Vision
People experience equitable mobility freedom, where everyone can safely, conveniently and independently get where they need and want to go with minimum harm to the planet. Transport is decarbonised, streets are reclaimed from cars, and people feel a connection to their community.

Summary
Transport has a major role to play in ensuring a zero-carbon, equitable Aotearoa New Zealand. In this policy, the traditional prioritising of road development and private motoring over all other modes of transport is reversed. For many people, car dependency is an unwanted financial and personal burden. Investment in rail, active transport, electric vehicles and public transport is prioritised so that our towns, cities and rural areas become less car-dependent and the use of fossil fuels for transport is eliminated.

Values and Principles
Transport policy must be underpinned by the following values and principles:
● Honour Te Tiriti o Waitangi: Tino rangatiratanga is upheld by prioritising Māori communities and aspirations and by deciding all transport projects and infrastructure using a Tiriti-based model.
● Ecological Wisdom: All transport modes should be carbon neutral. Other negative effects of transport on the environment must also be minimised.
● Social Responsibility: Transport should equitably (i.e. including those facing disability or access barriers) connect everyone to their needs.
● Appropriate Decision-Making: People disadvantaged by the transport system, workers, and affected communities, should be involved with decisions made about transport infrastructure and services, incorporating evidence-based best practice for emissions reduction and safety improvements.
● Non-Violence: Transport infrastructure should be built and operated with the aim of increasing community connectedness and having nobody killed or seriously injured on the transport network.

Strategic Priorities
The Green Party’s strategic goals include:
“Sustainable transport (...) will predominate.”
Actions in this policy that will help reach this goal include:
3.1 Ensure that public and active transport networks are well-integrated, and provide high frequency services with high-quality transfers, where appropriate, in order to provide a truly convenient alternative to a car. [...] 

3.6 Update building planning standards to require safe access for pedestrians (including wheelchair users) and cyclists, including bike parking and connections to public transport.

4.25.1 Banning the import of new and used fossil-fuel vehicles to New Zealand at or before 2030 with limited exceptions.

3.10 Encourage transit-oriented development (TOD) and other forms of increased residential density along rail and other high quality public transport corridors.

4.3 Build surface light rail through key routes in our major cities.

4.27.4 Ensuring that necessary zero-emission heavy vehicles are affordable (in comparison with diesels), through tax incentives and funding.

Connected Policies
Transport is deeply connected to many other policies. The Housing and Sustainable Communities Policy is key to enabling successful transport and the Energy Policy is key to ensure our system is reliable, clean and resilient. The Climate Change Policy is integral to all these policies.

Additionally, transport connects strongly with our Youth Policy (especially as young people are a significant proportion of public transport users), and the Women’s, Rainbow, and Disability Policies. There are also connections to our Trade and Foreign Investment and Tourism Policies.

Policy Positions

1. Te Tiriti o Waitangi

Issues
Transport planning and infrastructure can be used to build or divide communities, and it has often discriminated against Māori, impacting cultural wellbeing and whānau ora.

Actions
1.1. Require equitable co-design with tangata whenua in the development and implementation of transport planning, including walking, public transport, safety measures, EV charging, and micromobility (bikes and also other personal ‘vehicles’ – mobility scooters, skateboards, scooters, etc).
1.2. Support installation of destination EV charging at marae, kura and papakāinga where appropriate.
1.3. Require all transport signage and audible announcements (including public transport information, road signs, etc) to include Te Reo Māori where practicable.
1.4. Acknowledge that the transport network is built on land once owned by Māori, including stolen land, and work with hapū and iwi to address past grievances and create future connections, including the return of land where possible.

2. Accessibility

Issues
Transport infrastructure, particularly public transport, has traditionally been designed to get able-bodied male commuters to work. Instead, designing for all people – including children, seniors, women, gender diverse people and disabled people – can make a system work for everyone. This is especially important during a period of climate transition planning.

**Actions**

2.1. Increase public transport frequency in off-peak times, designing for a range of trip types and transport users.

2.2. Develop a national mobility scheme that builds the highest possible level of independence for disabled people, including:

2.2.1. increasing the quantity and coverage of fully-accessible on-demand services (i.e. accessible taxis, on-demand busses);

2.2.2. requiring that public infrastructure spend meets the highest possible accessibility standards and are co-designed with disabled people and their representative organisations;

2.2.3. progressively upgrading bus stops, train stations and vehicles to meet accessibility requirements;

2.2.4. favouring light rail, which can be boarded more easily, on main routes; and

2.2.5. including rural buses and inter-regional buses in relevant accessibility standards.

2.3. Make our urban environment fully accessible, including through:

2.3.1. requiring wide footpaths with appropriate kerb cuts and continuous crossings;

2.3.2. building infrastructure for micromobility to reduce conflict with other footpath users; and

2.3.3. ensuring that flat, accessible mobility parking and drop-off spots continue to be available even as we move away from car-dependent city planning.

2.4. Strive to ensure people with physical accessibility needs have equitable access to EVs, including adaptations to the vehicles, subsidies, and accessible EV charging stations.

2.5. Require Acoustic Vehicle Alerting Systems (AVAS) for hybrid and electric vehicles so that they emit sound needed for the safety of pedestrians when the vehicles are travelling at low speeds.

3. **Creating Great, Low–carbon Places**

**Issues**

Our built environment dictates how we live and get around. While there is positive work being done already in many places, the built environment often creates congestion, pollution, urban ‘heat islands’ and exclusion, where it could foster connectivity and sustainability.

People in urban areas should be able to access everything they need in their daily life in a journey no more than fifteen minutes via active or public transport, but the built environment in Aotearoa New Zealand requires many people to drive.

**Actions**

3.1. Ensure that public and active transport networks are well-integrated, and provide high frequency services with high-quality transfers, where appropriate, in order to provide a truly convenient alternative to a car. Provide infrastructure and funding to enable quality level of service, according to the hierarchy of lowest carbon and space used:
3.1.1. journeys on foot (including wheelchair users),
3.1.2. journeys on bike or other small, low-power vehicles,
3.1.3. public transport,
3.1.4. commercial vehicles.

3.2. Prioritise street design that supports safe and independent mobility of all ages and abilities, including through traffic calming and pedestrianised streets.

3.3. Enable local authorities to implement low-emissions zones and low-traffic neighbourhoods.

3.4. Require and enable road controlling authorities to implement speed limits that are safe and appropriate for the surrounding area, including a default speed limit of at most 30km/h around schools, homes and places with high rates of walking and cycling.

3.5. Build connected cycling infrastructure, including requiring urban streets with speed limits above 30km/h to have physical protection of those using micromobility lanes from motor vehicles by the use of a solid kerb (or other physical barriers, e.g. bollards, planters).

3.6. Update building planning standards to require safe access for pedestrians (including wheelchair users) and cyclists, including bike parking and connections to public transport.

3.7. Support measures to reduce urban road noise levels, including porous pavement, only where blind and low-vision footpath and road users agree that changes would not compromise their safety (see also our Housing and Sustainable Communities Policy).

3.8. Set ambitious targets for uptake of public transport, walking, cycling and other active transport use.

3.8.1. Implement a nationwide strategy to reach these targets, with the aim of reversing the incentives that currently lead to high private car use.

3.8.2. Require annual reporting on these targets.

3.9. Encourage employers to offer work-from-home and flexible working arrangements to reduce travel demand (see also our Workforce Policy).

3.10. Encourage transit-oriented development (TOD) and other forms of increased residential density along rail and other high quality public transport corridors.

3.11. Where there are competing uses of road space, require road-controlling authorities to prioritise safe and sustainable mobility over parking for private vehicles.

3.12. Actively manage the supply and availability of parking in metropolitan areas, and reduce or remove land use planning regulations that force development to be car-oriented.

4. **Mode-specific policies**

A. Public Transport

**Issues**

The infrastructure, frequency and reliability of public transport is often lacking, particularly in smaller centres and marae. Public transport is often expensive, which discourages many people from using it. This especially affects young people, students, disabled people and those on low incomes.

**Actions**

4.1. Make urban public transport fare-free, starting with young people, students, disabled people, and those on low incomes, including beneficiaries.
4.2. Subsidise and promote well-connected inter-regional public transport, in similar ways to urban public transport.
4.3. Build surface light rail through key routes in our major cities.
4.4. Ensure public transport routes and timetables are optimised to meet the needs of all people, including weekend travel, sports, shopping and commuting.
4.5. Continue the replacement of diesel buses with battery electric buses, including diesel-to-electric conversions, leading to a 100% electric urban bus fleet by 2030.
4.6. Pay all public transport workers a living wage that is competitive with freight and industry wages. This would work towards creating a career path for public transport workers that includes excellent pay and conditions, job security, training and development (see our Workforce Policy).
4.7. Improve and expand bus lanes, including with traffic light priority.
4.8. Amend give way rules to give buses priority when leaving a bus stop.
4.9. Strongly support public, not-for-profit ownership of public transport infrastructure and operations.
4.10. Improve frequency of public transport, with no more than 10 minutes between bus/tram/train services on key routes.

C. Rail

Issues
Rail is underutilised due to decades of preferential funding of roading and continual reduction of services, despite it being extremely efficient and safe. The rail network is unprepared for a sustainable future as it lacks sufficient electrification, inter-city passenger services, and upgrading to 21st century standards in some places.

Actions
4.11. Revitalise rail through a programme to upgrade and expand the rail network and modernise trains – working towards a fully electric, high speed system that reduces the need for car trips and flights, and integrates with regional and urban public transport networks.
4.12. Institute multiple passenger rail services designed for regular inter-city transport (rather than for tourism) including an overnight Auckland–Wellington service. It should be priced using flexible yield management pricing (offering cheaper fares at periods of low demand).
4.13. Incentivise heavy goods to be carried by rail, including through providing financing for direct rail access to significant freight generators, and improving rail connections to ports.

D. Walking, cycling and micromobility

Issues
While many people want to walk or bike, a lack of suitable infrastructure creates safety concerns and limits the potential of these modes of transport.

Actions
4.15. Provide a network of protected micromobility/cycle lanes in urban areas.
4.16. Substantially increase the share of central government funding dedicated to active transport infrastructure.
4.17. Improve and enforce minimum safe design standards for micromobility/cycle lanes.
4.18. Require major public facilities (such as new hospitals) to provide good access for people walking or using bikes, including through secure bike parking.
4.19. Support measures to integrate bikes and public transport – secure bike parking at stations, facilities to carry bikes on buses and trains, etc.
4.20. Expand the subsidies for low emission cars to bikes, electric bikes, cargo bikes and scooters (excluding sports equipment e.g. high-end electric mountain bikes), and other incentives for people to forego car ownership.
4.21. Expand funding for education campaigns and behavioural interventions.

E. Road transport

Issues
An overreliance on motorised private vehicles has led to congested transport systems, huge infrastructure costs for roads, high carbon emissions, high emissions from road construction, and hundreds of deaths from vehicle accidents and air pollution every year.

Actions

4.22. Avoid building new roads or widening existing roads except where necessary for climate change adaptation, repair after natural disasters, or enhancing safety.
4.23. Expand coverage and increase affordability for car share schemes in all urban areas.
4.24. Introduce congestion charging zones in central city areas as appropriate.
4.25. Improve New Zealand’s vehicle fleet by:
   4.25.1. Banning the import of new and used fossil-fuel vehicles to New Zealand at or before 2030, with limited exceptions.
   4.25.2. Institute a ‘sinking lid’ emissions standard to imports, the Warrant of Fitness (WoF) and Certificate of Fitness (CoF), in line with European standards.
4.26. Continue to accelerate the replacement of combustion vehicles with electric vehicles (in the context of an overall reduction in the number of vehicles per capita) by:
   4.26.2. Supporting EV leasing, purchasing and sharing schemes to improve equitable access, particularly for iwi/Māori.
   4.26.3. Supporting bulk EV procurement for businesses and charitable organisations, including the purchase of small last-mile delivery vehicles and cargo bikes.
   4.26.4. Ensuring that necessary zero-emission heavy vehicles are affordable (in comparison with diesels), through tax incentives and funding.
   4.26.5. Requiring all Government vehicles (including police cars) to be electric unless proven unsuitable.
   4.26.6. Supporting councils to install on-street chargers (where it would not be detrimental to the street layout) to support shared EVs in particular and also households without off-street parking.
   4.26.7. Continuing to support the rollout of rapid chargers at regular intervals on state highways, to make the entire country accessible by EV, and improve rapid charging times by installing multiple chargers and Hyperchargers.
4.26.8. Requiring that EV batteries are refurbished, repurposed or recycled when they are depleted or disposed of.

4.27. Ensure that the costs of maintenance and new road builds are entirely covered by road user charges, including higher charges for heavy vehicles that have a greater impact. This includes introduction of tolls where appropriate.

4.28. When evaluating a new infrastructure project, the embodied carbon (the emissions associated with the materials and construction) should be considered, aiming to prioritise the most mobility with the least carbon.

4.29. Introduce a ‘quadricycle’ category of vehicle with relevant tax and licensing incentives.

4.30. Encourage smaller and lighter vehicles, including by introducing more Road User Charges weight thresholds with lower costs for lighter vehicles.

F. Aviation

Issues

Aviation, particularly long-distance flights, are a significant source of emissions, and clean aircraft are not yet commercially available.

Actions

4.31. Reduce demand for aviation through encouraging alternatives to flying such as better land transport and digital conferencing (see Rail, Freight and Free Public Transport sections).

4.32. Implement standards (e.g. on verification and type of projects) for carbon offsetting options provided by airlines.

4.33. Support battery electric planes for short journeys as they become available.

4.34. Support research on net-zero at production fuel alternatives for aviation.

4.35. Ensure the emissions from international aviation are included in carbon pricing schemes (such as the ETS), and seek to renegotiate international agreements as necessary to achieve this (see also our Climate Change Policy).

4.36. Require all airport ground vehicles to be electric.

4.37. Implement a sinking lid on unsustainable air travel, runway extensions and new airports (other than as needed to relocate existing aviation infrastructure for climate resilience).

G. Shipping

Issues

Freight decarbonisation is challenging. Moving goods by rail and coastal shipping is significantly more efficient than road transport. The Green Party believes Aotearoa New Zealand needs a domestic shipping industry that employs New Zealanders and provides socially, environmentally and economically efficient transport of goods.

Actions

4.38. Investigate developing a comprehensive network of coastal shipping lanes and services on them and promote the use of barges and small ships as energy-efficient means of transporting goods, while considering the ecosystem and coastal environment.

4.39. Encourage the use of ships which are registered, owned and crewed by New Zealanders.
4.40. Support development over time of a publicly owned, co-ordinated and efficient port and logistics network which works for the public good, in conjunction with other freight transport modes.

4.41. Require counting of emissions of all vessels in the NZ EEZ.

4.42. Support – by involvement in research, and the development of the necessary on-shore facilities – the transition of coastal and international shipping to zero-carbon propulsion technology.

4.43. Support shipping on an equal basis to other forms of freight transport

5. **Safety**

A. Road to Zero

**Issues**

On average, one person is killed on Aotearoa New Zealand roads every day, and a further seven people are seriously injured. These numbers are considerably higher than similar countries.

While many factors are involved with every accident, car dependency, poor road design and a disproportionate number of often older, unsafe vehicles in Aotearoa New Zealand’s fleet, are core issues.

**Actions**

5.1. Reduce VKT and car dependency through the other Actions in this policy.

5.2. Increase the safety of our vehicle fleet by:

5.2.1. Requiring all motor vehicles to either be fitted with daytime running lights (DRLs) or have headlights on at all times when driving

5.2.2. Oppose increases in maximum truckloads and truck lengths, and require underrun protection.

5.2.3. Investigate requiring all vehicles to have third-party insurance.

5.2.4. Keep stringent minimum safety requirements for imported vehicles.

5.2.5. Investigate the use of speed limiters (speed governors) on vehicles, starting with the Government fleet

5.3. Make safer drivers through:

5.3.1. Investigating a “near zero” alcohol and drug limit for all drivers

5.3.2. Increase requirements for obtaining a driver’s licence, without increasing cost to the learner, through increased education and with a variety of driving scenarios, including driving safely around active transport users. Investigate requiring drivers to take ‘refresher’ driving tests

5.4. Increase the quality and safety of roads by:

5.4.1. Improving road maintenance and safety measures

5.4.2. Reevaluating existing speed limits, ensuring that any road with a higher speed limit than 80 km/h meets motorway-quality safety standards

5.4.3. Installing more signposted speed cameras, including average speed cameras around accident black spots

5.5. Support fiscal and regulatory policies which will moderate the size of road vehicles such as SUVs and large trucks.

B. Personal Safety
Issues

Many people, especially marginalised groups, often feel unsafe and experience, or fear, harassment or violence when using public transport or walking, particularly at night.

A lack of safe infrastructure is a major barrier to using active transport for many people.

Actions

5.6. Improve urban street safety with better lighting (while also designing to minimise light pollution), clear sight lines and a ‘design against crime’ approach

5.7. Improve safety at public transport stops with good lighting and monitoring.

5.8. Improve safety at EV rapid charging stations with good lighting, public placement and monitoring.

5.9. Support measures to protect public transport workers from harassment and assault.