the opposite - more roads lead to more traffic, which leads to more congestion, especially when coupled with decreased investment in public transport and walking and cycling
b. (i) Please provide any comments on the Roads of National Significance that support your answer	Optional comment example (please modify): <ul style="list-style-type: none"> <i>Economists, transport researchers, and planners have repeatedly shown that building more roads (or increasing capacity on existing roads) does nothing to reduce congestion.</i> <i>Studies from NZTA have shown that the benefit-to-cost ratio of four-lane highways - including most of the Roads of National Significance - is 1 or less. In other words, they are not a good use of public money and are inefficient.</i> <i>Building more roads means we don't have money for things our people and economy actually need.</i> 	
c. Do you have any comments on the intention to improve public transport through completing Rapid Transit Corridors set out in the draft GPS 2024?	Optional comment example (please modify): <ul style="list-style-type: none"> <i>I fully support investments in public transport infrastructure and services, such as the Lower North Island rail improvements.</i> <i>We need rapid transit, including both surface light rail and busways. However, it is critical they are provided through using the road space more wisely. Using corridor widening instead costs too much (buying up houses is expensive, and building wider roads is, too). We don't need supersized and super-costly rapid transit corridors, we need smart, efficient ones that help reduce</i> 	

	<p><i>road space while giving more options.</i></p> <ul style="list-style-type: none"> • <i>We deserve a more ambitious, nationwide approach to public transport - not piecemeal offerings in two of our cities</i> 	
d. Do you have any comments on the intention to support completion of the City Rail Link and Eastern Busway, and planning for delivery of the Northwest Rapid Transit Corridor and Airport to Botany Busway, set out in the draft GPS 2024?	<p>Optional comment example (please modify):</p> <ul style="list-style-type: none"> • <i>The completion of these projects will be hugely beneficial to Aucklanders</i> • <i>Dedicated busways have been shown to reduce congestion</i> • <i>I urge the government to also invest in separated cycleways and better quality, more integrated footpaths for make active transport a safer, more attractive option for all</i> 	
e. Do you have any comments on the intention to support the Lower North Island Rail Integrated Mobility project, and acceleration of Wellington's North-South, East-West, and Harbour Quays bus corridors set out in draft GPS 2024?	<p>Optional comment example (please modify):</p> <ul style="list-style-type: none"> • <i>The need for new rolling stock and improvements to rail infrastructure in the Lower North Island is urgent, so I welcome the commitment to this investment.</i> • <i>Government funding for rail should be increased across the country, including connections between regions. Better rail for freight and passengers means less traffic and damage on the roads, boosts regional economies and provides access for people who don't drive.</i> • <i>The GPS needs to provide funding for Te Huia. The major investment has already been made; continued operating costs are minimal.</i> 	
3. Do you agree with the stronger focus on road maintenance outlined in the draft GPS 2024?	Strongly disagree	<p>A more evidence-based approach would be seeking how to reduce the road maintenance burden. This means funding transport projects that reduce vehicle travel. It means stopping road building - which simply adds to the maintenance burden. And it means giving space over to those travel options that are lighter, more efficient and do less damage.</p>
a. Please provide any comments that support your answer above.	<p>Optional comment example (please modify):</p> <ul style="list-style-type: none"> • <i>Road maintenance is necessary for our safety. However, as with all maintenance, prevention is better than cure. If there were fewer vehicles on our roads, including fewer heavy freight trucks, less maintenance would be required and travel would be less hazardous. Investing in rail freight would reduce the cost of road maintenance, freeing up money for more safety improvements. It would also reduce the number of truck-people crashes, helping us to achieve our safety</i> 	

	<i>targets in two ways.</i>	
b. Do you have any comments on the Government's priority to create a Pothole Prevention Fund across two activity classes to ringfence maintenance funding to help address the record number of potholes on our roads?	Optional comment example (please modify): <ul style="list-style-type: none"> <i>The most effective way to reduce the number of potholes is to reduce the number of heavy trucks using those roads.</i> <i>The heaviest vehicle allowed on our roads is the 50MAX truck. One of these trucks applies as much stress to a road as ~1,582 cars (or quite literally billions of bicycles). And yet, they pay disproportionately low road user charges.</i> 	
c. Do you have any comments on the Government's priority to achieve 2 percent rehabilitation and 9 percent resurfacing of our roading network per year?	Optional comment example (please modify): <ul style="list-style-type: none"> <i>Please see above comments</i> 	
4. Do you agree with the priorities in the draft GPS 2024 to improve safety on our roads through greater police enforcement targeting drink driving, drug driving, and excessive speeding?	Strongly Disagree.	<p>This is the most leading question of all. How does a submitter say they support safety as a priority without supporting this particular and inadequate combination of safety priorities? Safety is provided through changing the whole system: streets, speeds, regulations about who has priority, deterrence through enforcement, vehicles, drivers and of how many people are using each mode (as walking, cycling and public transport are much safer than driving).</p> <p>Safety must be a strong priority but this focus on greater police enforcement of those particular issues is ideological, not evidence-based. There needs to be much more focus on safety for people outside vehicles, via proper investment in walking and cycling infrastructure and via modeshift to the safer modes.</p> <p>We need lower (Vision Zero) speeds everywhere. The safe streets our children need for independence requires markedly increased police enforcement of any speeds above Vision Zero ones - not just those speeds the Police currently seem to consider 'excessive speeding'.</p>

		<p>Evidence shows we need a dense coverage of covert speed and red light cameras, as well as a Police presence throughout the local roads so drivers know they can expect enforcement anywhere and anytime.</p> <p>The draft GPS de-prioritises the safety measures we need. Road to Zero needed to be improved in line with Vision Zero, not thrown out.</p>
a. Please provide any comments that support your answer above.	<p>Optional comment example (please modify):</p> <p><i>In addition to comments above:</i></p> <ul style="list-style-type: none"> <i>An increase in police enforcement means an increase in police workload. Given that NZ Police have described the pay offer from the coalition government as <u>"insulting"</u>, it is inconsistent and incompetent for this draft GPS to rely on police enforcement to achieve safety</i> 	
b. Do you have any comments regarding the proposed plan in draft GPS 2024 to review fines for traffic offences?	<p>Optional comment example (please modify):</p> <ul style="list-style-type: none"> <i>Fines for traffic offences are too low, as highlighted in the Auckland Transport Road Safety Business Improvement Review. The review needs to be undertaken within a Vision Zero and Climate-responsible modeshift-focused framework.</i> 	
c. Do you have any comments regarding the proposed plan in draft GPS 2024 to review the vehicle regulatory system to better manage the safety performance of the vehicle fleet?	<p>Optional comment example (please modify):</p> <ul style="list-style-type: none"> <i>The current vehicle safety regulations are focused on the safety of vehicle occupants and are unfit for providing safety to all road users. They need a full review with a focus on modeshift to reduce our emissions in line with our climate targets and for Vision Zero-aligned safety improvements.</i> 	
5. Do you agree with the focus on value for money outlined in the draft GPS 2024?	Strongly disagree	<p>This draft GPS will not deliver value for money.</p> <p>As written, the draft GPS rejects the considerable economic benefits and value for money available through turning our transport system into a modern, safe, accessible and low carbon system. This will cost New Zealanders time and money, both directly and indirectly. It will lead to increased emissions, the loss of green</p>

		<p>spaces (through road construction, distanced neighbourhoods and high density parking lots), an increased reliance on private vehicles and continued significant health impacts from vehicle emissions.</p> <p>Additionally, requiring authorities to split out the different modes from each other in planning, road improvements and maintenance will lead to cost inefficiencies.</p>
<p>a. Please provide any comments that support your answer above.</p>	<p>Optional comment example (please modify):</p> <ul style="list-style-type: none"> • <i>Aotearoa NZ urgently needs a transport policy that will reduce emissions rapidly. This draft GPS is a U-turn that sets us up for climate failure and for enormous costs in the form of offshore mitigation of our emissions, as well as high health costs associated with continued vehicle air pollution.. Value for money is important but this draft GPS will not deliver it.</i> • <i>We can't afford the RoNS. The draft GPS's focus on roading projects will lead to increased road injuries and deaths, emissions, renewals and maintenance costs, and will impose large fuel and vehicle registration bills on most New Zealanders, while locking them further into car dependence</i> • <i>With 18% of our emissions coming from transport, this GPS adds a financial burden in the form of offshore obligations (\$60NZD or more per tonne of CO2) which will be required to meet our NDC (Nationally Determined Contribution) in line with the Paris Agreement. Have you factored this into your financial calculations?</i> 	
<p>b. Do you agree with the comments in the draft GPS 2024 that NZTA should explore a variety of funding and financing options for all major transport projects to help address New Zealand's infrastructure deficit?</p>	<p>Strongly disagree</p>	<p>Public private partnerships and equity financing cost much more than outright public investment in the long run, and load more costs onto future generations. This generation needs to pay for our transport investments through our road user charges. The next generations will have enough costs; we can't load them with debt.</p> <p>The suggestion that ACC should help fund road building is absurd - road building does not lead to reduced 'accidents' in the long run. This would be a misappropriation of our ACC</p>

		levies.
c. Please provide any comments that support your answer above.	Optional comment example (please modify): <ul style="list-style-type: none"> <i>Please see comments above</i> 	

Outcomes the Government expects will be achieved

Question	Recommended answer	Comments/why we recommend this
6. Do you agree with the outcomes expected to be achieved through the draft GPS 2024?	Strongly disagree	As Einstein said, “No problem can be solved from the same consciousness that created it.” This draft GPS will not achieve the outcomes expected because it doubles down on the same priorities and planning approach that created our problems. It will solve nothing.
a. Do you have any further comments regarding the outcomes expected to be achieved under the priority of economic growth and productivity? These include reduced journey times, less congestion, improved access to markets, more efficient supply chains, and unlocking access for housing development?	Optional comment example (please modify): <ul style="list-style-type: none"> <i>For sustainable businesses to thrive, they need their staff, clients, suppliers and customers to be able to reach them easily and sustainably. This draft GPS locks all those parties into reliance on vehicles rather than cost-effective and sustainable active and public transport.</i> <i>More roads lead to more traffic, increased congestion, and less efficient travel. The most effective way to reduce congestion and travel time is to enable ‘mode shift’ - investing in public and walking and cycling transport options to provide people with alternatives to their car.</i> <i>Public transport provides a more sustainable and lower cost way to move large numbers of people around. Single-occupancy vehicles - prioritised by the draft GPS - cannot support the demand of new housing developments.</i> 	
b. Do you have any further comments regarding the outcomes expected to be achieved under the priority of increased maintenance and resilience? These include resealing and rehabilitation, and	Optional comment example (please modify): <ul style="list-style-type: none"> <i>A more resilient network can only exist if multiple transport options work together. Pushing everyone onto the roads will further exacerbate the existing issues of road maintenance</i> <i>If you want fewer potholes, enable more freight to get off the roads and onto the rails. If you want less road</i> 	

fewer potholes and a more resilient network.	<i>to maintain, focus on reducing people's reliance on driving, and give space over to the sustainable, lighter modes of travel.</i>
c. Do you have any further comments regarding the outcomes expected to be achieved under the priority of Safety? These include reduction in deaths and serious injuries, and increased enforcement.	Optional comment example (please modify): <ul style="list-style-type: none"> • <i>The safety outcomes will not be achieved. More people will die if this shift in safety and investment is made.</i> • <i>More roads will lead to more road deaths</i> • <i>A lack of investment in public transport, walking and cycling infrastructure, and a refusal to invest in such infrastructure alongside proposed new roads and tunnels (e.g. Second Mt Victoria Tunnel and Basin Reserve upgrade in Wellington) will force pedestrians and cyclists to act unsafely in order to go about their necessary commutes.</i>
d. Do you have any further comments regarding the outcomes expected to be achieved under the priority of value for money? These include better use of existing capacity, and less expenditure on temporary traffic management.	Optional comment example (please modify): <ul style="list-style-type: none"> • <i>Roading projects have been repeatedly shown to represent very poor value for public money</i> • <i>Cycling projects have been repeatedly shown to provide excellent value for money</i> • <i>Climate change makes everything more expensive. Investment in public and walking and cycling options will have a positive impact on reducing our emissions.</i> • <i>Active transport leads to better public health outcomes. The economic benefits of promoting and enabling active transport such as walking and cycling are extensive, and have been ignored by this draft GPS, meaning New Zealanders will be impoverished in many ways. The draft GPS is simply lacking in evidence-based rationale.</i>

Investment in land transport

Question	Recommended answer	Comments/why we recommend this
7. Do you agree with the proposed \$50 increase to annual motor vehicle licence fees ('rego'), spread across two \$25 increases in January 2025 and January 2026, as a way to help pay for transport investment?	Agree	Motor vehicle registration in Aotearoa is small compared to our peer countries. This is a modest charge that in no way covers the costs imposed by drivers on society as a whole.

<p>a. Please provide any comments that support your answer above.</p>	<p>Optional comment example (please modify):</p> <ul style="list-style-type: none"> <i>Increasing the road user charges / taxes paid by freight trucking companies would provide an alternative financial 'pot' that could support transport investment. The price paid by these vehicles is disproportionately low compared to the physical damage they cause to roads</i> 	
<p>8. Do you agree with plans in the draft GPS 2024 to return to the previous practice of regular fuel excise duty (FED) and road user charge (RUC) increases from January 2027, as a way to help pay for transport investment?</p>	<p>Strongly disagree</p>	<p>There needs to be a full review of charges so that all vehicle owners pay fairly for the multiple health, safety, environmental and transport costs they impose on wider society. This needs to include both fuel excise and per km costs, and it needs to be high enough to fund proper investment in the alternatives to driving</p>
<p>a. Please provide any comments that support your answer above</p>	<p>Optional comment example (please modify):</p> <ul style="list-style-type: none"> <i>For equity, the focus must always be on the people who are most disadvantaged. Within any demographic group (eg economically deprived, those with disabilities, those in inaccessible areas), this means the focus should be on those in the group who do not drive. (the children, the elderly, those who cannot drive, those too poor to own a car). Above all, these people need fewer cars and trucks on the road, and they need public and active transport options. Both the reduction in traffic and the investment in alternatives require the more advantaged people - those who drive - to pay for their externalities.</i> 	
<p>b. Do you have any other comments on the proposed GPS funding package?</p>	<p>Optional comment example (please modify):</p> <ul style="list-style-type: none"> <i>The rail network is still recovering from years of underfunding. The significant drop in funding from year 3 of the GPS would cause significant damage to our rail infrastructure, limiting future opportunities to use this nationally significant asset and potentially resulting in forms of privatisation. The current proposed funding is completely inadequate to maintain the rail network.</i> <i>Rail should continue to be cross subsidised by road users, in addition to adequate levels of investment provided by the Government. All road users and the economy will substantially benefit from shifting freight to rail through reduced congestion, improved safety, reduction in emissions associated with heavy freight</i> 	

	<i>and improved efficiency of moving goods around.</i>	
9. Do you agree with the proposed Activity Class descriptions and funding ranges?	Strongly Disagree	<p>Optional comment example (please modify):</p> <ul style="list-style-type: none"> • <i>The proposed activity classes appear to extend the GPS' reach much further than previous proposals, with technical details that would undermine the ability of local governments to make independent and evidence-based decisions, specifically in the way the road related activity classes are described. Most transport projects these days are multi-modal, and this draft policy appears to try to prevent that.</i> • <i>This puts higher barriers to investing in public and active transport than Roads of National Significance do. Walking and cycling projects are required to show clear economic benefits, while other projects don't have to (such as the roads of national significance).</i> • <i>The split between funding for roading, walking and cycling has worrying implications for safety - the document suggests that roads could be built or repaired without footpaths, crossings, and protective cycleways, which would lock in car dependency at a time when shifting off cars wherever possible must be encouraged for less traffic, safer journeys, and lower emissions.</i> • <i>It also has negative implications for the environment - transport is the main area in which New Zealanders can actually contribute to significant changes in greenhouse gas emissions, but the proposed policy makes it harder for people to choose low</i>

		<i>emission forms of travel.</i>
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Statement of ministerial expectations

Question	Recommended answer	Comments/why we recommend this
10. Do you agree with the ministerial expectations as outlined in the draft GPS 2024?	Strongly disagree	An expectation that Waka Kotahi should focus on “building and maintaining our state highway roading network” is counterproductive and is not affordable. The expectation that “work on programs which are not aligned with [this draft GPS] to be discontinued” seems ideological and wasteful of all the work done to date.
a. Please provide any comments that support your answer above.	Optional comment example (please modify): <ul style="list-style-type: none"> Where the Minister’s expectations are favourable, he is unrealistic that this draft GPS will achieve them. 	

Further information

Question	
11. Do you have any other comments on GPS 2024?	Optional comment example (please modify): <ul style="list-style-type: none"> The focus on road building instead of providing for people and planet is regressive and counterproductive.

? Background

The coalition government’s draft Policy Statement on land transport 2024 (GPS 2024) outlines the government’s 10-year transport strategy, including which areas will receive more or less funding.

The GPS is important because if something isn’t included in the GPS, then it’s unlikely to happen. For example, a regional council may want to build a new path or cycleway, which requires co-funding from the central government. However, the current draft GPS says that investment will only be made “where demonstrated volumes of pedestrians and cyclists already exist.”

In other words, unless people already walk or cycle on that route, they won't fund it. This goes against all evidence on how you achieve behaviour change, which is sorely needed at a time when:

- our cities are clogged up with traffic jams, which can only be solved through giving people realistic options like cheap, fast, and reliable public transport, protected cycleways, and safe & enjoyable routes to walk
- rural roads are ridden with potholes from heavy freight, which could instead be transported via existing freight train lines
- transport is our second largest source of emissions, polluting our neighbourhoods and getting us further from doing our bit for the climate

Over the next two weeks (before 2 April) you have the opportunity to say what you want to see over the next 10 years in Aotearoa New Zealand's transport - what you support, what you think is missing, what could be better.

To read the actual document:

- [Draft GPS 2024 - at a glance](#) ← a visual summary
- [Draft GPS 2024](#) ← this is the full transport policy document
- [FAQs](#) ← a 10-page summary of the GPS and government responses to frequently asked questions

It is a relatively long document, and not everyone has the time to read and understand it all, but there are experts out there who do. NZ has many transport and climate action organisations, filled with people who have put a lot of thought into how we might build a brighter transport future. This Google Doc is an effort to gather all of that information and guidance, and present it in a way to inspire us, the general public, into calling for changes to the draft GPS. Let's all raise our voices and make some noise!

Individual submissions (as opposed to submissions by organisations) are best when they are **personalised**. The government wants to hear your personal story about how your life and the lives of those you care about will be impacted by this transport policy, and what changes you want to see from the government.

You can use the content in this document as inspiration for your own submission. Even if you're not feeling super creative / interested in writing your own story, you can absolutely still submit something by copying & pasting sections that you agree with from these template submissions. We have a very narrow window in which to act - please have your say before it closes.

Social images

- [Download images here](#) and share them on your socials! There are square and rectangle options available. You're also welcome to print them out as posters. See below for examples of what's available.
- Like, comment, and share these posts by our organisers to boost it on people's news feeds!

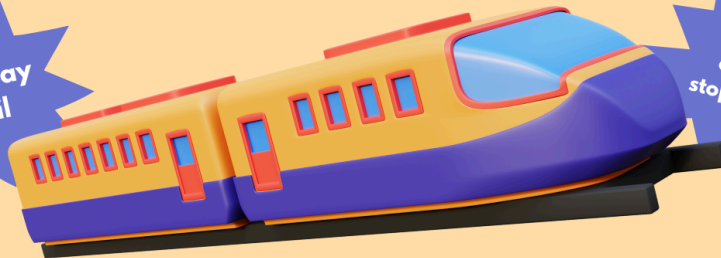
Coming soon! Links to posts on the following accounts will be added soon:

- Instagram: [@climateclubnz + collaborators](#)
- Twitter: [@climateclubnz](#)
- LinkedIn: [Climate Club NZ](#)
- Facebook: coming soon



TRANSPORT

Have your say
by 2 April



Don't limit
our movements:
stop public transport
cuts

FOR ALL

transport4all.org.nz



Respond to govt plans:
bit.ly/transport-gps



**PUBLIC TRANSPORT
SAVES
MORE THAN IT COSTS**



transport4all.org.nz

Stop the cuts to
public & active
transport:
bit.ly/transport-gps



TRANSPORT

Have your say
by 2 April



Diversify the routes:
don't defund
our commutes!

FOR ALL

transport4all.org.nz



Respond to govt plans:
bit.ly/transport-gps

TRANSPORT

Together,
we can save
public transport!



Have your say
by 2 April

FOR ALL

transport4all.org.nz



bit.ly/transport-gps

PUBLIC TRANSPORT IS

Have your say
by 2 April



Don't defund
safe commute
options!



THE ONLY OPTION FOR SOME

transport4all.org.nz

Respond to govt plans: bit.ly/transport-gps

