

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

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

Ref	Action	Status (as at 25 August 2023)
Council leadership		
1 (p20)	Co-designing Lower Hutt's climate action pathway	Completed. Following a co-design process between 2019 and 2022 , the Lower Hutt Climate Action Pathway was launched in early 2022. Please refer to the separate commentary on the implementation of the Pathway.
2 (p20)	Measuring procurement-related carbon reductions (by 2025)	Under way: More than 50% of contracts with a cost of \$250,000 or more per year reported their emissions for the 2021/22 financial year (refer p20 of the HCC Greenhouse Gas Inventory for 2021/22). However, further work is required to ensure that this occurs for all key Council contracts. Work to develop the 2022/23 greenhouse gas inventory will likely commence in September 2023.
3 (p21)	Embedding carbon reductions through procurement	Under way: Progress has been made with some key contracts, including the kerbside collection contract (Waste Management NZ, all trucks to be electric by 2024) and the landfill operations contract (Waste Management NZ, operational emissions to reduce by at least 25% by 2030). However, significantly more effort is required and is now focused on embedding carbon reductions in all major contracts in the next 2-3 years, in order to halve emissions by 2030.
4 (p21)	Incorporating sustainability into the rebuild of Naenae Pool	Under way: Good progress has been made towards certification of the facility as Green Star rating 5+. This involves achieving objectives against a range of criteria. For example, 80% of the waste emanating from the demolition phase has been recycled and the energy usage intensity is estimated to reduce by 53% and carbon emissions by 56% as a result of the shift from fossil gas to 100% electricity, compared to the old facility.
5 (p22)	Incorporating sustainability into the RiverLink project	Under way: The objectives of the Riverlink project are to re-orient the city to face and connect with the river and respond to climate change by providing resilient multi-modal transport choices, improving flood protection, and supporting urban regeneration and economic development. The project is required to implement and deliver an Infrastructure Sustainability rating of "Gold" (version 2.1) for both the detailed design and construction stages. A baseline carbon budget is in development and will be used to track carbon performance as the project progresses.
6 (p22)	Optimising refrigerant use	Limited progress: Heating plant changes involve utilising proven technology with refrigerants that have the lowest possible Global Warming Potential. However, a formal policy and procurement approach have not yet been developed.
7 (p23)	Optimising office space	Completed. In July 2023, Council moved out of its Market Grove site, consolidating most staff at its Laings Road site. The work

		environment is now largely activity-based, and with many staff at Laings Road now working in a hybrid model (eg sharing desks when at work, working from home when that is more suitable, etc).
8 (p23)	Educating staff on climate change	Limited progress: Due to competing work priorities, no formal work programme has been implemented yet, although ad hoc opportunities are realised from time to time (eg promotion of David Lowe's briefing on climate science to Council staff, Climate and Waste team advising other teams on sustainability matters). In September 2023, work is scheduled to commence to improve engagement with our staff regarding climate change and sustainability, by asking for tips on living more sustainably, which can then be embedded across internal communication channels.
Transport		
9 (p25)	Changing to 100 percent electric vehicles by 2030	Under way: Council's vehicle fleet has seen significant change over the last four years and vehicle fleet emissions have reduced significantly (eg refer p14 of the HCC Greenhouse Gas Inventory for 2021/22). The fleet is now 61% electric (40 out of 65 vehicles). While it should be possible to achieve about 65% to 70% by June 2024, a key constraint for further electrification is the continued lack of EVs with 4WD capability, and the provision of sufficient EV charging for fleet vehicles at our sites.
10 (p25)	Decarbonising other travel options by 2023	Completed: Flight emissions have significantly reduced (refer p22 of the HCC Greenhouse Gas Inventory for 2021/22). While some of this is due to the effects of COVID-19, teleconference meetings instead of physical meetings now appear to be accepted as the new business as usual within the organisation. In addition, all flights are now offset by surrendering emission carbon credits (albeit not at the time of booking, but once the annual carbon footprint has been completed). Over the last couple of years, Council has also introduced additional electric bikes, scooters and Snapper cards to reduce the need for vehicles for short-trips.
11 (p26)	Developing Lower Hutt's walking and cycling network	Underway: This action comprises a range of projects and activities, with good progress being made. Beltway Cycleway: The northern and central sections of the have been completed. Avalon and Taita cycleways: Community consultation is underway and runs through to 1 September. Construction is scheduled to take place in the first half of 2024, with works to be completed by 30 June 2024. Maru Streets for People (Wainuiomata): Construction is expected to start November 2023 with completion early in 2024. Tupua Horo Nuku (Eastern Bays Shared Path): Construction on sections of the project is under way. Te Ara Tupua: Work commenced on the construction of the first coastal sections of the project, moving north from Ngā Ūranga and south from Pito-One.

12 (p27)	Rolling out electric vehicle charging stations	Completed. The roll-out of 20 DC charging stations was completed, and the network was launched in June 2023.
Energy		
13 (p30)	Phasing out natural gas at council facilities	Under way: The Naenae Pool has been designed to operate using electricity for heating, and construction is under way. The heating change for the Eastbourne summer pool, and one plant change at the new Huia pool has been completed. The heating change for McKenzie is almost completed, and heat pump will be operational before the next summer season. For the Dowse Museum, the heating plant change is scheduled to be completed in 2024. A change to heat pumps (hydronic / water-based system) has also been proposed and designed for the War Memorial Library, but the exact timing of the change is yet to be confirmed.
14 (p30)	Upgrading to 100 percent LED street lighting by 2022.	Delayed: Due to a number of factors, as previously reported via the Climate and Sustainability Committee (eg changes to the NZTA's funding model, contractor constraints, etc), it has not been possible to complete this project on time. The LED share of street lighting sits at about 80%. A business case for additional funding is to be considered as part of the process to develop the next Long Term Plan 2024-34.
Waste		
15 (p33)	Establishing a new resource recovery park	Under way: Over the last three years various no-regrets works have been undertaken to improve the level of service at Silverstream transfer station. This includes a new roundabout, changes to the load-out direction for waste, the introduction of paying by weight for all users, an upgraded hazardous waste and green waste drop-off, improved signage utilising gate numbers, and a new discount voucher scheme. The completion of a new covered drop-off for Earthlink is imminent. Additional diversion opportunities for self-sorted construction and demolition waste are due to be in place by the end of 2023. Note that decisions on further upgrades to the Silverstream transfer station are dependent on the potential construction of a new state-of-the-art resource recovery park by WMNZ. WMNZ has submitted a consent application, with decisions potentially due by the end of 2023.
16 (p33)	Investigating methane destruction via flare burn-off for the closed landfill in Wainuiomata.	Completed. A trial of a flare to destroy remaining methane emissions at the closed Wainuiomata landfill was undertaken in late 2022. Unfortunately, it was found that the practicality of operating a flare would likely be marginal. As a result, further work on flaring gas was stopped (refer report no. CCASC2023/1/49 from February 2023, page 25). However, note that work continues on other remediation options for the closed landfill site.
Land		
17 (p36)	Accelerating reforestation of	No progress: Greater Wellington Regional Council's (GW) parks network plan aims for the reforestation of Belmont Park (most is currently in grazing land), and as GW is managing Belmont Park

	Belmont Regional Park	(even though some land is owned by HCC), HCC is not directly involved in the park's revegetation. GWRC has significant planting efforts under way in Belmont Park. However, over the last couple of years, HCC's Climate and Waste team has been coordinating with GW to identify opportunities for <u>accelerating</u> reforestation beyond GW's current plans, but none have been identified yet.
18 (p36)	Improving the quality of forests on other reserve land	<p>Under way: Over the last year, a key focus has been to draft and consult on a new Indigenous Biodiversity Strategy. The final Strategy will be finalised by the end of 2023. In order to achieve a step change, additional funds and resources are required, which would need to be considered as part of the process to develop the next Long Term Plan.</p> <p>With regard to existing revegetation efforts, some have taken place over the last couple of years using existing funds. During the 2022 and 2023 winters, approximately 12,000 plants were planted, predominantly in reserves and coastal dunes. There has also been work to remediate the closed Wainuiomata cleanfill (including a final planting push with 10,000 plants during 2022/23), which may be able to be registered under the ETS once forest has established on the site.</p> <p>With regard to pest plant and animal control on Council's reserves estate, this is overseen by Council. Work is undertaken by GW, contractors, volunteers and landowners. Some control work is directed at private property. Note that in April 2022 operational funding for the pest plant control programme ceased, but Council agreed to restore this funding, which became available 1 July 2023. The Parks and Reserves team is working with contractors and other agencies to rearrange control programmes so that they are more strategic and data driven. Further to this, in 2022 Council, supported by Greater Wellington, increased feral deer control efforts on HCC land from one cull per year to two.</p>
19 (p37)	Setting up a carbon reduction acceleration fund	Under way: In March 2023, Council agreed to the establishment of a Low Carbon Acceleration Fund (refer report no. CCASC2023/1/47 from February 2023, page 9). Current work is focused on operationalising the Fund, and the first funding round is scheduled to open at the end of 2023.
Climate resilience		
20 (p39)	Upgrading the Three Waters infrastructure	Under way: This is one of Wellington Water's strategic priorities confirmed by shareholder councils in its Statement of Intent. This includes reducing carbon emissions and adapting to the impacts of climate change. Over the past 18 months, Wellington Water has replaced the Barber Grove to Seaview Treatment Plant main collecting sewer to improve resilience. However, significant challenges remain, including to catch up on maintenance and renewal requirements.
21 (p40)	Building RiverLink project	Under way: Our Alliance delivery partners, AECOM-Fletcher, were selected in March 2023. The team are working on designs, project

		planning, programming and costing in order to set a programme and target cost for the implementation phase of the project. This phase will be complete in December 2023, main construction will commence in 2024, and the project is scheduled to be complete in 2027.
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