



Vision Zero and Decarbonising Transport

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The Conundrum

Sustainable mobility: the role of transport in wider goals

- *“We hereby resolve to...**Address the connections between road safety, mental and physical health, development, education, equity, gender equality, sustainable cities, environment and climate change, as well as the social determinants of safety and the interdependence between the different Sustainable Development Goals (SDGs), recalling that the SDGs and targets are integrated and indivisible**” - Stockholm Declaration, outcome document of the Third Global Ministerial Conference on Road Safety - 2020*

FIGURE 0.2: The Vision of Sustainable Mobility for All



Transport Government Policy Statement 2021



Aligning Safe and Sustainable

Figure 2.4 | Environmental and Health Benefits of a Safe Systems Approach

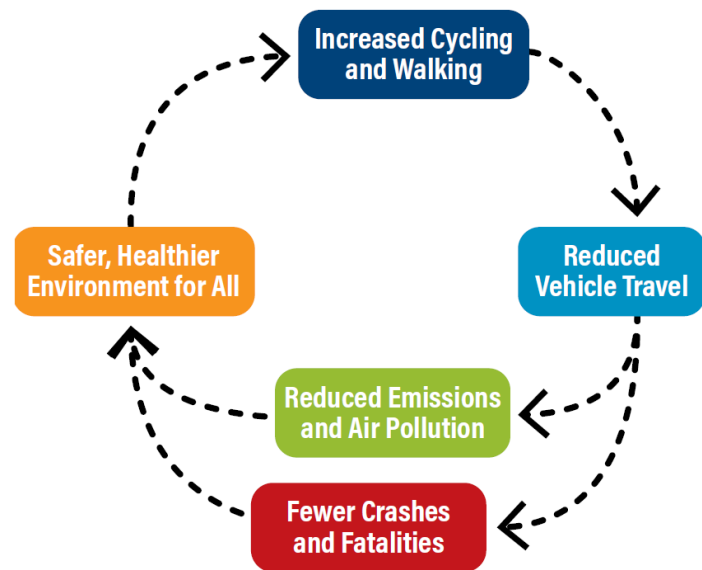
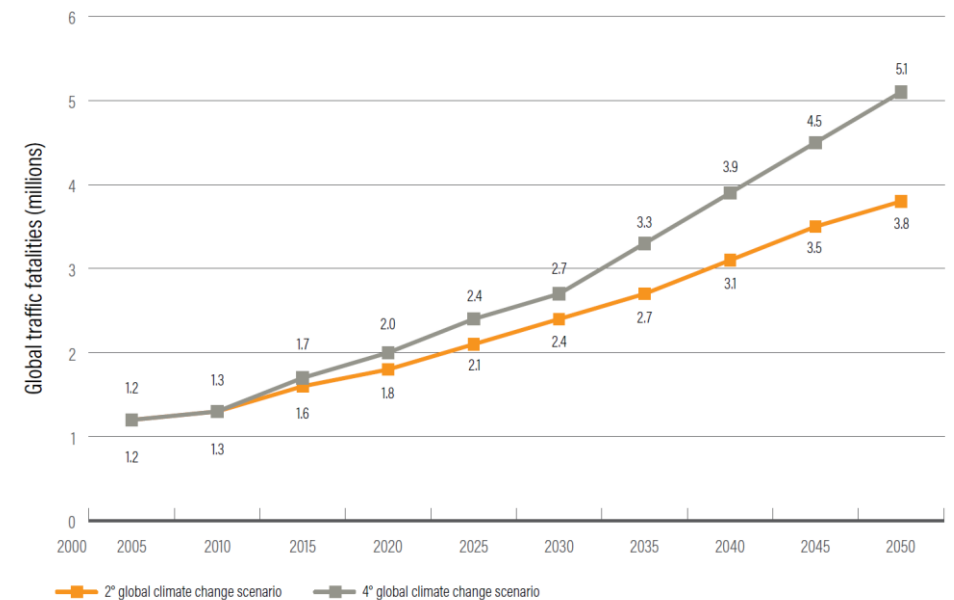


Figure 2.3. | Projected Annual Global Traffic Fatalities under a 2° and a 4° Global Climate Change Scenario, 2000-55



Source: Hidalgo and Duduta 2014.

Future Connect Problem Statements



Access



Travel Choices



Climate Change



Safety



Growth



Travel Choices



Better Connections



Climate Change



Safe

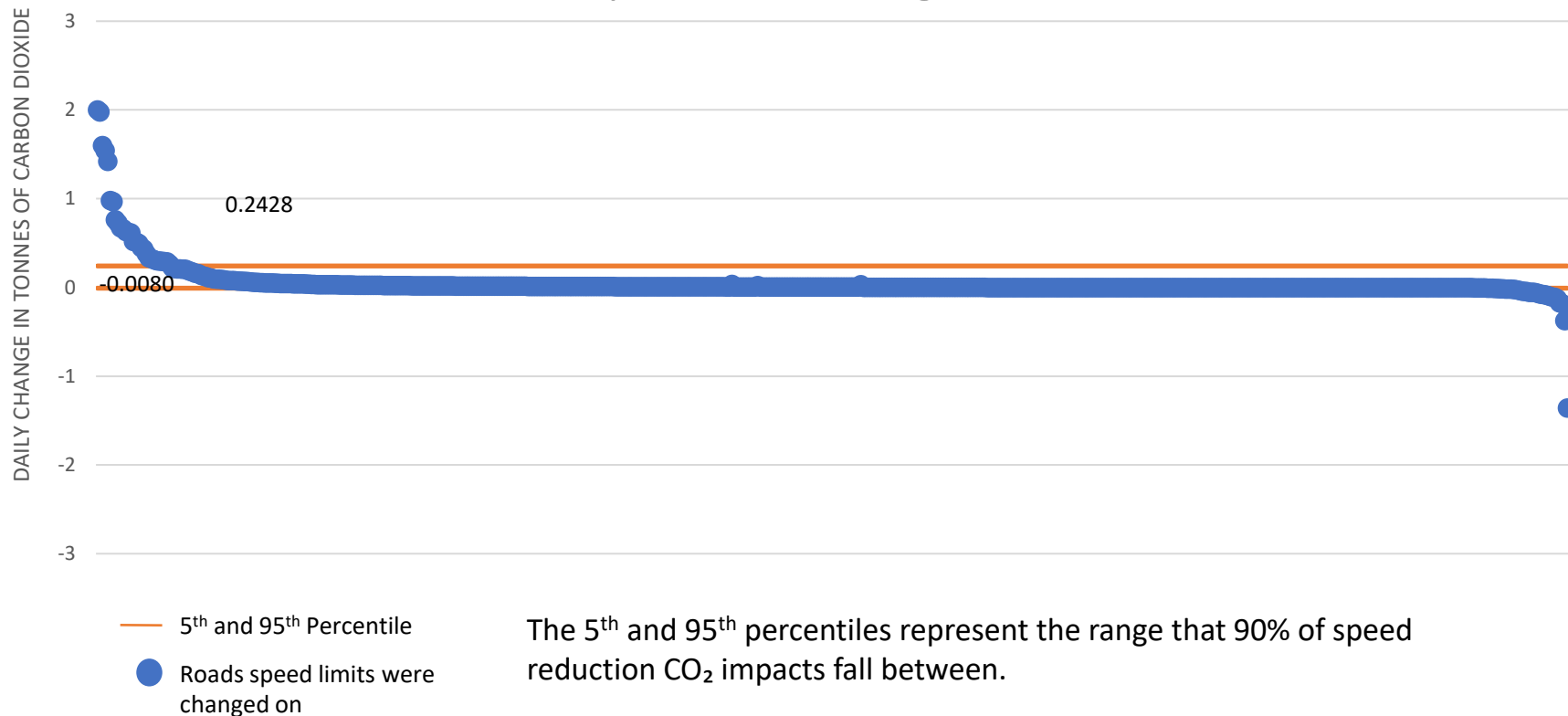
RLTP Objectives



Putting it into practice

Exploring carbon impacts of Auckland 2020 speed limit changes

Daily Change in Tonnes of Carbon Dioxide from Auckland 2020 speed limit changes



Assumptions

Used posted speed not operating speed which is not likely to be the same. *Therefore we could be overstating emissions.*

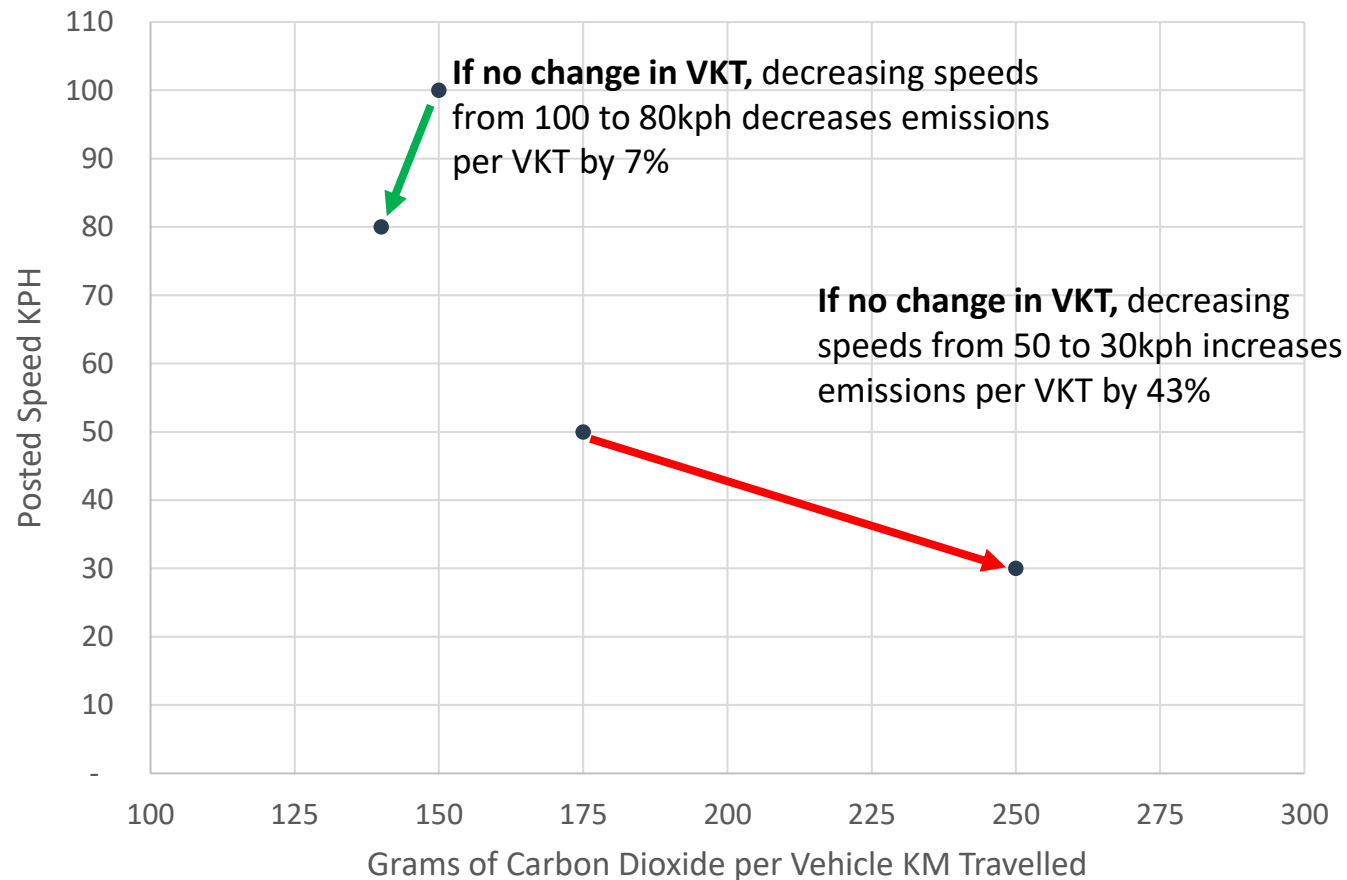
Not all speed reduction areas had traffic volume so we used the median speed reduction for the region.

We removed the roads with more than one speed change and no data on the different lengths of change.

CO₂ numbers are not exact but are estimations from the COPERT model.

Overall emissions impact likely to be minuscule

Speed reductions and carbon emissions relationship
- Auckland 2020 speed limit changes



The net carbon emission impact is determined by VKT. The total road length of 100-80kph reductions is double 50-30kph; 50-30kph roads have over six times the vehicle volume – so a net increase in emissions for these speed changes.

Across all the changes, the impact is likely to be minuscule (and likely overstated) at ~0.3% of Auckland's road transport emissions.

Thank you

