

www.otago.ac.nz/active-living-2019



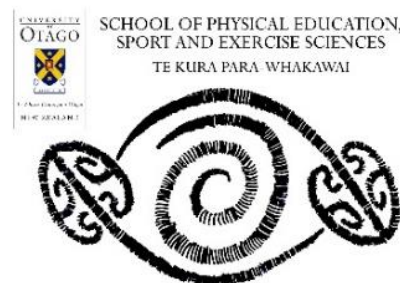
1869-2019
150
YEARS

The Active Living and Environment Symposium

Linking Transport, Health and Sustainability

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

Transport Research
Network (Otago)



William
Evans Fund
(Otago)





'Turning the Tide' Authors



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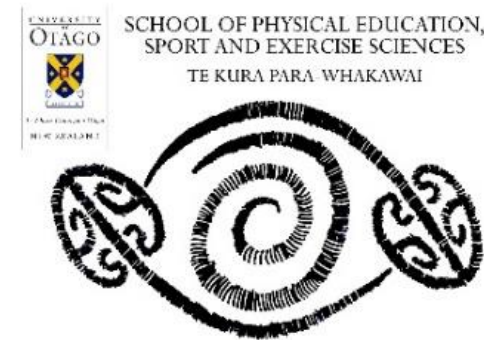


Prof Erica Hinckson
(Auckland University of Technology)

Acknowledgments



Transport Research Network
William Evans Fund



The Treasury's Living Standards Framework

To help us achieve our vision of working towards higher living standards for New Zealanders, we developed the Living Standards Framework. Our Living Standards Framework provides us with a shared understanding of what helps achieve higher living standards to support intergenerational wellbeing.

Distribution

Our work is focussed on promoting higher living standards and greater intergenerational wellbeing for New Zealanders.

These require the country's Four Capitals – human, social, natural and financial/physical – to each be strong in their own right and to work well together.



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%



Premature death by 30%

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

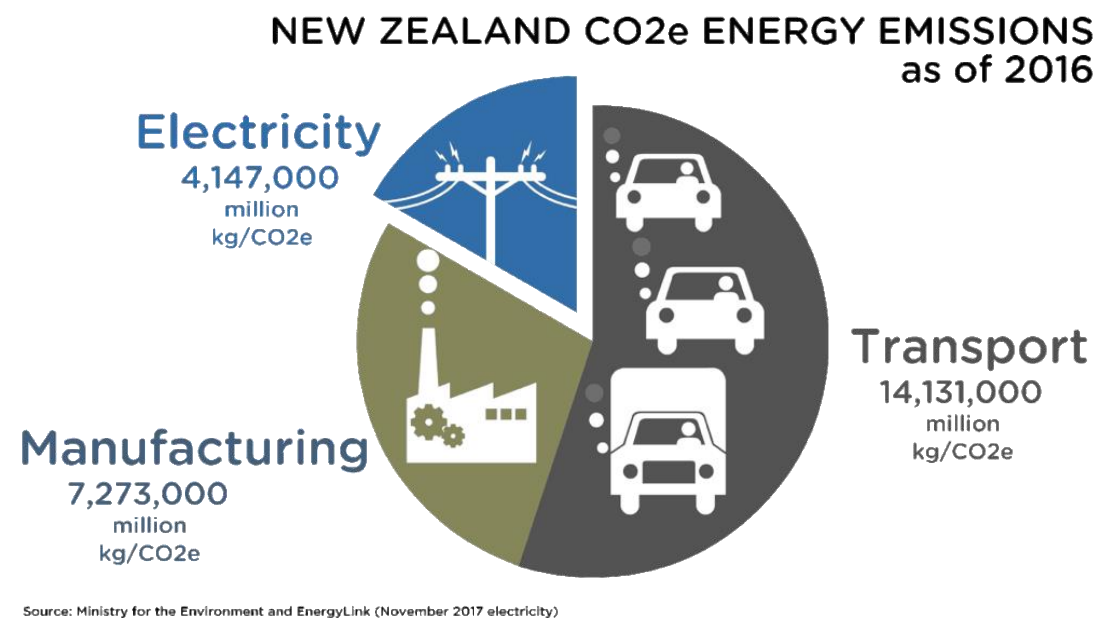
Ministry of Health. (2015) Eating and Activity Guidelines for New Zealand adults. (p. 53)

Public Health England. (2016) Guidance. Health Matters: Getting Every Adult Active Every Day

Benefits of Active Transport



- Reduce emissions



- 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)



Facilitate social interaction

Support economy: People walking and cycling spend \$34 per trip and shop more often than drivers

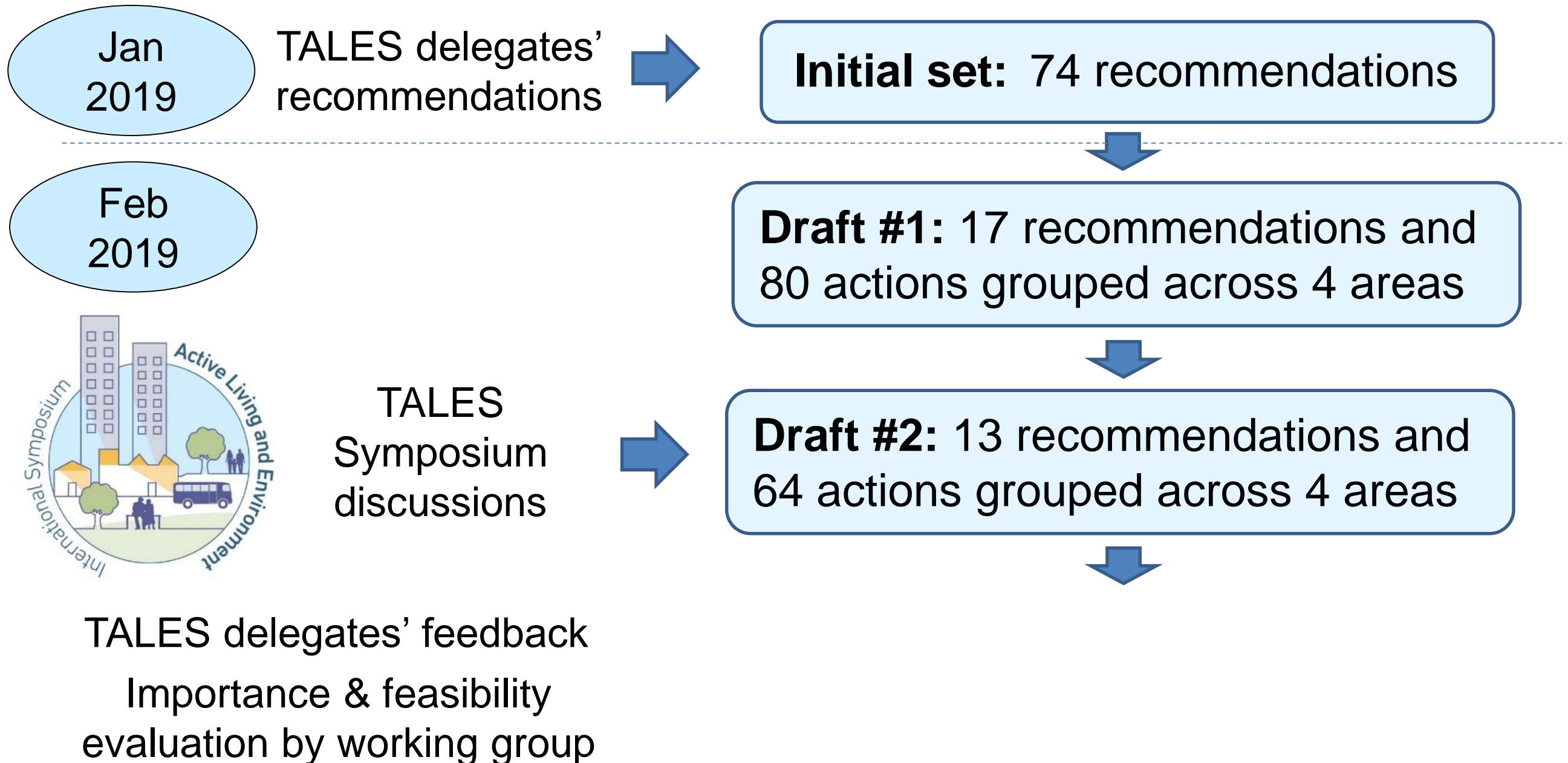
(NZTA research report 530)

Connect with nature & neighbourhood

Development of Recommendations

Input

Output



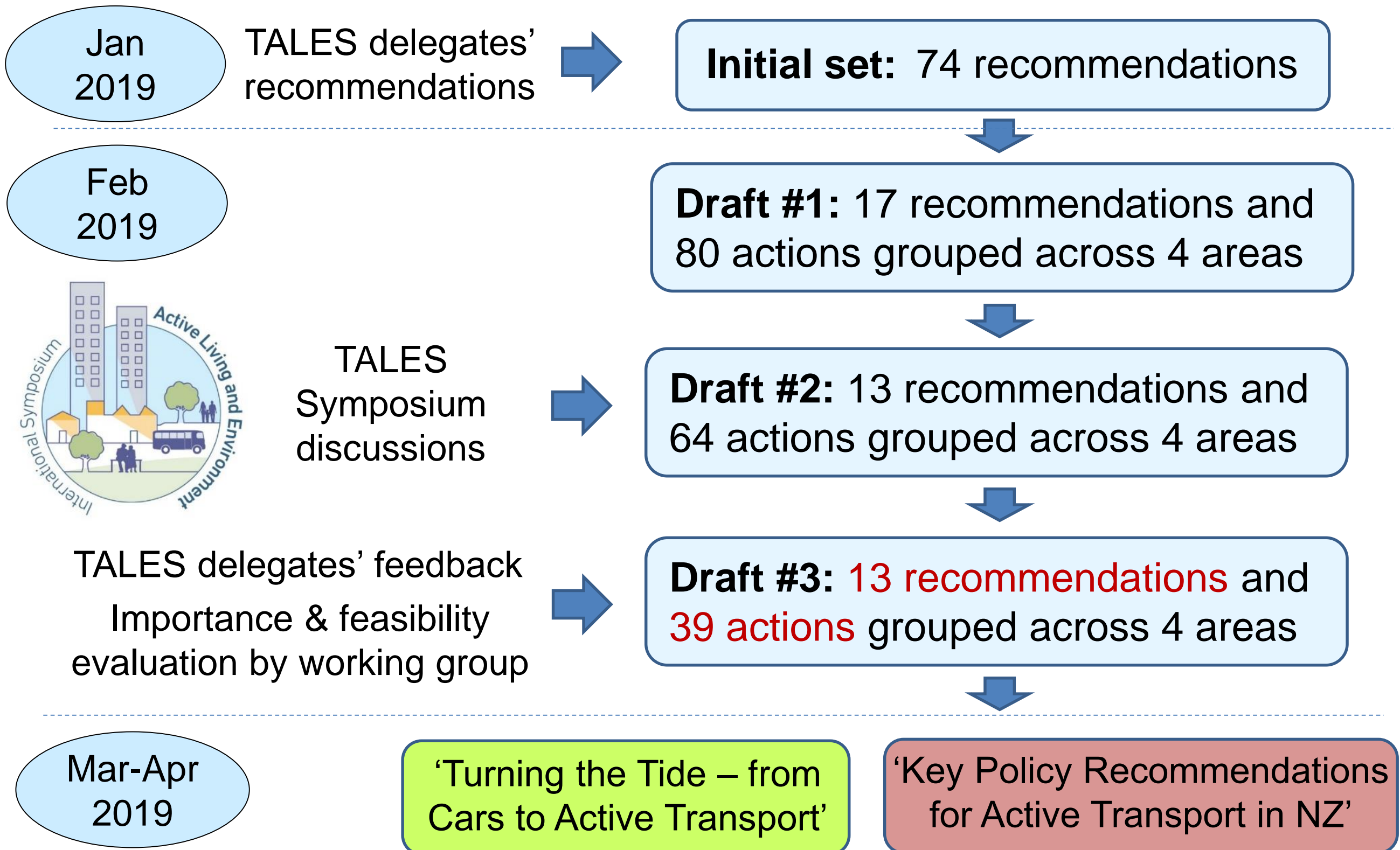
Evaluation of Importance and Feasibility of Each Recommended Action

Component	Item	Response categories
Importance	Is it really important (will it make a big difference)?	
		5 = Strongly agree
Feasibility	Is technically feasible (achievable)?	4 = Somewhat agree
		3 = Neither agree nor disagree
	Is publicly / politically acceptable?	2 = Somewhat disagree
	Is relatively affordable?	1 = Strongly disagree
	Can be done quickly?	

Development of Recommendations

Input

Output



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)**

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
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Recommended National Targets for NZ

2019

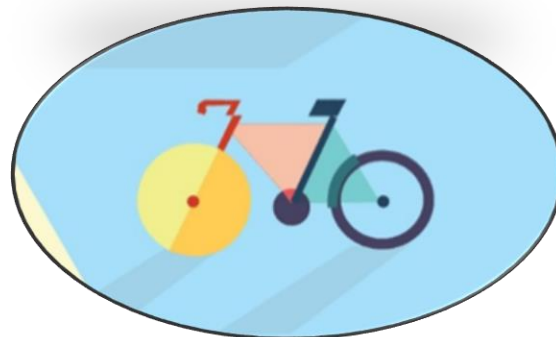
By 2050

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**

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

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

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
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2019

TRIPS

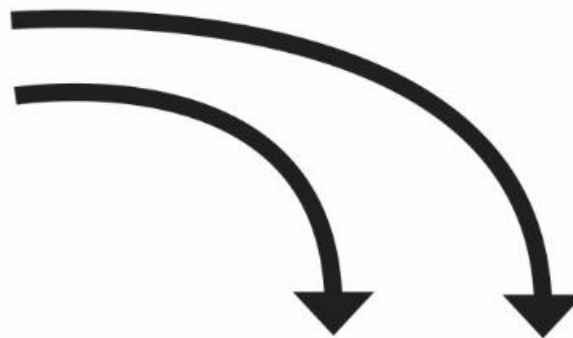
83% car
12% walking
1% cycling
3% public transport

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

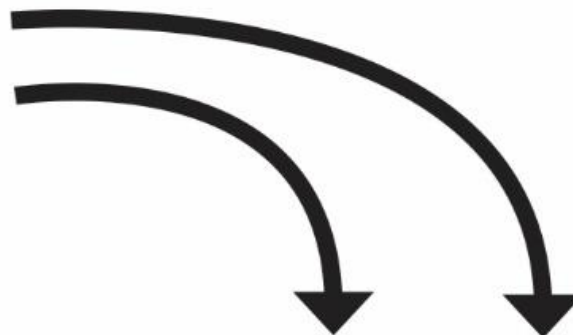
**Turning the Tide
- from Cars to Active Transport**

Education
Regulation



Post car culture

Funding
Regulation



Liveable physical environment

Clear targets and great governance

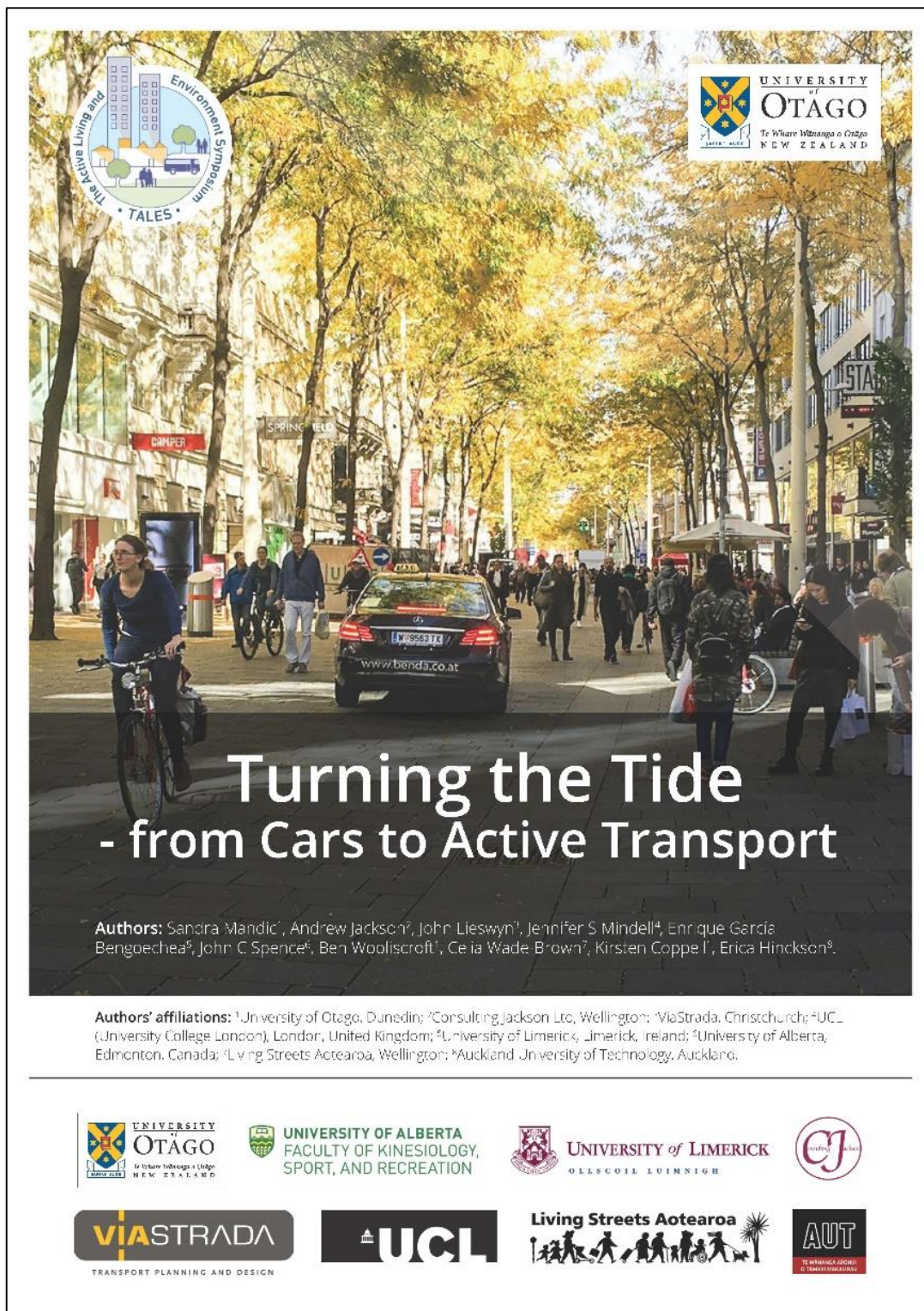
2050

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



Key Policy Recommendations for Active Transport in New Zealand

We welcome this Government's increased focus on wellbeing, walking, cycling, public transport and a Vision Zero approach. It extends previous efforts to promote active transport in New Zealand, including the National Walking and Cycling Strategy (2005),¹ a Guide for Decision Makers (2008)² and a Cycling Safety Panel's action plan (2014).³ Despite these efforts, rates of active transport in New Zealand have continued to decline,⁴ with negative impacts on health and the environment.

We need to set ambitious goals and monitor progress to ensure that any changes made are connected and effective. The Key Policy Recommendations for Active Transport document is a summary of multi-sectoral discussions held at The Active Living and Environment Symposium (TALES) 2019⁵ in Dunedin, New Zealand on 13-15 February 2019. Our report is not intended to be a comprehensive and systematic review. Our goal was to establish a set of priority recommendations to guide decision-making in central and local government, public health units and regional sports trusts in New Zealand and any other organisation that may have a mandate around transport and environment. Recognising that some of our recommendations may be in progress, we urge more rapid implementation in those cases.

The document outlines key policy recommendations and associated actions grouped across four broad categories (Figure 1). The full report⁶ is available on the TALES Symposium 2019 website.⁶

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Figure 1. Summary of key policy recommendations for active transport in New Zealand

Authors: Sandra Mandić¹, Andrew Jackson², John Lieswyn³, Jennifer S. Mindell⁴, Enrique García Bengochea⁵, John C. Spence⁶, Ben Wooliscroft¹, Celia Wade-Brown⁷, Kirsten Coopell¹, Erica Hincson⁸.

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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



TALES Symposium website:

www.otago.ac.nz/active-living-2019

Discussions with stakeholders





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



Authors: Sandra Mandic, Andrew Jackson, John Lieswyn, Jennifer S Mindell, Enrique García Bengoechea, John C Spence, Ben Wooliscroft, Celia Wade-Brown, Kirsten Coppel, Erica Hinckson

