

Living Streets Aotearoa



Submission from Living Streets Aotearoa - Wellington on New Zealand's Climate Change Target

Contact person: **Mike Mellor**
Email: **mmellor1@gmail.com**
Phone: **027 684 1213**
Date: **3 June 2015**

Thank you for the opportunity to submit on this important issue. We fully support reducing New Zealand's greenhouse gas emissions, but we submit that the discussion document is deficient with respect to the transport sector.

Together with agriculture, transport generates about 65% of New Zealand's emissions, as noted on p10 of the document. It is therefore important to address issues and opportunities with respect to these sectors, and Box 4, "What are we doing to reduce agricultural emissions?" is a good start.

But for reasons that we do not understand, there is no equivalent discussion about reducing transport emissions. As noted in the document, climate is affected by driving cars (p5), and the greatest contribution to the 21% increase in greenhouse gas emissions since 1990 has come from carbon dioxide emissions from road transport (p10). It is also noted that reducing transport emissions "might" include increased use of public transport, walking and biking, and using emerging technologies, but it is only the latter point that is discussed (Box 9, p15).

The document's inadequate approach to transport is emphasised by the fact that this major sector has just one sentence devoted to it in the "New Zealand's circumstances" section (p8), and all that says is that low population density has contributed to a high per-capita use of road transport. But both population density and road traffic have increased since 1990, the opposite from what would be expected if they were inversely correlated as stated (but without any supporting evidence). Clearly this suggested correlation cannot be the only significant factor.

The only transport measures identified are exempting electric vehicles from RUCs until 2020, and introducing a fuel economy labelling scheme (p16). We suspect that emissions reductions from these proposals will be inconsequential, and that this is an opportunity missed.

A proper discussion of transport use would include looking at emissions that transport produces and how to reduce them, as mentioned on p15. This should include aspects of government policy that appear to be having the opposite effect, such as encouraging increases in road transport through substantial capital expenditure on Roads of National Significance.

We submit that a credible approach to greenhouse gas reduction must include a full analysis of issues and opportunities by sector, including transport as one of the big two emitters, and including the effects on emissions production of other government policies. This analysis needs to identify measures that will make a significant contribution to emissions reduction across the whole transport sector.

If there is an opportunity, we would like to be heard in support of this submission.

About Living Streets

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information, please see: www.livingstreets.org.nz