

## Zero Carbon Bill submission from Lily Linton:

Thank you for the opportunity to comment on the Zero Carbon Bill.

My name is Lily Linton, I am submitting as an individual. I have a background in road safety, urban design, engineering and a strong interest in social and environmental outcomes, both personally and professionally. Overall, I am very keen to see some kind of Zero Carbon Act in place for New Zealand.

### **The Emissions Goal**

I support the strongest target/goals for NZ emissions and

- The strongest possible target should be supported from an equity point of view for the people of Auckland, and from a pacific nation point of view for our friends and family across the Pacific islands<sup>1</sup>. While New Zealand Aotearoa may be small globally, we have strength to offer to our pacific partners in this area<sup>2</sup>.

I support quick action as climate change

- Extreme weather and heat also effect the safety and comfort of people using safe and sustainable transport. Extreme weather events, increased heat, humidity and heavier rains all have the potential to make sustainable transport choices less appealing or difficult to use at times.

### **Equitable Safe and Sustainable Transport – what the transition could look like**

I strongly suggest that goals for sustainable transport include the 'Avoid, Shift, Improve' paradigm for reducing unsustainable vehicle travel *and* reducing the number of vehicle trips to increase transport safety, community health and social outcomes. Safety and safe mobility is the top priority of the current GPS for transport. Achieving zero deaths and serious injuries also requires considering the bigger picture of access to human needs.

The Avoid Shift Improve concept promotes:

- Good land use that is both dense with mixed activity and permeable at the human scale so people can avoid travel to reach people and resources.
- Shifting longer journeys to safe and sustainable modes of walking, cycling and public transport, and
- Improving the remaining journeys so that death and serious injury from transport is near zero and do not contribute to emissions.

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<sup>1</sup> Auckland is often said to be Polynesian city <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/auckland-plan/about-the-auckland-plan/Pages/pacific-auckland.aspx>

<sup>2</sup> <https://teara.govt.nz/en/pacific-islands-and-new-zealand/page-1>

Integrating this bill with the goals of GPS requires a long term view to address infrastructure spending that can lock in unsustainable behaviour for 50 or 100 years, or start making a contribution right now. Walking in particular causes the least harm to others and positive solutions also need to be managed to come about.

- I would very much like to see the development of measures (and funding) for all three of these activities for **low harm, low emission transport outcomes**. E.g. land use solutions, mode shift investment in walking and cycling and safe sustainable mobility
- The CCC should include expertise on safe system thinking for transport.

In the discussion document the suggested high-level outcome of 95% of vehicles are EVs by 2050 does not address the *social* sustainability of the transport network. EVs and other private vehicle technology do not address or reduce the other harms of transport, such as congestion, poor health in children and adults from inactivity, inequity of access, or erosion of human habitat (car-dominated spaces that sever communities and suppress activity in cities). True transport choice and choice about how we use our bodies, how we engage with public life requires options other than the car, regardless of evolving vehicle technology.

- I suggest stronger indication of the role of mode shift away from private vehicles in discussion of this important issue

## Carbon Budgets

**Transport and land use planning is *already* loosely planned to 2050, and we need to convert to near 100% sustainable trips in 30 years**, regardless of the options given this is a clear outcome to measure in an existing timeframe for land transport planning.

- E.G To achieve zero CO<sup>2</sup> emissions for transport in Auckland, AT will need to review 30yr plans with the zero target clearly in mind for the end of the investment-planning period.
  - A review of Regional Land Transport Plans should be a requirement linked to this bill becoming law. Possibly also updating the Land Transport Management Act, to create obligations to consider the zero carbon goal when formulating transport plans, to assess the current situation.
  - longer term planning for infrastructure should require clear public reporting whether current infrastructure plans lead us to this goal.
- Due to longer term planning, Transport and other infrastructure groups may need Carbon Budgets linked to all 3 of the decades we plan for, or supported *group-specific* Carbon Budgets all the way to 2050, not just for the 15 years suggested for business and industry.
  - I suggest budget planning for the full 30 year period to 2050 to help give certainty to the transport sector

## Communication :

- Suggest reporting clearly how we are tracking in terms of temperature rise (i.e. the 1.5 degree rise has already been seen at a monthly average level, if not long term) as well as tracking towards zero emissions in absolute terms. Reporting on change in emissions

compared to a particular year is not very clear, given some warming had already happened by 1990, and significant change by 2005.

- Suggest reporting on the current level of warming expected (scenarios of what has been lost, what's saved and saveable), % of emissions reduced so far and still to go. Scenarios that highlight our identity as a pacific nation, with the courage to be leaders for ourselves our neighbours and the world.
- In particular communicate that it is not too late, and normalise new ways of doing things as soon as possible.
  - Suggest **better communication** by government at all levels to encourage action and positive belief in change.

#### **Renting:**

- Rental housing standards, please consider these in terms of both emissions and resilience to a changing climate, particularly air conditioning and natural cooling mechanisms. In the near future, the ability to stay cool in summer could be a health issue, as well as mould from increasing dampness.
  - Suggest reviewing the bill against housing policy and health goals

Thank you,

Lily Linton

**Auckland, New Zealand**