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## **DAST - DOCTORS FOR ACTIVE, SAFE TRANSPORT**

# Conflicts of Interest

- I don't like having to tell people they're going to die of a preventable disease
- My home in suburban Lower Hutt will be flooded by sea level rise within the lifetime of my children

Cycling reduces the risk of:

- all-cause mortality by 41%
- any cancer by 45%
- cardiovascular disease by 46%

*A prospective 5 year study of 250,000  
UK citizens, median age 52, BMJ 2017*

The current transport system in NZ, like many other car-dominated transport systems, has substantial negative impacts on health, **at a similar level to the effects of tobacco and obesity...**

*Randal et al,  
International Journal of Environmental  
Research and Public Health, 2022*

# Cycling to work makes commuters less likely to be prescribed anti-depressants, new study finds

A study of almost 380,000 people shows that cycle commuters are 15% less likely to suffer from anxiety or depression

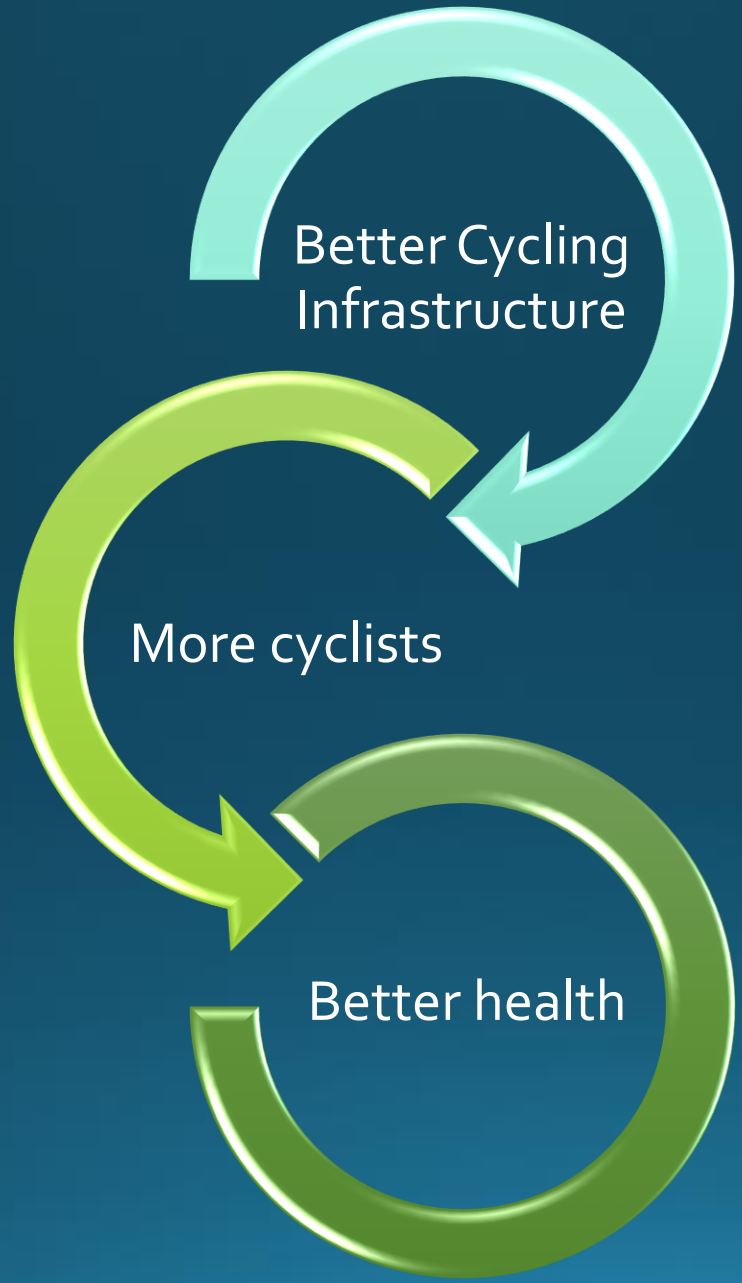
🕒 23:00, Tuesday 16th January 2024

James Howell-Jones  
Junior Writer

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Proposed study: Cycling advocacy makes you more likely to be prescribed anti-depressants





Our Health System....

Our Illness System....

You have the health budget and we call it transport

## 3 examples of health being considered (or not)

1. Te Ara Tupua business case
2. GWRC Regional Policy Statement
3. Cycling issues in Riverlink



# 1. Te Ara Tupua – Ngauranga to Petone



# 1. Te Ara Tupua – Ngauranga to Petone

	Present Value (\$m)
Health Benefits (cycling and walking)	149
VOC	6
Accident Costs savings	19
Resilience	16
Total	190

Based on an extra 1,000 cyclists/walkers/devices going there and back each day

## 2. Update to GWRC Regional Policy Statement

- DAST submitted on proposed Mode Shift policies – health benefits should be explicitly considered
- RMA s(5): “managing ... natural and physical resources in a way... which enables people and communities to provide for... *their health* and safety...”
- Current RPS requires transport plans to consider odour and dust but not cancer

## 2. Update to GWRC Regional Policy Statement

118. DAST [S116.004] support in part Policies CC.9. EIW.1 and 57 and seeks that the policies require health assessments for transport. While I agree that to reduce greenhouse gas emissions, transport planning has a significant role in facilitating and promoting rapid modal shift, requiring health assessments as part of policy application is out of scope of the RMA. As such, I recommend that the relief sought by DAST [S116.004] is rejected.

177. With regard to the amendments sought by DAST, in my opinion the proposed inclusion of “health outcomes’ within Policy CC.1 is not necessary. Policy CC.1 requires transport infrastructure to contribute to the reduction in greenhouse gases and supporting active transport modes would assist with health outcomes. I therefore recommend rejecting the relief sought by DAST [S116.001] and [S116.002].

# 3. Riverlink – Environment Court on Cycling



IN THE ENVIRONMENT COURT  
AT WELLINGTON  
I TE KŌTI TAIAO O AOTEAROA  
KI TE WHANGANUI-A-TARA

**Decision No [2022] NZEnvC 161**  
ENV-2021-WLG-000039

IN THE MATTER of the direct referral of applications for  
resource consents and Notices of  
Requirement under Sections 87G and  
198E of the Resource Management Act  
1991 for the Riverlink Project

BY NEW ZEALAND TRANSPORT AGENCY  
WELLINGTON REGIONAL COUNCIL  
HUTT CITY COUNCIL  
KIWIRAIL HOLDINGS LIMITED  
Applicants

Court: Alternate Environment Judge C J Thompson  
Environment Commissioner D J Bunting  
Environment Commissioner K A Edmonds

### 3. Riverlink – Environment Court on Cycling

Benefits of Transport Components
Increase in mode share for active modes/PT
Improved safety to cyclists and pedestrians
Improved access to Melling Station
More reliable bus journeys
Reduced delays for motorists due to the new interchange
Improved safety for motorists at the Melling intersection

*Para 9, Traffic Impacts Evidence*

Benefits \$m	%
-	
5	0.8%
12	1.9%
-	
600	96%
18	

*Page 10, Economics Evidence*

### 3. Riverlink – Environment Court on Cycling

[232] Quite aside from the issues of enjoyment, and health and wellness, there is undoubtedly benefit in moving travellers away from motorcar use and towards walking, cycling (or other small devices) and public transport. The benefit can arise in many ways – eg less road congestion; better road safety; less demand for parking space.

*Decision No [2022] NZEnvC 161*

### 3. Riverlink – Environment Court on Cycling

29. The project objectives do not require that mode shift is achieved, rather that an unspecified level of improvement to walking and cycling facilities is provided.

*Waka Kotahi, GWRC and HCC Planner*

[248] In our view, there simply can be no doubt that those outcomes, described in the Policy statement as requiring particular regard, are very significant, and taking all reasonable steps to increase mode share is an important factor.

*Decision No [2022] NZEnvC 161*



### 3. Riverlink – Environment Court on Cycling

There really cannot be any viable argument with the proposition that separated paths – ie those having cyclists and other small mobility device riders on one path, and pedestrians and dog walkers on another - with clear physical separation between the two - is the safest for everyone. So there would need to be a compelling reason not to do that, when we have a *blank canvas* Project and the room to do separate paths on both sides of the river.

[260] We accept that constructing separated paths on the TLB between the Ewen Bridge and the Kennedy Good Bridge, rather than a shared or (at the least) a segregated path, will have a significant cost impact.

we have the clear view that working on the basis that the safest and most efficient alternative should be the one approved by a condition is the course to be followed.

### 3. Riverlink – Environment Court on Cycling

- DAST: More people will die if you don't do something about the projected increased car use within the project designation
- Waka Kotahi, HCC, GWRC – increased car use within the project designation will happen anyway– so we don't need to consider that

*Court transcript, pages 346-352*

# Conclusions

- Transport mode and infrastructure have a **profound** impact on long term health outcomes
- Health is generally not considered in transport planning unless convenient to do so