

Manifesto for a safe, efficient and sustainable transport in NZ

Movement is an alliance of organisations working to achieve a safe, efficient and sustainable transport system for all.

The case for change

Unfortunately, New Zealand's high rate of road fatalities and injuries are only the tip of the iceberg. Our transport system is underperforming in many critical areas: it is highly dependent on motor vehicles, prone to traffic congestion, lacks resilience, has poor integration between modes, is our fastest growing source of CO2 emissions, a significant cause of air pollution causing respiratory illness especially in young and old, and is often not safe - especially for vulnerable road users, thus the active modes of transport are not an option for many New Zealanders and lifestyles have become sedentary.

We cannot create safe travel for the active modes in isolation, New Zealand's transport system needs to be transformed so that all modes are integrated into a safe, efficient and sustainable system.

The objectives for such a safe, efficient and sustainable transport system in New Zealand must include supporting economic activity, improving the health, safety and accessibility of New Zealanders, while at the same time addressing climate change and other environmental impacts¹.

A new approach to transport planning is required

The last 60 or so years of transport planning in New Zealand has been predominately roading project orientated in order to allow (and encourage) the growth in private motor vehicle use. The underlying approach has been that "we can build our way out of congestion". However this approach has failed us because new roading generates more traffic and it is not physically or financially possible to create sufficient road space for every person to efficiently use their own vehicle.

¹ NZ Transport Strategy 2008 – Ministry of Transport

The future is likely to see the rise of electric and self-driving cars. However they are a slow and gradual evolution of the current transport system that doesn't address the key issues. In fact self-driving cars may generate a significant increase in traffic.

We need a new approach that delivers success based on the following Key Performance Indicators:

- NZ's rate of road death and serious injury compared to the best OECD nations
- The degree to which all aspects of the transport system are regarded by users as very safe
- Measures of mobility for school children and disabled persons
- Whether carbon and pollution emissions are in steady decline (in absolute terms)
- Whether traffic congestion delays have plateaued or are in decline
- The portion of the freight task carried out by coastal shipping and rail
- The degree to which transport modes are integrated and complement one another

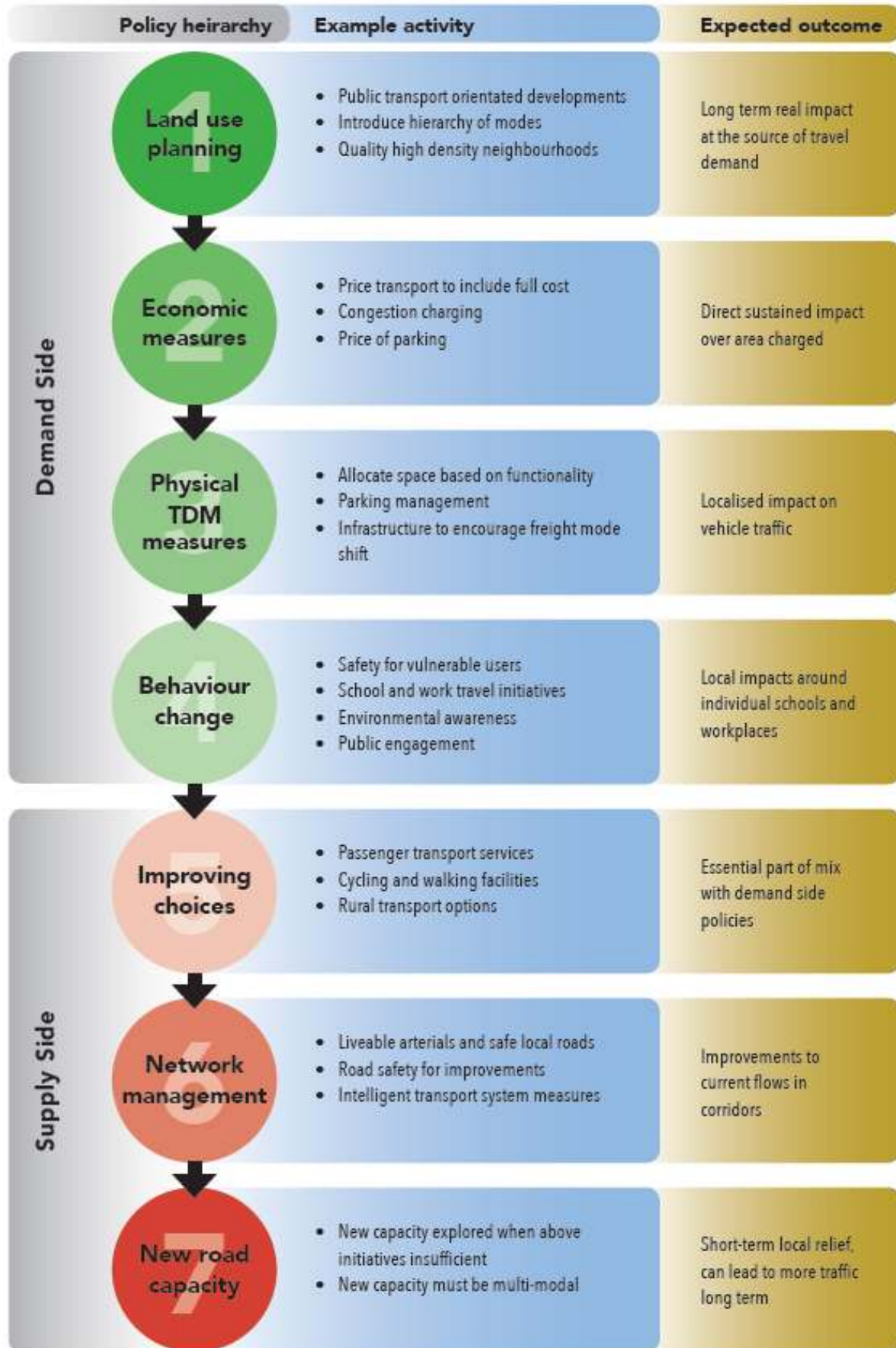
A comprehensive and effective policy approach is required to meet these formidable challenges along with the needs of different industries and people in all communities (from freight movers and vehicle owners to public transport users and those who walk or cycle).

Such a policy approach is found in the Hierarchy of Treatments for Transport Planning, per Figure 1 on next page. This is a best practice policy approach to transport that encompasses the 'big picture' yet provides succinct prioritisation of the many various transport interventions to deliver on the Key Performance Indicators above.

The Hierarchy of Treatments is the heart of the planning and implementation regime for a safe, efficient and sustainable transport system. All policies and plans must align with and demonstrate how they support the Hierarchy of Treatments².

² An example is provided in Attachment 2: Hierarchy of Treatments for Transport Planning prepared by the Auckland Regional Land Transport Committee (2008)

Figure 1: Hierarchy of Treatments for Transport Planning



In reviewing the Hierarchy of Treatments for Transport Planning for New Zealand’s context, **Movement** has identified nine key actions areas:

<p>Nine key actions for a safe, efficient and sustainable transport system in NZ</p>	<p>Alignment with the Hierarchy of Treatments:</p>
<p>1. Greater investment in active transport to provide high quality facilities for all New Zealanders wishing to get about on foot, horse, bicycle or mobility device.</p> <p>Increase investment for active modes to at least 5% of GPS to provide more and wider footpaths, safe pedestrian crossings, protected cycle lanes and shoulders on rural roads.</p> <p>Review all transport projects (including maintenance) before implementation for opportunities to improve conditions for active transport users.</p>	<p>Policy hierarchy 1 and 5</p>
<p>2. Sensible speeds. Safer traffic speeds are the single most effective invention to make our roads safer.</p> <p>Adopt the Vision Zero³ approach to speed management. Typically this means 80km/h on undivided rural roads, 60km/h for unsealed roads and 30 km/h around schools, shops and community facilities. Cost-effective traffic calming and enforcement (eg: speed cameras) are an important tool to ensure adherence to the safer speed limits.</p>	<p>Policy hierarchy 2</p>
<p>3. Safe space for people walking, cycling or using mobility aids.</p> <p>Legislate for a mandatory 1.5 metres minimum passing distance of cyclists by motorists. More safe pedestrian crossings (raised table) and treatment of unsignalised slip lanes. Education campaign to ensure motorists accessing driveways give way to pedestrians on the footpath. Stiffer penalties for motorists causing the deaths of pedestrians and cyclists.</p> <p>Adopt the <u>Road User Hierarchy</u>⁴ and implement it in conjunction with good urban design.</p>	<p>Policy hierarchy 1</p>
<p>4. Improve road safety. Central Government to adopt Vision Zero and make greater investment in road safety improvements, especially road median barriers, centreline rumble strips, road shoulders and foot paths on rural roads.</p> <p>More policing of our roads focused on speed, seat belts, alcohol and mobile</p>	<p>Policy hierarchy 6</p>

³ See Attachment 1: Vision zero: a toolkit for road safety in the modern era

⁴ See: <https://www.nzta.govt.nz/assets/resources/pedestrian-planning-guide/docs/chapter-5.pdf>

phone use. Introduce compulsory third party insurance to deter modified high performance vehicles, eg: boy racers, loud mufflers.	
5. Fewer Trucks. Trucks are involved in 1 in 4 fatalities on our roads. Prioritise freight onto rail and coastal shipping (by having trucks pay their fair share for road maintenance). Restrict the heaviest trucks from accessing urban areas and roads not designed to handle their weight or mass.	Policy hierarchy 3
6. Enhanced public transport through greater investment and priority. Implement a reward scheme to encourage more people to use public transport because it contributes to safer, stronger and more equitable communities, reduces congestion, transport pollution, and the need to build more roads.	Policy hierarchy 5
7. Economic measures: These include road pricing, carbon tax on fossil fuels and car registration fees to encourage reduced use of private vehicles and ownership of smaller (or alternatives to) combustion vehicles. Remove the full hypothecation of fuel taxes, as this motivates NZTA to prioritise transport solutions for greater motor vehicle use. Review NZTA's Financial Assistance Ratios and provide greater flexibility to the GPS ranges to remove project bias eg: Motorways over public transport.	Policy hierarchy 2
8. Higher standards Emissions testing (eg: Euro 5 or 6) introduced as part of the Warrant of Fitness testing. Mandatory professional driver licence training (including in-class driving education) and re-testing of licences every 15 years to help raise the standard of driving behaviour.	Policy hierarchy 1
9. Replace NZTA's Cost/Benefit business case with multiple criteria decision analysis (MCDA) to evaluate transport projects within the framework of the options within the Hierarchy of Treatments for Transport Planning. This is a more transparent approach that considers the broader social, economic and environmental impacts.	Policy hierarchy 7

The results of implementing these nine key actions in conjunction with the hierarchy of treatments for transport planning (Figure 1 above) will be hugely positive. We can reduce our dreadful rates of road death and injury, improve travel choice and efficiency for all New Zealanders whilst reversing the significant environmental footprint of transport.

We can make our transport system safe, efficient and sustainable by 2030.

Movement is an alliance of national organisations:



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