

Phase 3 Engagement Report

**Uniting Lower Hutt
for climate action**
September 2021



LOWER HUTT
**COMMUNITY
CLIMATE CHANGE
RESPONSE**

“I want to feel part of
constructive action in
my neighbourhood.”

Korokoro Hui

“What difference
can I make?”

Stokes Valley Hui

“I would love
to make Lower
Hutt the most
connected city.”

Environmental Groups Hui

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Foreword

About 18 months ago, Hutt City Council and Creative HQ approached us at Transition Towns Lower Hutt to see if we would like to contribute to a community-led approach to Lower Hutt's climate action. As the group's representative, I joined the Lead Group of community leaders, contributors and activists, whose role was to co-design and engage in the process, bringing community voices in from the very beginning.

This is important work. We know that if we don't make the necessary changes now, our children and their children will inherit a bleak world: violent weather extremes, major disruption to social and work life, and increasing deprivation and poverty.

The changes we need to make relate not only to carbon emissions (which we must reduce by using less energy at home, work, and for transport), but also to our overall lifestyles. We have to focus on less consumption, less waste; we need a regenerative way of life.



A strong Māori voice has informed this process. As one of our (Pākehā) Lead Group members observed, "Our Western ways of thinking have failed us – we need different ways of thinking". The Māori world view – particularly of the fundamental interconnectedness of all things, and of our belonging to the land (rather than the land belonging to us) – is exactly what we need to embrace.

This Engagement Report reflects that breadth of view as spelled out to us in community meetings, mostly in the first half of 2021. The Report is an initial step in trying to provide leadership and support to the wider community by organising, summarising, and describing what we have been told.

Each section acknowledges what is being done already, but most importantly includes a series of "Problem Statements", which form the basis for the next stage of the project: how do we work together to solve these problems as a local community, and as part of our wider regional, national, and international communities?

Executive summary

In 2019 Hutt City Council initiated a programme to bring together mana whenua, business and community groups to work alongside the Council to determine how Lower Hutt should tackle the climate crisis as a community. The programme was planned in Phases.

Workshops were held in community halls, libraries and other public spaces and were designed to understand what the community was already doing to mitigate and adapt to climate change, as well as what they would like to do. We also gathered a wide range of ideas for how we could enable community action.

In general, those that attended the hui were already active on climate change. In addition to wide geographic representation, we held targeted hui to understand more from mana whenua, rangatahi/youth, ethnic communities and science and research experts. A full day workshop was held with leaders from Hutt City Council which, along with information from our other hui, contributed to the Council's Interim Carbon Reduction and Climate Resilience Plan 2021-2031

1

PHASE 1

Established the Lead Group. 11 community representatives to design and lead community engagement.

2

PHASE 2

Designed the approach to community engagement.

3

PHASE 3

The subject of this report, engaged with over 350 participants in face-to-face hui and over 170 people through surveys.

4

PHASE 4

Co-design of community action.

5

PHASE 5

Pilot testing community-led initiatives.

Key themes emerged from the community engagements

Honouring the **Treaty partnership** and bringing the principles and narratives of **te ao Māori** into mainstream climate discussions.

The importance of **education and clear, relatable and actionable information** to raise awareness and prompt action.

The importance of re-connecting communities so they could develop **community-led approaches to addressing climate change**.

The **need for more speed** in taking action given the urgent need for change was particularly strongly communicated by the environment groups.

Transport was acknowledged as the key area in which to reduce emissions. In particular, supporting active transport through more shared path/cycle ways, improving road safety for cyclists and more bike racks. The need for better integrated, affordable, reliable and convenient public transport was frequently raised.

Energy – there was concern around the cost to change to renewable sources as well as the lack of guidance and information around the impact of our energy use.

Waste – while many people were composting, they were highly concerned about the amount of plastic and packaging they were required to consume and the lack of circular economy thinking.

Better urban design was another dominant theme: cities designed to make everything available within a 15 minute walk or cycle ride (15 minute cities), safe cycling, regenerating local shopping, integrated, frequent and reliable transport, denser housing rather than taking over farmland/native bush.

The importance of **culture change** was noted in several Hui. In particular to change car-centric and consumption-driven behaviour.

There was a strong focus on **environmental sustainability**, including protecting biodiversity and growing native trees.

There was a sense that community activity was reliant on local government support to achieve momentum, and that communities were 'waiting' for local government to incentivise community action.

"We all want to get there. How we get there is the 'kotahitanga' of the process."

Wainuiomata Hui

Background

The Lower Hutt community is involved in ground breaking work to ensure that the City meets its net-zero emissions by 2050.

This is a whole-of-community programme of activity, called the Lower Hutt Community Climate Change Response programme, which has been led by a committed group of community representatives (the Lead Group), enabled by Hutt City Council and facilitated by Creative HQ.

The programme is designed to take place over 5 phases as indicated below. This report covers the progress made in Phase 3.

Phase 1

2020

Establishing Community Lead Group and Te Ātiawa partnership

Phase 3

Apr–Jul 2021

Lower Hutt Community engagement (insights)

Phase 2

Jan–Feb 2021

Lead Group co-design of community-led climate response

Phase 4

Aug–Dec 2021

Co-design community action (wider system response)

Phase 5

Jan 2022 onwards

Start. Now. Together.

- Aligning
- Testing
- Iterating
- Leveraging
- Measuring

Telling the Story

Phase 3

Phase 3 of the Community Climate Change response involved holding over 20 hui with communities across Lower Hutt to understand their priorities around climate change activity and in particular how to reduce emissions. These hui were held between May and July 2021.

We engaged with communities in different geographic locations (Petone, Wainuiomata, Eastbourne, Korokoro, Central, Northern, Western, Eastern), as well as specific interest groups – rangatahi/youth, environmental groups, ethnic communities, and businesses. We also held a one-day workshop with Hutt City Council senior leaders, and had a workshop with leading climate scientists and researchers. We engaged with various mana whenua groups with the support of Wellington Tenth Trust. We also held a Business Spotlight co-hosted by the Hutt Valley Chamber of Commerce, engaging with various leaders in the business community.

These hui took place at community locations such as libraries, community centres and school halls. The structure of these gatherings were underpinned by te ao Māori principles including kotahitanga, wairuatanga and manaakitanga.

The events were highly interactive with attendees participating in a range of individual and group exercises. Our Lead Group played a critical role including encouraging community participation, helping to develop the run sheet for the event, joining hui as part of the project team, and actively facilitating group discussions.

The hui were supplemented with two surveys that ran from April to August 2021. The general survey received 149 responses. The rangatahi/youth survey received 20 responses. Results from the surveys are recorded where relevant in this report.

In addition a poll was taken by businesses attending the Business Spotlight meeting hosted by the Hutt Valley Chamber of Commerce. This poll can be found alongside other documents from the hui on the Community Climate Change Response website. Results from the poll are recorded where relevant in this report.

“My dream is to start action now and not later for a better environment to leave behind for our beautiful mokopuna as their koro/grandparents.”

Kaumatua Hui

Fundamental to our success

The community identified a number of factors that are fundamental to the success of our actions and which cut across all areas of our activity.



TREATY PARTNERSHIP

The community told us it was important to strengthen our partnership with mana whenua and improve education across communities around te ao Māori principles and values. In particular they felt that wairuatanga, kotahitanga and manaakitanga principles are unique to NZ and brings together people as well as honours te Tiriti.



EDUCATION AND AWARENESS

The need for community education, information and awareness building was a major theme in all our hui. Recommendations included:

- Providing more accessible information on mitigation and adaptation strategies and actions
- Better information on low-carbon alternatives
- Building climate change mindsets into daily lifestyle decisions
- Educating adults on climate change (as many children have greater awareness and knowledge than adults)
- Support and resources for school-led environmental programmes or enabling youth to group around their own activities
- Thinking more creatively about approaches to community engagements so that we build our awareness activities around their everyday activities rather than expecting people to come to us for evening hui
- Practical information for businesses on approaches to governance, and the management for their carbon footprint

“I would like to see sustainability at the core of what local and central governments do.”

Petone Hui



COMMUNITY-LED ACTION

While considerable activity was already underway at a community level, there were many suggestions for how this could be strengthened:

- Reframe climate change as a local community issue
- Support ongoing community initiatives
- Support the establishment of community eco-hubs
- More community networking and collaboration (including business community)
- Promote ‘every little bit counts’ and that big changes start with personal decisions
- A targeted approach to the next generation through schools
- Stronger incentives for communities to change their approach
- More local community facilities outside of schools



LOCAL GOVERNMENT LEADERSHIP

As was evident from the public surveys, local government leadership is seen as critical to enabling the action required. Suggestions included:

- Financial incentives such as feebate schemes
- Introduce carbon tax, e.g. taxing diesel vehicles
- Lobbying for legislation that restricts plastic use
- More government and council funding for retrofitting insulation and double glazing
- HCC and GWRC need to work together to improve the public transport infrastructure and services

Participation

Over 350 community members gave their time to attend our hui. Some broad generalisations follow about those that attended. Specific numbers at each hui are contained in the design logs available on the [Community Climate Change Response website](#).

- Many people attending events were active in the community or on climate change. Some of these individuals were climate activists, or aligned with climate activism.
 - This can skew our understanding of how active communities actually are.
 - It may present an idealistic future rather than reflecting the practicalities of community priorities.
- In general, attendees appeared to have secure incomes and homes. The most vulnerable members of the community were not well represented.
 - Equity did not featured largely in all discussions.
- There was a high representation from older members of the community, but limited representation from parents with children living at home (other than at the Rangatahi hui).
- In smaller groups the strong drivers or opinions of one or two people could take over the conversation.
- Areas of activity and focus don't always match where the community has the most to gain/lose.
- The community desires for what they wanted to do were extensions of what they were already doing. These suggestions were more practical rather than ambitious.
- For many, turning up to an event has been their contribution – they were not looking to be 'activated' through this programme.



Turning insights into action

The depth of engagement with the community generated a huge amount of information. For each of our engagements we have produced a designed report which details what the group told us about their priorities for action. The full reports can be found on the [Community Climate Change Response website](#).

In the following pages of this report we have taken findings common across the hui and structured them into thematic areas. In each thematic area we have taken a generalised view to what the community is already doing, what they would like to do and how that gets framed as a 'problem' to solve. These problems will then become the focus of our work in Phase 4 and result in a recommended set of actions designed in a roadmap of community action.

We have included relevant results from the surveys and poll we ran.

In addition, under each thematic area, we have added in a section that covers off the action that Hutt City Council has underway or planned.



Findings relevant across all thematic areas

A number of findings from the general and rangatahi/youth survey as well as the Business Spotlight poll are useful to set the scene.



GENERAL SURVEY

(Full results can be found [here](#).)
From a total of 149 responses.

30%

of respondents
were 65 years
and over

23%

of respondents
were 41–54 years

90.6%

were Pākehā/
NZ European

with just
6.5% Asian

and 3.6%
Māori

58%

believe they could make the strongest
contribution to climate change action by
taking action locally within Lower Hutt

When asked what made it hard to get involved with climate change action:

58%

said that their Council was
not yet active enough

45.4%

said that their family, friends and
community weren't active enough

29.4%

said they didn't know what they could do

19.3%

said they didn't know enough
about climate change

15.1%

didn't think their actions would help

When asked what would make it easier to get more involved with climate action:

76.9%

said regulations and legislation
that enforces action

59.7%

said knowing which actions
would have the most impact

59%

said more information and guidance from
Government and Hutt City Council

30%

said knowing what groups they could join

18.7%

said more help from family and friends

RANGATAHI/YOUTH SURVEY

(Full results can be found [here](#).)
From a total of 20 responses.

70%

of respondents were 19 years and over

68.4%

were Pākehā/
NZ European

31.6%

were Asian

10.5%

were Māori

Respondents could identify as more than one ethnicity.

Respondents were asked to rank those issues that mattered most to them:

36.8%

rated social inequality as the most important issue

31.6%

rated social inequality as the second most important issue

31.6%

rated Climate change as the most important issue

36.8%

rated Climate change as the second most important issue

75%

believed they could most impact climate change by being part of a local movement in Lower Hutt

Of the groups that could make the most positive difference to climate change:

52.6%

ranked government top

26.3%

ranked family and friends second

Of the things considered to be worst for greenhouse gas emissions

55.6%

ranked petrol and diesel cars top

16.7%

ranked electricity and gas in home and public transport as second equal

Of the things that made it hard to get involved with climate change action:

55.6%

said it was because their family, friends and community weren't active yet

50%

said they didn't know enough about climate change

27.8%

didn't know what they could do

22.2%

didn't think their actions would help

BUSINESS SPOTLIGHT POLL

(Full results can be found on the [Community Climate Change Response website](#).)

From a total of 18 attendees at the Hutt Valley Business Spotlight event, hosted by the Hutt Valley Chamber of Commerce.

38%

of businesses had assessed the risks of climate change on the business

61%

had not

28%

had adapted facilities to make them resistant to extreme weather events

16.5%

had put in place emission reduction targets

66%

had not

17.5%

had planned

33%

had purchased insurance cover against extreme weather risks

28%

were developing new climate friendly products and services

11%

had relocated to areas less prone to extreme weather events

44.5%

were working with suppliers to reduce carbon emissions in the supply chain

The remaining poll results are covered in the relevant sections below.

Transport

Changing the way we move around



Increasing use of public transport



Currently doing

- Advocate for better public transport
- Taking bus and train to work
- Using public transport on weekend



Would like to do

- Better and cheaper evening/weekend public transport
- Free public transport
- Using public transport instead of private vehicle
- Regular reliable public transport (mainly the 81 and 83 buses)
- Use smaller electric buses in Korokoro (shuttles)
- Incentivise move to public transport
- Public transport being more reliable
- Land and housing development with requirements for sustainable/public transport



Expressed as a problem statement

Public service: Public transport is not run as a fully-funded public service but rather along commercial lines resulting in a limited ability to offer free/discounted fares and increase drivers' pay.

Convenience/Accessibility: there are not enough public transport routes within Lower Hutt and into Wellington, Porirua and Kapiti, they are not run frequently or reliably enough to suit different types of demand and fares don't match people's ability to pay. As a result people use their cars more. Private vehicle use is the only viable option for some people (eg. those who live far from where they work, are unable to work from home, work out of standard hours and have limited public transport options), resulting in higher levels of driving due to lack of alternatives.

Transport disability: Public transport is not easily accessible resulting in fewer vulnerable people able to travel on these services. For some people it is not a practical option due to cost and an inability to board or travel safely.

Integration: There is a lack of integration between different types of public transport (eg. no integrated ticketing on buses and trains) and also between different transport modes (eg. ability to put bikes on buses), contributing to fewer people using multiple types of transport.

Perception: As well as being less convenient, there are negative perceptions around travelling on public transport – including that it is uncomfortable, unsafe (eg. COVID mask wearing), expensive (with a more visible cost than running a vehicle), and uncool (eg. 'loser-cruiser'). Services are seen as unreliable and infrequent, resulting in people using their cars instead of bus, train or ferry services.

Reducing vehicle use



Currently doing

- Ridesharing and carpooling
- Restricting air travel/not flying
- Shopping locally (eg. Hutt Riverside Market)
- Working from home
- Only use car when necessary



Would like to do

- Increased accessibility of car share companies like Mevo to reduce car ownership
- Increase remote working/working from home
- Improving digital connectivity
- Ban all but essential air travel



Expressed as a problem statement

Alternatives: There are limited alternative transport options such as park and ride, and little use of alternative transport options such as car-share and ride-share options.

Disincentives to change: Private cars are made more attractive and more convenient than other options by low-cost parking and easy accessibility.

Behaviour: The majority of commuters drive vehicles with just one occupant, contributing to congestion and carbon emissions.

Behaviour: We have a car-centric culture with entrenched driving habits and a strong sense of 'entitlement' in private car use and parking, leading to people driving short distances and preferencing car use over alternative ways of moving around.



Supporting electrification of vehicles



Currently doing

- Purchasing and using electric vehicles
- Electric car and carpool
- Electric ferry
- Electric buses



Would like to do

- Subsidise electric transport options
- Scrap old polluting vehicles
- End driving of fossil fuel cars
- More EV chargers
- Reduce cost of electric vehicles



Expressed as a problem statement

Affordability: The upfront cost of EVs is high which may be a major barrier to small businesses and households.

Accessibility: There are limited (but increasing) EV vehicle options meaning people are unable to swap like for like.

EV charging: Infrastructure is still limited (although increasing), resulting in reluctance to switch to electric over concerns about the convenience of vehicle charging in the city.

Perception: There is a perception that EVs are less reliable and less convenient than fossil fuel vehicles.

Perception: The high current upfront costs of EVs and EV (as a new technology with a limited second-hand market), results in people continuing to drive high carbon petrol/diesel vehicles, unaware that whole of life costs may be similar or lower.



Increasing use of active transport modes



Currently doing

- Building more cycleways
- Active pathways
- Walking and biking – for short trips
- Owning and traveling on e-bikes



Would like to do

- Build more and safer cycleways to encourage cycling
- Walk, cycle, stay put, live in communities more, travel less
- Increase bike parking in near workplaces and shops
- City-wide bike lanes that are separated and intensive
- More bike racks on buses
- Better footpaths to train stations



Expressed as a problem statement

Safety: Cycling and walking around the city is seen as unsafe resulting in lower number of people walking, cyclists and significantly fewer children biking/walking to school.

Affordability: Bikes (and particularly e-bikes) are expensive and may be unaffordable for low-income people.

Connected and accessible: Pathway and cycling infrastructure does not meet community needs (eg. is not a fully connected network linking to key parts of the city), resulting in low numbers of people biking and walking around the city. Biking, walking and scootering is seen as less convenient than using private vehicles.

“I can do something in my lifetime about transport. I don’t know that I can affect the others in long term but I can do something about transport in my lifetime.”

Eastbourne Hui

INSIGHTS GENERATED FROM THE GENERAL SURVEY

39.7%

of respondents rated living car-free as the hardest action to take

15.5%

of respondents rated living car-free as the second hardest action to take

26%

of respondents rated walking or biking to work/school/around the city as the hardest action to take

23.7%

of respondents rated walking or biking to work/school/around the city as the second hardest action to take

18%

of respondents rated using public transport as the hardest action to take

21.6%

of respondents rated using public transport as the second hardest action to take

INSIGHTS GENERATED FROM THE RANGATAHI/YOUTH SURVEY

When asked to rank from easiest to hardest action to take from the following list: **Live car free; Use public transport; Compost food scraps; Take shorter showers; Recycle and reuse more; Buy fewer disposable/single use things:**

15.8%

living car-free would be easiest

63.2%

living car-free would be hardest

5.3%

using public transport would be easiest

36.8%

using public transport would be second hardest

INSIGHTS GENERATED FROM THE BUSINESS SPOTLIGHT POLL

61%

of businesses were encouraging employees to work from home

50%

were transitioning vehicle fleets to low emissions and electric vehicles

28%

were enabling employees to use active modes or public forms of transport

Hutt City Council actions around transport

These actions have been outlined in the Council's
Interim Carbon Reduction and Climate Resilience Plan 2021-2031

By 2030 the council will have a fully electric vehicle fleet

Decarbonising other travel options

Rolling out 20 electric vehicle charging stations by 2022

Developing a safe and integrated network of walking and cycling paths across the city. The 10-year plan 2021-2031 includes approximately \$120m of funding for cycling and micro-mobility options

Projects include:

- Beltway cycleway – a 10km route joining Seaview and the Hutt River Trail
- Cycling and micro-mobility programme – a connected active mode network in the City
- Eastern Bays shared path – 4.4km shared path route between Point Howard and Days Bay and from Days Bay to Eastbourne
- RiverLink– improve transport connections, flood protection and support urban revitalisation of Lower Hutt's central city
- Te Ara Tupua – a safe and efficient 12km walking and cycling route between Wellington CBD and Melling

Energy

Creating a clean energy city



Reducing our energy waste



Currently doing

- Conserving electricity (taking short showers, turning off lights when not in use, not using clothes dryer, washing with cold water)
- Power usage reduction through building energy awareness



Would like to do

- Make households more sustainable through insulation and renewable energy installation
- Solar energy made regularly available
- Household energy advisors hold publicly accessible workshops
- Transition government buildings to renewable energy sources, to lead the rest of Aotearoa New Zealand by example



Expressed as a problem statement

Consumption: There are no financial incentives beyond the costs saved to reduce consumption. Electricity pricing and companies encourage consumption.

Choice: For low-income families, choices around energy consumption (eg. electricity versus gas and energy efficient appliances) are driven by what they can afford. In the case of appliances, higher cost but low energy use products may not be an option.

Education: There has not been a strong focus on the importance of reducing our energy use. The emphasis has been on switching to renewables. This results in a lack of urgency and continuation of our attitudes and behaviours.

Education: People are not aware (or well educated) about the climate impact of the type of energy they use, and their carbon footprint, resulting in cost-driven, rather than environmentally-friendly choices.



Phasing out fossil fuels



Currently doing

- Decreasing the number of new gas installations
- Removing gas from homes and businesses



Would like to do

- Monitor energy use within homes
- More government funding for retrofitting sustainable energy solutions



Expressed as a problem statement

Affordability: There is a high cost to retrofitting and/or building new with energy efficient and sustainable products and no business imperative to switch.

Affordability: The costs of converting to low-carbon energy supply (such as switching from gas to electricity) deters people and businesses from moving to low carbon energy.

Improving residential and commercial energy efficiency



Currently doing

- Using LED lights
- Installing double glazing
- Insulating houses
- Building passive homes



Would like to do

- HCC eco-accreditation for shops, organisations and houses
- Low-emission zones
- Reduce personal carbon footprint



Expressed as a problem statement

Efficiency: New Zealand houses are not energy efficient, which drives up energy costs and energy usage, and also may result in damp and unhealthy homes for those that can least afford it.

Compliance: Businesses feel overwhelmed by extensive compliance requirements (across the board, not just those related to energy). This makes it harder to change (outside cost savings) or factor in the true environmental cost of products and services into their pricing structures.

Choice: Renters have limited control over the energy efficiency of their home, and energy efficiency is not a strong priority for landlords, which means that appropriate products (such as double glazing) are not being installed.

Building a strong local renewable energy network



Currently doing

- Several businesses, houses and schools have solar panels, but overall, there is minimal local renewable energy generation across the city



Would like to do

- Explore alternative energy options
- Use wind and wave power more
- Distributed energy networks
- Wind and solar farms on regional park
- Subsidise cost of transition to renewables
- Research & funding into local renewable energy capacity



Expressed as a problem statement

Incentives: There are no strong incentives to supply renewable power to the grid as the current buy-back rate is low.

Disruption: Risks of supply disruption will increase as climate change brings more adverse weather events, and the national grid supply may be disrupted for uncertain lengths of time.

Alternative generation: The commercialisation of alternative renewable energy is not permitted under the district plan and has not been a priority for the city.

Perception: Lack of confidence in the national grid to meet demand leads to uncertainty about switching.

“If you want to make big changes you have to start in your own backyard. You can incentivise local government through your votes. Some expansion is needed in that direction.”

Petone Hui

INSIGHTS GENERATED FROM THE BUSINESS SPOTLIGHT POLL

33%

of businesses were taking measures to increase energy efficiency use in buildings

55%

were using energy efficient or climate friendly technologies

39%

39% were taking a shift towards renewable energy sources

Hutt City Council actions around energy

These actions have been outlined in the Council's
Interim Carbon Reduction and Climate Resilience Plan 2021-2031

Phasing out natural gas at
council facilities complete
by 2030

Upgrading to 100% LED
street lighting by 2022

Continuing to provide
free eco-design advice
to our communities

Council-controlled trading
organisation (CCTO) Urban
Plus Limited can no longer
install gas for cooking/
heating/water in any of their
new developments and new
developments will have to
achieve a Homestar rating
of at least 6

Aligning to the national target
for moving to 100% renewable
energy by 2050

Waste

Reducing our waste



Improving waste management



Currently doing

- Reduce plastic use
- Recycling furniture and clothing, and consuming second-hand products
- Recycling packaging, bottles, cans
- Sorting rubbish for max recycling and minimum waste
- Turning waste wood into biochar



Would like to do

- Phase out unnecessary packaging
- Banning or restricting the use of plastic wrapping and single use plastic
- Product stewardship
- HCC needs to expand their capacity for recycling to incorporate more plastic types
- HCC needs to incentivise/force minimum waste generation
- Composting all organic waste to soil



Expressed as a problem statement

Infrastructure: Some businesses lack the waste infrastructure to process, redistribute and repurpose waste. There are few channels available to businesses for redistribution of 'unwanted' by-products and/or construction waste, leading to products taken to landfills because it is inefficient to repurpose/redistribute.

Information: Many businesses are not aware of the technology being developed to help with waste management or government waste minimisation funds.

Behaviour: As the population grows and the level of organic waste going to landfill continues to rise, emissions at Silverstream Landfill are significant and increasing.

Legislation: Legislation is not creating the conditions for businesses to reduce unsustainable product packaging – especially plastic.

Activism: Consumers are not pushing back on unsustainable product packaging at point of sale.

Consuming less – refuse, reduce, reuse, recycle



Currently doing

- Ensuring we use reusable bags
- Reducing waste through buying hardly any packaged food
- Recycling and repurposing household items
- Facilitating projects to upcycle waste (through timebank)
- Have introduced a paper light office
- Picking up the rubbish
- Composting household waste
- Composting and maintaining worm farms, making free mulch piles
- Composting green and food waste
- Localising sewer treatment systems and repurposing greywater



Would like to do

- Educate public on how to recycle properly
- Increase local food resilience
- Scale up community projects, such as communal gardening and composting
- Establish local recycling stations
- Transparency on the carbon price of products
- Local recycling of numbers 2 and 3
- Fonterra and other dairy industries to use plastic that is recyclable in NZ
- Increase efficiency of food distribution
- Establish shared composting systems



Expressed as a problem statement

Business imperative: The climate lens has not yet become an operational imperative for business. When businesses change their practices to respond to climate change/sustainability requirements this does not often result in an improved bottom line as many customers are not willing to pay more for such products.

Education: There is lack of understanding of recycling and why it is important/makes a difference, resulting in a lack of personal accountability for waste management.

Education: People are not aware of what effective actions can be taken to reduce waste and there is a lack of communal infrastructure to support a circular economy. Changing consumers' consumption preferences has to be made more affordable and easier. This applies particularly to food and consumer goods preferences.

“Every little bit counts.”

Stokes Valley Hui

INSIGHTS GENERATED FROM THE GENERAL SURVEY

41%

of respondents rated composting food scraps as the easiest action to take

10.5%

of respondents rated recycling and reusing as the easiest action to take

3.55% found it the hardest

majority falling in the middle

5.1%

15.2%

found buying fewer disposable/single use things the easiest

finding it the hardest

majority sat in the middle rating

9.7%

found buying food locally the easiest with the majority giving it a middle ranking

INSIGHTS GENERATED FROM THE RANGATAHI/YOUTH SURVEY

When asked to rank from easiest to hardest action to take from the following list: Live car free; Use public transport; Compost food scraps; Take shorter showers; Recycle and reuse more; Buy fewer disposable/single use things:

36.8%

10.5%

said composting food would be easiest

who said it would be hardest

47.7%

ranked recycling and reusing as the third easiest thing to do

36.8%

ranked buying fewer disposable items as the fourth hardest thing to do

INSIGHTS GENERATED FROM THE BUSINESS SPOTLIGHT POLL

16.5%

were reducing waste by removing plastics from product lines and packaging

89%

were recycling products to send less to landfill

22%

were developing a circular economy approach to products

Hutt City Council actions around waste

These actions have been outlined in the Council's
Interim Carbon Reduction and Climate Resilience Plan 2021-2031

Redesigning waste facilities at Silverstream Landfill to improve capacity and reduce emissions

Kerbside weekly rubbish and fortnightly recycling collection service with a new green waste collection service available for households

Establishing a new resource recovery park by 2023 improving the ability to separate materials such as metals and repairable goods from residual waste. The park would also be able to divert construction and demolition waste

Investigating methane destruction via flare burn-off for the closed landfill in Wainuiomata by 2022



Connect

Changing the way we connect with our natural world



Restoring Taiao – our natural world



Currently doing

- Native tree planting and restoration initiatives
- School-led restoration projects
- Pest control (predator free)
- Coast and stream care – eg. Waiwhetū, Epuni stream, Friends of Petone beach)
- Planting native trees
- Sustainable farming
- Restoring a wetland area



Would like to do

- Build momentum in encouraging community reforestation efforts
- HCC to protect more native bush through planning
- Tree planting in all spare areas, not just government or public land
- Restoration of natural areas such as wetlands, forests, river ecosystems
- Eco-parks for native species
- Eradicate exotic species of plants and pests
- More clean ups of our rivers beaches and lakes
- More native tree planting of species that we can use such as harakeke
- Restore the ecosystem to bring back an abundance of kaimoana and native trees and plants for rongoā Māori



Expressed as a problem statement

Environmental commodification: The environment has been turned into a commodity which has a domino effect on how people value, perceive and relate to the land. Urban developments have driven a loss of connection to our natural world and limited appreciation of our dependency and impact on the whenua.

Partnership and knowledge: Te Tiriti partnership is not well enough understood, supported or resourced, so indigenous knowledge sits separate from mainstream thinking, and we are missing out on important tangata whenua concepts such as wairuatanga and the benefits of seeing the world through a te ao Māori lens.

Access: Tangata whenua have limited access to their whenua and the ability to connect and care for it, and it for them.

Natural habitat loss: Human activities such as deforestation and urbanisation have resulted in biodiversity loss and the destruction of ecosystems across Lower Hutt; species which are already at risk will increasingly be adversely affected by climate change.

Native trees continue to be cut down and sequestration not maximised.

Many natural systems (such as wetlands, sand dunes, trees and green spaces) have already been eroded or destroyed by human activities, which has reduced or destroyed their contribution to human and planetary health.

Perception: There are no incentives and support or guidance for businesses to operate environmentally consciously, and so they do not adopt more sustainable practices.



Building community connection and resilience



Would like to do

- Shift from consumerism (shopping) to living (activities)
- Establishing a water tank at every house
- Collect more water for home use
- More Enviro schools in Lower Hutt
- More people to learn how to weave and see it as a sustainable practice
- Approaching meaningful and authentic Treaty partnership within a crown structure (Council)
- Build momentum behind community action
- More education around where resources come from
- Join volunteer groups: rubbish clean ups, replanting initiatives, help at an urban farm
- Uphold mātauranga Māori as part of the climate change response

“Sustainability and resilience has to come with community relationships.”

Environmental Groups Hui



Expressed as a problem statement

Community hubs: The considerable strength of community-based action and bottom-up initiatives is not being led, supported or leveraged to drive the impact they are capable of. Schools and businesses are not well enough utilised as drivers of community change.

Tangata whenua: Tangata whenua are not being financed and supported to come together as a community around climate change and address it in their way.

Systemic models: Current economic systems and measures of success do not adequately reflect the need to explore alternative approaches that drive change from consumption to conservation, from growth to sustainability, and from profit to community and environmental well-being.

Disruption: We are not well prepared for potential disruptions to supply lines, with local food production and local energy generation insufficient to meet the city's needs over even very short periods.

Education: Information about climate change is often hard to understand and action because it is not easy to understand or fails to provide clear direction. The current narrative around climate change does not draw on Māori culture and knowledge through pūrakau but instead relies on mainstream science and Pākehā perspective.

Improving our built environment



Would like to do

- Participating in flood protection
- Urban design – 15 minute cities
- Redesign urban development to build flood resilience around streams and rivers
- Accelerate switch to working from home where possible
- Building local communities that have fresh food and shop within walking accessibility to neighbourhood
- Change how areas in the region are developed to incorporate live-play proximity and more greenspaces

“How do we contextualise climate change within larger systems that affect the lived experience of Māori in Aotearoa?”

Te reo rōpū Hui



Expressed as a problem statement

Short-term thinking: Urban development has been driven by short-term considerations rather than long-term with the result that local centres have been hollowed out, supermarkets and malls dominate, unsuitable land has been built on and conservation and protection of rural land has given way to housing demands.

City layout has not prioritised environmental impacts nor understood the considerable social benefits of protection, care and connection with the natural world.

Development: Development continues in areas at risk of climate impacts, notably the sea-side suburbs. Existing regulations and by-laws have limited effect on development in at-risk areas, and alert systems are ineffective in advising significant environmental risks.

Proximity: City infrastructure has not been designed for 15 minute cities allowing people to work, live and play within 15 minutes using active modes of transport.

Given the dispersed city layout, people often live far from where they work, meaning that walking or biking is not a viable option.

City design: The city layout and transport infrastructure support private vehicle use as the most convenient (and sometimes most affordable) way of moving around the city, making driving attractive and other transport options less appealing.

Hutt City Council actions around land

These actions have been outlined in the Council's
Interim Carbon Reduction and Climate Resilience Plan 2021-2031

Accelerating reforestation of Belmont Regional Park by 2025. Replanting around 469ha of retired grazing into forest

Improving the quality of forests on other reserve land. Initially identifying suitable council-owned sites that would benefit from revegetation and investigating the use of reserve contributions to improve the quality of forest land

Investigating the establishment of a carbon-reduction acceleration fund. Structure in place by 2022



Adapt

Adapting to the impacts of climate change



Reducing the risk of sea level rise, storm surge and flooding



Currently doing

- Constructing seawall (Eastern Bays bike path)



Would like to do

- Effective use of rainwater at individual and community level
- Protecting roads from wave erosion
- Important that adaptation actions start now
- Regular monitoring of pollution levels along the Hutt Stream
- Increase funding for research into environmental strategies



Expressed as a problem statement

Information: There is uncertainty about the timing and level of sea-level rise, and a perception that the impacts of climate change will happen far into the future, resulting in a lack of urgency to plan for climate-related events which could have a devastating effect at any time.

Development: Development continues in areas at risk of climate impacts, notably the sea-side suburbs. Existing regulations and by-laws have limited effect on development in at-risk areas, and alert systems are ineffective in advising significant environmental risks.

Integrated planning: There is not yet a national, regional or local strategy for how to plan, measure and fund response to climate change and in particular sea level rise. Diverse geography also makes a one size fits all strategy impossible.

Each part of the city has unique geographic features (such as location of bays, river, gravel and sand), which means that adaptation cannot take a 'one size fits all' approach, but we do not yet have a clear understanding of specific features and risks.

There is a lack of leadership, which means that responsibilities are unclear and individuals, businesses and the community are unsure what they need to do to prepare, plan and minimise damage.

Developing natural solutions



Currently doing

- Flood protection and coastal resilience
- Pest control (predator free)
- Coast and stream care – eg. Waiwhetū, Epuni stream, Friends of Petone beach)
- Restoring a wetland area



Would like to do

- Restoration of natural areas such as wetlands, forests, river ecosystems
- Eco-parks for native species
- Educating our community about te ao Māori
- Plant natives instead of introduced plants



Expressed as a problem statement

Short-term: There is a risk of maladaptation by putting in temporary protections (sea walls/ stopbanks) that provide a false sense of security and lack of timely actions and response.

Nature-based solutions: These are not well understood nor benefits widely realised resulting in man-made quick fixes that are not suited to the environment. A community preference for built solutions can affect a potentially more effective nature-based solution – such as building a sea wall and destroying sand dunes in the process.

“My dream is to start action now and not later for a better environment to leave behind for our beautiful mokopuna as their koro/grandparents.”

Kaumatua Hui

Hutt City Council actions around adaptation

These actions have been outlined in the Council's
Interim Carbon Reduction and Climate Resilience Plan 2021-2031

Involvement in regional planning around climate change. Membership of the Wellington Region Climate Change Working Group

Jointly commissioned 2019 report Preparing Coastal Communities for Climate Change

Upgrading the Three Waters infrastructure 2021-2031 and investment in healthy urban waterways

RiverLink. Joint project with Waka Kotahi and Greater Wellington Regional Council to improve flood protection and develop an integrated sustainable transport solution



Maintaining community involvement

Each community expressed ways in which they would like to stay connected to the Climate Change Response programme and build momentum. The following actions are a summary of these discussions:

Keeping the community informed: emailing hui participants with updates surrounding the programme and any upcoming events

Tapping into existing social media networks built by communities

Connecting with local newspapers that circulate these local communities to reach people who don't use social media regularly

Connecting with community initiatives that are already operating to address climate change in their localities

Connecting with the community by holding public engagements, for example:

- Community BBQs
- 'Skip' day – where everyone takes something to dispose at a hired skip and talks about waste, or
- Environmental activities that turn problems into engagements

Incentivising communities with rewards and competitions

Promoting the HCC Climate Change Response video to Lower Hutt communities

Reach into local networks to meet where people are, such as at:

- Places of worship
- Sports centres
- Clubs

Understanding where people see networking opportunities, eg. daily train commutes

Use community venues and hubs where possible

Establish leadership and transparency with community around the programme and who is involved

Community engagement schedule

The following table records the public hui held in Phase 3.

Community	Date	Time	Venue
Rangatahi Climate Hui	Monday 26 April	10am–3pm	Moera Community Hall
Environmental groups	Monday 10 May	7pm–9.30pm	St Pauls Anglican Community Hall
Petone Community	Wednesday 12 May	6pm–8.30pm	Petone Library
Eastern Community	Thursday 20 May	6.30pm–8.30pm	Naenae Bowling Club
Ethnic Communities Unite for Climate Change Action	Saturday 22 May	10am–3pm	Lower Hutt Events Centre
Eastbourne Community	Monday 24 May	6.30pm–9pm	Eastbourne Sports and Services Club
Wainuiomata Community	Tuesday 25 May	6.30pm–9pm	Wainuiomata Library
Central Lower Hutt Community	Wednesday 26 May	6.30pm–9pm	Lower Hutt Events Centre
Korokoro Community	Sunday 30 May	2.30pm–4.30pm	Korokoro School Hall
Northern Community	Thursday 3 June	6.30pm–8.30pm	Koraunui Stokes Valley Community Hub
Business Spotlight on Climate Change	Wednesday 7 July	5.30pm–8pm	Hutt Valley Chamber of Commerce
Mana whenua – Kaumatua hui	Monday 26 July	10.00am–12.45pm	Wellington Tenth Trust
Mana whenua – te reo rōpū hui	Tuesday 27 July	5.30pm–6.30pm	Wellington Tenth Trust
Mana whenua – weavers and waka ama hui	Thursday 29 July	6.30pm–8.30pm	Wellington Tenth Trust



LOWER HUTT
**COMMUNITY
CLIMATE CHANGE
RESPONSE**