

Transport Policy

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Definitions

Accessible transport: Public transport that people with disabilities can use independently.

Active modes: Walking, cycling and any mode of transport powered substantially by the person travelling.

Car-pooling: The shared use of a car for a specific journey, in particular for commuting to work, often by people who each have a car but travel together to save costs.

Car-sharing: The renting of cars for short periods of time, often by the hour, so that individuals gain the benefits of private cars without the costs and responsibilities of ownership.

Road Controlling Authority: NZTA for state highways, local authorities for local roads, and the appropriate agency (e.g. DoC) for special purpose roads.

Travel demand management: Refers to the '3Rs': 1. remove unnecessary trips; 2. reduce trip lengths; and 3. replace car trips.

Sustainable transport: Meeting our needs for transport in a way that can be continued in perpetuity without damaging social or environmental effects.

Vision

- New Zealand has a sustainable transport system that supports liveable, people-friendly towns and cities, and enables the movement of people and goods locally, regionally and nationally at least social, environmental and financial cost.
- People of all ages and abilities have access to safe, reliable and convenient transport.
- Traffic on roads and roading is reduced as other modes of transport are preferred. Road traffic is predominantly low or zero-emission vehicles.
- Public transport in urban and rural areas is widely available and extensively used.
- Walking and cycling are a popular transport choice, facilitated by a nationwide web of safe and attractive cycle and walkways.
- Transport infrastructure provides access to provincial areas and supports regional development.

Key Principles

A sustainable transport system for New Zealand will:

1. Take into account both the needs of future generations and the urgent need for immediate improvements.
2. Prepare for and adapt to constraints imposed on travel and transportation by peak oil and climate change.
3. Serve all New Zealanders and support vibrant and liveable communities.
4. Minimise harm to people.
5. Safeguard all aspects of the environment and minimise greenhouse gas emissions.
6. Use energy and other resources efficiently and sustainably.
7. Be financially responsible.

Policy Points

1. Strategic Direction, Planning and Funding

The Green Party will:

1. Revise the targets and timetables set by the Government Policy Statement on Transport Funding, to:
 - a. Urgently increase the supply of safe walking and cycling options by extending the model walking and cycling communities programme.
 - b. Increase the supply of reliable and affordable passenger transport (buses, trains and ferries).
 - c. Repair and upgrade our national rail network including reinstatement of mothballed sections.
 - d. Invest in a coordinated freight strategy that includes developing coastal shipping for domestic freight.
 - e. Increase the quality and safety of existing roads through increased road maintenance and safety promotion.
2. Encourage the development and use of vehicles (land, sea and air) powered by low or zero greenhouse gas emitting energy sources.
3. Support public ownership and financing of all new infrastructure.
4. Involve agencies such as health, education, recreation and regional development in transport planning.
5. Give effect to article 20 of the UN Convention on the Rights of Persons with Disabilities, including the development of a National Mobility Scheme, to ensure personal mobility with the greatest possible independence for persons with disabilities.
6. Investigate travel patterns and demand, and encourage travel demand management.
7. Revise the Funding Assistance rate to increase support for sustainable transport.
8. Enable organisations who represent public transport users, pedestrians and cyclists to apply for NZTA funds for the purpose of implementing sustainable transport initiatives.
9. Review whether compulsory purchase powers under the Public Works Act are still appropriate for ports, airports and roading authorities.
10. Reinstate funding to implement the National Energy Efficiency and Conservation Strategy, with an increased emphasis on traffic reduction as key

goals.

2. Fostering Liveable Cities and Towns

Liveable, people-friendly cities and towns have a low level of car dependence, and movement and interaction are safe and easy for all (see our [Housing and Sustainable Communities](#) Policy). In order to remove unnecessary car trips, reduce car trip lengths and replace car trips, the Green Party will:

1. Create a National Policy Statement on sustainable urban form and National Environmental Standards addressing the environmental effects of transport to guide local authorities.
2. Enable co-location of housing, workplaces, schools, and community and retail facilities for easy access by active modes of transport.
3. Ensure legislation and planning recognise that streets are public spaces that affect the way people live, work, play and learn, rather than simply vehicle corridors.
4. Increase availability of public transport and the infrastructure required for active modes.
5. Discourage the supply and availability of parking in metropolitan areas, and reduce or remove land use planning regulations that force development to be car-oriented.
6. Encourage the development of travel plans by workplaces, schools, and public institutions.
7. Encourage telework, telecommuting, working from home and community office space.
8. Support and promote car-pooling and car-sharing programmes.
9. Ensure local authorities better coordinate utility work programmes on public roads.

3. Fair Cost of Transport

Knowledge of social, environmental and resource costs will enable people to make informed transport choices. The Green Party will:

1. Ensure that pricing of transport services and infrastructure promotes the development and use of sustainable transport.
2. Review the road user charges system and investigate whether it should be replaced by fuel tax or extended to other vehicles over time.
3. Enable local authorities to consider a range of options to equitably finance transport spending as an alternative to funding via rates.
4. Remove flat charges for drivers' licences, vehicle registration and licensing fees, and ACC levies, and instead pay the cost of processing out of petrol tax and road user charges so that those who drive more will pay more.
5. Investigate the merits of a compulsory third party insurance scheme funded by a levy on liquid fuels.
6. Review and where necessary revise the Understanding Transport Costs and Charges study to provide public information about the relative costs and benefits of various modes of transport.

4. Integrated Public Transport

The Green Party will:

1. Develop public transport services that meet a wide range of needs e.g. parking for 'park-and-ride' at transport hubs, more cross-town services, use of shared taxis etc.
2. Encourage innovative ways of providing settlements with a population of more than 500 with suitable daytime public transport.
3. Improve bus priority measures on all main roads, including bus lanes, right of way and lights pre-emption.
4. Support regional councils and unitary authorities to integrate scheduling of public transport.
5. Implement the recommendations of the 2005 Human Rights Commission Inquiry into Accessible Public Land Transport to enable disabled people to use public transport.
6. Develop national standards for accessible public transport so that, for example, all buses have a visual display and audio announcements.
7. Support the development of accessible intercity bus and train travel.
8. Reduce public transport fares by revising the farebox recovery ratio required by NZTA, and investigate the merits of abolishing journey fares, as they often cost a disproportionate amount to collect, slow buses and encourage car use.
9. Retain the Supergold card public transport concessions for senior citizens, and offer discounted ticket prices for children and young people, students and beneficiaries.
10. Identify ways to get better value for money than the current tendering for bus services.
11. Expand funding for information and access to public transport including real-time information services, journey planners, maps and accessibility to stations and interchanges.
12. Identify ways to increase the average speed of public transport.

5. Increasing Active Modes

The Green Party will:

1. Support the preparation and implementation of national, regional and local Walking and Cycling Strategies.
2. Require NZTA to develop Active Mode Facility and network planning guidelines, and ensure that publicly provided or funded transport information systems include information on walking and cycling options.
3. Encourage local authorities to develop safe and direct walking and cycling routes at a local and regional level, and expand networks of paths connecting streets in urban areas.
4. Require major public investments (such as new hospitals) to ensure that access is pedestrian and cycle friendly with secure cycle parking.
5. Investigate the need for clearer liability for crashes involving active modes so that motorised vehicles involved are liable unless the pedestrian or cyclist has been reckless.
6. Investigate and where possible address the factors that discourage people from cycling.
7. Require all road controlling authorities to have in place plans to support active modes, and specific contact points for walking and cycling issues, within three years, as a condition of funding.

8. Further develop the nationwide network of safe and attractive cycleways using paper roads, road and rail corridors, and reserves as far as possible, where these can be constructed and used without damaging conservation, historic, ecological or wilderness values.
9. Ensure that public transport services are 'cycle friendly' as a condition of receiving public funding.
10. Improve cycle safety on the open road by widening roads and creating more cycleways, and increasing driver education.

6. Decreasing Dependence on Road and Air Transport

A. Rail

Rail freight uses roughly one third of the fuel of road transport per tonne kilometre and is a highly energy-efficient means of commuter transport. A strong, viable rail system will be important in reducing New Zealand's carbon emissions, and in coping with the transport needs of industry. The Green Party will:

1. Increase commuter and long-distance rail passenger services and ensure trains are accessible to all users.
2. Make rail and road access costs fair and equitable.
3. Develop 'land port' facilities to minimise heavy truck movements in urban areas and facilitate road to rail transfer of all kinds of freight, and expand investment in facilities to enable easy transfer of goods from rail to local delivery services.
4. Support completion of electrification of the North Island Main Trunk Line, and investigate electrifying the rest of the rail system over time.
5. Fund the Auckland City Rail Link and ensure Auckland Transport has the funding for upgrades and new projects.
6. Encourage most heavy goods are carried by rail, and facilitate the creation of spur lines to significant freight generators.
7. Ensure local suppliers are preferred for production and maintenance of rail hardware.

B. Coastal Shipping

Coastal shipping is another energy-efficient means of transporting freight. The Green Party believes New Zealand needs a domestic shipping industry that employs New Zealanders and provides socially, environmentally and economically efficient transport of goods. The Green Party will:

1. Investigate restoring coastal shipping lanes and to encourage the use of ships which are registered, owned and crewed by New Zealanders.
2. Investigate a concessionary 'tonnage tax' and/or a container tax as a means of developing the coastal shipping industry.
3. Investigate the move under Closer Economic Relations to consider trips between Australian ports, New Zealand ports, and Australian and New Zealand ports as a single market.
4. Develop port infrastructure so it acts in both the local and national economic interests.
5. Ensure Maritime New Zealand have both the powers and expertise to properly regulate and address shipping safety and environmental impact, including assisting local authorities with assessments when required.
6. Empower the Transport Accident Investigation Commission to censure and make binding recommendations when Maritime NZ fails to properly ensure

safety.

7. Promote the use of barges and small ships as energy-efficient means of transporting goods.

C. Air

1. Encourage a shift from air travel and transport to modes with a lower social and environmental impact.
2. Ensure flight paths minimise impact of aircraft noise on residential communities and other noise sensitive activities, whilst maintaining aircraft safety.
3. Support limiting the impact of flying activities on adjacent communities and ecologically sensitive areas.
4. Require measurement of aviation sector's carbon intensity, demand and support reductions in i) carbon intensity, and ii) gross sector carbon-equivalent and greenhouse gas output.
5. Investigate CAA charges and ensure they are fair and reasonable.

7. Emissions and Energy Efficiency

Transport is responsible for a significant amount of New Zealand's carbon dioxide (CO₂) emissions. We will use regulations and economic instruments to improve energy efficiency, reduce harmful vehicle emissions and improve the fuel economy of the fleet. To improve local air quality, the Green Party will:

1. Amend the National Environmental Standard to include a clear and strict mechanism able to be applied to vehicles, transport infrastructure and transport policy.
2. Regularly review and update vehicle exhaust emission standards for all vehicles entering the country to ensure that New Zealand continues to import vehicles built to the highest available standards.
3. Undertake a comprehensive education and information campaign about the importance of reducing vehicle emissions and the steps vehicle owners can take, and include fuel efficient driving skills in new driver training and testing.
4. Prohibit the disconnection of any functioning pollution control equipment (such as catalytic converters) from vehicles to which they are fitted.
5. Introduce in-service vehicle emission requirements, and develop a comprehensive vehicle screening and assessment programme to ensure compliance.
6. Regularly review fuel specifications so that they meet or exceed international best practice for compounds that degrade air quality.
7. Support the transition to cleaner fuels for both private vehicles and those in the public fleet, and rationalise the refuelling network for these alternative fuels.
8. Support the transition to low-emission and zero-emission vehicles, such as electric cars and buses, and ensure that public transport funding encourages the use of low-emission and zero-emission vehicles.
9. Work actively for an international or bilateral agreement to ensure that fuels for international maritime and aviation use include the full costs of their CO₂ emissions.
10. Collaborate with international bodies on the development of low carbon alternative aviation fuels to replace fossil fuels.

8. Safety Initiatives

The Green Party will work towards a transport system that puts the interests of children, walkers and cyclists first, and will:

1. Improve information and research on children's transport needs.
2. Ensure transport policy and decision-making fully complies with the UN Convention on the Rights of the Child, and ensure that all land transport projects are assessed for their effect on children.
3. Work with schools and communities to make walking and cycling to school a safer and more attractive alternative for children.
4. Enable local communities to request a road design change to address concerns about vehicle speeds and to facilitate safe road crossings, including on state highways.
5. Lower maximum permissible speeds in areas of significant pedestrian traffic, such as routes to schools, hospitals and shopping areas.
6. Expand school bus services, especially in rural, provincial and 'urban fringe' areas.

A. Road safety management

The Green Party will:

1. Provide better rest area facilities and road signs, in areas where fatigue is found to be a major cause of accidents.
2. Ensure better coordination between the NZTA, other road controlling authorities, ACC and the police so that safety issues are integrated into land transport planning and management.
3. Incorporate into transport planning the Vision Zero goal of zero road deaths for people following the road rules.
4. Encourage 'Traffic calming' in order to reduce vehicle speed and improve safety.
5. Oppose increases in maximum truckloads and truck lengths.
6. Revise the Road Safety 2010 strategy and associated policy to:
 - a. Reflect a pro-active approach based on risk compensation theory, international best practice and innovation in safety engineering.
 - b. Set targets based on increasing share for walking and cycling as well as focusing on historical accident records.

B. Aviation safety management

The Green Party will:

1. Review air traffic control standards and practices to ensure our air traffic control systems are operating to global best practice standards.
2. Ensure all New Zealand international airports comply with the International Civil Aviation Organisation's safety standards.