

Absolutely Positively  
**Wellington City Council**

Me Heke Ki Pōneke

# Ordinary Meeting of Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee Rārangi Take | Agenda

9:30 am Rāpare, 15 Here-turi-kōkā 2024

9:30 am Thursday, 15 August 2024

Ngake (16.09), Level 16, Tahiwī

113 The Terrace

Pōneke | Wellington



## **MEMBERSHIP**

Mayor Whanau  
Deputy Mayor Foon  
Councillor Abdurahman  
Councillor Apanowicz (Deputy Chair)  
Councillor Brown  
Councillor Calvert  
Councillor Chung  
Councillor Free  
Pouiwi Hohaia  
Pouiwi Kelly  
Councillor Matthews (Chair)  
Councillor McNulty  
Councillor O'Neill  
Councillor Pannett  
Councillor Randle  
Councillor Rogers  
Councillor Wi Neera  
Councillor Young

### **Have your say!**

*You can make a short presentation to the Councillors, Committee members, Subcommittee members or Community Board members at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-499-4444, emailing [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz) or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.*

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## AREA OF FOCUS

The Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee has responsibility for:

- 1) Long-term planning and annual planning.
- 2) Financial and non-financial performance oversight in relation to the long-term plan and annual plan.
- 3) Financial oversight.
- 4) Procurement policy.
- 5) Non-strategic asset investment and divestment as provided for through the long-term plan (recommending to Council where matters are not provided for in the long-term plan).
- 6) Council-controlled Organisation oversight and performance.
- 7) Council-controlled Organisation director review and appointments.
- 8) WellingtonNZ oversight and performance.
- 9) Approve asset management plans.

To read the full delegations of this committee, please visit [wellington.govt.nz/meetings](https://wellington.govt.nz/meetings).

**Quorum:** 9 members



# **TABLE OF CONTENTS**

## **15 AUGUST 2024**

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<b>Business</b>	<b>Page No.</b>
<b>1. Meeting Conduct</b>	<b>7</b>
<b>1.1 Karakia</b>	<b>7</b>
<b>1.2 Apologies</b>	<b>7</b>
<b>1.3 Conflict of Interest Declarations</b>	<b>7</b>
<b>1.4 Confirmation of Minutes</b>	<b>7</b>
<b>1.5 Items not on the Agenda</b>	<b>7</b>
<b>1.6 Public Participation</b>	<b>8</b>
<b>2. General Business</b>	<b>9</b>
<b>2.1 Te Toi Mahana Quarterly Performance Report</b>	<b>9</b>
<b>2.2 WCC submission to MfE consultation on 2nd National Emissions Reduction Plan</b>	<b>47</b>
<b>2.3 Decision register updates and upcoming reports</b>	<b>79</b>



# 1. Meeting Conduct

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## 1.1 Karakia

The Chairperson will open the hui with a karakia.

<b>Whakataka te hau ki te uru, Whakataka te hau ki te tonga. Kia mākinakina ki uta, Kia mātaratara ki tai. E hī ake ana te atākura. He tio, he huka, he hauhū. Tihei Mauri Ora!</b>	Cease oh winds of the west and of the south Let the bracing breezes flow, over the land and the sea. Let the red-tipped dawn come with a sharpened edge, a touch of frost, a promise of a glorious day
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At the appropriate time, the following karakia will be read to close the hui.

<b>Unuhia, unuhia, unuhia ki te uru tapu nui Kia wātea, kia māmā, te ngākau, te tinana, te wairua I te ara takatū Koia rā e Rongo, whakairia ake ki runga Kia wātea, kia wātea Āe rā, kua wātea!</b>	Draw on, draw on Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind Oh Rongo, above (symbol of peace) Let this all be done in unity
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## 1.2 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the hui, where leave of absence has not previously been granted.

## 1.3 Conflict of Interest Declarations

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

## 1.4 Confirmation of Minutes

The minutes of the meeting held on 26 June 2024 will be put to the Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee for confirmation.

## 1.5 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows.

***Matters Requiring Urgent Attention as Determined by Resolution of the Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee.***

The Chairperson shall state to the hui:

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent hui.

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The item may be allowed onto the agenda by resolution of the Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee.

***Minor Matters relating to the General Business of the Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee.***

The Chairperson shall state to the hui that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent hui of the Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee for further discussion.

## **1.6 Public Participation**

A maximum of 60 minutes is set aside for public participation at the commencement of any hui of the Council or committee that is open to the public. Under Standing Order 31.2 a written, oral, or electronic application to address the hui setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the hui concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz), by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 499 4444 and asking to speak to Democracy Services.



## 2. General Business

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# TE TOI MAHANA QUARTERLY PERFORMANCE REPORT

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### Kōrero taunaki | Summary of considerations

#### Purpose

1. This report attaches the Annual Performance Report including Quarter 4 (April – June 2024) from Te Toi Mahana for the Kōrau Tōtōpū | Long-Term Plan, Finance, and Performance Committee.

#### Strategic alignment

2. The strategic outcomes achieved by a successful and sustainable Community Housing Provider (CHP) such as Te Toi Mahana include building strong thriving communities that contribute to the wellbeing of all Wellingtonians housed by the CHP.
3. In partnership with the Trust, we provide safe and affordable places that people can call home, while being able to easily access the city they live in.
4. Lastly, we are committed to working alongside all mana whenua partners to recognise the importance of te ao Māori. Through our relationships we acknowledge both the whānau who live in our properties, and also demonstrate our care for whenua on which our whare are built.

#### Relevant previous decisions

5. N/A.

#### Financial considerations

Nil       Budgetary provision in Annual Plan / Long-term Plan       Unbudgeted \$X

#### Risk

Low       Medium       High       Extreme

Author	Paul Davies, Community Housing Relationship Lead
Authoriser	Siobhan Procter, Chief Infrastructure Officer

### Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee:

- 1) Receive the attached Performance Report.
- 2) Note that, with the agreement of the respective Committee Chairs, all future reporting will be received by the Kōrau Tōtōpū | Long-Term Plan, Finance, and Performance Committee.

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## **Whakarāpopoto | Executive Summary**

6. At the 2 March 2023 Kōrau Mātinitini | Social, Cultural, and Economic Committee meeting it was resolved as a part of the establishment of Te Toi Mahana (the Trust), that the Trust would provide reporting to Council on a 3 monthly basis on key financial metrics for the first two years, and full reporting on a 6 monthly basis.
7. Through the Relationship and Reporting Agreement between Council and the Trust there are further reporting metrics the Trust is required to provide. These are contained in the attached Report.

## **Takenga mai | Background**

8. At the 2 March 2023 Kōrau Mātinitini | Social, Cultural, and Economic Committee meeting it was resolved as a part of the establishment of Te Toi Mahana (the Trust), that the Trust would provide reporting to Council on a 3 monthly basis on key financial metrics for the first two years, and full reporting on a 6 monthly basis.
9. This is the fourth report provided to Council with previous reports received 23 November 2023, 13 March 2024 and 29 May 2024.
10. Through the Relationship and Reporting Agreement between Council and the Trust, there are further reporting metrics the Trust is required to provide. These are contained in the attached Report.
11. Te Toi Mahana is established as a Council Organisation under the Local Government Act. This means the Council has an important monitoring role to ensure the Trust is achieving the outcomes the Council sought in establishing the Trust. When the Council established the Trust, it primarily sought to achieve three key objectives including:
  - Increased supply of social housing in Wellington
  - Improved rental affordability for social housing tenants
  - Improved financial sustainability of the housing portfolio and shared financial position of Trust and Council
12. Te Toi Mahana has been established as an independent charitable trust and Council has a monitoring role that is focussed on ensuring it can meet its obligations under the Local Government Act in respect of Te Toi Mahana's status as a Council Organisation. From a strategic perspective, when considering the above objectives, Officers note the following points the Committee may wish to discuss with the Trust representatives:
  - Financial sustainability and the work the Trust has been doing to progress towards improved financial outcomes that benefit both the Trust and Council;
  - Recent government policy announcements and potential opportunities, risks and mitigations the Trust may have in place to improve the delivery of social housing in Wellington;
  - Existing Tenant Support Fund update and any new plans for the use of the Three Waters Better Off funding provided to the Trust shortly after it was established.

## **Kōrerorero | Discussion**

13. The Trust took over the provision of tenancy management, community development activities, and minor maintenance services on 1 August 2023.
14. Since the Trust commenced operations, the focus between the two organisations has focused on the operational and strategic relationship between the parties.
15. Council has been working collaboratively with the Trust to ensure a tenant-focused delivery model.
16. Officers are pleased to note the positive feedback received via the Trust regarding the positive operational working relationship between Council and Te Toi Mahana.

## **Governance Arrangements**

17. The following joint-agency Committees have been established, with Terms of Reference (TOR) and meeting frequency agreed:

### **a. Relationship Management Group**

This group is formed under the Relationship and Reporting Agreement which acknowledges a shared intention to establish a long-term and mutually beneficial relationship based on a number of relationship principles. The group meets monthly and discusses ongoing operational and strategic matters between Council and the Trust.

The Relationship Management Group receives reporting from the Trust and is the forum for officers to discuss with the Trust reporting metrics and any other matters relating to the Agreements in place between the organisations.

### **b. Major Maintenance & Development Fund Committee**

The purpose of this Committee is to make recommendations to the Chief Infrastructure Officer in relation to expenditure from the Fund.

## **Financial Performance and Reporting**


18. In addition to the reporting requirements in the attached report, as required by the Council resolution, a ring-fenced fund has been established to receive the Trust lease payments, and to meet agreed costs.
19. Reporting on the Fund is shared with the Trust via the Major Maintenance & Development Fund Committee and is contained in the Agreements between the parties.
20. Officers can confirm that pending a review by our internal finance partners, this fund is likely to return a surplus of approximately \$320k for FY 2023/24. The Lease Agreement between Council and Trust prescribes the contributions and expenditure allowed from the fund and is expected to cover certain costs of ownership associated with the housing assets. The costs paid from the fund includes maintenance costs and other costs of ownership including rates and insurance.
21. In addition to the MMDF surplus and pending the audit of their annual accounts, Te Toi Mahana has advised an amount of \$1.0M to be paid in to the fund via the variable rent payment and operating costs gainshare provisions in the Lease Agreement. This indicates that the financial modelling done as a part of the establishment process will see increased returns to Council as the Trust continues to receive additional income from IRRS tenants.

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### Other Matters

22. The transfer of Contact Centre services to Te Toi Mahana is another key milestone in achieving the separation of services between the Trust and Council. Officers across Council have also worked closely with Te Toi Mahana to set up the ongoing service provision of IT, security and horticulture/arboriculture services for the next 12 months.
23. Execution of the 'transferred properties' to the Trust as agreed by Council is underway, with a 2 September 2024 settlement date planned. From this date the Trust will assume full responsibility for the properties, including responsibility for maintenance, rates and insurance. Council will continue to work with the Trust in relation to their plans for the use of the \$23M development capital contained in the LTP as Te Toi Mahana develops its development strategy and planning for these sites.
24. Planning for the delivery of the Housing Upgrade Programme Phase 2 (HUP2) continues. HUP2 is comprised of approximately 50 projects and impacts on over 850 homes. As previously advised, the programme business case is expected to be completed by year end.
25. Council wishes to congratulate the Trust in concluding its first year of operation. We look forward to continuing to work transparently and collaboratively towards achieving the common goals of both organisations.

### Attachments

- Attachment 1. Te Toi Mahana Performance Report to Wellington City Council Page 13  
Annual Report including Quarter 4: April – June 2024 [↓](#) 
-



**Te Toi Mahana**  
Community Housing



# Performance Report to Wellington City Council

ANNUAL REPORT INCLUDING QUARTER 4: APRIL – JUNE 2024

## Year in Review - Milestones

Te Toi Mahana has achieved a number of key milestones during the year:

- ▶ June 2023 was focused on finalising the establishment and transition of social housing operations from WCC City Housing to the Trust.
- ▶ In July 2023 - It achieved registration with the Community Housing Regulatory Advisory as a Community Housing Provider.
- ▶ Its new office in Manners Street was opened by Mayor Whanau in July 2023.
- ▶ Te Toi Mahana commenced operations on 1 August 2023, with a seamless transition for tenants.
- ▶ In September 2023 Te Toi Mahana placed its first 2 IRRS tenants and that number has now reached 111 at the end of the 2023/4 Financial Year.
- ▶ The first rent review in two years was processed in November 2023.
- ▶ Te Toi Mahana's Service Centre/Reception opened in March 2024 and the Contact Centre was set up ready for a Go-Live on 1 July 2024.



## Year in Review - Relationship with WCC

- ▶ WCC and Te Toi Mahana worked closely together to achieve the launch of the Trust on 1 August 2023.
- ▶ Te Toi Mahana and WCC staff have met regularly as part of the Relationship and Reporting Group.
- ▶ Both parties are working collaboratively on the Housing Upgrade Programme (HUP2) with the Trust's focus being on tenant rehousing.
- ▶ In addition, Trust staff have assisted WCC in completing the Healthy Homes Programme.
- ▶ Te Toi Mahana and WCC teams are currently engaged in a joint procurement for a Facilities Maintenance provider.
- ▶ The Council agreed in June 2024 to transfer the title of ten properties valued at \$10.8m to the Trust.



## Year in Review -Tenant Wellbeing

- ▶ The first Satisfaction Survey was completed in June 2024. The overall satisfaction of tenants with services and facilities was 77% (2022 76%).
- ▶ 73% of our tenants said that their housing situation either positively or extremely positively contributed to their wellbeing.
- ▶ Annual Inspections of all our properties were completed in June 2024.
- ▶ Annual tenant turnover was 6.3%.
- ▶ Average Tenure is 6.5 years.
- ▶ Options for the use of the Existing Tenants Support Fund continue to be explored, with careful consideration of housing policies, central government housing policies, future impacts e.g. HUP2 programme, sustainability of the funding and ensuring the intent of the funding is adhered to. A decision is likely to be made in Q2 on how the funding will be applied.





## Year in Review - Financial Sustainability

- ▶ In its first year of operations, Te Toi Mahana has recorded a provisional surplus of \$60k (subject to audit) compared to budget of \$78k.
- ▶ It paid \$15m in rent to WCC, which contributes to the Major Maintenance Development Fund.
- ▶ The occupancy rate has increased from 95% to 97%.
- ▶ It managed its operations costs well within budget (approx. \$528k under budget).
- ▶ The establishment of the Trust was achieved within the allocated Establishment Funding from WCC.
- ▶ The placement of 110 IRRS tenants contributed \$541k in revenue.



## Year in Review - Community Development

- ▶ Approx. 26 community events and workshops have been run since 1 August 2023 including the recent Matariki celebrations at Pukehinau and Central Park.
- ▶ Pukehinau Kai Hub established in partnership with Kaicycle and funded by MSD, with two paid Māori tenant apprentices and a wellbeing study completed by Otago University researchers.
- ▶ New community compost hub trial initiated at Newtown Park, funded by WCC (including a paid tenant apprentice) in partnership with Kaicycle.
- ▶ New community-based partnerships established with the Green Room (Barbarian Studios) at Whare Ahuru and Mechanical Tempest at Central Park.
- ▶ New Kai and Climate Resilience fund approved with \$10k from WCC.
- ▶ YouthFULL project funded by Victoria University to involve youth in a codesign placemaking project at Booth St.



# Engagement

- Te Toi Mahana continues to be an important part of the new Wellington Placement Hui which brings together housing and support agencies operating across the Wellington region. The hui enables direct matching of properties with clients the agencies support which has achieved speedy placements.
- Te Toi Mahana works collaboratively with third party support agencies, to identify tenants' needs. This enables development of tailored wrap around services to support our Tenants.
- Tenants Focus Groups -2 Tenant Focus Groups (Policy & Advice and Facilities & Maintenance) have been established to provide an avenue for our tenants to regularly contribute to how Te Toi Mahana is run as an organisation.
- ▶ Mana Whenua - We are building our relationship with our mana whenua partners with a focus on enhanced social housing outcomes for Māori and the community.
- ▶ Government Agencies - The Trust works closely with a number of agencies including MSD, MHUD.
- ▶ We value our engagement with Community Housing Aotearoa and the Wellington CHP Sector Network.



## Our People

- Tenants are at the heart of everything we do.
- We have continued to build a high performing culture and celebrate diversity and inclusion.
- We are focused on continuous development and empowerment of our highly skilled team.
- During the year we have achieved the following:
  - Living Wage employer Accreditation
  - We joined Pride Pledge
  - Our Tenant Kaitiaki are finalists for Wellington Airport Community Awards
  - We are Finalists at the 2024 Diversity Awards
  - We are a shortlisted Finalist at Best Place To Work Awards.



# Operating Environment

## Political & Government Policy Change

- ▶ Review of Kāinga Ora
  - ▶ discontinuation of several housing developments across the region
  - ▶ “Active purchasing” role for the Government through social investment approach
- ▶ Potential adjustments to Income Related Rent Subsidy & Accommodation Supplement
- ▶ Discontinuation of the First Home Grant Programme & funding 1500 new social housing places for CHPs
- ▶ Focusing on getting people out of emergency housing.

## Rental Market for Wellington

- ▶ This year, we see little/no movement in rent for studio and one-bedroom properties, minor increase in rent for two & four bedroom properties.



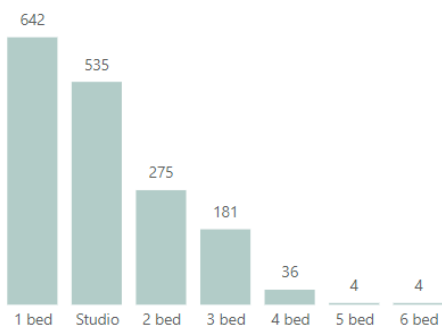


# Performance Measures

REPORTING AND RELATIONSHIP AGREEMENT/ FUNDING AGREEMENT

# Facts at a Glance (incl. Tenant demographics RRA #32)

Property Size Breakdown



**1633**

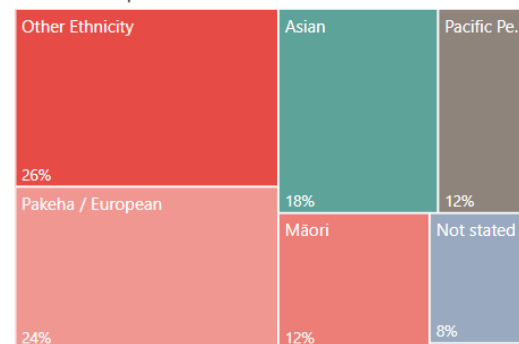
Households

**2763**

Tenants

\* excluding properties leased to other Community Housing Providers (CHPs)

Ethnic Group



**\$1.29m**

Monthly Rent to WCC

**47**

Community Activities

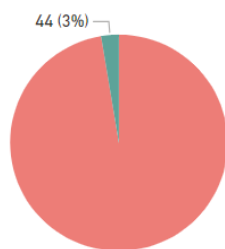
**40+**

Languages Spoken

**34%**

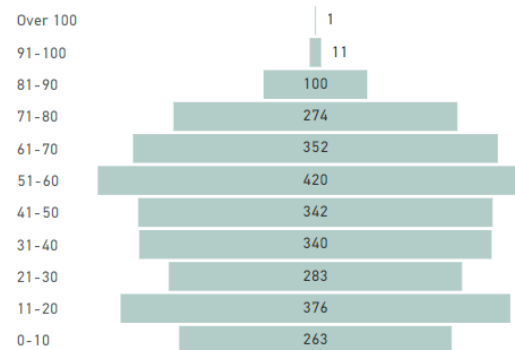
10+ Years in Current Home

Occupancy



Occupancy ● Under Agreement ● Void

Tenants by Age



## Performance Areas

The following reporting metrics provide the information required in the Relationship and Reporting Agreement, Funding Agreement and Lease Agreement between WCC and Te Toi Mahana:

1. [Tenant Wellbeing](#)
2. [Financial Sustainability](#)
3. [Asset Service Delivery](#)
4. [Asset Availability](#)
5. [New Supply Delivery](#)
6. [Risk Reporting](#)
7. [Health and Safety](#)
8. [Portfolio and Tenant Information](#)
9. [Social Housing Report](#)
10. [Compliance](#)
11. [Other Measures](#)





# 1. Tenant Wellbeing

## Tenant Satisfaction Survey Results

Measure	City Housing								Te Toi Mahana
	2015	2016	2017	2018	2019	2020	2021	2022	2024
WCC housing tenants are satisfied with services and facilities [1]	77%	81%	82%	80%	80%	74%	79%	76%	77%
Satisfied with service from tenancy advisor	73%	74%	79%	73%	73%	72%	75%	76%	74%
Tenants rating the overall condition of their house/apartment as average, good or excellent	95%	96%	94%	93%	95%	93%	96%	95%	91%
Tenants feeling of safety in their complex after dark	78%	72%	78%	81%	84%	77%	82%	77%	76%
Quality of life as good, very good or extremely good	74%	75%	77%	71%	77%	79%	79%	78%	76%
Engaged in neighbourly actions [2]	NEW	90%	90%	85%	84%	not asked	90%	87%	94%
Number of responses (response rate) [3]	700 (36%)	736	613	531 (29%)	542	343	437	303	323 (20%)

[1] When including 'neither satisfied nor dissatisfied' the satisfaction rate is 94.5% up from 91% in 2022.

[2] Figures reported reflects 100% minus the percent who selected 'none of the above'.

[3] Response rate based on number of households (not number of tenants).

# 1. Tenant Wellbeing cont ...

The CHP will support improvement in tenant outcomes through quality tenancy management and access to safe, healthy, affordable housing.

Document	Doc No	Measure	Qtr 1 Actual	Qtr 2 Actual	Qtr 3 Actual	Qtr 4 Actual	Target	Commentary
RRA	3	Tribunal outcome: Number of tenancy tribunal findings found for and against the CHP	9 (for)	17 (for)	8 (for)	31 (for) 2(dismissal)	NA	For clarification neither of these two cases (dismissal) were due to failure to comply with landlord responsibilities as set out in the Residential Tenancies Act. First case was an application lodged by Te Toi Mahana for meth contamination, which was dismissed on a technicality as relevant legislation hasn't been passed. Second case was also an application lodged by Te Toi Mahana which was dismissed due to missing tenancy agreement (failed digital file transfer).
RRA	4	Evictions: Number of tenant evictions	0	0	3	0	0	
RRA	5	Complaints: Number of tenant complaints received	7	9	11	6	NA	One tenant applied to Tenancy tribunal - Application dismissed.
RRA	6.	Ratio of units to tenancy management FTE's				Tenancy Advisor (General Tenancy Management) ratio 1: 282		This is higher than our original ratio of 1:212 due to Te Toi Mahana currently carrying one Tenancy Advisor vacancy and people acting in higher duties.



# 1. Tenant Wellbeing cont...

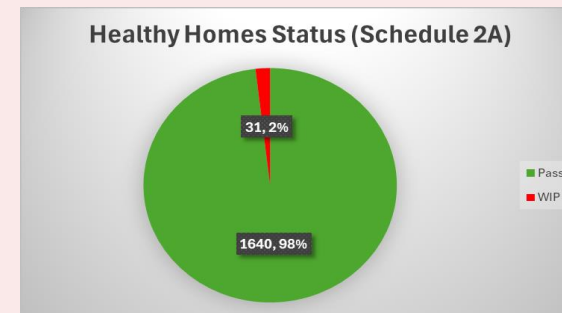
Document	Doc No	Measure	Qtr 1 Actual	Qtr 2 Actual	Qtr 3 Actual	Qtr 4 Actual	Target	Commentary
RRA	7	Healthy Homes: Number of properties that comply with Healthy Homes standards.	921	993	1398	1640	1672	WCC is currently completing the final quality assurance and reconciliation of documentations with their contractors.

Healthy Homes includes heating, moisture ingress, draught stopping, ventilation and insulation. WCC Capital Works are responsible for the Healthy Homes project.

Currently 98% of all properties leased by Te Toi Mahana are Healthy Homes compliant.

100% of all properties leased to Te Toi Mahana are on track to be Healthy Homes compliant by July 2024.

This has been a significant programme for both the Council and the Trust who have worked collaboratively to achieve compliance with Healthy Homes Standards on time.



## 2. Financial Sustainability

The CHP will operate in a financially sustainable manner and seek to maximise surplus to support reinvestment in the portfolio while maintaining rental affordability for tenants.

Document	Doc No	Measure	Qtr 1 Actual	Qtr 2 Actual	Qtr 3 Actual	Qtr 4 Actual	Target	Commentary
RRA	8	Actual and budgeted revenue and expenditure incl: a) Operational Expenses, b) Lease Payments, c) Maintenance - YTD and FY Forecast	90	58	370	60	78	Total income and total expenditure budgets are on track, with a net surplus of \$60K for the year. At the end of the first FY, Te Toi Mahana will have paid in aggregate \$14.9M in rent to WCC. Please note the full year results are provisional and subject to change due to the wash up process and annual audit process. The key budget variances are primarily due to lease payments namely the wash up and variable rent payments to WCC. The lease payment is higher than budgeted, driven by operating costs being lower than budget, leading to an increase in both base rent and variable rent.

	Operating Profit & Loss* (\$000)		
	Full year Actual 2023/24	Full year budget 2023/24	Variance (\$)
	<b>Revenue</b>		
Tenancy Income	22,338	22,629	(291)
Interest	131	119	13
<b>Total Revenue</b>	<b>22,470</b>	<b>22,748</b>	<b>(278)</b>
<b>Expenditure</b>			
Lease payment	14,987	14,396	(590)
Tenant and property related costs	1,546	1,699	153
Overhead costs	5,877	6,574	698
<b>Total Operating Costs</b>	<b>22,410</b>	<b>22,670</b>	<b>261</b>
<b>Net Surplus/(Deficit)</b>	<b>60</b>	<b>78</b>	<b>(18)</b>

\* Excludes Grants received from WCC and Establishment costs

\*\* Budget excluded gifts properties costs



## 2. Financial Sustainability cont...

Document	Doc No	Measure	Qtr 1 Actual	Qtr 2 Actual	Qtr 3 Actual	Qtr 4 Actual	Target	Commentary
RRA	9	IRRS Tenancies: Number and % of IRRS places contracted as a proportion of all tenants in the leased portfolio	8	22	40	110	NA	IRRS places have increased to 110 in our portfolio, as the pre-tenancy team prioritises Public Housing tenants. IRRS places now make up approx 7% of Te Toi Mahana's tenant portfolio.
RRA	10	Rent Arrears: % of tenants in rent arrears over 21 days	1%	7%	5%	4.8%	4%	The percent of tenants in rent arrears greater than 21 days has dropped to \$166k owed by 76 different households. This shows a consistent decrease from last quarter.
RRA	13	Forecast and actuals for the components of the Annual Rent payable to the Council and Operating Costs Gainshare (as per Lease Agreement)	\$2.6m	\$6.5m	\$8.9m	\$15m	\$14.4m	Base Rent of \$13.67M is on budget for the year. The additional \$1.3M reflects the annual wash up and variable rent payments to WCC. Since the actual Lessee Operating Costs are less than the budgeted Baseline Operating Costs, the Trust is eligible to receive 50% of the cost savings, which amounts to approximately \$260k. This will be finalised once the accounts and annual wash have been audited.

## 2. Financial Sustainability cont...

Document	Doc No	Measure	Qtr 1 Actual	Qtr 2 Actual	Qtr 3 Actual	Qtr 4 Actual	Target	Commentary
RRA	11	Changes in rental policy for transferring tenants						The rental policy remains largely unchanged, with subsidies that were available at WCC still in place. However, a notable adjustment has been made: single-parent households will now face smaller rent increase, matching the rate for single-person households. This change will come into effect in November 2024.
RRA	12	Annual rent increase for affordable (non-IRRS) rentals						The rent increase for non-IRRS tenants was 4% on average which came into effect in November 2023.

### 3. Asset Service Delivery

The CHP will respond to maintenance requests in a timely manner.

Document	Doc No	Measure	Qtr 1 Actual	Qtr 2 Actual	Qtr 3 Actual	Qtr 4 Actual	Target	Commentary
RRA	14	<a href="#">Response time - Emergency</a> : Response time to emergency maintenance requests within agreed timeframes	1 - 48% 2 - 72%	1-56% 2-70%	1-51% 2-57%	1-42% 2-52%	95% 95%	<b>1. Onsite target: 1 hour</b> <b>2. Completion target: 1 day</b>
RRA	15	<a href="#">Response time - Urgent</a> : Response time to urgent maintenance requests within agreed timeframes	1 - 65% 2 - 78%	1-71% 2-73%	1-65% 2-71%	1-71% 2-75%	95% 95%	<b>1. Onsite: 4 hours</b> <b>2. Completion: 2 Business Day</b>
RRA	16	<a href="#">Response time - Standard</a> : Response time to standard maintenance requests within agreed timeframes	1 - 68% 2 - 80%	1-65% 2-75%	1-56% 2-73%	1-57% 2-67%	95% 95%	<b>Onsite: P3 1 Business Days / P4 10 Business Days</b> <b>Completion: P3 5 Business Days / P4 20 Business Days</b>

#### Summary on Measures:

Maintenance is managed through the WCC Ventia Contract. Response times are recorded in two SLA's with Ventia. 1. [Onsite SLA](#) which records time to attend a work order by priority and 2. [Completion SLA](#) which records a due time to complete a work order based on priority status. The total number of work orders based on Onsite SLA is 2,560 (Qtr4) with a pass rate of 58%. The total number of work orders based on Completion SLA is 2,601 (Qtr4) with a pass rate of 68%. We continue to reiterate the importance of improving the maintenance requests response times and pass rates with the maintenance contractor.

## 3. Asset Service Delivery cont ...

### Response Time: P1 – Emergency

**Description:** Attend all issues deemed to have a potential impact to:

- Life
- Limb
- Building structure or integrity
- Security
- Environment

Common work orders summary:

- 2x Lift faults (directly affected people i.e. people in the lift when the outage occurred)
- 9x Electrical related work orders
- 9x Plumbing related work orders
- 18x Key access issues including lost keys
- 24x Fire related work orders/defects

### Response Time: P2 – Urgent

**Description:** Attend to issues that could impact:

- Operations of a critical or business continuity nature
- Customer experience related to a significant function
- Economic or revenue generating functions
- Reputation

Common work orders summary:

- 11x Lift Faults (indirectly affected people)
- 12x Fire related work orders/defects
- 15x Carpet drying related work orders
- 45x Key access issues
- 113x Electrical related work orders
- 125x Plumbing and drainage work orders

### Response Time: P3/P4 – Standard

**P3** attend to issues that:

- Do not pose an immediate risk to site or persons
- Causes minor disruption or inconvenience or loss of amenity
- Requires specialised parts or awaiting parts and materials to be delivered

**P4** attend to issues that:

- Are not of an urgent nature
- Can be "bundled" into a package of works that provides a more efficient option for Te Toi Mahana to repair and complete
- Are requiring investigation as to whether Council approve for the job to proceed and if these can be bundled





## 4. Asset Availability

The CHP will efficiently ensure that, to the extent possible, portfolio properties are available to rent.

Document	Doc No	Measure	Qtr 1 Actual	Qtr 2 Actual	Qtr 3 Actual	Qtr 4 Actual	Target	Commentary
RRA	18	Number of leased properties	1779	1675	1675	1672	NA	Minimal change from last quarter, with five properties being removed from the Schedule and two properties returning.
RRA	19	Occupancy Rate	1683 (95%)	95%	95%	97%	95%	Occupancy rate has increased significantly over the quarter, reflecting the efforts of the pre-tenancy and vacate team. This is primarily due to the strong growth in the quantity of properties being let to tenants as well as a decrease in tenants vacating properties over the quarter.
RRA	20	Void properties: 1. Number and list of unoccupied properties	92	89	78	48	42	The number of unoccupied properties has decreased in line with the strong rehousing push from the pre-tenancy and vacate team.
		2. Number of Ready to Let (RTL) properties	67	46	48	20	NA	The number of ready to let properties has also decreased in line with the rehousing push, with the majority of ready-to-let properties remaining being properties (2) that are hard to let or have just completed vacate works (majority are currently under offer).

## 4. Asset Availability cont ...

Document	Doc No	Measure	Qtr 1 Actual	Qtr 2 Actual	Qtr 3 Actual	Qtr 4 Actual	Target	Commentary
RRA	21	Void to Let days (Grouped by number of days)	135	139	157	147	10	We have noted a slight decrease in void-to-let day figures over April-May 2024. A prevalence of hard-to-let properties resulting in a higher tenant decline rate, coupled with reduced staffing resources, largely accounts for higher than target void to let KPIs. Refer also to measure 23 below. However, we expect that the overall void-to-let days will continue trend downwards. Some properties prove to be hard to let due to their location or not being close to support needs etc.
RRA	22	Properties vacant under development: Number of properties vacant under development, including number of days vacant	0	0	0	0	NA	
RRA	23	Properties vacant under repair, including number of days vacant	28	43	30	20	NA	The number of properties under void work has been trending downwards and is currently 20 properties. The average number of days these properties have been vacant is 44 days.

## 5. New Supply Delivery

The CHP will utilise the capitalisation from WCC to progress new supply developments.

Document	Doc No	Measure	Qtr 1 Actual	Qtr 2 Actual	Qtr 3 Actual	Qtr 4 Actual	Target	Commentary
RRA	25	Update on development intentions and quantitative information including new units added/and or planned.	0	0	0	0	0	Nothing to report
RRA	26	Progress update on active development(s) and quantitative information including new units added and/or planned.	0	0	0	0	0	Nothing to report

### Transferred Properties Plans

- SCEC and the Council approved the transfer of the selected properties to Te Toi Mahana on 6 June 2024. Currently the transfer date is set at 2 September 2024.
- Tenants of these properties have been notified of the pending transfer. No concerns were raised by tenants.
- Te Toi Mahana is in the process of formulating the development programme for these properties.

## 6. Risk Reporting

The CHP will report on key short, medium and long-term risks and proposed mitigations.

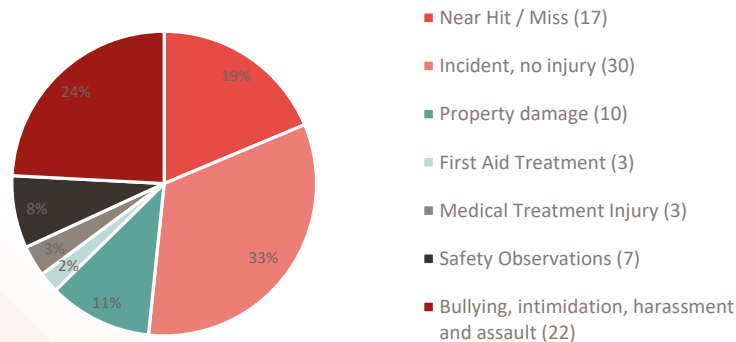
Document	Performance area	Doc No	Measure	Qtr 1 Actual	Qtr 2 Actual	Qtr 3 Actual	Qtr 4 Actual	Target	Commentary
RRA	Compliance and Governance	27	Risk: Description of key risks and proposed mitigations (narrative measure)						<p>The Trust has identified 15 key strategic and operational risks. Management and the Board regularly review the risk register and the control effectiveness. There are 3 risks which have a current residual risk rating of High. These are:</p> <ul style="list-style-type: none"> <li>• Major events that could affect our housing portfolio - While such occurrences are unlikely, they could have a significant impacts including an impact on the availability of accommodation. The Trust is currently updating its Business Continuity Plan which will include strategies/procedures to enhance our preparedness. In the event of a significant incident, the Trust will collaborate with WCC and other partner agencies to ensure the effectiveness of this plan.</li> <li>• Cyber Security – We undertook an independent assessment of the effectiveness of our IT security control environment. The residual risk as been rated as High while work is in underway to test and enhance the effectiveness of the controls.</li> <li>• Third party contracts leading to service failure - The current residual risk has been assessed as 'High' during the FM procurement/contract transition.</li> </ul>

# 7. Health, Safety and Wellbeing (HSW)

The CHP provides information to WCC to help it meet its obligations as a PCBU under the Health and Safety at Work Act 2015.

Document	Doc No	Measure	Qtr 1 Actual	Qtr 2 Actual	Qtr 3 Actual	Qtr 4 Actual	Target	Commentary
RRA	31	Number of health and safety incident reports, as well as: <ul style="list-style-type: none"> <li>How these issues have been addressed</li> <li>The timeframe for resolving these issues</li> <li>Number and description of incidents/injuries/events that have been notified</li> </ul>	25	23	8	33	NA	<p>There were two “lost time” injuries this quarter. Both incidents refer to two different contractors at two different instances. Both incidents have been investigated and discussed with the Third-party contractor.</p> <p>There has been an increase in incidents reported as Staff are being encouraged to report near-misses. Approximately 2/3rds of incidents relate to interactions with tenants.</p> <p>For the full year there have been 92 incidents reported.</p> <p>During the year there has been one notifiable event which was reported in Quarter 2 Report.</p>

YTD Types of incidents



## 8. Portfolio and Tenant Information

The CHP will report on the key characteristics of the tenant cohort within the leased portfolio.

Document	Doc No	Measure	Qtr 1 Actual	Qtr 2 Actual	Qtr 3 Actual	Qtr 4 Actual	Target	Commentary
RRA	33	Number and % of tenants accessing a Te Toi Mahana rental policy subsidy e.g. Affordable Rent Limit (ARL), 80+ rent freeze		44%	44%	47%	NA	The small increase in the number of tenants accessing rental policy subsidies is due to an increase in ARL tenants. This reflects greater tenant knowledge of the ARL subsidy and the pressure from the rising cost of living.
RRA	34	Number of transferring tenants housed as a proportion of all tenants in the leased portfolio		34	10	10	NA	Remained stable.
RRA	35	% of leased portfolio housing non-public housing tenants		94%	92%	90%	NA	Reflects the increase in IRRS tenancies over the quarter.

## 9. Mayoral Taskforce for Social Housing Report (RRA #24)

Te Toi Mahana has:

### **Shown continued support for social engagements, including by offering more community outreach for tenants**

- We have improved communications to invite tenants to community activities and events through new social media accounts and newsletter stories (delivered in print). We have increased the number of our volunteers from 40 to 50 and the number of our ongoing activities has increased from 41 to 47.

### **Resourced and supported a Tenants' Association to represent the views of tenants and advocated for those living in City Housing**

To help ensure that there is strong tenant voice in how Te Toi Mahana operates we have set up two tenant focus groups to work collaboratively with Te Toi Mahana on issues that are important to our tenant whānau. The two tenant focus groups are:

- Facilities and Maintenance - provides advice on how to best manage facilities and maintenance issues across Te Toi Mahana;
- Policy and Advice - provides advice on policy issues relevant to Te Toi Mahana and its tenants.

The focus groups meet quarterly and provide feedback and advice to Te Toi Mahana on matters that are important to our tenant community.



## 9. Mayoral Taskforce for Social Housing Report cont ...

Te Toi Mahana has:

**Fostered partnerships with NGOs and government agencies to help tenants with education/tenant support (WINZ, benefit rights, etc.)**

- The Wellington Placement Partnership Group is a sector collaboration involving Wellington CHPs, Kainga Ora, MSD and various support agencies to better understand the housing, health and social needs of tenants. These monthly meetings have facilitated relationship building, resulting in more informed placement decisions and cohesive wrap around support services for tenants.

**Supported tenants to access support services**

- We have fostered new partnerships with health agencies through a health gala day at Newtown Park, leading to Tū Ora Health proposing to do health clinics in our other spaces around the city.

**Tailored services to meet the different income/housing needs and expectations of tenants**

- Te Toi Mahana works collaboratively with third party support agencies, such as MSD, Pathway, DCM, Emerge and mental health support agencies, to identify tenants' needs. This enables development of tailored wrap around services to support our Tenants.





## 10. Compliance (RRA# 28-30)

- Confirmation of CHRA registration renewal - Te Toi Mahana was registered with CHRA on 26/7/2023. Registration is continuous so long as the organisation still meets the eligibility criteria and Performance Standards.
- Confirmation that any breaches of performance standards have been resolved to the satisfaction of CHRA - There are no breaches of performance standards.
- Confirmation of charities registration renewal - Te Toi Mahana was registered as a Charity on 4/5/2023.

## 11. Other measures

Document	Performance area	Doc No	Measure	Qtr 1 Actual	Qtr 2 Actual	Qtr 3 Actual	Qtr 4 Actual	Target	Commentary
RRA	Asset Service delivery	17	Any other metrics agreed under the AMSP	NA	NA	NA	NA	NA	Nothing to report this quarter.
RRA	M MDF	36 and 37	Forecast value of the MMD Fund and value of incomings and outgoings into the MMD Fund	NA	NA	NA	NA	NA	WCC to report.
RRA	Financial	2. and 38	Reporting requirements pursuant to WCC's Three Waters Better Off Funding arrangements (noting the funding under such arrangements is to be used for the Existing Tenant Support Fund as per the Lease Agreement). Specific reporting requirements (including timing) to be confirmed by Council following the Commencement Date						The \$7.42m for the Existing Tenant Support Fund has been ringfenced in an interest-bearing bank account, earning \$374k to date. Options have been modelled for the use of the fund and discussed with the Board. The Tenants policy group has been consulted. In Q2 FY 2025 the Board will consider further options for the fund, taking into account Housing policy settings.
FA	Financial		Quarterly report on Development tranche	NA	NA	NA	NA	NA	Nothing to report this quarter.

# Definitions

- ▶ **CHP** Community Housing Provider
- ▶ **RRA** Relationship and Reporting Agreement
- ▶ **FA** Funding Agreement
- ▶ **IRRS** Income Related Rental Subsidy (central government)
- ▶ **ARL** Affordable Rent Limit Subsidy (Te Toi Mahana/formerly City Housing)
- ▶ **KPI's** Key Performance Indicators
- ▶ **MMDF** Major Maintenance Development Fund
- ▶ **SLA** Service Level Agreement
- ▶ **Void** Empty property with works waiting/underway
- ▶ **BOS** Public housing applicants and tenancy management system used by MHUD, MSD and CHPs
- ▶ **Ready to Let** Property ready for a tenant to move in
- ▶ **Schedule 2A** Properties that Te Toi Mahana has leased from WCC under the Lease Agreement
- ▶ **Response time** [Detailed definition on slide 13](#)



Te Ara Hou Community Dinner



Matariki Celebrations



**Any pātai/questions?**



# WCC SUBMISSION TO MFE CONSULTATION ON 2ND NATIONAL EMISSIONS REDUCTION PLAN

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## Kōrero taunaki | Summary of considerations

### Purpose

1. This report seeks approval of Wellington City Council's submission to the Ministry of the Environment on the government's proposed 2<sup>nd</sup> Emissions Reduction Plan Discussion Document, due 21<sup>st</sup> August 2024.

### Strategic alignment

2. This paper supports delivery of our Te Atakura strategy, and the strategic approach of "Embedding Climate Action". In line with our national emission reduction targets, the Council has adopted a net zero target for 2050 and a target to reduce both Council and city emissions by 57% between 2020 and 2030.

### Relevant previous decisions

3. Council has previously submitted on consultations run by the Climate Change Commission and the Ministry of the Environment relating to national emissions reductions. This submission is in alignment with our Te Atakura Strategy and our previous submissions.

### Significance

4. The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

### Financial considerations

Nil       Budgetary provision in Annual Plan / Long-term Plan       Unbudgeted \$X

5. This paper is to approve the submission and does not involve financial commitments from the Council. However, the government's level of funding for emissions reduction has a direct impact on our ability to fund initiatives approved in the LTP that support meeting the city emissions reduction targets E.g., funding for public and active transport projects through Waka Kotahi, or energy efficiency co-funding through the Energy Efficiency and Conservation Authority.

### Risk

Low       Medium       High       Extreme

6. The submission reflects existing policy positions of the Council.

Authors	Mike Sammons, Climate Action Strategy Lead Alison Howard, Manager Climate Change Response
Authoriser	Liam Hodgetts, Chief Planning Officer

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## **Taunakitanga | Officers' Recommendations**

Officers recommend the following motion:

That the Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee:

1. Receive the information.
2. Approve the submission (attached) consisting of a cover letter and a table outlining answers to the online submission portal.
3. Agree to delegate to officers minor editorial changes to reflect feedback from the Committee.

## **Whakarāpopoto | Executive Summary**

7. The Ministry of the Environment is consulting on the government's proposed 2<sup>nd</sup> Emissions Reduction Plan that aims to ensure New Zealand meets its agreed emission reduction targets and achieves net zero emissions by 2050.
8. The plan's chapter structure comprises details of the government's approach in regard to:
  - Its fundamental reliance on the Emission Trading Scheme to deliver emission reductions through a price lead market system.
  - Sector plans for energy, transport, agriculture, forestry and wood processing, non-forestry removals, waste and adaptation and managing distributional impacts.
9. The Climate Change Commission, whose purpose is to monitor progress on emissions and to advise government in terms of a recommended 'way forward', released their first monitoring report on 31 July 2024. This report provides detailed analysis of whether the current policy settings are sufficient to ensure New Zealand meets its second and third emissions budgets. The Commission has identified significant risks to the achievement of those budgets, and officers agree with their analysis, particularly the need for stronger policy, regulation, and funding to support the transport sector to decarbonise.
10. At a strategic level, officers believe there is an over-reliance in the government's plan for the Emissions Trading Scheme to deliver the 'heavy lifting' through a price mechanism. There is also an assumption that technical solutions will be developed to significantly reduce emissions in a number of areas such as agriculture, and there is an overreliance on forest planting to sequester (fix carbon) to achieve a net zero position by 2050, without due regard to the risks associated with this plan such as reduced growth rates and increased fire risk caused by a changing climate.
11. The submission focuses on central government support for reducing emissions in the transport and built environment sectors, and agrees with the Climate Change Commission's analysis that "current policy tools on their own are unlikely to drive a shift to lower-carbon modes of transport and to decarbonise freight and aviation. Alongside this is a risk that uptake of low and zero emissions light vehicles will fall behind benchmark levels due to reduced policy support." and "the existing regulatory system does not sufficiently support or require emissions reductions in new or existing buildings."



12. The attached cover letter (attachment 1) thanks the Ministry for the opportunity to provide feedback, reiterates Wellington’s commitment to emissions reduction, and highlights Council’s key actions that support the achievement of our city reduction target of 57% between 2020 and 2030 (and net zero by 2050).

### **Takenga mai | Background**

13. The Climate Change Response Act 2002 (CCRA) provides the legislative framework to reduce greenhouse gas emissions that cause climate change.
14. In order to achieve our national emission reduction targets, NZ has set a series of emission budgets that effectively divide the period between 2020 and 2050 into bite sized chunks. For each budget period the government is also required to prepare and publish emissions reduction plans (ERPs). Each plan must outline the strategy and actions they will take nationally across all sectors of the economy to meet emissions budgets.
15. By the end of 2024, the Government must publish the second Emissions Reduction Plan (ERP2). The plan must outline the strategy and actions they will take across all sectors of our economy to meet emissions budgets.
16. The discussion document states “this Government is committed to a least-cost, net-based approach, which will maximise the emissions reduction value of every dollar we spend. It also acknowledges the role that offsets like forestry and other carbon removals play in bringing us closer to our emissions reduction targets. We will not accept shutting down productive sectors of the economy to meet emissions targets. Instead, we will use a technology-led approach to allow production to increase as our emissions come down.”

### **Kōrerorero | Discussion**

17. The submission aligns with previous submissions we have made to central government and the Climate Change Commission providing feedback on New Zealand’s approach to emissions reduction and supporting policy settings.

### **Kōwhiringa | Options**

18. Approve the submission as is.
19. Approve the submission with amendments.
20. Do not approve the submission (and therefore instruct officers not to submit).

### **Whai whakaaro ki ngā whakataunga | Considerations for decision-making**

#### **Alignment with Council’s strategies and policies**

21. This submission aligns with our climate action strategy Te Atakura – First to Zero, and our draft 2024 LTP outcomes and priorities framework strategic approach of “Embedding climate action - We actively mitigate and adapt to the effects of climate change as a matter of urgency, and support Wellingtonians to do the same.”

#### **Engagement and Consultation**

22. The submission relies on existing Council policy positions, and as such has not canvassed external points of view.

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### **Māori Impact Statement**

23. This submission reflects our commitment to the Tūpiki Ora Māori Strategy and the Te Taiao action area (Tiakina te taiao) that references supporting climate change efforts and advocating for climate change solutions.
24. The submission asks specific questions about impacts on or the views of iwi/Māori. Our responses reference Tūpiki Ora and defer to our mana whenua partners as the best people to speak on that.
25. We also acknowledge our mana whenua partners Taranaki Whānui ki te Upoko o te Ika, Te Rūnanga o Toa Rangatira and Te Rūnanganui o Te Āti Awa ki te Upoko o Te Ika a Māui, and commend any submission these authorities make on this proposal.

### **Financial implications**

26. None associated with approval of the submission.
27. However, the financial implications for local government are that without a funded ambitious climate change policy position, there will be insufficient funding accessible to local government vis central government agencies to enable us to make a meaningful contribution to achieving the nation's emission reduction budgets.

### **Legal considerations**

28. None.

### **Risks and mitigations**

29. This paper assists our response to the strategic threat "inadequate response to climate change".

### **Disability and accessibility impact**

30. The discussion document raises questions on distributional impacts of emissions reduction policies, however it does not address accessibility impact specifically. This is addressed in our detailed submission.

### **Climate Change impact and considerations**

31. This submission is in favour of policy positions that will support achievement of Wellington's emission reduction targets.

### **Communications Plan**

32. Our submission will be publicly available. No other communications about this submission are planned.



### **Health and Safety Impact considered**

33. N/A.

## Ngā mahinga e whai ake nei | Next actions

34. Should the Committee approve the submission, minor editorial changes will be made to reflect the feedback in Committee.
35. The submission deadline is 21 August.

## Attachments

- Attachment 1. Cover Letter for submission on the 2nd NERP [↓](#) 
- Attachment 2. Submission on the 2nd NERP [↓](#) 

Page 52  
Page 54

21st August 2024  
Attn: Ministry for the Environment  
Environment House  
Wellington 6143

**Absolutely Positively  
Wellington City Council**  
Me Heke Ki Pōneke

**Wellington City Council submission on the proposed second emissions reduction plan for New Zealand Ta Aotearoa mahere whakeheke tukunga tuarua**

The Wellington City Council (WCC) welcomes the opportunity to provide further input into the development of the government’s second national emission reduction plan.

This will be a critical document for guiding New Zealand’s transition to a zero-carbon society. As a country we need a clear vision and road map to achieve our 2030 and 2050 goals. A well-designed policy package with clear expectations will allow us all to undertake our role – as households, businesses, local government – in this collective endeavour.

The recently released Climate Change Commission monitoring report on emissions reductions highlights that although emissions have dropped over recent years this was largely a result of factors outside of government control, such as good hydro conditions, high fossil fuel prices, and general economic conditions and that the rate of emissions reductions is unlikely to continue. The report emphasises that there is now significant risk that the country won’t meet future emissions budgets stating, *“There is an urgent need to ensure Aotearoa New Zealand’s climate policies will put the country on track.”*

The Council has concerns with the proposed plans in three areas. First, there is over reliance placed on the ETS to deliver the ‘heavy lifting’ in terms of directing the market through a price mechanism to make more sustainable choices. Secondly, there is an assumption that technical solutions will be developed to significantly reduce emissions in several areas such as agriculture. And lastly, there is an overreliance on forest planting to sequester (fix carbon) to achieve a net zero position by 2050, without due regard to the risks associated with this plan such as reduced growth rates and increased fire risk caused by a changing climate.

At a local level, we are most concerned about central government support for reducing emissions in the transport and built environment sectors. We agree with the Climate Change Commission’s analysis that “current policy tools on their own are unlikely to drive a shift to lower-carbon modes of transport and to decarbonise freight and aviation. Alongside this is a risk that uptake of low and zero emissions light vehicles will fall behind benchmark levels due to reduced policy support.” and “The existing regulatory system does not sufficiently support or require emissions reductions in new or existing buildings.”.

We would encourage clarity on how climate change considerations will be incorporated into the urban planning framework, alignment of the GPS on Land Transport with reducing emissions, significantly more investment in public and active transport networks, acceleration of the ‘Building for climate change programme’, and recognition of the emission reduction benefits of supporting a circular economy model.

Relying on the NZ ETS as the key lever for emissions reductions creates unequal impacts across different sectors of society. Council would also like to see more policy and funding for complimentary policies that address these impacts. For example, rising carbon prices in the ETS will raise the price of

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petrol, and without supporting policies that enable low-income households to access alternative modes of transport this will add to the cost of living without reducing transport emissions. Income from the NZ ETS should be ring-fenced to fund supporting initiatives, such as increased investment in public and active transport, and support for low-income households to electrify their energy needs. We would also like to see the Climate Action Hub funded so our residents have access to quality information on effective emissions reduction options.

Wellingtonians are ready to be part of the solution. The more we can be supported to act by central government the more we can do. Wellington City's own climate goals are to cut emissions by 57% by 2030 and to net-zero by 2050. We have limited land for forestry regeneration. Our focus must remain on driving down gross emissions and not being reliant on sequestration to meet our targets. This aligns with our residents' level of concerns and expectations. In our 2023 survey, 84% of residents considered climate change impacts are already being felt in our capital city and over half of Wellingtonians tell us that significant reductions are needed right now.

As a city we have already started doing what we can to set a path to net-zero. Valuing our compact urban environment and highly utilised rail and bus network, we are building on this advantage by:

- focusing new development within walking distance of the city and public transport routes (via our a spatial and District Plan).
- improving the Golden Mile to prioritise pedestrians' buses and bikes.
- investing \$107m in a city-wide bike network.
- investigating a new plan to create a low-traffic central city to reduce emission and bring more people into the heart of the city.

We are also investing significantly in reducing emissions from Wellington's waste, with the building of a sludge processing facility at Moa Point, and inclusion of the kerbside collection of organics in our recent Long-Term Plan. In our own operations we are transitioning our vehicles to electric and replacing fossil gas systems in our swimming pools with heat pump technology.

We are ambitious, but our ability to act and meet the scale of change needed also requires much greater central government action, regulation and funding.

We would welcome the opportunity to work with central government on how it can best support local government to deliver on the second and third emissions budgets. Please do not hesitate to reach out to our Climate Change Response team via [alison.howard@wcc.govt.nz](mailto:alison.howard@wcc.govt.nz).

Yours sincerely

Tory Whanau  
**Mayor of Wellington**

**WCC Submission on New Zealand’s second emissions reduction plan (2026–30): Tā Aotearoa mahere whakaheke tukunga tuarua  
Ministry for the Environment 2024 Consultation**

Section	Question	Answer
<b>Submitter details</b>	1. Name	Wellington City Council
	2. Email	Mike.Sammons@wcc.govt.nz
	3. Are you submitting as an individual or on behalf of an organisation?	Organisation
	4. Which region are you in?	Wellington   Te Whanganui-a-Tara
	5. Please choose any you are associated with:	Local/regional government
<b>General consultation questions</b>	0.1. What do you think is working well in New Zealand to reduce our emissions and achieve the 2050 net zero target?	<p>New Zealand has a high percentage of renewable energy in its electricity generation mix, primarily from hydropower, geothermal, and wind sources. The government aims to have 100% renewable electricity by 2030 which could significantly contribute to reducing emissions.</p> <p>New Zealand has established a robust emissions reduction framework, which provides a structured approach to reducing greenhouse gas emissions across various sectors. This framework sets clear targets and timelines, ensuring accountability and facilitating progress monitoring.</p> <p>New Zealand has its own Emissions Trading Scheme (ETS) which is a cornerstone of the country's climate policy. By capping the total emissions and allowing trading of emission units, the ETS encourages companies to innovate and invest in cleaner technologies. However, the Climate Change Commission's recent monitoring report has indicated a significant surplus of credits, suggesting that the cap on total emissions is not functioning as effectively as intended.</p> <p>New Zealand has established Climate Change Commission that plays a crucial role in advising the government on climate policies. It provides independent, evidence-based recommendations to ensure that New Zealand stays on track to meet its emissions budgets and net-zero target. The Commission's regular assessments help identify areas for improvement and highlight successful initiatives.</p>

Section	Question	Answer
		<p>The mandatory carbon disclosure standard for listed companies will ensure the integration of climate considerations into business models and strategies, enabling the business sector to understand the benefits of urgent emissions reduction, and how that can be achieved in their sector.</p>
	<p>0.2. The Government is taking a 'net-based approach' that uses both emissions reductions and removals to reduce overall emissions in the atmosphere (rather than an approach that focuses only on reducing emissions at the source). A net-based approach is helpful for managing emissions in a cost-effective way that helps grow the economy and increase productivity in New Zealand.</p> <p>What do you see as the key advantages of taking a net-based approach?</p> <p>What do you see as the key challenges to taking a net-based approach?</p>	<p><b>Key Advantages:</b></p> <p>We disagree with the government's assessment that the key advantage of a net-based approach is that we avoid "shutting down productive sectors of the economy to meet emissions targets". The Climate Change Commission, along with several industry bodies, the Sustainable Business Council, the Sustainable Business Network and the Climate Leaders Coalition all agree that it is not only possible to reduce emissions in a way that delivers long-term economic prosperity, but also point out that without significant urgent global shared emissions reductions, we will not be able to economically thrive as we will have lost climate stability. Maintaining climate stability must be a priority, to enable a thriving low-carbon resilient economy to be financially sustainable over time.</p> <p>The only advantage of a net-based approach that we have identified is that promoting forestry projects can improve land use practices, enhance biodiversity (when natives are planted), and provide co-benefits such as soil health improvement and water retention.</p> <p><b>Key Challenges:</b></p> <p>The Climate Change Commission's first annual monitoring report noted that the best way to meet and sustain 'net zero' is by cutting gross emissions because the recent information received by them indicates a potential underestimation of deforestation rates, which might affect the ability to meet emissions budgets and targets.</p> <p>Relying on forestry to deliver sequestration and a net-based approach is inherently risky and was always intended to buy time in which sector transformation could be achieved. Natural processes like forest carbon sequestration can be unpredictable and affected by factors such as climate change (growth rates and fire risk), pests, and diseases. Balancing various interests, such as those of agricultural producers, foresters, and industrial and transport emitters, may lead to conflicts to ensure fairness and effectiveness. Relying on carbon markets and trading mechanisms may introduce economic risks, such as price volatility and market manipulation. Some emissions reduction technologies may still be in early developmental stages and/or prohibitively expensive – a net-based approach could limit their development and large-scale deployment. Encouraging individuals and</p>

Section	Question	Answer
		<p>businesses to adopt low or zero carbon options and technologies could be challenging if they consider that sequestration will deliver the required emission reductions.</p> <p>Wellington City Council aims to maximise gross emissions reductions until 2049 and use forestry offsets as a last resort in 2050 to achieve the city's net-zero target. This strategy directly addresses underlying emission sources, fosters innovation, drives economic growth, and creates jobs. Importantly, the limited land available for future plantations means the city cannot rely on forestry to offset remaining emissions by 2050.</p>
	<p>0.3. What, if any, other sectors or areas do you think have significant opportunities for cost-effective emissions reduction?</p> <p>The current proposed policies in the ERP2 discussion document cover the following sectors and areas:</p> <ul style="list-style-type: none"> <li>• strengthening the New Zealand Emissions Trading Scheme</li> <li>• private investment in climate change</li> <li>• energy sector</li> <li>• transport sector</li> <li>• agriculture sector</li> <li>• forestry and wood-processing sector</li> <li>• non-forestry removals</li> <li>• waste sector.</li> </ul>	<p>While we understand that the legislation requires a sector-based approach, there is also a need to consider system wide opportunities. For example, this approach is focused on supply rather than demand. The assumption is that the needs of the NZ economy are a given, and that various sectors need to find low/zero carbon ways of meeting those needs. It would be more efficient to consider whether those needs could be met in different ways, or which of those needs are less required than others. This could lead to some sectors needing to expand and others to shrink, with a more efficient allocation of carbon across the economy.</p> <p>In terms of sectors, there are a few additional ones that could be considered:</p> <ul style="list-style-type: none"> <li>- Water Management (treatment, retention, consumption, distribution etc.)</li> <li>- Tourism (promoting local tourism, regulating cruise ships, and encouraging sustainable tourism practices e.g. carbon offset programs, low-carbon accommodation and travel options etc.)</li> <li>- Industrial Processes Sector (regulating building and construction industries, food and meat processing industries, ICT industries, chemicals, cement, and steel production industries etc.).</li> </ul>



Section	Question	Answer
	<p>0.4. What Māori- and iwi-led action to reduce emissions could benefit from government support?</p> <p>There are additional questions about Māori- and iwi-led action to reduce emissions and impacts of proposed ERP2 policies on Māori and iwi in chapters 1 and 12.</p>	<p>Note that this question is best answered by our mana whenua partners. The Council acknowledges its mana whenua partners Taranaki Whānui ki te Upoko o te Ika, Te Rūnanga o Toa Rangatira and Te Rūnanganui o Te Āti Awa ki te Upoko o Te Ika a Māui.</p> <p>As a Council, our view is that early and regular engagement with mana whenua and māori needs to be established to explore their aspirations and concerns. As a Council we are committed to supporting mana whenua and Māori-led climate action and welcome opportunities to integrate mātauranga Māori local responses to climate change.</p>
	Upload your PDF here	Upload cover letter
Chapter 1: Our approach to New Zealand's climate change response   Tā mātou e whai nei e pā ana ki tā Aotearoa urupare ki te panoni āhuarangi	<p>1.1. What opportunities do the proposed initiatives and policies across the sectors offer for Māori- and iwi-led action to reduce emissions?</p> <p>1.2. What additional opportunities do you think the Government should consider?</p>	<p>Note that this question is best answered by our mana whenua partners. The Council acknowledges its mana whenua partners Taranaki Whānui ki te Upoko o te Ika, Te Rūnanga o Toa Rangatira and Te Rūnanganui o Te Āti Awa ki te Upoko o Te Ika a Māui.</p> <p>As a Council, our view is that early and regular engagement with mana whenua and māori needs to be established to explore their aspirations and concerns. As a Council we are committed to supporting mana whenua and Māori-led climate action and welcome opportunities to integrate mātauranga Māori local responses to climate change.</p> <p>Note that this question is best answered by our mana whenua partners. The Council acknowledges its mana whenua partners Taranaki Whānui ki te Upoko o te Ika, Te Rūnanga o Toa Rangatira and Te Rūnanganui o Te Āti Awa ki te Upoko o Te Ika a Māui.</p> <p>As a Council, our view is that early and regular engagement with mana whenua and māori needs to be established to explore their aspirations and concerns. As a Council we are committed to supporting mana whenua and Māori-led climate action and welcome opportunities to integrate mātauranga Māori local responses to climate change.</p>
Chapter 2: Tracking our progress towards meeting	2.1. Current modelling suggests that with a changed approach, the first emissions reduction plan is	There is no detail on how cancelled policies effect projections, so it is difficult to comment. And changes to the first emissions reduction plan have a higher risk to our ability to meet the second and third emissions budgets than they do to the first emissions reduction budget.

Section	Question	Answer
emissions budgets   Te aroturuki i tō tātou koke i te ara whakatutuki i ngā tahua tukunga	still sufficient to meet the first emissions budget. What, if any, other impacts or consequences of the Government’s approach to meeting the first emissions budget should the Government be aware of?	That said, the changes undermine some easy wins – for example, the removal of the clean car discount has stopped momentum on the decarbonisation of the passenger vehicle fleet, and cancellation of the Climate Action Hub (Action 3.5.1) reduces the ability for individuals and communities to know what low and zero carbon options are available to them now to lower their emissions.
	2.2. What, if any, are the long-term impacts from the changes to the first emissions reduction plan on meeting future emissions budgets that should be considered through the development of the second emissions reduction plan?	<p>Wellington City has a science-based target to reduce emissions by 57% between FY2020 and FY2030. The second Emissions Reduction Plan, covering the period from 2026 to 2030, is a crucial policy document for achieving this target.</p> <p>One of our key focus areas is transport, as this sector accounts for 56% of the city’s total emissions. However, as Figure 2.2 indicates, the projected emissions reductions from the transport sector under the second emissions budget are only 1%. The lack of policy and investment to support transitioning this sector to low and zero emissions systems will make it impossible for the city to meet its 57% reduction target. Significant investments in walking, cycling, and public transport infrastructure are essential to moving more people with fewer vehicles and achieving these targets.</p> <p>We agree with the Climate Change Commissions analysis in their monitoring report that transport policy settings create moderate risk to achieving the second emissions reduction budget, and recommend strengthening policy settings around:</p> <ul style="list-style-type: none"> <li>- Supporting the uptake of low and zero emissions light vehicles</li> <li>- Strengthening the Clean Car Standard</li> <li>- Introducing road user charges for petrol vehicles</li> <li>- Increasing investment in infrastructure that supports mode shift</li> <li>- Support for low-carbon liquid fuels for road and air travel</li> </ul> <p>In addition, the GPS Land Transport needs to support the delivery of significant emissions reductions from the transport sector.</p>

Section	Question	Answer
		<p>In terms of planning and infrastructure, we agree with the Climate Change Commissions analysis in their monitoring report that “changes in early 2024 to policy direction for planning and infrastructure systems have created uncertainty around how climate change will be prioritised under the resource management reform”. It would be great to see clarity on how this will be addressed in the second emissions reduction plan. To achieve emissions reductions, planning and infrastructure settings need to support urban density, as this increases the ability for people living in urban centres to meet their transport needs with public and active transport.</p> <p>Another significant component of Wellington City’s emissions is from energy used in buildings. We note that there have been delays in delivering the Building for Climate Change programme and updating energy efficiency regulations and strategies. It would be good to see these prioritised in the second emissions reduction plan (or progressed sooner). There are also high costs for connecting to the electricity network that create a barrier to the electrification of buildings and transport.</p> <p>Cancellation of the Climate Action Hub will reduce the information available to our residents on effective emissions reduction actions, slowing down the contribution of individuals and community groups. Note that Leeds University estimated that individual action to take up low-carbon lifestyle options in Western countries could reduce global emissions by 25%. This education effort has been taken up by the not-for-profit sector (for example Take the Jump) but lacks the funding needed to reach a wide audience and achieve significant positive impact  <a href="https://www.takethejump.org.nz/?gad_source=1&amp;gclid=Cj0KCQjwwae1BhC_ARiAK4JfryzF90oUc026WOLpedNx8-WbrmOIXYIKioiG2EJeAntNBeWpYk7WhQaAuJgEALw_wcB&amp;gclsrc=aw.ds">https://www.takethejump.org.nz/?gad_source=1&amp;gclid=Cj0KCQjwwae1BhC_ARiAK4JfryzF90oUc026WOLpedNx8-WbrmOIXYIKioiG2EJeAntNBeWpYk7WhQaAuJgEALw_wcB&amp;gclsrc=aw.ds</a></p> <p>There is also a need to ensure that there is coherence of cross-govt policy to ensure emissions reduction is enabled for sectors with significant emissions. At a minimum, government should ensure that the policy settings for key sectors are not acting in ways that increase emissions. An example of this in practice is the approach being taken in Wales, where all roading projects were reviewed for their impact on the climate emergency, with the bulk of planned roading projects cancelled.  <a href="https://www.theguardian.com/environment/2023/feb/14/welsh-road-building-projects-stopped-failing-climate-review">https://www.theguardian.com/environment/2023/feb/14/welsh-road-building-projects-stopped-failing-climate-review</a></p>
Chapter 3: Strengthening	3.1. What else can the Government do to support	The Government need to set the price higher. Additionally, the Climate Change Commission’s first annual monitoring report highlighted a substantial and uncertain surplus of units in the NZ ETS. This

Section	Question	Answer
the New Zealand Emissions Trading Scheme   Te whakakaha i te Kaupapa Hokohoko Tukunga o Aotearoa	NZ ETS market credibility and ensure the NZ ETS continues to help us to meet our targets and stay within budgets?	surplus creates significant uncertainty regarding the number of units available for emitters in the coming years. The ETS needs to be firmly capped, to ensure that in addition to enabling economically efficient emissions reduction, the reductions are also sufficient to support achievement of budgets due to restrictions on the number of available units.
	3.2. What are the potential risks of using the NZ ETS as a key tool to reduce emissions?	<p>We agree with the following points from the Climate Change Commission's first annual monitoring report:</p> <ul style="list-style-type: none"> <li>• Emissions pricing, if designed well, can be a powerful tool for reducing emissions – but it has limitations. Some sectors have characteristics that impact how effective emissions pricing can be, and some features of the NZ ETS also reduce its ability to drive emission reductions.</li> <li>• In some sectors, including transport, buildings, and urban form, there are also various barriers such as high up-front capital costs, lock-in to existing systems or infrastructure, and lack of readily available or affordable low emissions options. These make it difficult for pricing to influence choices about emitting activities. The NZ ETS by itself is also less likely to drive change in parts of industry where transformation at scale to entirely new technologies is needed.</li> <li>• The NZ ETS will work better when it is part of a cohesive package of policies that addresses the full range of market failures and barriers and helps generate more low emissions options. This approach will enable people and businesses to better respond to the emissions price, improve the prospects of meeting the emissions budgets, and help support a more cost-effective and durable transition to a low emissions economy.</li> <li>• Modelling undertaken by the Commission in 2022 found that with weaker complementary policies, emissions prices may need to rise potentially to upwards of NZ\$300 by 2030.</li> </ul> <p>Relying on the ETS as the key tool to reduce emissions risks not being able to meet the second and third emissions budgets, and more importantly, risks missing the opportunity to transition cost-effectively and durably to a low emissions economy, leaving us uncompetitive in international markets.</p> <p>In addition, an ETS has limitations:</p> <ul style="list-style-type: none"> <li>- The price of carbon credits can be volatile, leading to uncertainty for businesses. This can make it difficult for companies to plan long-term investments in low-carbon technologies.</li> </ul>

Section	Question	Answer
		<ul style="list-style-type: none"> <li>- The cost of carbon pricing may disproportionately affect low-income households. Without adequate complementary policy positions to protect vulnerable populations, this could lead to increased social inequality.</li> <li>- Without cross-party agreements, policies and regulations related to the NZ ETS could change periodically which could affect the stability and predictability of the NZ ETS. Businesses need consistent and clear long-term policies to invest confidently in emission reduction technologies.</li> <li>- An increased price of carbon does not have a strong impact on household behaviours unless the price is significantly high, which then requires additional policies to address the distributional impacts. Residents in Wellington need to be provided with alternatives to high-carbon lifestyles (for example, a compact city with affordable public transport and safe active transport options).</li> </ul>
	3.3. How can the Government manage these risks of using the NZ ETS as the key lever to reduce emissions?	<p>Develop a more comprehensive range of complementary policies. For example, in the transport, buildings, and urban form sectors, there are various barriers such as high up-front capital costs, lock-in to existing systems or infrastructure, and lack of readily available or affordable low emissions options. These make it difficult for pricing to influence choices about emitting activities. The NZ ETS by itself is also less likely to drive change in parts of industry where transformation at scale to entirely new technologies is needed.</p> <p>Complementary policy positions to protect vulnerable populations. The suggestion in the discussion document that “the Government’s ‘climate dividend’ tax relief – continuing to return money from NZ ETS revenue to the hands of New Zealanders to meet additional costs related to climate change mitigation” is not a good example. While this reduces the distributional impacts, it nullifies the price signal and impacts the effectiveness of the NZ ETS as the key lever to reduce emissions. A better policy solution would be to use income from the NZ ETS to target support to households impacted by rising energy costs, to electrify their households. Modelling from Rewiring Aotearoa demonstrates that targeted assistance schemes could resolve distributional impacts, achieve significant emissions reductions from household energy consumption, and lower living costs.</p>
	3.4. Do you support or not support the Government’s approach of looking at other ways to create incentives for carbon	Unsure

Section	Question	Answer
	dioxide removals from forestry, in addition to using the NZ ETS?	
	3.5. Apart from the NZ ETS, what three other main incentives could the Government use to encourage removals through forestry?	No comments
	3.6. Please provide any additional feedback on the Government's thinking about how to use the NZ ETS to reduce emissions.	No additional comments.
Chapter 4: Scaling private investment in climate mitigation   Te whakakorahi tā te rāngai	4.1. Do current measures work well to unlock private investment in climate mitigation?	Unsure
	4.2. What are the three main barriers to enabling more private investment in climate mitigation?	This is not a significant consideration for the Council's responsibilities.
	4.3. What are the three main actions the Government can do to enable more private investment in climate mitigation for the next 18 months?	This is not a significant consideration for the Council's responsibilities.
	4.4. What are the three main things the Government can do to	This is not a significant consideration for the Council's responsibilities.

Section	Question	Answer
	enable more private investment in climate mitigation in the longer term (beyond the next 18 months)?	
	4.5. Please provide any additional feedback on the Government's thinking about how to enable more private investment in climate mitigation for the next 18 months.	No Comments.
Chapter 5: Energy   Te pūngao	5.1. What three main barriers/challenges that are not addressed in this chapter do businesses face related to investing in renewable electricity supply (generation and network infrastructure)?	This is not a significant consideration for the Council's responsibilities.
	5.2. How much will the Government's approach to driving investment in renewable energy support businesses to switch their energy use during 2026–30 (the second emissions budget period)?	Unsure.
	5.3. What three main barriers/challenges do businesses and households face related to electrifying	We agree with the Climate Change Commission's first monitoring report that "High costs for connecting to the electricity network, high network charges, and first mover disadvantage could deter switching from fossil fuels to electricity as an energy source. Prioritising putting policies or regulatory

Section	Question	Answer
	or improving energy efficiency, in addition to those already covered in the discussion document?	<p>incentives in place to adequately address these issues will help to reduce the overall cost and reduce any risk to the pace of electrification.”</p> <p>Generally, there is currently a lack of accessible information which would make it easier for businesses to plan to electrify. For example, up to date information about the cost of energy, the capital cost to install equipment, or available local network capacity. This last area is improving significantly, eg via EECA’s RETA program and GENLESS.</p> <p>Capital – Energy efficiency/electrification projects generally provide a positive financial return over the life of a project; however, the initial capital can be prohibitive.</p>
	5.4. How much will existing policies support private investment in low-emissions fuels and carbon-capture technologies?	Unsure.
	5.5. What three main additional actions could the Government do to enable businesses to take up low-emissions fuels and carbon-capture technology?	<p>To enable businesses to take up low-emission fuels:</p> <ul style="list-style-type: none"> <li>- Encourage a shift in the transmission and distribution price structure to variable time-based pricing from ‘flat’ rates. This would better allow consumers to interact with the energy market via load shifting, enabling another avenue for customers to realise cost savings. This would therefore further improve the affordability of electricity relative to other fuel options.</li> <li>- Enhance the sharing of information; in most instances the necessary technology for electrification is already present at a cost that makes it viable to do so. However, this does not seem to be as widely known as it should be. Moreover, better sharing of information regarding local network capacity and consumption would allow for improved planning, both for customers and EDB’s.</li> </ul>
	5.6. If you are an electricity generator, please explain and/or provide evidence of how Electrify NZ could affect projects already planned or underway.	No comments.
	5.7. If you are an electricity generator, please explain	No comments.



Section	Question	Answer
	and/or provide evidence of how Electrify NZ could increase the likelihood that new projects will be investigated.	
	5.8. Please provide any additional feedback on the Government's proposals to reduce emissions in the energy sector and the industrial processes and product use sector.	No comments.
Chapter 6: Transport   Te tūnuku	6.1. Do you support the proposed actions to enable EV charging infrastructure?	Yes, I support
	6.2. What are the three main actions the Government can do to reduce barriers to and enable the development of a more extensive public EV charging infrastructure in New Zealand (without adding too much cost for households and businesses)?	<p>First Action:</p> <p>A higher level of collaboration between local government, electricity distribution boards and infrastructure providers is essential. Local government, as road controlling and planning authorities, are a key stakeholder in the development of charging networks. The role of local government needs to be clarified, following from the 2023 Charging our Future document.</p> <p>Second Action:</p> <p>The role of local government is vital in the development of infrastructure on the road corridors, as their road assets ownership is vast and they are the road controlling authority. Therefore, more guidance is required for local government to set up cost-effective partnerships with infrastructure providers, including agreements (whether licences to occupy or other). While the role of private sector is critical to deliver the required infrastructure, it may fall on councils to deliver chargers to ensure coverage and so more confident user uptake, particularly where the returns of investment do not attract private investments. This will either cost councils, or further disadvantage communities who cannot access</p>

Section	Question	Answer
		<p>publicly available infrastructure. Clarification on the roles and boundaries between local government, national government and the private sector are sought to ensure that planning and delivery of the vision can be achieved in line with local planning requirements. The implementation of electric charging infrastructure is a new venture to most local government bodies and as such, there is a lack of resource, skills and knowledge in local government to develop fit-for-purpose systems.</p> <p>Third Action</p> <p>Any new planning requirements for urban areas needs to consider the practical impacts of the use of public road corridors in urban environments, and how to effectively work with private investors in the development of a comprehensive network across a region, which will inevitably include more- and less-profitable locations. In addition to government funding for less profitable EV charging types and/or locations, the government could work with the private sector to bundle charging locations with providers or introduce subsidies to enable investment across an area or region.</p> <p>Further attention is required to identify and allocate space for EV charging infrastructure. Landowner support for EV charging infrastructure is one of the biggest challenges in urban environments. The paucity of suitable space (noting the infrastructure design and vehicle manoeuvrability requirements) combined with the lack of available grid capacity makes feasibility challenging. This could be addressed through requiring large parking facilities (such as malls, large supermarkets or events centres) to have EV charging facilities. The Council supports the introduction of mandatory ratios of resident dwellings/visitors to chargers for new developments while acknowledging this does put costs onto businesses.</p> <p>Better information sharing between electricity distribution boards, local government and infrastructure providers is critical for the short-term future. Without better collaboration on where there is available power and how to enable works, installation in the short-term will be challenging to keep to targets. For longer-term horizons, building for an electrified future is critical. The current electricity distribution boards model is not set up for growing demand of electrical infrastructure. The system incentivises consistency of service above developing capacity for future requirements.</p>

Section	Question	Answer
	6.3. Do you support the Government's proposals to reduce emissions from heavy vehicles?	Yes we support
	6.4. What are the three main actions the Government can do to make it easier to switch to low- and zero-emissions heavy vehicles (without adding too much cost for households and businesses)?	This is not a significant consideration for the Council's responsibilities.
	6.5. Do you support the Government proposals to reduce emissions from aviation and shipping?	Yes we support
	6.6. What opportunities might there be from rolling out new technologies to reduce emissions from aviation and shipping?	This is not a significant consideration for the Council's responsibilities.
	6.7. What are the three main actions the Government can do to make it easier to reduce emissions from aviation and maritime fuels (without adding too much cost for households and businesses)?	This is not a significant consideration for the Council's responsibilities.

Section	Question	Answer
	<p>6.8. Please provide any additional feedback on the Government’s thinking about how to reduce emissions in the transport sector.</p>	<p>One of Wellington City Council’s key focus areas is transport, as this sector accounts for 56% of the city’s total emissions. However, as Figure 2.2 indicates, the projected emissions reductions from the transport sector under the second emissions budget are only 1%. Given the scale of emissions from transport the absence of policy and investment support low and zero emissions systems will make it difficult for New Zealand to meet its emissions targets and especially difficult for urban councils to meet their reduction targets. Significant investments in walking, cycling, and public transport infrastructure are essential to moving more people with fewer vehicles and achieving these targets.</p> <p>We agree with the Climate Change Commissions analysis in their monitoring report that transport policy settings create moderate risk to achieving the second emissions reduction budget, and recommend strengthening policy settings around:</p> <ul style="list-style-type: none"> <li>- Supporting the uptake of low and zero emissions light vehicles</li> <li>- Strengthening the Clean Car Standard</li> <li>- Introducing road user charges for petrol vehicles</li> <li>- Increasing investment in infrastructure that supports mode shift</li> <li>- Support for low-carbon liquid fuels for road and air travel</li> </ul> <p>In addition, the GPS Land Transport needs to support the delivery of significant emissions reductions from the transport sector. We suggest that this could be done through measures such as the approach being taken in Wales, where all roading projects were reviewed for their impact on the climate emergency, with the bulk of planned roading projects cancelled on the basis that they increased emissions, increasing the burden on other sectors of the economy to reduce emissions to meet regional and national reduction targets.</p> <p><a href="https://www.theguardian.com/environment/2023/feb/14/welsh-road-building-projects-stopped-failing-climate-review">https://www.theguardian.com/environment/2023/feb/14/welsh-road-building-projects-stopped-failing-climate-review</a></p> <p>This Second Emissions Reduction Plan is heavily focused on EVs and not on other ways to reduce transport-related emissions. Supporting growth of EVs does not reduce our reliance on private vehicles. In cities, the emissions reduction opportunity is in compact urban form that enables transport needs to be more easily met with active and public transport. We recommend a significant increase in policy settings, investment and initiatives to incentivise the transition to moving more people with</p>

Section	Question	Answer
		<p>fewer vehicles, with co-benefits of reduced urban congestion, improved urban amenity, and reduced urban air pollution.</p> <p>In terms of planning and infrastructure, we agree with the Climate Change Commissions analysis in their monitoring report that “changes in early 2024 to policy direction for planning and infrastructure systems have created uncertainty around how climate change will be prioritised under the resource management reform”. It would be great to see clarity on how this will be addressed in the second emissions reduction plan. To achieve emissions reductions, planning and infrastructure settings need to support urban density, as this increases the ability for people living in urban centres to meet their transport needs with public and active transport.</p>
Chapter 7: Agriculture   Te ahuwheua	7.1. What are the three main barriers or challenges to farmer uptake of emissions reduction technology?	This is not a significant consideration for the Council’s responsibilities.
	7.2. How can the Government better support farm- and/or industry-led action to reduce emissions?	This is not a significant consideration for the Council’s responsibilities.
	7.3. How should Government prioritise support for the development of different mitigation tools and technologies across different parts of the agriculture sector?	This is not a significant consideration for the Council’s responsibilities.
	7.4. What are three possible ways of encouraging farmer uptake of emissions-reduction tools?	This is not a significant consideration for the Council’s responsibilities.

Section	Question	Answer
	7.5. What are the key factors to consider when developing a fair and equitable pricing system?	This is not a significant consideration for the Council's responsibilities.
	7.6. Please provide any additional feedback on the Government's thinking about how to reduce emissions in the agriculture sector.	This is not a significant consideration for the Council's responsibilities.
Chapter 8: Forestry and wood processing   Te ahumahi ngāherehere me te tukatuka rākau	8.1. How could partnerships be structured between the Government and the private sector to plant trees on Crown land (land owned and managed by the Government)?	<p>Partnerships between the Government and the private sector to plant trees on Crown land can be structured in the following ways:</p> <ul style="list-style-type: none"> <li>- Public private partnerships (PPPs): where both parties share the costs, risks, and benefits of tree planting projects.</li> <li>- Lease Agreements: where the Government leases Crown land to private entities with the condition that they undertake restoration activities and share a portion of the earned carbon credits with the government.</li> <li>- Service Contracts: where private companies are contracted to manage tree planting and maintenance activities on Crown land.</li> <li>- Grant Programmes: where the Government provides grants to private entities to carry out tree planting initiatives.</li> <li>- Tax Incentives: where the government offer tax incentives to private companies that participate in tree planting projects, making the initiative more financially attractive.</li> </ul> <p>Wellington City Council entered a partnership with Victoria University and leased an 11-hectare parcel of land for 33 years to the university, where native afforestation was primarily funded by the university, with the carbon credits shared equally between the two entities. The project purpose was both research and carbon sequestration. Roughly half of the 11-ha site has natural regeneration coming through gorse cover that will be left to establish by itself and the remaining half has now been fully planted with 12,500 eco-sourced native trees with the help of hundreds of university students, staff, and alumni as volunteer planters over the past 3 years.</p>

Section	Question	Answer
	8.2. What are the three main actions the Government could do to streamline consents for wood processing?	This is not a significant consideration for the Council's responsibilities.
	8.3. How large should the role of wood in the built environment play in New Zealand's climate response?	More than currently
	8.4. What other opportunities are there to reduce net emissions from the forestry and wood-processing sector?	This is not a significant consideration for the Council's responsibilities.
	8.5. Please provide any additional feedback on the Government's thinking about how to reduce emissions in the forestry and wood-processing sector.	In alignment with Wellington City's commitments to native afforestation and biodiversity, we would be very supportive of any complimentary policies that encourage a greater proportion of native afforestation.
Chapter 9: Non-forestry removals   Ngā tangohanga ngāherehere-kore	9.1. What are the three main opportunities for non-forestry removals to support emissions reduction?	No comments
	9.2. What are three main barriers to developing more non-forestry removals?	No comments
	9.3. It is important to balance landowners ability	No comments

Section	Question	Answer
	to use their land flexibly with the recognition of the role of non-forestry removals. How can this balance be achieved?	
	9.4. What three main benefits beyond emissions reductions could be created by developing more non-forestry removals?	No comments
	9.5. What risks and trade-offs from incentivising land-use and management change to reduce net emissions need to be considered?	No comments
	9.6. Please provide any additional feedback on the Government's thinking about how to reduce emissions through non-forestry removals.	No comments
Chapter 10: Waste   Te para	10.1. Do you agree or disagree that the Government should further investigate improvements to organic waste disposal and landfill gas capture?	Agree
	10.2. What is the main barrier to reducing emissions from waste (in	Diverting organics from landfill is still not standardised and normalised. The current barrier to this is strong legislative settings requiring organics waste diversion from landfill and improvement of landfill gas capture systems.



Section	Question	Answer
	households and businesses or across the waste sector)?	
	10.3. What is the main action the Government could take to support emissions reductions from waste (in households and businesses or across the waste sector)?	In addition to stronger legislative settings, the govt could also invest in initiatives that shift consumption habits to focus on buying products that will last and can be repaired and are designed from materials that can be reused at end of life or reabsorbed into ecosystems. Product stewardship legislation and consumer education is required to enable better reliance on reuse and recovery products and services rather than virgin material production and use. The government has a role in supporting and funding circular economy initiatives that ensure recovery and reuse of materials and providing analysis and research into material flows in the economy, to allow for better informed and innovative design of products and services.
	10.4. Please provide any additional feedback on the Government’s thinking about how to reduce emissions in the waste sector.	Segregation, source separation and recycling are the most prominent ways to reduce waste emissions. Promoting and investing in collaboration between private and public service to divert construction and demolition waste in NZ. Understanding the relationship between materials and products we consume, how we consume and how we manage them through their lifecycle is key to understanding the impact of consumption emissions.
Chapter 11. Helping Sectors adapt to climate change impacts   Te āwhina i ngā rāngai ki te	11.1. What are the three main barriers to managing climate risks through emissions reduction policies in this discussion document?	<p><b>First barrier</b></p> <p><i>Siloed or non-comprehensive climate change policy responses</i> that fail to consider the scientific interdependencies between science-based emission reduction and the biophysical limitations of adaptation.</p> <p><b>Second barrier</b></p> <p><i>Insufficient emissions reduction policies</i> – adaptation and climate risk management outcomes are often operationalised locally, however rapid and urgent emissions reduction needs to be strongly regulated and funded nationally to prevent increased acceleration of climate instability.</p> <p><b>Third barrier</b></p>

Section	Question	Answer
		<p><i>Lack of accessible data and tools</i> to support evidence-based decision-making that is inclusive of both emissions and climate risk management create missed opportunities for efficient and effective climate change co-benefits of adaptation and emissions reduction to be achieved.</p>
	<p>11.2. What are the three main benefits of managing climate risks that can come from the emissions reductions policies in this discussion document?</p>	<p><b>First benefit</b> Emissions reduction is the most powerful and upstream way to prevent climate change impacts and reduce the costs associated with adaptation. Without significant emissions reduction we will reach a level of climate instability where adaptation is no longer possible.</p> <p><b>Second benefit</b> Reduced costs long-term – studies show that for each \$1 invested in climate change risk reduction and resilience there are significant savings in avoided costs in responding and recovering from disasters, health issues and the vast array of other climate-related risks and impacts that need to be managed.</p> <p><b>Third benefit</b> Emissions reduction will reduce many complex and potentially disastrous negative impacts for communities and ecosystems.</p>
	<p>11.3. What are some examples of how businesses and industries are already managing climate risks?</p>	<p>Council is already undertaking several workstreams to embed climate change risk management into our operations from governance to operations, which is outlined in our climate change strategy Te Atakura. Our adaptation work programme includes activities relating to assessment of climate change impacts and risks locally, developing strategic climate change risk management, governance accountability and reporting processes and frameworks, as well as investing in climate resilience interventions (e.g. green/ blue/grey infrastructure).</p> <p>Some examples of activities Council has undertaken include:</p> <ul style="list-style-type: none"> <li>- Updated new hazard maps and modelling to include new projections for sea level rise and flood risk modelling</li> <li>- Annual reporting to the CDP of climate risks and opportunities</li> <li>- District Plan approved new rules and provisions for climate resilience</li> <li>- Wellington Regional Climate Change Impact Report published</li> </ul>

Section	Question	Answer
		<ul style="list-style-type: none"> <li>- Developing a programme to focus on Community Climate Adaptation planning</li> </ul>
	<p>11.4. How can these kinds of activities be further supported?</p>	<p>Greater urgency for the establishment of the <i>Climate Adaptation Act</i> that would clarify funding and the role of local government, as well as greater standardisation of guidance and practical tools and other support to Councils and communities to plan for climate change.</p> <p>There are significant opportunities to improve the efficiency, effectiveness and equity outcomes of climate risk management with that could be enabled through:</p> <ul style="list-style-type: none"> <li>(a) Improved digital resources hub for climate risk management practitioners, infrastructure managers, iwi and others where common data and digital tools could better enable joined up decision-making for climate risk management across entities and boundaries (e.g. GIS tools, digital twins). This should include data and systems to support decision-making for better low-carbon and adaptive climate change interventions for cities and infrastructure planning (e.g. Digital Twins for the nation/ regions) that would better enable collaboration across agencies (e.g. regional sustainable transport planning).</li> <li>(b) Providing climate hazard data of the appropriate resolution for infrastructure decision-making via a central platform in line with the LG Guidelines for Climate Risk Assessments.</li> <li>(c) Resourcing to support the Aotearoa Climate Adaptation Network/ Aotearoa Society for Adaptation Professionals (ACAN/ASAP) and investing in training and capacity building for climate change professionals to focus on both mitigation and adaptation.</li> <li>(d) Climate Adaptation Act – developed in a timely manner with appropriate scope to support TAs, Regional Councils, iwi, utilities, other agencies and communities to work together towards local adaptation plans in efficient, proactive and coordinated ways with clarity on the funding arrangements for climate adaptation.</li> <li>(e) Adaptation Framework – to address the climate change risk management beyond coastal hazards (e.g. flooding) and incentivisation for climate change solutions that have co-benefits for emissions reduction and adaptation (e.g. nature-based solutions). This would better support regional coordination and efficiencies in processes for climate adaptation planning across TA boundaries.</li> </ul>

Section	Question	Answer
	11.5. Please provide any additional feedback on the pathway the Government has set out for managing climate risks from emissions reduction activities.	<p>This is a confusing chapter in the discussion document, as it's unclear if the purpose is to ask for feedback on the government's approach to adaptation (which is a process already underway through a parliamentary inquiry), or to ask for feedback on the intersection of emissions reduction and climate adaptation.</p> <p>Overall, there is the potential that some emissions reduction policies and projects increase climate risk, and that some adaptation activities may increase emissions. Careful consideration of both mitigation and adaptation in the design of all govt policy across the key sectors is critical for ensuring a timely transition to a low-emissions resilient economy.</p> <p>We also note:</p> <ul style="list-style-type: none"> <li>- Prevention of many climate change risks and impacts our region faces is possible if there is investment in rapid emissions reduction.</li> <li>- Emission reduction is the most effective way of preventing climate change risks and impacts.</li> <li>- Managing climate change risks has biophysical limitations, the highest value climate risk strategy is to mitigate emissions urgently and rapidly at scale. Without effective emissions reduction, adaptation will be extremely costly and unachievable.</li> <li>- As part of our climate change response, we have plans to support high-risk communities to adapt to climate change impacts – but are embarking upon the work without clarity on funding, boundaries on responsibilities, or policy/legal requirements needed now that the RMA reform was repealed. This poses significant operational risks.</li> </ul>
Chapter 12: Addressing distributional impacts of climate mitigation policy   Te whakatutuki i ngā pāpānga tohatoha o te	12.1. What are the main impacts of reducing emissions on employees, employers, regions, iwi and Māori, and/or wider communities that you believe should be addressed through Government support?	<ul style="list-style-type: none"> <li>- Shifting from carbon-intensive industries to low or zero-carbon industries (e.g., fossil fuels to renewables) may lead to job losses in some sectors and job creation in others. So, the government should develop and fund training and offer upskilling programmes for employees transitioning to new roles. We also recommend revisiting the income insurance scheme.</li> <li>- Initial investments in green technologies may increase costs for employers. So, the government should provide grants, subsidies, or tax rebates for companies adopting green technologies and practices.</li> <li>- Higher fuel costs through the NZ ETS will raise the cost of living disproportionately on low-income households. The govt should focus on investing in alternatives, for example</li> </ul>

Section	Question	Answer
kaupapahere whakamauru panoni āhuarangi		<p>significantly increasing investment in urban walking, cycling and public transport infrastructure, and support for low-income households to purchase electric vehicles. Seeking to address this cost-of-living impact through general tax relief reduces the effectiveness of the NZ ETS as a price signal. It would be more effective to ringfence the revenue generated from the NZ ETS and utilise it on initiatives that support alternative low carbon solutions.</p> <ul style="list-style-type: none"> <li>- The government needs to foster partnerships with iwi and Māori organizations to ensure that their perspectives and aspirations are included in climate initiatives. In addition, the government should ensure that new opportunities in low or zero-carbon industries benefit Māori communities.</li> <li>- The government should support community-led sustainability projects and initiatives to ensure that they benefit wider communities.</li> <li>- The government also needs to assess emissions reductions policies and initiatives for their impact on disability and accessibility communities. For example, in transitioning to a low or zero-carbon transport system in cities, priority needs to be given to ensuring that the transport needs of disabled communities can be met, with careful design of infrastructure and policies, and targeted support as required.</li> </ul>
	<p>12.2. Do you think additional climate-specific services, supports or programmes should be considered by the Government over the coming years?</p> <p>Yes/No/Unsure</p> <p>The Government can use a lot of existing tools to support people affected by reducing emissions (welfare and income support</p>	<p>Yes</p> <p>The following climate-specific services, supports or programmes would be useful:</p> <ul style="list-style-type: none"> <li>- An income insurance scheme to support employees to transition from high to low-emissions intensive industries.</li> <li>- Grants, subsidies, or tax rebates for companies adopting green technologies and practices.</li> <li>- Significantly increased investment in urban walking, cycling and public transport infrastructure, and support for low-income households to purchase electric vehicles, to enable the price signal of the NZ ETS through the cost of fuel to be effective for those residents without existing alternative options.</li> <li>- Funding for a Climate Action Hub to provide information on effective emissions reduction to individuals, communities and organisations.</li> <li>- Fostering partnerships with iwi and Māori organizations to ensure that their perspectives and aspirations are included in climate initiatives.</li> <li>- Support for community-led sustainability projects and initiatives to ensure that they benefit wider communities.</li> </ul>

Section	Question	Answer
	<p>systems, employment and training services).</p> <p>Please describe what additional climate-specific services, supports or programmes could be useful.</p>	<ul style="list-style-type: none"> <li>- Integration of climate considerations into transport, planning and infrastructure policy settings</li> <li>- Lowering the cap on total emissions to create scarcity in the market. This would increase the price of emission units and encourage companies to invest in cleaner technologies.</li> </ul>
Privacy statement and consent to release submissions	1. Have you read and understood our privacy statement on who will see your information and how it will be used?	Yes, I have read and understood the statement.
	2. Do you consent to your submission being published on this website?	Yes
	3. If yes to the above, clearly state if there are parts of your submission that you do not want published.	Not applicable
	4. Do you consent to your details being kept as part of a stakeholder list for future communication about ERP2 or related climate issues?	Yes

# DECISION REGISTER UPDATES AND UPCOMING REPORTS

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## Kōrero taunaki | Summary of considerations

### Purpose

1. This report provides an update on which previous decisions have been implemented and which are still outstanding. It also provides a list of items scheduled to be considered at the next two meetings (hui).

### Strategic alignment

2. N/A. This report is considered at every ordinary meeting and assists in monitoring progress.

Author	Leteicha Lowry, Senior Democracy Advisor
Authoriser	Sean Johnson, Democracy Team Leader Andrea Reeves, Chief Strategy and Finance Officer

## Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Kōrau Tōtōpū | Long-term Plan, Finance, and Performance Committee:

1. Receive the information.

## Whakarāpopoto | Executive Summary

### Decision register updates

3. A full list of decisions, with a status and staff comments, is available at all times on the Council website. Decisions where work is still in progress, or was completed since the last version of this report can be viewed at this link: [Council meetings decision register \(wellington.govt.nz\)](https://www.wellington.govt.nz/council-meetings/decision-register)
4. If members have questions about specific resolutions, the best place to ask is through the written Q&A process.
5. This body passed 21 resolutions at the last meeting:
  - 16 are complete and 5 are still in progress.
6. 65 in progress resolutions were carried forward from previous reports:
  - 16 are now complete and 49 are still in progress.

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### Upcoming reports

7. The following items are scheduled to go to the next two hui:
8. Rāpare, 26 Mahuru 2024 (Thursday, 26 September 2024):
  - Te Ngākau basement strengthening (Chief Operating Officer).
  - Development Contributions Policy Approval (Chief Planning Officer).
  - CCO Board Appointments (Chief Economic and Engagement Officer).
9. Rātū, 29 Whiringa-ā-nuku (Tuesday, 29 October 2024):
  - Annual Report (Chief Strategy and Finance Officer).

### Takenga mai | Background

10. The purpose of the decisions register is to ensure that all resolutions are being actioned over time. It does not take the place of performance monitoring or full updates. A resolution could be made to receive a full update report on an item, if desired.
11. Resolutions from relevant decision-making bodies in previous trienniums are also included.
12. Elected members can view public excluded clauses on the Council website: [Council meetings decision register \(wellington.govt.nz\)](https://www.wellington.govt.nz/council-meetings/decision-register).
13. The upcoming reports list is subject to change on a regular basis.

### Attachments

Nil