

CLIMATE CHANGE COMMISSION

Key messages from the equitable transport workshop:

- The importance of aligning multiple policies to achieve the best social, environment and tax outcomes.
- The importance of involving diverse voices, i.e. parents, disability groups, workers and others while designing our advice.
- The current government transport infrastructure relies heavily on the car ownership and distance travelled. And therefore, need to focus on a vision for transport transformation, centred around equity and accessibility.
- Mobility justice: a portion of our population emits more carbon in transport, such as driving for longer distance, owning more cars, flying more frequently. While meeting our carbon goals, we need to consider those disadvantaged groups who might experience bigger negative impacts. How do we address those carbon cost to the higher emitting population in our society?

As well as these we are considering some of the key insights you provided during our discussion. We have transcribed these below for you. The team will be considering these as we work on our advice to Government on climate action.

1. *What big messages should the Commission know about the implications for equity of a shift to low-carbon transport?*

- Transport planning focus needs to be on convenience, equity, quality of life, and environmental sustainability, rather than speed and efficiency.
- The Commission should have a big picture vision for what we want from the transport system: a complete transport transformation is likely to have better equity outcomes.
- Better urban design can reduce carbon emissions while improving equity.
- The needs of people with disabilities should be given more consideration: many of the usual low-carbon solutions do not work for them.
- The needs of rural people should be given more consideration: their transport options are often more limited than those of urban people.
- The needs of women, especially women with children, should be given more consideration, as some low-carbon transport solutions may not work or be too expensive for them.
- Community transport providers can play an important role for people who lack transport alternatives, but they are not currently funded by government.
- Congestion charging/road pricing is a potentially powerful tool for dealing reducing emissions but can have big equity impacts; the Commission should tread carefully.
- Aviation has large carbon impacts, with benefits often going to the well-off and adverse impacts accruing to the poor and taxpayers.

- Electric vehicles are part of the solution, but no silver bullet: they may be financially out of reach or otherwise unsuitable for many people/organisations.
- Public transport (PT) is part of the solution, but also no silver bullet; PT may not be suitable for rural people, people with disabilities, or those who work non-standard hours (which includes many Maori/Pasifika).
- Better facilities for bicycling and walking deserve higher priority as they can provide low-cost, healthy, environmentally sustainable transport choices.
- Freight should be considered from a holistic perspective, including alternative modes (rail and coastal shipping) and needs of rural areas.
- Employers need to recognise and support people who use alternative modes.

2. ***What is one of the most promising initiatives or ideas you're aware of, in terms of its potential to level the playing-field of accessibility while reducing our transport emissions? What makes it so promising?***

Some interesting initiatives/ideas we heard about in the discussions around this question were:

- Reduction in car use must go hand in hand with equality and equal access to mobility.
- Design cities for “thoughtful de-car’ing”.
- Challenge land-use decisions that lock-in car use.
- Transport investment should prioritise the most vulnerable.
- Cycling and walking are both urban and rural solutions, especially with the option of e-bikes, but more street space needs to be returned to them.
- Promote low-traffic neighbourhood design; pedestrianise streets.
- Promote car and bike share schemes.
- Provide subsidies for e-bikes, free public transport, car sharing, and other low-carbon mobility solutions.
- Cargo e-bike subsidies and wide cycle lanes could provide sustainable parcel deliveries.
- Move to low-carbon transport should be co-designed with disabled people.
- Apply feminist planning principles and gender mainstreaming, as in Vienna.
- More legislated diversity in planning decision-making groups.
- Wealthy should pay extra for air travel.
- Need housing developments that promote active transport; more transit-oriented development.
- Improve housing accessibility with disability-led projects.
- Use buses to bring services such as dental clinics, to the community, rather than having the community travel to them.
- Improve internet access and cell phone coverage to allow replacement of travel with virtual travel.
- Negotiations with farmers about reducing their emissions should include provision of pathways across their farms.
- The Urban Habitat Collective in Wellington is demonstrating how to build low-carbon housing.
- The C40 Cities initiative is demonstrating many ways for creating more sustainable cities.