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Via email: ltibconsultation@transport.govt.nz

SUBMISSION TO MINISTRY OF TRANSPORT ON THE LONG-TERM INSIGHTS BRIEFING TOPIC

Thank you for the opportunity to present this submission on the Ministry of Transport's (the Ministry) long-term insights briefing topic.

The Queenstown Lakes District Council (QLDC) is supportive of development of a briefing on *What are the drivers and trends that will most directly influence demand for land-based transport in New Zealand over the next 25 years, and what are the range of feasible options for responding to this demand?* In addition, the Ministry could consider including "and what are the barriers to progressing alternative options".

QLDC sees real strength in using scenarios, horizon scanning and agent-based modelling to understand future demands on the transport system. These tools will be able to provide insights that are relevant to decisions being made now across central and local government due to the long lifespan of transport infrastructure and planning for strategic growth.

The briefing is of interest to QLDC as it is relevant to the Queenstown Lakes Spatial Plan (2021) which is the district's 30-year growth strategy. To align with this planning cycle in local government, QLDC recommends the Ministry consider using a 30-year timeframe or greater for its analysis.

One of the main benefits from the proposed simulations is understanding the impact of different *types* of transport investment, as well as the level of investment. In particular, understanding the type and level of investment made now to encourage alternatives to single-occupancy vehicles. This can then inform decisions on what type of transport modes need investment, and the level of investment, and the associated future implications and trade-offs from under-investment.

There is a risk that population-level modelling could lose some rich insights if the range of simulations does not address key regional differences. The Queenstown Lakes district (QLD) has geographical constraints that mean road corridors cannot be increased in size to improve network efficiency, and many future pinch points are already evident. Projections show there is the potential for the QLD to reach transport network failure in two years – the lack of ability to expand corridor capacity and resulting gridlock will be a major determinant of feasible options for travel modes. Simulations that keep the road network supply side stable are therefore crucial if they are to be relevant to the district.

In considering future technologies, it is QLDC's view that options can only be feasible if they help to get more from the current network and have less demand on road space. The consideration of future technology should not take away from the current range of options that could be scaled up in future such as e-bikes or gondolas/Whoosh¹. In determining feasible options, it is also important to consider what type of transport future is being sought, rather than being dictated by the technology that may become available.

¹ [Whoosh® - Introducing a new transportation solution.](#)

To be accurate, alternative scenarios for future travel demand will need to be based on the most reliable assumptions about population projections. In the QLD these projections are commissioned by Council and show that by 2053 the average daily population (visitors and residents) is forecast to increase to 150,082 with a peak daily population 217,462 people². On peak days there are as many visitors as residents, but visitors have different travel patterns to residents that are not captured by the Household Travel Survey. Consideration should be given to whether there is a suitable data source for visitor travel patterns to include in scenarios and simulations.

The Ministry has asked about drivers and trends most likely to have direct influence on demand for land-based transport. QLDC considers these to include:

- Time, cost, reliability, accessibility and convenience associated with transport options
- The level of congestion on the road network
- Increasing consumer preference for less emissions-intensive transport modes for both local and inter-regional travel
- The impacts of climate change including the frequency and severity of weather events, and resilience of transport infrastructure
- Rapid growth in both resident and visitor populations
- Perceived and actual safety of roads and transport modes
- Land use and urban design and their impact on liveability of neighbourhoods, including housing density and proximity to services, particularly in high-growth areas
- Income inequality and the distributional impacts of changing transport modes, including associated transport costs such as parking and congestion or road user charging
- Changes to work and recreation patterns, and socio-demographics such as changes in family structure
- Inclusive access to transport for people of various ages and with varied physical and mental capabilities
- The desire for quality of life and attaining good wellbeing outcomes.

Thank you again for the opportunity to comment.

Yours sincerely,



Pennie Pearce

Acting General Manager – Strategy and Policy

² <https://www.qldc.govt.nz/community/population-and-demand>