

Local Government Options for Reducing Vehicle Emissions

Presentation to the Forum

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Ian McChesney

VF ECS

■ Fleet Performance

- Central Govt:
 - ◆ Emission standards
 - ◆ Fuel standards
- “Market”
 - ◆ Low emission vehicles

■ Network Performance

- Local Govt:
 - ◆ Traffic management
 - ◆ Road capacity upgrading
 - ◆ Mode enhancement
 - ◆ Parking controls
 - ◆ Land use controls

What governs network performance?

- Outcomes result from “balancing” a range of objectives that are often in conflict...
 - ◆ Accessibility for people and businesses
 - ◆ Protecting amenity values
 - ◆ Safety for network users
 - ◆ Environmental considerations
- ...with a limited range of policy/planning tools
- ...and strong sensitivity to public desires

Current and expected outcomes

- Unrelenting traffic growth in last decade
(Christchurch City ~3%pa, major arterials up to 6%pa)
- Anticipated 2%pa “business as usual” growth
- Anticipated tripling in congestion by 2011
- Latest Canterbury RLTS targets reducing *rate* of growth
 - ◆ contain congestion increase to 66%
 - ◆ halve rate of growth in CO₂ emissions

Pollution “hot spot” treatment by traffic management is at best a very limited solution

- “Hot spots” generally on significant arterial routes
- Ability to manage demand on major arterials constrained by:
 - ◆ Limited scope (or desire) to increase capacity
 - ◆ Suppressed traffic may spill over to other routes
 - ◆ Freeing up congestion may attract new drivers
 - ◆ Mode shifting may require significant roadspace
 - ◆ Road pricing tools not yet available
- Some level of congestion is a valid traffic management tool

Conclusions

- Local Government have responsibilities:
 - ◆ Recognise and adopt environmental guidelines
 - ◆ Monitor environmental conditions
 - ◆ Adopt best practice in its own activities
 - ◆ Pursue improved network performance as part of a “sustainable transport” objective
 - ◆ Through the RLTS set targets and develop policies to address emissions

...however...

- Realistic emissions reductions from improved network performance vastly over-rated
- Managing traffic is a 2nd order response to the issue of emissions
- *Primarily* the policy focus should be “fleet performance”
 - engines, energy sources, fuels, emission controls etc
- Local air pollutants and CO₂ emissions derive from the same combustion process
- We should be seeking a common solution as the sustainable way forward