Turning the Tide - from Cars to Active Transport

Authors: Sandra Mandic, Andrew Jackson, John Lieswyn, Jennifer S Mindell, Enrique García Bengoechea, John C Spence, Ben Wooliscroft, Celia Wade-Brown, Kirsten Coppell, Erica Hinckson
Physical Inactivity Worldwide

New Zealand is 14th out of 168 countries...
## Transport in New Zealand

### Auckland
Driving rate: 80%

### Hamilton
Highest driving rates 85%

### Wellington
Highest public transport rates 18%

### Dunedin & Wellington
Highest walking rates 9%

### Christchurch
Highest cycling rates 7%
Over time, car use has grown. Use of all other modes has declined.
Auckland’s congestion cost estimates:

NZD $0.25 to $1.25 billion a year

Economic Cost

Time and cost of transport
New Zealand has one of the highest rates of road traffic injury and death in the Organisation for Economic Co-operation and Development (OECD).
Cost to Natural and Built Environments

Replace vital infrastructure lost to climate change in the next half-century

Transport contributes to 17% of New Zealand’s greenhouse gas emissions (MoT, 2017)

Estimated cost: NZD $5-8 billion
New Zealand is the third obese country in OECD*

*OECD: Organisation for Economic Co-operation and Development
Benefits of Active Transport

- Population health
- Less reliance on motorised transport
- Equitable health and wellbeing of individuals, families, communities and nation as a whole

Increasing active transport $\rightarrow$ Physical activity
Examples around the World
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The Active Living and Environment Symposium
Linking Transport, Health and Sustainability

University of Otago | Dunedin | New Zealand | 13-15 February 2019
Prof Jennifer Mindell  
(UCL (University College London), UK)

Prof John Spence  
(University of Alberta, Canada)

Dr Enrique García  
(University of Limerick, Ireland)

Prof Simon Kingham  
(Ministry of Transport)

Mr Martin Dutton  
(Ministry of Health)

Prof Erica Hinckson  
(AUT)

A/Prof Sandra Mandic  
(Otago)

A/Prof Ben Wooliscroft  
(Otago)

A/Prof Melody Smith  
(Auckland)

A/Prof Christina Ergler  
(Otago)

Mr Andrew Jackson  
(Consulting Jackson Ltd)

Ms Celia Wade-Brown QSO  
(Living Streets Aotearoa)

Ms Claire Pascoe  
(NZ Transport Agency)

Prof Jennifer Mindell  
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A/Prof Christina Ergler  
(Otago)

Mr Andrew Jackson  
(Consulting Jackson Ltd)

Ms Celia Wade-Brown QSO  
(Living Streets Aotearoa)

Ms Claire Pascoe  
(NZ Transport Agency)

13 Invited speakers  
24 Research and policy/practice abstracts  
Full 3-day programme
‘Turning the Tide’ Authors

A/Prof Sandra Mandic (University of Otago)
Mr Andrew Jackson (Consulting Jackson Ltd)
Mr John Lieswyn (ViaStrada)
Prof Jennifer Mindell (UCL (University College London), UK)
Dr Enrique García Bengoecha (University of Limerick, Ireland)

Prof John Spence (University of Alberta, Canada)
A/Prof Ben Wooliscroft (University of Otago)
Ms Celia Wade-Brown QSO (Living Streets Aotearoa)
A/Prof Kirsten Coppell (University of Otago)
Prof Erica Hinckson (Auckland University of Technology)
Development of Recommendations

**Input**

- **Jan 2019**
  - TALES delegates’ recommendations

- **Feb 2019**
  - TALES Symposium discussions

**Output**

- **Initial set:** 74 recommendations

- **Draft #1:** 17 recommendations and 80 actions grouped across 4 areas

- **Draft #2:** 13 recommendations and 64 actions grouped across 4 areas

- **Draft #3:** 13 recommendations and 39 actions grouped across 4 areas

- **Mar-Apr 2019**
  - ‘Turning the Tide – from Cars to Active Transport’
  - ‘Key Policy Recommendations for Active Transport in NZ’
“Transforming Cities into Active, Healthy and Sustainable Places”

Speaker:
Hon Julie Anne Genter,
Minister for Women,
Associate Minister of Transport
and Associate Minister of Health

Facilitator:
Prof Simon Kingham,
Ministry for Transport

Panellists:

Prof Jennifer Mindell
(UCL (University College London, UK))

Ms Celia Wade-Brown
QSO (Living Streets Aotearoa)

Mr Gareth Fairweather
(Ministry of Transport)

Mr Martin Dutton
(Ministry of Health)

Ms Sara Templeton
(Christchurch City Council)

Ms Louise Baker
(WSP Opus)

Dr Mark Smith
(Community Member)
“Transforming Cities into Active, Healthy and Sustainable Places”
## Evaluation of Importance and Feasibility of Each Recommended Action

<table>
<thead>
<tr>
<th>Component</th>
<th>Item</th>
<th>Response categories</th>
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</thead>
</table>
| **Importance** | Is it really important (will it make a big difference)? | 5 = Strongly agree  
4 = Somewhat agree  
3 = Neither agree nor disagree  
2 = Somewhat disagree  
1 = Strongly disagree |
| **Feasibility** | Is technically feasible (achievable)? |  |
| | Is publicly / politically acceptable? |  |
| | Is relatively affordable? |  |
| | Can be done quickly? |  |
Summary of Key Policy Recommendations for Active Transport in New Zealand

(13 recommendations and 39 suggested actions grouped across four broad categories)

Turning the Tide – from Cars to Active Transport (2019)
1. We Need to Make a Commitment to Change

Evaluation, Governance and Funding

A1. Set and monitor shared targets for the proportion of trips by active modes and public transport

A2. Ensure that the value of active transport is recognised in policies and investment decisions to allocate the necessary funding for this task

A3. Continually update the information available on health and economic impacts of specific active transport interventions
<table>
<thead>
<tr>
<th>2019</th>
<th>By 2050</th>
</tr>
</thead>
<tbody>
<tr>
<td>12%</td>
<td>25%</td>
</tr>
<tr>
<td>1%</td>
<td>15%</td>
</tr>
<tr>
<td>3%</td>
<td>15%</td>
</tr>
<tr>
<td>83%</td>
<td>45%</td>
</tr>
</tbody>
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Turning the Tide – from Cars to Active Transport (2019)
2. Nationally Coordinated and Funded Programme of Education and Promotion of Active Transport

B Education and Encouragement/Promotion

B1. Promote active transport to and from schools
B2. Promote active transport to and from workplaces
B3. Make public transport more affordable and accessible
B4. Improve motorist education
3. Commitment to Design Cities for People and not for Cars

C Engineering (Infrastructure, Built environment)

C1. Require and fund a universal, interconnected active transport network

C2. Design and transform towns and cities for people to ensure positive health and environmental outcomes
4. Regulatory System that Encourages the Use of Active Transport

D Enforcement and Regulation

D1. Change the decision making framework/planning rules (that affect transport options) to enable good health and wellbeing at a population level

D2. Change regulations to improve road safety for active transport

D3. Regulate for healthy transport options to and from schools

D4. Improve and enforce regulations for better air quality
Turning the Tide – from Cars to Active Transport (2019)

**2019**
- TRIPS
  - 83% car
  - 12% walking
  - 1% cycling
  - 3% public transport

**2050**
- TRIPS - TARGET
  - 45% car
  - 25% walking
  - 15% cycling
  - 15% public transport

**Outcomes**
- 50% of New Zealanders physically inactive with 30% increased chance of morbidity
- 14 billion tonnes of transport carbon per year
- 300 deaths attributable to transport related poor air quality
- Rising congestion

**Post car culture**
1. Education
2. Regulation

**Liveable physical environment**
1. Funding
2. Regulation

**Clear targets and great governance**
- Fewer premature deaths each year due to more physical activity
- Reduction in carbon
- Reduction in deaths attributable to transport related poor air quality
- Great access for all
Reports are now available on the Active Living Laboratory website:

https://www.otago.ac.nz/active-living/otago709602.html
Dissemination of Recommendations

Discussions with stakeholders

Active Living Laboratory website:
www.otago.ac.nz/active-living/otago709602.html

TALES Symposium website:
www.otago.ac.nz/active-living-2019

In the first month…

• 9 presentations, reaching 232 stakeholders
• 20 media commentaries

Auckland
(06-07 May 2019)

Wellington
(30 Apr 2019)

Christchurch
(01 May 2019)

Dunedin
(14 May 2019)
Turning the Tide - from Cars to Active Transport

This cross-sector effort resulted in a document that has the potential to:

- Stimulate the development of a new active transport strategy for New Zealand,
- Prompt setting of targets and monitoring progress/outcomes, and
Key Policy Recommendations for Active Transport in New Zealand

1. Commit to change
2. Nationally coordinated and funded education and promotion of active transport
3. Commit to design cities for people and not just for cars
4. Regulatory system that encourages active transport
This project did not receive any specific grant from funding agencies in the public, commercial, or not-for-profit sectors.