

# EFFECTIVE APPROACHES TO INCREASING ACTIVE TRANSPORT IN NZ

*What the data tells us*

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Presentation to Transportation Conference  
2026, Wellington



Austroads

Institute for  
Sensible Transport  
[www.sensibletransport.org.au](http://www.sensibletransport.org.au)



# This project was initiated and funded by Austroads

## Key finding

*Despite 20 years of policies intended to increase active transport mode share, it has remained stagnant or gone backwards.*



**Austroads**

Source: [https://austroads.com.au/\\_\\_data/assets/pdf\\_file/0031/653368/AP-R711-24\\_Prioritising\\_Active\\_Transport.pdf](https://austroads.com.au/__data/assets/pdf_file/0031/653368/AP-R711-24_Prioritising_Active_Transport.pdf)



**Austroads**

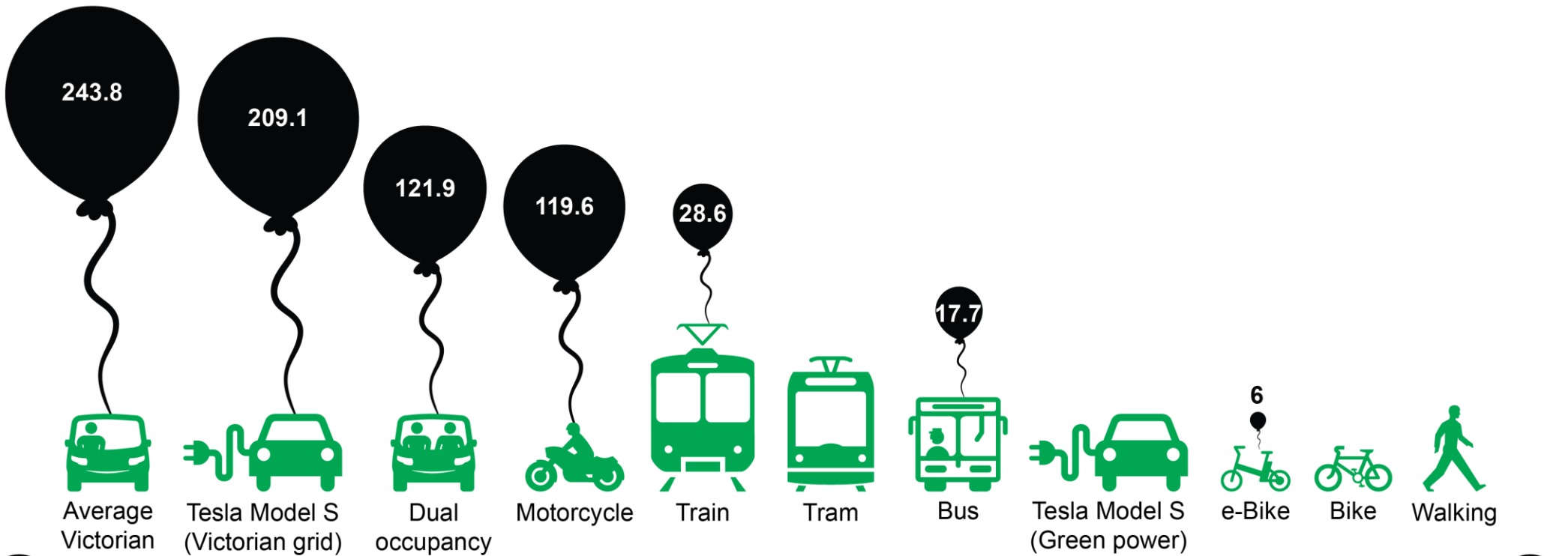
Research Report  
AP-R711-24

**Prioritising Active Transport**

# Conclusions

- Mode shift towards active travel + public transport is difficult
- Disincentives to car use are just as important, if not more important, than incentives to encourage active travel
- Approaches that combine incentives and disincentives have been very impactful
- Land use strategies that achieve *gentle density* lower trip distance and enhance the competitive advantage of active travel
- Well connected cycling networks are an essential requirement for growing cycling mode share
- Cycling networks that connect to transit hubs reduces the weaknesses inherent in both modes





Dirty

Clean



= Grams of CO2 per person kilometre travelled = Space in m<sup>2</sup> required per occupant

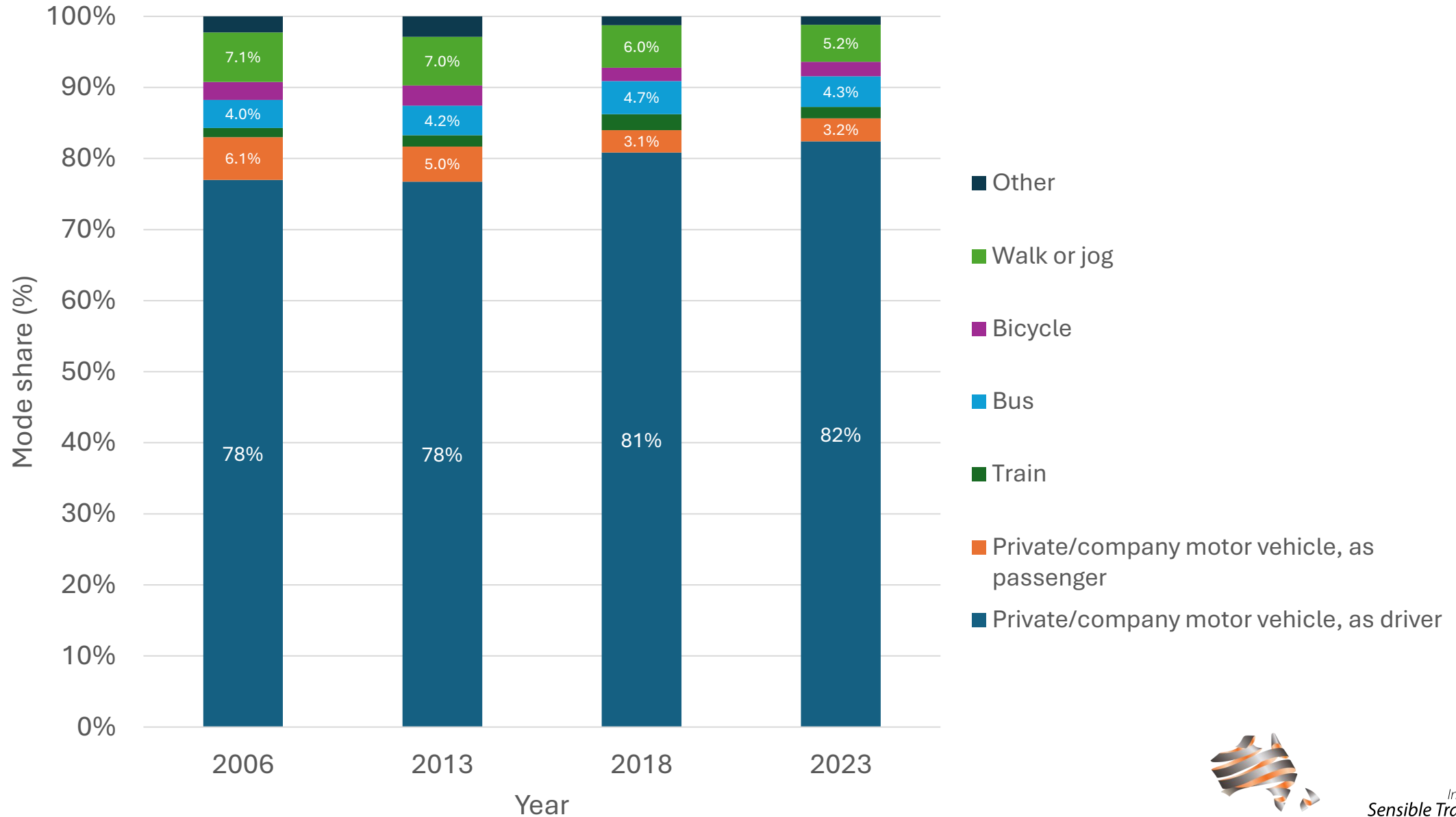
Note: These figures are specific to Melbourne, Australia. Trams are 100% off-set by renewable energy.

Doing more  
with less

# Hierarchy of interventions



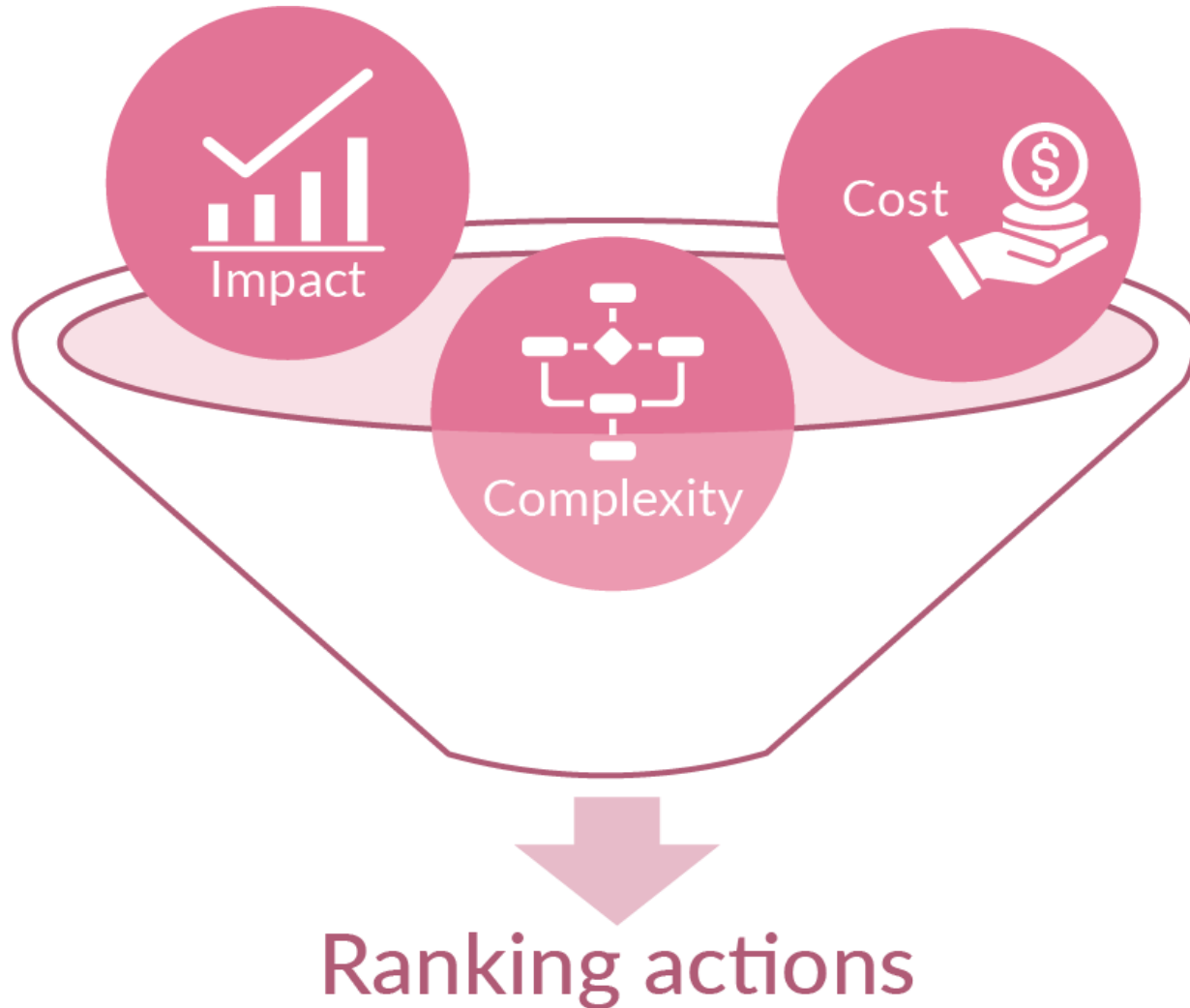
# Car use has been increasing



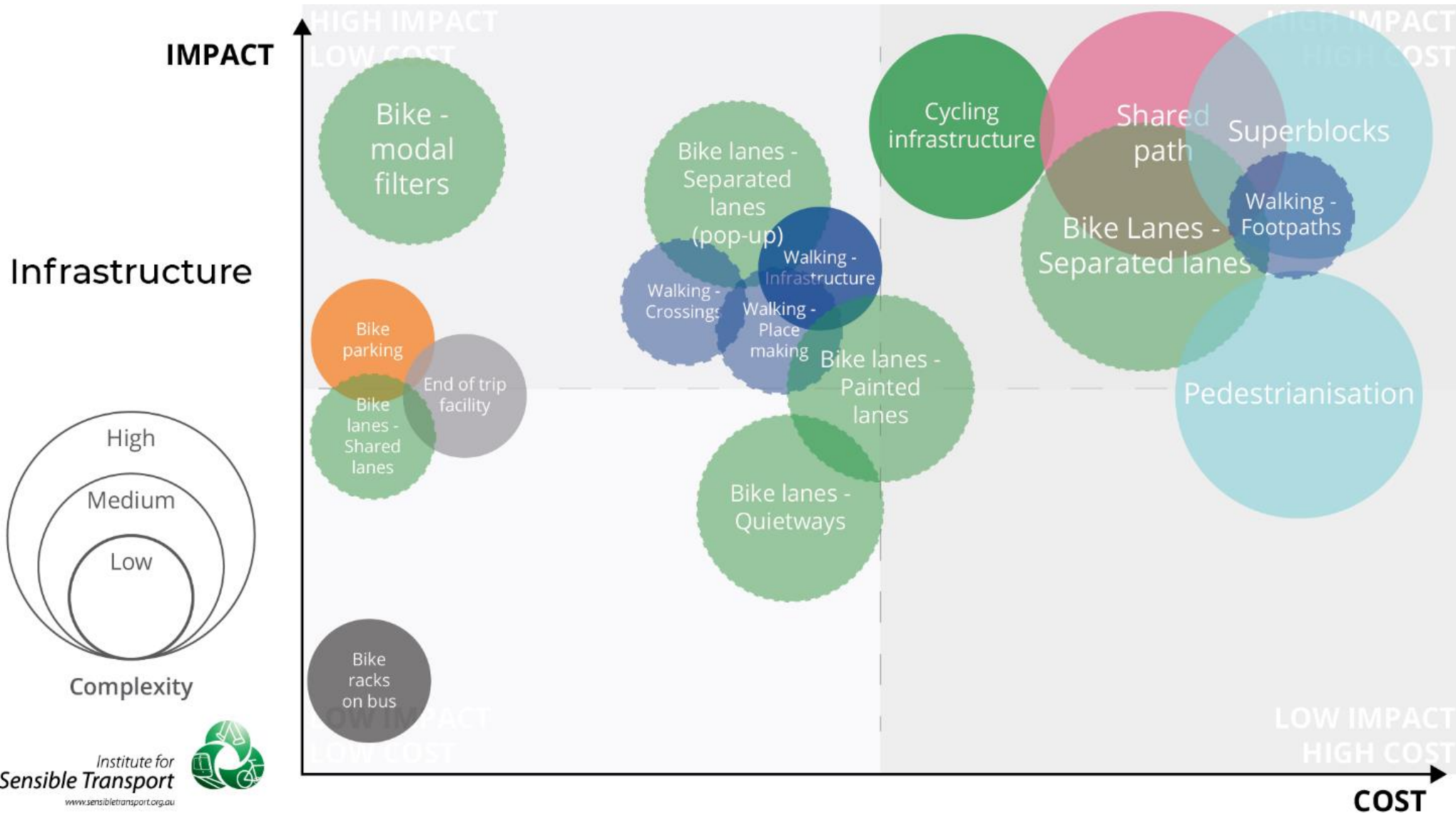
Source: Stats NZ Tatauranga Aotearoa (2013, 2018, 2023)



# Variables included in prioritisation framework



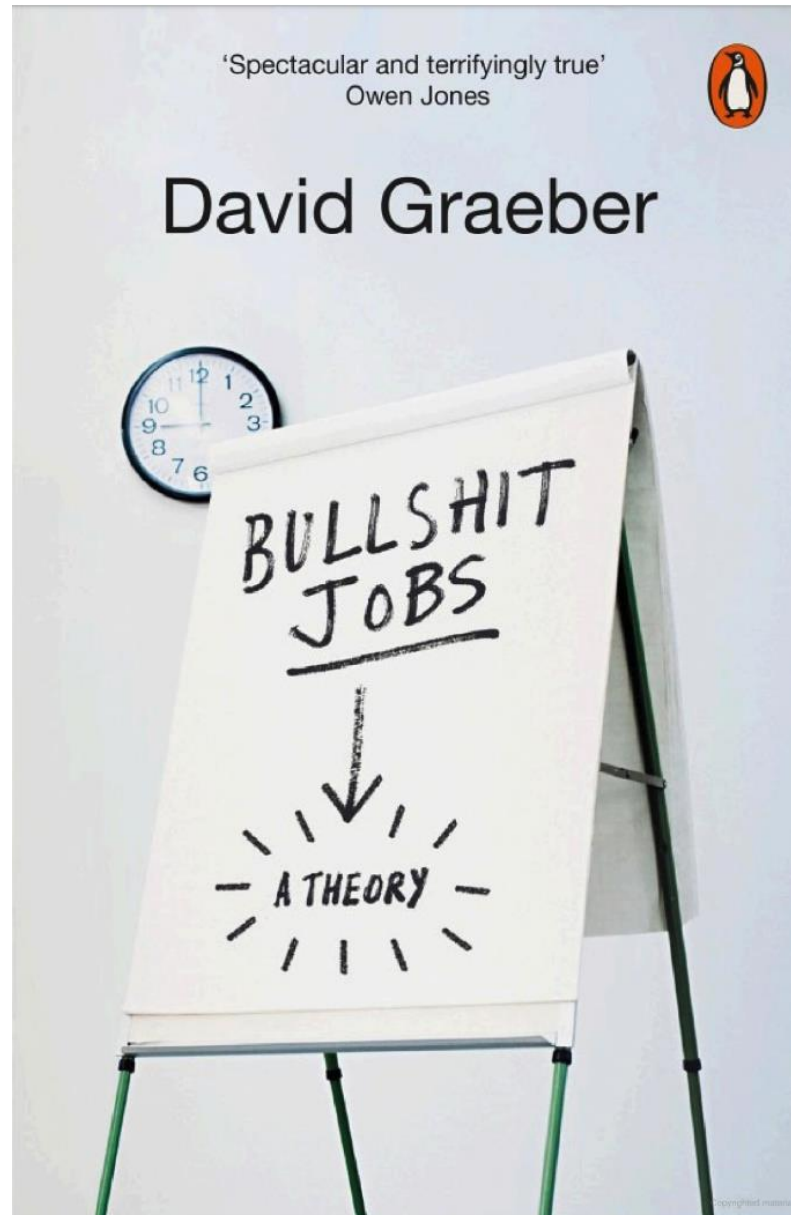
# Infrastructure interventions



# What is a modal filter?







“Those who work bullshit jobs are often surrounded by honor and prestige; they are respected as professionals, well paid, and treated as high achievers”  
— David Graeber, *Bullshit Jobs: A Theory*

# Bullshit Transport

**How two decades  
of pretending got  
us nowhere**



We all know the right thing to do...we just don't know how to get re-elected once we've done it.

Former European Prime Minister

# Thank you

Dr Elliot Fishman

Institute for Sensible Transport

[info@sensibletransport.org.au](mailto:info@sensibletransport.org.au)

**Scan Me**





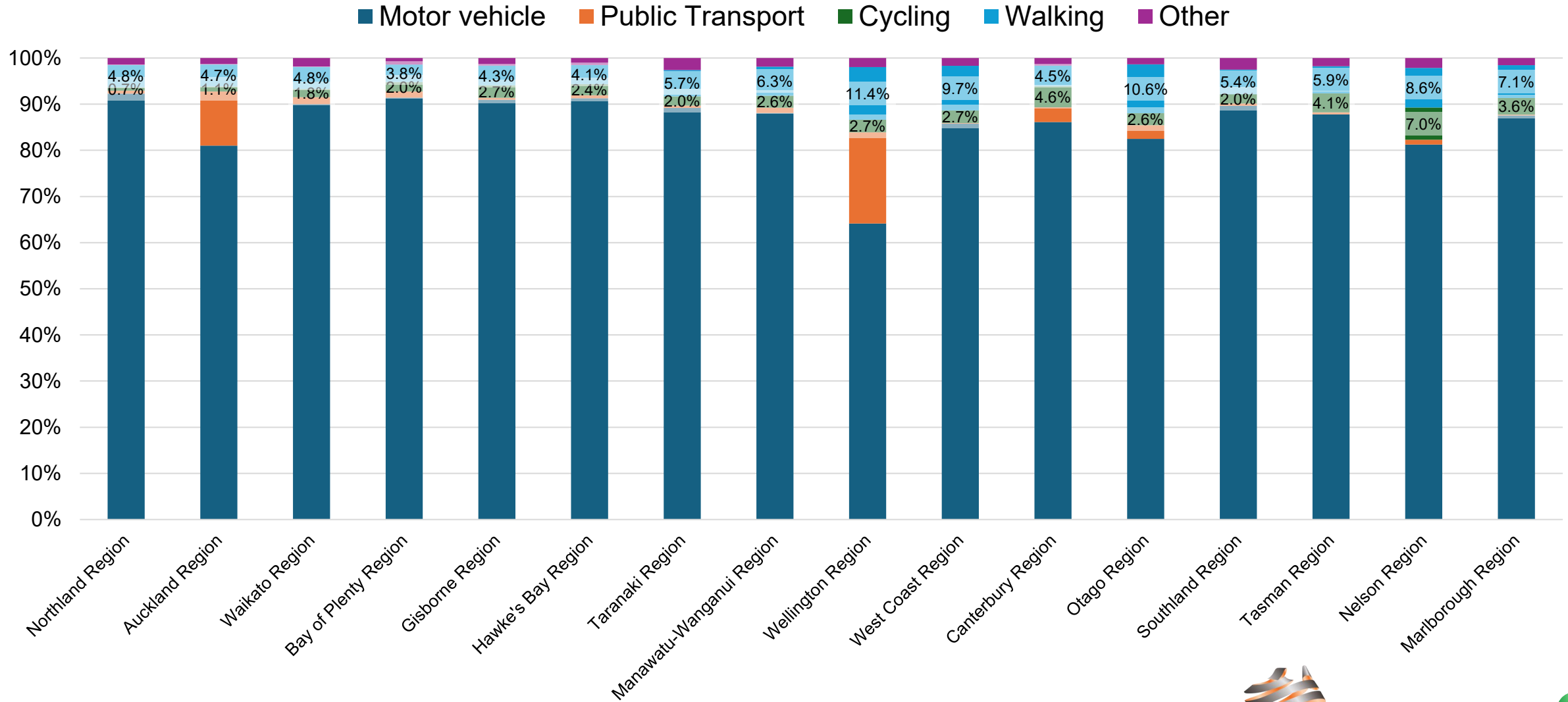
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# Mode share



Source: Stats NZ Tatauranga Aotearoa (2018)



# Heavily trafficked roads require separation



Source: VicRoads

- Riders increased from 5,000 to 6,000 per week
- Female ridership almost doubled, from 16% to 30% of riders.
- Greater number of children



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# Barriers to active travel



Safety - Motor vehicles



Distance



Weather

## Barriers to Active Transport



Need to carry items



Security

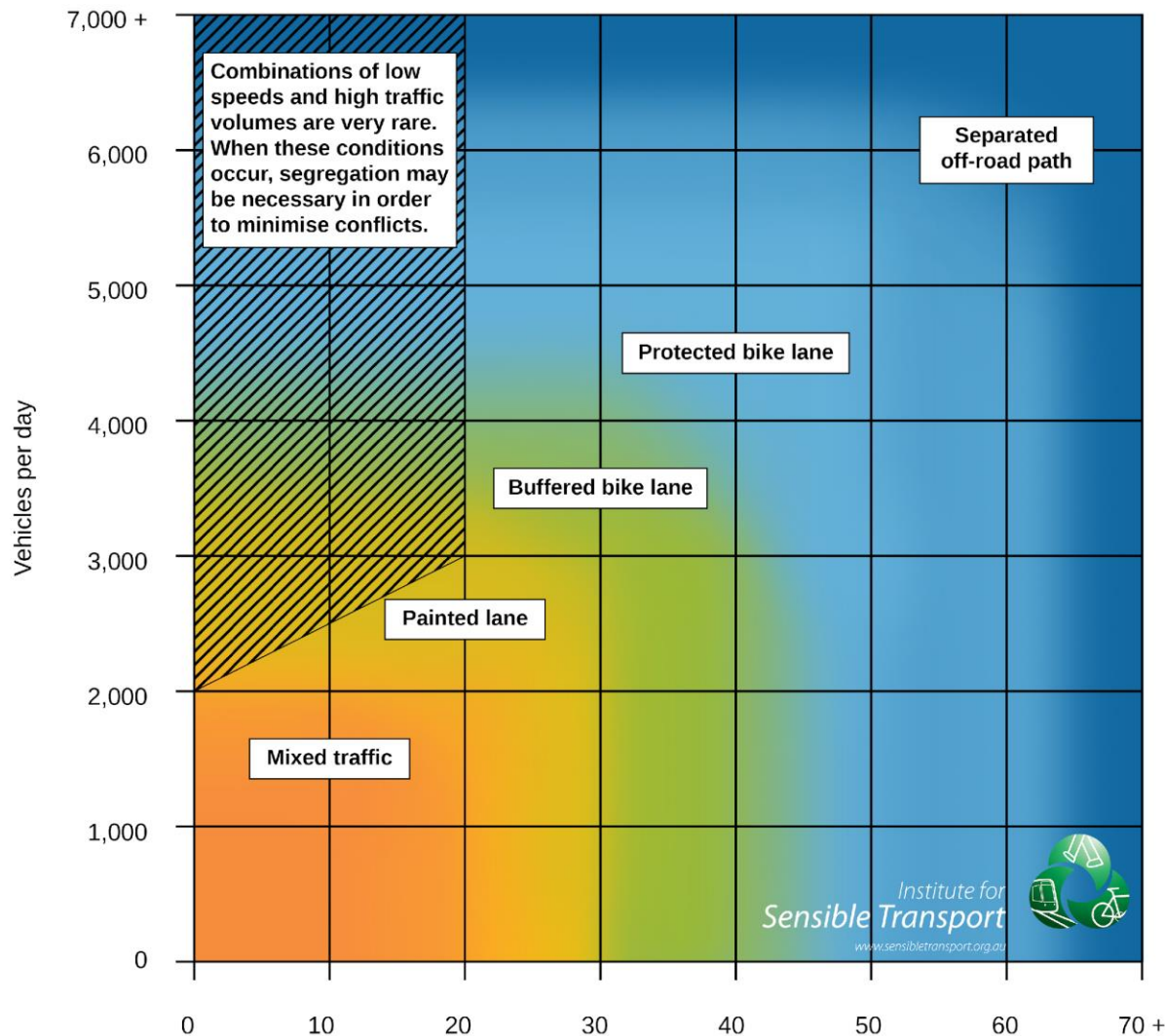


Social & Cultural



Austroads

# Different bicycle infrastructure types



It is not always necessary to separate cycling from other modes.

Some of the most heavily used cycling corridors in Australia use a combination of modal filters and painted lanes

Sharrows	Quietways	Painted	Buffered	Pop-up separated	Separated
<b>Cost</b>					
Lower	Lower	Medium	Medium	Higher	Very high