

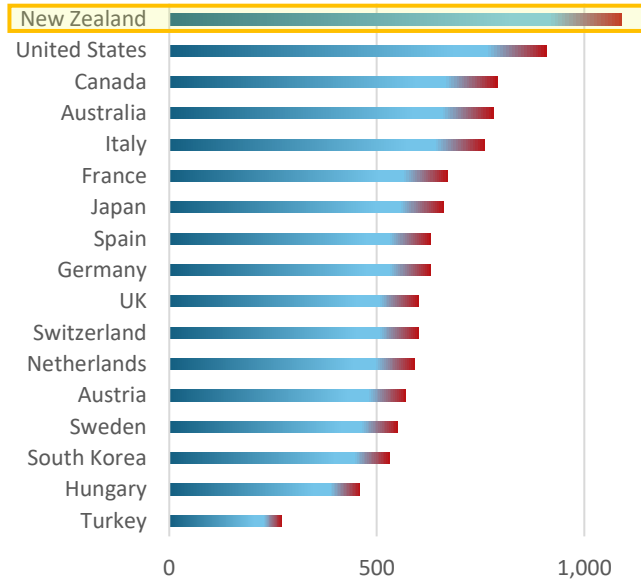
Good transport shouldn't be political



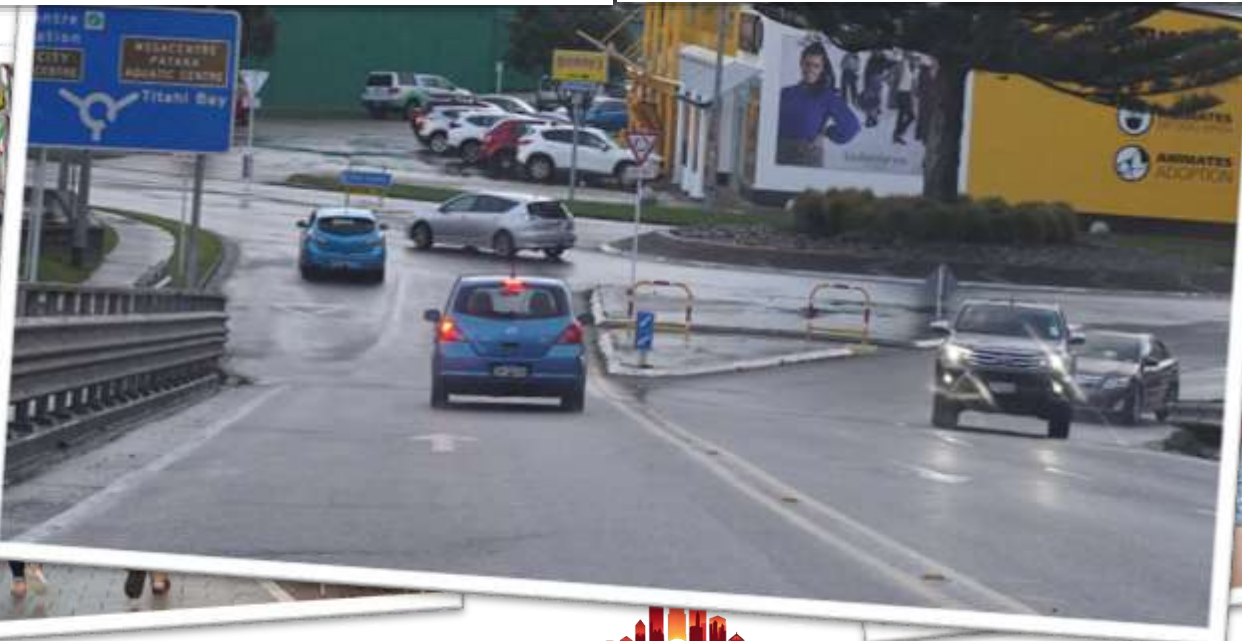
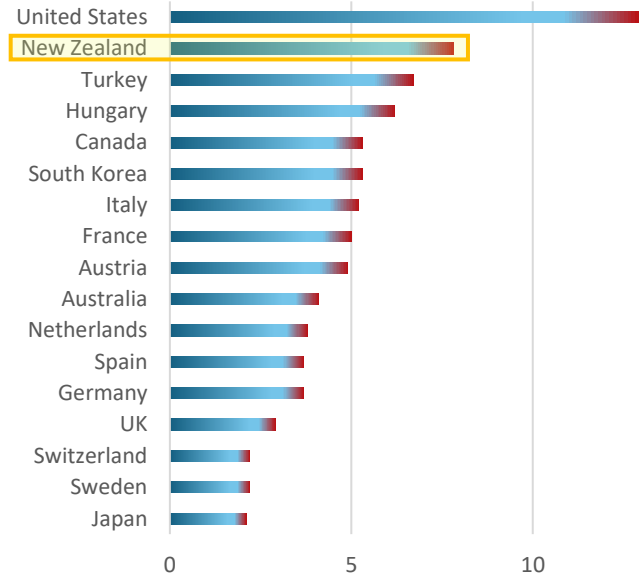
Peter Cockrem
peter@precision.city



Motor vehicles per 1000 people



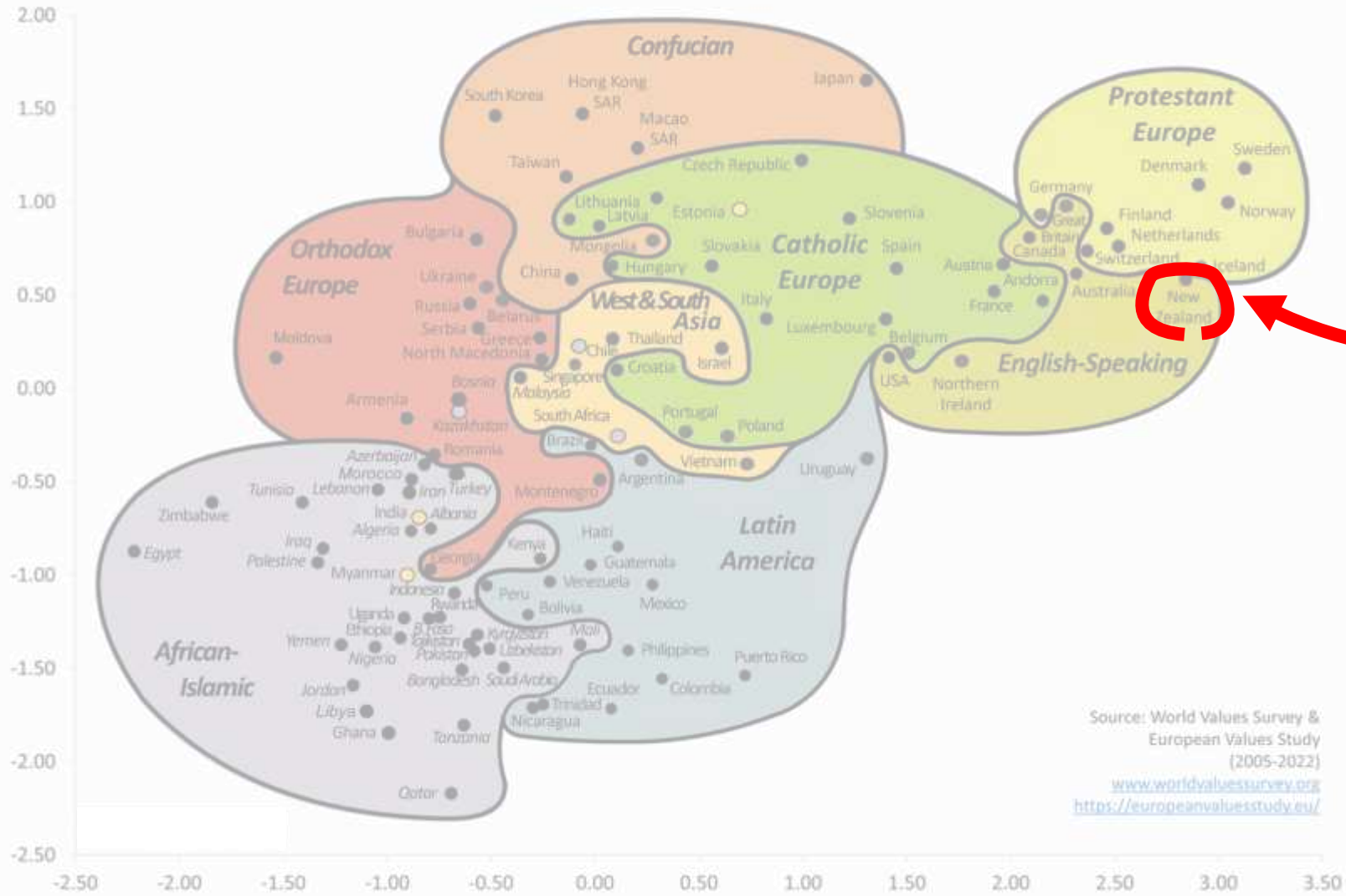
Road deaths per 1000 people



why
such different
outcomes?

The Inglehart-Welzel World Cultural Map 2023

Secular
Science & reason



Source: World Values Survey & European Values Study (2005-2022)
www.worldvaluesurvey.org
<https://europeanvaluesstudy.eu/>

Traditional
Religion & customs

Survival
Economic & physical security

Self-expression
Tolerance & participation

in many countries
good transport
has broad support

Let's take back control

- ✗ Our Money - Give the NHS more
- ✗ Our Economy - new
- ✗ Our Border - int
- ✗ Our Security - dang
- ✗ Our Tax -



Mayor confirms world's first Ultra Low Emission Zone.

Home > Press Releases
Mayor confirms world's first Ultra Low Emission Zone.

26 March 2015

• £65 million to deliver extra £25m from Government to reduce most harmful vehicles by half • More than 50 per cent in favour of the Mayor of London (26 March) confirmed the Ultra Low Emission Zone increased fund of £65 million to support drivers' transition to zero-emission vehicles



<https://www.cnn.com/2013/04/30/opinion/dutch-monarchy-lessons/index.html>
Opinion: Dutch monarchs' lessons for world's royals - CNN



CSU Fraktion im Münchner STADTRAT
Christlich-Soziale Union
Press releases 18. October 2022
Increase safety in cycling



<https://www.mos.ru/en/mayor/themes/48299-9054050>
Vladimir Putin and Sergei Sobyenin open Big Circle Line / News / Mo...
Russian President Vladimir Putin and Moscow Mayor Sergei Sobyenin opened the full-fledged train traffic along the entire Big Circle Line (BCL) of the Moscow Metro. The commissioning of nine new stations of BCL's northeastern, eastern and southern sections has become the final stage in the world's...



<https://nswliberal.org.au/news/metro-boost-for-western-sydney>
Metro boost for Western Sydney - Liberal Party NSW
12 Feb 2023 - A re-elected Liberal and Nationals Government will transform Western Sydney expanding the world-class Sydney Metro to connect greater Sydney to the new Western Sydney Airport.






<https://www.dailysabah.com/turkiye/istanbul/president-erdogan-inaugurates>
President Erdoğan inaugurates Istanbul's new metro line
President Recep Tayyip Erdoğan on Saturday inaugurated the Başakşehir-Kayaşehir line in Istanbul with which the rail network of the metropolis has reached 325,5 kilometers (202 miles).



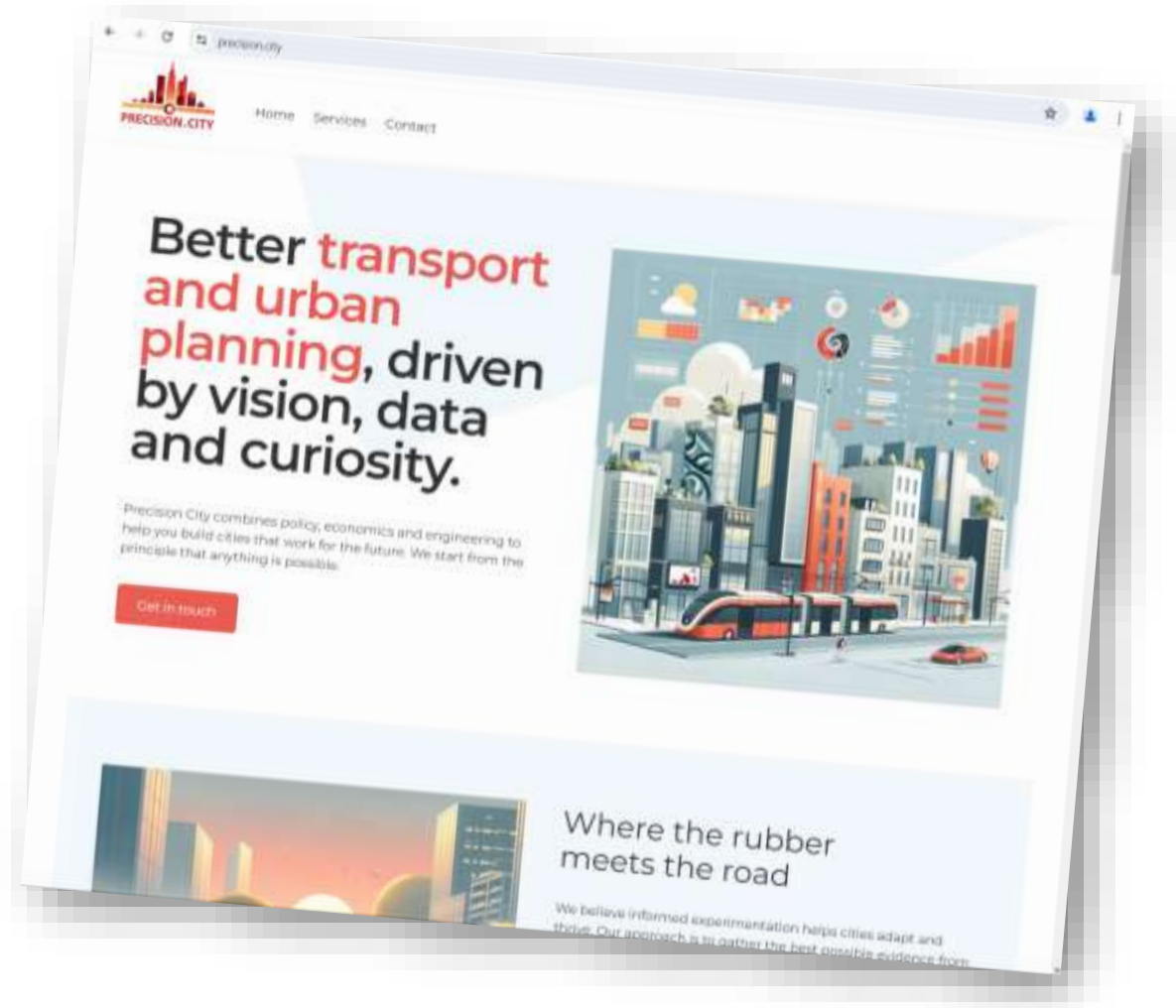
<https://edition.cnn.com/travel/article/china-high-speed-rail-cmd/index.html>
The evolution of China's incredible high-speed rail network | CNN
9 Feb 2022 - China debuts train prototype that can hit speeds of 620 kilometers per hour. Half of that total has been completed in the last five years alone, with a further 3,700 kilometers due to open in...

Who am I?

-  Engineering
-  Economics
-  Policy



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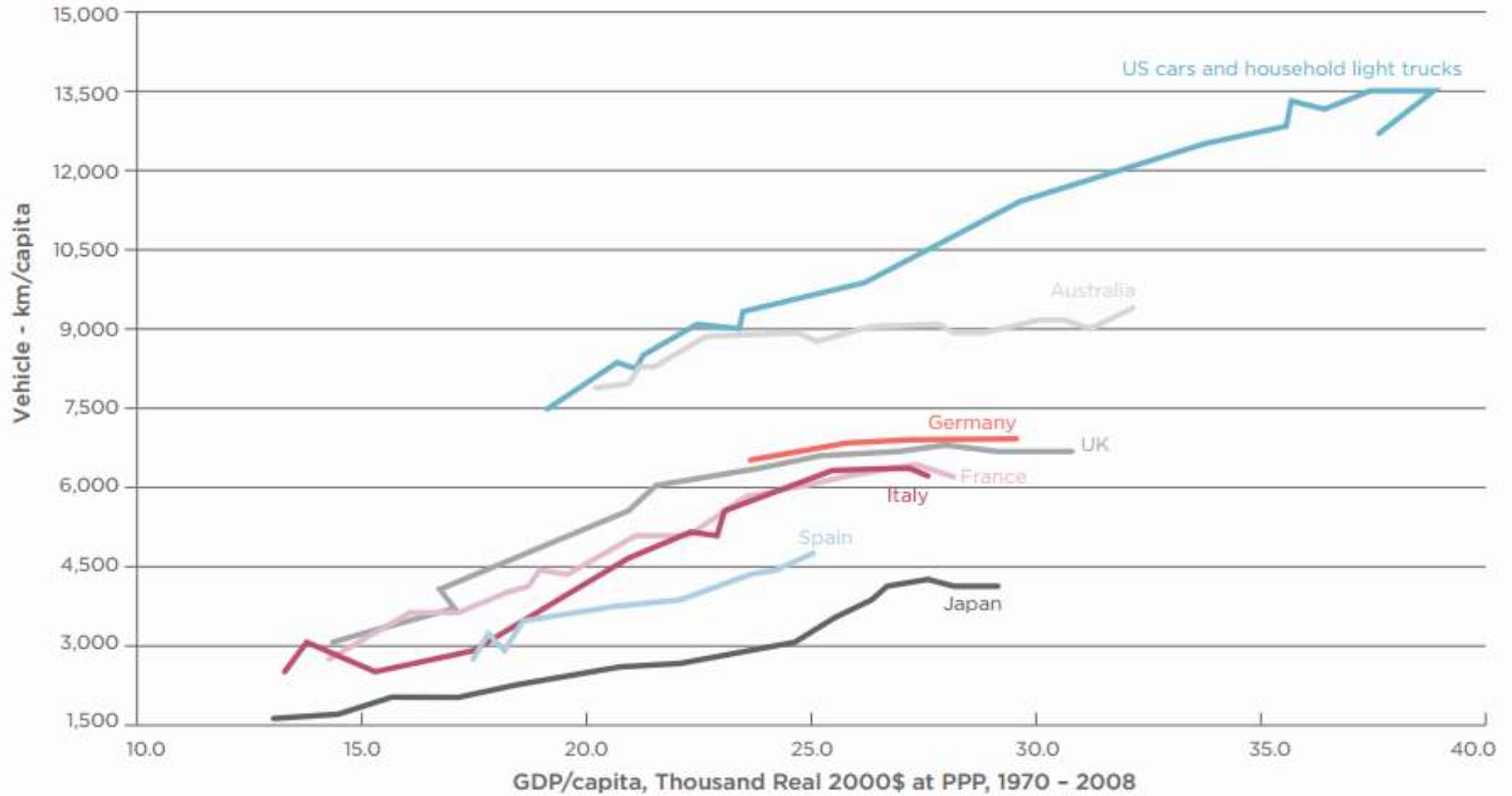


- transport system forces
- role of professional institutions
 - TG positions

path dependence

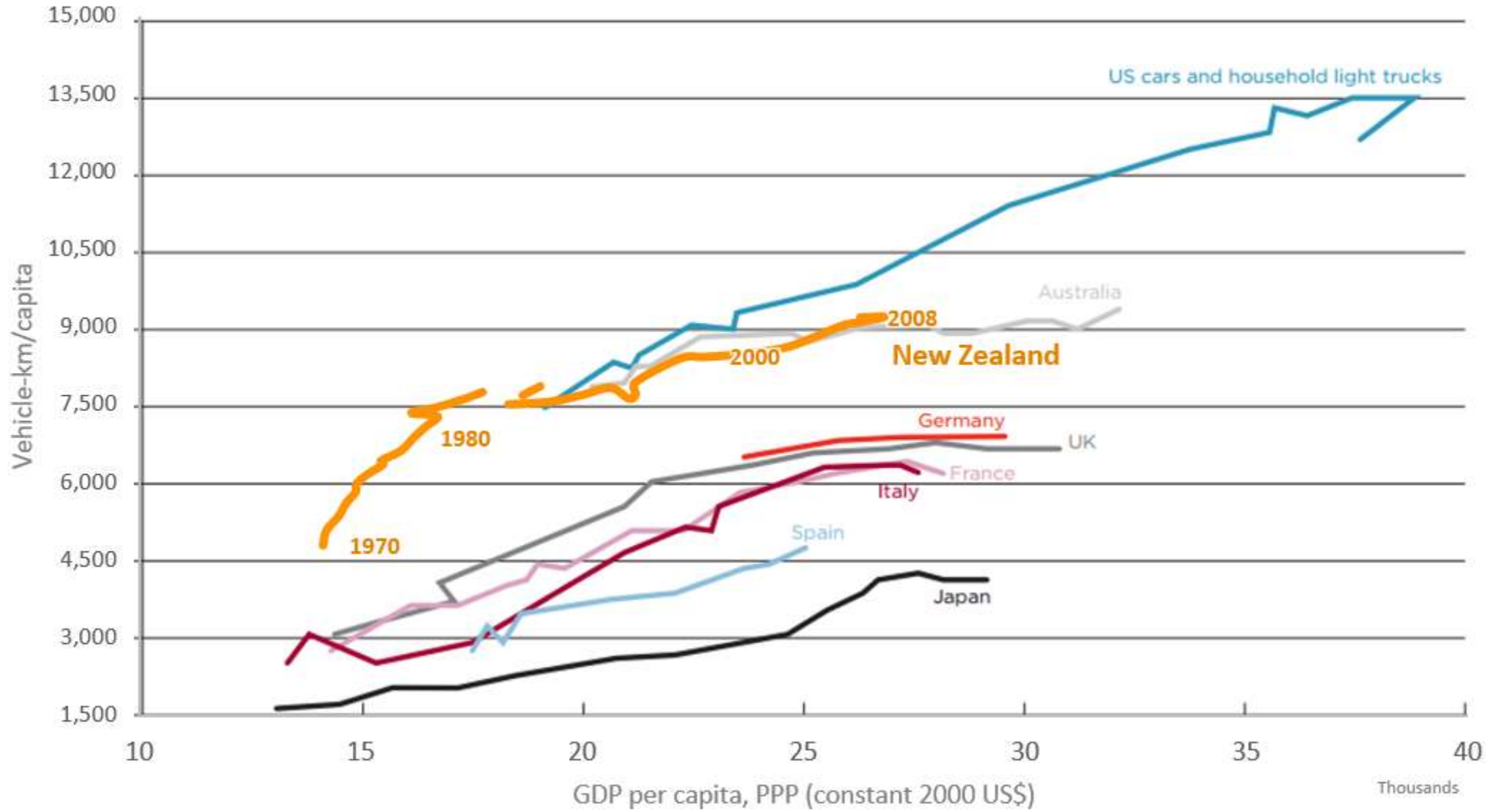
Fig. 2.1. Annual vehicle kilometres against wealth levels: 1970-2008

Source: Goodwin 2012b



Annual vehicle kilometres against wealth levels: 1970-2008

Source: Goodwin 2012b in London School of Economics (2015). New Zealand calculated by Peter Cockrem using Statistics NZ and World Bank data.





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Energy Research & Social Science

journal homepage: www.elsevier.com/locate/erss



Review

The political economy of car dependence: A systems of provision approach

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ARTICLE INFO

ABSTRACT

Table 3

Reinforcing interconnections between the elements of car-dependent transport systems.

	1 Automotive Industry (cause)	2 Car Infrastructure (cause)	3 Land Use Patterns (cause)	4 (Undermining of) Public Transport (cause)	5 Car Culture (cause)
1 Automotive industry (effect)	Automotive & suburban development industries	Car infrastructure enables the sale of more cars, by providing space to accommodate them. The status of roads shifts from shared public spaces to motorized flow spaces, literally driving other modes of transportation out of business.	The need for cars to navigate urban sprawl creates an incentive for consumers to purchase more of them, thereby stabilizing demand for automobiles. Suburban, car-dependent constituencies further strengthen the car industry's lobbying efforts.	Historically, the legacy of monopolistic public transport companies has strengthened the political hand of the car industry. Currently, deteriorating public transport forces more people to buy cars.	Car culture produces a continuous demand for vehicles that upholds the car industry. It also influences the cultural dynamics of the industry itself, locking in certain approaches and business models.
2 Car Infrastructure (effect)	The automotive industry plays a key role in lobbying coalitions which pressure the government to invest in public resources, and co-opt public space, to make room for cars.	Car infrastructure	The expansion of the suburbs demands high-capacity roads and highways to make them, while also making it more challenging to travel by foot, bike, or public transport.	Public transport becomes dependent on car-dependent road infrastructure, bolstering the car industry's lobbying efforts.	Car infrastructure has durable cultural associations with progress, modernity, ruralism, and competent governance, which improve its political viability.
3 Land Use Patterns (effect)	The car industry, working with other aligned industries, such as suburban real-estate developers, actively promotes urban sprawl. Historically, car companies promoted visions of an efficient, modern cityscapes and suburban areas.	encourages single-use, single-purpose development, which becomes more viable and more desirable due to mass automobility.	Dispersed land use patterns	Lack of public transport options leads to locational indifference of sprawl, with no reason to prioritize land use around public transport axes.	Suburban land use has a potent set of cultural imaginaries (for example, white picket fences in the USA), which encourage more people to move to the suburbs and own cars.
4 (Undermining of) Public Transport (effect)	The car industry deliberately attempts to undermine public transport and is strengthened in its attempts to do so by the fact that the public costs it imposes are more hidden than those of public transport. During economic crises, public transport gets cut while the car industry gets bailed out. Meanwhile, the surplus capacity that the car industry builds into cars gives it a critical advantage over public transport in terms of range, marginal cost, and cargo capacity.	Infrastructure designed primarily for cars crowds out public transport road-based options such as buses and pulls financial resources away from other alternatives, such as railways or tramways.	Undermined public transport	—	Public transport is portrayed as unattractive, burdensome, and for the poor, young, or infirm.
5 Car Culture (effect)	The car industry actively supports the development of car culture, both deliberately, through advertising and marketing, and tacitly, through the built-in redundancy in the vehicles they sell, and the effects this has on people's daily practices.	Car infrastructure creates practices, habits and cultural trends (e.g. it is normalized as a symbol in children's toys).	Land use patterns, both for residential and work developments, normalize car transport, ensuring that alternatives are portrayed as marginal.	Poor public transport networks encourage more people to adopt car-centric lifestyles.	Car culture

new multipliers on old forces

ad industry

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app algorithms

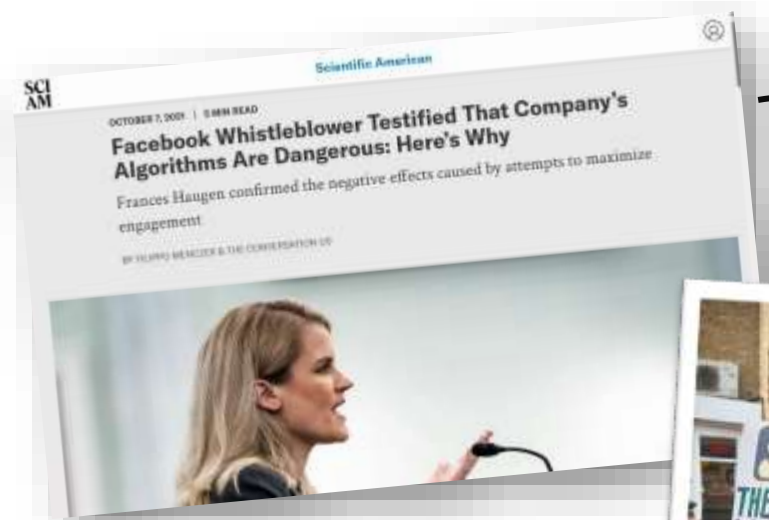
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divisive politics
& geopolitics

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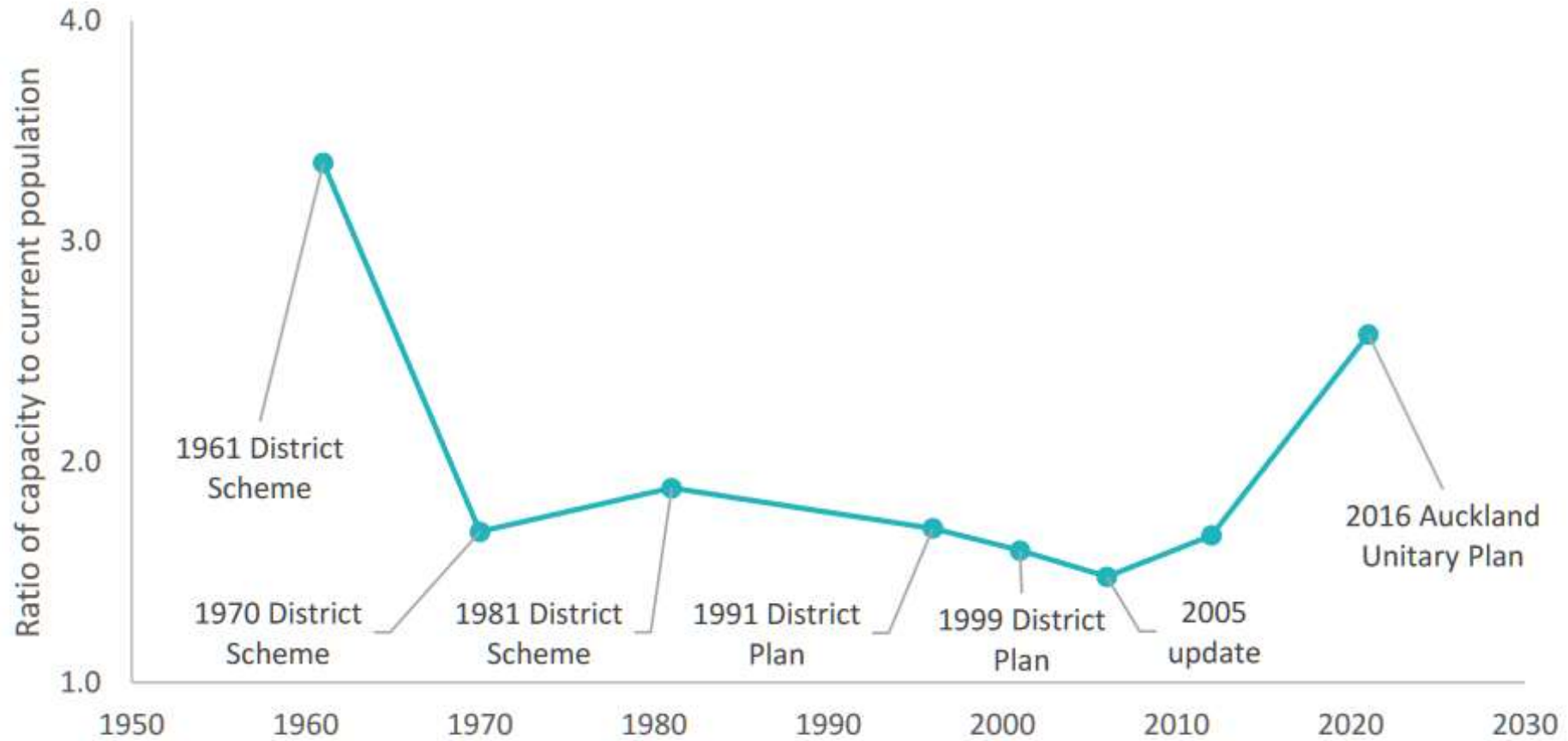
internet

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change
is possible

Figure 2: Ratio of estimated zoning capacity to current population in central Auckland



Source: Te Waihanga analysis

Politics

Professional institutions

Public service

Think tanks

Media

Grassroots

Politics

[BD](https://businessdesk.co.nz) <https://businessdesk.co.nz> > article > property > minister-chris-bishop-rejects-wellington-indepen...

Minister Chris Bishop rejects Wellington Independent Hearing Panel's...

8 May 2024 - Resource Management Act reform minister Chris Bishop has rejected almost all of the **Wellington independent hearing panel's** recommendations for where housing should go in **Wellington**.

[BD](https://businessdesk.co.nz) <https://businessdesk.co.nz> > article > infrastructure > act-and-greens-say-absurd-wellington-hous...

Act and Greens say 'absurd' Wellington housing report defies 'econo...

8 Feb 2024 - During a time of major political division, there seems to be one thing parties of both the left and right agree on: a new **Wellington** housing report has major flaws. The Greens, Act, and Labour parties have rejected a key assertion from a report by the **independent hearings panel** (IHP) convene...

Public service

[BD](https://businessdesk.co.nz) <https://businessdesk.co.nz> > article > infrastructure > wellington-housing-report-under-fire-infrast...

Wellington housing report under fire: Infrastructure Commission point...

7 Feb 2024 - **Wellington** already suffers from **infrastructure** challenges, and restricting housing development in existing areas may worsen it. That's the view of Geoff Cooper, general manager for strategy at the **Infrastructure Commission**, Te Waihangā, who commented to BusinessDesk expressin...

Media

[S](https://thespinoff.co.nz) <https://thespinoff.co.nz> > wellington > 16-02-2024 > how-wellingtons-housing-panel-reached-its-...

How Wellington's housing panel reached its anti-housing conclusions...

16 Feb 2024 - The **independent hearings panel** for **Wellington's** new District Plan has s tripped back new housing capacity, expanded character areas, decided the Johnsonville train isn't a train, and made...

Professional institutions

[S](https://thespinoff.co.nz) <https://thespinoff.co.nz> > wellington > 23-02-2024 > survey-shows-almost-every-economist-in-nz-...

Survey shows almost every economist in NZ disagrees with Wellington...

23 Feb 2024 - The **independent hearings panel** making recommendations on **Wellington's** district plan has copped its fair share of criticism from economists for its conclusions that reducing housing...

[G](https://nzae.substack.com) <https://nzae.substack.com> > p > member-survey-9-land-use-restrictions

Member survey #9 — Land-use restrictions & housing

11 Feb 2024 - The **Independent Hearings Panel** on the **Wellington** District Plan has recently released its recommendations. Please indicate your level of agreement with each of the following assuming the current set of regulations in **Wellington**: Land use restrictions in district plans reduce housing supply.

Think tanks

[NZ](https://www.nzinitiative.org.nz) <https://www.nzinitiative.org.nz> > reports-and-media > opinion > a-campaign-for-wellington-and-b...

A campaign for Wellington, and beyond | The New Zealand Initiative

2 Feb 2024 - **Wellington's** District Plan comes to a vote on March 14. Council must weigh the advice of the **Independent Hearings Panel**, which effectively suggested that normal laws of supply and demand do not apply to housing. Better advice is available.

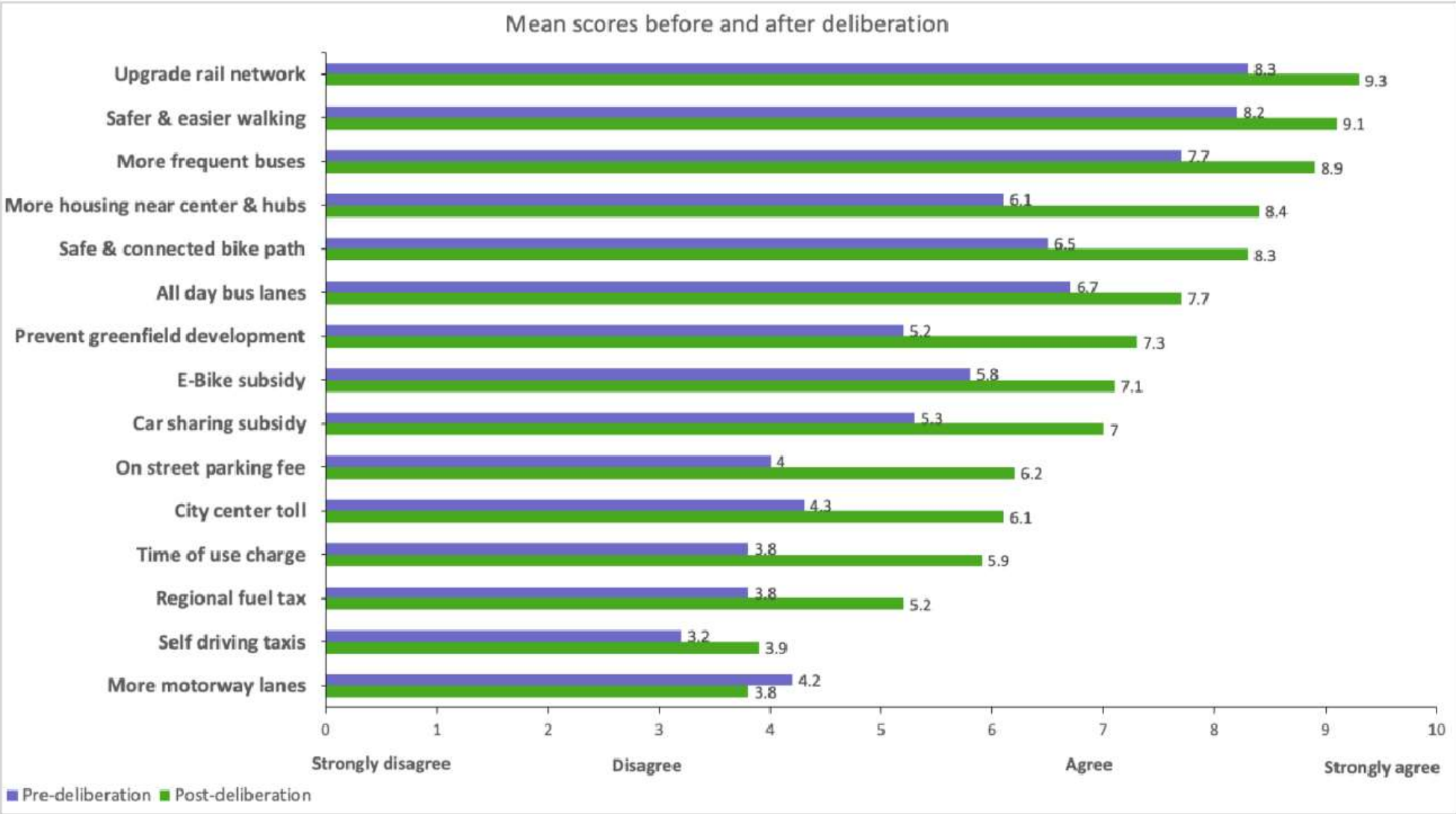
Grassroots

[CFP](https://cityforpeople.nz) <https://cityforpeople.nz> > p > wellington-is-a-walkable-city-and

Wellington is a walkable city, and we're going to prove it.

1 Mar 2024 - But the **Independent Hearing Panel** (advising the council) says we don't need to zone for heaps more housing in Newtown because **Wellington** is an "amphitheatre" and that it's not reasonable to assume **people** who walk to work also walk home. Let's prove them wrong.

Deliberative democracy in Auckland - Koi Tū: The Center for Informed Futures (University of Auckland) (2024)



here's what
we're doing

engineeringnz.org/engineer-tools... ☆

CODE OF ETHICAL CONDUCT

Engineering New Zealand takes ethics and professionalism very seriously. We hold our engineers accountable for their work on behalf of the New Zealand public. Our ethics are based on professional competence, personal integrity and social responsibility. Members of Engineering New Zealand are subject to the Code and commit to it each year.

Our Code of Ethical Conduct outlines the high standards of ethical behaviour expected of all members of Engineering New Zealand.

1. Take reasonable steps to safeguard health and safety
2. Have regard to effects on environment
3. Report adverse consequences
4. Act competently
5. Behave appropriately
6. Inform others of consequences of not following advice
7. Maintain confidentiality
8. Report breach of Code

here's what we're doing

transportationgroup.nz/principles/

TRANSPORTATION GROUP NEW ZEALAND

JOIN

POSITION STATEMENT – TRANSPORT PRINCIPLES

HAVE YOUR SAY

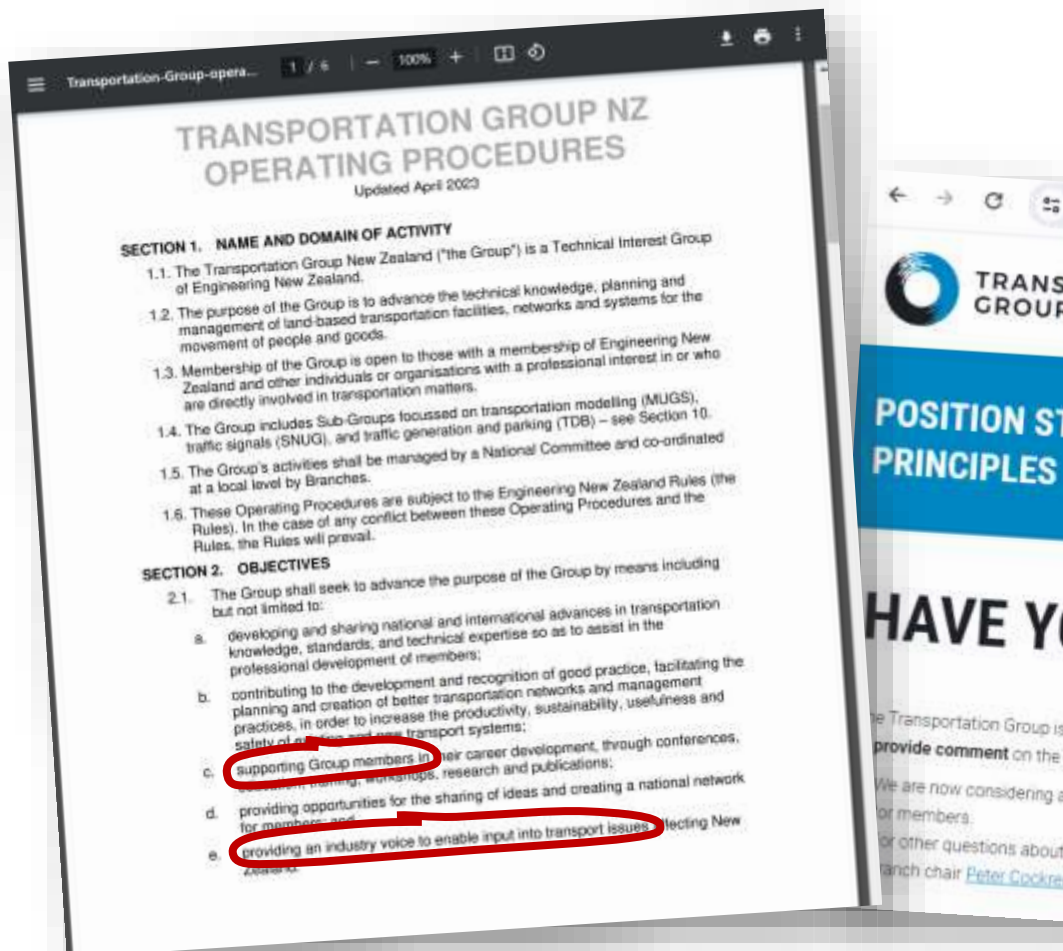
The Transportation Group is developing a **position statement** on transport. Members were invited to **provide comment** on the draft principles below in September 2023.

- We are now considering and integrating this feedback. In the meantime, the [survey is still open](#) for members.
- For other questions about the draft position statement, please email lead author and Central branch chair [Peter Cockrem](#)

engineering new zealand te ao rangahau | ENGINEERING CLIMATE ACTION

THE TIME FOR ACTION IS NOW. WE NEED ENGINEERS TO BE CLIMATE ACTION LEADERS. ENGINEERS HAVE A VITAL ROLE AND RESPONSIBILITY IN MITIGATING, TRANSITIONING, AND ADAPTING TO CLIMATE CHANGE.

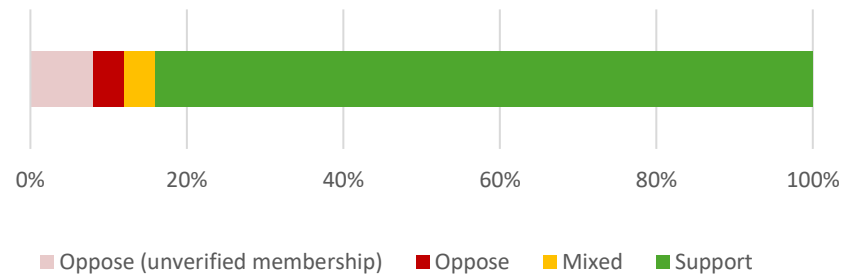
supporting Group members



providing an industry voice to enable input into transport issues

Draft TG principles feedback (Sep 2023)

n=23



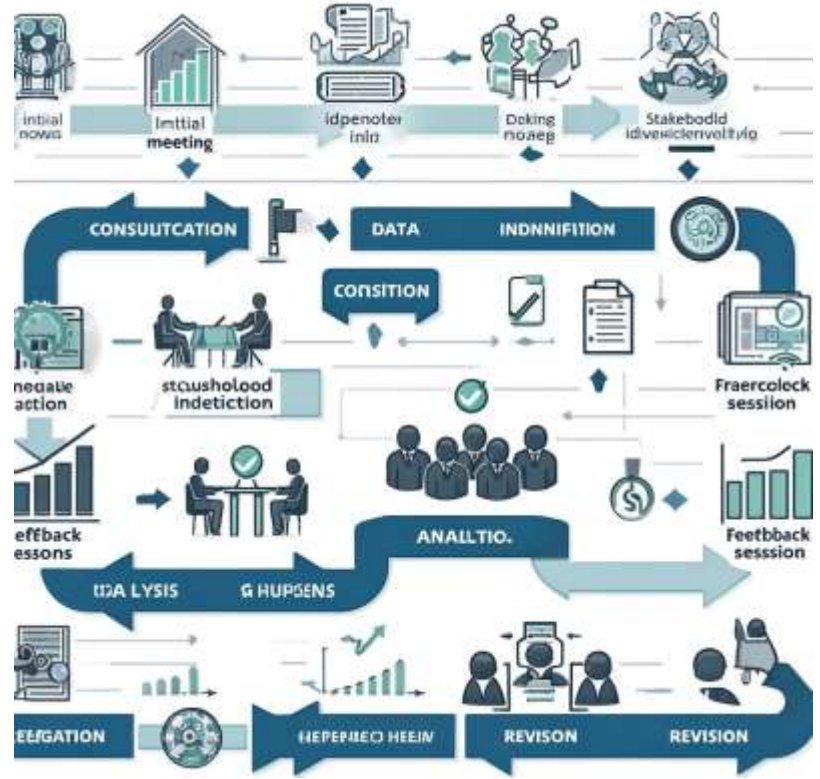


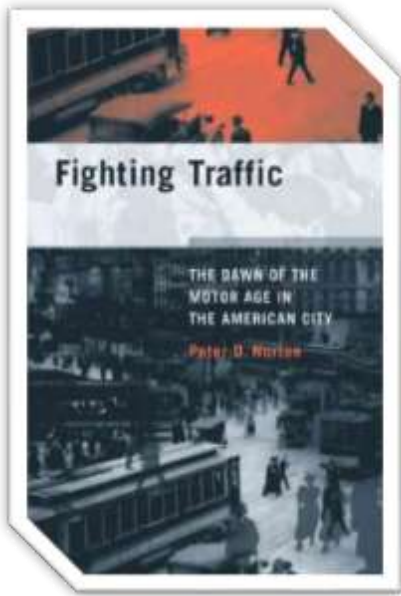
John Lieswyn
National Chair
john@viastrada.nz 



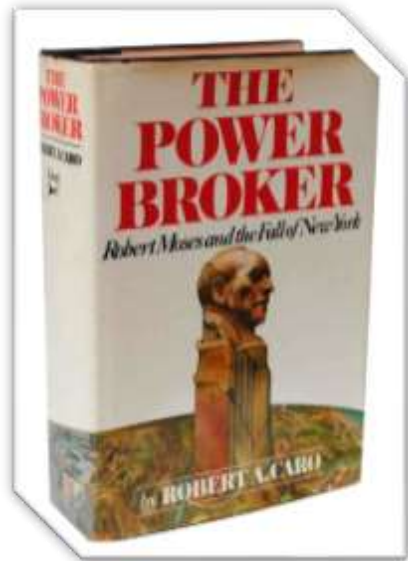
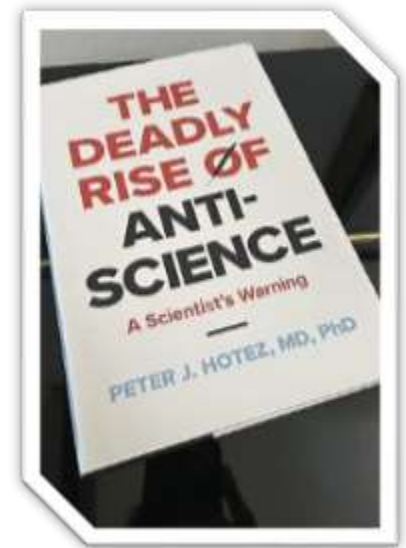
Mark Gregory
Vice Chair, CIHT
mark.gregory@wsp.com 

next steps





further reading





good transport
shouldn't be
~~political~~
a left/right issue





Thank you



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peter@precision.city