


# Transport for human and planetary wellbeing

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Equity in Transportation Conference  
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**OraTaiao**  
NZ Climate & Health Council

## Rhys Jones: Cars are to us what guns are to Americans

13 Oct, 2017 5:00am

5 minutes to read



The latest crash north of Taupo which killed four, described as one the worst in 20 years.

NZ Herald  
By: Rhys Jones



“Starting from a blank slate, one would be hard pressed to design a less efficient, less healthy and more socially and environmentally destructive system for moving people around.”

Jones R. Decolonising Cities. In: Public Health Advisory Committee. Rethinking Urban Environments and Health. 2008.



Rhys Jones  
@rg\_jones

Such a sensible and efficient system for moving people in a city.



5:59 PM · Feb 24, 2017 · [Twitter for iPhone](#)



# Problems

- Road traffic deaths/injuries
- Air pollution
- Physical inactivity
- Traffic congestion
- Waste of space
- Social isolation
- Energy use
- Economic burden
- Inequities in access
- GHG emissions

Photo source: Greater Auckland

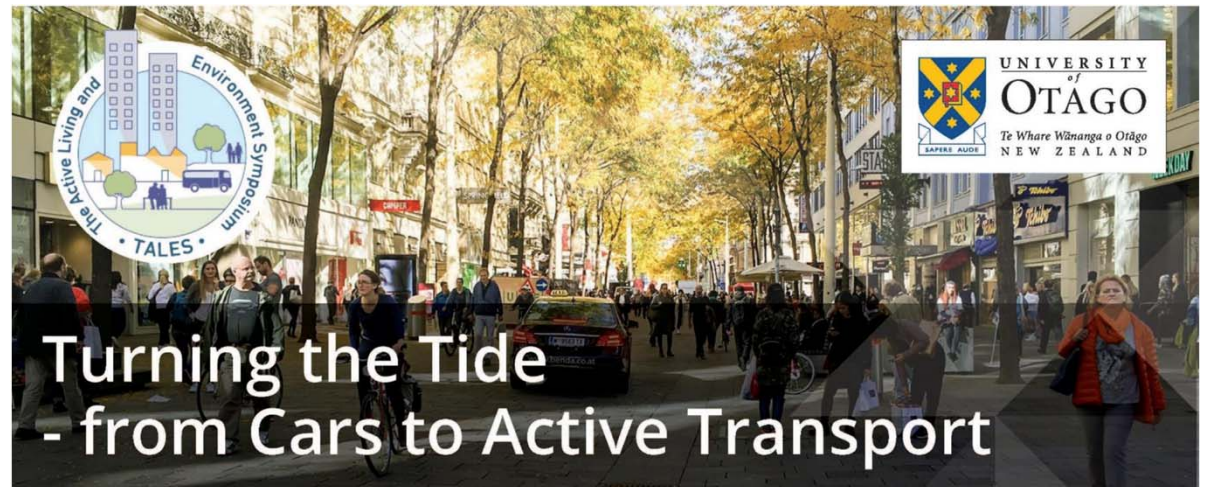


Cars are killing us. Within 10 years, we must phase them out

*George Monbiot*



Driving is ruining our lives, and triggering environmental disasters. Only drastic action will kick our dependency



Turning the Tide  
- from Cars to Active Transport

# Benefits of active transport

- Shifting 5% of vehicle km to cycling would:
  - save 117 lives per year
  - save ~ \$200 million per year <sup>1</sup>
- Policies to increase bicycle commuting would yield benefits 10–25 times greater than costs <sup>2</sup>
- Cycle commuting associated with *40-50% lower* risk of:
  - cancer and cardiovascular disease
  - all cause mortality <sup>3</sup>



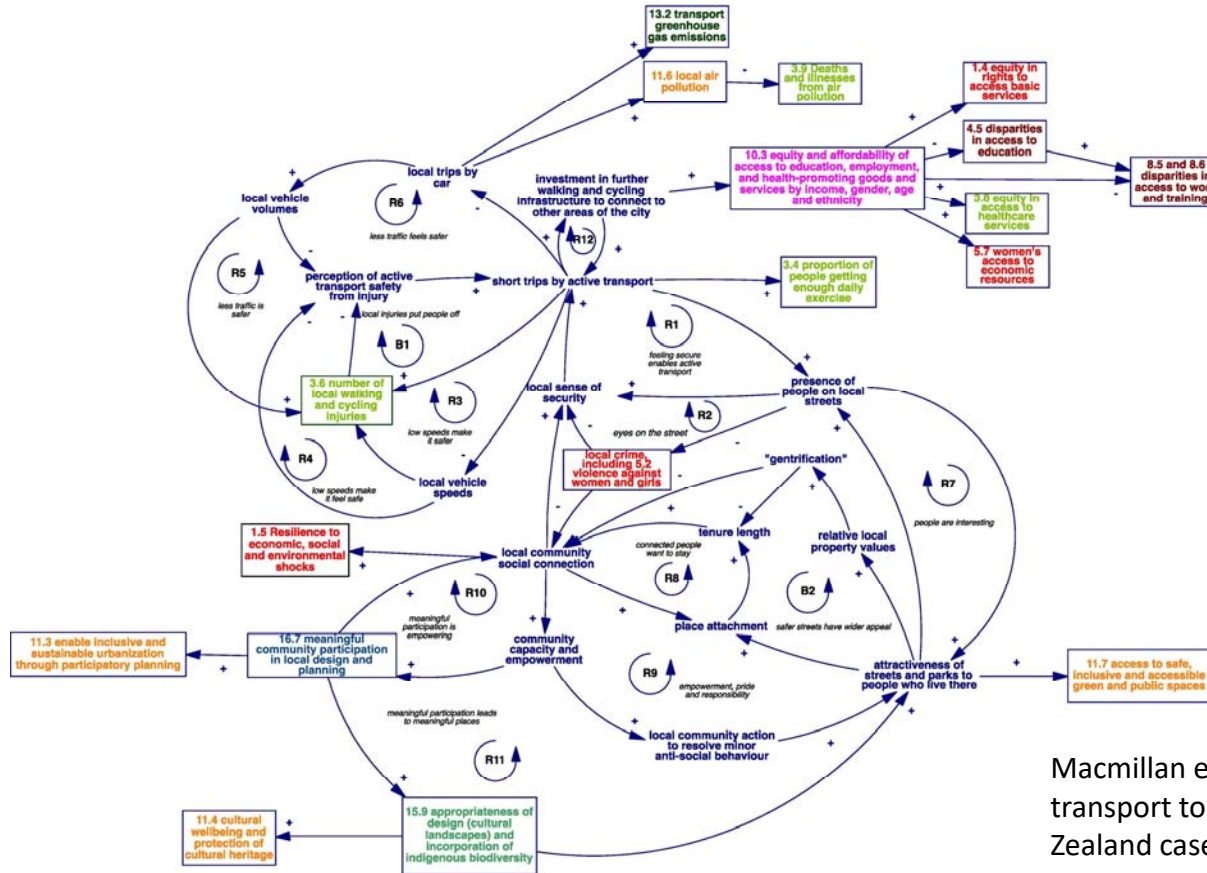
Another hellish commute. 😊 #Friding



1. Lindsay et al, ANZJPH, 2011.
2. Macmillan et al, Environ Health Perspect, 2014.
3. Celis-Morales Carlos et al, BMJ, 2017.



Overarching objectives: provide access to safe, affordable and sustainable transport systems for all (target 11.2) by developing sustainable and resilient infrastructure that supports economic development with a focus on equitable access (target 9.1) and with the aim of reducing inequalities of outcome and empowering social, economic and planning inclusion (target 10.2)



Macmillan et al. Suburb-level changes for active transport to meet the SDGs: Causal theory and a New Zealand case study. *Sci Total Environ.* 2020. 714:136678.

# Beware false solutions

Problem	Electric cars	Active and public transport
GHG emissions	✓	✓
Air pollution	✓✗	✓
Spatial footprint	✗	✓
Traffic congestion	✗	✓
Injuries	✗	✓
Physical inactivity	✗	✓
Social isolation	✗	✓
Energy use	✗	✓
Transport inequities	✗	✓

Life without electric cars



Life with electric cars







# Cars vs People



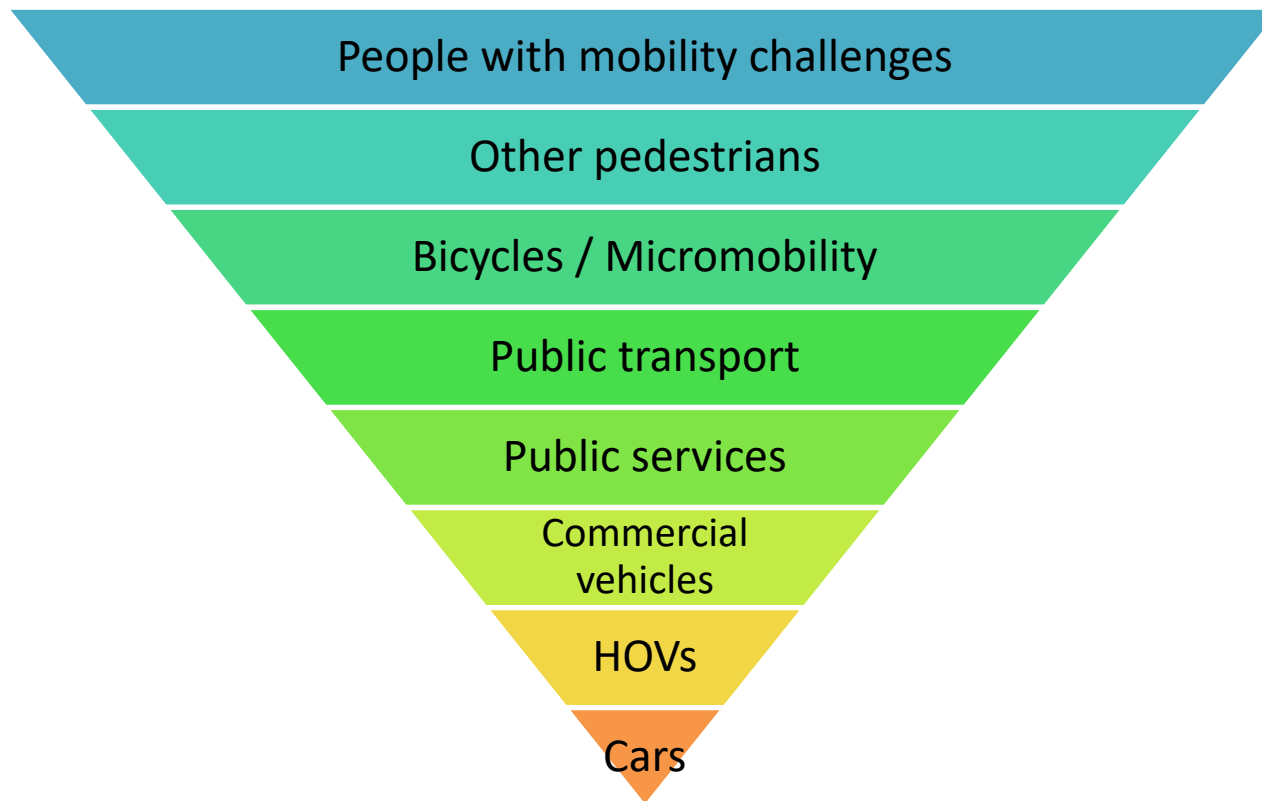
Photo source: Idealog, 6 March 2020. <https://idealog.co.nz/urban/2020/03/no-more-defenders-of-design-auckland-council-plans-to-close-its-auckland-design-office>





Photo source: Bike Auckland

# Do we actually prioritise like this?





# Climate report: Scientists politely urge 'act now, idiots'

By Matt McGrath  
Environment correspondent, Incheon, South Korea

© 8 October 2018

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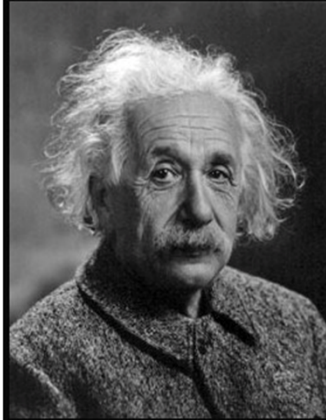


- On the one hand, we're experiencing social and ecological catastrophes and facing existential risks



- On the other hand, we remain invested in the continuity of a system that is the root cause of this social and ecological breakdown





No problem can be solved from the same level  
of consciousness that created it.

(Albert Einstein)

[izquotes.com](http://izquotes.com)



Rangatiratanga *Mana*  
Mātauranga  
*Wairuatanga* Kaitiakitanga  
Manaakitanga *Whanaukatanga*





- Infrastructure improvements may predominantly benefit socially advantaged groups
- Equity must be central in all transport decisions

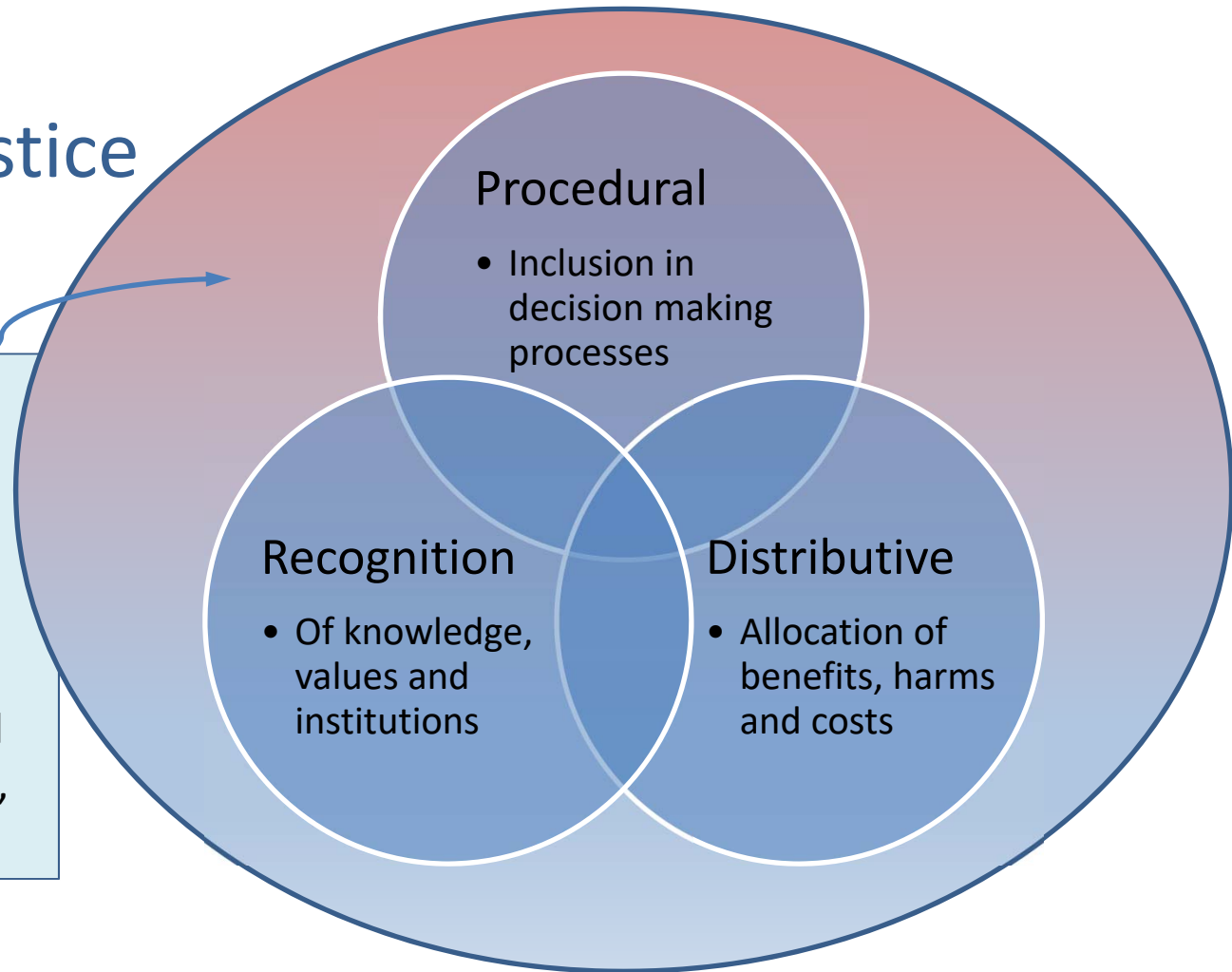


Smith M, Hosking J, Woodward A et al. Systematic literature review of built environment effects on physical activity and active transport – an update and new findings on health equity. *Int J Behav Nutr Phys Act.* 2017;14:158.

# Transport justice

## Context

- Takes into account capacity to obtain recognition & benefits, e.g. due to colonisation, oppression, political disenfranchisement, institutional racism



# Recognition and representation in transport decision making



## Summary

- Our current transport system is unfit for purpose
- A slightly greener/safer/healthier/more efficient version of business-as-usual is not a solution
- We need fundamental, disruptive change that challenges existing norms and is grounded in a different set of values
- Indigenising transport systems can advance human and planetary wellbeing
- A just transition will require a massive shift in decision making processes, privileging structurally oppressed communities



Ngā mihi nui