



Te Atakura First to Zero

2024 Update

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Te wero

Toitū te marae a Tāne
Toitū te marae a Tangaroa
Toitū te iwi
Ngāi Tātou o Pōneke, me noho ngātahi
Whāia te aratika.

Our challenge

Protect and enhance the realms of the Land and the Waters, and they will sustain and strengthen the People. People of Wellington, together we decide our way forward.



Contents

About this report	4
Introduction	6
<i>Te Atakura</i> action areas	9
Tākai Here and Tūpiki Ora	10
Climate action in the capital	13
Wellington city's emissions over time	14
Council's emissions over time	16
Climate change impacts over time	18
Embedding climate action	19
Action area: Analysis and integration	20
Action area: Sustainable transport networks	26
Action area: Climate resilient urban form	38
Action area: Renewable building energy	42
Action area: Circular waste and wastewater	46
Action area: Biodiverse forestry	52
Action area: Resilient food systems	55
Collaborating with communities	58
Action area: Community climate action	58
Appendix 1: Revised <i>Te Atakura Implementation Plan</i>	66
Appendix 2: Glossary: Climate change terms	70

About this report

The purpose of the *Te Atakura - First to Zero 2024 Update* is to report back on progress in delivering the *Implementation Plan* adopted by the Council in 2020.

The period under review focuses on the 2023/2024 financial year (FY24) and summarises progress to date.

Progress is reported against key objectives, targets and principles, including the commitments made in the *Te Atakura Blueprint*, the *Climate Adaptation Community Engagement Roadmap*, and against the actions of the *Implementation Plan* as well as other climate actions committed to by the Council.

This is the fourth annual update against the *Implementation Plan*, which is a living document designed to be reviewed and adjusted. In this report we have also set out our revised *Implementation Plan* for the next three years as aligned with the *2024-34 Long-term Plan (2024 LTP)*.

Revised Implementation Plan

The revisions to the *Implementation Plan* reflect the change in focus for climate change response funding and our changing context. It is also guided by the *2024 LTP*'s strategic framework that has embedding climate action as a strategic approach and prioritises collaboration with communities on mitigation and adaptation. This has changed how we have organised the actions, and we note where actions have been renamed, completed or discontinued to maintain consistency with prior reports. We also highlight how we intend to share achievements and learnings with others.

In previous long-term planning, a relatively small budget was included for adaptation planning, with significant funding allocated to enabling city-wide emissions reductions through innovation, research and incentives. In the *2024 LTP*, funding has been refocused towards increasing the city's capacity to adapt to the impacts of climate change.

Wellington City Council's Climate Change Response team is always keen to hear from Wellingtonians and other interested people and organisations. Contact us at climateaction@wcc.govt.nz

Te Atakura Implementation Plan – First to Zero timeline

April 2019

Over 1200 Wellingtonians were involved in the *Te Atakura* engagement process to help shape the Council’s approach to climate change.

June 2019

Wellington City Councillors declared a climate and ecological emergency and adopted the *Te Atakura Blueprint* as its climate action strategy. *Te Atakura* focuses on three objectives:

- reducing the city’s emissions to net zero by 2050, with the greatest cuts before 2030
- reducing the Council’s own emissions to net zero by 2050
- improving Wellington’s resilience.

August 2020

Councillors adopted the *Te Atakura Implementation Plan* to deliver on the commitments made in the *Te Atakura Blueprint*. Some initiatives were identified as contributing directly to emissions reduction in a way that could be estimated. Others were classified as ‘enabling’, as they create the conditions where emissions reduction outside of our direct control are more likely to occur.

July 2021

Funding was granted through the *2021-31 Long-term Plan (2021 LTP)* to deliver on key action areas over the next 10 years.

September 2021

Our *2021 Update* included a science-based target of a 57% reduction in emissions between 2020 and 2030. Modelling in this report estimated that if central and regional government policies and targets were achieved (which are inclusive of our transport and urban form initiatives), city emissions would reduce by 21%. This leaves a 36% gap to our 2030 target of 57%. The additional ‘enabling’ actions outlined in the *Implementation Plan* are designed to support communities and business to reduce their emissions and contribute to closing that gap.

December 2022

Our *2022 Update* showed good progress on the plan and highlighted the need for urgent collective climate action.

May 2023

The *Climate Adaptation Community Engagement Roadmap* was adopted by the Council’s Kōrau Tūāpapa Environment and Infrastructure Committee. The roadmap will guide progress on action areas to adapt to the impacts of climate change.

November 2023

The executive leadership team (ELT) approved the Council’s *Emissions Reduction Plan* for its operational emissions and set a 2030 reduction target that aligns with the city’s target (57% reduction of FY21 Scope 1 & 2 emissions by FY30).

The Council also completed its first assessment to identify climate change risks and opportunities, using Aotearoa’s recently published *Climate-related Disclosures* standards as guidance.

December 2023

Our *2023 Update* summarised progress over the first three years of the *Implementation Plan*.

June 2024

The *Wellington Regional Climate Change Impact Report*, led by Wellington City Council, was published and forms an important foundation for the development of adaptation plans for Wellington city and the Wellington region.



Introduction

Addressing climate change is essential for the future of our city

Responding to climate change is a priority for Wellington City Council and most Wellingtonians. Together, we want to take care of our beloved city, safeguarding our whenua for our communities and tamariki.

Climate change affects us all and exacerbates other challenges - equity, biodiversity, housing, the economy, immigration, and social justice. We already see the impacts in Wellington, from extreme weather and rising seas to increased food prices and travel costs. These impacts disproportionately affect those most vulnerable to disruption.

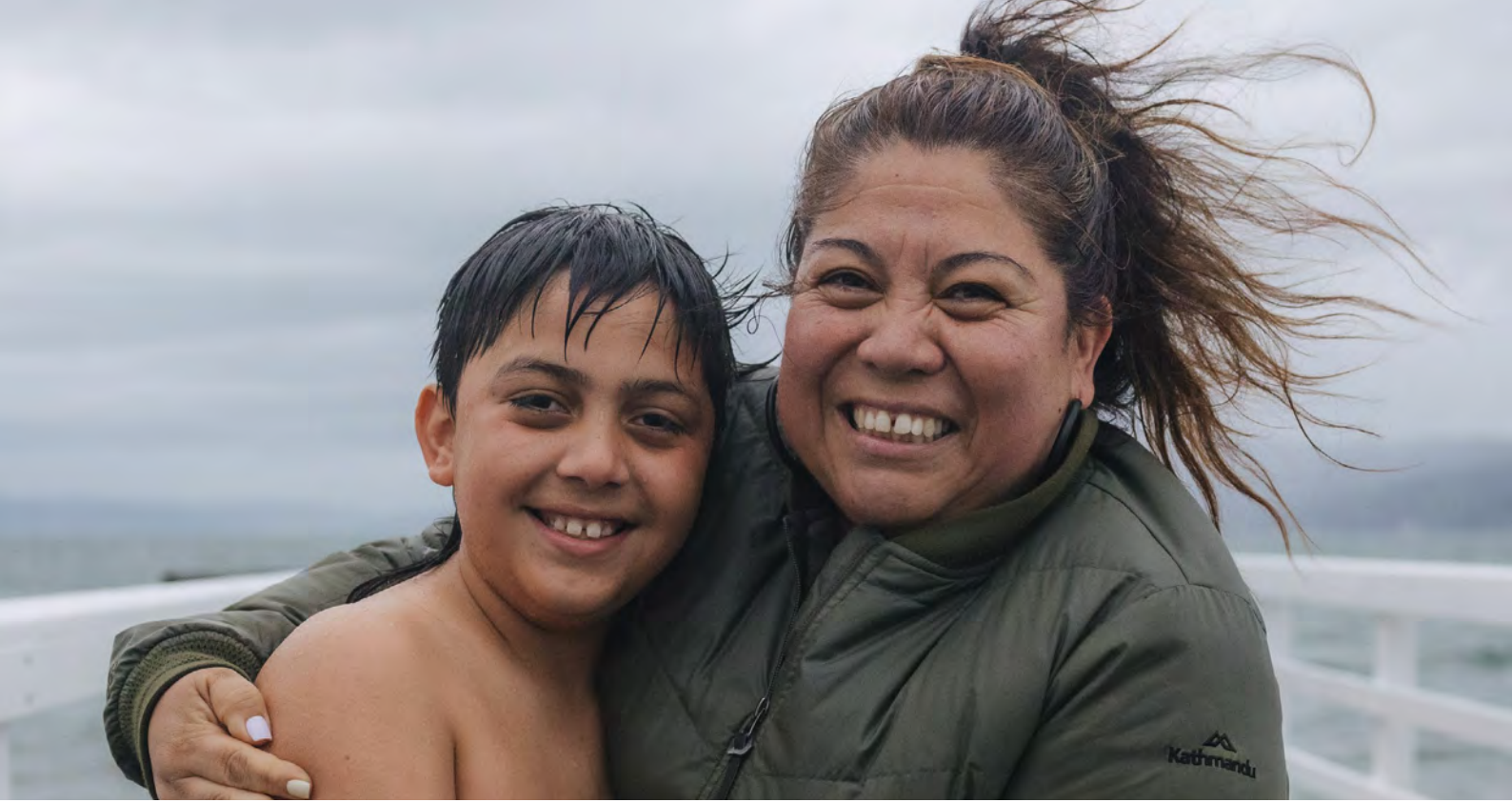
The positive news is we are moving in the right direction. Our city emissions are falling. We already have the lowest carbon emissions per capita in Australasia, the highest rates of public transport use, and rich biodiversity. Our relationship with our Tākaī Here partners is developing as we navigate our agreement and the implementation of our 10-year Māori strategy *Tūpiki Ora*. Yet, there is still much more mahi to be done.

Responding to climate change is no longer technical

Low-carbon, zero-carbon and solutions for resilience are well understood by researchers, and many have been implemented both here and elsewhere. But responding to the challenge of climate change is no longer technical - this is an emotional, social, and economic journey.

Economic implications are going to arrive well before sea level rise. Our economic transition is being driven by national and global policies and supply chains, along with consumers wanting low-carbon options. Increasing insurance costs are impacting homeowners, investors are looking to avoid risk, and the increasing price of fuel also contributes to this transition.

Increasing our resilience to these factors and the physical impacts of climate change will determine the wellbeing of future generations. We also need to stay focused on local, regional and global emissions reduction. Above a certain level of global warming, we risk a world where impacts will outpace our ability to adapt.



The cost pressures are significant

The first four years of implementing our climate strategy *Te Atakura - First to Zero (Te Atakura)* has been a phase of innovation and high investment.

The *2021 Long-term Plan* dedicated significant funding to deliver the *Te Atakura Implementation Plan* (the *Implementation Plan*), including debt-funded transport infrastructure, and rates-funded analysis, monitoring and evaluation, policy development, facilitation, partnerships, community funding and incentives.

It is vital we continue to deliver on the intention of *Te Atakura*. However, the context of local government has changed. Inflation has heavily impacted local government budgets nationwide. Our water network requires significant investment due to its age, historic underinvestment, and the ongoing impact of seismic issues. Central government is still developing its adaptation policy but has reduced funding for emissions reduction initiatives and infrastructure.

He Pou a Rangi Climate Change Commission recently issued their monitoring reports on the current state of climate change policy in Aotearoa, for both emissions reduction and adaptation planning. In their reports, they issue a call to all New Zealanders to “take climate action today, not the day after tomorrow”. They believe Aotearoa needs to be proactive and courageous as it tackles the challenges the country will face in the years ahead, and that all levels of central and local government must develop strong climate plans to get us on track.

Wellington City Council is committed to accelerating climate action but we require national leadership.

We continue to advocate for national policies, regulation and funding to help us meet our city emissions reduction targets and increase the city’s resilience to climate change impacts.

Wellingtonians are still strongly committed to taking climate action with 79% of residents reporting that climate change impacts are already being experienced, and 82% wanting immediate action to reduce emissions. Climate action, both reducing emissions and increasing our resilience, is also important to our Tākai Here partners and aligns with the pae hekenga (priority waypoint) tiakino te taiao (caring for our environment) in *Tūpiki Ora*.

We continue to advocate strongly on behalf of Wellingtonians to ensure national policies, funding and regulations are in place to support our city’s response. However, in the short-term we will need to focus our limited resources on the highest-impact and most cost-effective initiatives, as we work within the constraints of our current context.

We are focused on impact

The 2024 LTP will cost-efficiently deliver on the big system shifts that matter the most and are central to the Council's mahi. Our strongest contribution to a low-carbon capital is investing in infrastructure changes to the transport and waste networks, and using our city planning capabilities to enable dense urban living.

We have already made significant shifts. The 2024 District Plan was finalised earlier this year, enabling population growth in the heart of the city close to key active and public transport networks, and bringing a new risk-based approach to development that will increase our resilience over time. *Paneke Pōneke*, our bike network plan, was approved in March 2022. Since approval we now have about 40% of the primary network in place. In addition to enabling more housing through city planning, we have partnered with developers in our Te Kāinga programme to convert

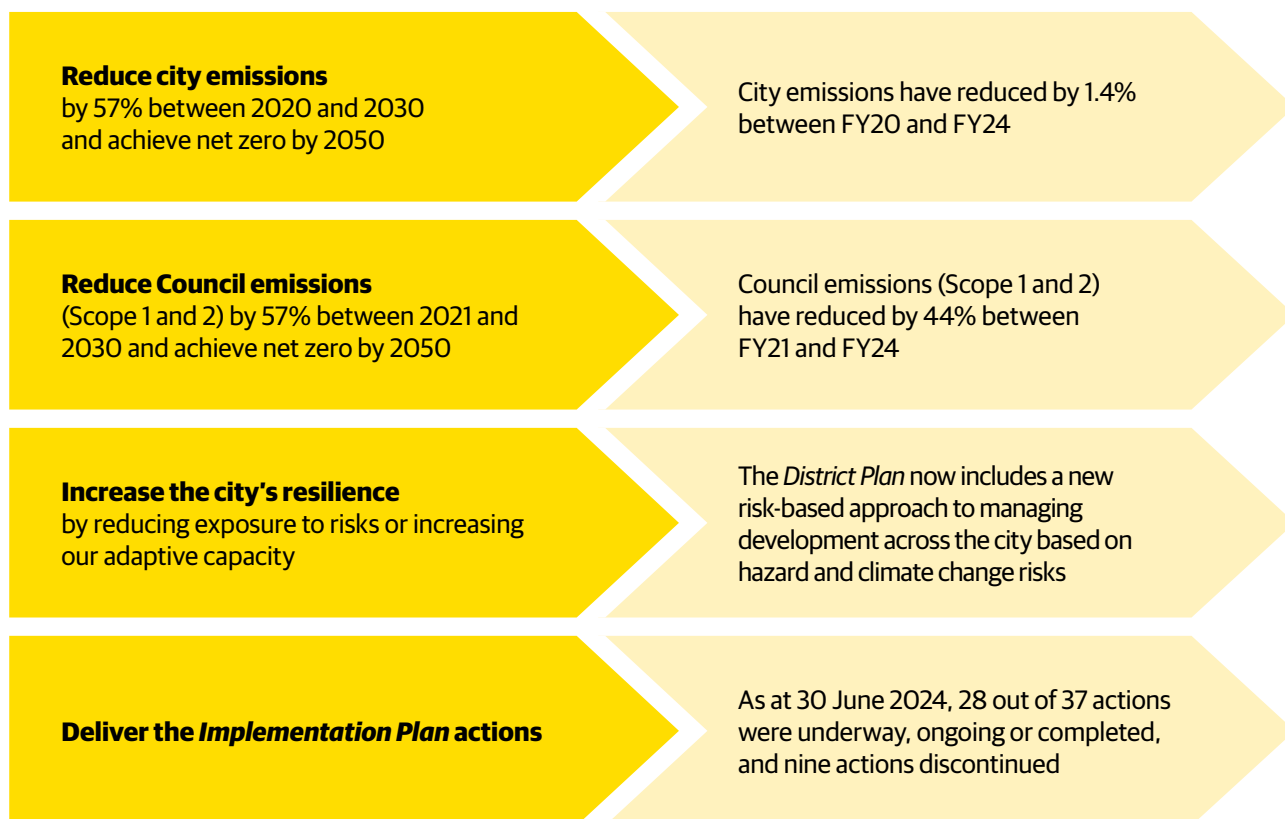
commercial buildings into much needed housing and created 473 new residential spaces in the central city.

Our investment into the big system shifts continues in the 2024 LTP, with investment in bus, bike and pedestrian network upgrades¹, the new sludge minimisation facility, and implementing kerbside collection of organic waste.

These investments are setting our residents up for success, with affordable, safe and accessible options to change how they live, work and play in Wellington.

We are also continuing to deliver a targeted, streamlined set of initiatives to maximise the use of these infrastructure changes and collaborating with communities and our Tākai Here partners on navigating the economic and physical transitions needed in our city.

Te Atakura targets



¹ Noting the National Land Transport Plan (NLTP) funding allocations differ from the assumption made in the 2024 LTP, which will have to be worked through.

Te Atakura action areas

The following actions reflect the intersections of how climate change is impacting our city, where our greatest opportunities to act lie, and what parts of the *Implementation Plan* have been prioritised for funding in the 2024 LTP.

As the *Implementation Plan* is a living document, these are an evolution of what was first proposed, reflecting what we have learnt, and how the context in which we operate has changed since the Council first declared a climate and ecological emergency in 2019.

Embedding climate action

Analysis and integration

The Council provides localised climate change data and analysis and continuously improves the integration of climate change considerations into relevant decisions.

Sustainable transport networks

The Council is the road-controlling authority, working towards a resilient transport system that moves more people with fewer vehicles. This is an area of significant investment.

Climate resilient urban form

The Council is the planning authority, enabling a compact urban form and increased resilience through district plan settings and city design.

Renewable building energy

While we have no regulatory instruments to improve the emissions intensity of buildings in Wellington, we lead by example in our own buildings and facilities, increasing energy efficiency and shifting from natural gas to renewable electricity.

Circular waste and wastewater

As the operator of the Southern Landfill and contract holder for waste and recycling services, the Council oversees key components of the waste system. We also own wastewater treatment facilities, operated by Wellington Water on our behalf. This is an area of significant investment.

Biodiverse forestry

The Council holds a significant proportion of the green space in Wellington, on the city's behalf.

Resilient food systems

While having no direct role in the city's food system, the Council recognises its importance to the city's resilience and community wellbeing.

Collaborating with communities

Community climate action

Building on existing relationships, the Council plays a role in supporting communities to navigate the economic and physical changes in Wellington as we transition to a zero-carbon resilient city.

Tākai Here and *Tūpiki Ora*

Climate change is a key focus for our Tākai here partners: Taranaki Whānui ki Te Upoko o Te Ika, e Rūnanganui o Te Āti Awa ki te Upoko o Te Ika a Māui and Te Rūnanga o Toa Rangatira.

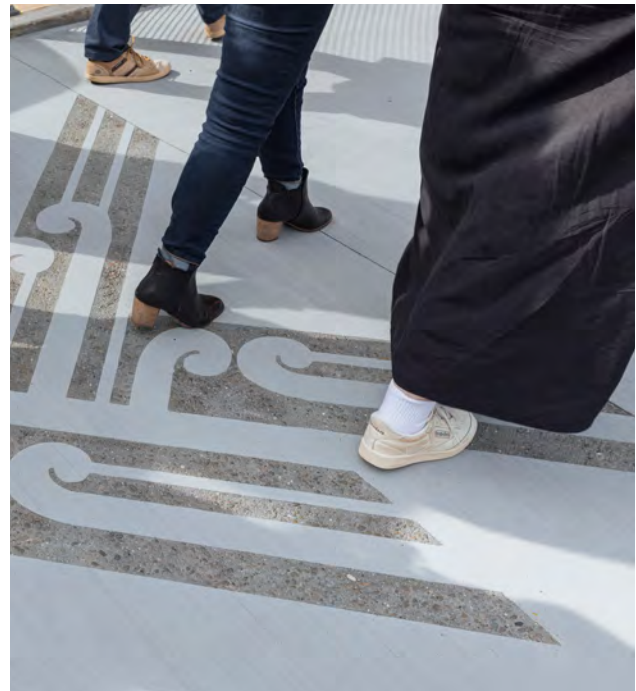
Through Tākai Here, our landmark partnership agreement with these iwi, and *Tūpiki Ora*, the Council is committed to establishing stronger relationships and developing our capability to support our Tākai Here partners' climate action efforts. We ensure their mātauranga (knowledge) is incorporated into our mahi, along with a te ao Māori lens to *Te Atakura*.

The Council acknowledges the pivotal role of Tākai Here partners as kaitiaki of Te Whanganui-a-Tara. Our intent is to develop our collaboration with, support for, and learning from Tākai Here partners and hapori Māori to achieve our shared aspirations around climate change response. We are committed to continuing to support existing and new initiatives led by our Tākai Here partners and hapori Māori, and to better coordinate our internal work to align with *Tūpiki Ora's* priority waypoint, Tiakina te taiao (Caring for our environment) and climate change response.

We have created an internal *Māori Engagement and Partnerships Roadmap Te Ngutu Kākā* specific to climate change response. This roadmap shows how we aim to deliver on *Tūpiki Ora* by building strong relationships with our Tākai Here partners and hapori Māori and bringing te ao Māori thinking into our climate response mahi. The roadmap has three objectives:

- develop a clear picture of how *Te Atakura* objectives align with Tākai Here and *Tūpiki Ora*
- identify high-level goals the Council can work towards to reach milestones for partnership on climate change response
- provide a set of recommendations and how to achieve them for improving our Māori capability to apply that knowledge to the Council's climate change response.

Several *Te Atakura* action areas create the opportunity to deliver on *Tūpiki Ora*.



Sustainable transport networks

Low-carbon transport networks and urban density will help to reduce pollution and enable housing accessibility and affordability. These initiatives will support the Council to deliver on the *Tūpiki Ora* priority waypoints Tiakina te taiao (Caring for our environment) and He whānau toiora (Thriving and vibrant communities).

The Council has been working with iwi designers and artists to realise and contribute to Te Whakatairanga i te ao Māori (Enhancing and promoting te ao Māori). For example, the etchings along Thorndon Quay created by Taranaki Whānui cultural expression artist Len Hetet's design studio represent the six awa (streams) flowing into the harbour along Thorndon Quay and Hutt Road from pre-European times.

The Council acknowledges the pivotal role of Tākai Here partners as kaitiaki of Te Whanganui-a-Tara.



Whārikitia te Whenua

Working with partners Taranaki Whānui and Te Āti Awa on a co-design process has led to the development of Whārikitia te Whenua, the cultural design story (narrative) for *Pāneke Pōneke*, the bike network. This story relates to the great tupua Whātaïtai and Ngake, who fashioned the land using seismic activity to create Te Whanganui-a-Tara, the great harbour of the ancestor Tara. For our Tākai Here partners, this is likened to the gifting of a whāriki (woven mat) laid upon the earth mother, connecting and binding us to the land and sea.

The bike network will allow our Tākai Here partners to identify and acknowledge landmarks as areas of cultural significance, and embed the mauri (life force) into these areas, using the bike network as a metaphorical thread. The blue and etched niho taniwha designs on the bike lanes and paths are cultural expressions that link the story and whāriki together.

Climate resilient urban form

The Council has worked with our Tākai Here partners on various initiatives that enable a climate resilient urban form. For example in developing and delivering the *2024 District Plan*, we continue to partner with them to implement changes and improvements. The *Coastal Reserves Management Plan* is currently being revised with our Tākai Here partners to manage our southern coastal reserves and assets. A climate resilient urban form will help us align with Tiakina te taiao (Caring for our environment) and He whānau toiora (Thriving and vibrant communities).

Circular waste and wastewater

Our Tākai Here partners have expressed strong support for reducing waste. The *Zero Waste Strategy* is aligned with *Tūpiki Ora* and commits to:

- endeavour to act as kaitiakitanga, protecting and enhancing the mauri (life force) of resources by working towards a circular economy approach
- engage with, empower and involve our community in changing behaviour and solutions
- apply a waste hierarchy approach, increasingly shifting our effort and focus towards enabling redesign, reduction and reuse.

Biodiverse forestry

The *Green Network Plan* aligns with Tiakina te taiao (Caring for our environment) through committing to engage with Tākai Here partners to identify, protect and explore opportunities around green/blue sites of cultural significance. It also commits to restoring appropriate flora and fauna to the central city by working in partnership with Tākai Here partners to include interpretation opportunities in green spaces.

Resilient food systems

Te Anamata Ā-Kai o Tō Tātou Tāone - Our City's Food Future is aligned to *Tūpiki Ora* and has adopted the kaupapa Māori *Hua Parakore* framework. One of the focus areas is for Tākai Here partners and Māori to lead kai and soil sovereignty projects across Pōneke. By investing in diverse, intergenerational, educational, and leadership projects, we support opportunities for Māori to learn about local cultural food histories and practices.

Community climate action

The Council has been working closely with our Tākai Here partners and Māori on climate action by providing funding for the development of education resources. These include stories about precolonial and ongoing relationships to whenua (land), and how they are impacted by climate change. We have also worked together on how to include Māori as an impacted community who need to be involved in decision-making on future city shaping in response to climate change. This partnership will continue to support Tiakina te taiao (Caring for our environment) through the plans and resources being developed for citywide adaptation.

The Council has been working closely with our Tākai Here partners and Māori on climate action.



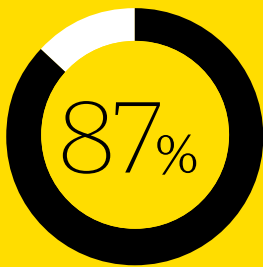
***Haere Whakamua* - Strathmore Park residents in partnership with EkeRua ReBicycle**

The Climate and Sustainability Fund has supported community projects like *Haere Whakamua* to build awareness and capacity for climate action in local communities. Led by Strathmore Park residents and supported by EkeRua ReBicycle, this project is building knowledge, connections, wellbeing, and skills for Māori whānau in Strathmore Park. The community has hosted zero waste hāngi and cooking classes that divert food from landfill. They have also set up a bike repair workshop at Raukawa Community Centre, helping people get bikes and build skills so they have what they need to get around in low-carbon ways. Underpinning each initiative is learning and sharing traditional knowledge of the whenua, moana and climate change.

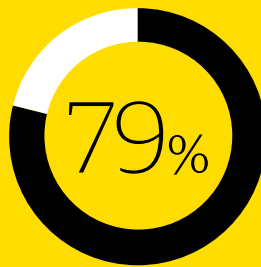
Climate action in the capital

Wellingtonians have consistently told us they want climate action. We're making progress, but there is more mahi to be done.

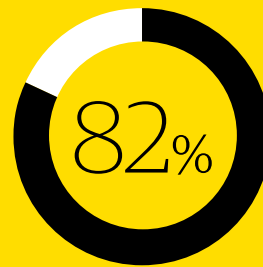
The Council's September 2024 Climate Action Monitor survey provided some insightful results. For example, while many felt they understood the impacts of climate change, there was a general sense that not enough is being done to cope with or prepare for future impacts.



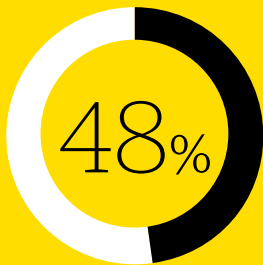
87% said they understand the potential impacts of climate change fairly or very well.



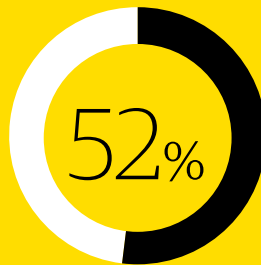
79% believed the negative effects of climate change are already being felt in Wellington.



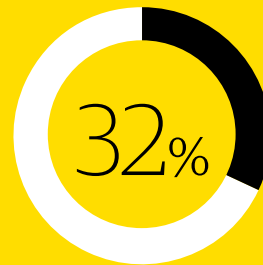
82% believed we need to act now to start reducing Wellington's carbon emissions.



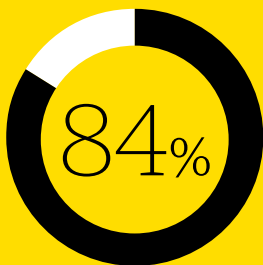
48% were not confident at all that enough action is being taken.



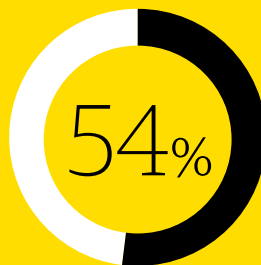
52% were confident enough action is being taken to prepare Wellington for the impacts of climate change.



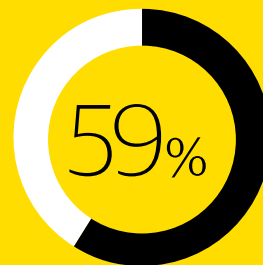
32% eat plant-based meals five days a week.



84% ranked accessible modern transport options as a priority to reduce emissions.



54% said they compost their food waste.



59% said they cycle, walk or scoot as part of their daily commute.

Wellington city's emissions over time

Cities play a crucial role

According to the United Nations, 55% of the world's population currently live in cities and that figure is predicted to increase to 68% by 2050. Cities are estimated to contribute to 75% of all CO₂ emissions globally, which means that cities are where climate action is most needed and impactful.

Our target of reducing city emissions by 57% between 2020 and 2030 is science-based, using the Worldwide Wildlife Fund's One Planet City Challenge, and aligns with national and international commitments to limit global warming to below 1.5 degrees.

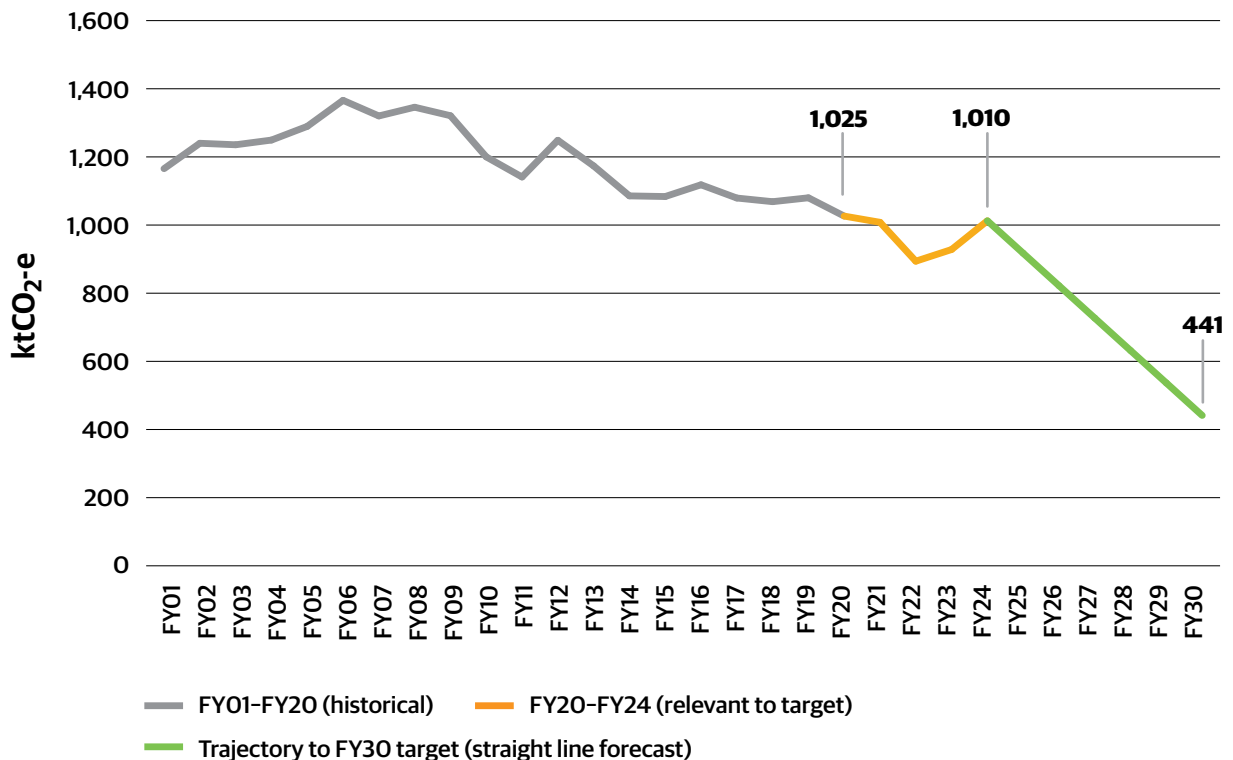
Our measurement approach

Each year we measure and report city emissions following the Greenhouse Gas Protocol standard.

Our measurement of greenhouse gas emissions, and our 2030 and 2050 targets, focus on emissions directly produced in Wellington city. For example, emissions from fossil fuel in vehicles, gas boilers, industrial processes, electricity consumption, and from methane produced by the breakdown of the city's waste in landfill. This aligns to international best practice guidance for city inventories, and how national emissions are calculated.

The graph below shows the city's historical gross emissions and the pathway to reaching our 2030 emissions reduction target.

Wellington city's emissions over time



From FY20 cruise ship emissions have been included, however, no cruise ships visited Wellington in FY21 and FY22

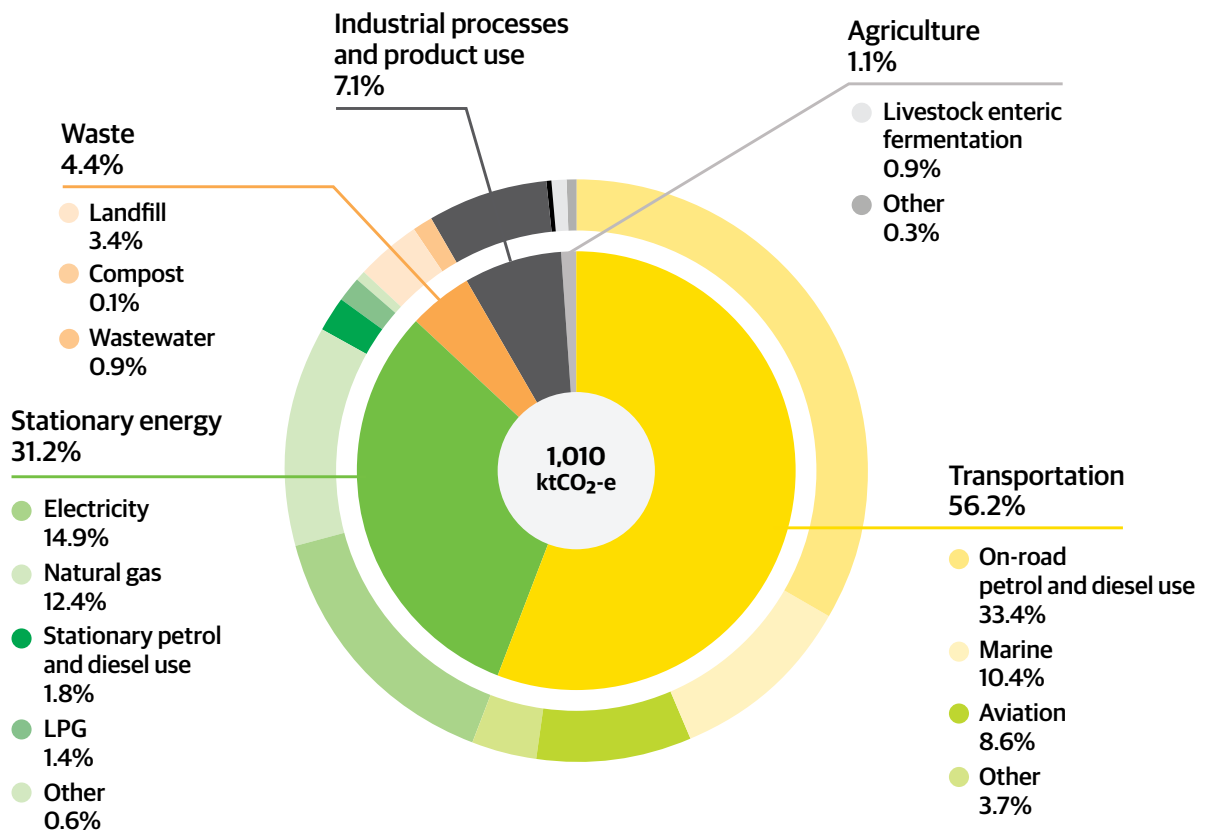
F24 figures use AR6 (2021) GWP values, while previous years used AR5 (2014) values

How are we doing?

Wellington city's emissions have reduced by 1.4% between FY20 and FY24, to 1,010 ktCO₂-e.

In calculating these figures, we used gross emissions, which means they are not adjusted for any change in forestry.

Wellington city emissions breakdown FY24



Council's emissions over time

Leading by example

Council's emission reduction target mirrors the city's goal of reducing emissions by 57% between 2020 and 2030. This target applies to our Scope 1 and Scope 2 emissions, as these are the areas we directly control. This is a science-based target and aligns with national and international commitments to limit global warming to below 1.5 degrees. We have a longer-term goal to reduce our emissions to net-zero by 2050.

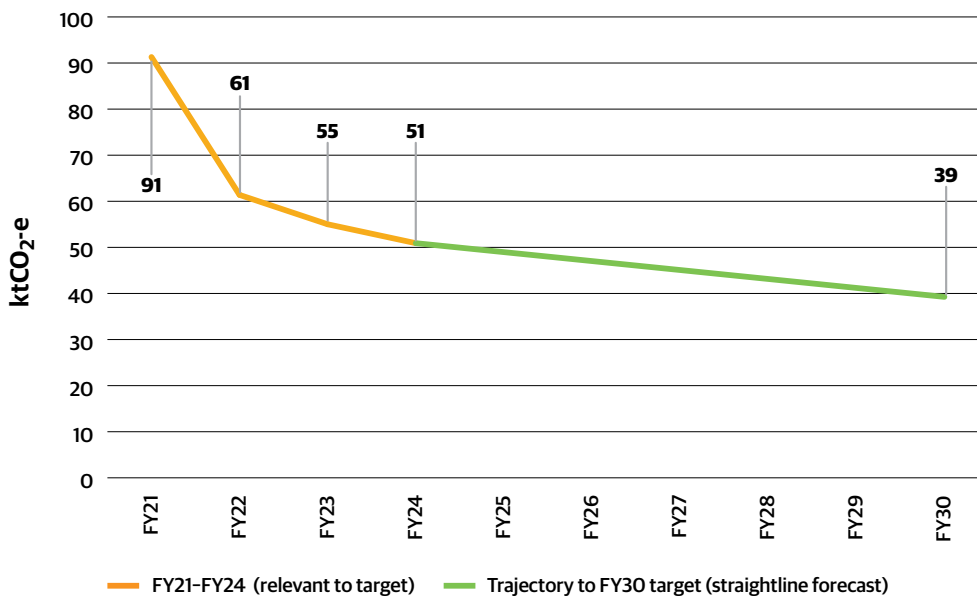
We also have a target for our Scope 3 emissions, those associated with areas we do not completely control, such as supply chain emissions associated with goods and services we purchase. Our target is to have two thirds of our supply chain emissions coming from suppliers who have science-based targets by 2028. Currently 23% of our supply chain emissions are from

suppliers with science-based targets. In simple terms, over time we want to work with more suppliers who share our climate goals.

The chart below shows the Council's historical Scope 1 and 2 emissions² and the pathway to reaching our 2030 emissions reduction target.

In simple terms, over time we want to work with more suppliers who share our climate goals.

Council's emissions over time (Scope 1 & 2)



The previously reported FY23 CO₂-e emissions, in the Te Atakura 2023 Update, has mainly increased because a new unique emissions factor (UEF) for waste data was used for the second half of FY23

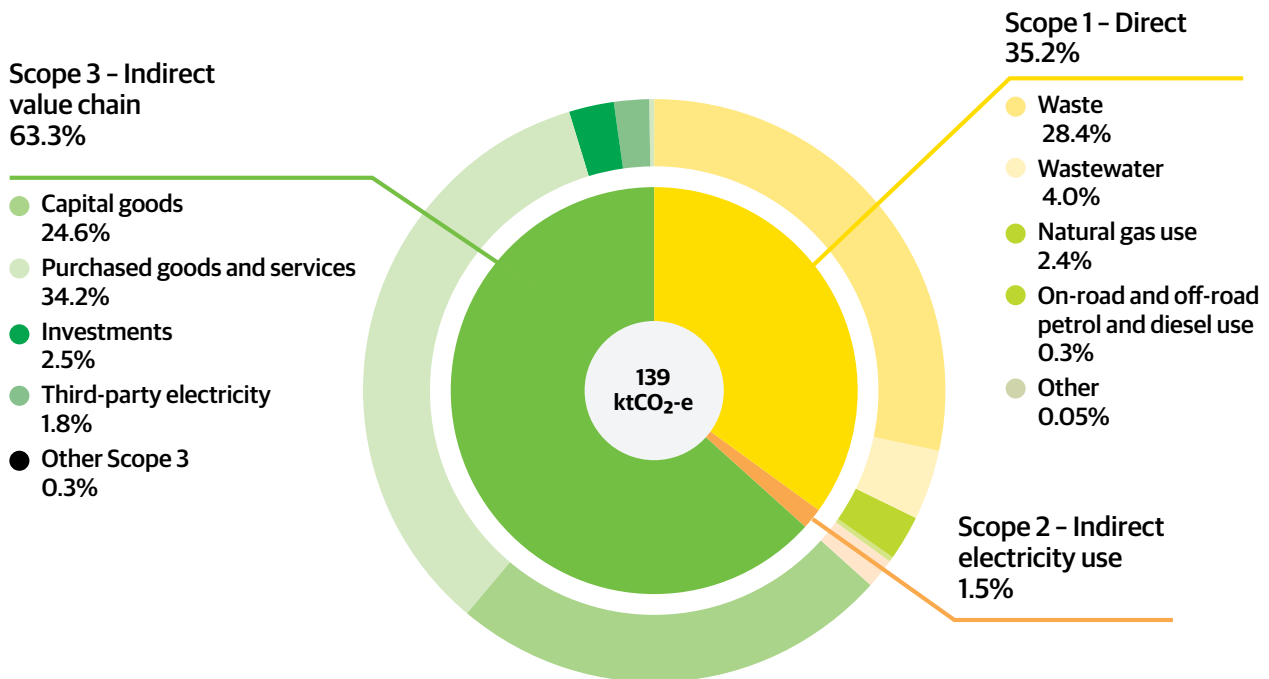
2 Scope 1 refers to direct emissions. Scope 2 is indirect emissions resulting from electricity consumption. For science-based targets, the methodology recommends setting a target for Scope 1 and 2 emissions only, as these are under an organisation's direct control, and then setting supplier engagement targets for Scope 3, which are emissions from the full value chain.

How are we doing?

Between FY21 and FY24, the Council reduced its Scope 1 and 2 greenhouse gas emissions by 44%, making significant progress towards our emissions target of a 57% reduction by FY30.

The Council's organisational emissions were 50,909 tCO₂-e in FY24 (Scope 1 & 2), with 77% of the emissions relating to the emissions produced by the Southern Landfill. The landfill is categorised within the Council's emissions because it is wholly owned by the Council, and is an important contributor to the city's emissions.

Council's emissions breakdown FY24



Climate change impacts over time

Our location makes us more vulnerable

Due to our coastal location and hilly terrain, the capital is more at risk from natural hazards than some other cities. Climate change will intensify some of those risks.

In Wellington we have already experienced approximately 26cm of sea level rise since the early 1900s and some areas, including parts of the city centre, are projected to be below high tide levels by the end of the century.

Our weather is already more volatile, with extreme weather events becoming more common. In the coming years, Wellington is likely to experience an increase in hot days, a rise in annual average temperatures, and increased risk from floods, storm surge, coastal erosion and landslides. These changes are likely to result in loss and damage to infrastructure and biodiversity, cause environmental harm, and negatively impact our economy and communities. This will disproportionately impact Māori, low income, and already disadvantaged communities.

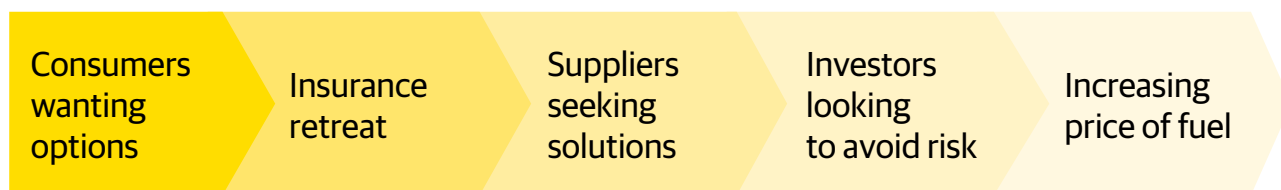
Impacts will be social and financial as well as physical

While many impacts will involve physical loss and damage to property, other significant impacts will be experienced financially and socially. For example, insurance premiums are likely to rise, alongside the inability to secure house insurance in low-lying areas. The reality of climate change will increasingly strain the systems governing our built environment, and the stability of our housing, finance and insurance markets. Transitioning our economy to function without fossil fuels will also be challenging.

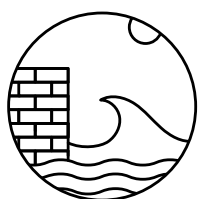
We need to both adapt and reduce as fast as possible

Historical emissions mean we are locked into continued global warming until at least mid-century, and even longer for sea level rise. However, there is still opportunity to avoid the worst impacts of climate change if we act urgently across all sectors to make significant reductions in global greenhouse gas emissions. Recent changes to the *District Plan* promote a city environment that is more resilient to the physical impacts of climate change and enables emissions reduction over time.

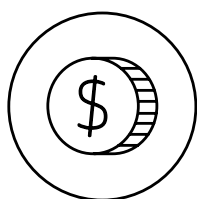
Drivers of economic transition



Impacts of the climate crisis



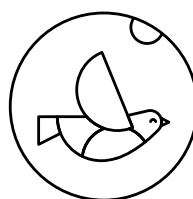
Extreme weather



Financial effects



Food insecurity



Biodiversity loss



Wellbeing decline

Embedding climate action





Action area: Analysis and integration

The Council provides localised climate change data and analysis and continuously improves the integration of climate change considerations into relevant decisions.

Embedding climate action is central to the Council's strategic framework for the future as part of the 2024 LTP. This reflects both our responsibility to addressing climate change and our understanding that many of the decisions we make influence the carbon emissions and climate change resilience of the city we serve.

This action area reflects our ongoing commitment to improving the integration of climate change considerations into all areas of our work. This includes providing relevant and useful data and analysis and integrating climate change into our policies, processes, culture, capability and decision-making.

Evidence-based approach

The Intergovernmental Panel on Climate Change has highlighted that climate change impacts and risks are becoming increasingly complex and more difficult to manage.

Our focus is to better understand our emissions and potential local impacts, and to help inform climate adaptation decision-making for both the Council and the capital.

Greenhouse gas emissions measurement and reporting

We continue to measure both the Council and citywide greenhouse gas inventories annually, report on progress and publish results online using internationally recognised standards. City emissions are calculated by a third-party consultancy while the Council's emissions are calculated by staff and receive independent assurance from Audit New Zealand. The Council also participates in the Emissions Trading Scheme (ETS) for both landfill emissions and the carbon sequestration of our forestry. We report on these annually to the Government.

Updating hazard maps with current adaptation projections

Climate impacts can be highly localised. District Planning rules and policies are key to supporting climate resilience and reducing exposure to future climate-related risk areas. Wellington's hazard maps ensure the risks can be incorporated into our planning documents as accurately as possible, both to inform our city's spatial planning and growth projections, and support individual landowners assessing the risk to specific properties. The *2024 District Plan* now includes a new risk-based approach to managing development across the city, based on hazard and climate change risks.

Understanding how climate change impacts Wellington region

To better understand how climate change impacts Wellington and its surroundings, Wellington City Council led the *Wellington Regional Climate Change Impact Assessment* project on behalf of the Wellington Regional Leadership Committee partners. The assessment was undertaken by Beca, NIWA, GNS and Victoria University. It used the most recent and best available local climate change modelling and was guided by the Ministry for the Environment's latest Local Government Guide for Climate Risk Assessments and Interim Guidance on Sea Level Rise Modelling.

Published in June 2024, this regional impact report found that climate change could have a 'catastrophic' impact on the Wellington region's infrastructure, buildings, and natural environment by 2100. The assessment found 363 risks likely to impact the Wellington region by the end of the century, and worsen over time:

- infrastructure (128)
- economy (93)
- natural environment (73)
- community impacts (69)
- governance (6)
- transition to low carbon (5).

Horizon Europe project on risk assessment for the city

In 2024, the Council was awarded Horizon Europe funding to deliver a multi-hazard climate change resilience study by 2027, using 3D digital technology to support climate resilience infrastructure investment. This involves a partnership with 13 other agencies, including University College London, University of Canterbury and University of Auckland.

Understanding how climate change impacts the Council

Although local government is not mandated to report under the *Financial Sector (Climate-related Disclosures and Other Matters) Amendment Act 2021*, the Council undertook its first assessment to identify Wellington City Council-specific climate change risks and opportunities, guided by recently published national climate-related disclosure standards. This assessment was qualitative with subject matter experts, rather than quantitative analysis. The Council intends to undertake further analysis using this methodology for future quantitative assessments.

Understanding how climate change could impact the city's economy

In the previous financial year, we commissioned EY to conduct desktop research to develop our thinking on how to support the transition of the Wellington economy to a zero-carbon circular economy. We also investigated Doughnut Economics as part of our city activation work. Due to budget constraints, we are not taking these projects forward, so we plan to conclude these projects and publish key information on our website.

Climate change data review

Climate datasets held by the Council, GWRC and other agencies have been used to generate hazard maps. However, climate adaptation planning and decision-making may need different datasets, so a third-party expert review of current spatial climate datasets was undertaken. This review considered their suitability for use in different scenarios and identified gaps in the available data to support best practice, evidence-based decision-making.

Improving LIMs

The *Local Government Official Information and Meetings Amendment Act* provides for the provision of better natural hazard information, including the impacts of climate change, on Land Information Memoranda (LIMs). As of 1 July 2025, the Council will have a statutory requirement to disclose improved natural hazards and climate change information on LIMs to improve access to natural hazards information for home buyers.



Climate disclosure project

As part of our continued membership of the Global Covenant of Mayors for Climate and Energy, we report into the CDP (formerly the Carbon Disclosure Project).

CDP is a non-profit organisation that runs the global disclosure system for investors, companies, cities, states, and regions. This enables better environmental reporting through transparency and accountability. In 2023, over 23,000 companies and 1,200 cities, states, and regions disclosed their climate actions through CDP.

Wellington City Council has been sharing Wellington's climate journey through this platform on an annual basis since 2014. Key disclosures include the city's annual greenhouse gas emissions inventories, climate change risks, mitigation and adaptation targets, climate action strategies and plans, and the implementation and monitoring of our climate actions.

In 2023 Wellington received an 'A' score, the highest rating, for the third consecutive year in recognition of the Council's bold leadership on climate action.

Setting policy

Emissions Reduction Plan

The Council's 2023 *Emissions Reduction Plan* sets our emissions goals and outlines projects funded in the 2024 *LTP* that will reduce the Council's emissions and enable process improvements. These include reducing landfill emissions, electrifying our vehicle fleet and transitioning Council-owned buildings and facilities away from fossil fuel use. These projects reduce Council emissions, the city's emissions and allow us to lead by example.

Climate Adaptation Community Engagement Roadmap

Approved in May 2023, the roadmap outlines the Council's commitment to collaborating with communities on climate change response. The first three phases of the roadmap have been funded in the 2024 *LTP*, along with a pilot of community planning processes starting in late 2025. The progress made on the roadmap is detailed in the "Collaborating with communities" section of this report.

Integrating climate change adaptation into Council strategies and plans

The Council is embedding climate adaptation into a range of plans and strategies with a focus on key physical risks.

Preparing to withstand and adapt to climate change is a key priority of the 2024 *LTP* and the 2024 *Infrastructure Strategy*. The *District Plan* now also includes new rules to reduce future climate risks. In the coming year, integration of climate adaptation will continue with a focus on the *Coastal Reserves Management Plan* and the *Spatial Plan* (see the Resilient Urban Form action area).

Te Atakura review

Last year we signalled our intention to conduct a review of *Te Atakura*. The review, which will include engagement with Tākaia Here partners and the public, is planned for 2026.

Improving our decision making

As our understanding of climate change risks and opportunities grows, we are also improving our understanding of how to increase resilience and enable emission reductions for the Council and the city.

This understanding is integrated into decision-making and operations.

Council papers for Councillor decisions

Each Council paper has a climate change considerations section where officers state the emissions and resilience implications of the decision being asked of Councillors. In the 2024 *LTP* a new impact KPI has been set to improve the percentage of relevant papers with high-quality climate considerations.

Asset and project management

The focus of the Council's asset management is using maintenance as an opportunity to decrease emissions and increase the resilience of our facilities, buildings, footpaths and roads. With project management the focus is on incorporating climate change as a key consideration in project design right from the beginning. As these processes are updated internally, we look for opportunities to improve how climate change is referenced and included, and how kaimahi (staff) are supported to apply climate change thinking to their work.

Procurement

Procurement is a powerful opportunity to not only reduce Council emissions, but also influence a broad range of suppliers. This year we have been engaging with our suppliers and Council-controlled organisations (CCOs) to facilitate the reduction of Council emissions across our value chain. In the coming year we will be embedding emissions standards into our procurement processes with our key suppliers. This will enable us to meet our *Emissions Reduction Plan* target of ensuring that two thirds of our supply chain emissions are from suppliers that have also set science-based targets.

Raising capability

Providing targeted support

For the last three years we have run an internal staff survey to assess current capability of our kaimahi to apply thinking about climate change to their work. In the coming year, we are shifting our approach to the same model used by the Council's Health and Safety and People and Culture teams, where subject matter experts in climate change are assigned to specific business units and groups to provide support. Results of the 2024 survey will help us provide support where it is most needed. We also have an online learning hub of training resources and videos about climate change on our internal learning website, Whare Kura.

The Council is embedding climate adaptation into a range of plans and strategies with a focus on key physical risks.

Progress on actions

Table of actions for FY24

Action	Lead	Impact	Status 2024 (as at 30 June)
Climate-related disclosures - assessment of physical and transition risks to the Council	WCC	Enabling both reductions and resilience	Underway
Council greenhouse gas emission measurement	WCC	Enabling reductions	Ongoing
Updating hazard maps in the <i>District Plan</i> with current adaptation projections	WCC	Enabling resilience	Completed
Wellington City Council's <i>Climate Change Risk Assessment</i> ³	WCC	Enabling resilience	Underway
<i>Te Atakura</i> action investigation	WCC	Enabling reductions	Not continuing
Procurement - broader outcomes	WCC	Enabling reductions	Ongoing
Improve governance	WCC	Enabling reductions	Ongoing
Staff engagement ⁴	WCC	Enabling reductions	Ongoing
Leading the <i>Wellington Regional Climate Change Impact Assessment</i>	Wellington Regional Leadership Committee	Enabling resilience	Completed

³ Previously "Developing Wellington City Council's Climate Change Impact Assessment".

⁴ Includes the previous "Hybrid working" action.

Metrics

Indicators	2022 (as at June 30)	2023 as at June 30)	2024 (as at June 30)
% of relevant Council/Committee papers with high quality climate considerations			New indicator for FY25
% of kaimahi who feel supported to consider all relevant climate risks in their role	29%	32%	34%
% of kaimahi who feel they have the knowledge and skills to deliver climate action in their role	59%	58%	56%

Looking forward

Actions funded in the 2024 LTP

Action	Lead	Impact	Comments
Climate-related disclosures - assessment of physical and transition risks to the Council	WCC	Enabling both reductions and resilience	Aligning to the External Reporting Board (XRB) Climate Reporting disclosures standard
Council and city greenhouse gas emission measurement	WCC	Enabling reductions	Using the GHG Protocol
Detailed physical climate risk, impact and vulnerability assessments	WCC	Enabling resilience	To inform our infrastructure planning and management
Participating in the Horizon Europe project (risk and resilience assessment of the central city)	University of Auckland	Enabling resilience	Partnership with 13 other agencies including University College London, University of Canterbury and University of Auckland
Improving Land Information Memoranda (LIMs)	WCC Central government	Enabling resilience	As required under a change to regulation, to be implemented by June 2025
Integrating climate change considerations in processes and decision-making	WCC	Enabling both reductions and resilience	Across Council papers, asset management, project management and procurement
Training and support	WCC	Enabling reductions	Through workshops and online resources
Te Ngutu Kākā - building our ability to apply te ao Māori to climate change response	WCC	Enabling both reductions and resilience	Builds capability, and focuses on iwi partnerships specific to climate change



Action area: Sustainable transport networks

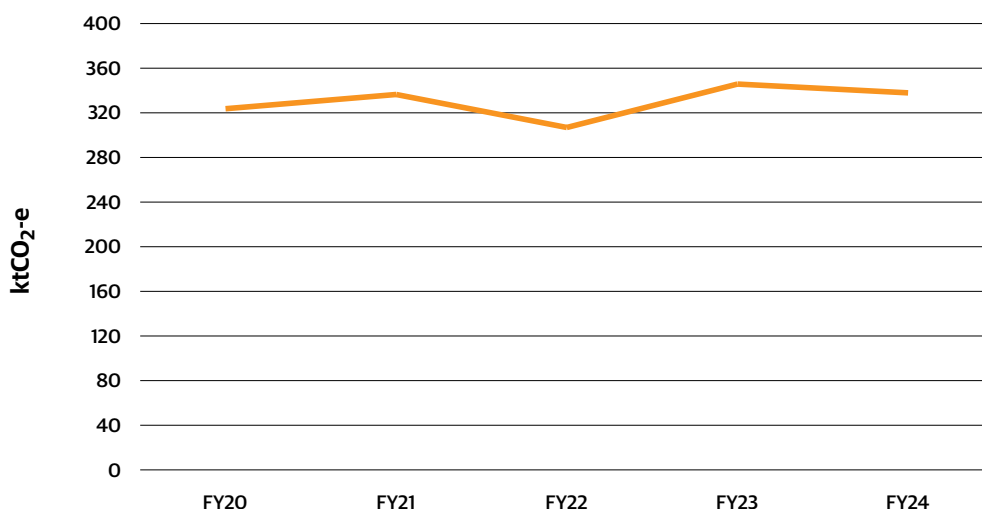
The Council is the road-controlling authority, working towards a resilient transport system that moves more people with fewer vehicles. This is an area of significant investment.

Road transport

How we move around the city contributes around a third of Wellington's emissions, yet our compact city presents a significant opportunity for the Council to design a city that supports more people to live centrally and move around with fewer vehicles.

The Climate Change Commission's first monitoring report says that government policy in transport risks Aotearoa not meeting its second and third emissions budgets. Certainly, the lack of policy settings and funding will make it more difficult for Wellington city to meet its goal to reduce 2020 emissions by 57% by 2030.

Wellington city on-road transport emissions over time



Central and regional government policy settings

The Council's work to improve transport in Wellington is highly dependent on central government funding and policy settings. They provide policy direction through the *Government Policy Statement on Land Transport* as well as the national *Emissions Reduction Plan*, and then funds transport through the *National Land Transport Plan*.

Current policy is not supportive of reducing carbon emissions from the transport system. The Government's draft *Second Emissions Reduction Plan* identifies the key mechanism for emissions reduction will be the Emissions Trading Scheme. For transport, this raises the price of fuel, however without viable alternatives to private petrol or diesel vehicles, this increase in fuel price adds to the cost of living, rather than reducing transport emissions.

The Government's draft *Second Emissions Reduction Plan* chapter on transport policy focuses on enabling electric vehicle (EV) charging infrastructure, removing regulatory barriers to decarbonising heavy vehicles and funding some public transport projects in main cities.

A requirement that the *Government Policy Statement on Land Transport* support emissions reduction has been removed. This lack of alignment is evident in both the *Government Policy Statement on Land Transport* and the *National Land Transport Plan*. New roads of national significance that will increase

emissions have been funded, and in general, public and active transport projects have received lower levels of funding than was requested or expected.

Regional policy settings remain focused on reducing emissions. This year GWRC published the *Regional Transport Emission Reduction Pathway*. Goals include a 35% reduction in road transport generated carbon emissions by 2030 and a 25% reduction in kilometres travelled in a vehicle by 2035. Ideas mentioned in the plan that directly impact Wellington city include the development of a second bus spine in the Wellington city centre, the potential for congestion charging, and the need for traffic circulation plans and regional cycle networks.

This pathway is part of the *Regional Emissions Reduction Plan* adopted by the Wellington Leadership Committee in December 2023 which will help shape the other regional workstreams, including the Future Development Strategy. All councils within the Wellington region contributed to the formation of the plan which identifies areas where a coordinated, regional solution is required such as large waste processing facilities, electricity supply networks and transportation links.

GWRC has also proposed an updated *Regional Policy Statement* with a chapter on climate change.

The Council's role

Setting policy

Enabling urban density through the *District Plan*

The 2024 *District Plan* enables more development capacity at greater densities across much of the city, to accommodate the expected increase in our population of 50,000 to 80,000 people by 2050. When combined with higher levels of public transport delivered by GWRC and the Council's focus on active travel, this will reduce travel distances, increase public transport use and help reduce city emissions.

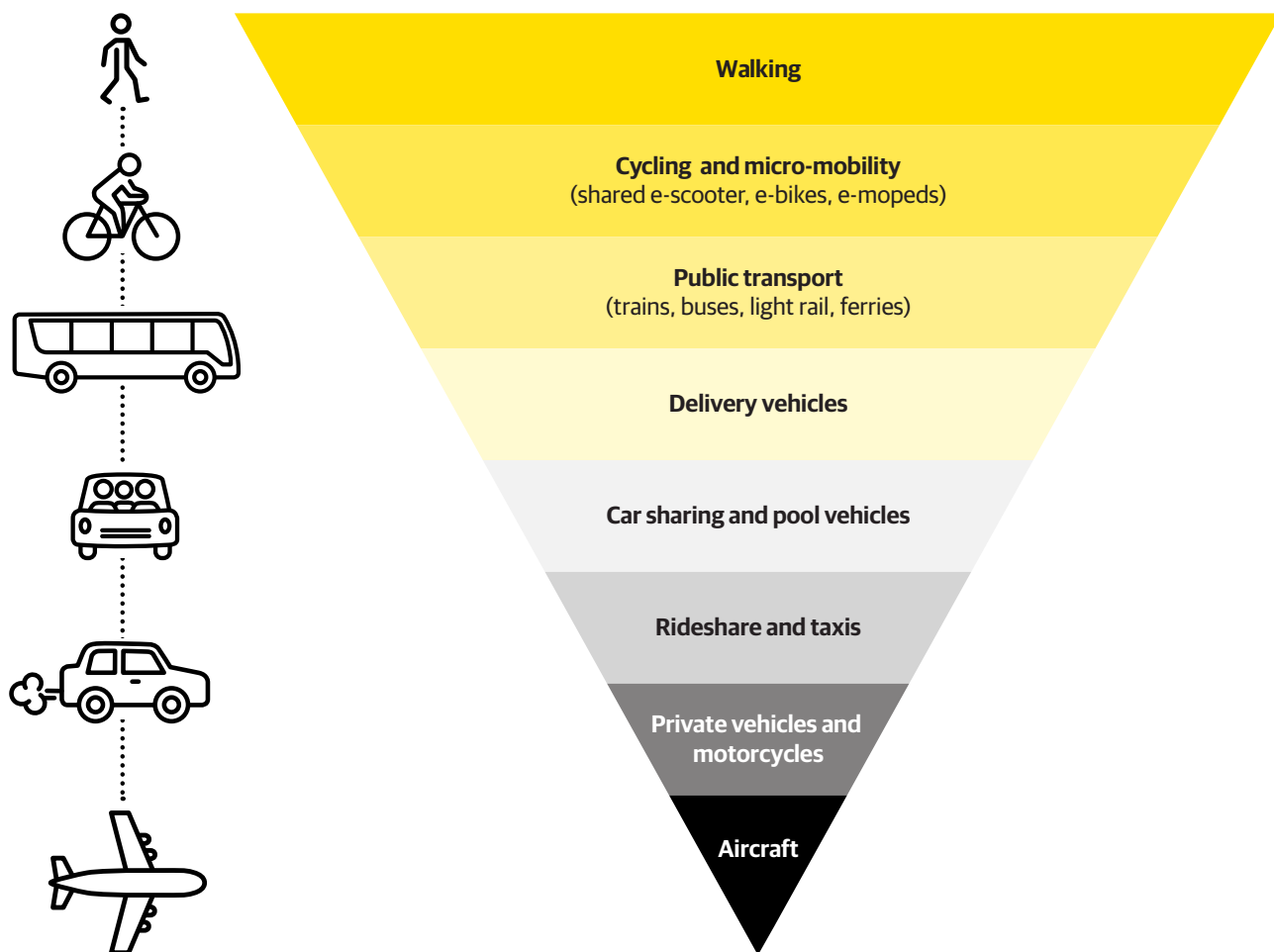
Wellington City Transport Plan

This plan will incorporate the Council's Sustainable Transport Hierarchy and *Paneke Pōneke*, to create an integrated approach to the car, bus, bike and pedestrian transport networks across the city.

Sustainable transport hierarchy

Our sustainable transport hierarchy guides our work on improving Wellington's transport networks.

Wherever possible we look for opportunities to maximise the benefits across more than one network.



Investing in infrastructure

City transport projects are central to the Council's work to encourage mode shift and reduce transport emissions, while delivering improved liveability, accessibility, safety, and resilience. Our most significant investments - around 22% of Council's annual capital budget last year - are to improve our transport networks. Significant progress has been made in both planning and delivering investments in public transport, walking and cycling. For more detailed reporting on our transport projects see our [Annual Report](#).

Central City Connections

The *People-friendly City Streets* programme has started improvements across the central city to support safer, quicker, and easier walking, and is developing preferred options to improve connections for people on bikes, buses, and walking on key corridors between suburban centres and the central city. Intersection upgrades have been completed to create a better and accessible environment, to make the central city safer and a more enjoyable place to spend time. The Central City Walking Improvements project continues upgrades along the waterfront quays and is scheduled for completion by late December 2024, which will further improve connections to the waterfront.

The 2024 LTP has confirmed a rapid transit bus corridor and a central city connections programme to be progressed pending councillor prioritisation. This includes the rapid transit bus corridor which allows public transport along the Quays and a cross-city cycle connection connecting Thorndon Quay to Cambridge Terrace. The Cuba Street pedestrianisation infrastructure and activations will include significant improvements beyond proposed footpath widening and the Golden Mile design will provide higher prioritisation of pedestrian space including connection to public transport and will include the Dixon Street upgrade.

Paneke Pōneke

Our bike network plan, *Paneke Pōneke*, is creating a city-wide network of connected bike routes in tandem with walking improvements and significant public transport changes. Over the past year we have completed an additional three routes including Aro, Ngaio and Kilbirnie Connections. We are constructing Karori Connections, Thorndon Connections and Berhampore to Newtown and once completed they will form our first two fully connected routes to the west and south. Evans Bay cycleway construction has continued, and the first stages of Wadestown Connections have been delivered.

Facilitating solutions

Supporting electrification of the fleet

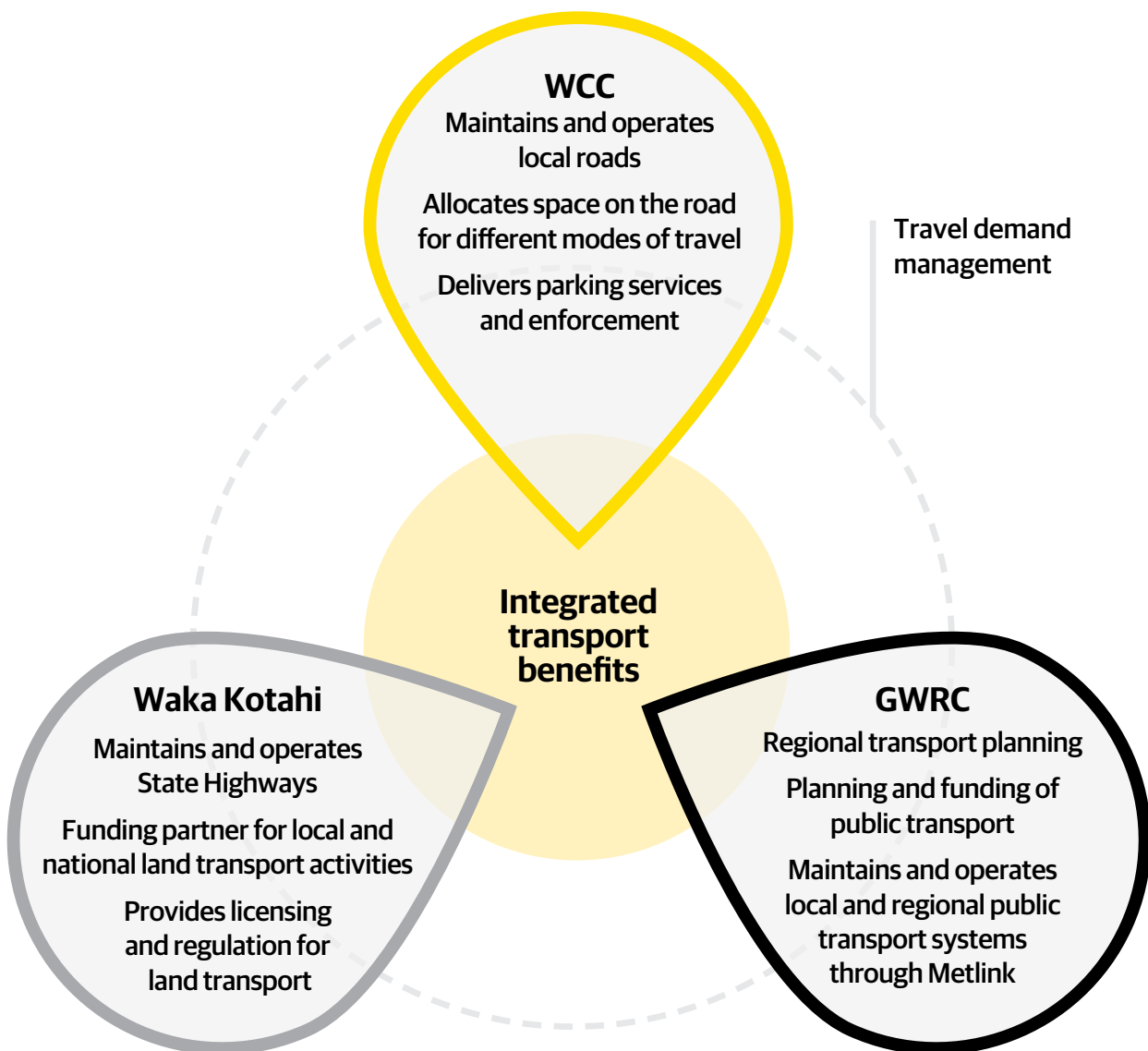
Battery electric vehicles are a growing presence in our city with 5,425 battery electric vehicles registered in FY24⁵. Council supports electrification by increasing electric vehicle charging infrastructure through our *Charged Up Capital* programme, which aims to create a network of 60 publicly accessible 24kW DC chargers across our communities. These are delivered in partnership with the Energy Efficiency and Conservation Authority (EECA) and installed by Meridian Energy. As of 30 June 2024, Council had installed 22 of the chargers, with 12 more installed in the subsequent three months.

In the 2024 LTP process, Council decided to pause the project following the installation of the 34 chargers approved to date, pending advice on the costs and benefits of the installation of the remaining 26 chargers. Council has also asked officers to investigate the potential sale of the existing EV chargers to recover Council's investment. However, further support is provided by facilitating private EV charger suppliers access to public land through a Licence to Occupy, allowing more EV charging stations to operate in Wellington.

5 Sourced from NZ Transport Agency Waka Kotahi - This data does not include registered motorbikes and mopeds.

While Wellington City Council is the road controlling authority, we do not deliver transformation in transport on our own. Transport is a partnership between Waka Kotahi, the Council, and Greater Wellington Regional Council (GWRC).

Local transport delivered in partnership



Supporting public share micro-mobility

Wellington city has allowed for public share micro-mobility to operate since 2018, increasing the cap on the number of e-scooters to 1000 in April 2024 to meet increase market demand and introducing e-bikes into the market in 2023. In the FY24 we saw 840,615 public share e-scooter trips maintaining a steady level of demand while there were 33,979 public share e-bike trips taken in Wellington. The *Electric micro-mobility share scheme review 2024* showed that approximately one-fifth to one-quarter of trips reportedly reduced car ownership, as well as noting health and fitness, and equity and accessibility are the positive impacts of using shared micro-mobility.

Car sharing

Car sharing supports residents and businesses who need a car occasionally, and those living where space is limited. It gives people greater travel choice and means they can get a car when they need one while avoiding the high cost of car ownership or needing a second car. Cityhop and Mevo provide car services in Wellington with Council providing support in the form of dedicated on street parks (at a cost to the provider), *Car Share Guidelines* and operating licences. This year there were 89,482 trips made through our two car sharing operators.

Leading by example

EV First Fleet

In FY24 battery electric passenger vehicles represented 67% of the Council's fleet. The EV First Fleet renewal programme will replace the remaining internal combustion engine (ICE) utility and light commercial vehicles with electric alternatives as fit for purpose alternatives become available, with the aim to have the whole fleet battery electric by 2030.



840,615

e-scooter public share trips taken in Wellington in FY24



33,979

e-bike public share trips taken in Wellington in FY24



People gather at the launch of the Lyall Bay street trial

Education and practical support

Better infrastructure is only one part of supporting the shift from high emission options such as cars, vans and trucks to low or zero emissions travel like public transport, walking and cycling. We delivered multiple initiatives including events and activations (including guided rides of new infrastructure), education, training and promotion, travel activities for schools and workplaces, and supported accessible journey planning.

Supporting active transport in schools

The School Cycling Support Fund was piloted this year and has funded bike parking facilities at six schools (Wellington College, Wellington East Girls' College, Wellington High School, St Catherine's College, Kilbirnie School and Newtown School).

There are currently 15 Bikes in Schools bike tracks installed in Wellington, with a new bike track built this year at Newtown School. In Movin' March 44 schools participated to promote active travel to schools. The Council also helped establish walking school buses at Berhampore School and Miramar Central School and trialled street changes outside Lyall Bay School to make it safer and more pleasant to cross.

Workplace travel planning

Council supports workplaces with tailored initiatives that encourage and promote more active transport and sustainable commuting for staff. The Active Transport Workplace Fund has helped fund 13 projects since 2020 aimed at increasing active travel options for staff at workplaces. For example, in October 2023 Athfield Architects Limited received funding towards the cost of constructing a covered bike shed and providing bike racks inside. This project removes barriers for the use and storage of bikes, particularly heavy e-bikes, providing more transport options for staff keen and able to ride a bike to work.

Bikespace

Since 2017 Bikespace, a free bike education workshop, has been empowering cyclists by providing hands-on education and experience repairing and maintaining their bikes. Bikespace has a container workshop near Te Papa, and a mobile service delivered by cargo bike to schools, workplaces and community centres.

Link track

Wellington East Girls' College Enviro Club wanted a better commuter link from the eastern suburbs for students to bike or walk to school. A 400m link track has been built, from the college to Hataitai via the town belt, funded by the Bloomberg Initiative for Cycling Infrastructure (BICI).

Over the course of two months the enviro club worked with the Maitarangi Trail Builders and the Council to construct the trail, learning about core principles of trail building throughout the process. The trail has also been planted out with 500 native plants from the Council's nursery, contributing to ongoing rewilding efforts in Mt Victoria. It's now used by a variety of



community members including students, dog walkers, running groups and cyclists. A new mountain biking group has also started up at Wellington East Girls' College.

Progress on actions

Table of actions for FY24

Action	Lead	Impact	Status 2024 (as at 30 June)
Enabling urban density (<i>District Plan</i>)	WCC	Reducing emissions	Completed
Mass rapid transit	WCC, GWRC, Waka Kotahi, Govt	Reducing emissions	Not continuing
Central City Connections ⁶	WCC, GWRC, Waka Kotahi, Govt	Reducing emissions	Underway
<i>Paneke Pōneke</i>	WCC	Reducing emissions	Underway
Charged-up Capital (Public EV chargers)	WCC	Reducing emissions	Underway
Car sharing	Business sector	Reducing emissions	Ongoing
Shared mobility (e-scooters and e-bikes)	Business sector	Reducing emissions	Ongoing
Practical support to change travel habits	WCC	Enabling reductions	Ongoing
Active Workplace Travel Fund	WCC	Enabling reductions	Not continuing
EV First Fleet	WCC	Reducing emissions	Ongoing

⁶ Includes the "People-friendly city streets" action from the last update report.

Metrics

Indicators	2020 (as at 30 June)	2021 (as at 30 June)	2022 (as at 30 June)	2023 (as at 30 June)	2024 (as at 30 June)
Walking - number of pedestrians entering the CBD during peak times	9,157	10,375	Not measured ⁷	Not measured ⁸	Not available ⁹
Cycling - number of cyclists entering the CBD during peak times ¹⁰	2,475	2,462	Not measured ⁷	Not measured ⁸	Not available ⁹
Cycleways - in kms (cumulative)	33.5	35.3	35.6	40.0	50.4
Registered vehicles in Wellington city (cumulative) ¹¹	141,393	144,942	147,898	144,638	142,445
Registered battery electric vehicles in Wellington city (cumulative) ¹¹	1,135	1,708	2,756	4,394	5,425
Car sharing (number of vehicle trips)	42,380	65,933	83,500	96,821	89,482
Number of 24kW DC Fast Chargers that have been installed by Council (cumulative)		-	12	14	22

⁷ No study in 2022 due to COVID-19 limitations.

⁸ Cordon count data provided for May instead of March in previous years making the data not comparable.

⁹ The traditional cordon counts that these figures were sourced from have been discontinued in favour of the Vivacity sensors. We have made great progress and currently have sensors installed at 17 of the 30 cordon sites. A comparison of the data from both sources is planned for late 2024 once we have all the sites operating or enough to make a suitable sample size. Until this piece of work has been completed, there is no direct comparison of the traditional cordon figures with the data from the Vivacity sensors.

¹⁰ Taken from 5 cycle meters.

¹¹ Sourced from NZ Transport Agency Waka Kotahi - The data in the table does not include registered motorbikes and mopeds.

Looking forward

Actions funded in the 2024 LTP

Action	Lead	Impact	Comments
Central City Connections	WCC GWRC	Reducing emissions	Our planned transport infrastructure investments are detailed in the 2024 LTP, noting that NLTP funding allocations differ from the assumption made in the LTP, which will have to be worked through
<i>Paneke Pōneke</i>	WCC	Reducing emissions	Our planned transport infrastructure investments are detailed in the 2024 LTP, noting that NLTP funding allocations differ from the assumption made in the LTP, which will have to be worked through
Electrification of Council vehicles	WCC	Reducing emissions	It is anticipated that more battery electric utility and truck vehicle models will be available in the next few years, enabling consideration to be given to transitioning the next segment of the fleet.
<i>Charged-up Capital</i> (Public EV chargers)	WCC	Reducing emissions	Will be reviewed in FY25
Car share, micro-mobility, and EV charger providers	WCC Business sector	Reducing emissions	We will continue to provide the licensing and approvals to enable these providers to offer transport options to our residents
Practical support to change travel habits	WCC	Enabling reductions	Targeted set of cost-effective initiatives

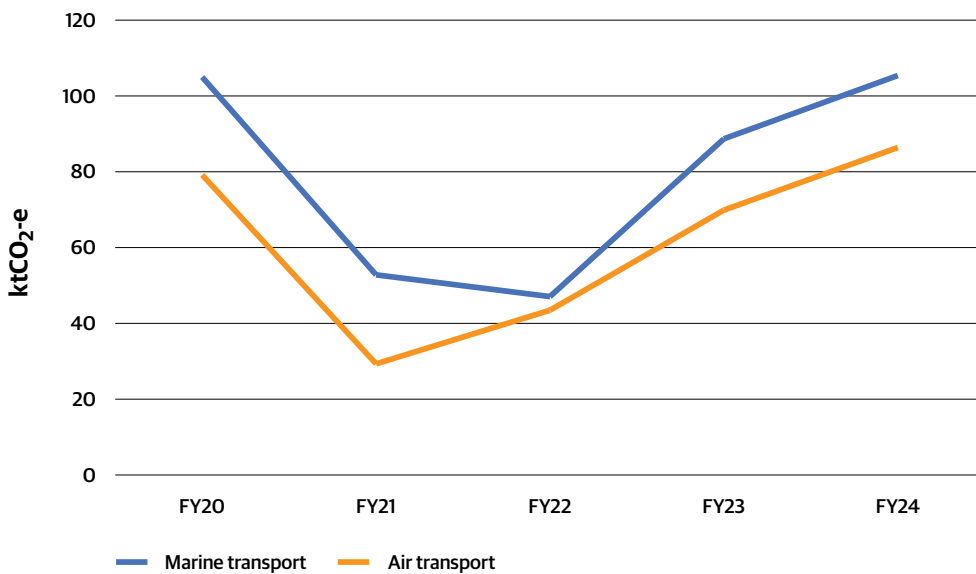


Marine and air transport

Marine and air transport contribute 19% of the city’s emissions, and as a capital city of an island nation, our economy relies on both ships and planes to bring visitors here and to export and import goods.

This is the first year we have calculated cruise ship emissions as part of our marine and air transport.

Wellington city marine and air transport emissions over time



Marine transport now includes cruise ship emissions. Note there were no cruise ship visits to Wellington in FY21 and FY22

Central and regional government policy settings

In April 2024, the Climate Change Commission consulted on including international aviation and shipping in the 2050 emission reduction targets. Wellington City Council made a submission and supported this inclusion, emphasising that Wellington city’s emissions reduction targets already encompass these sectors and setting national reduction targets would drive innovation in cleaner technologies and create a framework for collaboration and coordination among local councils, stakeholders, and industries.

The Government’s draft *Second Emissions Reduction Plan* does not propose robust, near-term actions for aviation and maritime emissions reduction. The plan assumes that future innovations like sustainable fuels will reduce these sectors’ emissions and lacks strong domestic policy measures or targets. Regionally, CentrePort have long-term plans to provide electricity for cruise ships in port.

The Council's role

Engaging with stakeholders

We are engaging with Wellington air transport and maritime authority stakeholders to support them to achieve their future emission reduction targets, however the fuel choices of airlines and shipping companies are not under our control. Reducing demand for air travel and shipping is another option, although this could have negative impacts on Wellington’s economy until we have worked through our transition to a zero-carbon circular economy.

Progress on actions

Action	Lead	Impact	Status 2024 (as at 30 June)
Identify aviation and marine opportunities	Business sector, CentrePort, Wellington International Airport	Unclear	Not continuing Investigations concluded with no opportunities identified for Council to pursue

Looking forward

This action is not continuing in the 2024 LTP, although we will continue to keep a watching brief on industry and stakeholder developments in this space.



Action area: Climate resilient urban form

The Council is the planning authority, enabling a compact urban form and increased resilience through district plan settings and city design.

Wellington is a low-lying coastal city, already experiencing physical impacts from climate change in the form of more intense rainfall events, coastal storms, flooding in low-lying areas, and slips after heavy rain.

With many of our critical assets situated at or near sea level, the future functioning of our city depends on our infrastructure adapting and being resilient to climate change. Over time we will need to increase our resilience to water, by accommodating the water, reducing our vulnerability, or relocating infrastructure. For this we will need to embed climate resilience in urban planning.

Central and regional government policy settings

The *Regional Policy Statement* and *District Plan* currently discourage development in locations susceptible to high hazard risk, including inundation from sea level rise, unless there is a functional necessity to locate in those areas. Upcoming changes to the *Resource Management Act* will introduce new direction on managing natural hazard risks, including climate change. Further reform has been signalled for late 2025, where new planning law will seek to enable development while also adapting to the effects of climate change.

The Council's role

Setting policy

The Council is embedding climate adaptation into a range of plans and strategies with a focus on our key physical risks. Preparing to withstand and adapt to climate change is a key priority of the *2024 LTP* and the *2024 Infrastructure Strategy*. The *2024 District Plan* now also includes new rules to reduce future climate risks. In the coming year, integration of climate adaptation will continue with a focus on the *Coastal Reserves Management Plan* and the updated *Spatial Plan*.

Water Sensitive Cities benchmarking assessment

This year we are undertaking a benchmarking exercise, which assesses water management practices, highlighting strengths and deficiencies across a broad range of measure such as governance, resources efficiency, community outcomes, ecological health and resilience. This will inform the scoping of a *Blue Network Plan*.

Coastal Reserves Management Plan

The proposed *Coastal Reserves Management Plan* seeks to create an integrated approach to how we manage our coastal reserves and assets. The new plan is proposed to cover a broader coastal area than the existing *South Coast Management Plan*. Short-term coastal climate resilience actions for public assets will be included in the scope of the planning, but longer-term adaptation actions will be covered in other activities (eg *Local Climate Adaptation Programme* etc). Public consultation on the proposed plan started in 2024, and it is expected the draft plan will be presented to the Council in mid-2025.



Spatial Plan

The *2021 Spatial Plan* sets out a plan of action on how the city will grow, including where and how the city should grow and develop over the next 30 years. This includes planning for land use, transport, three waters infrastructure, natural hazards and natural environment - all of which have significant climate resilience opportunities to drastically reduce emissions and adapt to localised impacts by promoting development outside of the places likely to be at high risk of climate change risks in the future. The *Spatial Plan* will be updated again starting in 2025.

Infrastructure Strategy

Our *Infrastructure Strategy* identified climate change as a challenge that we are already experiencing, and that will continue to impact us going forward. For infrastructure this is both the opportunity for us to reduce our emissions and increase our resilience through our projects, and also the challenge of maintaining our infrastructure as the impacts of climate change increase over time.

Over time we will need to increase our resilience to water, by accommodating the water, reducing our vulnerability, or relocating infrastructure. For this we will need to embed climate resilience in urban planning.



Improved climate resilience rules in the 2024 District Plan

One of the most important tools the Council has to increase the city's resilience is the *District Plan*. It includes a suite of policies and rules to guide and control land use development in Wellington, such as where and how high you can build in different parts of the city, along with measures to protect the environment, heritage and character, sites of significance and manage the risks of natural hazards.

The *District Plan* has created new rules to protect outstanding natural features and landscapes, significant natural areas, and coastal and cultural landscapes. The plan has an increased focus on natural hazards, climate change, and sustainability. This includes recognising natural hazards and climate change as important factors influencing our response to growth, clarifying that natural hazards and climate change have been specifically considered in the plan's growth proposals.

The plan also includes a new risk-based approach to managing development across the city based on hazard and climate change risks, introducing a suite of rules that support risk reduction and climate resilience including:

- Encouraging new development outside high-risk climate hazard areas.
- Restricting development or modification of buildings/homes in high and medium coastal hazard zones and flood zones.
- Restrictions on constructing new seawalls unless they are for regional or national assets of significance or other key reasons.
- Encouraging green infrastructure and mātauranga Māori approaches for coastal hazards.
- Restricting the ability to remove vegetation in coastal areas.

Investing in infrastructure

Reducing the impact of water events

While much attention has recently been focused on the supply of freshwater to the city, stormwater is also a key area of focus and investment, through our shared ownership of Wellington Water. Increased rainfall, flooding and sea level rise are putting more pressure on the city’s stormwater network. Seawater intrusion is now significant. There are already a number of areas around the city that are impacted by flooding in high rainfall events, this will be exacerbated by higher tides associated with sea level rise. The [Wellington Water Stormwater Strategy](#) outlines an approach for Sub-Catchment Management Plan.

Protecting resilience of assets

As a steep coastal city with many of our roads and other critical assets situated at or near sea level, the functioning of our city depends on adapting our infrastructure to be resilient to climate change. Our historical approach to protecting public coastal assets is to build seawalls but in the future the Council will explore natural solutions. One of our most at-risk assets is our roading network, particularly coastal roads. In the years ahead there may be locations where we will need to relocate or stop managing assets.

Progress on actions

Table of actions for FY24

Action	Lead	Impact	Status 2024 (as at 30 June)
Wellington Regional Climate Change Adaptation workstream	Wellington Regional Leadership Committee	Enabling resilience	Underway

Looking forward

Actions funded in the 2024 LTP

Action	Lead	Impact	Comments
Integrate climate change adaptation into the Council’s urban form strategies and plans	WCC	Enabling resilience	Includes the <i>Coastal Reserves Management Plan</i> and <i>Spatial Plan</i>
Wellington Regional Climate Change Adaptation workstream	Wellington Regional Leadership Committee	Enabling resilience	Builds on the regional impact assessment published in June 2024
Infrastructure investments to increase resilience	WCC Wellington Water	Increasing resilience	Includes our investments maintaining and improving our physical infrastructure

Partnerships

Environmental Defence Society

The Council has supported the Environmental Defence Society and others to undertake research that will inform the drafting of proposals for the Climate Adaptation Act. All three papers have been made available online and have already been used by the Ministry for the Environment to inform the 2023 report of the [Expert Working Group on Managed Retreat](#) and the recommendations report to Government for Climate Adaptation Act in July 2024.

International partnerships

Internationally we are a member of several initiatives that give us access to global expertise, thinking, data and connections. These include the [100 Resilient Cities Network](#) helping cities around the world become more resilient to physical, social, and economic shocks and stresses, and the [Global Covenant of Mayors](#) which is the largest global alliance for city climate leadership across the globe. The Bloomberg Mayors Challenge aims to inspire bold, replicable innovations developed by cities and awarded US\$1 million to Wellington City Council to further develop Wellington’s 3D digital city model adaptation engagement tool discussed in the “Community climate action” section.



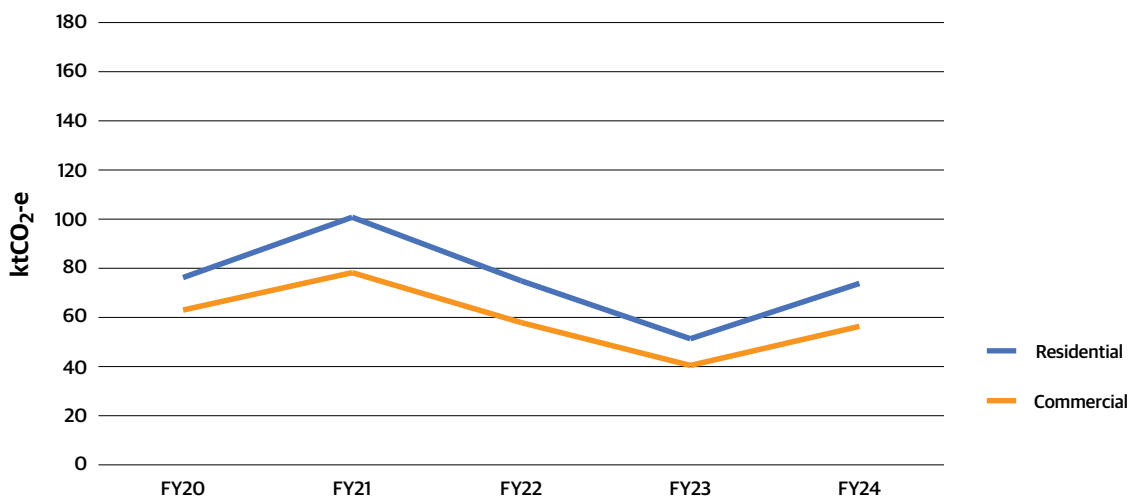
Action area: Renewable building energy

While we have no regulatory instruments to improve the emissions intensity of buildings in Wellington, we lead by example in our own buildings and facilities, increasing energy efficiency and shifting from natural gas to renewable electricity.

Building energy consumption creates carbon emissions through the use of electricity and natural gas and accounts for 13% of Wellington city's total carbon emissions. Although the Council administers the *Building Act* it has no power to require an 'improved' standard that would reduce energy

consumption across Wellington's building stock. We continue to advocate for stronger policy settings and focus on providing incentives and funding to support developers and homeowners wanting to improve the energy performance of their buildings.

Wellington city building energy emissions over time



Central and regional government policy settings

Building energy standards are set through the Building Act by central government. In the past year, the Government's Building for Climate Change programme has not progressed. In the Government's draft *Second Emissions Reduction Plan* there are no proposals to put in place policy or funding mechanisms to improve building performance.

The Council's role

Incentives and funding

During the *2021 Long-term Plan (2021 LTP)* the Council provided incentives and funding to support developers and homeowners wanting to improve the energy performance of their buildings.

Home Energy Saver

Council provided free home energy efficiency assessments and advice to Wellington households to create healthier, more energy efficient homes. Sustainability Trust were the Council's supplier contracted to deliver these assessments, and in FY24 delivered 446 assessments. Since 2014, 14,842 homes have been assessed. This programme is not continuing in the *2024 LTP*.

Warmer Kiwi Homes

In FY24 the Sustainability Trust also delivered 39 home insulation upgrades supported by the Council as part of the EECA Warmer Kiwi Homes initiative. Since 2011, 9,354 Wellington homes have received insulation through the programme.

Environmental and Accessibility Performance Fund

The Environmental and Accessibility Performance Fund, approved in the *2022/23 Annual Plan* offered up to \$20 million over seven years for green building and accessible design certifications in commercial and residential developments. In FY24, three applications reserved \$2.5 million of the fund, but no funds have been disbursed yet as funding is only granted once the certifications have been achieved. In the *2024 LTP* the Council has redirected the fund's remaining budget towards decarbonising council-owned swimming pools, aligning with broader climate action goals.

Leading by example

We have also improved the performance of several Council-owned buildings and facilities. Our Energy Strategy and improving the energy performance of our facilities and buildings, are now part of Council's *Emissions Reduction Plan*, approved in November 2023, which targets a 57% reduction in our 2020 Scope 1 & 2 emissions by 2030.

Te Matapihi Central Library

Due for completion in early 2026, this building will have no natural gas connection, and will be certified to a 5 Green Star rating.

Te Kāinga affordable housing programme

The Council is incorporating improved energy efficiency standards into our Te Kāinga affordable housing programme for use when we refurbish and build new homes. We also aim, where feasible, to achieve New Zealand Green Building Council certification of our homes to a HomeStar 6 rating. This building programme is also an excellent example of how the Council is increasing housing availability, reusing existing commercial buildings for residential dwellings. This is both efficient with resources, and increases housing in alignment with the Spatial Plan, near transport corridors and in the heart of the city.

Council-owned social housing stock

The Council's social housing is now primarily leased to an independent charitable trust, Te Toi Mahana. While the Council remains the asset owner, the trust took over the tenancy management and minor maintenance responsibilities on 1 August 2023. As a part of an \$18M project, all Council-owned social housing has been upgraded where needed to meet the Healthy Homes Guarantees Act 2017 Standards. These Standards set out minimum requirements for all rental housing and includes heating, ventilation, insulation, moisture ingress and drainage, and draft stopping. These upgrades contribute to tenants living in a warm, safe and dry where.

Decarbonising Council facilities

As part of the *2024 LTP*, the Council will implement energy decarbonisation initiatives in Council-owned facilities which will replace gas with electric solutions. These initiatives will collectively reduce our stationary energy emissions by an estimated 2,000 tCO₂-e per year. The decarbonisation initiatives include works at Wellington Regional Aquatic Centre, Karori Pool, Tawa Pool, and Keith Spry Pool.



Win-win from private-public partnerships

Through the Te Kāinga programme, Wellington City Council partners with developers to convert commercial buildings into residential apartments which are then rented to families, flatmates, couples, and individuals. The Council balances the rent it charges tenants with the cost to lease the building, which makes the programme cost-neutral for the Council and ratepayers.

In October 2023, Sense Partners was commissioned to research the non-direct economic or 'non-cash' financial benefits the programme creates for the city. The research focused on five areas: transport and infrastructure cost savings, economic productivity (from having improved access to potential employees), and transport and construction emissions reductions savings. The study concluded that for the 400

tenants living in 212 apartments at the time, there was an initial one-off economic benefit of over \$5M related to infrastructure cost savings, as well as an annual recurring benefit of around \$1.5M per year (almost \$32M over 20 years) related to the five areas noted above. This is because higher density living can use existing infrastructure more efficiently, and converting existing buildings taps into existing capacity rather than the additional financial and emissions-related costs of new subdivisions.

Read the full report on page 33 in the [Council Environment and Infrastructure Committee Agenda](#)

Progress on actions

Table of actions for FY24

Action	Lead	Impact	Status 2024 (as at 30 June)
Warmer Kiwi Homes	EECA (10-20% top up by WCC)	Reducing emissions	Ongoing
Home Energy Saver	Sustainability Trust	Reducing emissions	Not continuing
Environmental and Accessibility Performance Fund (EAPF)	WCC	Enabling reductions	Not continuing
Reduce electricity and fossil gas consumption in Council buildings ¹²	WCC (from Council's <i>Emissions Reduction Plan</i>)	Reducing emissions	Ongoing

Metrics

Indicators	2020 (as at 30 June)	2021 (as at 30 June)	2022 (as at 30 June)	2023 (as at 30 June)	2024 (as at 30 June)
Home Energy Saver - No. of Wellington homes audited (cumulative total)	12,179	12,955	13,645	14,396	14,842
Home Energy Saver - % of Wellington homes audited ¹³	5%	16%	17%	18%	18.3%
Warmer Kiwi Homes - total homes insulated since 2011	9,065	9,197	9,271	9,315	9,354

Looking forward

Actions funded in the 2024 LTP

Action	Lead	Impact	Comments
Warmer Kiwi Homes	EECA (10-20% top up by WCC)	Reducing emissions	This is now part of the <i>Housing Action Plan</i>
Reduce electricity and fossil gas consumption in Council buildings	WCC (from Council's <i>Emissions Reduction Plan</i>)	Reducing emissions	New project funded to replace natural gas heating with heat pump technology, across four swimming pool facilities

¹² Replaces (or absorbs) the actions "Displacing natural gas", "Energy Management Strategy and Plan" and "Climate Smart Buildings and Infrastructure".

¹³ 81,003 dwellings as per 2018 census.



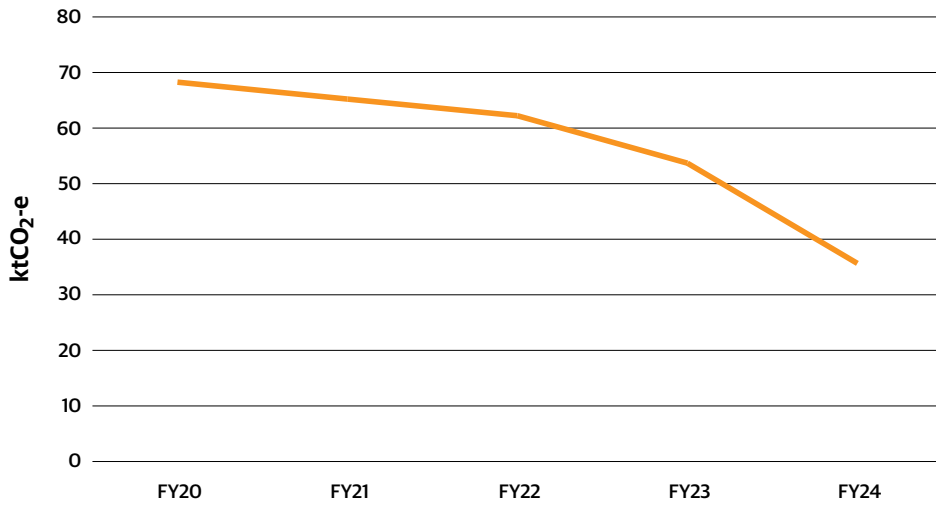
Action area: Circular waste and wastewater

As the operator of the Southern Landfill and contract holder for waste and recycling services, the Council oversees key components of the waste system. We also own wastewater treatment facilities, operated by Wellington Water on our behalf. This is an area of significant investment.

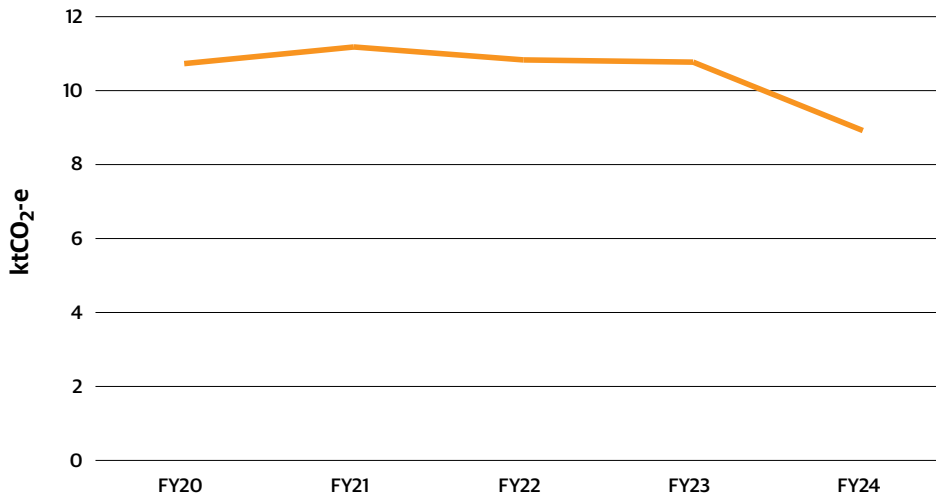
The Council owns landfills, runs the rubbish and recycling systems, and through Wellington Water owns the wastewater treatment facility at Moa Point, which is being transformed into a sludge processing plant to reduce pressure on landfill space and emissions. The Council contributes approximately 5% of the city's emissions, mostly through emissions from the Council owned Southern Landfill.

The Council contributes approximately 5% of the city's emissions, mostly through emissions from the Council owned Southern Landfill.

Wellington city waste emissions over time



Wellington city wastewater emissions over time



Central and regional government policy settings

The Government's draft *Second Emissions Reduction Plan* emphasises targeted investments in resource recovery infrastructure and systems, including construction and demolition waste. It also focuses on improving organic waste disposal methods and enhancing landfill gas capture to effectively reduce emissions. The Government also has a waste strategy *Te Rautaki Para*, which was published in March 2023. This strategy provides further detail on transitioning towards a circular economy, with the vision that Aotearoa will be a low-emissions, low-waste society, built upon a circular economy by 2050. Central government funding is currently available for councils to process organic waste and create recovery infrastructure, as well as for the implementation of kerbside organic collections.

At the 2024 WasteMINZ Conference the Minister for the Environment acknowledged they are reviewing some policy direction set by the Labour Government, although no major announcements have been made with the exception of amending the Waste Minimisation and Management Act. The recently adopted *Waste Minimisation (Waste Disposal Levy) Amendment Act 2024* has broadened the scope of what the Government's portion of the levy can fund.

This now includes remediation of contaminated sites, including landfills vulnerable to severe weather impacts, as well as wider environmental benefit activities. At this stage, it does not impact on the territorial authorities portions of the waste levy or how they can use the funding to implement waste management and minimisation plans.

The future rates for the waste disposal levy have also been set until 2027, providing an additional \$5 per tonne until 1 July 2027. This equates to an increase from a current \$60 to \$75 per tonne for municipal landfills.

As part of our regional collaboration on waste, the *Wellington Region Waste Management and Minimisation Plan 2023-29* was adopted in February 2024 by the Environment and Infrastructure Committee. This plan shows a strong move towards achieving a circular economy, stepping away from a more traditional focus on waste minimisation.

The Council's role

Setting policy

The *He anamata para kore mō Pōneke - Zero Waste Strategy*, adopted by the Council in April 2023, outlines Council's approach to zero waste and circular economy, and intentionally aligns with the Ministry for the Environment's waste strategy *Te Rautaki Para*.

In February 2024 Council adopted the *2023-29 Wellington Region Waste Management and Minimisation Plan* which builds on this strategy. Implementation planning for the regional and local plans is underway with further projects expected to be identified and progressed.

Two key projects were included in the *2024 LTP*, the introduction of kerbside organic collections, and progressing with a regional organics processing solution.

Investing in infrastructure

Sewage sludge solution

Construction of an innovative sludge minimisation facility, named Te Whare Wai Para Nuku, has started and completion is due in 2026. This facility will reduce the amount of sludge being sent to the Southern Landfill by up to 80%. The process being introduced will reduce carbon emissions by approximately 60% compared to the current sludge management process. In parallel, the Council is exploring options with iwi and community stakeholders to divert the biosolid produced from landfill completely for beneficial re-use. Once operational, the plant will use the biogas produced as a byproduct of the treatment process as a fuel to power its thermal dryer and steam boilers.

Diversion of food waste

When food waste ends up in a landfill it releases more methane than if it decomposed naturally, for example in a compost bin. Whilst the Government has not yet mandated territorial authorities to collect food scraps, as part of the *2024 LTP* the Council has made the decision to proceed with a weekly food scraps and garden waste collection starting in 2027/28.

To enable the collection of organic material, an organics processing solution is required. No decision has yet been made on what this solution looks like, what technology it will use or where it will be located. Decisions on this will be made next year.

Partnerships

Te Aro Zero Waste

In partnership with Sustainability Trust, Te Aro Zero Waste is based in the Sustainability Trust's Forrester's Lane location, off Tory Street. This new resource recovery centre offers services similar to the much-loved Tip Shop at the Southern Landfill. It's a place where people can drop off items for reuse and recycling, and get help fixing things instead of throwing them out. People can also drop off "hard to recycle items" like electronic gear, batteries and plastic/metal lids.

Te Aro Zero Waste will increase the estimated 1000 tonnes diverted by the Tip Shop from landfill, and due to its central location minimises emissions from transport. Expanding the resource recovery network is key to achieving a key objective of the *Zero Waste Strategy* to make waste reduction attractive and accessible to Wellingtonians.

Education and practical support

Reducing waste to landfill

Our waste minimisation team continues to support schools, businesses and the wider community to reduce waste through education, campaigns, resources and funding. The focus is on moving towards a circular economy where waste is designed out and the lifespan of products and materials are extended through reuse, repair, refurbishment and recycling. For example, a weekly average of 0.4 tonnes of waste is diverted from the waste transfer station to the Council's Tip Shop.

Climate and Sustainability Fund - Kaicycle

The Climate and Sustainability Fund supported community organisations like Kaicycle to take climate actions that will reduce emissions. Kaicycle received funding to help establish a community composting facility in Rongotai. This facility will allow Kaicycle to divert another 55 tonnes per year of green waste from our landfill, reducing greenhouse gas emissions and building healthy soil, kai and community.

They have more than doubled their capacity to process food waste from whānau and businesses around the city and are currently composting 160 kg of food waste per day into high-quality living compost that is used to grow local kai.

They have a vision of a distributed network of small-medium scale composting operations across the city helping to divert food scraps from landfill, with the focus on producing living compost to improve soil health, grow nutritious local kai, and build food resilience. Kaicycle is an 'open-source' organisation, aiming to share their knowledge and experience to help other similar initiatives start and scale up.



Progress on actions

Table of actions for FY24

Action	Lead	Impact	Status 2024 (as at 30 June)
Sewage sludge solution	WCC	Reducing emissions	Underway
Diversion of food waste	WCC	Reducing emissions	Underway

Metrics

Indicators	2020 (as at 30 June)	2021 (as at 30 June)	2022 (as at 30 June)	2023 (as at 30 June)	2024 (as at 30 June)
Waste - annual landfilled rubbish (tonnes)	97,745	89,287	85,135	160,324 ¹⁴	142,311 ¹⁵
Waste - diverted from landfill (tonnes) ¹⁶	17,900	18,174	17,179	16,719	17,029
Green waste (tonnes)	5,210	5,482	5,295	5,288	5,464
Commercial food waste (Kai to compost) (tonnes)	1,392	1,521	1,201	1,156	1,231
Recycling (tonnes)	10,679	10,568	10,232	9,598	9,909 ¹⁷
Tip Shop - diverted from landfill (tonnes) ¹⁸	19	19	44	25 ¹⁹	34
Scrap metal (tonnes)	571	557	531	373	364
Hazardous waste (tonnes)	29	29	30	20	25
Council battery electric passenger vehicle fleet	5%	6%	12%	68%	67%

Note that the landfill data in the metrics above is from the Council-owned Southern Landfill.

14 This increase is largely due to the treatment of contaminated soil. Before July 2022, contaminated soil was diverted from landfill to re-contour a closed landfill. As such, volumes were excluded from previous years reporting.

15 This decrease is due to the reduction in contaminated soil volumes because we now reject applications for contaminated soil outside Wellington city district.

16 This figure relates to material diverted from the transfer station and includes green waste, hazardous waste, commercial food scraps, scrap metal as well as recycling tonnages from the kerbside and the recycle centre.

17 This tonnage figure includes central business district recycling tonnage where previous financial year tonnages did not include this.

18 Refers to recovered items diverted from the transfer station to be processed through the Tip Shop for recycle, repair or re-use.

19 The Tip Shop employed more resource to support the recovery of re-usable items from the transfer station. This reduction can also be attributed to an increase in people dropping goods off at the Tip Shop before entering the landfill.

Metrics

Indicators	2024 (as at 30 June)
Reduce total waste to landfill by 50% by 2030	11% reduction between FY23 and FY24
Reduce biogenic methane gas emissions by at least 30% by 2035 - new indicator	Data will be reported at a later date
Divert 50-70% of organic waste from landfill by 2030	Monitoring will start after the organics collections commence in 2027/2028
Reduce per capita kerbside waste by 40% by 2030	Monitoring will start after the organics collections commence in 2027/2028
Divert 50% of construction and demolition waste from landfill by 2030 and 70% by 2035	An updated survey of waste, using the Solid Waste Analysis Protocol, will provide a baseline figure in 2025

Looking forward

Actions funded in the 2024 LTP

Action	Lead	Impact	Comments
Sewage sludge minimisation facility	WCC	Reducing emissions	Planned to be operational in 2026
Kerbside organics collection service	WCC	Reducing emissions	Weekly food scraps and garden waste collection planned to start in 2027/28
Regional organics food processing facility	WCC and Hutt City Council	Reducing emissions	Anticipated to be in place by 2027/2028
Reducing waste to landfill	WCC	Enabling reductions	Through education and practical support



Photo: The Capital Kiwi Project

Action area: Biodiverse forestry

The Council holds a significant proportion of the green space in Wellington, on the city's behalf.

Wellington has been recognised globally as a city that is bringing nature back. As well as kiwi returning, restoration efforts are also helping to increase carbon sequestration.

These efforts respond jointly to the climate and ecological emergency. For example, we are working on increasing the amount of Council land that is regenerating, which has both carbon sequestration and biodiversity benefits. Actions to improve our city's biodiversity are also contained across several Council strategies and plans, including our biodiversity strategy *Our Natural Capital* and the *Green Network Plan*, as well as being delivered by Council-controlled organisations Zealandia Te Māra a Tāne and Te Nukua Wellington Zoo.

When we measure our city's emissions, we also measure how much carbon we are pulling back down from the atmosphere in our forested land. While our targets are to reduce our gross emissions, our forestry will make an important contribution to our 2050 net-zero carbon goal.

Wellington has been recognised globally as a city that is bringing nature back. As well as kiwi returning, restoration efforts are also helping to increase carbon sequestration.

Central and regional government policy settings

The Government's draft *Second Emissions Reduction Plan* places a heavy reliance on the Emissions Trading Scheme and forestry sequestration as the main mechanisms for helping meet net carbon reduction targets. While increasing the amount of native forest has positive biodiversity benefits, relying on forestry for sequestration is risky. The impacts of climate change mean that growth patterns may differ in the future as a result of changes to seasons and average temperatures, and severe weather events will likely occur more often increasing the risk of forest loss.

The Council's role

Leading by example

Restoration planting

This year we have reached 2,319,682 plants in the ground for the restoration planting programme, slightly ahead of schedule for meeting the three million target by 2030. Over 100 community groups are planting across the city to restore local reserves, sand dunes and more. However, the largest scale planting focus this year was on the northern end of the Outer Green Belt, helping to recloak vast areas with native coastal forest species and creating a significant wildlife corridor.

The Green Network Plan

The *Green Network Plan* sets the direction and targets for how we improve and increase green space in Wellington's central city in the next 10 years. The goal is to double the number of trees from 2,000 to 4,000, improve the greening of twenty existing spaces, and deliver two new urban parks. This will boost our climate action efforts by capturing carbon dioxide and make the city more resilient to the impacts of climate change through their cooling effect and reducing stormwater runoff. The 2024 *LTP* includes \$6M for delivery of the first 500 trees. Funding for implementation has been confirmed and a programme brief is underway. The first proposed new park has been identified on the corner of Taranaki and Frederick Streets and is due to be completed in 2025.

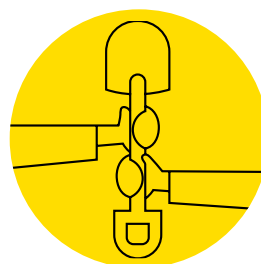
Carbon farming

Around 3,165 hectares of Council owned land is regenerating indigenous forests, and another 418 hectares is planted in exotic forests. These forests sequester carbon from the atmosphere. Of these forests, 1,453 hectares of indigenous and 33 hectares of exotic forests are post-1989 forests and are included in the Emissions Trading Scheme. Over time we are transitioning areas of exotic pine trees to native coastal forest species as part of our restoration planting programme.

Partnerships

Native indigenous forests in partnership

In 2020, we partnered with Te Herenga Waka - Victoria University of Wellington to lease 11 hectares of land for 33 years with the aim of establishing new native indigenous forests and expanding carbon sink areas within the outer green belt. Between 2021 and 2023, with the help of hundreds of university students, staff and alumni, the university planted 12,500 eco-sourced native trees on half of the 11-hectare site. The remaining half has been left to naturally regenerate. Our ongoing collaboration with the university aims to validate and register the site in the Emissions Trading Scheme given the university agreed to provide us with half of the credits generated over the 33-year term.



100+

Community groups planting across the city to restore local reserves and sand dunes

Progress on actions

Table of actions for FY24

Action	Lead	Impact	Status 2024 (as at 30 June)
Accelerate opportunities to support carbon farming	WCC	Enabling reductions	Underway
<i>Green Network Plan</i>	WCC	Reducing emissions	Underway

Metrics

Indicators	2020 (as at 30 June)	2021 (as at 30 June)	2022 (as at 30 June)	2023 (as at 30 June)	2024 (as at 30 June)
tCO ₂ -e sequestered annually in Council owned exotic forestry (measured in carbon credits granted)	975	932	674 ²⁰	1,132	887
tCO ₂ -e sequestered annually in Council owned permanent forestry (measured in carbon credits granted)	13,375	13,072	12,497	9,520	10,447

Looking forward

Actions funded in the 2024 LTP

Action	Lead	Impact	Comments
Accelerate opportunities to support carbon farming	WCC	Enabling reductions	Through our ongoing work to improve the inner and outer green belts
<i>Green Network Plan</i>	WCC	Reducing emissions	Integrated into our city design work

20 Some radiata pine trees were harvested to prevent illegal track building and further damage to the forest.



Action area: Resilient food systems

While having no direct role in the city's food system, the Council recognises its importance to the city's resilience and community wellbeing.

Wellington's food is not counted as part of our emissions inventory, as it is produced in other parts of Aotearoa and overseas. But what we eat matters, as food is the second largest source of household emissions behind transport, with most coming from agriculture and land-use change.

Supply chain processes are less than a quarter of the emissions from most foods but have significant implications for the resilience of our communities in the future. For example, locally we have seen how large storms can disrupt the areas that supply us with fruit and vegetables. Internationally, rice supplies have been impacted as countries restrict exports to ensure they have sufficient domestic food supply. The emissions from food waste are discussed in the section on waste and wastewater.

The Council's response to food system emissions and food security continues to be steered by *Te Anamata Ā-Kai o Tō Tātou Tāone - Our City's Food Future*, adopted in March 2023.

Central and regional government policy settings

We are not aware of central government policy work on food systems or food security. However, at a regional and local level there are several projects underway. The *Regional Food System Plan* (RFSP) falls under the climate change priority of the Wellington Regional Leadership Committee's 30-year plan. Te Whatu Ora Public Health was commissioned to develop the RFSP in September 2022 and currently remains the lead agency for the project. Numerous stakeholders have been involved in developing the plan alongside our Tākai here partners, with the vision of "A sustainable, equitable, and locally led regional food system that centres on the wellbeing of the environment and people."

Food is the second largest source of household emissions behind transport.

The Council's role

Partnerships

Activities have focused on improving kai security through inter-agency coordination, fostering collaboration within the Council, and identifying strategies to increase equitable access to nutritious and culturally appropriate food for the community.

Kai and Climate Sustainability Fund

Co-funded between Council teams and Te Toi Mahana, the Kai and Climate Sustainability Fund is a twelve-month pilot supporting projects led by city housing tenants. Inspired by the Stone Soup fund for community gardens, a participatory decision-making model is being co-designed with tenants to allocate available funds.

Benchmarking Wellington's emergency food response

A plan for developing a benchmark and assessing the city's current emergency food response has been drafted and communicated to key partners. Opportunities to progress this project in collaboration with the city's universities are being explored.

Education and practical support

Support for community-led programmes

Programmes to equip people with the knowledge, skills, and opportunity to be active participants in the food system have received practical and financial support from the Council.

The Seeds to Feeds Foundation have received funding to support communities to host and run a series of events encouraging locals to grow, forage, produce, cook, and share more food in their neighbourhoods. Garden to Table has been supported to continue their work with children in schools, developing skills and knowledge to grow and prepare nutritious kai in ways that uphold the mana of the natural world. GROW Pōneke was a three-month programme of community-led food initiatives and events encompassing Local Food Week, Neighbours Aotearoa and Community Gardens Open Sundays, brought together and

promoted by the Council. Kai Kitchen continues as a strong community event in Linden with 80 to 90 people attending each time. Newlands and Tawa Community Centres now also offer a free soup lunch for their communities. The demand for food support has increased as unemployment rates rise across the city. We established a growing fund for Te Toi Mahana (previously City Housing) tenants to increase their access to affordable healthy food and gardening knowledge.

Māori Kai Sovereignty Network

The Council established a Māori Kai Sovereignty Network intended to disperse funding for mana whenua and Māori-led kai and soil sovereignty projects. The first network hui was held in July 2024.

Community gardening

Increased expressions of interest for new community gardens and orchards indicate growing community engagement with sustainable food practices. The Stone Soup fund is allocated by the network of established community gardens to assist with running costs. Funds have been budgeted to assist with set-up costs for new gardens, which pose a financial barrier for some groups.

Community composting hubs trial

Four hubs, designed and run by communities, have been supported to date. The Council provided funds for equipment, a part-time manager and mentoring support, and assistance to obtain necessary permits. The hubs are located at Te MĀRAMatanga Community Garden, Innermost Garden, Newtown Park Apartments and Massey University. Data is being collected to enable a full review.

Leading by example

Sustainable food procurement policy for the Council

Council teams are partnering to develop a sustainable food procurement component for the broader procurement toolkit.

Progress on actions

Table of actions for FY24

Action	Lead	Impact	Status 2024 (as at 30 June)
<i>Te Anamata Ā-Kai o Tō Tātou</i> <i>Tāone - Our City's Food Future</i>	WCC	Enabling reductions	Ongoing

Metrics

Indicators*	2024 (as at 30 June)
Number of community composting hubs operating	4
Kilograms of food waste composted through community hubs	5,971
Number of community gardens	26
Grants made to community gardens through Stone Soup fund	17

**other metrics are being developed*

Looking forward

Actions funded in the 2024 LTP

Action	Lead	Impact	Comments
Working with communities on local food systems	WCC	Enabling reductions	Through collaboration, financial and practical support
Māori Kai Sovereignty Network	WCC	Enabling reductions	Recommendations commissioned and initial funding pool provided
Improve the city's emergency food response	WCC	Enabling reductions	Starting with benchmarking to assess current provisions and steer further work
Community composting hubs trial	WCC	Reducing emissions	Two more hubs to come. Trial being assessed to develop framework for hubs' continuation
Sustainable food procurement policy for the Council	WCC	Enabling reductions	To be integrated into procurement toolkit



Collaborating with communities

Action area: Community climate action

Wellingtonians are already working to reduce emissions and to adapt to the effects of climate change.

We amplify their impact by providing seed funding, advice and guidance. In the *2024 LTP* we also committed to delivering a *Local Climate Adaptation Planning Programme*, to support high-risk communities to adapt to climate change impacts.

The Council has supported communities and businesses in a number of ways since *Te Atakura* was adopted, including through initiatives like the *Zero Together* community sustainability programme, community climate action and support, community climate leaders training course, the Climate and Sustainability Fund, and a *Let's Talk Shop* sustainability project with the retail sector.

Building on existing relationships, the Council plays a role in supporting communities to navigate the economic and physical changes in Wellington as we transition to a zero-carbon resilient city.



Central and regional government policy settings

In the Government's draft *Second Emissions Reduction Plan*, several initiatives that provided support for individuals, communities and businesses to reduce their emissions have been removed. The focus of the Plan is on incentivising adoption of low and zero emission technologies such as battery and hybrid heavy goods vehicles for business and further R&D. Whilst supportive of investment into R&D of low carbon solutions, the Council is mindful of the risk of placing faith in new technical solutions to deliver emissions reductions rather than supporting communities shift to existing proven lower carbon solutions.

The Government is currently developing a strategy that is expected to provide national direction on key aspects of adapting to the changing climate, such as 'who pays?' and 'who decides?'. In 2023 there was the Inquiry into Climate Adaptation and Managed Retreat which included options to inform the *Climate Adaptation Act/Bill*. However there is uncertainty regarding *Resource Management Act* reform and therefore the future support for or requirements of local governments.

In June 2024 the Government announced it would develop a Climate Adaptation Framework to set out the Government's approach to sharing the costs of adapting to climate change. It is expected the *Climate Adaptation Framework* will be released in early 2025 and will be informed by the October 2024 Finance and Expenditure Committee's Inquiry into Climate Adaptation.

In 2024 the Climate Change Commission released the first Monitoring Report of the *National Adaptation Plan*. This report highlighted significant barriers for Councils and communities to plan for climate change.

The Council's role

Setting policy

Climate Adaptation Community Engagement Roadmap

In April 2023, Council adopted the *Climate Adaptation Community Engagement Roadmap* which sets out the approach to planning for climate change in Wellington over the next six+ years. Community participation will be vital to the process of making difficult adaptation decisions for the city's long-term resilience.

In FY24 we started implementing of the first two phases of the roadmap using grant funding from the Department of Internal Affairs (DIA) and Bloomberg Philanthropies.

Phase 1	Scoping and groundwork 2023-2024	This stage includes building partnerships with Tā kai Here partners, GWRC and other agencies to do climate change risk assessments, develop tools and a framework to support adaptation planning processes.
Phase 2	Awareness raising Ongoing	This phase includes developing and piloting education resources and tools. Public engagement activities will be ongoing and will be built on over time.
Phase 3	Stakeholder engagement Early 2025	Communities will have the opportunity to provide feedback on the proposed approach of the <i>Local Climate Adaptation Planning</i> pilot.
Phase 4	Community adaptation planning Mid 2025	Where the Council will facilitate proactive planning processes with one to two high risk communities. The process will align with citywide climate change adaptation planning to connect local and citywide strategies.
Phase 5	Council decision-making	When the Council may need to make decisions regarding investment or other implementation measures, resulting from the community process.
Phase 6	Reporting and review	Focuses on implementation, monitoring and reporting of the planning phase.

Design of the *Local Climate Adaptation Planning Programme*

Engagement on the proposed *Local Climate Adaptation Planning Programme* – including its scope, approach and pilot locations – will take place in early 2025. In preparation for this project, we have commissioned a multi-criteria spatial analysis to identify high-risk communities and define their size and boundaries. Additionally, we have sought expert advice to tailor adaptation processes to Wellington's unique context. This advice includes defining the scope and key steps of the process for working with high-risk communities, including how decisions could be made

and how our Tā kai Here partners, the Council and the public can work together. The intention is that the programme will align to both regional adaptation planning and the Ministry for the Environment's *Framework for Adaptation Planning Inquiry* due out later this year. Engagement will gather feedback on the proposed process design, and which communities should be included in the pilot during years 2 and 3 of the 2024 LTP.

Education and practical support

Climate action education, events and activation

We have been working with communities who want to learn more about the causes and impacts of climate change, and take action to reduce their emissions and increase their resilience. By sharing resources and the wero (challenge) with communities and using community-led approaches, they will increase their capability and capacity to respond to climate challenge with action that both suits and is sustained by them. The Council is focusing on equity in our approach, seeking opportunities to work with communities that are traditionally less engaged with government programmes. Our goal is to provide them with developmental opportunities similar to those who engage with the Council more often.

Activities to support community climate action over the last year include:

- Face to face connection with 49 different community groups on community climate activities, and specific support provided to 22 groups.
- Development and delivery of a community climate leadership training course in partnership with Voice of Aroha.
- Delivery of a Wellington-specific community climate conversation webinar.
- Participation in and supporting community events.

To support individuals, communities and businesses to take climate action, we want to increase the understanding of effective climate action. We intend to build on Wellington's climate action reputation and profile the innovative businesses leading the way.

Funding changes

Our community climate action mahi was partially funded through a grant from the Department of Internal Affairs (DIA) to support community-led climate planning and action as outlined in our *Climate Adaptation Community Engagement Roadmap*, in advance of budget decisions in the 2024 LTP.

In January 2024 the new government reprioritised the budget the DIA grant was funded from, creating a funding shortfall for the roadmap. Actions from the *Implementation Plan* that had previously been funded from the 2021 LTP including *Zero Together*, *Let's Talk Shop* and *Te Atakura Action Investigation* were discontinued, to ensure we could continue to make progress on the *Climate Adaptation Community Engagement Roadmap* instead. Action 2.1.1 from the *Economic Wellbeing Strategy*, to co-create business sector plans, is also not continuing.

Zero Together

The *Zero Together* programme was developed to support Wellingtonians to engage in 'everyday actions for a better climate future'. Five courses and a one-day workshop were run in FY24 for 56 people. Due to funding constraints the programme is not continuing. Council's Connected Communities is investigating platforms to share course resources as a tool to support community-led climate conversations. A small number of hours will be allocated to updating materials and responding to enquiries.

Let's Talk Shop

In FY23 a pilot programme involving 11 small and medium-sized retailers was launched to address challenges such as being under-resourced and unsure of where to start with climate action.

The programme helped participants measure their greenhouse gas emissions, create action plans, build a supportive business community, and empower participants to communicate climate actions effectively. Participants gained a clear understanding of climate issues, actively reducing their emissions and forming stronger connections with the Council. The project highlighted the importance of trust between the Council and businesses for encouraging significant climate action.

Due to funding constraints the pilot was not extended. We are investigating publicly sharing our programme resources.

Building public awareness of climate change impacts

Leveraging the latest climate change projections and updated hazard maps for Wellington, the Council is working with Tākai Here partners and community members to develop and pilot a suite of digital education tools to increase public awareness of climate change impacts and adaptation opportunities.

The Council has also been working on an innovative engagement techniques and technologies to communicate and engage the public about the need for adapting to climate change impacts by looking to the past for solutions for the future.

Website content and new adaptation-related resources have also been produced to raise awareness about adaptation. For example, the *Wellington Climate Adaptation Options Catalogue* was developed to support the design and delivery of community climate adaptation planning activities.



Our Changing City

In January 2022 Wellington City Council won an award for innovation from the prestigious Bloomberg Global Mayors Challenge. The Council was named one of 15 worldwide winners to receive US\$1million. Funding was used to deliver Wellington’s digital city model tool, which aims to create accessible and engaging experiences for the public to explore the changing shape of Wellington, looking to the past to seek solutions for a more resilient future.

An interactive touchscreen experience for Motukairangi and the surrounding area (including Miramar, Kilbirnie and Lyall Bay) was developed and tested with the feedback from more than 600 Wellingtonians. Called *Our Changing City*, it was launched as a pilot in late October. In early 2025, following refinement of the tool based on feedback from the community, it will be scaled up to support city-wide education on climate change impacts and adaptation as part of the Council’s *Local Climate Adaptation Planning Programme*.

An interactive touchscreen experience for Motukairangi and the surrounding area (including Miramar, Kilbirnie and Lyall Bay) was developed and tested with the feedback from more than 600 Wellingtonians.

Incentives and funding

The Climate and Sustainability Fund was launched in 2022 to boost climate action across the city. With an annual budget of \$250,000 per year, it has funded 21 projects across five rounds totalling \$672,040 up to and including FY24.

The fund has increased community action on climate change and has supported:

- More than 120 climate events or workshops attended by over 3,500 people.
- Hundreds of bikes repaired and regifted to people and whānau who may not have other access to bikes.
- 57 businesses learning about climate change and supported to make emissions reductions plans.
- More than 10 Wellington churches becoming eco churches and taking action together.
- Four groups developing Wellington-specific educational resources for a range of audiences.
- Three Māori-led initiatives for Māori whānau to grow and share skills related to māra kai, mahinga kai, rongoā, cooking sustainably, active transport and more.

This fund will continue to run annually with a budget of \$250,000 per year to support communities to take climate action. A focus on supporting climate action Māori-led projects and initiatives will continue, and/or projects that will deliver measurable emissions reductions in the short term. These are priority areas for the fund that have so far been underfunded.

Progress on actions

Table of actions for FY24

Action	Lead	Impact	Status 2024 (as at 30 June)
Climate action education, events and activation	WCC	Enabling	Ongoing
Climate and Sustainability Fund	WCC	Enabling	Ongoing
<i>Zero Together</i>	WCC	Enabling	Not continuing
<i>Let's Talk Shop</i>	WCC with delivery partner	Enabling	Not continuing
Co-create business sector plans (from the <i>Economic Wellbeing Strategy</i>)	WCC	Enabling	Not continuing
<i>Climate Adaptation Community Engagement Roadmap</i>			
Phase 1: Design of the <i>Local Climate Adaptation Planning Programme</i> ²¹	WCC		Underway (using DIA grant funding)
Phase 2: Increase public awareness of climate change risks and adaptation opportunities ²²	WCC		Underway (using DIA grant & Bloomberg funding)

21 Previously called Developing a community-based dynamic adaptive pathways planning programme for high-risk communities.

22 Incorporates the action Bloomberg digital twin project and community engagement tool.

Metrics

Indicators	2020 (as at 30 June)	2021 (as at 30 June)	2022 (as at 30 June)	2023 (as at 30 June)	2024 (as at 30 June)
Total funding disbursed by the Climate and Sustainability Fund annually	n/a	n/a	\$168,636 ²³	\$250,000	\$253,404
Number of projects funded by the Climate and Sustainability Fund	n/a	n/a	5 ²⁴	6	10
Number of people participating in <i>Zero Together</i>	n/a	n/a	n/a	32	56
Number of businesses receiving support through <i>Let's Talk Shop</i>	n/a	n/a	n/a	11	0

Looking forward

Actions funded in the 2024 LTP

Action	Lead	Impact	Comments
Climate action education, events and activation	WCC	Enabling reductions and resilience	Ongoing, across both emissions reduction and adaptation
Climate and Sustainability Fund	WCC	Enabling reductions	Delivers funding to community groups to enable city-wide emissions reduction
<i>Climate Adaptation Community Engagement Roadmap</i>			
Phase 1: Design of the <i>Local Climate Adaptation Planning Programme</i> ²⁵	WCC	Enabling resilience	Underway now
Phase 2: Increase public awareness of climate change risks and adaptation opportunities ²⁶	WCC with support from Bloomberg Philanthropies	Enabling resilience	Pilot 'pop-up' installations planned this year
Phase 3: Engagement on the <i>Local Climate Adaptation Planning Programme</i>	WCC	Enabling resilience	Planned for early-2025

23 One project in year 1 had to cancel. These funds are being repaid in stages, which accounts for the more than \$250,000 allocated in year 3. One project in year 3 was cancelled so there is an additional \$20,000 to reallocate in year 4.

24 Six projects were allocated funding but one had to cancel so there are five in total.

25 Previously called Developing a community-based dynamic adaptive pathways planning programme for high-risk communities.

26 Incorporates the action Bloomberg digital twin project and community engagement tool.

Walk Ride Bus

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Appendix 1

Revised Te Atakura Implementation Plan

Action	Lead	Council's role	Contribution to targets			Comments
			Council reduction	City reduction	Resilience	
Embedding climate action						
Action area: Analysis and integration						
The Council provides localised climate change data and analysis and continuously improves the integration of climate change considerations into relevant decisions.						
Climate-related disclosures - assessment of physical and transition risks to the Council	WCC	Data and analysis	✓	✓	✓	Aligning to the XRB's Climate Reporting Disclosures standard
Council and city greenhouse gas emission measurement	WCC	Data and analysis	✓	✓		Using the GHG Protocol
Detailed physical climate risk, impact and vulnerability assessments	WCC	Data and analysis			✓	To inform our infrastructure planning and management
Participating in the Horizon Europe project (risk and resilience assessment of the central city)	University of Auckland	Data and analysis			✓	Partnership with 13 other agencies including University College London, University of Canterbury and University of Auckland
Improving Land Information Memoranda (LIMs)	WCC Govt	Data and analysis			✓	As required under a change to regulation, to be implemented by June 2025
Integrating climate change considerations in processes and decision-making	WCC	Improving our decision making	✓	✓	✓	Across Council papers, asset management, project management and procurement
Training and support	WCC	Raising capability	✓	✓	✓	Through workshops and online resources
Te Ngutu Kākā - building our ability to apply te ao Māori to climate change response	WCC	Raising capability	✓	✓	✓	Builds capability, and focuses on iwi partnerships specific to climate change

Action	Lead	Council's role	Contribution to targets			Comments
			Council reduction	City reduction	Resilience	
Action area: Sustainable transport networks						
The Council is the road-controlling authority, working towards a resilient transport system that moves more people with fewer vehicles. This is an area of significant investment.						
Central City Connections	WCC GWRC	Investing in infrastructure		✓		Our planned infrastructure investments are detailed in the 2024 LTP, noting that NLTP funding allocations differ from the assumption made in the LTP, which will have to be worked through
<i>Paneke Pōneke</i>	WCC	Investing in infrastructure		✓		Our planned infrastructure investments are detailed in the 2024 LTP, noting that NLTP funding allocations differ from the assumption made in the LTP, which will have to be worked through
Electrification of Council vehicles	WCC	Leading by example	✓			It is anticipated that more battery electric utility and truck vehicle models will be available in the next few years, enabling consideration to be given to transitioning the next segment of the fleet.
Charged-up Capital (Public EV chargers)	WCC	Facilitating solutions		✓		Will be reviewed in FY25
Car share, micro-mobility, and EV charger providers	WCC Business sector	Facilitating solutions		✓		We will continue to provide the licensing and approvals to enable these providers to offer transport options to our residents
Practical support to change travel habits	WCC	Education and practical support		✓		Targeted set of cost-effective initiatives
Action area: Climate resilient urban form						
The Council is the planning authority, enabling a compact urban form and increased resilience through <i>District Plan</i> settings and city design.						
Integrate climate change adaptation into the Council's urban form strategies and plans	WCC	Setting Policy			✓	Includes the <i>Coastal Reserves Management Plan</i> and <i>Spatial Plan</i>

Action	Lead	Council's role	Contribution to targets			Comments
			Council reduction	City reduction	Resilience	
Wellington Regional Climate Change Adaptation workstream	Wellington Regional Leadership Committee	Investing in infrastructure			✓	Builds on the regional impact assessment published in June 2024
Infrastructure investments to increase resilience	WCC Wellington Water	Investing in infrastructure			✓	Includes our investments maintaining and improving our physical infrastructure

Action area: Renewable building energy

While we have no regulatory instruments to improve the emissions intensity of buildings in Wellington, we lead by example in our own buildings and facilities, increasing energy efficiency and shifting from natural gas to renewable electricity.

Warmer Kiwi Homes	EECA	Incentives and funding			✓	WCC top up of 10-20%. This is now part of the <i>Housing Action Plan</i>
Reduce electricity and fossil gas consumption in Council buildings	WCC	Leading by example	✓			New project funded to replace natural gas heating with heat pump technology, across four swimming pool facilities

Action area: Circular waste and wastewater

As the operator of the Southern Landfill and contract holder for waste and recycling services, the Council oversees key components of the waste system. We also own wastewater treatment facilities, operated by Wellington Water on our behalf. This is an area of significant investment.

Sewage sludge minimisation facility	WCC	Investing in infrastructure	✓	✓		Planned to be operational by 2026
Kerbside organics collection service	WCC	Investing in infrastructure	✓	✓		Weekly food scraps and garden waste collection planned to start in 2027/2028
Regional organics food processing facility	WCC Hutt City Council	Investing in infrastructure	✓	✓		Anticipated to be in place by 2027/2028
Reducing waste to landfill	WCC	Education and practical support	✓	✓		Through education and practical support

Action area: Biodiverse forestry

The Council holds a significant proportion of the green space in Wellington, on the city's behalf.

Accelerate opportunities to support carbon farming	WCC	Leading by example	✓	✓		Through our ongoing work to improve the inner and outer green belts
<i>Green Network Plan</i>	WCC	Leading by example	✓	✓		Integrated into our city design work

Action	Lead	Council's role	Contribution to targets			Comments
			Council reduction	City reduction	Resilience	
Action area: Resilient food systems						
While having no direct role in the city's food system, the Council recognises its importance to the city's resilience and community wellbeing.						
Working with communities on local food systems	WCC	Education and practical support		✓	✓	Through collaboration, financial and practical support
Māori Kai Sovereignty Network	WCC	Education and practical support		✓	✓	Recommendations commissioned and initial funding pool provided
Improve the city's emergency food response	WCC	Partnerships			✓	Starting with benchmarking to assess current provisions and steer further work
Community composting hubs trial	WCC	Education and practical support	✓	✓		Two more hubs to come. Trial being assessed to develop framework for hubs' continuation
Sustainable food procurement policy for the Council	WCC	Leading by example	✓			To be integrated into procurement toolkit

Collaborating with communities

Action area: Community climate action

Building on existing relationships, the Council plays a role in supporting communities to navigate the economic and physical changes in Wellington as we transition to a zero-carbon resilient city.

Climate action education, events and activation	WCC	Education and practical support		✓	✓	Ongoing, across both emissions reduction and adaptation
Climate and Sustainability Fund	WCC	Incentives and funding		✓		Delivers funding to community groups to enable city-wide emissions reduction
Climate Adaptation Community Engagement Roadmap						
Phase 1: Design of the <i>Local Climate Adaptation Planning Programme</i>	WCC	Setting policy			✓	Underway now
Phase 2: Increase public awareness of climate change risks and adaptation opportunities	WCC with support from Bloomberg Philanthropies	Education and practical support			✓	Pilot 'pop-up' installations planned this year
Phase 3: Engagement on the <i>Local Climate Adaptation Planning Programme</i>	WCC	Setting policy			✓	Planned for mid-2025

Appendix 2

Glossary: Climate change terms

This glossary defines some of the specific terms used in this document and that are common in discussions on climate change.

Adaptation

Actions that help manage, moderate, and cope with the effects of climate change. For example, avoiding building in areas likely to be affected by rising sea levels.

Biodiversity

Biological diversity. The variability among living organisms from all sources, and the ecological systems of which they are part; this includes diversity within species, between species and within ecosystems.

Climate change

A pattern of change attributed directly or indirectly to human activity that alters the composition of the atmosphere, affecting global or regional climate, as measured by factors such as average temperature and rainfall, or an alteration in the frequency of extreme weather conditions.

Carbon dioxide

A naturally occurring gas, CO₂ is also a by-product of burning fossil fuels such as oil, gas, and coal, of burning biomass, of land-use changes, and of industrial processes eg cement production. See also Greenhouse gas (GHG).

Decarbonisation

The process by which countries, individuals or other entities aim to achieve zero fossil carbon existence. It typically refers to a reduction of the carbon emissions associated with electricity, industry, and transport.

Fossil fuels

Fuels made from decomposing animals or plants. Examples include coal, oil, and natural gas, which all contain hydrocarbons. As they are carbon-based, these fuels produce carbon dioxide when burnt.

Global warming

The steady rise in the global average temperature of the Earth's atmosphere, which is largely caused by increased levels of human-produced greenhouse gas emissions.

Greenhouse gas (GHG)

Natural and industrial gases that cause the greenhouse effect on Earth. Carbon dioxide and methane are natural GHG, and hydrofluorocarbons are industrial GHG.

Liquefaction

Takes place when loosely packed, water-logged soil at or near the ground surface loses its strength in response to strong ground shaking eg during an earthquake.

Mitigation

Actions aiming to reduce the impacts of climate change by preventing or reducing the emission of greenhouse gases.

Net zero

Refers to a balance between the amount of greenhouse gas emissions produced and the amount removed from the atmosphere, whereby we are not adding new greenhouse gases to the atmosphere.

Scope 1, 2 and 3 emissions

Scope 1 emissions are all the direct emissions from an organisation's actions or under their control eg emissions from gas boilers, vehicles, and industrial processes. Scope 2 emissions are indirect emissions from electricity purchased and used by the organisation. Scope 3 emissions are all other indirect emissions from activities of the organisation, occurring from sources that they do not own or control eg all purchased goods, emissions from suppliers, any travel not in company owned vehicles. Scope 3 emissions are usually the greatest share of the carbon footprint.

Sequester/carbon sequestration

The process of capturing from the atmosphere and storing carbon dioxide. This can happen naturally, as growing trees and other plants turn CO₂ into biomass stored within the plant. It can also refer to the capture and storage of CO₂ through technical processes.

Tiakina te Taiao

Protect the environment.



