

Submission to Garnaut Review on Climate Change

1. Social Equity

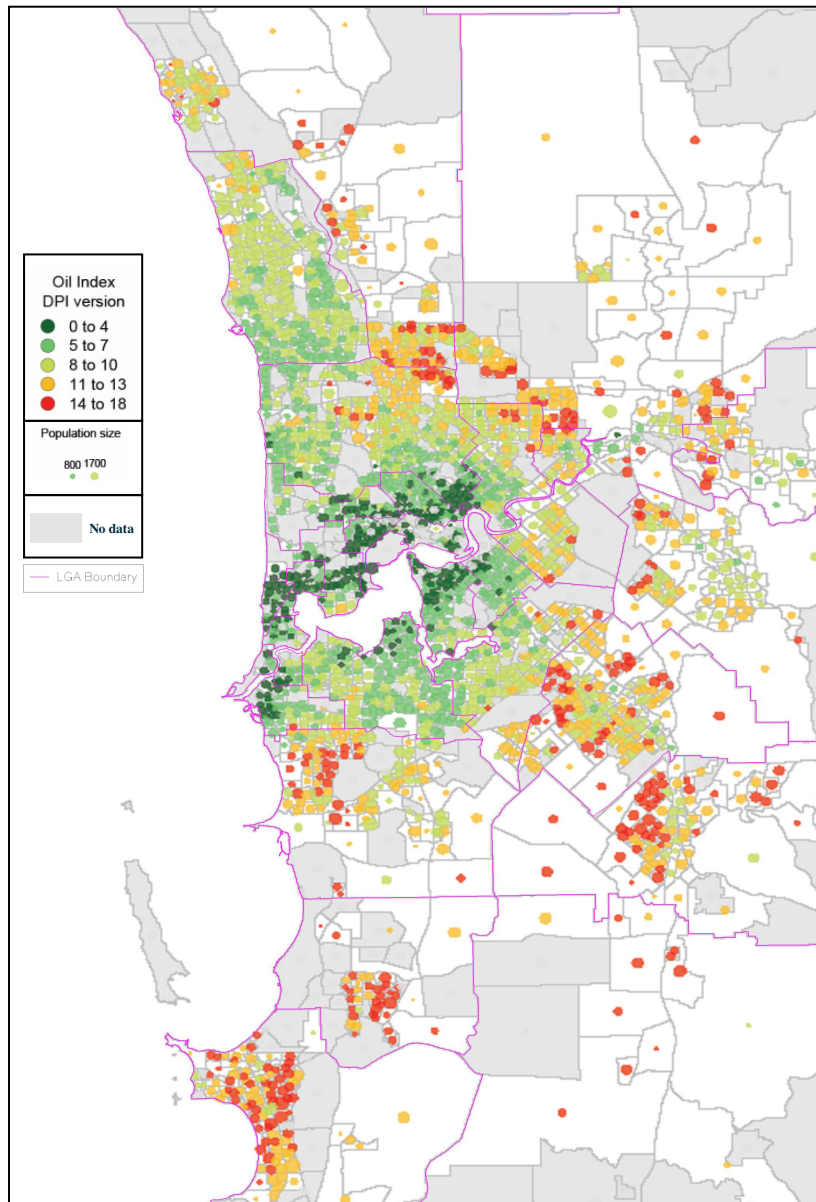
At the Transport Planning and the Built Environment event in Perth on 19/2/08 there was considerable interest in the equity impacts of increasing oil/transport costs on different sections of our community. Dr Jago Dodson showed maps for the urban areas of our major cities.

I advised that I would provide a map for Perth which shows a similar, but enhanced, view. In this view the number of people in each area is represented by a dot, the size of which is proportional to the number of people in that area. This gives a more realistic visual impression than simply shading in the areas: because outer areas tend to be larger in area but relatively smaller in population than inner areas, so outer areas may appear over-represented in the Dodson maps.

In our Perth map we have also added in proximity to public transport, which is not in the Dodson maps. We believe public transport is an important component of minimising the equity problems of increasing transport costs – whether the increases are due to a carbon tax, or because of peak oil.

If you use our Perth map, see next page, please note that the explanatory text on the right hand side of the map is an integral part of the map, and the map should not be used without that text.

Further information on this map can be obtained from me; or from Steve Beyer, Director Urban Transport Systems, Department for Planning and Infrastructure, Perth, WA.



RELATIVE TRANSPORT VULNERABILITY MAP

This map for Perth shows the most vulnerable areas in red, through to the least vulnerable areas in green. It shows vulnerability of private car users to rising fuel prices in relative, not absolute, terms.

The colour of each dot represents the average vulnerability of residents in an area; it does not apply to all residents in that area. It incorporates public transport services at 2004, so does not yet include the new southern railway.

Dept for Planning and Infrastructure, August 2006

2. Broad Context

The Garnaut Review is about climate change. This submission urges this Review to be put into context with two other major factors; namely peak oil, and the strong desire in Australia (as in many other countries) for more liveable urban areas.

Peak oil may well become, economically, more dominant than carbon trading, but is likely to pull in the same direction – less profligate use of oil and gas.

The social desire for more liveable areas: a more human scale, less car dependence, less traffic noise and air pollution, with more walking/cycling/public transport, is also likely to pull in the same direction as carbon trading. Whether this social pull will be more or less dominant than the economic impacts of carbon trading is unknown, and may be irrelevant. The relevant point is that the impact on urban form from the liveability goal and from carbon trading are likely to be in the same direction – a more urban compact form.

The central point of this submission is that carbon trading should be recognised not just as a tool for climate change, but also as one of many tools for responding to the peak oil and urban liveability issues.

At the least this should be used as a selling point for carbon trading. At best the Garnaut report should address, with some sophistication, the symbiosis between these three major factors.

David Rice
Sustainable Transport Consultant
4/3/08