



It's About Time: Green Transport

Green Party election priority

*Cleaner Environment
Fairer Society
Smarter Economy*

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Introduction

The Green Party will make getting to places easier, without costing the earth.

For more than half a century, New Zealand governments have planned only for cars at the expense of everything else. Now we are vulnerable to rising oil prices and our cities are congested, expensive to get around and increasingly polluted.

National's answer is to spend even more on unnecessary and expensive motorways, and is borrowing to pay for them. These motorways have poor economic benefits because they are only used by a tiny percentage of vehicles each day. They won't make it easier for most Kiwis to get to work or school, or reduce the cost of moving freight.

The Green Party has a different vision – a smarter, greener transport plan that will benefit everyone – so New Zealand can catch up with the rest of the developed world.

We will invest in modern trains and buses, and build safe, separated paths for people who want to walk and cycle to work, school or to the shops.

The result will be quicker, cheaper and greener transport that gives people more choice, and moves more freight on rail or by sea.

Our regions will benefit from an increased focus on road maintenance, safety upgrades, and investment in rail freight and coastal shipping.

Our plan is practical, achievable, and affordable within current budget constraints. It will deliver more for less.

Auckland is a priority because it is our largest and fastest growing city, and it rightly aspires to a modern public transport system. National is delaying critical projects, like the City Rail Link. The Green Party is committed to making the Congestion Free Network, including the City Rail Link, a reality by 2020.

*The Green Party Transport Plan will give people what they want: vibrant, greener cities, where **public transport is fast, clean and affordable**, and where kids can walk and cycle to school safely.*



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Summary

1. **A bus or train every few minutes.** By investing in an integrated network of trains and buses with dedicated rights of way, we can make it easy to get around our largest cities without a car.
2. **Unlocking Auckland to become a vibrant city where public transport is fast, clean and affordable, and where cycling for adults and kids is safe.** We will implement the Congestion Free Network including underwriting \$1.3 billion in funding for the Auckland City Rail Link to start immediately, and extending rail to the Airport and the North Shore within 15 years.
3. **Safe walking and cycling.** The Green Party will invest at least \$100 million a year in new, safe, separated walking and cycling infrastructure in New Zealand's small towns and big cities.
4. **Resilient regions.** Our switch in spending away from a few motorways in urban areas will result in increased transport funding so regions can contest for projects that will best serve their transport needs. We will also reverse the neglect of our rail network, and invest significantly in the transport backbone of New Zealand.
5. **Affordable fares.** The Student Green Card will give free off-peak travel to all tertiary students and apprentices. We will investigate options to lower fares for everyone, and implement smart, integrated options for monthly and annual passes.

Situation

New Zealanders spend a disproportionate amount of their income getting around our cities.

Households are currently spending on average \$264 per week on transport.¹ This is relatively high compared to other developed countries.

People who live in cities like Perth in Australia or Portland in the United States can avoid the high cost of driving by using appealing, alternative ways of getting to work or school. Trains and buses run every few minutes at peak-hours and protected cycle lanes are available for shorter trips. These two cities are not more densely populated than our own. What makes them different is a more balanced approach to transport investment; they no longer focus their transport spend solely on roads.

National is not taking a balanced approach to transport. Over the next decade, National plans to spend less than 2 percent of the land transport budget for new infrastructure on public transport, walking and cycling.² It will spend over \$14 billion on a few expensive state highway projects that carry less than 5 percent of vehicle trips.³

This will not make it easier for people to get places without a car.

*An **advanced** city is not one where even the poor use cars, but rather one where even the rich use **public transport**.*

- Enrique Peñalosa, former Mayor of Bogota, Colombia, who transformed the dynamics of public transport in Bogota

No city has ever successfully managed to build their way out of congestion. Cities like Los Angeles did not solve congestion by building 1,400 kilometres of motorways. National's plan won't unclog our streets. It will make things worse. National's plan won't help our kids walk or cycle to school. Carbon emissions from transport will continue to grow under National and our air will become more polluted.

Even Los Angeles is now investing heavily in rail, busways and cycleways to address their gridlock and reduce the high costs of getting around.⁴

Solution

To build a smart, green economy that benefits all New Zealanders, the Green Party will significantly shift the way we currently invest in transport.

1. A bus or train every few minutes

The Green Party has been campaigning on critical infrastructure projects that will create an integrated, frequent passenger transport system in our largest cities. For Auckland, Wellington and Christchurch, this will mean a bus or train every few minutes during peak travel times. New Zealand's other cities will also benefit from similar investments in frequent network planning, and safe walking and cycling.

This is not unrealistic or unaffordable – indeed it is less expensive and has far greater benefits than the National Government's current plans. Our plan can be entirely implemented within the ten-year transport budget set out in the draft 2015-2025 Government Policy Statement on Transport Funding.

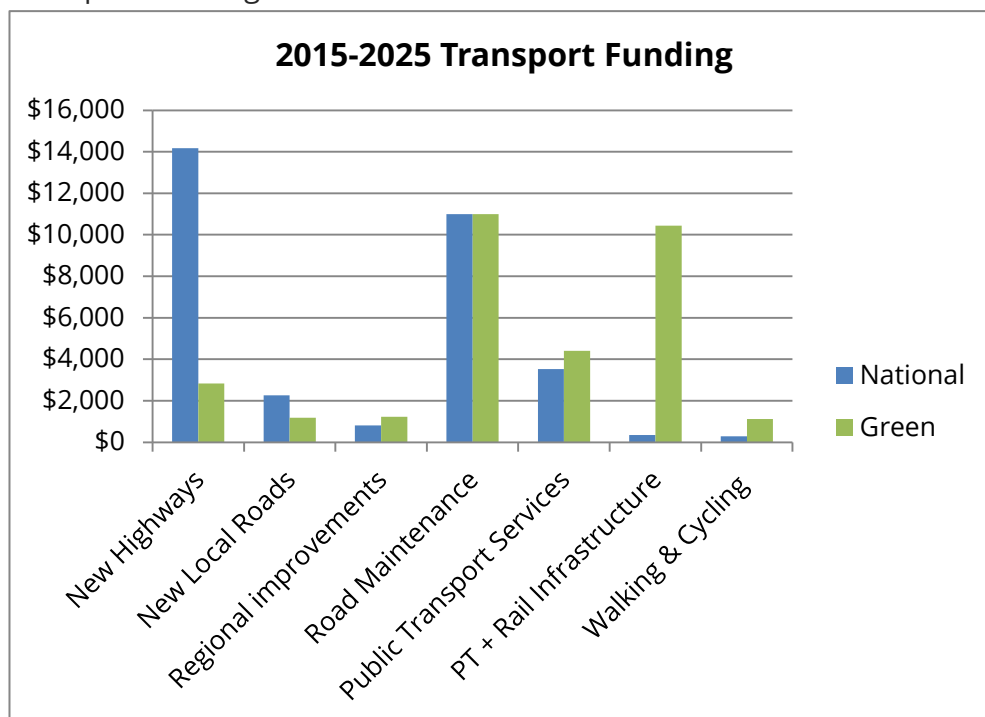


Figure 1: Ten-year Government Policy Statement on Transport Funding compared with the Green Party proposal.

Activity	2015/ 2016	2016/ 2017	2017/ 2018	2018/ 2019	2019/ 2020	2020/ 2021	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	Total	Change
State High- way Im- provements	470	430	390	330	300	285	210	160	130	110	2815	-11360
	1200	1250	1300	1325	1375	1425	1450	1550	1625	1675	14175	
State High- way Mainte- Maintenance	515	528	538	548	560	573	585	598	613	625	5680	0
	515	528	538	548	560	573	585	598	613	625	5680	
Local Roads Improve- ments	143	138	123	126	120	115	107	111	102	93	1177	-1078
	190	198	205	210	218	230	238	248	255	265	2255	
Local Road Mainte- nance	485	495	505	515	525	538	545	560	570	583	5320	0
	485	495	505	515	525	538	545	560	570	583	5320	
Public Transport Services	383	395	415	428	438	445	458	468	483	495	4405	+580
	333	345	355	368	378	385	398	408	423	435	3825	
Public Transport Infrastruc- ture	650	700	800	880	980	1050	1175	1300	1400	1500	10435	+10435
	0	0	0	0	0	0	0	0	0	0	0	
Walking & Cycling Im- provements	100	100	100	110	110	110	120	120	120	130	1120	+840
	24	25	26	27	28	29	30	30	32	33	281	
Regional Improve- ments	70	125	130	130	130	130	130	130	130	130	1235	+423
	70	75	80	80	83	85	85	85	85	85	813	
Road Polic- ing	300	305	310	318	323	328	335	340	348	350	3255	0
	300	305	310	318	323	328	335	340	348	350	3255	
Road Safety Promotion	34	35	35	36	36	37	38	38	39	39	364	0
	34	35	35	36	36	37	38	38	39	39	364	
Investment Manage- ment	56	57	58	59	60	61	62	63	64	65	605	0
	56	57	58	59	60	61	62	63	64	65	605	
Total	3205	3307	3403	3479	3581	3670	3764	3887	3997	4118	36410	-161
	3206	3311	3411	3484	3584	3689	3764	3919	4052	4153	36571	
Savings	1	4	8	6	3	19	0	31	55	35	161	

Figure 2: Green Party's proposed Government Policy Statement on Transport Funding 2015-2025 compared with National's (in blue). All figures are \$millions.

Unlike National, we will subject all projects to comprehensive economic evaluation to ensure that we are prioritising projects that are best value for money over their lifetime.

2. Unlocking Auckland: Faster, Cleaner, Smarter

Aucklanders have made it clear: they want faster, more convenient transport options, but the current National Government is not listening.⁵

The Plan

It is time to unlock Auckland's potential by re-prioritising spending into public transport, cycling, and walking initiatives, and by fast-tracking the City Rail Link. We plan to reduce congestion, make roads safer, cleaner, and quieter, and boost Auckland's thriving economy.

Transforming the culture of how we move around this city is not an end in itself, but a means to the end of making the city a **better** place in which to live.

- Metro Magazine on Auckland City, May 2014

We plan to implement the Congestion Free Network (developed by the Transport Blog and Generation Zero) and will deliver safer spaces for cyclists and pedestrians, making Auckland a more vibrant, liveable city.

We will build a comprehensive transport network with integrated trains, buses, and ferries that will make getting around Auckland faster and easier for everyone.

By 2020, we will:

1. Complete the City Rail Link, cutting train travel times by up to 28 minutes per trip;

2. Build a rail extension to Mt Roskill (with further rail extensions to the Airport by 2025 and the North Shore by 2030);
3. Electrify the rail network from Papakura to Pukekohe;
4. Extend the Northern Busway to Albany and through to Newmarket;
5. Build a busway on State Highway 16 and establish a new high quality bus service across the Upper Harbour;
6. Extend the Auckland Manukau Eastern Transport Initiative busway into Ellerslie and Manukau.

Activity	Total (\$million)	Govt. Share
City Rail Link	2200	1320
Mt Roskill rail extension	150	75
Papakura and Pukekohe electrification	102	51
Northern Busway extension	250	125
City Centre Bus improvements	250	125
Constellation-Westgate-Waterview Busway	450	225
AMETI Busway	700	350
2015-2020 Total	4102	2271

Figure 3: Congestion Free Network 2015-2020.

By 2025, the Northern Busway will be extended to Silverdale, the North-western busway extended to Kumeu, and a busway will connect Howick to Panmure and Ellerslie. By 2030, Dominion Road will be upgraded to light rail, which will connect to the Wynyard Quarter, and our rail network will be extended to the Airport and the North Shore.

Safe walking and cycling in Auckland

We will also invest \$34 million a year in Auckland's cycling and walking infrastructure, building a city-wide protected network.

We will increase the number of pedestrian areas, cycle parks, and storage, introduce bus bike racks, and build traffic calming measures like traffic islands, trees, and raised road crossings near shopping centres and schools.

We are also committed to fully funding the SkyPath, so people on foot and on bike can cross the Auckland Harbour Bridge toll-free and safely.

Perth: A city showing the way

Perth has a slightly larger population than Auckland and is also a dispersed city that is forecast to grow significantly.

Perth's bold plans for public transport, including inner city light rail, will see A\$4.2 billion (NZ\$4.4 billion) spent on new fleets and infrastructure in the next 15 years. Public transport use will rise to 30 percent of peak-hour journeys from 20 percent.

The building of light rail, starting in two years, and linking inner northern suburbs to the CBD will transform transport in the city, according to the state government.

Patronage has increased by more than 600 percent since the system was electrified and expanded in the early 1990s.⁶

In addition, the city has an extensive cycleway network with park and ride facilities.

3. Safe walking and cycling

The Green Party will invest \$400 million in safe, new separated walking and cycling infrastructure over the next four years.

Safe urban cycling

Cycling is booming throughout New Zealand despite the National Government's failure to fund new cycle lanes to keep people safe. The number of people riding a bike to work increased by 16 percent between 2006 and 2013, while there was only a 1 percent increase in car commuting.

We will change the way we invest our transport budget to meet the demand for safe cycle lanes. Although cycling is increasingly popular, National has failed to make it a priority. It has invested less than 1 percent of the transport budget in cycling. Only seven of the New

Zealand Transport Agency's 1,300 staff work on cycling projects (as a comparison, 21 staff do public relations).

It would cost a tiny fraction of National's current \$14 billion spend on motorways to construct safe cycling infrastructure throughout our towns and cities.

National is missing a huge opportunity to enable cycling to be a serious, cost effective transport option for short trips.

Portland: bike capital of America

Portland dubs itself "the bike capital of America with cycle use tripling since 2001.

It aims to increase daily bicycle modal share from 7-8 percent to 25 percent.

"Downtown and near-city neighbourhoods are awash in bikes and bike lanes, delivery bikes dot the urban landscape and bars aren't encased in massive parking lots — they have bike corrals out front," according to a USA Today article.⁷

In Portland 31 percent of kids walk or bike to school as compared to the US national average of 13 percent.

Portland's Transportation Bureau has worked to make cycling integral to daily life by:

1. Planning, implementing, and maintaining a bikeway network
2. Providing secure bicycle parking
3. Educating people about the role of cycling.

Portland began building its cycle network in 1973 and in 2010, planned to double it to 1,500km by 2016.

Safe walking and cycling to school

The Green Party has announced its plan to spend \$200 million over four years to build safe walking and cycling infrastructure around schools.⁸ By 2020, we will see half of school kids getting to school under their own steam. This will be good for our children and good for our economy. For every dollar invested, we will recoup up to \$20 of health and education benefits.⁹



Kids getting to school under their own steam

We will also free up our roads. One in three car trips in the morning rush hour are related to education.¹⁰ That is around a quarter-of-a-million car journeys every morning that involve dropping kids off. As anyone who uses the roads during school holidays knows, school traffic is a major cause of congestion, which holds up traffic for all road users. Our plan for schools alone will reduce congestion by around 100,000 car trip-legs each day.

To keep our children safe, we also plan to promote ‘walking buses’ to school and will reduce speed limits around schools and pedestrian areas.

4. Resilient regions

While we will be deferring a few of National’s big, expensive motorway projects that don’t justify investment, we will invest in safety upgrades to our State Highways – including Project Lifesaver on State Highway 1 north of Puhoi. Over 10 years we plan to spend \$3 billion on state highways to improve safety.

Our transport budget increases Regional Transport funding by more than 50 percent so regions can contest for projects that best serve their transport needs, whether road, rail or port projects.

In addition, we will reverse the decades-long under-investment in our transport backbone, the national rail network. Rail freight has been growing for the past five years, but the infrastructure needs investment to make rail a much more reliable and fast option.

National has been doing the bare minimum required to keep rail alive. It has been cutting lines and refusing to invest in required new infrastructure. For example, a third main line will be needed in Auckland to serve strongly growing freight volumes at Port of Tauranga's Metroport and Port of Auckland's Wiri inland port. While this is relatively cheap, National has been dragging its feet on investing to grow capacity.

The Green Party will invest at least \$4 billion over the next decade on our national rail network – this will help exporters reduce the cost of getting their goods to market, and take pressure off our roads. We will bring rail funding into the transport budget so rail projects are subject to the same economic evaluation framework as all other transport projects.

5. Affordable fares

We will make public transport fares more affordable, starting with tertiary students and apprentices who are on tight budgets. The Student Green Card will allow tertiary students and apprentices free off-peak travel on public buses and trains. The Green Party will ensure students on a limited budget can use the bus or train, which will free up the roads for those who have to drive.

*For less than the cost of **one kilometre** of one of National's Roads of National Significance, we can provide **all tertiary students and apprentices with free off-peak transport for a year.***

- Julie Anne Genter, Green Party transport spokesperson

We will give students greater mobility and choice about how they get around.

The Green Card will be funded by re-prioritised spending and will cost between \$20 million and 30 million per year, depending on uptake. We will look to extend this to all children under 18 and beneficiaries, in addition to making fares more affordable for everyone through integrated monthly and annual ticket options.

Sources

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