
REPORT 2
(1215/52/IM)

CONSULTATION ON DRAFT 2010 CLIMATE CHANGE ACTION PLAN

1. Purpose of Report

This report presents the results of the consultation process for the draft 2010 Climate Change Action Plan. It recommends:

- amendments to the draft 2010 Climate Change Action Plan;
- amended climate change initiatives to be included in the 2010/11 Annual Plan deliberations; and,
- that the Committee agree to refer the amended draft 2010 Climate Change Action Plan to Council for adoption.

2. Executive Summary

The Council consulted on the draft 2010 Climate Change Action Plan ('the draft CCAP') from 9 April to 10 May. Eighty-two written submissions were received and twenty-two submitters presented oral submissions. In addition, the Council engaged the public on the draft CCAP through public meetings, reference groups and meetings with key stakeholders.

In general, the submissions were supportive of the draft CCAP although many submitters felt it could be more ambitious in the scale of the actions proposed, particularly in regards to transport initiatives. There was strong support for the action areas and priorities targeted in the draft CCAP. There was also positive support for the five new initiatives in the draft CCAP: (1) Vulnerability assessments (2) Electric vehicle pilot (3) Council energy management programme (4) Business energy saver – *eMission*, and (5) Home energy saver programme.

There were also several submissions advocating for more ambitious emissions reduction targets to be set for the city. These submissions were linked with requests for more action to reduce emissions, with a heavy focus on investment in public transport, walking and cycling. Against this, a small number of submissions questioned whether the Council had a role in reducing emissions in the community at all.

It is recommended that the Committee agree to progress the five new initiatives in the draft CCAP. However, there are changes to the recommended funding for:

- the electric vehicle pilot
- the home energy saver programme.

For the electric vehicle pilot, it is recommended that the Committee agree that \$25,000 OPEX and \$25,000 CAPEX be allocated in 2010/11 and \$50,000 OPEX be allocated in 2011/12. The recommendations are a result of further discussions with vehicle manufacturers, electricity generators and retailers, suppliers of charging infrastructure, and the potential to align the project with Rugby World Cup 2011.

For the home energy saver programme, it is recommended that the start date for the programme is moved back from January 2011 to July 2011. This would result in the \$50,000 OPEX for the programme being removed for 2010/11, but the \$100,000 OPEX for 2011/12 remaining in place. The reason for the change is that funding partnerships have not been formalised for 2010/11. Officers would continue to work with potential partners on developing this proposal in time for the 2011/12 Draft Annual Plan.

Changes are also recommended to improve the draft CCAP by expanding on key issues, including:

- clarifying how the City Strategy – Wellington 2040 project provides opportunities to consider significant changes in the city's transport network and urban design
- noting how certain transport approaches provide resiliency to oil price and supply risks
- clarifying issues relating to emissions measurement and targets.

There were two requests for funding for specific projects – for CityHop car-share (seeking \$5,000) and for the EnviroChallenge programme (seeking \$22,000). It is recommended that the Committee decline these funding applications. Officers will continue to work with CityHop to identify the Council's role in supporting car sharing in the city. The Council will also discuss with the EnviroChallenge programme whether they wish to apply for funding through the grants process.

The draft 2010 Climate Change Action Plan provides a strong foundation for a more ambitious programme to be considered through the 2012/22 LTCCP. The work on climate change will then align with the outcomes of the Wellington 2040 project, which will provide a blueprint for the central city area.

3. Recommendations

Officers recommend that the Strategy and Policy Committee:

1. *Receives the information.*
2. *Note that 82 written submissions were received and 22 oral submissions were heard on the draft 2010 Climate Change Action Plan during the consultation process undertaken from 9 April to 10 May 2010.*
3. *Agree to amend the funding for the electric vehicle pilot so that \$25,000 CAPEX and \$25,000 OPEX is allocated in 2010/11, and \$50,000 OPEX is allocated in 2011/12.*
4. *Agree that the \$50,000 OPEX for the home energy saver programme is removed from the 2010/11 Annual Plan but that the \$100,000 OPEX for 2011/12 remains in place.*
5. *Agree that the funding for the following new initiatives be included in the 2010/11 Draft Annual Plan for consideration:*

<i>Outline of project costs per year</i>		
<i>Project Component</i>	Expenses \$000	
	<i>10/11</i>	<i>11/12</i>
<i>Vulnerability assessment (OPEX)</i>	30	100
<i>Electric vehicle pilot programme (CAPEX)</i>	25	
<i>(OPEX)</i>	25	50
<i>Council energy management programme (CAPEX)</i>	50	150
<i>(OPEX)</i>	25	25
<i>Business energy programme – eMission (OPEX)</i>	25	25
<i>Home energy saver programme (OPEX)</i>		100
TOTAL	180	450
<i>(CAPEX)</i>	75	150
<i>(OPEX)</i>	105	300

6. *Decline the funding sought by CityHop (\$5,000) and EnviroChallenge (\$22,000) noting that officers will continue to work with these organisations to explore their proposals further.*
7. *Agree to amend the draft 2010 Climate Change Action Plan to clarify:*
 - (a) *how transport, urban planning and other strategies will be reviewed as part of the City Strategy – Wellington 2040 project;*
 - (b) *how some transport solutions can both reduce emissions and reduce risks relating to oil supply constraints and high oil prices;*

- (c) *how the Council will lead community engagement and inclusion in decision making relating to climate change action;*
 - (d) *how reductions in aviation emissions rely on improvements in aircraft and fuel technologies;*
 - (e) *the methodology for measuring community emissions;*
 - (f) *the Council's corporate emission reduction targets (which were not included in the draft CCAP);*
 - (g) *that biodiversity is a key consideration when promoting forestry development.*
8. *Recommend to Council that it agrees the 2010 Climate Change Action Plan, amended as necessary to reflect the decisions of this Committee.*
 9. *Delegate to the portfolio leader for climate change and the Chief Executive the authority to make any changes required to reflect the decisions of this Committee, prior to the Climate Change Action Plan going to Council.*

4. Background

In March, the Council agreed to consult on the draft CCAP alongside the 2010/11 Draft Annual Plan. The draft CCAP provides a framework for the Council's response to climate change relating to:

- Adaptation** Preparing for the impacts of climate change (such as temperature and sea level rise) to safeguard the community, the environment and the economy from likely risks.
- Mitigation** Reducing greenhouse gas emissions, or increasing sequestration (capture) of carbon dioxide in forests.

The draft CCAP contains five new initiatives and 29 other initiatives to be implemented within existing resources. Table 1 below outlines the costs of the five new initiative projects as specified in the consultation materials. The draft 2010 Climate Change Action Plan provides a strong foundation to launch a more ambitious programme through the 2012/22 LTCCP. The work on climate change will then align with the outcomes of the Wellington 2040 project, which will provide a blueprint for the central city area.

Table 1: Initial proposed costs for draft CCAP new initiatives (March 2010)

<i>Outline of project costs per year</i>		
<i>Project Component</i>	Expenses \$000	
	<i>10/11</i>	<i>11/12</i>
<i>Vulnerability assessment (OPEX)</i>	30	100
<i>Electric vehicles pilot (CAPEX)</i>	50	
<i>Council energy management programme (CAPEX)</i>	50	150
<i>(OPEX)</i>	25	25
<i>Business energy programme – eMission (OPEX)</i>	25	25
<i>Home energy saver programme (OPEX)</i>	50	100
<i>OPEX total</i>	130	250
<i>CAPEX total</i>	100	150

5. Discussion

Consultation on the draft 2010 Climate Change Action Plan took place from 9 April to 10 May 2010. The Council received 82 written submissions and heard 22 oral submissions on the draft Plan. Twenty nine of the submissions were from organisations and 53 submissions from individuals. The organisations were a mixture of regional local authorities, residents groups, businesses, community environment groups, government agencies and industry/business groups.

Several meetings were used to raise awareness and facilitate discussion on the draft CCAP. They included:

- one public meeting with 19 attendees
- one stakeholder meeting with 13 attendees¹
- presentations to the Environmental Reference Group
- presentations on the 2010/11 DAP (which included the draft CCAP initiatives) to the Council Fora: the Pacific; Ethnic; Youth; and Sport and Recreation.

An online video promoting the draft CCAP was also used as a means of raising public awareness.

¹ Attendees included representatives from NIWA, Victoria University, Wellington Airport, Meridian Energy, the Sustainability Trust, the Ministry for the Environment, the Centre for Sustainable Cities, PE International and Beca.

5.1 Support for the draft Plan

There was strong overall support for the draft CCAP. Of the 46 submitters that responded to the specific question regarding their level of support for the draft Plan:

- 71% were supportive or strongly supportive
- 15% were neutral
- 14% were against or strongly against.

Furthermore, 73% of submitters (44 respondents) said Council was focusing on the right areas in the draft Plan.

However, of the 45 submitters that answered whether the Council response was too much or too little:

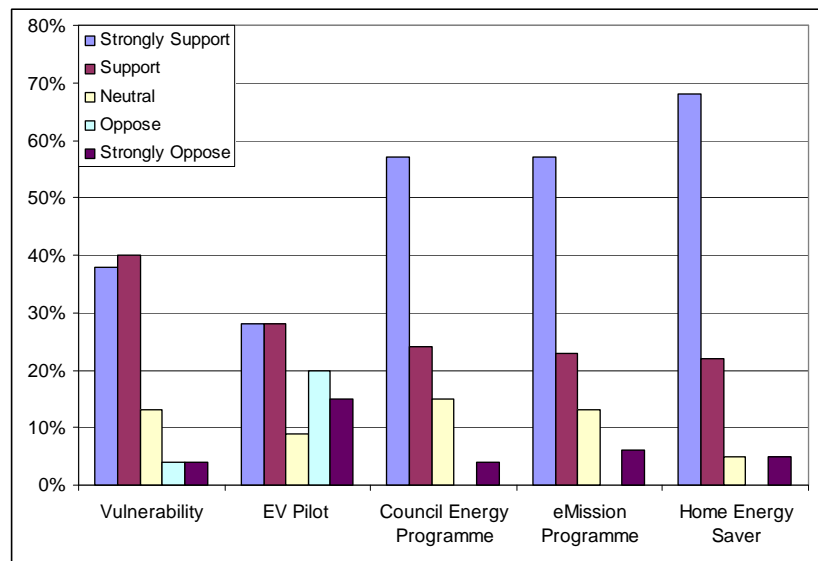
- 78% said it wasn't enough
- 15% said it was about right
- 7% said it was too much.

With regard to the Council's emission reduction targets, 58% of respondents disagreed with the current targets. A frequent comment was that the Council should be more ambitious and ensure that it is in-line with the latest scientific advice on what reductions should occur globally. The Council's targets (agreed in 2007) were established in consideration of the latest advice from the Intergovernmental Panel on Climate Change.

5.2 Support for new initiatives

In general, the majority of submissions were supportive of the new initiatives. This feedback was gathered through a combination of survey questions and general comments. Figure 1 outlines the responses received from the submissions form on the question of support for each new initiative.

Figure 1: New initiative support level



The following sections provide more discussion on the five new initiatives. Further details on submissions and next steps for each initiative are provided in Appendix 1.

5.2.1 Vulnerability assessment

Responding to climate change impacts was identified as a key priority for the Council, and several comments highlighted that the need to prepare for risks from sea level rise was the number one priority for the Council. Based on the strong level of support from submitters, it is proposed that the initiative proceed as outlined in the March 2010 Committee report.

The initiative would commence with the regional coastal study. Greater Wellington Regional Council, who is leading this study, has indicated that work on the project has commenced with data being gathered and modelling under development. Other Councils in the region have also indicated a willingness to contribute funding toward this important regional project. The Council would contribute \$30,000 to this study in 2010/11 and results for Wellington City will be reported first. Funding of \$100,000 in 2011/12 will be used to examine Wellington's vulnerability to climate change impacts, across a range of scenarios.

5.2.2 Electric vehicles (EV) pilot

The EV pilot programme received the most variable support of all five new initiatives. A number of submitters felt that the funding would be insufficient to allow for purchase of EV's. Council funding of the pilot is only one aspect of the Council's role in promoting EV uptake in the city. The Council would also have roles as facilitator, regulator (e.g. road control authority) and project co-ordinator.

In addition, in response to supportive submissions and advanced discussions with a range of stakeholders, including vehicle manufacturers, government agencies, electricity companies and businesses, a funding increase is proposed for the EV pilot programme. This would involve amending the funding currently allocated to the programme from \$50,000 CAPEX in 2010/11 to \$25,000 CAPEX and \$25,000 OPEX for that year. Additional funding of \$50,000 OPEX is sought for the 2011/12 year. It is likely that the Council would be leasing EV's – requiring ongoing OPEX over the period of the lease – and that CAPEX funding will be needed to install EV charging facilities, prior to the vehicles arriving. The Council is looking at the opportunities of using the 2011 Rugby World Cup to promote electric vehicle use in Wellington.

One submitter requested that the Council consider trialling its new electric vehicle technology. *GreenMachines*, a manufacturer of light electric utility vehicles, proposed working with the Council to test its vehicles in Wellington. These vehicles operate along the lines of a quad-bike and may be suitable for some Parks and Gardens activity. Officers will investigate these opportunities further.

5.2.3. Council energy management programme

There was support for the Council energy management programme but limited discussion of the Council energy efficiency initiative in submissions. Comments were supportive of the Council reducing its own energy consumption and leading by example. Based on the effectiveness of the programme to date and the positive feedback received, it is recommended that the initiative proceeds.

During oral hearings a proposal was put forward by Transend Ltd suggesting Council consider installing software (\$48,000 one-off CAPEX and \$8,000 OPEX per annum) to switch off computers when not in use. Council officers will meet with Transend to identify whether such a monitoring system is viable for the Council's IT network. The outcomes of these discussions will be presented as part of the 2011/12 Annual Plan.

5.2.4 eMission programme

There was strong support for the *eMission* programme. Comments highlighted the importance of reducing energy consumption in businesses and commercial buildings. A small number of comments were received that questioned the Council's role in facilitating energy reductions amongst businesses. Some submitters suggested that the cost of the programme for businesses was a barrier. This issue has been raised previously, with the 2010/11 programme currently being redesigned to be simpler, more affordable and more accessible to a wider range of businesses.

eMission has been effective in engaging Wellington businesses in reducing resource consumption. The feedback received in the consultation confirmed this point. It is recommended that the funding for *eMission* proceeds. Further negotiations will take place with Greater Wellington and other partners to

confirm the target number of businesses for 2010/11. These target numbers and the details of the programme will be reported back to Council at its 25 June meeting.

5.2.5 Home energy saver programme

The home energy saver programme received the strongest support of all the new initiatives. Comments reflected the need to engage householders and how home energy solutions were essential steps to reducing emissions.

Informal discussions were carried out with EECA regarding support for the home energy saver programme. EECA advised that no extra funding for energy efficiency programmes was secured for 2010/11. Officers stated in the March 2010/11 DAP deliberations that the funding for the home energy saver programme would be contingent on securing funding partnerships with the Government and other private funders.

This programme is still viewed as worthwhile as there is strong support for action targeting households. Furthermore, the specific actions in the home energy saver programme are cost effective. However, given that third party funding support is not yet secured for this programme, it is recommended that:

- the \$50,000 OPEX for the programme does not proceed in the 2010/11 Annual Plan
- the \$100,000 OPEX for 2011/12 remains in place
- officers continue to work with potential partners on developing this proposal, delaying the start date from January 2011 to July 2011.

5.3 Other themes and priorities of consultation

Submissions highlighted a wide range of other issues, including:

- the important role of Council in facilitating community education and engagement
- requests for more ambitious emissions reduction targets, frequently linked to requests for more action to reduce emissions
- a stronger focus on investment in public transport and active modes
- more resources for making cycling safer
- a small number questioned whether the Council had a role in reducing emissions in the community at all
- drawing linkages between transport solutions that reduce emissions and also provide resilience to oil supply constraints and price rises
- explaining perceived inconsistencies in Council Policy (e.g. expanding air travel without addressing airport emissions and transport services).

When asked what would assist individuals and groups to take action on reducing emissions and adapting to climate change – a wide range of responses

was received. Some of the more common responses included the need for more information on:

- the likely impacts of climate change in Wellington
- how to get involved with the Council or in the community in responding to climate change
- how to reduce energy use including subsidised home energy audits, best-practice examples and quantifying the differences that can be made by taking action
- promoting initiatives like composting, cycling, car-pooling, and home energy improvements
- Council and central government leadership.

When asked how you would like to be involved in assisting the Council to respond to climate change – common responses included:

- being on a mailing list for updates
- participating in Council-led “think-tanks”
- acting as an advisor or ambassador for Council
- assisting with the public engagement process.

5.3.1 Response to submissions

Based on the feedback received, some editorial changes are recommended that will improve the draft CCAP and its linkages to other important Council policies and global trends. These changes will clarify:

- how transport, urban planning and other strategies will be reviewed as part of the City Strategy – Wellington 2040 project
- how some transport solutions can both reduce emissions and reduce risks relating to oil supply constraints and high oil prices
- the important role of Council in leading community engagement and inclusion in decision making
- how reductions in aviation emissions rely on improvements in aircraft and fuel technologies
- the methodology for measuring community emissions
- the Council’s corporate emission reduction targets (which were not included in the draft CCAP)
- that biodiversity is a key consideration when promoting forestry development.

5.3.2 Base years and reduction targets

Several submitters were concerned that the Council’s targets did not align with a goal of limiting global emissions to warming of no more than two degrees celsius. The current target for Wellington was developed in-line with the IPCC’s fourth assessment report of 2007. Since this time further estimates have indicated that the emission reduction requirement for developed countries is in

the range of 30-40% reductions below a 1990 base year. We do not currently have data for Wellington city emissions at 1990. Officers recommend that the current targets and base years are maintained with the possibility of further review in future as the science and policy evolve.

5.4 Submissions seeking funding

There were two written requests for additional funding toward specific projects – for CityHop carshare (seeking \$5,000) and for the EnviroChallenge programme (seeking \$22,000). Further detail on these bids, including analysis of their merits is included at Appendix 2. It is proposed that neither of these bids is supported but that Council officers work with the submitters to investigate further opportunities.

5.5 Annual Plan implications

The changes to the EV Pilot would see an additional \$25,000 OPEX in 2010/11 and \$50,000 OPEX in 2011/12 and a reduction of CAPEX from \$50,000 to \$25,000 in 2010/11. The change in start date for the Energy Saver Programme would see \$50,000 OPEX removed from the 2010/11 Draft Annual Plan.

All other changes to the draft CCAP are matters of clarification. If these changes are supported by the Committee, the draft CCAP will be amended for consideration and adoption by Council on 25 June.

6. Conclusion

This report recommends amendments to the draft 2010 Climate Change Action Plan and seeks Committee agreement to refer the policy to Council for consideration and adoption by the Council on 25 June.

Contact Officer: *Chris Cameron, Principal Advisor*

Supporting Information

1) Strategic Fit / Strategic Outcome

The draft CCAP supports Council's vision of becoming an energy efficient and carbon-neutral city. The plan supports Council targets to reduce greenhouse gas emissions and ensure the protection of valuable amenities.

2) LTCCP/Annual Plan reference and long term financial impact

The minor amendments proposed do not have a significant impact on the LTCCP or Annual Plan.

3) Treaty of Waitangi considerations

No considerations identified

4) Decision-Making

This is not a significant decision. The report proposes a number of minor amendments to the draft CCAP based on feedback received.

5) Consultation

a) General Consultation

The public, invited stakeholders and the Environmental Reference group were all targeted in consulting on the draft CCAP.

b) Consultation with Maori

The Council engaged the Mana Whenua partners during the consultation process.

6) Legal Implications

No legal implications identified.

7) Consistency with existing policy

This report is consistent with Council policies.

Appendix 1

Further detail and next steps for progressing new initiatives of the draft CCAP

Vulnerability assessments

The project led by Greater Wellington Regional Council has commenced, with work on a number of areas related to the Wellington city area, such as:

- refining Cook Strait and Wellington harbour sea-bed and land surface elevation data
- testing and calibrating storm surge modelling against measured events and simulating future events, and
- modelling near-shore and Wellington harbour wave characteristics and simulating storm-tide modelling for sea level rise scenarios and wave run-up

Officers are refining a framework for how assessing vulnerability to climate change across Wellington will be incorporated into Council planning, including:

- consideration of climate change impacts into the central city framework Wellington 2040 project
- outlining a staged process of assessments, commencing with the central city area, followed by the coastal areas to the north and east of the city
- strategic asset management planning (i.e. ensuring that results of the studies are incorporated into asset management plans)
- ensuring that the results of the assessments are reflected in the District Plan hazard maps as and when required, and
- developing plans for communicating climate change risks to the public, particularly when businesses or residents may be at increased risk from future sea level rise and flooding.

Electric Vehicles (EV) pilot programme

Officers have continued to develop the scope of the electric vehicle project and are holding discussions with a range of stakeholders. Discussions with Mitsubishi and Nissan are underway and Nissan are interested in formalising an MoU agreement with the Council to provide electric cars in the city, using the opportunities afforded by Rugby World Cup 2011. It is hoped that funding contributions from project partners will generate a larger funding pool.

Further information has been received on the likely cost of public charging points, which range from \$2,000-\$8,000. Installation costs are variable dependent on the attributes of the chosen location, but are likely to fall in the range of \$2,000-\$10,000. Fast charging points are more expensive (around

\$60,000-\$100,000 currently), but are not seen as a necessary part of the project at this stage.

One reason for opposing the EV pilot programme was a belief that the Council should not be focussing on private motor vehicle transport at the expense of public transport, walking and cycling. However, these submissions did not take account of the Council's existing investment for supporting public transport and active modes. For example:

- \$11.4m² is being spent to open Manners Mall to buses and create a new shared space for pedestrians, cyclists and cars in lower Cuba Street by 2011
- an additional \$9.3m³ is allocated for other bus lane and bus priority projects from 2012-2019
- \$1.2m is allocated to new bus shelters from 2010-2019
- \$12.8m⁴ is allocated for walking and cycling improvements from 2009-2019
- \$14.3m⁵ is allocated for consolidating growth within our existing suburban and city centres along public transport routes (we call this our "growth spine") from 2009-2019.

Summaries of this work are included in the draft CCAP and it is proposed that additional information on the transport initiatives is included to highlight projects already underway. A further factor is that private vehicles are likely to remain a reality for the foreseeable future – this has been acknowledged in the Wellington Regional Land Transport Strategy.

There was also discussion that EV's would not reduce emissions if the electricity to power the vehicles came from fossil fuels. It is proposed that the draft CCAP is amended to acknowledge that EV uptake must coincide with investment in renewable energy. Some information will also be added that outlines how EV's could fit with a "smart grid"⁶ system, which could be how New Zealand's grid operates in 20-30 years time.

Council Energy Management Programme

Energy efficiency upgrades and design work will be identified for:

- facilities involved in the 2011 Rugby World Cup
- facilities scheduled for upgrades as part of the Community Facilities Policy programme.

² This includes \$3.4m in Government subsidies.

³ This includes \$4.9m in Government subsidies.

⁴ This includes \$3.8m in Government subsidies.

⁵ This includes \$3.7m in Government subsidies.

⁶ A smart grid delivers electricity to consumers using two-way digital technology to control appliances (including EV's) of consumers to save energy, reduce cost and increase reliability. Smart grids are being promoted by experts and by some governments as a solution to energy security, reducing emissions and increased resiliency.

Opportunities will also be explored to include more detailed energy assessments when undertaking design work for new builds and upgrades of Council facilities. This design work is especially important considering the timing of the upgrade programme for community facilities in the next two years.

eMission Programme

Representatives of businesses in the current *eMission* programme – Logan Brown and Chaffer’s New World – made oral submissions. New World stressed how the programme was being promoted across management, to young/diverse staff and to suppliers. It was also stressed that sustainability programmes can pay off quickly but take time to bed-in within an organisation. Logan Brown spoke of how facilitation support is important for business and also that the programme could be improved by:

- making it simpler for businesses (especially those that have low staff numbers)
- developing programmes targeting Wellington’s hospitality industry (particularly restaurants, cafes and bars).

Discussions have taken place with Greater Wellington about the nature of the 2010/11 programme. The programme would be project managed by Greater Wellington and be targeted at:

- large and small retailers
- restaurants, cafes and bars
- manufacturers and other resource intensive businesses (e.g. printers).

The programme would change its focus to more intensively reducing all forms of energy consumption and monitoring greenhouse gas emissions. Businesses will be able to pursue other aspects of sustainability programmes (e.g. health and safety) but the programme will give businesses the flexibility to choose how much effort they put into these components.

Home Energy Saver Programme

There was strong overall support for the programme and several comments spoke of the importance of home energy efficiency in targeting climate change.

Officers advised in March that the funding for the Home Energy Saver programme would be contingent on finding third party funding. Informal discussions have been carried out with EECA around support for the Home Energy Saver programme. EECA advised the Council that securing funding in 2010/11 would be a difficult prospect. However, officers are confident that funding partnerships can be developed during 2010/11 to commence in July 2011.

This programme is still viewed as worthwhile as there is strong support for action targeting households. Furthermore, the specific actions in the Home

Energy Saver programme are cost effective. However, given that third party funding support is not yet secured for this programme, it is recommended that:

- the \$50,000 OPEX for the programme does not proceed in the 2010/11 Annual Plan
- the \$100,000 OPEX for 2011/12 remains in place
- officers continue to work with potential partners on developing this proposal, delaying the start date from January 2011 to July 2011.

Some other comments relating to the Home Energy Saver programme identified that the programme should expand to cover other solutions (e.g. double glazing). While retrofits like double glazing are acknowledged as effective in saving energy, due to the high costs of these retrofits, it is considered more appropriate to focus on more affordable retrofit options with faster pay back periods.

Other comments focused on the need for higher energy efficiency standards for new builds. This issue relating to standards is being covered in another component of the draft CCAP.

Appendix 2

New Funding requests and Key Issues

2.1 ENVIRO-CHALLENGE PROGRAMME

1. Submission request

Enviro-Challenge NZ Charitable Trust is seeking \$22,000 in Council funding to run the Enviro-Challenge environmental management and leadership programme in eight Wellington High schools, from October 2010 to October 2011.

2. Analysis of request

The Enviro-Challenge programme supports high schools to reduce resource consumption and engage with the wider community. It is focussed on quantifying improvements across key areas, including energy, water, waste and transport.

There would be opportunities for Council staff and councillors from a range of areas to be involved in presenting, judging, awards ceremonies and articulating key Council messages. However, it is unclear what level of Council involvement is expected – the programme may require significant input from Council officers.

The programme is well aligned with existing Council policies and priorities – including energy efficiency and water conservation – particularly with regard to engaging with our communities, raising awareness on environmental issues and reducing energy, water and waste consumption. Council is currently supporting the Enviroschools programme which aims to achieve similar outcomes to Enviro-Challenge. However, Enviroschools covers both primary and secondary schools and is a more general environmental awareness and action programme. It may be feasible to look at opportunities for alignment and collaboration between the two programmes in Wellington.

Funding through the DAP is not considered the best way to support the Enviro-Challenge programme. It could instead be considered as part of the 2010/11 environmental grants funding round.

3. Officer recommendation

It is recommended that:

- the Enviro-Challenge funding request is declined,
- that Council officers meet with Enviro-Challenge and Enviroschools regarding any potential programme overlaps and/or partnership opportunities
- If such partnership or collaboration opportunities do not exist, that the programme instead seek funding through the 2010/11 grants round.

2.2 CAR-SHARING SCHEMES – CITYHOP SUBMISSION

1. Submission request

CityHop requests that the Council subsidise Wellington residents' membership to their car-share scheme to a total value of \$5000. They also seek Council support to promote car-sharing schemes, to make on-street car parking spaces available, and to use car-sharing as an option for the Council's own transport (thereby reducing the size of Council's vehicle fleet). They believe that these actions will benefit the city by reducing greenhouse gas emissions, pollution, congestion, and car ownership.

2. Analysis of request

The CityHop car-sharing scheme involves members paying an annual fee to make use of cars parked around the city for hire by the hour. In Wellington there are two cars available and the Council has supported the programme for the last two years by making two parking spaces available free-of-charge to CityHop (one in the Library basement carpark and one at Clifton Terrace carpark). The scheme also operates in Auckland and Christchurch.

Significant uptake of car-sharing in Wellington may have environmental and traffic benefits – in-line with Councils environmental and transport policies. However, it is not clear that there is sufficient demand to warrant further Council support for such schemes at this stage. CityHop has recently given up their allocated space at the Clifton Terrace carpark – instead moving to a private parking area with greater visibility. This change, together with further action and promotion of the scheme by CityHop, may lead to increased demand for car-sharing in Wellington. The Council can continue to play a role through discussions with car-share providers. Officers do not support the concept of subsidising membership for the CityHop scheme.

3. Officer recommendation:

It is recommended that the CityHop funding request is declined. It is also recommended that the Council work with car-sharing organisations and investigates approaches taken by other cities with respect to car-sharing to explore possibilities for short-term car hire in Wellington. These possibilities may include working with private car-park operators, private businesses, apartments and shopping centres.