



## Why a focus on 'mode shift'?

The 2018-21 Government Policy Statement (GPS) on land transport outlines a significant shift in land transport investment. It signals a commitment to safety, inclusive access, protecting the environment, and delivering the best possible value for money.

Growth in our population and economy means we need to better plan for the future and help shape our cities and towns to be places that can support great quality of life.

Waka Kotahi NZ Transport Agency will work with our co-investment partners to increase the wellbeing of our towns and cities by growing the share of travel by public transport, walking and cycling (and reduce reliance on private vehicles).

This 'mode shift' will contribute to a range of benefits and outcomes, including reducing congestion,

supporting access to affordable housing, urban liveability, and reducing land transport greenhouse gas emissions.

We know making changes in urban areas is complex, often highly contentious and requires strong and visible leadership. The Transport Agency will be supporting our co-investment partners to increase their capability to deliver high-quality urban mobility solutions through training and support for system planning, design, delivery, and management.

## Increasing the wellbeing of New Zealand's cities by growing the share of travel by public transport, walking and cycling

### Mode share of total trip legs in some New Zealand cities:



0 0 1 5 2 3

**91%**  
of total distance travelled is by drivers or passengers in a car or van



**83%**  
of total trip legs are made by a driver or passenger in a car or van



**92%**  
of households have access to a car (56% have two or more)



**55%**  
increase in New Zealand's vehicle fleet between 2000 and 2017

NZ is already 80% urbanised and we have some of the most congested cities in Australasia

NZ has the highest rate of car ownership in the OECD and a very high degree of car dependency

In the last 70 years NZers have become increasingly reliant on private vehicles  
This means:

- congestion
- poor quality urban environments
- pollution and carbon emissions
- poor public health
- high travel costs

Future population growth will exacerbate this

### Why are we so reliant on cars?

- Cities prioritise travel by cars
- A lack of good alternatives for shared and active travel due to historic under-investment
- Limited incentives and disincentives for people to change how they travel
- Poor integration between land use and transport decision-making has often led to mismatches between where growth happens and where travel choices are better



If you have further queries, call our contact centre on 0800 699 000 or write to us:

NZ Transport Agency  
Private Bag 6995  
Wellington 6141

This publication is also available on NZ Transport Agency's website at [www.nzta.govt.nz](http://www.nzta.govt.nz)

# Public health

More physical activity and less pollution and noise

A lack of exercise causes nearly 13% of all deaths in New Zealand, with nearly half of adults not meeting recommended daily physical activity levels, and the average person walking for less than 10 minutes per day.

Overseas the relationship between mode share and obesity patterns reinforces the importance of creating an urban form and transport system that supports people to regularly exercise as part of meeting their daily travel needs.

Air emissions play a role in shortening the lives of more than 250 people per year, while many thousands are exposed to harmful levels of noise from roads.

# Safety

Fewer traffic crashes, safer shared and active modes

The less people drive, the lower the likely number of injuries and fatalities.

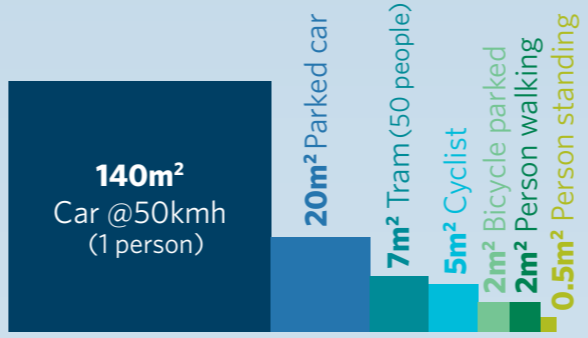
When mode shift occurs on a larger scale in a city with safe and attractive infrastructure, safety improves considerably - the 'safety in numbers' effect.

The substantial, long-term health benefits from walking and cycling generally outweigh any additional safety risk from these modes.

Public transport is a very safe mode.

# Economy

Efficient resource use and more productive businesses

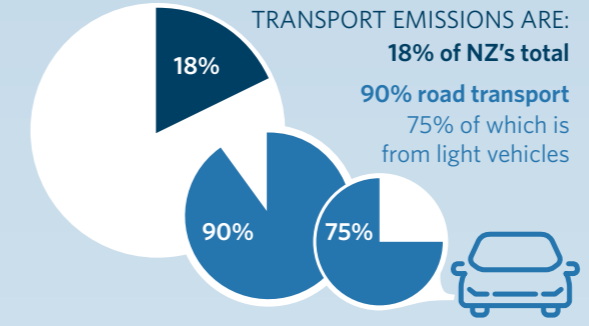


Moving and storing cars requires a lot of space.

Improving pedestrian and cycling facilities in shopping streets means more people which can increase overall spend, while effective parking management increases the attractiveness and economic vitality of a city centre.

# Environment

Reducing emissions and negative ecological impacts



Creating a more multi-modal transport system can also help to shape compact and well-connected urban forms that better conserve productive land, maintain green spaces and avoid degrading natural habitats.

Lower levels of car use increase community cohesion - people are more sociable on streets with less traffic.

Transport-related greenhouse gas emissions are growing worldwide. Ongoing transportation growth threatens climate goals.

# Access

Better connections and affordable choices



Transport costs make up, on average, the third largest part of household budgets, costing an average of \$190 per week.

Providing cheaper alternatives means people do not need a car (or two) which will ease that financial burden.

An efficient transport system creates time savings across all modes, and enables commutes to be relaxing, social and productive.

A well-connected, multi-modal transport system can offer greater choice in home and work locations, and can help people reduce the amount they travel by car.

