Dr David Tripp
Specialist Physician and Intensivist
Wellington Hospital

DOCTORS FOR ACTIVE, SAFE TRANSPORT

CONFESSION….

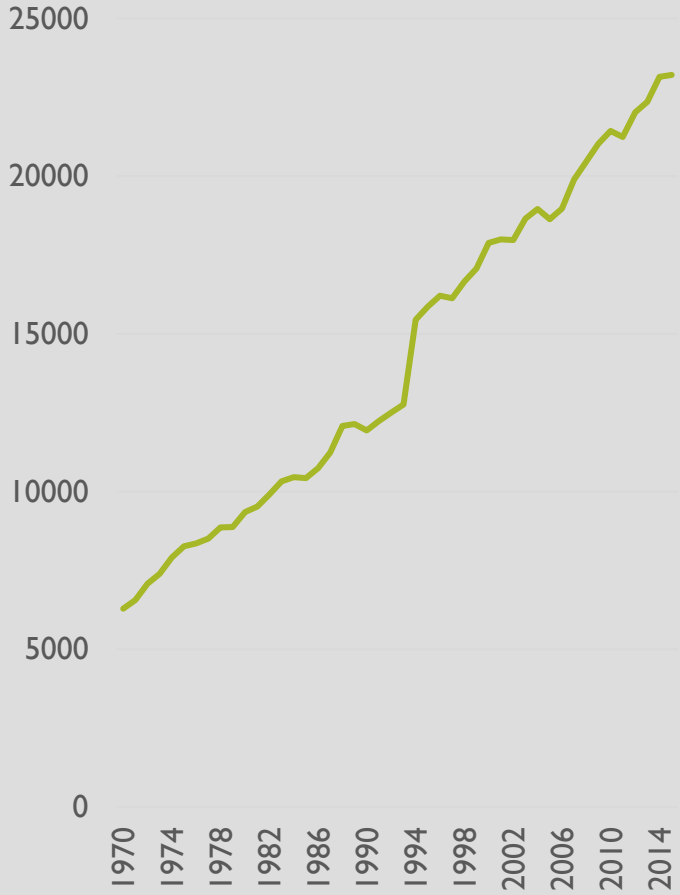

PARAMED

Cycling reduces the risk of:

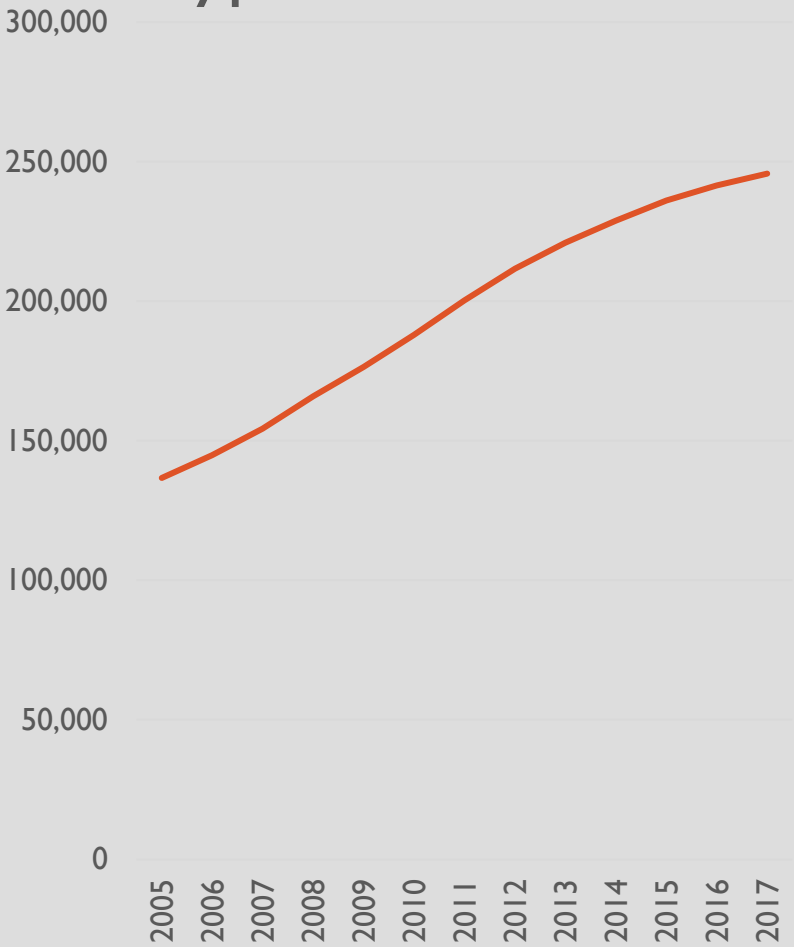
- all-cause mortality by 41%
- any cancer by 45%
- cardiovascular disease by 46%

A prospective 5 year study of 250,000 UK citizens, median age 52, BMJ 2017

New Cancers



Type 2 Diabetes



"The current transport system in NZ, like many other car-dominated transport systems, has substantial negative impacts on health, at a similar level to the effects of tobacco…"

Randal et al, Int J of Enrivonmental Research and Public Health, 2022

Our Illness System….

Our Health System….

Every decision made on transport has significant health impacts

1. Inclusion of Health Outcomes in Consideration of Transport

RESOURCE MANAGEMENT ACT

"**managing** the use, development, and protection of **natural and physical resources in a way**, or at a rate, **which enables people and communities to provide** for their social, economic, and cultural well-being and **for their health** and safety…"

YET…

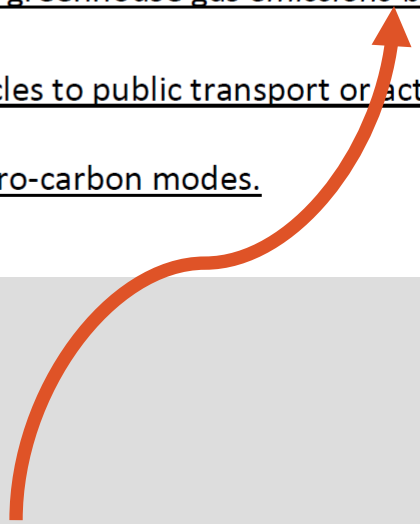
The transport components of this plan cover:

- Odour, smoke and dust
- Climate resilient urban areas
- Enhancing natural ecosystems
- Managing the effect of earthworks
- Enhancing the vibrancy of our urban centres

Yet – does not even mention the impact on health

Insert new Policy CC.1 as follows:

Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure – district and regional plans
District and regional plans shall include objectives, policies, rules and/or methods to require that all new and altered transport infrastructure is designed, constructed, and operated in a way that contribute to reducing greenhouse gas *emissions* by: (a) Optimising overall transport demand; (b) Maximising mode shift from private vehicles to public transport or active modes; and (c) Supporting the move towards low and zero-carbon modes.



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"and improved health outcomes"

118. DAST [S116.004] support in part Policies CC.9. EIW.1 and 57 and seeks that the policies require health assessments for transport. While I agree that to reduce greenhouse gas emissions, transport planning has a significant role in facilitating and promoting rapid modal shift, requiring health assessments as part of policy application is out of scope of the RMA. As such, I recommend that the relief sought by DAST [S116.004] is rejected.

177. With regard to the amendments sought by DAST, in my opinion the proposed inclusion of "health outcomes' within Policy CC.1 is not necessary. Policy CC.1 requires transport infrastructure to contribute to the reduction in greenhouse gases and supporting active transport modes would assist with health outcomes. I therefore recommend rejecting the relief sought by DAST [S116.001] and [S116.002].

2. Support for Mode Shift Provision

Riverlink project – Environment Court on cycling

IN THE ENVIRONMENT COURT
AT WELLINGTON
I TE KŌTI TAIAO O AOTEAROA
KI TE WHANGANUI-A-TARA

Decision No [2022] NZEnvC 161

ENV-2021-WLG-000039

IN THE MATTER of the direct referral of applications for resource consents and Notices of Requirement under Sections 87G and 198E of the Resource Management Act 1991 for the Riverlink Project

BY NEW ZEALAND TRANSPORT AGENCY
WELLINGTON REGIONAL COUNCIL
HUTT CITY COUNCIL
KIWIRAIL HOLDINGS LIMITED
Applicants

Court: Alternate Environment Judge C J Thompson
Environment Commissioner D J Bunting
Environment Commissioner K A Edmonds

Mode shift is good for the transport system

[232] Quite aside from the issues of enjoyment, and health and wellness, there is undoubted benefit in moving travellers away from motorcar use and towards walking, cycling (or other small devices) and public transport. The benefit can arise in many ways – eg less road congestion; better road safety; less demand for parking space. We should note here that our

Decision No [2022] NZEnvC 161

EXISTING MODE SHIFT POLICIES

1. **GWRC's Wellington Regional Land Transport Plan 2021**:

- "Active travel and public transport mode share: increase by 40 percent by 2030 …
- "Transport-generated carbon emissions: 35 percent reduction by 2030 …
- **Hutt City Target**: halving city-wide emissions by 2030.

“The project objectives do not require that mode shift is achieved, rather that an unspecified level of improvement to walking and cycling facilities is provided.”

Riverlink Planner in Rebuttal Evidence

[248] In our view, there simply can be no doubt that those outcomes, described in the Policy statement as requiring particular regard, are very significant, and taking all reasonable steps to increase mode share is an important factor.

MY SUGGESTION

POLICY CC:1

- Maximise f****** mode shift you short sighted-drongos
- If you try smoke and mirrors you'll get run out of town

Policy CC.1: Reducing greenhouse gas emissions associated with transport demand and infrastructure – district and regional plans

District and regional plans shall include objectives, policies, rules and/or methods **that *optimise transport demand* by** requiring all new and altered transport infrastructure **to be ~~is~~** designed, constructed, and operated in a way that contribute**s** to **an efficient transport network, maximises mode shift, and** reduc**~~inges~~** *greenhouse gas emissions* by **giving effect to a hierarchical approach (in order of priority), by:**

~~(a) Optimising overall transport demand;~~

~~(b) Maximising mode shift from private vehicles to public transport or active modes; and~~

~~(c) Supporting the move towards low and zero-carbon modes.~~

(a) Providing for, and concentrating, development in locations to minimise travel distances between residential, employment and the location of other essential services in combination with the delivery of multi-modal transport networks and infrastructure to serve developments; then

(b) Providing for and concentrating development within *walkable catchments* of public transport routes where practicable, and utilising existing space to remove barriers for access to walking, cycling and public transport; then

(c) Providing new infrastructure or capacity upgrades on the transport network to prioritise walking, cycling and public transport, such as improved or new bus and cycle lanes and measures to prioritise the need of pedestrians, cyclists and public transport above the car.