

An equity lens on transport decarbonisation

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BETTER TRANSPORT • BETTER PLACES • BETTER CHOICES

This presentation

- Equity in Auckland's Transport System: Background and Methods
- What we found
- Implications for a Climate Change transition

Equity in Auckland's Transport System

The Ministry of Transport was interested in improving understanding of equity issues related to transport in Auckland.

The interest arose from government priority concerning inclusive access, and known gaps in understanding how inequities are distributed around the growing, diverse, and complex Auckland city and region.



Equity in Auckland's Transport System

- Commissioned in March 2020 by Ministry of Transport's Auckland Policy Office
- Purpose: investigate equity in Auckland's transport system for
 - Maori
 - Women
 - Ethnic minorities
 - Older people
 - Disabled people
 - LGBTQI+
 - Low-income groups

Bonsall & Kelly, 2005; Nunns et al., 2019



What is equity?

“Fairness does not mean
everyone gets the same.
Fairness means everyone gets
what they need.”

Rick Riordan

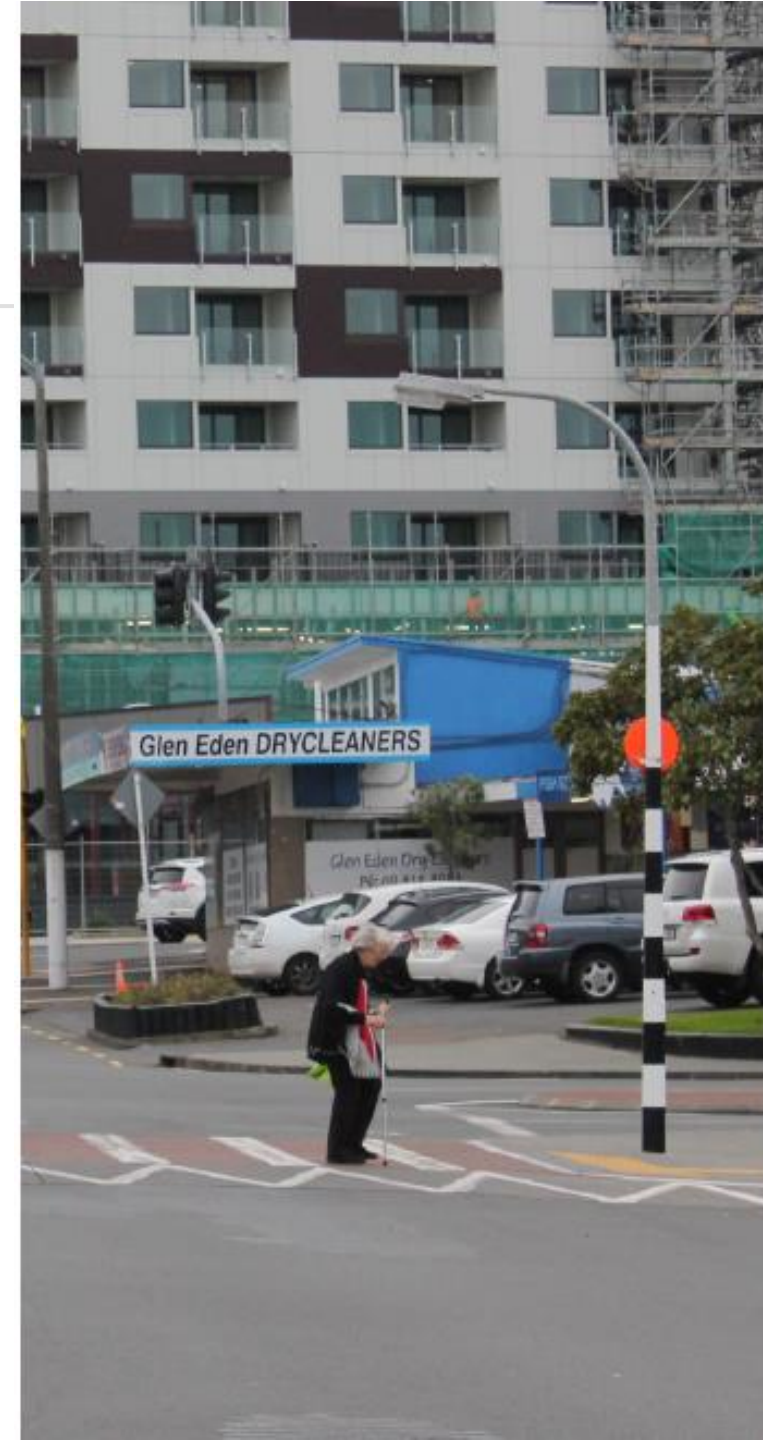
Methods: Literature review

Some international truths:

People who are **not** working-aged male
peak-hour commuters

have different **travel patterns**

from working-aged male peak hour
commuters



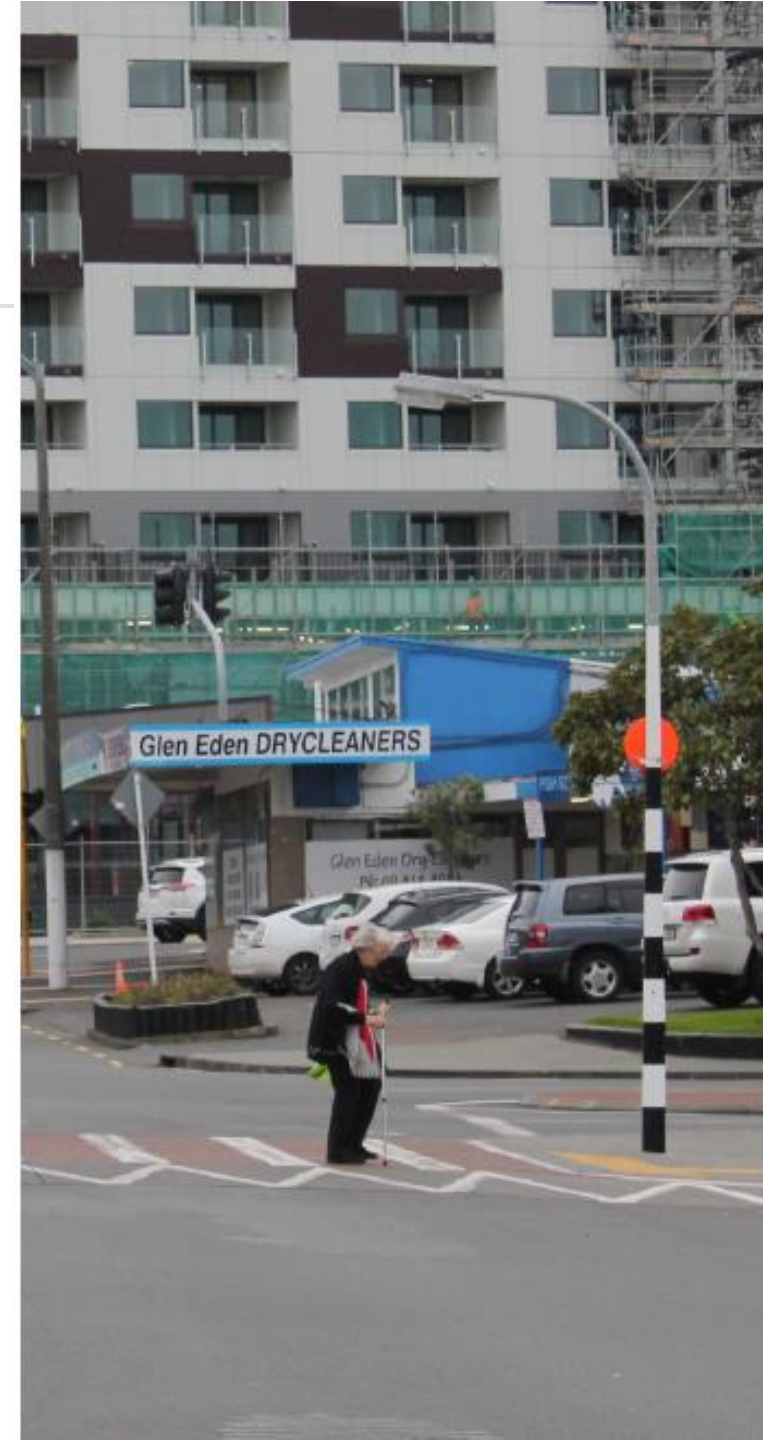
Methods: Literature review

Some international truths:

People who are **not** white, cis-gender, able-bodied working-aged males

have different **transport experiences**

from white, cis-gender able-bodied working-aged males



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Auckland's transport system serves one minority group exceptionally well: wealthy non-disabled cisgender Pakeha male commuters.

Every other group has fewer choices: women, disabled people, Māori, ethnic minorities, LGBTQI+, children, older people. People on low incomes within those groups have fewest choices of all, and we do not prioritise transport based on their needs.

Your post posted on April 29, 2021

203 reactions · 136 comments

19,997 views

**“If I am bussing by myself,
I’m going into the city and I just have my purse.
But if I have my son,
I have his buggy and his bag
and it’s just a bit crammed I guess.”**

Teen Parent, Auckland

**“How is a homeless person
in Central Auckland
supposed to work out
how to get to a WINZ appointment
in Henderson?”**

Citizens Advice Bureau Officer, Auckland Central

**“There’s a stigma associated
with taking a food parcel
on a bus.”**

Salvation Army Worker, South Auckland

**“Nine and a half out of ten of my clients,
nine and a half out of ten,
they say, I need a car.**

And they do.

**Public transport in Auckland
just doesn't work for them.”**

Budget Advisor, South Auckland

Equity implications for decarbonisation

We do not yet understand the equity implications of (1) Climate change, or (2) Climate change policies in transport

So..

Work harder to understand who cannot use transport, and who is harmed by their transport experiences, when considering major policy change.

Recommendations

1. The Ministry of Transport to make equity a more central consideration in transport policy, with a greater number of measurable outcome indicators, so that links can be made to desired outcomes for those people who suffer transport inequity most acutely.

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Recommendations 5-6:

Transport poverty and disadvantage need to be measured and monitored from within the transport sector.

Equity implications for decarbonisation

Many people in Auckland cannot afford a safe, reliable, efficient car, regardless of its power source.

So?..

Consider exceptions to 'efficiency' in subsidy policies:
help people get the transport they need.

= private loans, affordable car-share, funded community transport

Recommendation 11:

Investigate the provision of support for access to low-cost finance and car-share options for people who need them.

Equity implications for decarbonisation

Public transport

For many people in Auckland, the lowest-carbon mode does not work for them.

Recommendation 12:

Improve public transport in low-income areas.

So?..

Consider extending (low carbon) public transport services and frequencies in low-income areas as social investment

Conclusions: Equity implications for transport decarbonisation

Equity in transport decarbonisation has **very close to nothing** to do with subsidising the private purchase of electric cars.

Equity in Auckland's Transport System

Download the full report:

<https://www.mrcagney.com/case-studies/research/>

