

# Regionalising NZTS/GPS Targets for Walking & Cycling

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# NZTS Targets for 2040 & the GPS

- ▶ Increase WC & other active modes to 30% of total trips in urban areas by 2040
- ▶ A near doubling from current estimate of around 17%
- ▶ The GPS translates this into...
  - Increase W&C trips by 1% per annum through to 2015

# Questions this raises...

- ▶ Do other NZTS/GPS targets work against achieving growth in W&C?
- ▶ Who is going to deliver these extra W&C trips?
- ▶ How will they be delivered?

# Conflicting Targets

- ▶ The Draft NZTS – had a target to ensure that “travel by all modes will be predictable”
- ▶ This has gone from the GPS and final NZTS target suite...
- ▶ NZTS/GPS now only focuses on ‘critical routes’ travel times & reliability not getting any worse
- ▶ Other targets are broadly supportive of W&C

# Who will deliver?

- ▶ Ian Wallis & Associates appointed by LTNZ to try to analyse these issues
  - Identify targets that can be “regionalised”
  - Establish consistent 2007 regional baseline
  - Establish BAU outcomes for each region
  - Take a stab at allocating the total to the regions in an equitable manner

# Regional Target Context and Issues (2): Walcyng

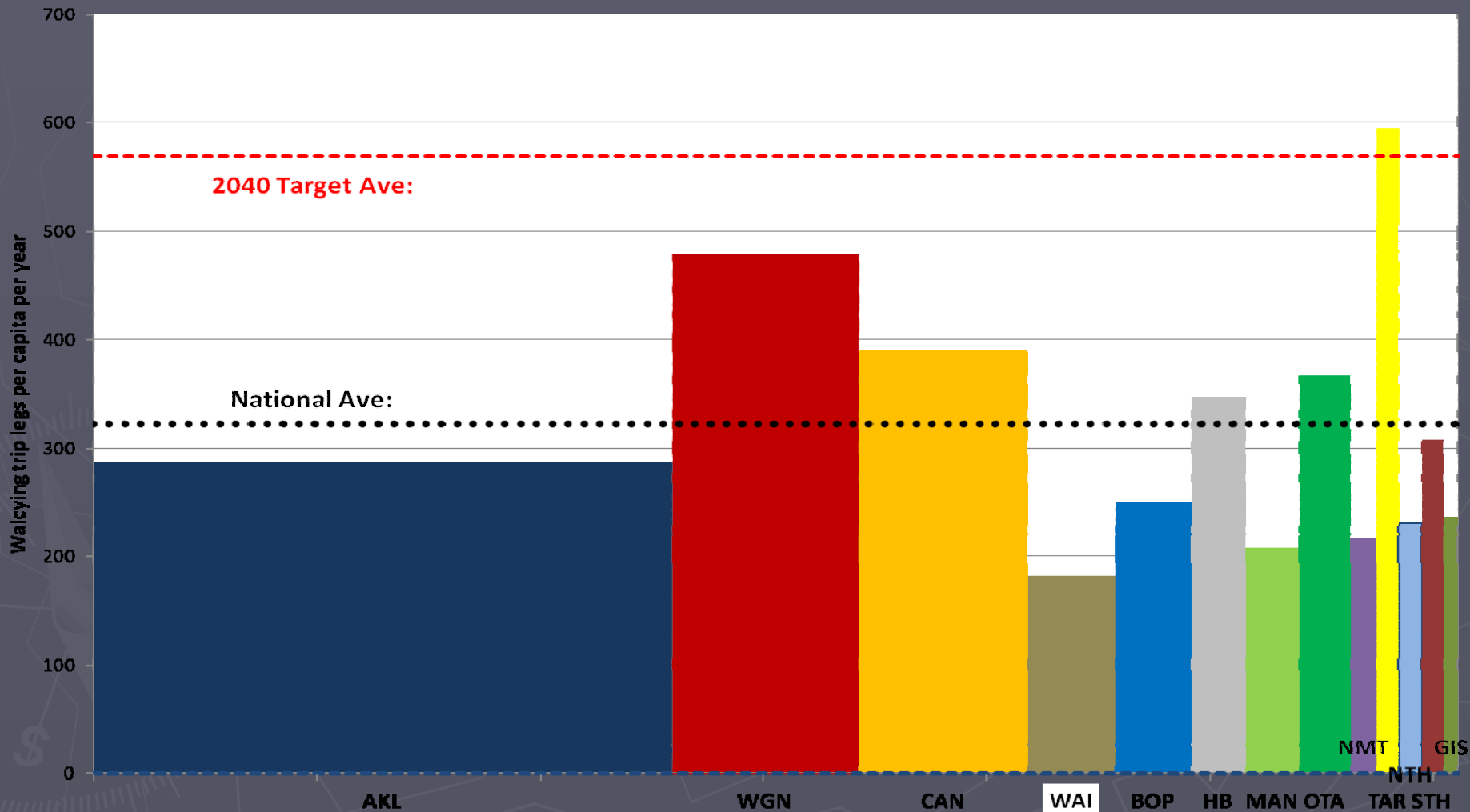
<b>Indicator</b>	<ul style="list-style-type: none"> <li>▪ Increase Mode Share of Walking/Cycling/Active Trips (main urban areas)</li> </ul>
<b>Target (2040)</b>	<ul style="list-style-type: none"> <li>▪ 30% of all trips (legs)</li> </ul>
<b>Baseline</b>	<ul style="list-style-type: none"> <li>▪ 17% of all trips (HTS 2003-06) – walk 15.9%, cycle 1.4%</li> <li>▪ 2.2% of PKT – walk 1.7%, cycle 0.5%</li> </ul>
<b>Past Trends</b>	<ul style="list-style-type: none"> <li>▪ Gradual long-term decline in mode share - c. 25% trip legs 89/90, 20.5% 97/98</li> </ul>
<b>BAU</b>	<ul style="list-style-type: none"> <li>▪ Unclear – downward trend may stabilise and reverse as result of health/ fitness concerns and motoring cost increases</li> </ul>
<b>Issues</b>	<ul style="list-style-type: none"> <li>▪ How much could be achieved through walcyng carrots?</li> <li>▪ Responsibility of national and regional governments in achieving target?</li> <li>▪ Any increases in PT use likely to be accompanied by increases in walcyng trips</li> <li>▪ Even major increase in walcyng trips would have only small impact on GHG</li> </ul>

# Regional /Local Policy Options (2): Walcyng

**Indicator: Increase use (mode share) of walking/cycling/active modes**

'Carrot' Options	'Stick' Options
<ul style="list-style-type: none"> <li>▪ Network improvements               <ul style="list-style-type: none"> <li>- On existing roads (eg cycle lanes, road space reallocation)</li> <li>- Dedicated cycle/walk routes</li> <li>- Safety and priority measures</li> </ul> </li> <li>▪ Road operation/maintenance, including:               <ul style="list-style-type: none"> <li>- Improved street lighting</li> <li>- Footpath maintenance</li> </ul> </li> <li>▪ Travel plans/TBC, including WSB, cycle trains</li> <li>▪ TDM measures, including traffic calming; shared zones; reducing traffic volumes</li> <li>▪ Educational and training measures, including cycle training, driver education, etc</li> <li>▪ PT 'carrot' measures (see PT)</li> <li>▪ PT/cycle coordination (bike on buses, etc)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Increases in motoring costs (N)</li> <li>▪ Parking restraint (supply, pricing)</li> <li>▪ Economic road pricing (congestion and emissions charging)</li> <li>▪ Road space reallocation</li> <li>▪ Land use development/urban form (potentially a large influence in the longer term, if areas are designed to be more cycle and pedestrian friendly)</li> </ul>

# Target Regionalisation (2): Walcyng



# Policy and Target Interactions – Person Travel

- ▶ Achievement of PT and Walcyng targets both involve large increases in their mode shares
- ▶ Contribution of Walcyng target to reducing overall VKT (hence GHG) will be small
- ▶ Achieving both targets would reduce overall (light) VKT by 6% to 7% by 2040, say c. 2% by 2015
- ▶ By contrast, achievement of SOV target would require approx 15% reduction of light VKT by 2015
- ▶ **Conclusions:**
  - Achievement of PT/Walcyng targets will go only a little way to achieving SOV target (and GHG target)
  - Will need strong ('stick') measures to reduce overall VKT in order to achieve SOV target
  - Very challenging - what measures?

	Target 'Mode'		
	PT (2040)	Walcyng (2040)	SOV (2015)
<b>Existing</b>			
% trip legs	2.7	16.9	
% PKT	4.1	2.1	32
<b>Target</b>			
% trip legs	7.0	30.0	
% PKT	(10.6)	(3.7)	29
<b>Change</b>			
Mode %	+159%	+78%	-10%
% PKT	+6.4%	+1.6%	
<b>Expected Impact on Light VKT</b>			
	-5.4% (2040)	-1.0% (2040)	-15% approx (2015)

# How will we deliver?

- ▶ What is achievable with current approaches and the anticipated use of available funding
- ▶ Would more funding achieve the targets? What would it be spent on?
- ▶ What is achievable with alternative approaches and the different use of available funding?
- ▶ What sort of vision and range of measures are likely to be needed to achieve the targets?
- ▶ What are the potential downsides of achieving the targets?

# Issues for Canterbury to consider

- ▶ On the basis of geography delivering W&C trip legs is potentially 'easy' in Canterbury – flat terrain & relatively short trips
- ▶ How important are W&C targets versus others – e.g. GHG?
- ▶ Will increased funding be available for regions who put their hand up to “deliver for the nation”?
- ▶ Better data to show that we are delivering

Questions?

