



# AGENDA

## Environmental Services Committee Meeting Tuesday, 16 April 2024

**Date** Tuesday, 16 April 2024

**Time** 10.00am

**Location** Council Chamber  
District Council Building  
King George Place  
Timaru

**File Reference** 1665288

## Timaru District Council

**Notice is hereby given that a meeting of the Environmental Services Committee will be held in the Council Chamber, District Council Building, King George Place, Timaru, on Tuesday 16 April 2024, at 10.00am.**

### **Environmental Services Committee Members**

Clr Michelle Pye (Chairperson), Clr Owen Jackson (Deputy Chairperson), Clr Sally Parker, Clr Gavin Oliver, Clr Stu Piddington, Clr Allan Booth, Clr Peter Burt, Tewera King (Mana Whenua), Clr Stacey Scott, Clr Scott Shannon and Mayor Nigel Bowen

Quorum – no less than 5 members

### **Local Authorities (Members' Interests) Act 1968**

Committee members are reminded that if you have a pecuniary interest in any item on the agenda, then you must declare this interest and refrain from discussing or voting on this item, and are advised to withdraw from the meeting table.

Paul Cooper

**Group Manager Environmental Services**

**Order Of Business**

<b>1</b>	<b>Apologies .....</b>	<b>5</b>
<b>2</b>	<b>Public Forum .....</b>	<b>5</b>
<b>3</b>	<b>Identification of Items of Urgent Business.....</b>	<b>5</b>
<b>4</b>	<b>Identification of Matters of a Minor Nature .....</b>	<b>5</b>
<b>5</b>	<b>Declaration of Conflicts of Interest .....</b>	<b>5</b>
<b>6</b>	<b>Chairperson’s Report.....</b>	<b>5</b>
<b>7</b>	<b>Confirmation of Minutes .....</b>	<b>6</b>
7.1	Minutes of the Environmental Services Committee Meeting held on 12 March 2024.....	6
<b>8</b>	<b>Reports .....</b>	<b>12</b>
8.1	Actions Register Update.....	12
8.2	Waitarakao Project Update.....	14
8.3	Climate Change Partnership.....	15
8.4	Timaru District Council Vehicle Fleet .....	28
<b>9</b>	<b>Consideration of Urgent Business Items.....</b>	<b>32</b>
<b>10</b>	<b>Consideration of Minor Nature Matters.....</b>	<b>32</b>
<b>11</b>	<b>Public Forum Items Requiring Consideration.....</b>	<b>32</b>
<b>12</b>	<b>Exclusion of the Public.....</b>	<b>33</b>
<b>13</b>	<b>Public Excluded Reports.....</b>	<b>34</b>
13.1	Environmental Health Services - Section 17a report .....	34
<b>14</b>	<b>Readmittance of the Public.....</b>	<b>35</b>



- 1 Apologies**
- 2 Public Forum**
- 3 Identification of Items of Urgent Business**
- 4 Identification of Matters of a Minor Nature**
- 5 Declaration of Conflicts of Interest**
- 6 Chairperson's Report**

**7 Confirmation of Minutes**

**7.1 Minutes of the Environmental Services Committee Meeting held on 12 March 2024**

**Author:** Jessica Kavanaugh, Team Leader Governance

**Recommendation**

That the Minutes of the Environmental Services Committee Meeting held on 12 March 2024 be confirmed as a true and correct record of that meeting and that the Chairperson’s electronic signature be attached.

**Attachments**

- 1. Minutes of the Environmental Services Committee Meeting held on 12 March 2024**



# **MINUTES**

## **Environmental Services Committee Meeting Tuesday, 12 March 2024**

**Ref: 1665288**

**Minutes of Timaru District Council  
Environmental Services Committee Meeting  
Held in the Council Chamber, District Council Building, King George Place, Timaru  
on Tuesday, 12 March 2024 at 10.01am**

**Present:** Clr Michelle Pye (Chairperson), Clr Owen Jackson (Deputy Chairperson), Clr Sally Parker, Clr Gavin Oliver, Clr Allan Booth, Clr Peter Burt, John Henry (Mana Whenua), Clr Stacey Scott, Clr Scott Shannon and Mayor Nigel Bowen

**In Attendance:** **Community Board:** Anna Lyon (Pleasant Point Community Board), Jan Finlayson (Geraldine Community Board)

**Officers:** Nigel Trainor (Chief Executive), Paul Cooper (Group Manager Environmental Services), Andrew Dixon (Group Manager Infrastructure), Andrea Rankin (Chief Financial Officer), Hannah Goddard Coles (Group Manager Engagement and Culture), Beth Stewart (Group Manager Community Services), Nicole Timney (Manager of Property Services and Client Representative), Stephen Doran (Communications Manager), Andrew Lester (Drainage and Water Manager), Suzy Ratahi (Land Transport Manager), Alesia Cahill (Executive Support Manager), Shaun Johnstone (Water Services Project Manager), Jacky Clarke (Programme Delivery Manager), Akemi Laplanche (Customer Services Officer), Rachel Scarlett (Governance Advisor), Jessica Kavanaugh (Team Leader Governance)

**Public:** Masa Teramae (Eniwa Exchange Representative)

## 1 Apologies

### 1.1 Apologies Received

#### Resolution 2024/7

Moved: Clr Scott Shannon

Seconded: Mayor Nigel Bowen

That the apology of Clr Stu Piddington be received and accepted.

**Carried**

## 2 Public Forum

### 2.1 Eniwa Representative Presentation

Mayor Nigel Bowen introduced Masa and provided the history of the Eniwa exchange. Masa spoke to the committee about his background, and some information on Eniwa and highlighted the importance of the exchange programme.



**3 Identification of Items of Urgent Business**

No items of urgent business were received

**4 Identification of Matters of a Minor Nature**

- Clr Michelle Pye requested an update from the Group Manager Environmental Services on the Rakitata Revival Strategy Steering Group meeting

Noted is Clr Michelle Pye's conflict of interest for this item, but will remain at the table as it is only a receiving information update.

**5 Declaration of Conflicts of Interest**

No conflicts of interest were declared.

**6 Chairperson's Report****6.1 Presentation of Chairperson's Report****Resolution 2024/8**

Moved: Chairperson Michelle Pye

Seconded: Clr Sally Parker

The Chairperson has attended a number of meetings including; Council meetings, Community Board meetings, sat and observed the Rakitata Revival meeting.

**Carried**

**7 Confirmation of Minutes****7.1 Minutes of the Environmental Services Committee Meeting held on 13 February 2024****Resolution 2024/9**

Moved: Clr Owen Jackson

Seconded: Mayor Nigel Bowen

That the Minutes of the Environmental Services Committee Meeting held on 13 February 2024 be confirmed as a true and correct record of that meeting and that the Chairperson's electronic signature be attached.

**Carried**

## **8 Reports**

### **8.1 Actions Register Update**

The Chairperson spoke to the report to provide the Environmental Services Committee with an update on the status of the action requests raised by councillors at previous Environmental Services Committee meetings.

Discussion was had on the workshop on vehicle fleet action. The chairperson provided a response from the Climate Change Advisor which stated to use SmartTrak data to compare information on fuel use and estimate fuel savings, review average distances travelled for work purposes. The investigation into a charging site near the main building including the Alpine power supply capacity. An overview was provided on the second staff travel to work survey.

It is agreed a review of the vehicle fleet would be beneficial and include the practicalities of where vehicles are travelling and used for Council business. This is to be undertaken as part of a report to the committee.

### **Resolution 2024/10**

Moved: Mayor Nigel Bowen

Seconded: Cllr Peter Burt

That the Environmental Services Committee receives and notes the updates to the Actions Register and requests a report is brought back on the vehicle fleet at the next Environmental Services meeting.

**Carried**

## **9 Consideration of Urgent Business Items**

No items of urgent business were received

## **10 Consideration of Minor Nature Matters**

The Group Manager Environmental Services spoke to the Committee to provide an update on the Rakitata Revival Strategy Steering Group. There was an update on the draft consultation for the strategy for the Rakitata Revival Programme, key themes from the consultation process included the perception within the farming community, sports fishing and access to the riverbed, and regulatory environment. The concern around the South branch with land users and land owners, recognition of existing community groups that have been undertaking work in the area and water quality and allocation. The Group Manager Environmental Services provided his thoughts on the meeting and the importance of the groups working together. It is confirmed that Environment Canterbury will speak to the Committee to provide the next steps and seek support for the strategy.

## **11 Public Forum Items Requiring Consideration**

There were no public forum items.

**The Meeting closed at 10.20am.**

.....

**Clr Michelle Pye**  
**Chairperson**

## 8 Reports

### 8.1 Actions Register Update

**Author:** Rachel Scarlett, Governance Advisor

**Authoriser:** Paul Cooper, Acting Group Manager Commercial and Strategy

#### Recommendation

That the Environmental Services Committee receives and notes the updates to the Actions Register.

#### Purpose of Report

- 1 The purpose of this report is to provide the Environmental Services Committee with an update on the status of the action requests raised by councillors at previous Environmental Services Committee meetings.

#### Assessment of Significance

- 2 This matter is assessed to be of low significance under the Council's Significance and Engagement Policy as there is no impact on the service provision, no decision to transfer ownership or control of a strategic asset to or from Council, and no deviation from the Long Term Plan.

#### Discussion

- 3 The Actions register is a record of actions requested by councillors. It includes a status and comments section to update the Environmental Services Committee on the progress of each item.

#### Attachments

1. **Environmental Services Committee Actions Required**  

**Information Requested from Councillors (Environmental Services Committee)**

<b>Information Requested</b>	Workshop on Vehicle fleet		
<b>Date Raised:</b>	13 February 2024	<b>Status:</b>	Open
<b>Issue Owner</b>	Group Manager Infrastructure/Environmental Services	<b>Completed Date:</b>	
<p>Background: It is requested that a workshop be held to look at a fleet review and cross cost.</p> <p>Update: On 12 March 2024 at the Environmental Services Committee Meeting, it was agreed by the Committee to have a report be provided to the committee on the fleet, including the use of the fleet for council business to be presented at the next meeting (April 2024).</p>			

## 8.2 Waitarakao Project Update

**Author:** Claire Copeland, Group Coordinator Environmental Services

**Authoriser:** Paul Cooper, Group Manager Environmental Services

### Recommendation

1. That the Environment Services Committee receives the Our Waitarakao Project Update and;
  - (a) Notes a draft Our Waitarakao Strategy will be provided to Committee members for comment.
  - (b) Notes public engagement on the draft Our Waitarakao Strategy will be undertaken in June 2024.

### Purpose of Report

- 1 The purpose of this verbal and electronic report presented by Bridget Lange (Principal Strategy Advisor) and Chris Fauth (Senior Scientist) of Canterbury Regional Council (Environment Canterbury) to update the Committee members on the development of a strategy, the process to date, and the proposed approach and actions.

### Assessment of Significance

- 2 This matter is considered of low significance in terms of the Timaru District Council Significance and Engagement Policy. It relates mostly to internal management and is consistent with Council policies and plans.

### Discussion

- 3 Our Waitarakao Washdyke Lagoon Catchment is a project formally begun in 2021 by a partnership between Timaru District Council, the Department of Conservation, Environment Canterbury, and Te Rūnanga o Arowhenua to develop a strategy for the catchment.
- 4 The draft strategy has been prepared by the Our Waitarakao partners – Timaru District Council, the Department of Conservation, Environment Canterbury, and Te Rūnanga o Arowhenua – in collaboration with the community.
- 5 The draft Our Waitarakao strategy is an attempt to bring together and formalise activities, and the parties involved, and prioritise the actions required to restore the mauri (life force) of Waitarakao.
- 6 The draft strategy sets the aspirations, intentions, and direction all the community involved in the Waitarakao catchment are collectively working toward. It identifies the outcomes sought and objectives needed to achieve those outcomes.

### Attachments

Nil

### 8.3 Climate Change Partnership

**Author:** Rhys Taylor, Climate Change Advisor

**Authoriser:** Paul Cooper, Group Manager Environmental Services

#### Recommendation

That the Environment Services Committee

1. Receive and note the 20 March 2024 draft Climate Change Partnership Programme for 2024-2027 from its Mayoral Forum representatives.
2. Confirm Timaru District Council (TDC) participation in the partnership programme 2024-2027 as budgeted for in draft LTP.

#### Purpose of Report

- 1 Previous collaborative work has included the useful *Canterbury Climate Risk Assessment*, published in 2021. The Canterbury Mayoral Forum has assembled a 'plan' comprising a set of research and planning projects in climate change response which could be more efficiently shared between Councils than repeated locally. They will build knowledge and assist local Council actions in adaptation and mitigation. An officers' Working Group and a governance Reference Group of councillors have considered these ideas and produced the attached Draft Partnership Plan. Timaru District Council (TDC) is now invited to confirm continuing participation.
- 2 Investment by the TDC is a funding allocation within the draft Long-Term Plan (LTP), of \$144,000 in total over three financial years (the Mayoral Forum cost share formula is in population-proportional bands, so we pay at the same level as Ashburton District.)

#### Assessment of Significance

- 3 Decisions here form a part of implementing the recently- adopted Climate Change Adaptation Policy and thus are now of low significance, not requiring specific community engagement beyond inclusion in the soon-published draft LTP which budgets for the next three-year period.

#### Background

- 4 Preparatory activity has involved Cr M. Pye on the region-wide reference group and R. Taylor (Climate Change Advisor) on the region-wide officers working group, since 2023. The Mayoral Forum Secretariat comments: "All councils have contributed to the development of proposed actions, including working in sub-groups...The actions are intended to complement not duplicate climate efforts of individual councils...they are focussed on addressing key gaps, priority risks and opportunities: improving our evidence base, strengthening decision-making tools, promoting partnerships and championing a TeTiriti approach."

#### Discussion

- 5 The Mayoral Forum's Climate Working Group has proposed 10 shared work areas. With respect to climate change adaptation, they seek region-wide access to enhanced GIS map

presentations to help people visualise hazard & risk areas (work area 1); to identify and encourage good practice in adaptation planning (work area 3); and explore funding sources beyond the Ratepayers (work area 8). Another interest at ECan and in some Districts is understanding and applying nature-based processes: for example at coastal wetlands in carbon storage, coast protection and replacement biodiversity habitat for that being eroded (work area 4). The Forum Working Group recommends making closer links with Papatipu Rūnanga and Ngai Tahu iwi, inviting their involvement, not least because climate change is disproportionately affecting Māori homes and treasured places on the coast and in river valleys (work area 6).

- 6 Alongside work on adaptation, the Forum Working Group is interested in improving carbon emission mitigation within Councils and the wider community. Web-based climate information is currently shared on 'It's Time Canterbury' ( <https://itstimecanterbury.co.nz/> ), which could be developed further to hold practical advice on household and small business actions. This could help disseminate a publication which staff have been drafting recently here in Timaru (work area 5). Proposed work on an equitable transition process to a lower carbon economy in Canterbury (work area 2) may be useful alongside and should not duplicate a local initiative by Alpine Energy, Venture Timaru, and close-neighbour districts to develop a 50-year Energy Policy for the sub-region, which needs to be separately funded.
- 7 The Committee is invited to endorse and via the LTP co-fund Council participation in the Mayoral Forum Climate Change Partnership in 2024-2027, on recommendation from the Governance rep (Cr M Pye) and officer rep (R. Taylor). We would do so as critical participants, seeking local value from the investments of time and money, keeping progress under review each year.

### Options and Preferred Option

- 8 This partnership work is budgeted for in draft LTP.
- 9 Option one: (Officers recommendation): Proceed with involvement in the region-wide climate partnership programme.
- 10 Option two: Not proceed, which will either result in a smaller region-wide budget or transfer our apportioned share of cost to remaining partner councils. We would lose benefit of the collective work.
- 11 Option three: attempt to negotiate a partial membership of the programme, selecting the aspects of most interest, which appears unlikely to be acceptable to other Councils, based on discussion at a recent meeting of all partners in Christchurch attended by Cr.Pye and Mr Taylor.

### Consultation

- 12 No public consultation undertaken on detail of this programme but it has involved considerable discussion between Council representatives. Public sessions 'Let's pick a path' arranged by Environment Canterbury in all Districts have confirmed public interest in active climate responses being made by Councils.

### Relevant Legislation, Council Policy and Plans

- 13 Such work is not specifically mandated by legislation but collaboration between Councils to share experience and seek efficiency is encouraged by Local Government NZ, Audit NZ and the



Mayoral Forum and uses powers available under the Local Government Act. Its potential value is also acknowledged in the recently adopted *Climate Change Response Policy* of this Council.

### **Financial and Funding Implications**

- 14 Net financial contributions of \$18,620 in year one (2024-25), \$72,520 in year two and \$52,9230 in year three, plus some officer time within Climate Change Advisor post(s).

### **Other Considerations**

- 15 Councils' involvement does not require or change any existing policy. The cost of the partnership as agreed by Council would be included in the Long-Term Plan. This may help to inform, and later update, the TDC Climate Change Response Plan and influence its implementation.

### **Attachments**

1. **Climate Change Partnership Programme actions 2024-2027 Draft 20 March 2024.docx** [↓](#) 

20 March 2024

# Canterbury Climate Partnership Plan

## DRAFT actions



The Canterbury Climate Change Working Group has identified **10 key climate actions**, and associated sub-actions, where councils can work together to minimise the impacts of climate change on Canterbury's communities and ecosystems. These actions are critical collaborative steps in the journey towards our vision of a thriving, climate-resilient, low emissions Canterbury and support the strategic framework endorsed by the Reference Group in December 2023 (page 6).

### Primary Actions of the Canterbury Climate Partnership Plan



Draft actions agreed by the Climate Change Working Group on 14 February 2024 and amended based on the Reference Group’s feedback on 29 February 2024.

	ACTION THEME	WHAT WE WILL DO	WHY WE WILL DO IT	OUTCOME AREAS (see Strategic Framework page 6)
1	<p style="text-align: center;"><b>Understanding Climate Risks and Improving Resilience</b></p>	<p><b>Understand climate hazards and risks in Canterbury to support evidence-based decision making and improve regional resilience.</b></p> <p><b>Sub-action 1.1</b> Scope and develop a Canterbury-wide visualisation tool for use by councils to support climate adaptation and resilience planning.</p> <p><b>Sub-action 1.2</b> Update the Canterbury climate change risk and urgency assessment to ensure a comprehensive and up to date understanding of key risks and opportunities under different climate change scenarios at a district level.</p>	<p>Councils have statutory responsibilities to avoid or mitigate natural hazards and to have regard to the effects of climate change when making decisions. We are also responsible for civil defence and emergency management as well as improving community resilience. Climate change risk assessments and a spatial risk tool will ensure councils have a shared understanding of the risks that Canterbury faces, now and in the future. Authorities can assess the vulnerabilities of different groups, ecosystems and assets to allow for a targeted approach to addressing potential vulnerabilities and ensure resources are allocated efficiently. Collaborative development of risk and hazard information promotes cohesive evidence generation to support decision-making in infrastructure planning, civil defence and emergency management, and climate adaptation, while providing cost savings for smaller councils. Increased knowledge about climate hazards at a local government level supports our responsibilities to support communities prepare for and adapt to climate change.</p> <p><u>What we heard during community and stakeholder engagement</u></p> <ul style="list-style-type: none"> <li>• All districts recognise the importance of building resilience through a multifaceted approach.</li> <li>• A positive view on science/evidence-based decision-making and spatial planning.</li> </ul>	<p>A Healthy Environment</p> <p><b>An equitable and inclusive transition ✓</b></p> <p>Prosperity</p> <p>Emissions reduction</p> <p><b>Adapted and Resilient Communities ✓</b></p> <p><b>Climate Action Leadership ✓</b></p>

	ACTION THEME	WHAT WE WILL DO	WHY WE WILL DO IT	OUTCOME AREAS (see Strategic Framework page 6)
2	Emissions Reduction	<p><b>Work together across the region to build equitable, inclusive pathways, targets, and key actions to support New Zealand’s commitments towards global greenhouse gas emissions reduction.</b></p> <p><b>Sub-action 2.1</b> Collate data and develop consistent models to develop carbon inventories and identify transition pathways for Canterbury to support New Zealand’s national greenhouse gas commitments.</p> <p><b>Sub-action 2.2</b> Based on the transition pathways identified for Canterbury, undertake a regional transition risk and opportunities assessment, including an economic impact assessment, to inform an equitable and inclusive transition to a low emissions region.</p> <p><b>Sub-action 2.3</b> Work with partners, communities, and key stakeholders to build a regional low emissions transition strategy that supports equitable, inclusive local pathways to a thriving, climate-resilient region meeting emissions reduction targets.</p>	<p>Canterbury has an important role to play in supporting international and national commitments to reduce greenhouse gas emissions and transition to a low-emissions future.</p> <p>These actions will ensure we are making robust, evidence-informed decisions about which pathways we need to follow in Canterbury to reduce our greenhouse gas emissions. We will understand the risks and opportunities that transition to a low-emissions future presents. A comprehensive transition strategy will lay out how councils can mitigate those risks and leverage opportunities to provide for a planned and equitable approach to regional greenhouse gas emissions reduction.</p> <p><u>What we heard during community and stakeholder engagement</u></p> <ul style="list-style-type: none"> <li>• Reducing greenhouse gas emissions is a priority.</li> <li>• There is a need for an intergenerational fairness approach.</li> <li>• There is regional consensus to increase renewable energy while supporting vulnerable groups through an equitable transition process.</li> <li>• There is a need for climate-smart urban planning.</li> <li>• An emphasis on equity and fairness - not overburdening vulnerable groups, acknowledging differing regional challenges, ensuring access to resources and opportunities.</li> </ul>	<p>A Healthy Environment</p> <p>An equitable and inclusive transition ✓</p> <p>Prosperity ✓</p> <p>Emissions reduction ✓</p> <p>Adapted and Resilient Communities</p> <p>Climate Action Leadership ✓</p>

	ACTION THEME	WHAT WE WILL DO	WHY WE WILL DO IT	OUTCOME AREAS (see Strategic Framework page 6)
3	Adaptation Planning	<p><b>Support best practice approaches for local adaptation planning with communities.</b></p> <p><b>Sub-action 3.1</b> Develop and implement a best practice approach for councils in Canterbury to work effectively and efficiently together with communities on adaptation planning and implementation.</p>	<p>Councils play a pivotal role in helping communities adapt to climate change, and by working together on adaptation planning in Canterbury we can ensure a consistent and coordinated best practice approach across the region, avoiding duplication of effort and sharing learnings. This action demonstrates our commitment to working together across local and central government to improve the resilience of communities across Canterbury as they adapt to climate change impacts.</p> <p><u>What we heard during community and stakeholder engagement</u></p> <ul style="list-style-type: none"> <li>• Recurring themes around the need to balance national guidance and regional community-level adaptation.</li> <li>• Need for building social cohesion and community empowerment; community-led initiatives.</li> <li>• Need for localised solutions and plans for specific district needs and context.</li> </ul>	<p>A Healthy Environment</p> <p>An equitable and inclusive transition</p> <p>Prosperity</p> <p>Emissions reduction</p> <p><b>Adapted and Resilient Communities ✓</b></p> <p><b>Climate Action Leadership ✓</b></p>

	ACTION THEME	WHAT WE WILL DO	WHY WE WILL DO IT	OUTCOME AREAS (see Strategic Framework page 6)
4	Nature Based Solutions	<p><b>Facilitate the development of a Canterbury blue-green network to increase natural capital, indigenous biodiversity and offer nature-based solutions to climate change effects.</b></p> <p><b>Sub-action 4.1</b> Develop a Canterbury-wide ecosystem climate change risk and vulnerability assessment.</p> <p><b>Sub-action 4.2</b> Develop a blue-green network plan for Canterbury and accompanying guidance to support locally-led implementation.</p> <ul style="list-style-type: none"> <li>▪ <b>4.2a</b> Maximise opportunities to collaborate with key stakeholders to provide guidance on blue-green infrastructure placement and hazard resilience investment.</li> <li>▪ <b>4.2b</b> Collaborate and align with Greater Christchurch Partnership and key stakeholders to deliver a blue-green network.</li> <li>▪ <b>4.2c</b> Investigate the feasibility of establishing blue-green infrastructure on council-owned land, including identifying priority locations for implementation across Canterbury.</li> </ul>	<p>A blue-green network is the term used to describe a series of spaces and corridors that follow and connect blue (e.g. water bodies) and green spaces (e.g. parks, green areas). Blue-green networks provide a nature-based approach to climate change impacts integrating natural and built environments.</p> <p>The use of blue-green infrastructure helps to reduce the effects of climate change whilst providing many co-benefits. They are seen as a cost-effective alternative for mitigating hazards and provides increased opportunity for place-making and enhanced identity. It also leads to increased community safety and resilience, potential for carbon sequestration and biodiversity credits, and enables implementation at a local level.</p> <p><u>What we heard during community and stakeholder engagement</u></p> <ul style="list-style-type: none"> <li>• A need to focus on regenerating ecosystems, biodiversity, and land use regulations.</li> <li>• Calls to align biodiversity with broader climate change strategies.</li> <li>• Priority to involve communities in ecosystem restoration</li> </ul>	<p><b>A Healthy Environment</b> ✓</p> <p><b>An equitable and inclusive transition</b> ✓</p> <p><b>Prosperity</b> ✓</p> <p><b>Emissions reduction</b> ✓</p> <p><b>Adapted and Resilient Communities</b> ✓</p> <p><b>Climate Action Leadership</b> ✓</p>

	ACTION THEME	WHAT WE WILL DO	WHY WE WILL DO IT	OUTCOME AREAS (see Strategic Framework page 6)
5	Climate Change Education and Advocacy	<p><b>Support community understanding about the local impacts of climate change and promote individual and collective climate action.</b></p> <p><b>Sub-action 5.1</b> Continue to develop the “It’s Time, Canterbury” initiative into a comprehensive resource hub for climate education and collective action across Canterbury.</p> <p><b>Sub-action 5.2</b> Collaborate with Civil Defence and Emergency Management in Canterbury to produce communications materials that integrate climate action and resilience to natural hazards.</p>	<p>Councils have a key role in helping communities prepare for and adapt to climate change. These actions build on the work done to date on ‘It’s time, Canterbury’ where councils have already pooled resources, knowledge and expertise for a strong regional approach to climate advocacy and awareness raising. We aim to educate, empower, and engage. We will support communities with accurate and up to date information about the urgency and severity of climate change, empower them with the knowledge and confidence to act as agents of change, and engage them throughout the journey to a resilient low-emissions future.</p> <p><u>What we heard during community and stakeholder engagement</u></p> <ul style="list-style-type: none"> <li>• A need for education and awareness raising, as well as increased community engagement.</li> <li>• Public understanding and engagement were noted as a barrier to action (incl. misinformation).</li> <li>• Clear communication needed and transparency of local government climate action.</li> </ul>	<p>A Healthy Environment</p> <p>An equitable and inclusive transition ✓</p> <p>Prosperity</p> <p>Emissions reduction ✓</p> <p>Adapted and Resilient Communities ✓</p> <p>Climate Action Leadership ✓</p>

	ACTION THEME	WHAT WE WILL DO	WHY WE WILL DO IT	OUTCOME AREAS (see Strategic Framework page 6)
6	Supporting Papatipu Rūnanga	<p><b>Support Papatipu Rūnanga with climate action and provide continuing opportunity for their involvement with Canterbury Climate Partnership Plan projects to the extent they so wish.</b></p> <p><b>Sub-Action 6.1</b> Understand the climate action requirements of Papatipu Rūnanga and support councils to work with Papatipu Rūnanga individually and collectively to implement these actions.</p> <p><b>Sub-Action 6.2</b> Work with Papatipu Rūnanga mātarauanga Māori experts to understand and integrate indigenous knowledge into local climate action.</p>	<p>We've heard that climate change is affecting Māori now and will disproportionately impact future generations. The Canterbury Climate Change Risk Assessment (CCCRA, 2022) showed that there are potential risks to Ngāi Tahu interests across all pono (values) contained within Te Tūtei o Te Hau .<sup>1</sup> The CCCRA also indicated a risk of marginalisation of Ngāi Tahu perspectives in climate action planning.</p> <p>The Ministry for the Environment has highlighted that empowering Māori is one of the five key principles in Aotearoa's emissions reduction plan and the national adaption plan recognises the importance of embedding Te Tiriti o Waitangi across the climate response.</p> <p>Canterbury councils have identified these actions so that they can seek to better understand both the needs and aspirations of mana whenua and how councils are best placed to support their climate action planning at place. The actions also signal the intent to provide an open door to involvement by Papatipu Rūnanga in the governance and implementation of the Canterbury Climate Partnership Plan should they so wish.</p> <p><u>What we heard during community and stakeholder engagement</u></p> <ul style="list-style-type: none"> <li>• A need for diverse voices and meaningful engagement with Māori.</li> <li>• Recognition of indigenous knowledge.</li> </ul>	<p><b>A Healthy Environment ✓</b></p> <p><b>An equitable and inclusive transition ✓</b></p> <p><b>Prosperity ✓</b></p> <p><b>Emissions reduction ✓</b></p> <p><b>Adapted and Resilient Communities ✓</b></p> <p><b>Climate Action Leadership ✓</b></p>

<sup>1</sup> [https://www.canterburymayors.org.nz/wp-content/uploads/Canterbury-CCRA-Report\\_FINAL\\_V5.0.pdf](https://www.canterburymayors.org.nz/wp-content/uploads/Canterbury-CCRA-Report_FINAL_V5.0.pdf)



	ACTION THEME	WHAT WE WILL DO	WHY WE WILL DO IT	OUTCOME AREAS (see Strategic Framework page 6)
7	Integrating climate change considerations in council processes	<p><b>Work collaboratively to build local government capability and enhance its capacity to adapt in a changing climate.</b></p> <p><b>Sub-action 7.1</b> Integrate climate change mitigation and adaptation considerations across all council business including decisions, policies, projects, procurement, and infrastructure development</p>	<p>To be effective in a changing climate and avoid maladaptation, councils need to embed climate resilience at their core. This will ensure that climate considerations are not treated as separate or optional but are instead integrated across all aspects of local government operations. This approach helps councils address climate-related challenges effectively, displaying climate leadership, minimising risk, seizing opportunities and ensuring the four well-beings of current and future generations.</p> <p><u>What we heard during community and stakeholder engagement</u></p> <ul style="list-style-type: none"> <li>A need for strong leadership from local government, to drive innovation and implement solutions.</li> </ul>	<p>A Healthy Environment</p> <p>An equitable and inclusive transition</p> <p>Prosperity</p> <p>Emissions reduction ✓</p> <p>Adapted and Resilient Communities ✓</p> <p>Climate Action Leadership ✓</p>
8	Climate Funding and Financing	<p><b>Identify and leverage co-funding and financing opportunities for climate adaptation and resilience.</b></p> <p><b>Sub-action 8.1</b> Advocate to central government for funding to be made available for the climate-related actions that need to be taken by local government to address the gap between current local government funding and what is needed for the comprehensive climate action that is required in the future.</p> <p><b>Sub-action 8.2</b> Explore the feasibility of a Canterbury Climate Commitment that inspires and unites businesses and communities to accelerate climate action.</p>	<p>The recently published <i>Future for Local Government Report (2023)</i> recognises the gap between current local government funding and what is needed for comprehensive climate action. The wide range and scale of climate actions required by councils in the coming years will likely require funding and financing beyond council's existing methods. Canterbury councils intend to work together to identify and leverage current and future funding and financing opportunities to enable them to implement necessary initiatives and actions without straining budgets and putting further pressure on ratepayers.</p> <p><u>What we heard during community and stakeholder engagement</u></p> <ul style="list-style-type: none"> <li>Limited funding and access to resources (individuals and communities) was noted as a common barrier.</li> <li>Climate action funding and financing was seen as a priority.</li> <li>Emphasis on collaborative climate leadership.</li> </ul>	<p>A Healthy Environment ✓</p> <p>An equitable and inclusive transition ✓</p> <p>Prosperity ✓</p> <p>Emissions reduction ✓</p> <p>Adapted and Resilient Communities ✓</p> <p>Climate Action Leadership ✓</p>

	ACTION THEME	WHAT WE WILL DO	WHY WE WILL DO IT	OUTCOME AREAS (see Strategic Framework page 6)
9	Monitoring and Evaluation	<p><b>Monitor and report on progress towards achieving the actions and outcomes of the Partnership Plan.</b></p> <p><b>Sub-action 9.1</b> Develop and implement a monitoring and evaluation plan which includes the co-development of climate related indicators appropriate to Canterbury.</p>	<p>Councils needs to regularly monitor and evaluate the Canterbury Climate Partnership Plan to ensure that actions are impactful, and the desired outcomes are being met.</p> <p>The provision of climate-related indicators offers valuable data for decision-making, helps assess the region's vulnerability to various climate-related risks, and enables policymakers to assess the effectiveness of policies and interventions. It also assists in raising public awareness about the importance of climate action and its impacts, and enables efficient allocation of resources by governments, businesses, and communities. Furthermore, the use of climate-related indicators can inform the development of effective climate policies, regulations, and incentives, and provides an opportunity to learn from the Climate Change Commission's experience in developing indicators and metrics for climate adaptation.</p>	<p><b>A Healthy Environment ✓</b></p> <p><b>An equitable and inclusive transition ✓</b></p> <p><b>Prosperity ✓</b></p> <p><b>Emissions reduction ✓</b></p> <p><b>Adapted and Resilient Communities ✓</b></p> <p><b>Climate Action Leadership ✓</b></p>
10	Implementation	<p><b>Assemble an implementation team to ensure the successful delivery and implementation of the Canterbury Climate Partnership Plan.</b></p>	<p>To ensure the successful delivery and implementation of this plan, the CCWG advises that a dedicated implementation team needs to be established. This will allow for a continuation of a collaborative approach and reduce pressure and demands on individual councils who do not have staff capacity to manage project delivery of individual actions.</p> <p>There are options to right-size the implementation team depending on the final list of endorsed actions.</p>	<p><b>A Healthy Environment</b></p> <p><b>An equitable and inclusive transition</b></p> <p><b>Prosperity</b></p> <p><b>Emissions reduction</b></p> <p><b>Adapted and Resilient Communities</b></p> <p><b>Climate Action Leadership ✓</b></p>

# Canterbury Climate Partnership Plan - Strategic Framework

Canterbury Mayoral Forum project - led by the Climate Change Working Group and Reference Group, December 2023



## Vision

Our collective purpose and guiding star for climate action in Canterbury

A thriving, climate resilient, low emissions Canterbury

## Principles

The values by which we will approach climate action in Canterbury

 <b>Treaty based</b>	 <b>Collaborative</b>	 <b>Bold</b>	 <b>Intergenerational</b>
 <b>Solutions focused</b>	 <b>Equitable</b>	 <b>Informed</b>	 <b>Inclusive</b>

## Outcomes

The desired future state for Canterbury in a changing climate

<p><b>A healthy environment</b></p> <p>Our healthy environment enables our communities to thrive.</p>	<p><b>An equitable and inclusive transition</b></p> <p>Our communities are empowered through an equitable and inclusive transition to a low emissions and climate resilient future.</p>	<p><b>Prosperity</b></p> <p>Our environmental, cultural, economic, and social wellbeing is improved by identifying and taking early opportunities to mitigate and adapt to climate change.</p>	<p><b>Adapted and resilient communities</b></p> <p>Our communities are resilient and have the necessary infrastructure, knowledge, and tools they need to adapt to climate change.</p>	<p><b>Emissions reduction</b></p> <p>Greenhouse gas emissions reductions are achieved in line with our national and international commitments at a minimum.</p>	<p><b>Climate action leadership</b></p> <p>Canterbury is a leader in climate change mitigation, adaptation and inclusive climate action planning and promotes the four wellbeings.</p>
---	---	--	--	---	--

## Strategic Objectives

What we want to achieve through regional joint climate action

<p><b>OBJECTIVE #1</b></p> <p>To work with science, nature and Mātauranga Māori to reduce climate vulnerability and improve resilience.</p>	<p><b>OBJECTIVE #2</b></p> <p>To enable transformational action in an inclusive and equitable way.</p>	<p><b>OBJECTIVE #3</b></p> <p>To maximise co-benefits and identify opportunities for co-funding and financing climate actions.</p>	<p><b>OBJECTIVE #4</b></p> <p>To inform and empower communities to be prepared, improve their resilience and adapt to climate change.</p>	<p><b>OBJECTIVE #5</b></p> <p>To collaborate with communities to use available solutions and encourage behaviour change to achieve a smart, innovative, low emissions future.</p>	<p><b>OBJECTIVE #6</b></p> <p>To ensure climate change is prioritised in all local government decision making processes in Canterbury.</p>
---	--	--	---	---	--

## 8.4 Timaru District Council Vehicle Fleet

**Author:** Rhys Taylor, Climate Change Advisor

**Authoriser:** Paul Cooper, Group Manager Environmental Services

### Recommendation

That the Environmental Services Committee:

1. Receive and note this Timaru District Council (TDC) Vehicle Fleet Report.
2. Endorse the preferred Option 2 which takes action over three consecutive years to begin decarbonising the vehicle fleet.

### Purpose of Report

- 1 At the Environmental Services Committee on 12 March 2024, an officer report was requested regarding the Council fleet and its use. The purpose of this report is to report on the current status of the fleet and on potential options for the future.

### Assessment of Significance

- 2 This matter is considered of low significance in terms of the TDC Significance and Engagement Policy. It relates mostly to internal management and is consistent with Council policies and plans.

### Background

- 3 The Committee requested information on the current vehicle fleet and indication of how future vehicle purchases will be influenced by recent Policy commitment to begin decarbonising the fleet, i.e. to reduce carbon emissions whilst retaining levels of service requiring officer mobility.
- 4 The Council has a fleet of 60 vehicles dedicated to named officers and teams requiring frequent mobility, plus 9 used as 'pool' vehicles for officers who need transport or load-carrying only occasionally. Most of this total of 69 vehicles have been purchased rather than leased, using discounted prices available to 'all of Government' and each is later re-sold. This month, for example, we have two older vehicles being prepared for sale by auction. Vehicles at purchase must have a high '5 star' safety rating.

### Discussion

#### The current fleet

- 5 The fleet consists of a mixture of 2WD, 4WD petrol, diesel, and a dozen hybrid (battery assisted internal combustion engine) vehicles.

#### Opportunity to reduce fleet carbon emissions (*Purchasing Low-Emission Vehicles*)

- 6 Switching from internal combustion engines (ICE) to battery electric powered (BEV) reduces a vehicle's effective carbon emissions by 80 to 85%, but not actually to zero as New Zealand electricity generation is not entirely from renewables. By comparison, switching to hybrid ICE cars only cuts fuel use and direct emissions by 20 to 25%. The government target set in 2022

was for the public light vehicle fleet to be 30% converted to zero emission by 2035. Battery electric vehicles meet the Government 'zero emission' definition, whilst hybrid ICE vehicles do not.

- 7 Officers have noted comparative 'All of Government' discounted purchase costings for a representative selection of battery EV, or hybrid and ICE light vehicles: Purchase prices on new battery electric vehicles are significantly higher than ICE hybrid vehicles (may add \$25,000) but annual operating costs for energy and servicing BEVs are significantly lower than ICE, with estimated savings of \$16,000 over three years. The operational savings would not recoup the predicted initial steep drop in purchase capital value (depreciation) over those first three years, so BEVs would need to be retained as fuel-cost-savers for longer, perhaps five years.
- 8 Comparing operating cost between different vehicle types, low emission BEVs are \$8 to \$11 cheaper to run per 100kms than ICE vehicles (including Road User Charges from April 2024), provided they are charged overnight at discount electricity rates. Hybrid ICE vehicles, with small electric batteries and regenerative braking, use petrol more efficiently than traditional ICE vehicles, but still have significant carbon emissions. Hybrids cost \$6 to \$9 more per 100 kms to fuel than BEVs and have higher annual maintenance costs (except for tyres). The third variation, Plug-In Hybrids, can reduce emissions and fuel costs further but only when they are frequently charged, because they incur Road User Charges on each km travelled as well as fuel excise on the petrol, which reduces cost-efficiency.
- 9 Fleet replacement could be based on records of each vehicle's age, level of use and fuel efficiency, aiming to significantly reduce the number of higher emission vehicles during the next decade. This would be tracked through fuel purchase records and cumulatively in the annual carbon inventory. Total fleet size could be reduced by increasing the proportion which can be shared as pool vehicles. Considering carbon emission per kilometre travelled, pool use would apply most usefully to fuel-efficient vehicles.
- 10 All-electric (BEV) vehicles are dependent on charging from mains electricity and/or local-site solar generation whilst petrol or diesel vehicles require reliable fuel supply. Both energy sources are vulnerable in civil emergency situations, so some of the future TDC fleet will need to be flexible enough to cope with either challenge.
- 11 Council buildings hosting EVs would need to install overnight slow-charging facilities from mains power. A fast charger would not be required on site, but subscription access could be sought in future to a near-office installation, made more convenient once Alpine Energy updates its supply network in the central business district. Power from a fast charger by day is about twice the overnight cost per KWhr unit, so use should be restricted to occasional top-ups.
- 12 An option to explore, initially at the Municipal Offices in Timaru, would be installing some solar photovoltaic generation (PV) and an associated battery, to provide enhanced security of supply in emergencies for future battery-only vehicles and/or plug-in hybrid vehicles.

Review the ways we use our fleet (*Reducing distance travelled*)

- 13 In this area of action, we could respond to a 2022 Government challenge of reducing by 20% the total km travelled, by 2035:
  - (a) Reduce the need to travel, by using video-links, telephone calls; and
  - (b) Using the booking system to encourage staff sharing of pool vehicles, especially on longer journeys; and
  - (c) On short urban journeys encourage walking when possible; and

- (d) Utilise Timaru Metro *MyWay* bus; and
- (e) Arranging decentralised face-to-face meeting points available by appointment across the district, such as at Library and Community Service centres in Geraldine and Temuka. Officers could share a vehicle to attend these.

### Options and Preferred Option

#### 14 **Option 1** -

**Status Quo** focus on efficient use pattern of the fleet vehicles. Retire older, under-used and fuel-inefficient vehicles from the fleet first, replacing these with a mix of ICE hybrid vehicles for use on journeys predominantly outside the district's towns, and a trial of one or two BEVs (which might be purchased second-hand?) for use mainly within the town(s) where they are based. This option would follow recent experience of investing in hybrid ICE, and allow try-out of BEV slow charging overnight facility at one or more offices.

#### 15 **Option 2** -

**Prioritise decarbonisation** for the next three years by replacing 2 or 3 ICE vehicles with BEV each year and 4 or 5 ICE vehicles with hybrid ICE each year. Also seek to reduce overall size of Council fleet by retirements plus optimising use of the new low-emission vehicles, as each of the new purchases has significant carbon emission embodied (directly associated with) its manufacture. This option requires installation of multiple weatherproof overnight AC charging points at offices hosting BEVs. **This preferred option is recommended** by officers, as it supports our policy direction to reduce carbon emissions, with a visible action.

#### 16 **Option 3** -

**Prioritise reducing capital expenditure**, which would not favour purchase of new BEVs at their current prices, and better suits a switch only towards new hybrid ICE vehicles at vehicle replacement. This would not achieve fast enough decarbonisation for Government targets unless accompanied by a significant reduction in total journeys made, which could reduce levels of service.

### Consultation

- 17 This is an operational matter. No public consultation has been carried out since the Transport session at Timaru Climate Action Strategy discussion in 2023.

### Relevant Legislation, Council Policy and Plans

- 18 TDC Climate Change Response Policy, Feb 2024
- 19 National Emissions Reduction Plan, 2022 (Ministry for Environment)

### Financial and Funding Implications

- 20 Type of vehicles selected for fleet replacements will affect capital expenditure, noting that new BEVs are higher priced than ICE vehicles. They have warranted batteries for at least 8 years and a longer expected life with fewer moving parts to wear than an ICE vehicle, so the lower annual running costs should allow longer retention within the fleet to help offset depreciation.
- 21 The current draft Long-Term Plan may not allow sufficient capital funding to purchase BEVs and reflects the status quo option above. Leasing of vehicles or purchase of used instead of new may be worth exploring.

**Other Considerations****22** *Opportunities to lower emissions beyond the Council fleet.*

Employee commuting is currently a larger total carbon emitter than the TDC fleet, so we could encourage fuel efficiency there, too. The 2023 employee travel to work survey, repeated recently for 2024, is identifying opportunities for:

- (a) commuter car journey sharing, especially on journeys from outside Timaru; and
- (b) household vehicle switches, when affordable, to EV and ICE-hybrid; and
- (c) using alternative transport modes to work once barriers to change are addressed.

**23** Employees have been invited to describe barriers to and potential incentives for commuter journey change in the travel to work survey. Suggestions have included revisiting provision of staff parking spaces, offering travel subsidy on *MyWay* bus fares, or enabling discounts on employee E-bike purchase (a New Zealand example of this designed for workplaces is 'Workride').

**24** Vehicles are a visible presence of Council activity in public, compared with horizontal infrastructure, landfill, water pumping, etc, where TDC will wish to make additional but often invisible carbon emission reductions. If the Council is to respond to the 2022 public challenges set in local 'Climate Action' strategy work, we must show our action in the public realm, walking (or in this case 'driving') the talk.

**25** Vehicle purchase and operating costs cited are from 'All of Government' price lists, from Canstar and GenLess/EECA. Useful background information for Members and public can be seen at <https://genless.govt.nz/for-everyone/on-the-move/consider-electric-vehicles/why-buy-an-ev/>

**Attachments**

**Nil**

**9 Consideration of Urgent Business Items**

**10 Consideration of Minor Nature Matters**

**11 Public Forum Items Requiring Consideration**



**12 Exclusion of the Public****Recommendation**

That the public be excluded from the following parts of the proceedings of this meeting on the grounds under section 48 of the Local Government Official Information and Meetings Act 1987 as follows:

<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Plain English Reason</b>
<b>13.1 - Environmental Health Services - Section 17a report</b>	s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information	To protect commercially sensitive information

**13 Public Excluded Reports**

**13.1 Environmental Health Services - Section 17a report**

**14      Readmittance of the Public**