

## Transport Policy

### Vision

The Green Party envisions:

- Aotearoa 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 the least environmental, social, and financial cost.
- People of all ages and abilities have access to safe, reliable, and convenient transport.
- Traffic on roads and roading infrastructure 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 choices, 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 Aotearoa 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 the transition to a low-energy and net-zero emissions economy and the effects of 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.

## Specific Policy Points

### 1 Strategic Direction, Planning and Funding

#### *Policy Positions*

- 1.1. Ensure that the targets and timetables set by the Government Policy Statement on Transport Funding:
  - a) Urgently increase the supply of safe walking and cycling options.
  - b) Increase the supply of reliable and affordable public 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.
- 1.2. Encourage the development and use of vehicles (land, sea and air) powered by low or zero greenhouse gas emitting energy sources.
- 1.3. Support public ownership and financing of all new transport infrastructure.
- 1.4. Involve agencies such as health, education, recreation and regional development in transport planning.
- 1.5. 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.
- 1.6. Investigate travel patterns and demand, and encourage travel demand management.
- 1.7. Revise Funding Assistance Rates to increase support for sustainable transport.
- 1.8. Enable organisations who represent public transport users, pedestrians, and cyclists to apply for NZTA funds for the purpose of implementing sustainable transport initiatives.

- 1.9. Review whether compulsory purchase powers under the Public Works Act are still appropriate for ports, airports and roading authorities.
- 1.10. Fund and implement a National Energy Efficiency and Conservation Strategy, with an increased emphasis on traffic reduction as a key goal.

## 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 Development](#) Policy). The Green Party is committed to removing unnecessary car trips, reducing car trip lengths and replacing car trips.

### *Policy Positions*

- 2.1. Create a National Policy Statement on sustainable urban form and National Environmental Standards addressing the environmental effects of transport to guide local authorities.
- 2.2. Enable co-location of housing, workplaces, schools, and community and retail facilities for easy access by active modes of transport.
- 2.3. 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.
- 2.4. Increase availability of public transport and the infrastructure required for active modes.
- 2.5. 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.
- 2.6. Encourage the development of travel plans by workplaces, schools, and public institutions.
- 2.7. Encourage telework, telecommuting, working from home and community office spaces.
- 2.8. Support and promote car-pooling and car-sharing programmes.
- 2.9. 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.

### *Policy Positions*

- 3.1. Ensure that pricing of transport services and infrastructure promotes the development and use of sustainable transport.
- 3.2. Review the road user charges system and investigate whether it should be replaced by fuel tax or extended to other vehicles over time.
- 3.3. Enable local authorities to consider a range of options to equitably finance transport spending as an alternative to funding via rates.
- 3.4. Remove flat charges for drivers' licences, vehicle registration and licensing fees, and ACC levies, and instead pay the cost of processing those services out of petrol tax and road user charges so that those who drive more will pay more.
- 3.5. Investigate the merits of a compulsory third party insurance scheme funded by a levy on liquid fuels.
- 3.6. 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**

### *Policy Positions*

- 4.1. 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.
- 4.2. Encourage innovative ways of providing settlements with a population of more than 500 with suitable daytime public transport.
- 4.3. Improve bus priority measures on all main roads, including bus lanes, right of way and lights pre-emption.
- 4.4. Support regional councils and unitary authorities to integrate scheduling of public transport.
- 4.5. Implement the recommendations of the 2005 Human Rights Commission Inquiry into Accessible Public Land Transport to enable disabled people to use public transport.
- 4.6. Revise national standards or requirements that relate to accessible public transport so that, for example, all buses have a visual display and audio announcements.
- 4.7. Support the development of accessible intercity bus and train travel.

- 4.8. 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.
- 4.9. Retain the SuperGold card public transport concessions for senior citizens, and offer discounted ticket prices for children and young people, students, and beneficiaries.
- 4.10. Identify ways to get better value for money than the current tendering for bus services.
- 4.11. Expand funding for information and access to public transport including real-time information services, journey planners, maps and accessibility to stations and interchanges.
- 4.12. Identify ways to increase the average speed of public transport.

## 5 Increasing Active Modes

### *Policy Positions*

- 5.1. Support the preparation and implementation of national, regional, and local walking and cycling strategies.
- 5.2. Ensure NZTA's active mode and network planning guidelines are fit for purpose, and that publicly provided or funded transport information systems include information on walking and cycling options.
- 5.3. 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.
- 5.4. Require major public investments (such as new hospitals) to ensure that access is pedestrian and cycle friendly with secure cycle parking.
- 5.5. 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.
- 5.6. Investigate and where possible address the factors that discourage people from cycling.
- 5.7. Require all road controlling authorities (e.g. Councils, NZTA) 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.
- 5.8. 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.

- 5.9. Ensure that public transport services are 'cycle friendly' as a condition of receiving public funding, which could include cycle-friendly behaviour by bus drivers, buses being equipped to carry bicycles, and adequate bike parking at public transport hubs.
- 5.10. 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 is a highly energy-efficient means of transport. A strong, viable rail system will be important in reducing Aotearoa New Zealand's carbon emissions and congestion, and in serving the transport needs of industry, commuters and our communities.

#### *Policy Positions*

- 6.1. Increase commuter and long-distance rail passenger services and ensure trains are accessible to all users.
- 6.2. Make rail and road access costs fair and equitable.
- 6.3. 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.
- 6.4. Support complete electrification of the North Island Main Trunk Line, and investigate electrifying the rest of the rail system over time, including the South Island.
- 6.5. Ensure Auckland Transport has the funding for upgrades and new rail projects.
- 6.6. Encourage most heavy goods to be carried by rail, and facilitate the creation of spur lines to significant freight generators.
- 6.7. Encourage light goods to be carried by electrified and light vehicles, such as cycle couriers.
- 6.8. 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 Aotearoa New Zealand needs a domestic shipping industry that employs New Zealanders and provides socially, environmentally and economically efficient transport of goods.

### *Policy Positions*

- 6.9. Investigate developing a comprehensive network of coastal shipping lanes and services on them.
- 6.10. Encourage the use of ships which are registered, owned and crewed by New Zealanders.
- 6.11. Investigate a concessionary 'tonnage tax' and/or a container tax as a means of developing the coastal shipping industry.
- 6.12. 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.
- 6.13. Develop port infrastructure so it acts in both the local and national economic interests.
- 6.14. Ensure Maritime New Zealand has both the powers and expertise to properly regulate and address shipping safety and environmental impact, including assisting local authorities with assessments when required.
- 6.15. Empower the Transport Accident Investigation Commission to censure and make binding recommendations when Maritime NZ fails to properly ensure safety.
- 6.16. Promote the use of barges and small ships as energy-efficient means of transporting goods.

## **C. Air**

### *Policy Positions*

- 6.17. Encourage a shift from air travel and transport to modes with a lower social and environmental impact, including:
  - a) Encouraging widespread adoption of virtual conferences, seminars and meetings to replace the physical equivalent (see also our [Digital](#) Policy).
  - b) Promotion of local tourism and "staycations" (see also our [Tourism](#) Policy).

- 6.18. Ensure flight paths minimise impact of aircraft noise on residential communities and other noise sensitive activities, whilst maintaining aircraft safety.
- 6.19. Support limiting the impact of flying activities on adjacent communities and ecologically sensitive areas.
- 6.20. Require measurement of the aviation sector's carbon intensity, demand and support reductions in i) carbon intensity, and ii) gross sector carbon-equivalent and greenhouse gas output.
- 6.21. Investigate CAA charges and ensure they are fair and reasonable.

## 7 Emissions and Energy Efficiency

Transport is responsible for a significant amount of Aotearoa New Zealand's carbon dioxide (CO<sub>2</sub>) emissions. We will use regulations and economic instruments to improve energy efficiency, reduce harmful vehicle emissions and improve the fuel economy of the fleet.

### *Policy Positions*

- 7.1. Ensure National Environmental Standard includes clear and strict mechanisms able to be applied to vehicles, transport infrastructure and transport policy.
- 7.2. Regularly review and update vehicle exhaust emission standards for all vehicles entering the country to ensure that Aotearoa New Zealand imports vehicles built to the highest available standards.
- 7.3. 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.
- 7.4. Prohibit the disconnection of any functioning pollution control equipment (such as catalytic converters) from vehicles to which they are fitted.
- 7.5. Introduce in-service vehicle emission requirements, and develop a comprehensive vehicle screening and assessment programme to ensure compliance.
- 7.6. Regularly review fuel specifications so that they meet or exceed international best practice for compounds that degrade air quality.
- 7.7. Support the transition to cleaner fuels for both private vehicles and those in the public fleet, and ensure there is an appropriate refuelling network in place for these alternative fuels.



- 7.8. 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.
- 7.9. 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.
- 7.10. 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.

### *Policy Positions*

- 8.1. Improve information and research on children's transport needs.
- 8.2. 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.
- 8.3. Work with schools and communities to make walking and cycling to school a safer and more attractive alternative for children.
- 8.4. 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.
- 8.5. Lower maximum permissible speeds in areas of significant pedestrian traffic, such as routes to schools, hospitals, and shopping areas.
- 8.6. Expand school bus services, especially in rural, provincial and 'urban fringe' areas.

### **A. Road safety management**

#### *Policy Positions*

- 8.7. Provide better rest area facilities and road signs, in areas where fatigue is found to be a major cause of accidents.
- 8.8. 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.
- 8.9. Incorporate into transport planning the Vision Zero goal of zero road deaths for people following the road rules.

- 8.10. Encourage 'traffic calming' in order to reduce vehicle speeds and improve safety.
- 8.11. Oppose increases in maximum truckloads and truck lengths.
- 8.12. Ensure that government road safety strategies and associated policies:
  - 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**

### *Policy Positions*

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