The Active Living and Environment Symposium
Linking Transport, Health and Sustainability

University of Otago | Dunedin | New Zealand | 13-15 February 2019

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William Evans Fund (Otago)
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Acknowledgments

Transport Research Network

William Evans Fund

150 YEARS 1869-2019

University of Otago
Te Wārare Wananga o Otago
New Zealand

University of Alberta
Faculty of Kinesiology, Sport, and Recreation

University of Limerick
Ollscoil Luimnigh

VIA STRADA
Transport Planning and Design

UCL

Living Streets Aotearoa

AUT

Te Wānanga Aroha
O Tamakii Marae

CE
Continuing Education

SCHOOL OF PHYSICAL EDUCATION,
SPORT AND EXERCISE SCIENCES
Te Kura Para Whakawā
Wise investment to increase physical activity through active transport will improve our human, natural and social capitals.
Benefits of Active Transport

REGULAR PHYSICAL ACTIVITY REDUCES YOUR RISKS OF

Cardiovascular disease by 35%
Breast cancer by 20%
Colon cancer by 30%

51% do at least 30 minutes of moderate activity or equivalent spread over 5 or more days in the last week.

Premature death by 30%
Dementia by 30%
Depression by 30%
Type 2 diabetes by up to 40%


Benefits of Active Transport

- Reduce emissions

![New Zealand CO2e Energy Emissions Diagram]

- Reduce air pollution from transport — 260 deaths annually

- Nearly one-third of all car trips in NZ are within reasonable walking distance (2 km)

- Nearly two-thirds of car trips are within reasonable cycling distance (5 km)

Support economy: People walking and cycling spend $34 per trip and shop more often than drivers
(NZTA research report 530)

Facilitate social interaction

Connect with nature & neighbourhood
**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

TALES delegates’ feedback
Importance & feasibility evaluation by working group
### 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>
<tbody>
<tr>
<td>Importance</td>
<td>Is it really important (will it make a big difference)?</td>
<td>5 = Strongly agree</td>
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<tr>
<td></td>
<td></td>
<td>4 = Somewhat agree</td>
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<tr>
<td></td>
<td></td>
<td>3 = Neither agree nor disagree</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 = Somewhat disagree</td>
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<td></td>
<td></td>
<td>1 = Strongly disagree</td>
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<tr>
<td>Feasibility</td>
<td>Is technically feasible (achievable)?</td>
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<td></td>
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<tr>
<td></td>
<td>Is publicly / politically acceptable?</td>
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<td></td>
<td>Is relatively affordable?</td>
<td></td>
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<tr>
<td></td>
<td>Can be done quickly?</td>
<td></td>
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</tbody>
</table>
**Development of Recommendations**

**Input**

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

- **Feb 2019**
  - TALES Symposium discussions

- **Mar-Apr 2019**
  - TALES delegates’ feedback
  - Importance & feasibility evaluation by working group

**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

- **‘Turning the Tide – from Cars to Active Transport’**

- **‘Key Policy Recommendations for Active Transport in NZ’**
Summary of Key Policy Recommendations for Active Transport in New Zealand

A. 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

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

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

D. Enforcement and Regulation
   D1. Change the decision making framework/planning results (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

(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

A 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
Recommended National Targets for NZ

**2019**

- **12%**
  - Double the proportion of trips walked to 25%

- **1%**
  - Double the proportion of cycling trips each decade with the ultimate goal of 15% of all trips being on bicycle

- **3%**
  - Increase the proportion of all trips by public transport to 15%

- **83%**
  - Meeting the above targets will reduce the percentage of car trips to 45% by 2050

**By 2050**

- Double the proportion of trips walked to 25%
- Double the proportion of cycling trips each decade with the ultimate goal of 15% of all trips being on bicycle
- Increase the proportion of all trips by public transport to 15%
- Meeting the above targets will reduce the proportion of car trips to 45% by 2050

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

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 results (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

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

2050

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

OUTCOMES
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

Education
Regulation

Post car culture

Funding
Regulation

Liveable physical environment

Clear targets and great governance
Reports are now available on the Active Living Laboratory website:
https://www.otago.ac.nz/active-living/otago709602.html
Dissemination of Recommendations

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

Discussions with stakeholders

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

Auckland
(06-07 May 2019)

Wellington
(30 Apr 2019)

Christchurch
(01 May 2019)

Dunedin
(14 May 2019)
Key Policy Recommendations for Active Transport in New Zealand

1. A commitment to change
2. Nationally coordinated and funded programme of education and promotion of active transport
3. Commitment to design cities for people and not for cars
4. Regulatory system that encourages the use of active transport
Turning the Tide - from Cars to Active Transport

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