



KOMITI KAUPAPA TAIAO CLIMATE CHANGE AND SUSTAINABILITY COMMITTEE

28 August 2024

Order Paper for the meeting to be held in the
Council Chambers, 2nd Floor, 30 Laings Road, Lower Hutt,
on:

Wednesday 4 September 2024 commencing at 2:00 pm

The meeting will be livestreamed on Council's YouTube page

Membership

	Cr J Briggs (Chair)
	Cr C Parkin (Deputy Chair)
Mayor C Barry	Cr K Brown
Cr S Edwards	Deputy Mayor T Lewis
Cr A Mitchell	Cr N Shaw

For the dates and times of Council Meetings please visit www.huttcity.govt.nz

Have your say

You can speak under public comment to items on the agenda to the Mayor and Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this by emailing DemocraticServicesTeam@huttcity.govt.nz or calling the Democratic Services Team on 04 570 6666 | 0800 HUTT CITY

KOMITI KAUPAPA TAIAO | CLIMATE CHANGE AND SUSTAINABILITY COMMITTEE

Chair:	Cr Josh Briggs
Deputy Chair:	Cr Chris Parkin
Membership:	Mayor Campbell Barry Deputy Mayor Tui Lewis Cr Keri Brown Cr Simon Edwards Cr Andy Mitchell Cr Naomi Shaw Refer to Council's Standing Orders (SO 31 Provisions for Mana Whenua)
Quorum:	Half of the membership
Meeting Cycle:	Meets on an eight-weekly basis or at the requisition of the Chair
Reports to:	Council

OVERVIEW:

The Komiti Kaupapa Taiao | Climate Change and Sustainability Committee has responsibility for oversight of Council's environment and climate change response.

The committee is aligned with the Environment and Sustainability Directorate.

Its areas of focus are:

- Oversight of Council's plan to reach Carbon Zero
- Collaborating with Mana Whenua, residents and businesses to decarbonise the city
- Developing and implementing climate and environmental policies and plans including ecology, biodiversity, forestry and biosecurity matters
- Climate adaption and resilience
- Treaty partnerships
- Waste and recycling
- Issues affecting the natural environment including streams, rivers and harbour
- Allocate funding for community climate action

PURPOSE:

To develop, implement, monitor and review strategies, policies, plans and functions associated with environmental and climate change activities to strengthen the long-term resilience and sustainability of the city through climate change awareness and action.

DELEGATIONS FOR THE COMMITTEE'S AREAS OF FOCUS:

- All powers necessary to perform the committee's responsibilities including the activities outlined below.
- Develop required strategies and policies. **Recommend draft and final versions to Council** for adoption where they have a city-wide or strategic focus.
- Implement, monitor and review strategies and policies.
- Oversee the implementation of major projects provided for in the Long Term Plan or Annual Plan.
- Oversee budgetary decisions provided for in the Long Term Plan or Annual Plan.
- Oversee the development and implementation of plans and functions that promote environmental well-being, including Council's plan to reach Carbon Zero.
- Maintain an overview of work programmes carried out by Council's Environment and Sustainability Directorate.
- Address matters related to ecological protection, the protection of biodiversity and biosecurity.
- Address matters related to climate change, including raising awareness of climate-related impacts and issues, advocating for climate change impacts, issues and actions and championing initiatives that reduce carbon emissions.
- Advocate for strong relationships with Council's Mana Whenua partners as outlined in the Tākai Here agreements ensuring the outcomes of the committee are in line with the aspirations of the partners.
- Advocate for the best interests of Māori communities in Lower Hutt having regard to the committee's goals.
- Ensure the committee is operating in a way that is consistent with various pieces of legislation that provide for Te Tiriti o Waitangi.
- **Recommend to Council** the acquisition or disposal of assets unless the acquisition or disposal is provided for specifically in the Long Term Plan.
- Conduct any consultation/engagement processes required on issues before the committee.
- Approve and oversee monitoring of funding for community climate action.
- Approve and forward submissions (other than those delegated to the District Plan Review Committee).
- Any other matters delegated to the committee by Council in accordance with approved policies and bylaws.
- The committee has the power to perform the responsibilities of another committee where it is necessary to make a decision before the next meeting of that other committee. When exercised, the report/minutes of the meeting require a resolution noting that the committee has performed the responsibilities of another committee and the reason/s.
- If a policy or project relates primarily to the responsibilities of the Komiti Kaupapa Taiao | Climate Change and Sustainability Committee, but aspects require additional decisions by the Komiti Hapori Ahurea me ngā Rangapū | Communities, Culture and Partnerships Committee and/or Komiti Hanganga | Infrastructure and Regulatory Committee, then the Komiti Kaupapa Taiao | Climate Change and Sustainability Committee has the powers to make associated decisions on behalf of those other committees. For the avoidance of doubt, this means that matters do not need to be taken to more than one of those committees for decisions.

HUTT CITY COUNCILKOMITI KAUPAPA TAIAO
CLIMATE CHANGE AND SUSTAINABILITY COMMITTEE

Meeting to be held in the Council Chambers, 2nd Floor, 30 Laings Road, Lower Hutt on
Wednesday 4 September 2024 commencing at 2:00 pm.

ORDER PAPERPUBLIC BUSINESS**1. OPENING FORMALITIES - KARAKIA TIMATANGA**

Whakataka te hau ki te uru	<i>Cease the winds from the west</i>
Whakataka te hau ki te tonga	<i>Cease the winds from the south</i>
Kia mākinakina ki uta	<i>Let the breeze blow over the land</i>
Kia mātaratara ki tai	<i>Let the breeze blow over the ocean</i>
E hī ake ana te atakura	<i>Let the red-tipped dawn come with a sharpened air.</i>
He tio, he huka, he hau hū	<i>A touch of frost, a promise of a glorious day.</i>
Tihei mauri ora.	

2. APOLOGIES

No apologies have been received.

3. PUBLIC COMMENT

Generally, up to 30 minutes is set aside for public comment (three minutes per speaker on items appearing on the agenda). Speakers may be asked questions on the matters they raise.

4. CONFLICT OF INTEREST DECLARATIONS

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have

5. OPPORTUNITIES TO REDUCE RECYCLING CONTAMINATION

Report No. CCASC2024/4/242 by the Senior Advisor Waste - Planning and Strategy

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CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be discussed."

6. **UPDATE ON SOLID WASTE AND WASTE MINIMISATION MATTERS**
 Report No. CCASC2024/4/243 by the Advisor Waste Minimisation 33
CHAIR'S RECOMMENDATION:
 "That the recommendation contained in the report be endorsed."
7. **UPDATE ON COUNCIL'S CLIMATE CHANGE WORK**
 Report No. CCASC2024/4/244 by the Senior Advisor - Climate and Sustainability 39
CHAIR'S RECOMMENDATION:
 "That the recommendations contained in the report be endorsed."
8. **RETROSPECTIVE APPROVAL FOR SUBMISSION ON SECOND EMISSIONS REDUCTION PLAN**
 Memorandum dated 19 August 2024 by the Senior Advisor - Climate and Sustainability 72
CHAIR'S RECOMMENDATION:
 "That the recommendations contained in the memorandum be endorsed."
9. **CLIMATE CHANGE AND SUSTAINABILITY COMMITTEE FORWARD PROGRAMME 2024**
 Report No. CCASC2024/4/245 by the Democracy Advisor 77
CHAIR'S RECOMMENDATION:
 "That the recommendation contained in the report be endorsed."
10. **QUESTIONS**
 With reference to section 32 of Standing Orders, before putting a question a member shall endeavour to obtain the information. Questions shall be concise and in writing and handed to the Chair prior to the commencement of the meeting.

11. CLOSING FORMALITIES - KARAKIA WHAKAMUTUNGA

Unuhia!	<i>Release us from the supreme sacredness of our</i>
Unuhia!	<i>tasks</i>
Unuhia i te uru-tapu-nui	<i>To be clear and free</i>
Kia wātea, kia māmā	<i>in heart, body and soul in our continuing</i>
Te ngākau, te tinana, te	<i>journey</i>
wairua i te ara takatū	<i>Oh Rongo, raise these words up high</i>
Koia rā e Rongo	<i>so that we be cleansed and be free,</i>
whakairihia ake ki runga	<i>Yes indeed, we are free!</i>
Kia wātea, kia wātea!	<i>Good and peaceful</i>
Ae rā, kua wātea!	
Hau, pai mārīre.	

Judy Randall
DEMOCRACY ADVISOR

14 August 2024

Report no: CCASC2024/4/242

Opportunities to reduce recycling contamination

Purpose of Report

1. This report provides information on the work undertaken to date to minimise contamination in Council's kerbside recycling service, and analysis on further opportunities to reduce recycling contamination below the target level of 10%.

Recommendations

That the Committee:

- (1) notes the work undertaken to date to minimise contamination;
- (2) notes the analysis on further opportunities to reduce recycling contamination;
- (3) notes the following four options as offering highest opportunity value;
 - (a) Bin audits before actioning a down-size request;
 - (b) RFIDs and suspension of service;
 - (c) Mandatory bin size increase in response to repeated contamination and/or overfull rubbish bins; and
 - (d) Artificial intelligence and real time tracking; and
- (4) provides feedback on the options presented, to assist in determining the preferred options for addressing our contamination challenges in the future.

For the reasons outlined in this report.

Background

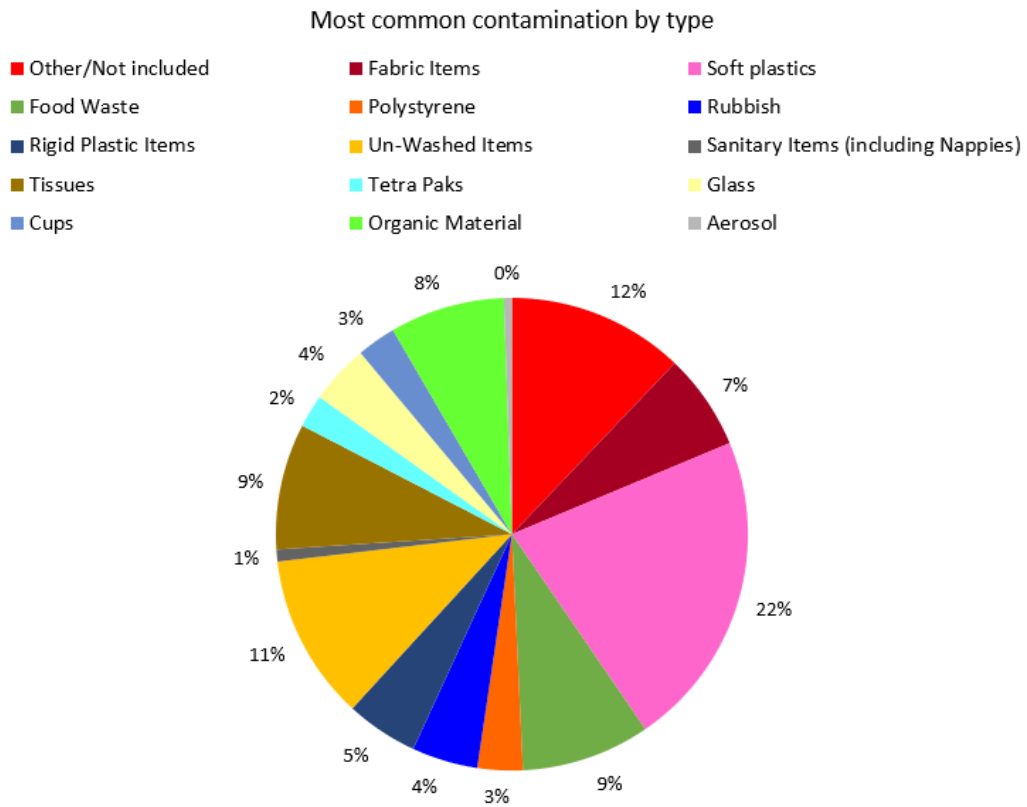
2. Kerbside rubbish, recycling and an optional green waste collections service were put in place in Lower Hutt in July 2021. The default service for residents involves a 120l refuse bin, 240l recycling bin and glass crate. Kerbside collection is funded through targeted rates on each residential property and Waste Management (WM) New Zealand is contracted for waste and recycling kerbside collections.
3. Contamination in the kerbside recycling system is an issue due to its impact on efforts to divert waste from landfill and because Council incurs a penalty rate on contamination above 10% that is processed at the Materials Recovery Facility (MRF) in Seaview. Contamination is measured regularly via scoop testing of recycling collected. Penalty costs can range from approximately \$13,500 to \$30,000 per month, depending on the level of contamination.
4. At its meeting on 2 July 2024, the Climate Change and Sustainability Committee requested that officers report back with an analysis of opportunities to address recycling contamination ([Minute No. CCASC 24302](#)).

Contamination as an issue

Typical contaminants

5. Contamination refers to non-accepted items in the kerbside recycling such as soft plastics, takeaway cups, nappies, food waste, and polystyrene. The figure below shows typical contaminants, based on bin inspection data collected by bin ambassadors.

Figure 1: Common contaminants in Lower Hutt’s recycling collection



6. While the majority of households recycle carefully with no contamination, a small share of households presents highly contaminated bins, as shown below.

Figure 2: Examples of severe contamination in recycling bins



City-wide contamination levels

7. As shown in Figure 3, city-wide recycling contamination levels can vary significantly, despite a down-ward trend. Looking at rolling annual averages, the results are as follows:

- 2021/22: 17.9%
- 2022/23: 15.5%
- 2023/24: 14.6%.

Figure 3: Contamination levels since July 2021



How Lower Hutt contamination compares to other cities and districts

8. Councils across the country have different kerbside collection service methodologies and take different approaches to testing methodologies (eg bin audits vs scoop testing vs estimates based on actual contamination tonnages). Hence, it is difficult to objectively compare contamination levels.
9. In a technical report commissioned by Council in 2023, Morrison Low suggested a typical range of 10% to 25%, based on a scan of recycling contamination rates since 2020. In addition, they found that Lower Hutt had contamination rates for the period July 2022 to June 2023 that were fairly similar, albeit with the levels in Lower Hutt slightly below those for Wellington City and Porirua City (refer [report number CCASC2024/3/160, page 14](#)).

10. However, while Lower Hutt, Porirua and Wellington have similar recycling collection systems, there are some key differences that are likely to impact contamination rates (and their comparability). For example, Wellington City Council uses clear plastic bags, which allows more visible identification of contamination (and bags can be left behind if visibly contaminated). In Porirua, one of the routes with significant contamination levels was not processed and went directly to the landfill. Hence, the figures reported at the time were not directly comparable, as some of the worst contaminated material from Porirua and Wellington would not have reached the processing facility.
11. During August 2024, officers contacted various city councils in order to confirm recycling contamination levels found in their services. The results are as follows, for the 23/24 financial year:

Council	Contamination rate	Methodology
Western Bay of Plenty DC	19.7%	Scoop testing method
Rotorua Lakes Council	23%	Mass balance assessment
Auckland	25%	Mass balance assessment
Christchurch City Council	9.9%.	Scoop testing method
Selwyn District council	3%	Scoop testing method
Porirua City Council	21%	Scoop testing method
Tauranga City Council	21%	Scoop testing method

12. Note that since 1 July 2024, new regulatory requirements for waste reporting for territorial authorities are in place. This includes [reporting on contamination rates](#) and testing methodologies. If such data is made available by the Ministry for the Environment, then it will be easier to compare the performance of territorial authorities in the future.

Measures implemented so far to reduce contamination

Behaviour change campaign and communications

13. A behaviour change campaign has been implemented since the commencement of the service, to focus on increasing awareness of materials appropriate for recycling, reasons for recycling and impacts.
14. Successful behaviour change is dependent on three key elements:
- a. Desire (want to do it, will put in the effort, have made it a priority)
 - b. Knowledge (know what to do, when, where and how)
 - c. Skills (can do it properly/effectively)

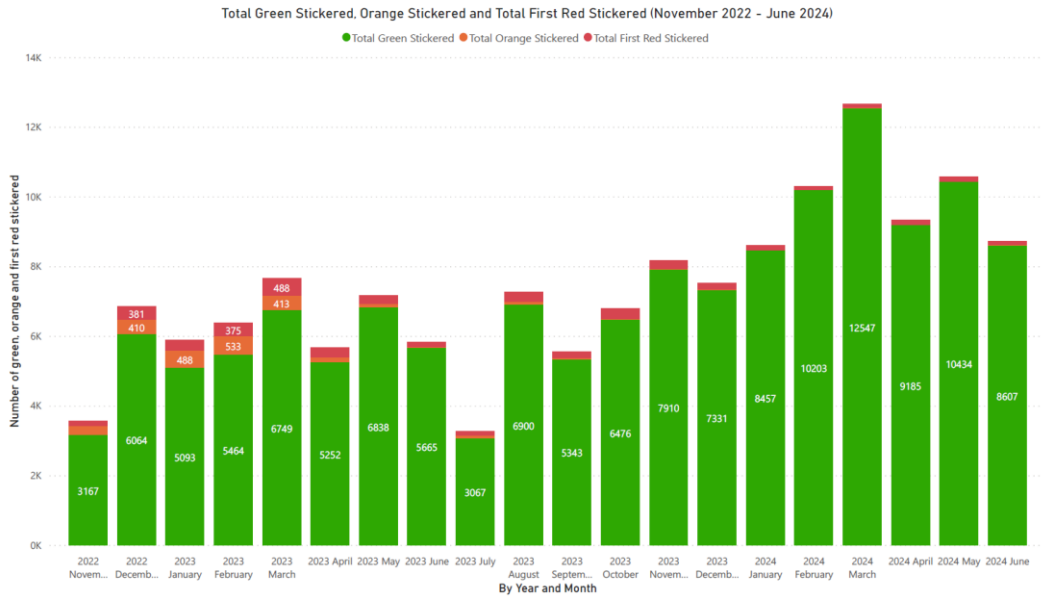
15. The campaign utilised a wide range of media and channels (billboards, bus backs, social media, print collateral) to reach our target audiences, and was based on research to understand the specific barriers and opportunities relevant to Lower Hutt residents (literature review, Public Voice survey, focus groups).
16. There have been two key phases to the campaign. Examples of the collateral for each phase can be found in Appendices 1 and 2 to the report.
17. To support these efforts to reduce contamination, Council also developed a [recycling booklet for residents](#), implemented complementary assets and tools, including a [waste search tool](#), and information and a video on [what happens to Lower Hutt's recycling](#). By showing how items are processed and sent on for recycling, it aims to give residents an insight into what happens after their recycling bins are emptied and combat the myth that recycling in Lower Hutt goes to the landfill.
18. Officers also developed [good practice guidance for designing or upgrading waste storage areas in multi-unit developments \(MUDs\)](#), and a [customised recycling booklet for MUD residents where bins are shared](#).

Recycling ambassadors and bin stickers

19. Recycling ambassadors - employed as part of our contract with WM NZ - have been deployed since the commencement of the kerbside service in July 2021. They inspect bins to collate a more detailed picture of the type and degree of contamination at the household level, and to provide immediate feedback to households by way of stickers.
20. Samples of the current green, orange and red stickers, and the information contained on these to communicate any positive feedback or issues with residents are shown in Appendix 3 to the report. The orange sticker is used when one or two unaccepted items are found, albeit the bin is still collected. The red sticker is used where there are three or more unaccepted items found, or alternatively if one dangerous, hazardous, or substantial item is found.
21. Initially, there was only one bin ambassador. However, this was found to be insufficient in terms of reaching each household about 1-2 times per year. There are currently four bin ambassadors who conduct inspections daily ahead of the kerbside collection trucks, reaching over 8,000 households per month. This means that each household's recycling bin is inspected about twice per year. Figure 4 below shows the number and types of stickers applied since November 2022.

22. As can be seen, most households do a good job of recycling, and the majority of contamination appears to be due to a small number of households not getting it right.

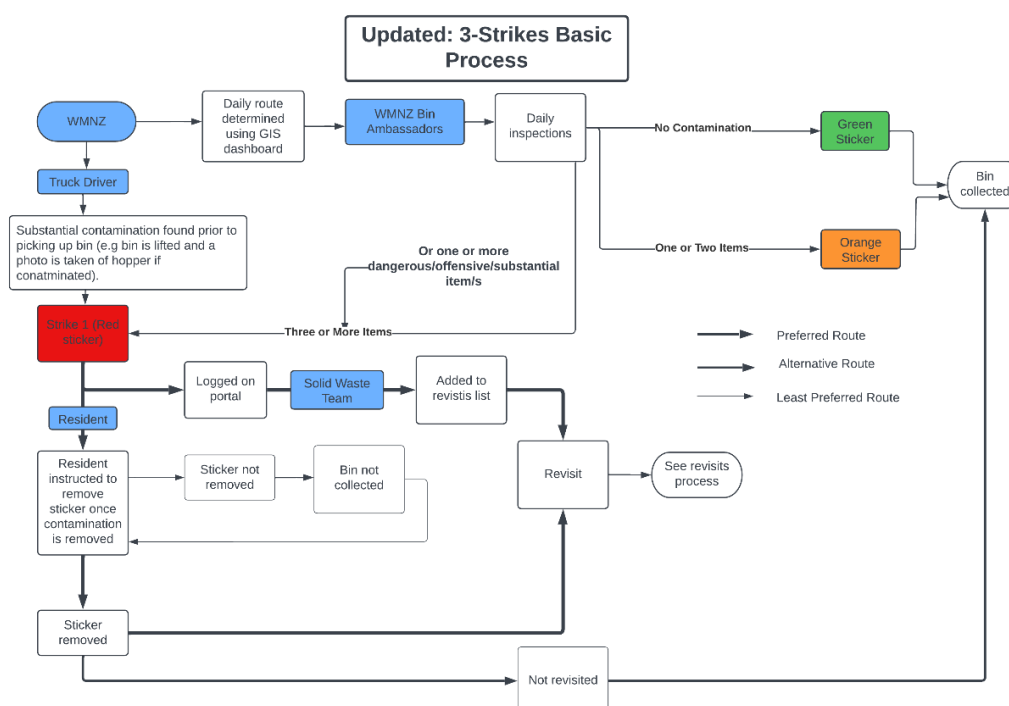
Figure 4: Stickers issued between November 2022 and June 2024



Bin removal scheme

23. Council implemented a bin removal scheme in late November 2022, as enabled by the [Solid Waste Management and Minimisation Bylaw 2021](#). This means that residents who repeatedly contaminate their recycling bins now have two chances to change their recycling behaviour (with stickers to indicate the contamination issues and request change/explain potential consequences of further contamination). If the bin is contaminated for a third time the bin is removed. Figure 5 below shows the inspection and removals process.

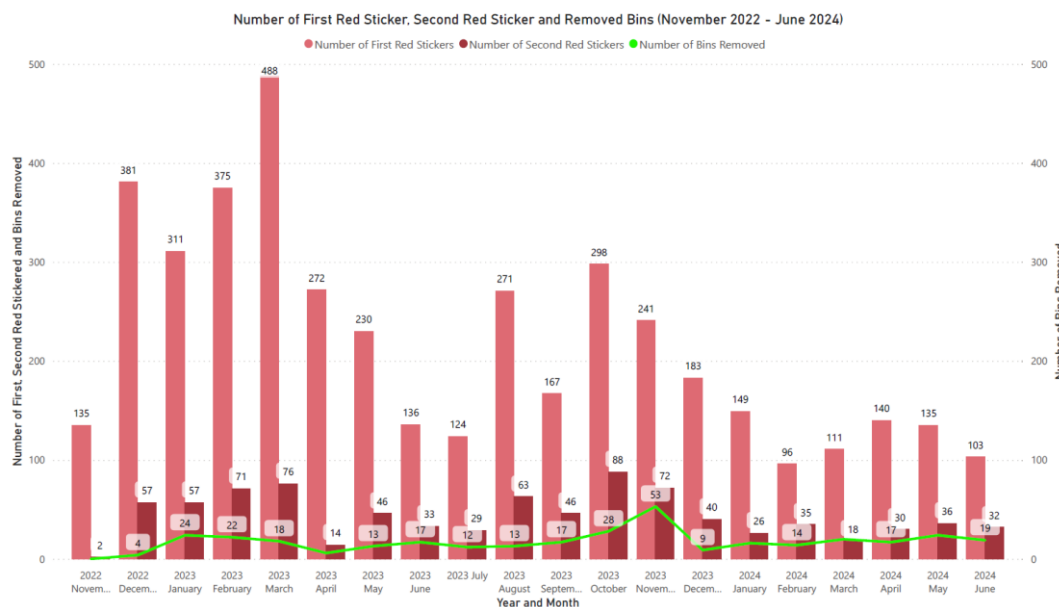
Figure 5: Bin removals process



24. The bin removals process is linked to daily inspections by the recycling ambassadors. The process also includes letters to the ratepayer and occupant at the time a second red sticker is applied and if a bin is removed. The letters are accompanied by an educational booklet and fridge magnet. Note that for Kāinga Ora properties this process involves the Kāinga Ora property managers.
25. Where a bin is removed, the resident can request the return of the bin after six months of it being removed. Bins can be returned earlier if a property changes hands, or new tenants move in. Note that residents can also appeal the removal of the bin (eg if they believe the bin has been removed in error).

26. As of August 2024, the bin removal scheme for households with instances of repeated contamination has led to the removal of about 390 recycling bins. 21 bins have since been returned.

Figure 6: Red stickers applied to bins, and bin removals undertaken between November 2022 and June 2024



27. To improve the efficiency of removing bins and to avoid repeat-visits (as residents do not always put out bins every two weeks), WM New Zealand is in the process of equipping kerbside collection trucks with bin brackets so that bins identified as on their “third strike” for contamination can be removed during the collection service. Essentially, drivers check bins that have been flagged as problematic. They then remove the bins while already on site. Once in place, the effectiveness of this measure can be assessed.

Targeted communication for hotspots of contamination

28. Officers have undertaken targeted communications with pamphlet drops to streets or areas where the data shows a hotspot or a pattern of contamination.

The pamphlet encourages collective action in hotspots of contamination (example below).

Figure 7: Pamphlet example used for targeted communications



Targeted engagement with Multi Unit Developments (MUDs)

29. Officers engage directly with developers during the design phase of MUDs to ensure waste storage areas are properly sized and planned. They then collaborate with property managers, residents' associations, body corporates, and residents to provide clear information on bin usage and collection schedules. Some developers create welcome packs using Council materials to guide residents on correct bin practices. Additionally, Kāinga Ora holds monthly meetings to address waste management and other issues at newer MUDs.

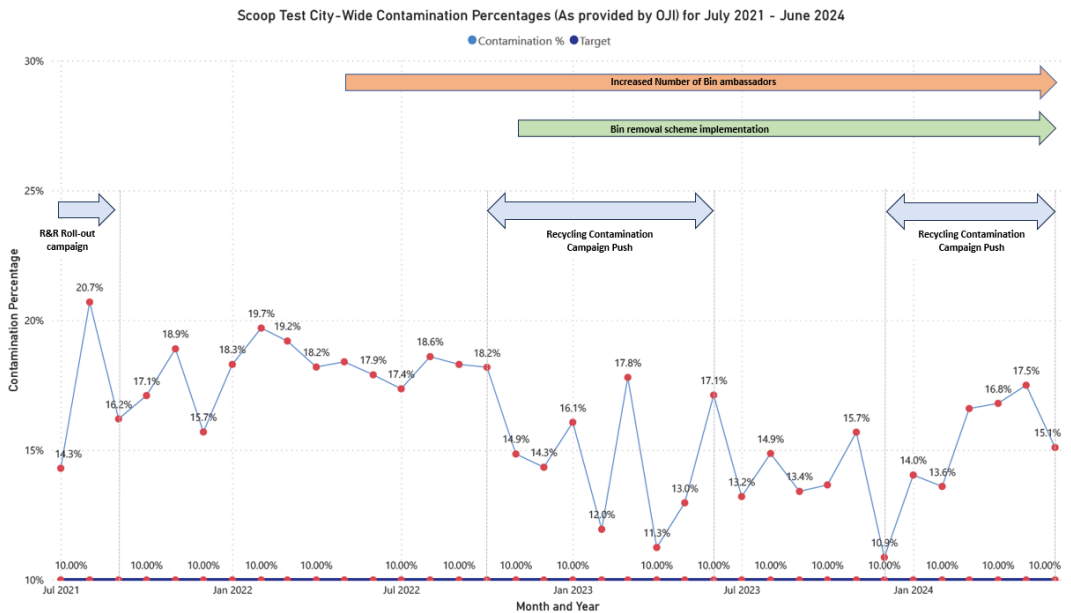
Review of contamination testing methodology at processing plant

30. In 2023, Lower Hutt, Porirua and Wellington City Councils commissioned Morrison Low to undertake a review of the OjiFS Seaview recycling plant's contamination methodology, to identify improvement opportunities, and to ensure that the scoop testing methodology is fit for purpose. The report found that the scoop testing methodology was a suitable methodology and can be relied upon for estimating city-wide contamination.
31. This review also identified that coloured PET was being counted as a contaminant despite it being recyclable. This has now been corrected, so contamination rates prior to February 2024 are approximately 1% lower than previously reported (Figure 3 above shows the corrected figures).

Mitigation measures in relation to contamination levels

- 32. Figure 8 shows the implementation timing of key mitigation measures in relation to contamination levels. Key campaign drives are indicated in blue arrows. This includes the roll out campaign as well as the 2022/23 contamination campaign and 2023/24 summer campaign. The increased number of bin ambassadors is indicated in orange with the implementation of the bin removal scheme indicated in green.
- 33. It appears that the increase in resourcing for bin ambassadors and the implementation of the bin removal scheme has led to an initial reduction in contamination levels, albeit contamination levels still fluctuate between 12 and 17%. No clear cause-effect can be observed since early 2023, albeit it can be assumed that without those measures, contamination would likely be significantly worse.

Figure 8: Contamination levels overlaid with the timing of implemented mitigation measures



Total estimated spend to date on contamination costs

- 34. The table below shows estimated total spending per year in relation to contamination penalties (when contamination is above 10%), and total spending per year in relation to mitigation measures. However, the table does not include internal Council staff costs to manage associated work, particularly planning, designing and managing the behavior change campaign.

35. Please note that WM New Zealand employs one recycling ambassador by default as part of the contract with the Council, albeit additional ambassadors have been in the field since about May 2022. The costs noted in the table below are for total estimated ambassador costs (including additional ambassadors) and associated resources to drive down contamination.

Cost type	2021/22	2022/23	2023/24
Contamination penalties	N/A	\$348,772	\$276,067
Bin ambassadors	\$96,784	\$304,534	\$335,960
Behaviour change campaign and other mitigation measures (including printing costs)	\$23,858	\$541,602	\$439,377

Options for reducing contamination further

36. Officers have reviewed various information sources, and consulted with other territorial authorities, including in Australia, to identify options to reduce contamination further.
37. A total of 10 options have been identified. There are three general themes for the options presented in this report, as follows:
- **targeted behaviour change;**
 - **household waste systems; and**
 - **enhanced bin removal process.**
38. A number of the options detailed below could be used in conjunction, or in sequence. Note that investigating or implementing a wide range of options as a priority may require reprioritisation of existing resource recovery projects and programmes, to account for resource and capacity constraints.
39. Each option is described in brief below and assessed in Appendix 4 to the report against a range of criteria.

Targeted behaviour change actions

40. Creating effective behaviour change hinges on addressing people's motivations and reducing barriers to engagement. Motivations can include rewards or praise, and social influence and norms are powerful tools in facilitating change (eg collective action goals and accountability as a group). For example, people are more likely to recycle correctly if they see many others doing it or if they believe it is what is expected of them.

41. To effectively promote recycling and reduce contamination, it is crucial to not only leverage social influences but also to focus on removing barriers. Making correct recycling easier and more accessible can significantly boost participation and help ensure that everyone can contribute to better recycling practices.

A - Street competition

42. This opportunity, by way of a street competition based on contamination rates, would aim to incentivise collective action and use social norms to reduce contamination. Data is available on a property level, and based on this, the best performing street(s) could be identified. It could also focus on the street that improves the most over a defined period for the competition.
43. This option would require initial communication outlining the process and encouraging engagement with the competition, as well as prizes to incentivise performance. Possible prizes could include facilitating a street BBQ, alongside other prize options.

B - Spot prizes for green stickered bin households

44. In this opportunity, households that received a green sticker would go into randomised prize draws. The aim would be to incentivise those that do not yet recycle well to do better. Possible prizes could include gift cards or pool vouchers, alongside other prize options.

C- Underlid stickers

45. Stickers could be affixed to the underside of the recycling bin lid (there are already symbols on what is acceptable on the top of the lids). These stickers would use pictures of what can and cannot be included in that bin to remind and prompt people as they go to put items in the bin. Auckland Council already uses graphics like this on their bins (see Figure 9 below). This could be implemented where a bin has been orange or red stickered, or when bins are returned following the six month stand down.

Figure 9: Auckland Council graphics for bin lids



D - Artificial Intelligence (AI) and real time tracking

46. A key drawback of the current approach with recycling ambassadors is that it usually takes at least six months for a bin to be stickered. This means that it can take a long time for a household to be informed that they are not getting it right.
47. Collection trucks are already equipped with RFID readers, and bins are equipped with RFID tags, and have cameras on board. In this option, AI technology could be used to analyse the recycling placed into the hopper, capture contamination in real time, and provide immediate feedback to households via follow up letters to residents.

Household waste systems

E - Increased direct engagement with residents

48. While officers already directly engage with residents (eg face to face meetings to resolve issues and to provide advice), this is targeted in light of capacity constraints. Assuming capacity could be increased, direct engagement with residents could be increased to provide more opportunities for education, and more customised problem identification and resolution.
49. This could include door to door visits, where residents have the opportunity to seek clarity on anything that is unclear or not working well with their household waste system. There may also be opportunities to set up drop-in clinics and workshops that are tailored to resident needs.
50. As part of any increased relationship building, it will be important to ensure that engagement is done through the right pathway that considers the complexities that can arise when the occupier of a property is not the direct ratepayer (eg renters do not have decision making power on bin size).
51. In the case of renters, to ensure they have the information and support they need, officers would likely need to engage with property owners, property management service providers, or housing managers, albeit officers already have a direct relationship with Kāinga Ora tenants via their housing managers.
52. In this option, household waste assessments could also be offered. They could be used to help inform households on opportunities to reduce waste and improve recycling practices.

F - Bin audits before actioning a down-size request

53. When households have a bin that is too small for their needs, this increases the risk of the recycling bin used as overflow (and hence increased contamination). Currently when a household or a property owner makes a request to downsize a rubbish bin, this is actioned upon payment of the service fee. However, an additional step could be added to this process, whereby Council would conduct a quick audit on that household's bin utilisation, before actioning the service request. This could be done via bin ambassadors measuring how the full their rubbish bin is, via a simple yard stick.

G - Household waste assessments and advice prior to bin removal

54. Household waste assessments and direct face-to-face engagement could be added as an additional step in the bin removals process, as a last step before actioning final recycling bin removal. This step could also be added as a prerequisite to getting the recycling bin returned after the stand-down period, to ensure households are clear on expectations and what they need to do.
55. If a household's rubbish bin size is found to be too small, then the household could be encouraged to upsize their bin, albeit this would require property owner consent due to the additional costs (service fee as well as higher targeted rate in the following rating year).

H - Mandatory bin size increase in response to repeated contamination or overfull rubbish bins

56. If a household repeatedly contaminates their recycling bin and/or their rubbish bin is insufficient (with the associated risks of contamination as well as litter generation), then Council could require that the rubbish bin be increased in size (Council could potentially waive the service fee associated with this change but the targeted rate would need to change to reflect the larger bin size in the next rating year).
57. This option would need to be assessed in detail against existing policy settings and may require policy changes to enable a forced increase in rubbish bin size.

Enhanced bin removal process

I - Earlier removals

58. The current bin removals process is based on three strikes process, and has been operating since November 2022. This could be reduced to two strikes, ie the bin removal would occur after two identified contamination events, to reduce the opportunities for repeated and ongoing contamination.
59. This option would need to be assessed in detail against existing policy and bylaw settings and may require policy changes.

I - Suspension of service via RFID

60. Collection trucks are already equipped with RFID readers, and bins are equipped with RFID tags, and have cameras on board. In conjunction with these systems, as bins get emptied into the hopper, drivers can identify significant contamination, and identify problematic bins. This can be used for drivers to issue a red sticker, or the information can be passed on to recycling ambassadors for future follow ups.
61. However, a key draw-back is that contamination is only identified *after* the bin has already been emptied.

62. Therefore, in this option, changes would be made to the RFID systems so that when a bin is flagged as problematic (either via recycling ambassadors or a driver identifying contamination in the previous visit), it would prevent the bin from being lifted into the hopper. The driver could then check the bin, and only empty it once it has been confirmed that the bin is not contaminated. This approach could also be used as an alternative to the removals process, in that suspended bins are not emptied until the suspension has been lifted.

Options analysis

63. Officers have carried out a high-level analysis of the options described above in Appendix 3 to the report. A number of criteria were used, as follows:

- benefits
- costs
- resourcing
- operational risk
- timeframes
- social impact
- effectiveness

64. Based on these criteria, each option's overall opportunity value has been assessed. Based on these results, the following four options (grouped by the required lead-in time) may offer the highest opportunity value:

Short-term

- F - Bin audits before actioning a down-size request
- J - RFIDs and suspension of service

Medium-term

- H - Mandatory bin size increase in response to repeated contamination and/or overfull rubbish bins

Long-term

- D - Artificial intelligence and real time tracking

Next steps

65. Subject to the feedback received, officers will commence more detailed work on the relevant options.

Climate Change Impact and Considerations

66. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.

67. Minimising waste, diverting recyclables from landfill, and recovering reusable materials by reducing contamination in the kerbside collection process contribute to a more circular economy. These activities reduce the need to extract further resources from the environment and the associated energy use and carbon emissions.

Consultation

68. Not applicable

Legal Considerations

69. Some of the options discussed in this paper, in particular mandatory rubbish bin size increases (option H) and earlier bin removals (option I) would require more detailed policy analysis order to determine our ability to implement these.

Financial Considerations

70. Implementing any or all the identified options has financial implications, as they may require increased resourcing, capacity, or alternatively reprioritisation.
71. In terms of benefits, reducing contamination could reduce contamination penalties and associated costs.

Appendices

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Appendix 1: Behaviour change campaign – 22/23 “That’s rubbish” assets

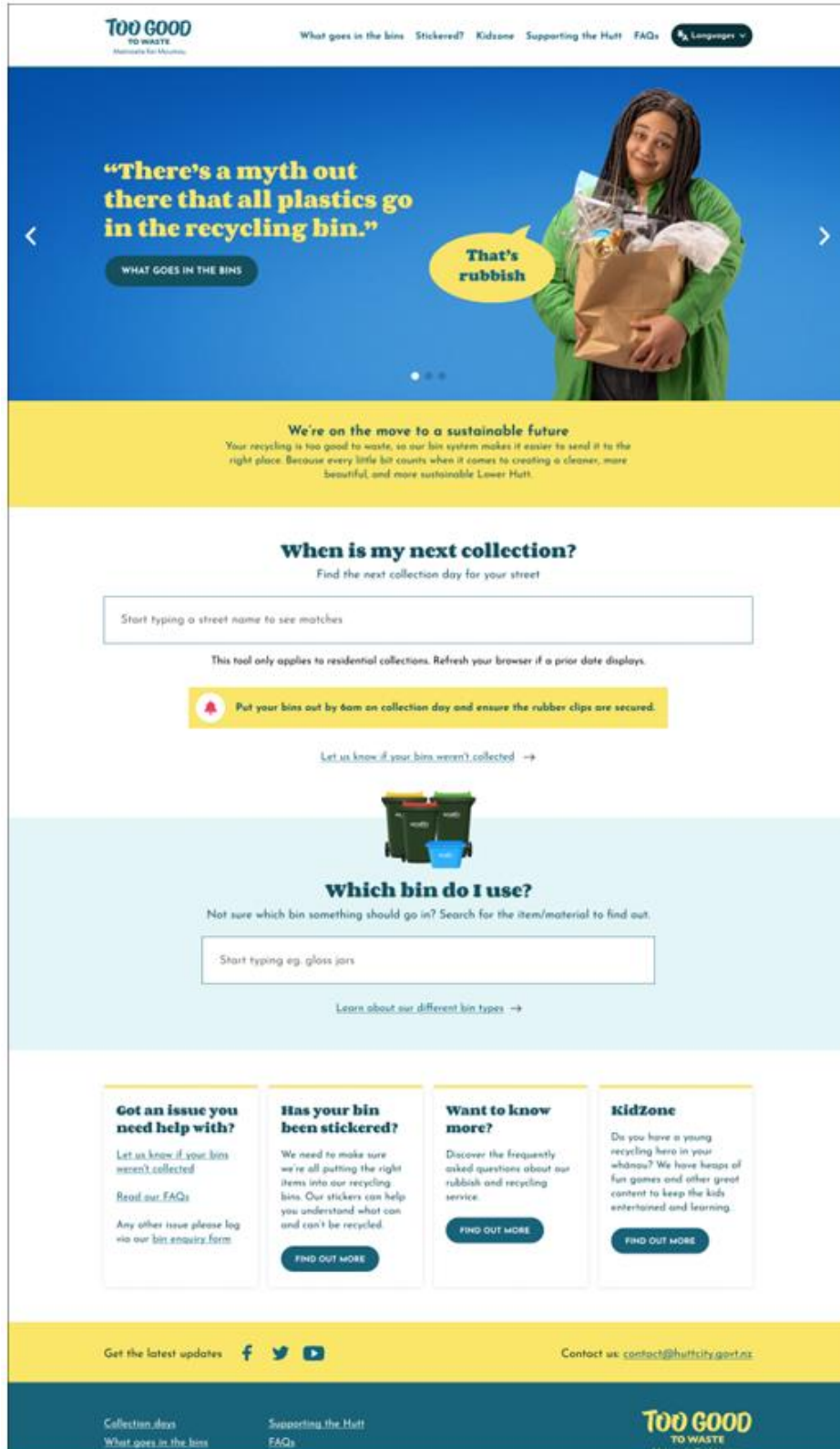
Posters, billboard, bus back examples



Social media asset examples



Too Good to Waste website decal example



Appendix 2: Behaviour change campaign – 23/24 summer assets

Bus side asset example



Video advertisement asset example



Keep your recycling game strong - starring Grant Nisbett and Tanea Heke

Social media asset examples



Billboard asset example



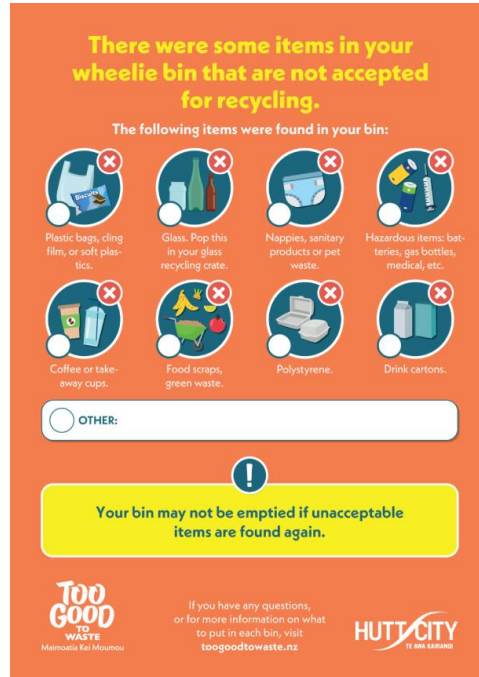
In-store decal asset example



Appendix 3 – Stickers used by recycling ambassadors



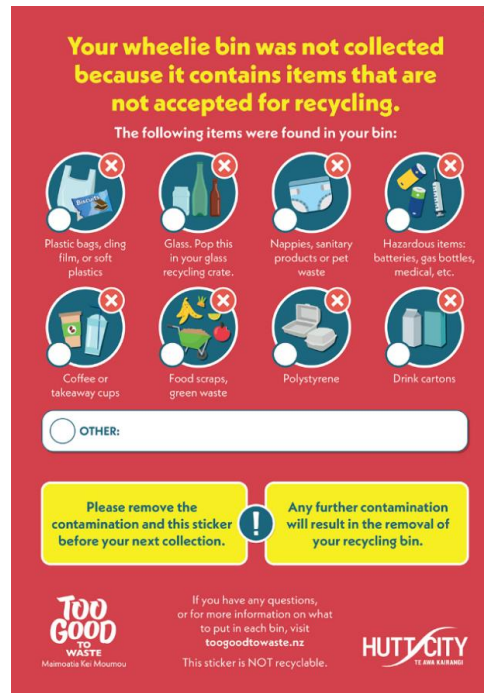
Green sticker



Orange sticker



Red sticker (first)



Red sticker (second)

Appendix 4 – Comparison of options

Option	Benefits	Costs	Resourcing	Operational risk	Implementation timeframe	Social impact	Effectiveness	Overall opportunity
Theme: Targeted behaviour change								
A - Street competition	Medium use of positive reinforcement, rewards the right behaviour could increase engagement through existing local relationships (eg neighbours)	Low cost of incentives such as funding for a street BBQ not likely to be significant, albeit partially dependent on the number of households within the selected street	High requires staff resources to promote the competition and communicate the process/framework of how to win, and staff time to facilitate the organization of the reward (eg street BBQ). possibly less effort required if reward does not involve organising an event, such as providing gift cards to households within the selected street.	Medium A focus on the “most improved” street may be received by some residents as rewarding contamination behaviour if contamination rates for the street remain higher than elsewhere. In addition, on an individual household level, this approach could also reward households that routinely contaminate. depending on prize choice and design, could be viewed as wasteful or unnecessary spend	Medium term lead-in time likely between 3-6 months could be trialled as a one-off and reviewed based on measurable change or could be set up to be a periodic action (especially if momentum of change slows or contamination rates increase after the competition ends)	Medium encourages collective action and could support community wellbeing and social norms	Medium Uncertain whether this would create enduring change; doubtful whether it would generate change as households that do this well generally will do so for reasons other than reward. effectiveness may depend on how effectively the competition can be communicated with residents, and the attractiveness of prizes	Low
B - Spot prizes for green stickered bin households	Medium Rewards the right behaviour (albeit targets those that already get it right) Could increase engagement and maintain good recycling practices Can be done regularly or on occasion, eg monthly or for a shorter time frame, and then stopped/restarted as needed	Low Depends on prize choice, likely to be no less than \$30 per prize	Medium Would not require resources to promote, as focus is on randomly drawing from those that received a green sticker; but requires staff capacity to promote the winners (send out prizes, etc) in order to entice others to recycle right	Medium depending on prize choice, could be viewed as wasteful or unnecessary spend	Short term lead-in time likely less than 3 months Households can be selected randomly based on existing data, so can be done quickly	Medium Likely to have a positive social impact due to positive reinforcement	Medium Likely to engage residents that are already showing positive recycling behaviours, rather than directly address negative recycling behaviour; doubtful whether it would generate change as households that do this well generally will do so for reasons other than reward. Effectiveness may depend on how effectively the competition can be communicated with residents, and the attractiveness of prizes	Medium
C - Underlid stickers	Low Could support ongoing behaviour change as sticker will last longer than a flyer and form a constant reminder in situ; however, somewhat duplicates existing information on top of bin lids	Low Minor cost depending on quantity ordered, wear and tear may require replacements	Low Applying stickers could be tied into existing processes with minimal impact (eg bin ambassadors)	Low As stickers are on the inside of the lid, they may no last as waste will push past it when the bin gets emptied.	Short-term Lead-in time likely less than 3 months	Medium Stickers with clear graphics and/or multilingual information could be helpful to remove barriers due to accessibility issues (where online information may be harder to access or understand)	Medium Can be a useful reminder to households. While this duplicates existing information somewhat on top of bin lids, the existing info is embossed on/in plastic lid and uses words only and may therefore not be immediately apparent.	Medium

Option	Benefits	Costs	Resourcing	Operational risk	Implementation timeframe	Social impact	Effectiveness	Overall opportunity
							Could be effective in supporting households that require more visual reminders	
D - Artificial intelligence and real time tracking	<p>High</p> <p>Increased efficiency once up and running and timely reminders to households</p> <p>Could reduce reliance on recycling ambassadors and bin stickers, and refocus efforts on other initiatives (eg more targeted direct engagement)</p> <p>Could reach problematic households every two weeks, as opposed to every 6 months</p>	<p>High</p> <p>Costs could be very high, as there is no existing off-the-shelf system that can deliver this</p> <p>Likely to have significant costs if Council is the first mover to bring software into New Zealand</p>	<p>High</p> <p>Will require significant staff capacity to plan and implement</p> <p>Will require significant input and buy-in from WM New Zealand, as the system would need to work on the trucks and in conjunction with their systems</p> <p>Once up and running, may require significant staff capacity to check accuracy of results, and enable letters to residents to be sent out at scale. There may also be the need to account for residents disputing contamination findings.</p> <p>May also have implications for data storage and management, as the approach would generate significant data volumes. AI is more carbon intensive technology, due to the higher energy requirement to run AI systems.</p>	<p>High</p> <p>Will need to be clear on any privacy concerns (even if similar data is already captured via recycling ambassadors and bin inspections) to ensure that we can communicate on this issue if there are any concerns from residents</p> <p>Potential teething issues in the initial stages may need to be managed to ensure operational continuity for bin checks and removals process (for example, contamination may be misidentified, and the software may need further training on common contaminants)</p> <p>Could be inaccurate, due to households having inadvertently swapped bins over time or where bins aren't accurately matched to the right property. Cameras may also not be of sufficient resolution to maximise accuracy. That will have flow-on implications, in terms of managing complaints and disputes.</p>	<p>Long term</p> <p>Likely to have a long lead-in timeframe of at least 6-12 months</p> <p>May require feasibility assessments before planning and implementation</p> <p>Would require WMNZ support, which may take time</p> <p>Will likely require a trial to of the technology to ensure workability</p>	<p>Medium</p> <p>Some residents may want to know about how AI works and interacts with data collection and privacy</p> <p>Would likely greatly increase communication of contamination issues with residents if a letter is generated for all incidences</p> <p>May be considered an overstep/surveillance</p>	<p>High</p> <p>Could result in a significant step change to contamination management, by providing relatively quick feedback to residents, but on a large scale as it could potentially reach all households every two weeks.</p>	High
Theme: Household waste systems								
E - Increased direct resident engagement	<p>High</p> <p>Ensures that tenants have easy access to information and can ask questions where they may be uncertain on the right approach (this could inform further actions to remove barriers faced by households where possible)</p> <p>Enables issues such as bin size selected by landlords being too small for property size to be identified earlier</p>	<p>High</p> <p>May require additional staff capacity with associated costs</p> <p>May require additional collateral, with associated costs, albeit unlikely to be significant</p>	<p>High</p> <p>Property visits are time intensive and may need two staff to work in tandem for safety reasons</p>	<p>High</p> <p>Increased face to face visits can increase the exposure of staff to potential abuse</p> <p>If the contamination issues are concentrated in lower socioeconomic areas, it may be perceived as Council targeting these areas for this reason (especially if associated with bin removals)</p>	<p>Long term</p> <p>Likely to have a long lead-in timeframe of at least 6 months, due to the need for additional staff capacity, approvals, and recruitment</p>	<p>High</p> <p>Being face to face and in the community can aid engagement and support education and behaviour change</p> <p>Could support people who have moved from other cities or regions to understand the Hutt City kerbside system, so their first interaction isn't an orange or red sticker</p> <p>If specific areas are targeted and behaviour change occurs it</p>	<p>Medium</p> <p>Very targeted engagement likely to be effective for those households, but difficult to maintain at scale</p> <p>Effectiveness dependent on having staff with the right skill set and adjust engagement approach depending on the situation</p>	Medium

Option	Benefits	Costs	Resourcing	Operational risk	Implementation timeframe	Social impact	Effectiveness	Overall opportunity
						could adjust the social norms (eg seeing neighbours using their bins correctly).		
F - Bin audits before actioning a down-size request	<p>High</p> <p>Takes preventative action where undercapacity rubbish bins would otherwise drive recycling contamination</p>	<p>Low</p> <p>No significant financial costs.</p>	<p>Medium</p> <p>Would add additional step before downsize requests could be actioned, some additional work load on existing staff to manage service requests with WMNZ</p> <p>Would require bin ambassadors to carry out a quick bin check, which would divert them from their normal inspections.</p> <p>However, the number of bin size requests is not significant.</p>	<p>Medium</p> <p>Adds another step to the process that could be received by residents as unreasonable, would delay completing downsize requests until the bin check is completed.</p>	<p>Short term</p> <p>lead-in time likely less than 3 months</p> <p>may require policy check, to ensure this option is in alignment with existing policies</p>	<p>Low</p> <p>Social impact unclear</p>	<p>Medium</p> <p>Very targeted, and would help unintended consequences as a result of downsizing bins; could help avoid "future" risk of contamination.</p> <p>Unlikely to have a significant effect, as the number of down size requests is small</p>	High
G - Household waste assessments and advice prior to bin removal	<p>Low</p> <p>unlikely to reduce contamination as such, but could avoid a bin removal by having tried everything to change their behaviour</p>	<p>High</p> <p>May result in additional costs, due to the need for staff capacity, or reallocation of bin ambassador time to allow such waste assessments.</p> <p>Possibly some cost savings from avoided bin removals.</p>	<p>High</p> <p>Would require additional staff capacity (with associated costs), or reallocation of bin ambassador time to allow such waste assessments.</p> <p>There is already considerable administrative burden for removing bins, so adding an additional step will increase workload and complexity.</p>	<p>Medium</p> <p>Adding the step would reduce risk, as Council will have tried everything it can do for residents to adjust behaviour.</p> <p>If the household's rubbish bin is found to be too small, particularly in a tenancy situation, then Council will still have to rely on the property owner to adjust bin size to help remediate underlying concerns.</p> <p>Potential safety risk for staff involved, as targeted household may be disengaged / anti-Council.</p>	<p>Long term</p> <p>Likely to have a long lead-in timeframe of at least 6 months, due to the need for additional staff capacity, approvals, and recruitment</p>	<p>Medium</p> <p>Gives people additional advice, and a positive interaction may be more effective than simply removing the bin after the third strike.</p>	<p>Low</p> <p>unlikely to reduce contamination as such, but could avoid a bin removal by having tried everything to change their behaviour</p>	Low
H - Mandatory bin size increase in response to repeated contamination and/or overfull rubbish bins	<p>High</p> <p>Ensures that residents have waste systems that meet their needs</p> <p>Takes preventative action where undercapacity rubbish bins would otherwise drive recycling contamination</p>	<p>Low</p> <p>Minor unrecoverable cost to Council (as forced upgrade, it is assumed that the service fee is not charged)</p> <p>Cost of bigger bin size would be reflected in targeted rate in the following year for affected households. But as bin size would better match actual</p>	<p>Low</p> <p>There may be some additional administrative burden for additional upsize requests to WMNZ</p> <p>Some additional communication required for affected properties, in particular rental properties, where landlords will need to be notified.</p>	<p>Medium</p> <p>For any tenancy type other than owner-occupier the sign off or notification process for incurring more cost due to a bigger bin size needs to be considered (landlords would need to be notified that they will need to pay for a larger bin from the following rating year)</p>	<p>Medium term</p> <p>Likely to have a lead-in timeframe of at least 3-6 months, as would need to be assessed in detail against existing policy settings (such as rating policy) and may require policy changes to enable a forced increase in rubbish bin size.</p>	<p>High</p> <p>Could improve service levels for properties where the rubbish bin is currently too small</p> <p>Larger bins would have a flow-on effects in the following rating year. This could affect lower-income households, including renters, as landlords</p>	<p>Medium</p> <p>Upgrading to larger bins may not necessarily reduce recycling contamination, albeit would mitigate one key risk factor. Note that a bin size increase may be ineffective if other issues are the reason for contamination (eg language barriers).</p>	High

Option	Benefits	Costs	Resourcing	Operational risk	Implementation timeframe	Social impact	Effectiveness	Overall opportunity
		requirement, this appears reasonable.	Recycling ambassadors could measure rubbish bin utilization via a yard stick, to identify problem bins			may ultimately opt to pass these costs onto tenants through higher rent. It could also affect the relationship between renter and landlord. (Note that this risk does not apply to Kainga Ora properties.)		
Theme: Enhanced bin removal process								
I - Earlier removals	Medium Enables intervention earlier where recycling contamination behaviour may otherwise continue	Low Could enable some savings earlier if it brings contamination down (and therefore the penalty rates decrease), but unlikely to reduce contamination more than the existing approach over the long run. There would be an additional cost for removing a larger amount of bins.	High Would result in fewer revisits of red stickered bins, and earlier removal could reduce demand on bin ambassadors. However, there would be an additional burden on staff capacity to action a higher number of bin removals, including follow up communications from residents querying or challenging the removal. Would increase demand on WMNZ to action earlier removals, with associated flow-through effects on available staff capacity.	High Likely to be perceived by the public as an unfair approach (and in some instances be unfair in practice), eg where people are away on holiday. Fewer instances of contamination before removal means that it is harder to make a case that the household has a propensity for contamination. Likely to increase pressure on the appeals process, with some of these escalated Could be seen as an unreasonable approach to a publicly provided service	Long term Would need to be assessed in detail against existing policy settings and may require policy changes. If a bylaw change is required, this could mean significant demand on staff capacity, and could easily be a two-year process. If found feasible without policy changes, then could require a lead-in time of at least 6 months, as various processes and documents (including stickers) would have to be changed or redesigned. Would require working with WMNZ to work through changes and implications.	Medium Could be viewed as unreasonable by affected households, as there is less time for people to adjust behaviour and leaves little leeway for mistakes or errors	Low Would result in more bins being removed, and hence could positively affect contamination rates sooner, but not likely to create sustainable and long-term behaviour change fewer opportunities for communication (eg sticker, letter to the household) mean fewer opportunities for improved recycling behaviour, so removals alone may not address underlying barriers long term.	Low
J - RFIDs and suspension of service	High Would avoid emptying bins that have been flagged as problematic, likely to reduce contamination	High Would require changes to where the RFID reader is located on the trucks, or implementing supplementary systems, including software, albeit most or all of this cost may sit with WMNZ.	High Will require buy-in and support from WMNZ. Initial demand on resourcing due to the need for training and new software and data collection/integration processes Once any changes have settled in, there is likely to be increased efficiency in existing tracking processes with more real time data and better integration beyond paper trails (ie less demand on staff capacity)	Medium Potential teething issues in the initial stages may need to be managed to ensure operational continuity for bin checks and removals process; there may be some data quality issues, as some bins are no longer at the correct address Some residents may want to know about how RFIDs work and interact with data collection and privacy, albeit low risk, as RFID technology has been in use on the trucks since day one	Short term Lead-in time likely about 3 months (existing technology available, based on rollout elsewhere in the country by WMNZ)	High Would send a stronger signal that those that contaminate repeatedly won't be serviced	High would prevent contamination from bins that have already been identified as problem, but where bin removal is difficult (eg because the bin is not out for checking), Likely to be effective once implemented and supported by WMNZ monitoring and tracking; would supplement the bin removals process, or be used as an alternative, with associated cost savings and reduced contamination.	High

09 August 2024

Report no: CCASC2024/4/243

Update on solid waste and waste minimisation matters

Purpose of Report

1. To provide the Committee with an update on various solid waste management and minimisation matters.

Recommendation

That the Committee receives and notes the updates on various solid waste management and minimisation matters.

Background

2. This report consolidates information on the status of Council's solid waste management and minimisation initiatives.
3. Detailed and regular information on the ongoing development, operation and performance of the Silverstream Landfill is covered in a separate report to the Hutt Valley Services Committee. The latest report from May 2024 is [available online \(page 25\)](#).

Wellington Region Waste Management and Minimisation Plan (WMMP)

4. Development of the WMMP implementation plan by officers of the Wellington region councils continues. Multiple upcoming workshops with the Project Steering Group have been scheduled, including with the Joint Committee in September 2024.
5. Work is underway to develop the scope of all regional projects to support project prioritisation.
6. Council's implementation planning for our Local Action Plan is also underway and is scheduled to be complete in line with the regional plan by November 2024.

Diversion of construction and demolition (C&D) waste

7. Officers are looking to promote Civilshare to the Lower Hutt construction and demolition community.
8. [Civilshare](#) is an established community marketplace app that deals with C&D waste and is already operating successfully in Auckland. The app connects companies that generate C&D waste with others in the industry to enhance the reuse and/or recycling of resources that would otherwise be sent to landfill.
9. The Hutt Valley Chamber of Commerce is scheduled to host a campaign of events to promote the uptake of the app in both Lower Hutt and the Wellington Region.
10. These events, scheduled to occur by November 2024, are planned to align with the launch of Civilshare's updated app and will likely include a networking and information evening, construction site visits, 1:1 meetings with large companies and a "tradies" breakfast.
11. Separate from this, officers are currently working on a business case to identify options for diverting C&D waste from the Silverstream Landfill. The business case will investigate the current options for diverting C&D waste from the Silverstream Landfill, and then assess their relative costs, benefits and risks before recommending a preferred option.

Food organics and green organics (FOGO) kerbside collections and processing*FOGO kerbside collections*

12. When Council published its Long Term Plan for 2024-2034, it requested further information on the initiative to implement a food and green organics collection service.
13. Officers have engaged external consultants Morrison Low to conduct research on the implementation of kerbside FOGO collection models. The research is focused on evaluating opt-in/opt-out options and the relative costs and benefits compared to a compulsory targeted rate model.
14. A city-wide survey will be conducted, scheduled for September 2024 to better understand our residents' waste management practices, with a specific focus on food and garden waste. The survey will include questions related to home composting.
15. Complementary to this, bin audits are scheduled to be carried out by a specialist consultant. These audits will help us to understand the organics composition in rubbish bins for households.
16. A comprehensive report with in-depth information covering the above three initiatives will be considered by the Committee in November 2024.

Organics Processing solution procurement

17. In July 2024, Porirua City Council decided to exit the Regional Organics Project and not to take part in the next stage of the joint procurement process for a processing solution. However, the project will continue with Wellington City and Hutt City Councils.
18. The next stage in the procurement process is the Request for Proposal stage, for shortlisted suppliers only. This was scheduled to commence at the end of August 2024, as shown in the schedule below, but there may be some slight delays to reflect lessons learnt from the third stage.

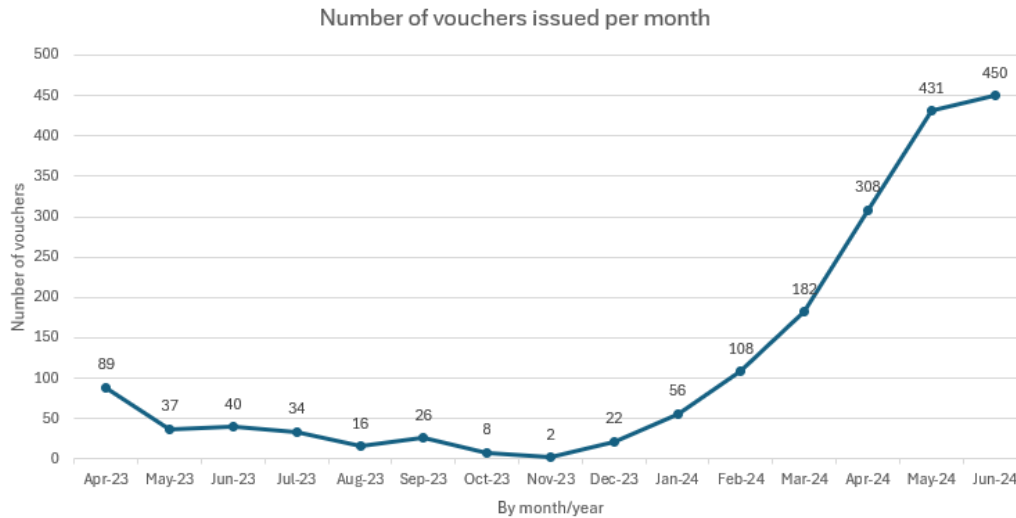
Action	Indicative dates	Status
Pre-market engagement (Stage 1)	up to Nov 23	Complete
RFI (Stage 2)	Nov 23 to Feb 24	Complete
RFI evaluation	Feb 24	Complete
ROI (Stage 3)	Feb 24 to May 24	Complete
ROI evaluation	May 24 to Jul 24	Complete
RFP (Stage 4)	from Oct 24	Coming up

Project governance

19. In the context of Porirua City Council's withdrawal from the procurement process, Wellington City and Hutt City Councils have decided to review the governance structure of the project, to optimise project oversight.
20. In addition to the joint project board involving officers from WCC and HCC, an internal organics project board has been established that includes Alison Geddes, Director, Environment and Sustainability (as Chair), Jenny Livschitz (Chief Financial Officer) and Bradley Cato (Chief Legal Officer) with Jörn Scherzer (Head of Climate, Waste and Resource Recovery), as the Project Board Advisor.

Resource recovery changes at Silverstream transfer station

21. A total of 1,809 vouchers have been issued since the start of Council's discount voucher scheme in April 2023. Effectiveness was initially low. However, officers worked directly with Earthlink and WMNZ to improve the effectiveness of the scheme. This included a diversion scrum carried out in January 2024, the results of which were previously reported. This has led to a lift in voucher use.
22. In June 2024, 450 vouchers were issued, and an estimated 27t of recyclable/reuseable items were diverted from landfill.



23. The new updated contract with Earthlink commenced on 1 July 2024 with a renewed focus on engagement with transfer station users, proactive identification of divertible materials and promoting the discount voucher for diversion of recoverable resources from landfill. The number of Earthlink staff at the transfer station has also been increased from two to three. The staff will also assist in diverting other resources that Earthlink would not previously have dealt with, for example, metal products and cardboard.
24. Work continues with Waste Management NZ on ensuring the transfer station concierge function is adequately supporting our focus on diversion and complements the revised model for Earthlink operations on site.

Kerbside service

Contamination management

25. Please refer to the separate report to this Committee on contamination management and opportunities for improvement.

Bin latch trial and survey

26. In late 2023, in response to incidents of bins tipping over and spilling their content despite bin latches fitted, officers commenced providing a second free latch to households on a trial basis or where requested. The second latch can be retrofitted, as shown below.



27. A survey was also conducted to assess the effectiveness of having a second latch fitted. The majority of residents who participated found the second latches to be useful and reliable, noting a positive impact on reducing kerbside litter.
28. Council has continued distributing free additional bin latches to those who need them, with 352 extra latches distributed as of July 2024.

Climate Change Impact and Considerations

29. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
30. Minimising waste, diverting recyclables from landfill, and recovering reusable materials (such as the potential addition of C&D diversion opportunities, diverting biosolids, etc) contribute to a more circular economy. These activities reduce the need to extract further resources from the environment and the associated energy use.

Consultation

31. Not applicable

Legal Considerations

32. Not applicable

Financial Considerations

33. There are no current financial considerations at this time.

Appendices

There are no appendices for this report.

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Director Environment and Sustainability

Report no: CCASC2024/4/244

Update on Council's climate change work

Purpose of report

1. Officers provide a regular update on key climate change work to implement Council's organisational carbon target and [Council's Carbon Reduction and Climate Resilience Plan \(CRP\) 2021-31](#), facilitate a reduction in city-wide emissions in line with the [Lower Hutt Climate Action Pathway](#), and address climate change impacts.
2. To avoid duplication, some work with climate change implications is reported in separate reports and/or other committees. This includes work on waste minimisation, Council's kerbside service, project-specific updates for RiverLink, and the new Naenae Pool.

Recommendations

That the Committee:

- (1) notes the update on climate change work streams currently underway;
- (2) notes that updates are only provided for those projects or activities where significant progress has been made, or where significant changes have occurred from the [previous update from 23 April 2024](#); and
- (3) notes that some work streams are new or are not explicitly covered in Council's Carbon Reduction and Resilience Plan 2021-31 or the Lower Hutt Climate Action Pathway.

Reducing Council's organisational carbon emissions

Status report on Council's Carbon Reduction and Resilience Plan 2021-31

3. An update on all actions in Council's Carbon Reduction and Resilience Plan 2021-31 is attached as Appendix 1 to the report. The table below shows a summary of the status of all actions, grouped by category. The table also includes a separate table for significant new initiatives.

Status	Number of actions 22/23	Number of actions 23/24
Completed	5 (24%)	6 (29%)
Under way and on track	9 (43%)	9 (43%)
Under way but delayed or progress at risk	3 (14%)	3 (14%)
Delayed or no progress	4 (19%)	1 (5%)
Changed	-	2 (10%)
TOTAL	21	21
Significant new initiatives		2

Council facilities

4. The heating plant changes at the Dowse Museum are now tentatively scheduled for early 2025. The heating plant change at the Huia aquatic facility is scheduled to commence at the same time that the Naenae Pool opens, likely around November 2024.

Vehicle fleet

5. The Electric Vehicle (EV) share in Council's vehicle fleet remains at 69% (46 out of 67 vehicles), albeit a further increase in Council's EV share is expected later in 2024. This is due to the recent announcement for a plug-in electric 4WD ute to enter New Zealand's market in the next few months.
6. With the potential replacement of some 4WD utes with electric equivalents, the EV share could reach about 75% by the end of 2024.

Contract decarbonisation

7. Work on Council's carbon footprint for 2023/24 will commence shortly. As part of this, we will request emissions data from all contractors with an annual contract value of \$250k or more.
8. Officers are also considering working with a consultant to help us shift the dial in realising emissions reduction in HCC's contracts, and to facilitate the embedding of carbon reduction requirements in future procurements. This could involve a series of in-house workshops with contract managers and our suppliers.

Reducing city-wide emissions

Lower Hutt Climate Action Pathway implementation

9. An update on all actions in the Lower Hutt Climate Action Pathway is attached as Appendix 2 to the report. The table below shows a summary of the status of all actions, grouped by category. Note that the status update reported in 2023 had missed two actions, they have been included in the table below.

Status	Number of actions 22/23	Number of actions 23/24
Completed	9 (10%)	13 (14%)
Underway and on track	65 (70%)	61 (64%)
Underway but delayed or progress at risk	7 (8%)	7 (7%)
Delayed or no progress	12 (13%)	10 (10%)
Changed	-	4 (4%)
TOTAL	93	95

Low Carbon Acceleration Fund (LCA Fund)

10. The first round of the LCA fund [successfully co-funded five projects](#). A total of \$87,993 was allocated from a funding pool of \$160,000 for Round 1. One of the projects with He Puāwai Trust for an electric van has already been completed.
11. At this stage officers are looking at opening the next funding round in early 2025. Due to the recent drop in the value of the price of carbon, this will ensure a funding envelope of at least \$150,000 for the next round (including the use the unallocated \$72,000 from Round 1, and some additional funds from the sale of carbon credits that will be received in early 2025). The exact funding envelope will be confirmed closer to the time of Round 2.
12. Lessons have been learned from running the first funding round and improvements will be made for the second round. These are as follows:
- Lengthening the application window, and providing more advance notice to potential applicants, to allow applicants more time to prepare their applications.
 - Two explainer webinars are planned to help applicants develop their applications. These will be recorded and added to the website as an additional resource.

- An in-person workshop at the Hutt Valley Chamber is planned for the business community to support them with developing applications. This will also be offered to the sports clubs and community groups following the webinar. However, many are volunteers with constrained time and they may find it more useful to engage with staff on questions specific to their situation rather than take time out for an in-person workshop.
- The fund will be advertised in more places and more frequently. This can include the Hutt Valley Chamber of Commerce newsletter, Council's monthly slot in the Hutt News, on council's social media channels and potentially on screens at Council's hubs and pools.
- "How to" templates could be provided for common application areas such as EVs, solar, heat pumps, electric hot water, forest planting etc.

Climate change action campaign

13. Council launched the first phase of its climate behaviour change campaign on 12 August 2024, with a second phase planned for October/November 2024.
14. The campaign focuses on six actions that people can take to reduce their emissions. The campaign aims to elevate awareness of achievable actions that will move the climate needle, albeit it is acknowledged that not all actions will be appropriate or achievable for everyone.
15. The campaign involves a range of media channels, including social media, decal prints on footpaths, electronic and printed posters, and bus backs. A portal is available at <https://www.toogoodtowaste.co.nz/makeachange>.



16. The objective of the campaign is to encourage climate action, because more action now means avoided cost later. Future costs associated with climate change are significant. For example, the increase in sea level will have a range of effects on infrastructure and the community, and all involve significant extra costs. While there have been costs associated with developing and running the climate action campaign, Council secured funding from the Government's Better Off Funding scheme to fully fund the campaign.

Adapting to climate change impacts

Regional climate change project on adaptation

17. In a continuation of the last two years of work (eg Wellington Region Climate Impact Assessment), the next phase of this work is for Council to collaborate with other councils in the region on an adaptation project that will be informed by the findings of the WRCCIA. The exact nature of the project is still being scoped and is being led by Greater Wellington Regional Council.

Climate Change impact and considerations

18. This report responds directly to the need to reduce carbon emissions and respond to climate change by providing a regular update on Council's key carbon reduction and climate change response initiatives.

Consultation

19. Not applicable.

Legal Considerations

20. There are currently no legal considerations.

Financial Considerations

21. There are currently no financial considerations.

Appendices

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Update on Carbon Reduction and Resilience Plan (CRRP) 2021-31 actions

A copy of the [CRRP](#) is available on [Hutt City Council's website](#). There are a total of 21 actions.

Note that there are additional actions that Council is implementing that are not reflected in the original document. Where relevant, they have been included in the below table under the relevant category.

Ref	Action	Status (as at 25 August 2023)	Status (as at 20 August 2024)
Council leadership			
1 (p20)	Co-designing Lower Hutt's climate action pathway	Completed. Following a co-design process between 2019 and 2022 , the Lower Hutt Climate Action Pathway was launched in early 2022. Please refer to the separate commentary on the implementation of the Pathway.	Completed.
2 (p20)	Measuring procurement-related carbon reductions (by 2025)	Under way: More than 50% of contracts with a cost of \$250,000 or more per year reported their emissions for the 2021/22 financial year (refer p20 of the HCC Greenhouse Gas Inventory for 2021/22). However, further work is required to ensure that this occurs for all key Council contracts. Work to develop the 2022/23 greenhouse gas inventory will likely commence in September 2023.	Under way. As part of the Greenhouse Gas Inventory for 2022/2023 (page 23), it was reported that more than 50% of contracts with a cost of \$250,000 disclosed their emissions. However, a recent review of significant contracts identified that some contracts over \$250k were missed due to various reasons (eg some suppliers have multiple contracts), so the above figure should be used as an indicator only. Additional work is scheduled as part of preparing the annual greenhouse gas inventory for 2023/24 to ensure the next report captures all contracts over \$250k in value, with a focus on operational contracts in the first instance. Work continues on requesting emission data for all key Council contracts, regardless of whether this is an existing contractual requirement or not.
c3 (p21)	Embedding carbon reductions through procurement	Under way: Progress has been made with some key contracts, including the kerbside collection contract (Waste Management NZ, all trucks to be electric by 2024) and the landfill operations contract (Waste Management NZ, operational emissions to reduce by at least 25% by 2030). However, significantly more effort is required and is now focused on embedding carbon reductions in	Under way: In April 2024, a review of significant contracts identified 27 operational contracts over \$250k in annual value. Of these, only 3 have reduction requirements built into the contract (11%). However, a number of suppliers do have organisational emissions reduction targets and/or tangible actions they are undertaking (14 contracts; 51%). Hence, about 62% of contracts over \$250k are with suppliers

Ref	Action	Status (as at 25 August 2023)	Status (as at 20 August 2024)
		all major contracts in the next 2-3 years, in order to halve emissions by 2030.	that either have contractual reduction requirements or have organisational targets and/or initiatives to do so. Note that some suppliers have multiple contracts with HCC within that scope. Over the last year, Council's procurement function was also strengthened, and this will provide a useful basis for reflecting emission reduction requirements in any future procurements. Officers are looking to work with a consultant to help facilitate further change in this space going forward.
4 (p21)	Incorporating sustainability into the rebuild of Naenae Pool	Under way: Good progress has been made towards certification of the facility as Green Star rating 5+. This involves achieving objectives against a range of criteria. For example, 80% of the waste emanating from the demolition phase has been recycled and the energy usage intensity is estimated to reduce by 53% and carbon emissions by 56% as a result of the shift from fossil gas to 100% electricity, compared to the old facility.	Under way: The construction of Naenae Pool is nearing completion and will be open later in 2024. The facility is on track to become New Zealand's first GreenStar 5 rated aquatic centre.
5 (p22)	Incorporating sustainability into the RiverLink project	Under way: The objectives of the Riverlink project are to re-orient the city to face and connect with the river and respond to climate change by providing resilient multi-modal transport choices, improving flood protection, and supporting urban regeneration and economic development. The project is required to implement and deliver an Infrastructure Sustainability rating of "Gold" (version 2.1) for both the detailed design and construction stages. A baseline carbon budget is in development and will be used to track carbon performance as the project progresses.	Under way: The objectives of Te Wai Takamori o Te Awa Kairangi (formerly Riverlink) are to re-orient the city to face and connect with the river and respond to climate change by providing resilient multi-modal transport choices, improving flood protection, and supporting urban regeneration and economic development. The Project has adopted robust sustainability objectives and targets across Social and Economic Value, Community Outcomes and Placemaking, River Health, Climate Change Resilience, and Resource Efficiency and Management which will be worked through in detail over the course of the next phase of the Project.
6 (p22)	Optimising refrigerant use	Limited progress: Heating plant changes involve utilising proven technology with refrigerants that have the lowest possible Global Warming Potential. However, a formal policy and procurement approach have not yet been developed.	No progress: no change to the previous report.

Ref	Action	Status (as at 25 August 2023)	Status (as at 20 August 2024)
7 (p23)	Optimising office space	Completed. In July 2023, Council moved out of its Market Grove site, consolidating most staff at its Laings Road site. The work environment is now largely activity-based, and with many staff at Laings Road now working in a hybrid model (eg sharing desks when at work, working from home when that is more suitable, etc).	Completed.
8 (p23)	Educating staff on climate change	Limited progress: Due to competing work priorities, no formal work programme has been implemented yet, although ad hoc opportunities are realised from time to time (eg promotion of David Love's briefing on climate science to Council staff, Climate and Waste team advising other teams on sustainability matters). In September 2023, work is scheduled to commence to improve engagement with our staff regarding climate change and sustainability, by asking for tips on living more sustainably, which can then be embedded across internal communication channels.	Under way: A city-wide climate action marketing campaign commenced on 12 August 2024, and this will be promoted internally also. In addition, ad hoc opportunities are realised from time to time (eg Boomerang shelves have been set up in the main office building; some how-to videos are currently being produced to encourage staff regarding reuse, cycling, and public transport use, how to use EVs). Educational sustainability content is also to be distributed via the CEO's pānui.
Transport			
9 (p25)	Changing to 100 percent electric vehicles by 2030	Under way: Council's vehicle fleet has seen significant change over the last four years and vehicle fleet emissions have reduced significantly (eg refer p14 of the HCC Greenhouse Gas Inventory for 2021/22). The fleet is now 61% electric (40 out of 65 vehicles). While it should be possible to achieve about 65% to 70% by June 2024, a key constraint for further electrification is the continued lack of EVs with 4WD capability, and the provision of sufficient EV charging for fleet vehicles at our sites.	Under way: The fleet is now 69% electric. It is likely that the electrification share will reach about 75% by the end of 2024/25, subject to the roll-out of 4WD electric utes.
10 (p25)	Decarbonising other travel options by 2023	Completed: Flight emissions have significantly reduced (refer p22 of the HCC Greenhouse Gas Inventory for 2021/22). While some of this is due to the effects of COVID-19, teleconference meetings instead of physical meetings now appear to be accepted as the new business as usual within the organisation. In addition, all flights are now offset by surrendering emission carbon credits (albeit not at the time of booking, but once the annual carbon footprint has been completed). Over the last couple of years,	Completed. Flight emissions continue to be offset, and there continue to be a range of micro-mobility options and Snapper cards to supplement staff travel requirements.

Ref	Action	Status (as at 25 August 2023)	Status (as at 20 August 2024)
11 (p26)	Developing Lower Hutt's walking and cycling network	<p>Council has also introduced additional electric bikes, scooters and Snapper cards to reduce the need for vehicles for short-trips.</p> <p>Underway: This action comprises a range of projects and activities, with good progress being made.</p> <p>Beltway Cycleway: The northern and central sections of the have been completed.</p> <p>Avalon and Taita Cycleways: Community consultation is underway and runs through to 1 September. Construction is scheduled to take place in the first half of 2024, with works to be completed by 30 June 2024.</p> <p>Maru Streets for People (Wainuiomata): Construction is expected to start November 2023 with completion early in 2024.</p> <p>Tupua Horo Nuku (Eastern Bays Shared Path): Construction on sections of the project is under way.</p> <p>Te Ara Tupua: Work commenced on the construction of the first coastal sections of the project, moving north from Ngā Ūranga and south from Pito-One.</p>	<p>Underway: This action comprises a range of projects and activities, with good progress being made.</p> <p>Avalon and Taita Cycleways: Micromobility projects were paused in late 2023. With a change of government, funding has been cut. A micromobility paper was scheduled to be presented to the AP/LTP committee on 26 August 2024 to seek approval for Council to self-fund.</p> <p>Maru Streets for People (Wainuiomata): The project was completed in March 2024.</p> <p>Tupua Horo Nuku (Eastern Bays Shared Path): Construction is ongoing with completion expected mid-2026. As at 12 August 2024, work is underway in Sunshine Bay, York Bay and Whiorau/Lowry Bay. Finishing works are underway in Sunshine Bay. All deep foundations in York Bay are complete, and deep foundations in Whiorau Bay are underway.</p> <p>Te Ara Tupua: The project is nearing the halfway point. The Ngā Ūranga ki Pito-One section heading North toward Karanga Landing (in front of the BP petrol station) has now connected. 2,950 concrete blocks along the waterfront have now been placed and nearly 2 out of 6 vertical seawalls have been completed.</p>
He12 (p27)	Rolling out electric vehicle charging stations	<p>Completed. The roll-out of 20 DC charging stations was completed, and the network was launched in June 2023.</p>	<p>Completed. Note that following some pricing changes in May 2024, the use of the charging stations has increased significantly, as shown below. Further promotion is under way.</p>

Ref	Action	Status (as at 25 August 2023)	Status (as at 20 August 2024)
Energy			
13 (p30)	Phasing out natural gas at council facilities	Under way: The Naenae Pool has been designed to operate using electricity for heating, and construction is under way. The heating change for the Eastbourne summer pool, and one plant change at the new Huia pool has been completed. The heating change for McKenzie is almost completed, and heat pump will be operational before the next summer season. For the Dowse Museum, the heating plant change is scheduled to be completed in 2024. A change to heat pumps (hydronic / water-based system) has also been proposed and designed for the War Memorial Library, but the exact timing of the change is yet to be confirmed.	<p>Energy delivered in kWh, monthly</p> <p>Under way: The Naenae Pool has been designed to operate using electricity for heating, and the pool will open later in 2024. The heating change for McKenzie was completed and was operational for the 23/24 summer season.</p> <p>With regard to future works, the heating plant changes at the Dowse Museum are tentatively scheduled for early 2025. The timing of the change at the War Memorial Library is still unclear.</p> <p>Note that the heating plant change at the Huia aquatic facility is scheduled to commence at the time that Naenae opens.</p>
14 (p30)	Upgrading to 100 percent LED street lighting by 2022.	Delayed: Due to a number of factors, as previously reported via the Climate and Sustainability Committee (eg changes to the NZTA's funding model, contractor constraints, etc), it has not been possible to complete this project on time. The LED share of street lighting sits at about 80%. A business case for additional funding is	Changed: A case to upgrade remaining sodium lights was included in the NLTP. Under the new Government Policy Statement this action item is ranked low, so will not receive funding. Remaining sodium lights will be replaced with LEDs when they fall as part of regular

Ref	Action	Status (as at 25 August 2023)	Status (as at 20 August 2024)
		to be considered as part of the process to develop the next Long Term Plan 2024-34.	maintenance activities. However, this means that 100% LED street lighting will not be achieved for a number of years.
Waste			
15 (p33)	Establishing a new resource recovery park	Under way: Over the last three years various no-regrets works have been undertaken to improve the level of service at Silverstream transfer station. This includes a new roundabout, changes to the load-out direction for waste, the introduction of paying by weight for all users, an upgraded hazardous waste and green waste drop-off, improved signage utilising gate numbers, and a new discount voucher scheme. The completion of a new covered drop-off for Earthlink is imminent. Additional diversion opportunities for self-sorted construction and demolition waste are due to be in place by the end of 2023. Note that decisions on further upgrades to the Silverstream transfer station are dependent on the potential construction of a new state-of-the-art resource recovery park by WMNZ. WMNZ has submitted a consent application, with decisions potentially due by the end of 2023.	Under way: A new covered drop-off for Earthlink was completed, and work was carried out to improve the effectiveness of the discount voucher scheme. This includes a pivot toward a more active engagement model by Earthlink and WMNZ staff at the site, and promotional activities. The implementation of diversion opportunities for self-sorted construction and demolition waste has not been progressed. The lack of markets for collected materials (eg treated timber) and the cost of transport to processing sites were identified as a key challenge. However, officers are continuing to work on options for more diversion. Note that WMNZ had submitted a consent application (RM230019) on the potential construction of a new state-of-the-art resource recovery park at Manor Park , but the consent is still being assessed and decisions have not yet been made.
16 (p33)	Investigating methane destruction via flare burn-off for the closed landfill in Wainuiomata	Completed. A trial of a flare to destroy remaining methane emissions at the closed Wainuiomata landfill was undertaken in late 2022. Unfortunately, it was found that the practicality of operating a flare would likely be marginal. As a result, further work on flaring gas was stopped (refer report no. CCASC2023/1/49 from February 2023, page 25). However, note that work continues on other remediation options for the closed landfill site.	Completed. Note that work continues on other remediation options for the closed landfill site.
Land			
17 (p36)	Accelerating reforestation of	No progress: Greater Wellington Regional Council's (GW) parks network plan aims for the reforestation of Belmont Park (most is currently in grazing land), and as GW is managing Belmont Park	Changed: GWRC has significant planting efforts under way in Belmont Park, in line with its Parks Network Plan.

Ref	Action	Status (as at 25 August 2023)	Status (as at 20 August 2024)
18 (p36)	Belmont Regional Park Improving the quality of forests on other reserve land	<p>(even though some land is owned by HCC), HCC is not directly involved in the park's revegetation. GWRC has significant planting efforts under way in Belmont Park. However, over the last couple of years, HCC's Climate and Waste team has been coordinating with GW to identify opportunities for accelerating reforestation beyond GW's current plans, but none have been identified yet.</p> <p>Under way: Over the last year, a key focus has been to draft and consult on a new Indigenous Biodiversity Strategy. The final Strategy will be finalised by the end of 2023. In order to achieve a step change, additional funds and resources are required, which would need to be considered as part of the process to develop the next Long Term Plan.</p> <p>With regard to existing revegetation efforts, some have taken place over the last couple of years using existing funds. During the 2022 and 2023 winters, approximately 12,000 plants were planted, predominantly in reserves and coastal dunes. There has also been work to remediate the closed Wainuiomata cleanfill (including a final planting push with 10,000 plants during 2022/23), which may be able to be registered under the ETS once forest has established on the site.</p> <p>With regard to pest plant and animal control on Council's reserves estate, this is overseen by Council. Work is undertaken by GW, contractors, volunteers and landowners. Some control work is directed at private property. Note that in April 2022 operational funding for the pest plant control programme ceased, but Council agreed to restore this funding, which became available 1 July 2023. The Parks and Reserves team is working with contractors and other agencies to rearrange control programmes so that they</p>	<p>While HCC's Climate and Waste team has been coordinating with GW to identify opportunities for accelerating reforestation beyond GW's current plans, this does not appear feasible as planting is already occurring as quickly as possible.</p> <p>However, GW has confirmed that some of the land has been naturally retired, and no planting will take place on that land. In light of Council's Low Carbon Acceleration Fund, funding could be made available to community groups in future funding rounds to help facilitate additional planting on land not targeted for reforestation.</p> <p>Under way: Now that the Indigenous Biodiversity Strategy has been finalised, two key initiatives have been undertaken</p> <ul style="list-style-type: none"> • Mouri Tupu is driven by Mayor Campbell, with the objective of having 114,000 native trees and shrubs planted by October 2025. 60,000 have been planted to the current juncture with a further 50,000 planned for 2025. • HCC continue to support GWRC with the funding of the Key Native Environment (KNE) programme, which is a programme to protect indigenous species. HCC have also been working on a system to collect information in areas around these sites to support this work. <p>A community ranger will join the team later in the year; the ranger role will be a key to enabling the community to undertake biodiversity in their local community and connect to Mana Whenua.</p>

Ref	Action	Status (as at 25 August 2023)	Status (as at 20 August 2024)
19 (p37)	Setting up a carbon reduction acceleration fund	<p>are more strategic and data driven. Further to this, in 2022 Council, supported by Greater Wellington, increased feral deer control efforts on HCC land from one cull per year to two.</p> <p>Under way: In March 2023, Council agreed to the establishment of a Low Carbon Acceleration Fund (refer report no. CCASC2023/1/47 from February 2023, page 9). Current work is focused on operationalising the Fund, and the first funding round is scheduled to open at the end of 2023.</p>	<p>Completed (but ongoing). The first round of the Low Carbon Acceleration Fund was completed in mid-2024, and five organisations received funding as a result of the first round. The next round is currently scheduled for early 2025.</p>
Climate resilience			
20 (p39)	Upgrading the Three Waters infrastructure	<p>Under way: This is one of Wellington Water's strategic priorities confirmed by shareholder councils in its Statement of Intent. This includes reducing carbon emissions and adapting to the impacts of climate change. Over the past 18 months, Wellington Water has replaced the Barber Grove to Seaview Treatment Plant main collecting sewer to improve resilience. However, significant challenges remain, including to catch up on maintenance and renewal requirements.</p>	<p>Under way: WWL delivered 15.3km of pipe renewal for the 2023/24 financial year, which was very close to the target set at the beginning of the year. For the next three years the emphasis will be on renewing much of the Seaview WWTP including replacing the dryer with a more carbon friendly energy source, which will reduce carbon emissions significantly.</p> <p>Significant challenges remain, including to catch up on maintenance and renewal requirements, despite the additional funding committed as part of the new LTP.</p>
21 (p40)	Building RiverLink project	<p>Under way: Our Alliance delivery partners, AECOM-Fletcher, were selected in March 2023. The team are working on designs, project planning, programming and costing in order to set a programme and target cost for the implementation phase of the project. This phase will be complete in December 2023, main construction will commence in 2024, and the project is scheduled to be complete in 2027.</p>	<p>Under way: HCC and our Te Wai Takamori o Te Awa Kairangi partners made changes to the programme delivery model in March 2024 to enable some aspects of the programme to be delivered directly by local councils using inhouse expertise. The partners are working to complete the Interim Project Alliance Agreement by December 2024 to enable construction of the Melling Transport Improvements to commence under the Project Alliance Agreement in 2025.</p> <p>Meanwhile, Greater Wellington began stop bank works at Mills Street in February 2024, and are expected to complete them by October 2024 before moving onto other river works as part of the flood protection aspects of the programme.</p>

Ref	Action	Status (as at 25 August 2023)	Status (as at 20 August 2024)
			HCC has begun construction of the new Avalon skatepark, due to be open in summer 2024/2025 to enable the Melling Skatepark to be removed to make way for the Melling Transport Improvements. Hutt City is also scheduled to begin work on streetscaping and local intersections in early 2025.

New initiatives that have commenced

Ref	Action	Status (as at 25 August 2023)	Status (as at 20 August 2024)
NEW	Heavy Electric Vehicle Charging Hub at Silverstream landfill	Not applicable	Under way: This initiative will involve the construction of a charging hub with 'fast' DC charging stations, to enable the electrification of heavy machinery at Silverstream landfill (eg loader, trucks). The design for the site has been finalised, and current work focuses on the establishment of a new power connection, and awaiting the deliver of a 1MW transformer, in order to power the site. At this stage, the site is scheduled to be operational in early 2025.
NEW	Silverstream old borrow area remediation	Not applicable	Under way: Work is under way to remediate old borrow areas at Silverstream landfill. Borrow areas used to extract soil for constructing the landfill, and to access the material, forest / plant cover has to be removed. Once the sites' materials have been exhausted, they where left as is in the past. Going forward, they will be remediated, which includes replanting with forest species. While the sites are not eligible for registration under the ETS, the growth of forest will still result in carbon re-sequestration (and biodiversity) benefits.

Update on Climate Action Pathway actions

A copy of the [Climate Action Pathway](#) is available on Hutt City Council's website. There are a total of 95 actions. (Note that the status update reported in 2023 had missed two actions, they have been included in the below table.)

Ref	Action	Lead or project partners	Status (as at 25 August 2023)	Status (as at 20 August 2024)
TRANSPORT: More walking and cycling (13 actions)				
p70	Beltway cycleway	HCC, Waka Kotahi	Under way: The northern and central sections of the cycle way have been completed.	Under way: There has been no change to this action, the northern and central sections of the cycle way have been completed, no further update is available on the remaining sections to complete the cycle way.
p70	Cycling and micro-mobility programme	HCC	Under way: Avalon and Taita cycleways - Community consultation is underway and runs through to 1 September. Construction is scheduled to take place in the first half of 2024, with works to be completed by 30 June 2024. Maru Streets for People (Wainuiomata) - Construction is expected to start November 2023 with completion early in 2024.	Under way: Avalon and Taita Cycleways: Micromobility projects were paused in late 2023. With a change of government, funding has been cut. A micromobility paper was scheduled to be presented to the AP/LTP committee on 26 August 2024 to seek approval for Council to self-fund. Maru Streets for People (Wainuiomata): The project was completed in March 2024.
P69	Pilot project in Wainuiomata on living better locally	HCC, govt agencies, Healthy Families HV, community	Not reported on.	Completed. In late 2022, the "Maru Streets for People" project designated a central Wainuiomata area to be made safer, more inviting and accessible for active transport modes, and with more attractive public spaces. Pilot work was completed in 2023, a more-long lasting design has now been rolled out, and community input has been sought again in case further changes are required.
p70	Te Ara Tupua	HCC, Waka Kotahi, GWRC, WCC	Under way: Work commenced on the construction of the first coastal sections of the project, moving north from Ngā Ūranga and south from Pito-One.	Under way: The project is nearing the halfway point. The Ngā Ūranga ki Pito-One section heading North toward Karanga Landing (in front of the BP petrol station) has now connected. 2,950 concrete blocks along the waterfront have now been placed and nearly 2 out of 6 vertical seawalls have been completed.
p70	Tupua Horo Nuku Eastern Bays Shared Path	HCC, Waka Kotahi, Central Government	Under way: Construction on sections of the project is under way.	Under way: Construction is ongoing with completion expected mid-2026. As at 12 August 2024, work is underway in Sunshine Bay, York Bay and Whiorau/Lowry Bay. Finishing works are underway in

Ref	Action	Lead or project partners	Status (as at 25 August 2023)	Status (as at 20 August 2024)
p70	RiverLink	HCC, GWRC, Waka Kotahi	Under way: The Alliance delivery partners, AECOM-Fletcher, were selected in March 2023. The team is working on designs, project planning, programming and costing in order to set a programme and target cost for the implementation phase of the project. This phase will be completed in December 2023, main construction will commence in 2024, and the project is scheduled to be completed in 2027.	<p>Sunshine Bay. All deep foundations in York Bay are complete, and deep foundations in Whiorau Bay are underway.</p> <p>Under way: HCC and our Te Wai Takamori o Te Awa Kairangi partners made changes to the programme delivery model in March 2024 to enable some aspects of the programme to be delivered directly by local councils using inhouse expertise. The partners are working to complete the Interim Project Alliance Agreement by December 2024 to enable construction of the Melling Transport Improvements to commence under the Project Alliance Agreement in 2025.</p> <p>Meanwhile, Greater Wellington began stop bank works at Mills Street in February 2024, and are expected to complete them by October 2024 before moving onto other river works as part of the flood protection aspects of the programme.</p> <p>HCC has begun construction of the new Avalon skatepark, due to be open in summer 2024/2025 to enable the Melling Skatepark to be removed to make way for the Melling Transport Improvements. Hutt City is also scheduled to begin work on streetscaping and local intersections in early 2025.</p>
p70	Biketec (ongoing)	HCC, Biketec	Under way: HCC continues to fund Biketec, which involves them fixing up bikes at schools used by students for trainings or leisure rides. HCC also supports the Pedal Ready Programme (see below action by GWRC) and Biketec ensures the bikes are fully functional for it.	Under way and continuing: Biketec is working on new possible business models to help keep bike repair going.
p70	Pedal Ready (ongoing)	GWRC, HCC	Under way: The Pedal Ready programme is run by GWRC, and provides free cycle skills training for children and adults in the Wellington region.	Under way: The Pedal Ready programme is run by GWRC, and provides free cycle skills training for children and adults in the Wellington region. There is evidence that 80% who learn when young carry on with cycling through their life.
p71	Free Ride	HCC, Healthy Families	Under way: HCC is continuing to support this local initiative in Naenae to deliver Bike Rescue and Community workshops. Free Ride was the Winner of the Hutt Valley Sports Award 2023 for Environment and Sustainability.	Under way: This programme has provided approximately 450 free bicycles to Naenae residents over the last 4 years, and continues to provide a regular range of other services and events, including a free workshop at the Remakery.

Ref	Action	Lead or project partners	Status (as at 25 August 2023)	Status (as at 20 August 2024)
p71	ReCycled Rides	Common Unity	Changed: A relationship has recently formed between Common Unity and Free Ride. Free Ride provides a monthly free fix up at the Remakery, utilising Common Unity volunteers and workshop space. See also the action on "Free Ride" above.	Free Ride continues to grow, it enrolled 228 members last year, gave away 107 bikes, and fixed 227 bikes. It conducted 64 workshop sessions, and involves 14 volunteers.
p71	Lucky Docks	Big Street Bikers	Under way: There are currently two Lucky Docks in Lower Hutt . Note that Hutt City Council won Big Street Bikers' Breakthrough Biking City of the Year for 2022, at last year's annual Local Government NZ conference.	Under way: Big Street Bikers are currently working to identify more sites for Lucky Docks than the two already in place.
p71	Two-wheeled public transport e-bike trial	Healthy Families, Kōkiri Marae, Big Street Bikers	Under way: This transport initiative, to provide free access to e-bikes for families to use, has now been running for 12 months. Note that the future of the scheme, beyond November 2023 is still unclear.	Under way but at risk: The HIKO E-Bike trial is continuing, however is currently seeking funding support to cover some essential costs such as insurance.
p69 and p71	Innovative wayfinding	Transport	Some progress: There is work under way at HCC regarding wayfinding guidelines; final guidelines are on track to be presented to the Traffic Subcommittee in November 2023 for approval.	Under way: The Micromobility Wayfinding Guidelines were completed in November 2023 and presented to the Infrastructure and Regulatory Committee (refer Report no: IARCC2023/5/359, page 109). The objective of the guidelines is to create a micromobility wayfinding system which helps To make journeys by bike, scooter, and other micromobility modes attractive, easy to plan and effortless from beginning to end.
p71	Annual Bike the Hutt Festival	Lead unclear	Changed: The Bike the Hutt Festival does no longer appear to be running. However, GWRC runs a free annual biking event along the Hutt River Trail. The last event took place on 5 March 2023.	Under way: The latest "Bike the Trail" event was run by GWRC and Upper Hutt City Council (UHCC) on 25 February 2024. UHCC is currently re-evaluating services, it is not yet known whether Bike The Trail will go ahead next year.
TRANSPORT: Increasing use of public transport (9 actions)				
p72	Rail improvements	Metlink	Under way: In April 2023 it was announced that a fleet of 18 new four-car trains will be procured for Kāpiti and Wairarapa to replace the current ones and provide capacity for another 1.5 million trips. The hybrid electric trains are to replace the current fleet of trains from the 1970s, and upgrades will also	Under way: In March 2024, Transport Minister Simeon Brown announced the new government will continue to deliver the Lower North Island Rail Integrated Mobility (LNIRIM) project, to upgrade Wellington's rail network substations, and to replace rolling stock for the Wairarapa and Manawatu lines. This confirms targeted

Ref	Action	Lead or project partners	Status (as at 25 August 2023)	Status (as at 20 August 2024)
p72	Bus priority (by 2023/24)	HCC	No progress: There are upgrades to intersections in the CBD planned as part of future works, ie Riverlink and connected projects. Options for improvements at intersections will be investigated once the network changes are better understood.	Limited progress: no significant change
p72	Integrated ticketing (by 2023)	Metlink	Completed: Electronic contactless ticketing via Snapper has now been fully deployed the Wellington public transport network, including rail. A new national ticketing solution is expected to be launched in Wellington in 2026.	Completed.
p72	Bike and Ride (ongoing)	Metlink	No progress: The capacity of bike parking spaces remains at 72 spaces at Waterloo station, and 32 spaces at Woburn station. However, there are plans to install new bike parking at Taita during 2023/24.	Limited progress: While bike racks have been added at Pomare and Naenae, no bike parking has been installed in Taita yet.
p72	Park and Ride (ongoing)	Metlink	No change: The capacity of Park and Ride spaces at Waterloo Station and Petone Station remain the same, at 779 and 448 spaces, respectively. There are plans for dedicated carpool spaces to encourage mode shift, line marking for this is due during 2023/24. However, note that expanding Park and Ride, instead of improving connectivity and public transport connections, can also further embed reliance on the private motor vehicle.	Little progress: There have been some minor car park changes in Petone, due to the cycle way work, a compensation car park was created. However, note that expanding Park and Ride, instead of improving connectivity and public transport connections, can also further embed reliance on the private motor vehicle.
p72	Micromobility connections (ongoing)	HCC	Under way: This action is aligned with the "Cycling and micro-mobility programme" noted above. Avalon and Taita cycleways - Community consultation is underway and runs through to 1 September. Construction is scheduled to take place in the first half of 2024, with works to be completed by 30 June 2024. Maru Streets for People (Waiuiomata) - Construction is expected to start November 2023 with completion early in 2024. There is also work under way regarding wayfinding guidelines; final guidelines are on track	Under way: This action is aligned with the "Cycling and micro-mobility programme" noted above. Avalon and Taita Cycleways: Micromobility projects were paused in late 2023. With a change of government, funding has been cut. A micromobility paper was scheduled to be presented to the AP/LTP committee on 26 August 2024 to seek approval for Council to self-fund.

Ref	Action	Lead or project partners	Status (as at 25 August 2023)	Status (as at 20 August 2024)
p72	Placemaking	HCC	<p>Under way: Most of HCC's placemaking work is directed at micromobility and walkability, especially for school children. This includes targeted interventions such as addressing footpath condition, creating drop off points for parents near schools, improving road crossing safety around schools, updating laneways to provide colour and fun and interactive playful art installations to increase appeal to walkers, and increased seating options along walkable routes.</p>	<p>Maru Streets for People (Wainuiomata): The project was completed in March 2024.</p> <p>Wayfinding : Wayfinding between Tupua Horo Nuku and Te Ara Tupua installation is planned for late 2024</p> <p>Under way and continuing: The focus of placemaking activities for financial year 2024/25 is the city centre to support businesses ahead of the works starting on RiverLink.</p>
p73	Access to public transport hubs (by 2023/24)	Metlink, HCC	<p>Underway: An ongoing programme of rail station infrastructure and way-finding improvements is lifting transport hub access quality across the Hutt Valley. Pedestrian bridges at Woburn station have been refurbished, and lighting was installed on the northern pedestrian bridge to improve access at all times. At Ava station, there is improved lighting near the bus stops. Metlink has also signed up to an Accessibility Charter, and part of that involves ensuring that there are fully accessible stations within in each larger community area – funding is still being sought for this and this will be a multi-year programme.</p>	<p>Under way: Subway upgrade completed at Epuni, Naenae, and Pomare. Taita is still underway.</p> <p>For bus related upgrades, Bunny Street Terminus (Queensgate Interchange) improvements are completed. Enhance visibility for bus users at stops B & C and pedestrian access to the mall. Upgrades have been made to CCTV coverage and incorporate lighting and additional CCTV in the new shelter canopy design.</p> <p>Accessibility improvements for Ava Station Bus Replacing Train (BRT) stop completed.</p>
p73	On demand trials (by 2022)	Metlink	<p>Completed: Metlink On Demand finished a successful 12-month trial in May 2022, having completed over 40,000 trips for the community. The trial was extended for another year, and the service was expanded from <u>Tawa and Grenada North</u> to include <u>Porirua CBD</u>. There is no information available yet on whether the service may become available in Lower Hutt in the future.</p>	<p>Completed. The service continues, on a 6 month extension from June 2024 albeit there are no current plans to expand this to other areas.</p>
TRANSPORT: Increasing electric vehicles (9 actions)				

Ref	Action	Lead or project partners	Status (as at 25 August 2023)	Status (as at 20 August 2024)
p74	Building electric ferries (ongoing)	East by West	Under way: A first electric ferry was launched for service and there are further electrification plans.	No further progress. The Wellington Electric Boat Building Company has completed and publicised design work on Version 2. There has been a lot of interest shown but as yet no further orders.
p74	Electric passenger ferry	East by West	Completed: The first electric ferry in NZ was launched for service and operates in regular service.	Completed. The service continues operated by East byWest.
p74	Electric bus fleet (by 2030)	Metlink	Under way: 23% of buses across the Wellington region are now electric. Note that Metlink's target is to electrify all <u>core</u> bus routes by 2030. This will result in a mostly zero emissions fleet by 2030. The Eastbourne bus route is partly serviced by electric buses, but buses can only be charged in Kilbirnie making logistics still challenging. The 110 (Petone to Upper Hutt) bus is the next bus Metlink is looking to electrify in the Hutt area.	No progress: The electrification share of buses remains at about 23%. Future progress on electrifying buses in Lower Hutt is uncertain at this point in time. There are no plans at this stage to install charging infrastructure at the Eastbourne depot and a date cannot yet be provided for when electric buses will be seen on the busy route 110.
p74	(Electric) Hutt City Council's rubbish and recycling kerbside (by 2024)	HCC	Under way: Half of the trucks are already electric, full electrification is to be completed in 2024.	Delayed: In the context of delays to WMNZ's plans regarding their new facility at Manor Park (still in consent stage), which includes truck charging facilities, WMNZ have confirmed that they will not be able to complete electrification of the collection fleet by the end of this year. HCC is working with WMNZ to consider the potential for WMNZ to use HCC's planned Heavy Electric Vehicle Charging Hub at Silverstream landfill, once completed, as an interim measure. Completion of the hub is estimated by April 2025 at this point in time.
p74	Council's fleet is electric (by 2030)	HCC	Under way: Council's vehicle fleet has seen significant change over the last four years and vehicle fleet emissions have reduced significantly (eg refer p14 of the HCC Greenhouse Gas Inventory for 2021/22). The fleet is now 61% electric.	Under way: The fleet is now 69% electric. It is likely that the electrification share will reach about 75% by the end of 2024/25, subject to the roll-out of 4WD electric utes.
p74	Electric business fleets (ongoing)	Business and private organisations	Under way: An increasing number of fleets have started introduction of EVs. While only about 2% of vehicles registered in Lower Hutt are now electric, EV market share for new light vehicles registered in the Wellington region (including Lower Hutt) is at about 20%. The Government's clean car discount scheme, together with other measures (eg Low Emission Vehicles Contestable Fund) and forces (eg high fuel prices), is driving demand for EVs. The roll out of EV charging stations by HCC will also increase EV confidence for businesses.	Under way but progress has slowed: Based on Wellington region data, an estimated 3% of vehicles in Lower Hutt are now electric. However, across New Zealand, in the context of major policy changes by the new Government (eg removal of the clean car discount scheme), the demand for EVs has plummeted since January 2024 (see the Ministry of Transport's weekly low emission vehicle report). While uptake of EVs continues to increase for now, this is at a significantly lower level than previously.

Ref	Action	Lead or project partners	Status (as at 25 August 2023)	Status (as at 20 August 2024)																												
p75	Businesses electric charging stations (ongoing)	Business and private organisations	Under way: There is an increasing number of public charging stations in Lower Hutt, provided/operated by a range of businesses/providers.	<p>Under way. The number of charging stations, in particularly DC charging, continues to increase. There are 11 sites with DC charging stations, ranging from 25kW to 75kW. Over the next 3 months, one of the existing sites will be upgraded to provide charging up to 200kW, and an additional site will open with charging up to 150kW.</p> <p>For all an up to date view on the number and locations of public charging stations in Lower Hutt and across New Zealand, please go to EECA's Public EV Charger Dashboard. To locate charger for powering your EV, please go to the relevant apps from station operators, such as https://zero.meridianenergy.co.nz/, which operates Hutt City Council's stations.</p>																												
p75	Electric vehicle retailers	Business	Under way: There is an increasing number of locations to purchase EVs in Lower Hutt, from a variety of brands.	<p>Completed. Most major new and used car dealers in Lower Hutt offer a range of EVs, and customers can also purchase online from across New Zealand. For a full overview of vehicles available, and how costs compares, please go to EECA's total cost of ownership calculator.</p>																												
p75	HCC electric charging stations	HCC	<p>Completed. The roll-out of 20 DC charging stations was completed, and the network was launched in June 2023.</p>	<p>Completed. Note that following some pricing changes in May 2024, the use of HCC's charging stations has increased significantly, as shown below. Further promotion is under way.</p> <table border="1"> <caption>Energy delivered in kWh, monthly</caption> <thead> <tr> <th>Month</th> <th>Energy delivered (kWh)</th> </tr> </thead> <tbody> <tr><td>Jul-23</td><td>~3500</td></tr> <tr><td>Aug-23</td><td>~4000</td></tr> <tr><td>Sep-23</td><td>~4500</td></tr> <tr><td>Oct-23</td><td>~5000</td></tr> <tr><td>Nov-23</td><td>~5500</td></tr> <tr><td>Dec-23</td><td>~6000</td></tr> <tr><td>Jan-24</td><td>~6500</td></tr> <tr><td>Feb-24</td><td>~7000</td></tr> <tr><td>Mar-24</td><td>~7500</td></tr> <tr><td>Apr-24</td><td>~8000</td></tr> <tr><td>May-24</td><td>~13000</td></tr> <tr><td>Jun-24</td><td>~10000</td></tr> <tr><td>Jul-24</td><td>~13500</td></tr> </tbody> </table>	Month	Energy delivered (kWh)	Jul-23	~3500	Aug-23	~4000	Sep-23	~4500	Oct-23	~5000	Nov-23	~5500	Dec-23	~6000	Jan-24	~6500	Feb-24	~7000	Mar-24	~7500	Apr-24	~8000	May-24	~13000	Jun-24	~10000	Jul-24	~13500
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TRANSPORT: Reduce vehicle use (7 actions)

Ref	Action	Lead or project partners	Status (as at 25 August 2023)	Status (as at 20 August 2024)
p76	Co-working spaces (ongoing)	Business and private organisations	Under way: There are a range of co-working spaces in Lower Hutt.	Under way: Additional co-working spaces that have established include "Love To Grow" and "Moco HV Co-Working. All are Pay for Use.
p76	Hutt City Libraries (ongoing)	HCC	Under way: Libraries offer a range of services, including public access to computers and free WiFi, for those who find cost is a barrier to accessing broadband.	Under way and continuing
p77	Car pooling	Business and private organisations	Under way: There are some private organisations that facilitate car-pooling (via apps), albeit the effectiveness of those services is unknown.	No change, the effectiveness of those services, and their uptake in Lower Hutt, is unknown.
p77	Car sharing	Business and private organisations	Delayed: Mevo has now grown their car share fleet to about 130 vehicles in Wellington. Mevo has had plans to extend their car share service to Lower Hutt for the last couple of years, but the launch has repeatedly been pushed back; it is currently planning for a launch before the end of 2023.	Delayed. A CityHop cargo van is available at Mega Mitre 10 in Petone, to facilitate self-organised transport of larger loads. The service available via CityHop Wellington . There has been no progress from companies like Mevo to expand their existing regular Wellington-based car sharing operations to Lower Hutt.
p77	Reduce traffic speeds and volumes	HCC	Under way: HCC has developed a draft speed management plan to make roads safer for all road users.	Delayed: The Speed Management Plan was approved by Council and has been certified by NZTA. However, changes to the speed limit rule have been proposed by the Government, and we are awaiting confirmation on the next steps.
p77	Investigate parking management	HCC	Underway: In order to encourage people to re-think how and when they travel, and to support the objectives of the Integrated Transport Strategy, parking fees across the city have been increased from between \$0.70-\$1.50 per hour to \$2.00. The daily rate has also increased from \$4.00-\$7.00 to a flat rate of \$7.00 at all sites and the Riverbank carpark's monthly fee has risen from \$62.00 to \$100.00. A full review of the parking policy will be completed during 2023/24, and will be consulted on as part of the Long-Term Plan 2023-2034.	Underway: A Parking Strategy is under development, which includes considering climate change and the need for emission reductions. It will replace the current Parking Policy from 2017. The draft Parking Strategy will be available for public consultation in October 2024, and is scheduled for final adoption by Council in December 2024.
p77	Make the cost of cars more visible	Lead unclear	No progress. Note that this could partly be addressed through a climate change education campaign planned by Wellington City Council, and for which HCC has secured Better Off co-funding in order to support this education campaign in Lower Hutt. The launch of that campaign is scheduled for later in 2023.	Under way: This is now addressed via HCC's " Churr the Hutt " climate action campaign , which launched on 12 August 2024. Originally the campaign was intended to build on a campaign developed by WCC. However, following WCC's decision to discontinue with their plans for a campaign, HCC decided to go ahead on its own, using funding secured from the Better Off scheme.

Ref	Action	Lead or project partners	Status (as at 25 August 2023)	Status (as at 20 August 2024)
P68	Climate change education	Open Polytechnic	Not reported on.	<p>No progress: No action has yet been taken on the idea, but the Polytech remains open to the possibility of developing a pilot module, or at helping develop more general information.</p> <p>Unless the Polytech takes the lead on this item, it is unlikely that HCC could support due competing priorities. Note that climate education is also addressed via HCC's "Churr the Hutt" climate action campaign, noted above.</p>
ENERGY AND BUILDING (10 actions)				
p78	Eco-design advice (ongoing)	HCC	Under way: This is an ongoing service, with more than 150 homes assessed each year, with renters/homeowners receiving free advice on how to make their home more efficient, warmer, drier and healthier.	Under way and continuing
p78	LED streetlights (by 2022)	HCC	Delayed: Due to a number of factors, as previously reported via the Climate and Sustainability Committee (eg changes to the NZTA's funding model), contractor constraints, etc), it has not been possible to complete this project on time. The LED of street lighting sits at about 80%. A business case for additional funding is to be considered as part of the process to develop the next Long Term Plan 2024-34.	Changed: A case to upgrade remaining sodium lights was included in the NLTP. Under the new Government Policy Statement this action item is ranked low, so will not receive funding. Remaining sodium lights will be replaced with LEDs when they fail as part of regular maintenance activities. However, this means that 100% LED street lighting will not be achieved for a number of years.
p78	Kāinga Ora retrofit and build programmes in Lower Hutt	Kāinga Ora	Under way: Kāinga Ora has an extensive nationwide programme for new housing, and Lower Hutt is part of that, especially as there is a high concentration of Kāinga Ora properties in the valley. Kāinga Ora require a minimum of HomeStar 6 and also has a no-new-fossil-gas requirement (in line with Urban Plus' requirement). Note that the Coordinated Urban Renewal Programme helps guide and coordinate Kāinga Ora activity across the valley.	Under way and continuing. However, note that the independent review of Kāinga Ora will likely change the remit and focus of the organisation. Council officers are liaising regularly with Kāinga Ora to understand any changes in their work programme.
p78	Sustainability of new council buildings	HCC	Under way: Good progress has been made towards certification of the new Naenae aquatic facility as Green Star rating 5+. This involves achieving objectives against a range of criteria. For example, 80% of the waste emanating from the demolition phase has been recycled and the energy usage intensity is estimated to reduce by 53% and carbon emissions by 56% as a result of the shift from fossil gas to 100% electricity, compared to the old facility.	Under way: The construction of Naenae Pool is nearing completion and will be open later in 2024. The facility is on track to become New Zealand's first GreenStar 5 rated aquatic centre.

Our Reference



TO: Chair and Members
Climate Change and Sustainability Committee

FROM: Miriam Randall

DATE: 19 August 2024

SUBJECT: RETROSPECTIVE APPROVAL FOR SUBMISSION ON
SECOND EMISSIONS REDUCTION PLAN

Purpose of Memorandum

1. The purpose of this memorandum is to present the Committee with a submission to the Ministry for the Environment (MfE) on the government's Second Emissions Reduction Plan, and to seek the Committee's retrospective approval for this submission.

Recommendations

That the Committee:

- (1) notes and receives the memorandum; and
- (2) retrospectively approves the submission to the government's consultation on the Second Emissions Reduction Plan attached as Appendix 1 to the memorandum.

Background

2. Government policy needs to keep pace with what is required to meet Aotearoa New Zealand's emissions reduction targets. The second emissions budget (for 2026-2030) has been set, but the Government needs a plan to deliver on it.
3. To ensure that Aotearoa New Zealand keeps moving towards its climate targets, an emissions reduction plan is being developed to meet each emissions budget period. The Government's first emissions reduction plan was set for 2022-2025. The Second Emissions Reduction Plan will set out the direction for Aotearoa to meet its second emissions budget for 2026-2030.
4. Submissions on the Government's Second Emissions Reduction Plan closed on Sunday 25 August 2024, 10 days before the Climate Change and Sustainability Committee's meeting. To ensure Council can have its say, the submission was sent to MfE and retrospective approval is being requested.
5. This submission has been developed alongside Cr Josh Briggs, Chair of the Climate Change and Sustainability Committee. It was approved and signed by him before being submitted.
6. The submission is attached as Appendix 1 to the memorandum.

Appendices

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Author: Miriam Randall
Senior Advisor - Climate and Sustainability

Author: Jörn Scherzer
Head of Climate and Solid Waste

Approved By: Alison Geddes
Director Environment and Sustainability



Climate Change and Sustainability Committee

22 August 2024

Report no: CCASC2024/4/245

Climate Change and Sustainability Committee Forward Programme 2024

Purpose of Report

1. To provide the Committee with a Forward Programme of work planned for the Committee for 2024.

Recommendation

That the Committee receives and notes the Forward Programme for the remainder of 2024 attached as Appendix 1 to the report.

Background

2. The Terms of Reference for the Committee require the Committee to assist Council in developing, monitoring and reviewing strategies, policies, plans and functions associated with environmental and climate change activities.
3. The Forward Programme for 2024 provides a planning tool for both members and officers to co-ordinate programmes of work for the year. The Forward Programme is attached as Appendix 1 to the report.

Forward Programme

4. The Forward Programme is a working document and is subject to change on a regular basis.

Appendices

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1	Appendix 1: Forward programme	78

Author: Judy Randall
Democracy Advisor

Reviewed By: Kate Glanville
Senior Democracy Advisor

Approved By: Kathryn Stannard
Head of Democratic Services

