# Micromobility’s contribution to emissions reduction

|  |
| --- |
| This paper outlines a new method to calculate the decarbonising impact of the forecast mode shift to micromobility, and how much impact the maximum policy and infrastructure interventions could make to New Zealand’s transport carbon footprint. This is based on the Waka Kotahi research project findings (TAR 18/12) that is due to be published in late 2020.The paper first summarises how the design of the current generation of e-bikes, e-scooters and mobility scooters (micromobility) will develop from the current generation, and the likely future characteristics and uses of these devices / vehicles.The paper will then cover the forecasting methods for mode shift potential from current vehicle-based and active modes and forecasting of the use of micromobility in conjunction with public transport. These forecasts will be converted to emissions reductions and compared to the full range of current and future modes, including rideshare.A commentary will be provided that assesses the wider impact of the growing use of micromobility beyond emissions, including the impact on inclusive access, economic prosperity, healthy and safe people, environmental sustainability and resilience and security. |