

Low Carbon Kapiti submission on the Draft Emission Reduction Plan 2026 - 2030

Plan on a page

Committed leadership focused on actions to save money and reduce emissions has the potential to save ratepayers around \$100 million a year by 2040 across household, business and Council costs. To make this a reality, action is required early in the next LTP, not least to eliminate current wasteful spending. A robust emissions reduction plan is also required to maintain a low borrowing rate on \$291 million of Council debt from the LGFA under its Climate Action Loan programme.

Key actions:

Council

1. Understand and reduce supply chain emissions principally come capital projects utilising concrete, steel and roading materials.
2. Copy Waipā District Council's wastewater treatment upgrade which is set to save \$500,000 a year in operational costs while cutting emissions by 90%.
3. Copy other councils making immediate savings across their vehicle fleets through rationalisation and electrification.
4. Copy other councils making immediate savings by switching from gas to electricity for swimming pools and water heating.
5. Install solar PV across Council sites to make immediate savings in electricity costs.

Community

6. Petrol and diesel costs are crippling household finances. Council should urgently deliver a low cost, efficient transport system across the District that boost accessibility to all, not just drivers, is more connected is less polluting saving millions in wasteful spending, cutting injuries and fatalities from crashes as well as deaths from poor air quality. One key action is to establish safe east-west cycle corridors.
7. Gas and electricity prices have never been higher. Council should enable ratepayers and renters to access low cost solar PV, get off expensive gas and make their next vehicle an EV backed by adequate public charging provision. These moves could save around \$100 million a year by 2040.

Sequestration

8. Focus on native planting, pest control and preserving peat and wetlands for sequestration, biodiversity, resilience, flood protection, recreation, quality of life and wider economic benefits.

Communities around the world are way ahead of Kapiti in savings millions of dollars, improving quality of life and resilience while slashing emissions. They have done the hard work of working out what to do. We just need to copy them.

1. Introduction

This submission sets out 17 SMART targets to cut emissions, save millions of dollars and improve both the affordability of rates and quality of life in the District. This is a golden opportunity to be able to transparently demonstrate to those that voted you in that you are acting to save them potentially tens to over a hundred million dollars a year by 2040 compared to the current high emission, high-cost business as usual approach.

The scope of Council's 2040 target covers both Council and community emissions. There's no question that proven, cost effective technologies exist today to meet the 2040 target. What's needed is a clear pathway to reach the target with actions taken as soon as possible within the next Long Term Plan.

Emissions from some sectors will be easier to reduce than others. Some will require action through the 2030s, others can be tackled more immediately. While an emissions reduction first approach is the correct one, there might be some emissions that are more cost effectively dealt with through sequestration.

Council's 2040 goal is to achieve carbon neutrality for the District by 2040. This will require straight-line annual net emission reductions of 6.3% per year to 2040 delivered through a series of three-year Emissions Reduction Plans (ERPs).

Having credible ERPs with robust targets are also an ongoing requirement under the LGFA's Climate Action Loan programme through which Council is currently able to secure a discounted borrowing rate for around 60% of its total debt, around \$291 million.

Progress is likely to come in phases. Each three-year ERP will need to deliver both real emission reductions as well as plans for reductions in subsequent ERPs out to 2040. Clearly, Council will have to build the work, and funding, into its Annual and Long Term Plans (LTPs), but projects that can deliver immediate savings should go ahead as soon as possible. All proposals need to include the cost of delay and carrying on with the current business as usual approach so that Councillors and ratepayers alike have transparency about that.

Likewise, sequestration actions often have long lead times to deliver literal growing emissions reductions. Council needs to look at what is required in terms of what quantity of trees need to be planted, wetlands preserved and areas subjected to pest management so they have time to grow and meet future targets.

Sequestration actions offer positive returns, not just in terms of locking up emissions, but in terms of resilience and flood mitigation, biodiversity and recreational benefits. These are real, and quantifiable, benefits to the District's economy. They should be counted as such.

1.2 Setting and delivering on three-year ERPs to 2040

Council has already adopted the SMART approach to targets setting in terms of emissions reductions in that any targets must be: Specific, Measurable, Achievable, Realistic, and Time-constrained. All ERP actions should be presented in this way.

1.3 Tracking progress

Officials will present an annual progress report against the operative ERP. Cumulative savings, such as money saved and other co-benefits delivered across years and ERPs, are also to be reported.

Each new ERP is to project emissions savings over its term and estimate outstanding emissions to be dealt with in subsequent ERPs to 2040. This is to be done in a way which clearly shows both outstanding emissions to 2040 as well as the sequestration track to 2040 in order to be compliant with the 2040 goal.

Again, this is a requirement for maintaining discounted rates for the majority of Council's debt.

2. Where Council and community emissions come from

There is no particular mystery to where emissions come from, how to reduce them and the savings available. What's needed is a break from the current high cost, high emissions approach to business as usual.

Table 1 sets out the main sources of Council and community emissions.

Council		Community	
Other including supply chain	10-12,000 tCO ₂ -e	Transport	179,733 tCO ₂ -e
Water and wastewater treatment	1,335tCO ₂ -e	Stationary Energy	50,300 tCO ₂ -e
Electricity	1,058 tCO ₂ -e	Agriculture	35,474 tCO ₂ -e
Diesel	437 tCO ₂ -e	Waste	30,332 tCO ₂ -e
Gas	407 tCO ₂ -e	Industrial processes and product use	19,336 tCO ₂ -e
Sludge disposal	203 tCO ₂ -e		
Total	10-12,000 plus 4,129 tCO₂-e	Total	315,176 tCO₂-e
Emissions reduction target to 2030 18.9%	780 tCO₂-e	Target to 2030 18.9%	59,568 tCO₂-e

Table 1. Main sources of Council and community emissions.

Sources: Council emissions: https://www.kapiticoast.govt.nz/media/oc3a3gzf/toit%C5%AB-carbon-reduce-ghg-emissions-inventory-report-2024_25.pdf

District emissions. https://www.gw.govt.nz/assets/Documents/2025/02/GreaterWellington_GHG_EmissionsInventory_2024-1.pdf

3. Actions in the 2027 to 2030 ERP

3.1 Council emissions

3.1.1 Supply chain

There is a paradox in delivering resilient infrastructure, better able to cope with climate impacts, under a business as usual approach that is very carbon intensive.

Council is currently working with its main suppliers to report supply chain emissions from 2027. These are estimated to be around 10-12,000 tCO₂-e per annum.

These emissions come from the delivery of capital programmes around roading and three waters. Traditional concrete, steel and some roading materials are very emissions intensive and the use of large plant and equipment currently uses large quantities of expensive diesel.

Nationally, organisations such as Watercare and Transpower are working with contractors to use low carbon cement and source suitable steel with a lower carbon footprint. Likewise, modern roading materials are now available with a lower carbon footprint. Some contractors are looking at options to reduce diesel use to cut costs for their council customers.

Given the timing of Council's report into supply chain emissions, plans for reductions will have to be added as an addendum to the ERP to 2030 and be fully included in subsequent ERPs to 2040.

Smart Target 1	Supply chain (scope 3) emissions 10-12,000 tCO ₂ -e
Specific	To fully understand the quantity of Scope 3 supply chain emissions and their sources.
Measurable	Expressed in CO ₂ -e estimated at
Achievable	This work is already underway
Realistic	Yes. Many organisations already do this.
Time-constrained	Report completed by end 2026.

3.1.2 Waste and wastewater treatment.

By definition, Council's business as usual approach to wastewater treatment is both high cost, and high emissions. Emissions principally arise from the treatment process for sewage into dried sludge then the disposal of dried sludge and screening to landfill. Energy related emissions in this area are dealt with separately.

Smart Target 2 Reduce wastewater treatment emissions from 1,335tCO ₂ -e	
Specific	Complete and initial report into cutting costs related to the purchase and delivery of wood pellets for the boiler compared to using locally produced chipped wood waste plus immediate options for diverting dried sludge and screening from landfill.
Measurable	Expressed in CO ₂ -e impacts and costs
Achievable wood	Yes. Officials can work with EECA, the Bioenergy association of New Zealand, the original supplier of the boiler, handlers of waste and appropriate processed timber. Experts in biochar can also be involved.
Realistic to	Yes. The boiler is capable of burning everything from green chip pellets.
Time-constrained next	Report completed by end 2026 so it can be funded early in the LTP.

Smart Target 3 Reduce emissions from sludge and screening disposal to landfill 203 tCO ₂ -e	
Specific	Complete and costed report into alternatives to landfill disposal focused on options that are already being successfully used elsewhere. Other councils avoid landfill costs completely through composting.
Measurable	Expressed in CO ₂ -e impacts and costs
Achievable	Yes. Officials can work with other councils to copy what they are already doing.
Realistic	Yes.
Time-constrained	Report completed by end 2026 for project funding early in the next LTP.

What success looks like

Waipā District Council switched on its new Cambridge wastewater treatment plant in March. It's powered by a \$3 million solar plant that is set to save ratepayers \$500,000 a year on electricity when that component goes live in December. After six years, the plant will efficiently run on free electricity for another 29 years. The new wastewater process reduces emissions, including from electricity, by around 90%. Sludge is composted rather than dried and disposed of to landfill.

[Cambridge wastewater plant switches on nearly 2,000 solar panels in December cutting bills by half a million dollars a year - NEWS WIRE](#)

3.1.3 Council electricity

The business as usual approach is to lock in long term, high cost, relatively high emissions, grid electricity while moving slowly, and at low scale, towards cheap solar power that would otherwise result in immediate savings.

Electricity from solar PV is already by far the cheapest available to Council. Every day you can bring forward the installation of solar PV across Council sites saves ratepayers money. Including the cost of paying off a solar project, a unit of electricity should cost between 6 cents, no borrowing, and 11 cents per unit borrowing at 5.5%. Waipā District Council's new solar farm will save it \$500,000 a year, pay itself off in six years and then produce **free** electricity for another 29 years. This is the business as usual approach we need to see.

Today, Council's electricity emissions are a function of the carbon intensity of the national grid and take into account not just the electricity consumed across Council sites, but losses in the transmission and distribution systems. On-site renewable generation is emissions free and incurs no transmission or distribution losses. Renewable electricity generated, but not immediately used, at one Council site can also be credited against consumption at another. It's just a matter of crediting export from one site against import to another and paying a minimal amount to use Electra's lines.

Total electricity related emissions: 1,058 tCO₂-e

Smart Target 4 Solar PV on the Paraparaumu Civic Precinct 65 tCO ₂ -e	
Specific	Deliver the existing plan for solar PV on the Paraparaumu Civic precinct as soon as possible.
Measurable	65 tCO ₂ -e and immediate cost savings
Achievable	Yes. Many options of companies that can do this today.
Realistic	Yes.
Time-constrained	By the end of 2026. This just needs to be contracted.

Smart Target 5 Solar PV to meet remaining Council electricity demand 950 tCO₂-e	
Specific	Complete a scoping report on how much solar PV can be installed across Council sites, how much power it can produce, costed proposals to get it installed and the annual cost of delay from not having it on a site by site basis.
Measurable	Up to 950 tCO ₂ -e and immediate cost savings
Achievable	Yes. Many options for companies that can do this today.
Realistic	Yes.
Time-constrained	Report by end 2026. Included projects as soon as possible in the next LTP to minimise wasting money on buying high cost grid electricity in the meantime.

Smart Target 6 Complete LED streetlight roll out by 2030 13 tCO₂-e	
Specific with	Complete the replacement of wasteful non-LED streetlighting LED units.
Measurable	13 tCO ₂ -e and cost savings
Achievable	Yes. Many options for companies that can do this today.
Realistic	Yes.
Time-constrained	Report on cost of delay to Council by end 2026. All non-LED lamps will be replaced by the end of 2027.

Smart Target 7 Improve Council energy efficiency 15 tCO₂-e	
Specific	Improve Council energy consumption 1% each year. A specific plan and actions against it are required plus a reporting schedule.
Measurable	15 tCO ₂ -e and cost savings
Achievable	Yes.
Realistic	Yes. However, this seems like a low-ball effort, officials should life the target to 3%.
Time-constrained	Annual plans and reporting required.

3.1.4 Council Diesel and petrol

The vast majority of petrol and diesel used by Council is for service vehicles. A relatively small amount is used in groundskeeping equipment.

The current, business as usual, approach is to keep high cost, high emissions, vehicle in the fleet for far longer than necessary or economic. Simply focusing on the capital cost of replacements, and saving up for that, makes no sense when the operating cost advantages of electrification can deliver immediate savings.

Fully electric vehicles are now available across all vehicle classes. Electric vehicles are also often, but not always, cheaper than petrol, diesel or hybrid equivalents in terms of up-front cost, as well as being far cheaper to run thus reducing total cost of ownership to ratepayers.

The growing number of plug-in hybrid and full electric utes now available are often more powerful, with higher towing capacity and excellent offroad capabilities compared to conventional alternatives. Plug in hybrid and full electric utes also typically offer on-board power outlets and the ability to provide emergency electrical power.

Total Council emissions from petrol and diesel: 520.5 tCO₂e.

Smart Target 8 Complete full electrification of Council's vehicle fleet 520.5 tCO₂-e	
Specific	Complete a report to Council on the replacement schedule of every non-electric vehicle, including non-plug-in hybrids. Detail full electric and plug in hybrid alternatives purchase and total cost of ownership. Where appropriate, detail the annual cost of not replacing each vehicle immediately in terms of avoidable fuel costs.
Measurable	520.5 tCO ₂ -e and cost savings
Achievable	Yes. Many options available today. Other councils are already well advanced in doing this and saving money.
Realistic	Yes.
Time-constrained	Complete and present the report by October 2026.

Smart Target 9 Complete and table a public report on the cost of delay in switching to an electric rubbish truck 16 tCO₂-e	
Specific	Complete a short, one page, report to Council on the purchase of an electric rubbish truck. Detail three costed options for purchase and annual fuel operational costs.
Measurable	16 tCO ₂ -e and cost savings
Achievable	Yes. Several options available today.
Realistic	Yes.
Time-constrained	Complete and present the report by October 2026. Include in the first year of the next LTP.

Smart Target 10 Non-transport petrol and diesel use	
Specific	Audit petrol and diesel using machines and their fuel consumption, costs, including engine servicing, and replacement schedule. Identify electric options and arrange trials. Learn from other councils that have already electrified such equipment.
Measurable	Audit to establish emissions and cost savings available
Achievable	Yes. Many options available today. Other councils are already well advanced in doing this.
Realistic	Yes.
Time-constrained	Complete and present the report by the end of 2026.

Smart Target 11 Council staff commuting 319.2 tCO₂e	
Specific	Complete a staff commuting emissions reduction plan with unions. Include options for programmes to get more staff using low carbon options such as walking, cycling, e-bikes or EVs for commuting. Incorporate successful actions from other councils.
Measurable	319.2 tCO ₂ e
Achievable	Yes. Many options available today.
Realistic	Yes.
Time-constrained	Complete and present the report by the end of 2026.

What success looks like

Some councils have traditionally adopted a depreciation based funding mechanism for vehicle replacements. Under this, a council saves up before buying each new vehicle. This approach doesn't take into account the immediate savings available from selling petrol and diesel vehicles and replacing them with cheap to run EVs. Instead, councils are increasingly managing their vehicle fleets on a total cost of ownership basis to ensure they are saving ratepayers money at the earliest opportunity, i.e. today.

Wellington City Council has an electric first policy for all Council vehicles with a goal of having a fully electric fleet by 2030.

Dunedin City Council worked with a specialist company to optimise its fleet, reducing its size and associated costs and that it could be fully electrified by 2030.

Christchurch City Council (CCC) has reduced its fleet by 25%, cut costs by 32% and moved to a 100% electric fleet for shared vehicles. It is phasing out diesel utes by 2030 and electrifying its mower, weed eaters and blowers fleet. CCC estimates fuel savings of \$600,000 plus additional savings from much cheaper maintenance requirements.

Lessons [From CCC](#) for Other Councils

CCC's experience provides valuable insights for other councils considering similar transitions:

Start small and scale up: Trial electric technology before full adoption.

Prioritise electric options: Diesel models now require strong business justification.

Invest upfront for long-term savings: Higher initial costs lead to lower operating expenses.

Secure internal buy-in: Engage operators early to ensure smooth adoption.

Plan for infrastructure needs: Adequate power and charging points are essential.

These lessons have already inspired other New Zealand councils to explore electric solutions. CCC frequently fields enquiries from counterparts interested in making the switch.

3.1.5 Council gas use

Based on current commercial gas and electricity prices, it is estimated that by switching from gas to heat pumps, Council could cut its related costs by around half, savings in the ballpark of \$150,000 a year out of which the cost of conversion could be paid off. (Gas at 15 c/kWh, electricity at 25c kWh. The savings come from heat pumps using more than one third less energy than gas boilers.)

Gas is mostly used across Council's swimming pools plus in a number of smaller buildings for hot water. Commercial gas prices have risen sharply as contracts have been renewed. Council is currently finalising new electricity and gas supply contracts. Other major gas consuming businesses in the District have seen per unit gas prices go up 65%. Officials should be clear about how much the Council's gas bill will go up.

If the government brings in LNG, this will create a much higher price floor for not just gas, but grid electricity too. This makes converting to local renewable electricity much more cost effective and urgent. We simply can't afford to continue using gas and buying grid electricity when LNG is the price setter. In addition, where gas use can be fully eliminated from a site, the full cost of gas lines charges will also be removed.

Gas to electric conversions typically pay for themselves well within the life of the asset replaced and savings for ratepayers are typically available from day one. The opportunity cost in forgone savings can add up quickly when projects are delayed. Council must be transparent about this with ratepayers.

Given the high price of gas and the availability of proven alternatives, the goal should be to eliminate Council gas use as soon as possible within the next LTP. There's no reason, in terms of project delivery, why Council should not be completely off gas by the end of 2030.

Total Council emissions from gas: 407 tCO₂-e.

Smart Target 12	Report on financial impact to ratepayers of new gas and electricity contracts
Specific	Table a report to Council on the financial impact of new electricity and gas rates on Council budgets. Break down by major electricity and gas using sites. Include gas connection fees that would otherwise be eliminated by switching off gas.
Measurable	Old versus new costs to ratepayers
Achievable	Yes.
Realistic	Yes.

Time-constrained One month after the new contract agreed in 2026.
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Smart Target 13	Otaki Pool electrification 183 tCO₂e
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Specific	Complete Otaki Pool electrification project as per existing project plan and funding. Detail the annual cost of delaying this project beyond the first year of the next LTP.
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Measurable	183 tCO ₂ e and cost savings
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Achievable	Yes. Plan in place.
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Realistic	Yes.
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Time-constrained	First year of new LTP.
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Smart Target 14	Waikanae Pool electrification 71 tCO₂e
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Specific	Complete Waikanae Pool electrification plan. Include annual cost to taxpayers of each year of delay.
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Measurable	71 tCO ₂ e
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Achievable	Yes. Plan already in development.
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Realistic	Yes.
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Time-constrained	Deliver as soon as possible within the next LTP to minimise avoidable gas costs to ratepayers.
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Smart Target 15	Non-pool gas use
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Specific	Complete report to Council on all other gas use and costed options to electrify with payback details that include savings on connection fees. Avoid the trap of just going to a regular hot water cylinder over a heat pump hot water system by detailing the greater savings over time and how they more than cover the price difference between a regular cylinder and a HPHW unit.
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Measurable	Emissions and operational costs
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Achievable	Yes.
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Realistic	Yes. Swapping out gas for heat pump hot water systems can be done very quickly.
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Time-constrained Year one of LTP to minimise avoidable gas costs to ratepayers.
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4. Community emissions

Meeting Council's 2040 net zero target and reaping hundreds of millions of dollars in cumulative savings for the community requires new ways of thinking and, above all, action. The business as usual approach simply locks in high costs and high emissions for everyone in the District. However, breaking out of this isn't hard in a practical or technological sense. The means to cost effectively deliver savings in both emission and cash while improving quality of life for ratepayers already exist and are in place across many communities. You just have to adopt them.

Getting this right can not only save the local people hundreds of millions of dollars over time on lower energy costs, but greatly enhance quality of life, create jobs and lead to better health and social outcomes. It is wrong just to look at a net zero target solely through an emissions saving lens, rather it should be used as a challenge to the business as usual approach to unlock better, cheaper, ways of doing things.

Council's powers to have a larger say on low carbon development through the District Plan and consenting process are limited by applicable legislation. So too is its ability to influence developers which refuse to do anything other than build to Building Code. Going just a little further in terms of insulation, hot water systems and installing solar PV does cost more upfront but can pay for itself many times over in terms of lower ongoing costs.

It's essential that Council has a clear view of what low emissions, low-cost development, including around transport infrastructure such as low speed zones and grade separated cycling infrastructure, looks like and influences central government to help deliver it.

Governments change and Council must not simply accept the restrictions and outright opposition to low carbon development that the current government is forcing on communities.

One area where Council does have some scope to make improvements is in town centre development. Many of our main centres are built around car use and parking, Paekakariki centre is literally a car park. A commitment is needed to learn from best practice within Aotearoa and internationally and break from the status quo. Our communities deserve much better than the 1950's business as usual approach to cars being at the centre of everything and where change for the better is opposed at every step.

Total community emissions: 315,176 tCO₂-e

4.1 Community - Transport

Fossil fuel use in transport is by far the largest source of community emissions accounting for around 57% of the total. With the right approach and investments, this could be reduced to near zero by residents making their next vehicle electric by 2040 saving around \$120 million a year in fuel cost savings alone before health benefits from reduced respiratory illness and death are taken into account.

[GWRC is leading work](#) on developing a low cost, low emissions transport system for the Region. KiwiRail also has a bold set of plans to increase rail capacity through our region and beyond.

However, it remains Council's responsibility to detail what that looks like in the District. Figure 1 details the benefits of a low emissions, low-cost transport system. This isn't just about saving ratepayers millions of dollars collectively on their transport costs, it's about reducing accidents and deaths. Nationally, air pollution from transport accounts for around 2,247 premature deaths each year, 9,400 hospital admissions for respiratory and cardiac illness, over 13,200 cases of childhood asthma and more than \$10.5 billion in social costs. ([Source](#) pp 9).

Around a third of all vehicle trips are shorter than 2 km.

Nearly two thirds are under 6 km.

Walking, cycling and public transport provision should be prioritised by Council because improving these networks is your job. In particular, much can be done to improve cycling provision. While there is a great North to South bike path, there's real scope to build out a basic network of protected bike lanes within towns with paths running east to west.

Research shows that simple lines painted on the road don't make cyclists feel any safer than there being no lines. Over 40% of Auckland residents state being forced to mix with traffic stops them from cycling. Safety perceptions, particularly among women, are key to uptake.

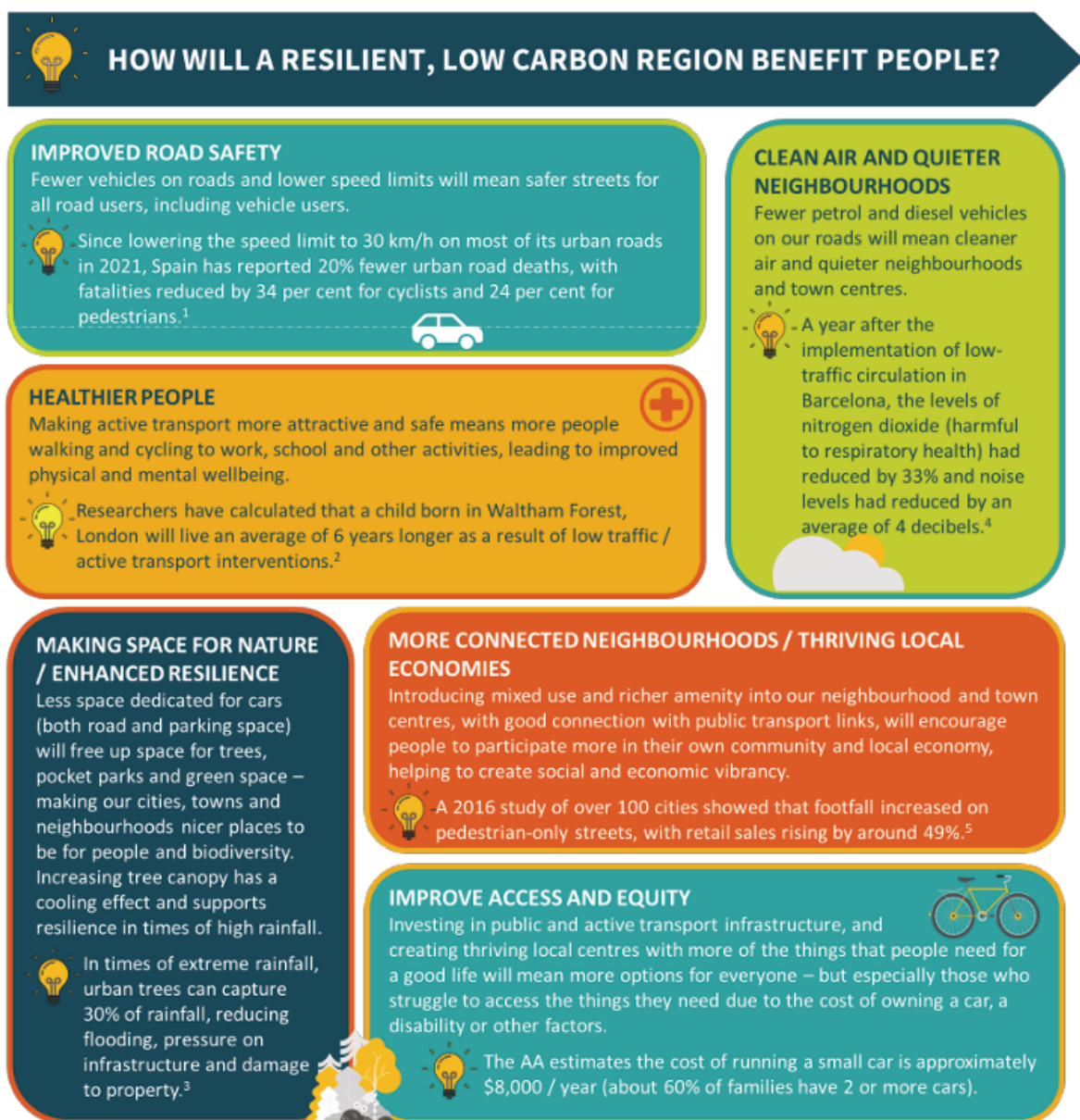
Grade separation, like we can see in Wellington, Christchurch and Auckland, is the key to unlocking much greater cycling so that people in our District have the same opportunity, in the same numbers, to make short trips on safe walking and cycling paths. Grade separation in Wellington led to a recorded increase of 94% in usage around the Basin Reserve and Auckland now records around 3.5 million trips per annum across its cycle network. There is no secret to this success, it's proper planning and investment in safe cycling.

Our business as usual approach is to paint a line on the road and have very few cycle lanes on urban roads, particularly for East-West travel. Again, we just have to follow the proven example of other councils to get the job done. Given that when good cycling infrastructure is put in place people use it, questions really do need to be asked across the District about what's required here.

While most EV charging is done at home, Council has a key role to play in enabling public EV charging. As Council buildings are fitted with solar PV, so too should they be fitted with moderate speed EV chargers for Council and public EVs capable of two-way power flows to provide community resilience in the event of an emergency. This isn't hard. Two way charging is becoming well established overseas, is being piloted in Queenstown with that programme now open to be extended across the country.

Do you want the benefits of a safer, lower cost, low emissions transport system for our ratepayers? Or do you want to stick with the business as usual, high cost approach?

Figure 12: The co-benefits of a resilient, low-carbon region



Private light vehicles

If, over the next 14 years, people switch to an EV when they come to get their next vehicle, most of these emissions can be eliminated. The savings are significant:

- There are around 46,800 light vehicles registered in the District. Today, around 1,200 are EVs. If the balance of 45,583 are electrified over the next 14 years, total annual savings would amount to around \$79.6 million.
- According to the Ministry of Transport, the **average** petrol vehicle is driven around 11,000 km each year and consumes around 9l/100km. At \$3.00 a litre, this costs \$2,970.
- Average EVs across hatchbacks, SUVs etc fall in the same price brackets as their petrol or hybrid equivalents. This isn't the case for the oldest, cheapest second hand vehicles, but that will change over the next few years as more EVs find their second or third owners.
- Switching to an EV that uses 16 kWh/100km, charged off peak would cost \$387 in electricity to drive around 11,000 kms plus \$836 for RUC, a total of \$1,223. This is a saving of \$1,747 over the fleet average petrol car. Charging from rooftop solar could lift those savings to between around \$2,000 a year.
- Switching from driving, even an EV, to walk, cycle, or to take public transport or, where possible, work from home, gives even better social, economic and emissions results and should be the preferred option.

Residents can of course choose to continue to pay the \$1,747 to around \$2,000 premium to drive a regular petrol vehicle if they so choose.

Total transport emissions: 179,733 tCO₂-e. Of which, total petrol and diesel emissions: 140,579 tCO₂-e. Total potential annual costs savings in light vehicles of around \$79.6 million by 2040.

What success looks like

Given that the District is made up of small to medium sized settlements, Council can easily focus on relatively small networks for which it is responsible that are ideally suited to walking, safe cycling and public transport. Simple upgrades to local roads focused on safety and improving access for all those that want to get about, whether they drive private cars or not, can lead to much greater quality of life, lower noise and local pollution, improved connectivity, lower costs for ratepayers. Lower emissions and fewer injuries and deaths, including from local pollution, are a welcome co-benefit.

Grade separated, connected, cycleways in Auckland, Wellington and Christchurch coupled with the rise in popularity of e-bikes, have resulted in 40% use growth in

Christchurch since 2017 to around four million bike trips recorded on counters and main routes recording over 2,000 trips per day.

Since grade separated routes were completed in Wellington, use increased around 94% around the Basin Reserve. Across the network, grade separated paths have recorded more women and children using the routes. Auckland is recording over 3.5 million cycle trips a year across its network yet 41% of residents state being forced to mix with traffic stops them from cycling.

There is a mass of real world data on the costs and benefits of investing in connected communities, walking and safe cycling in New Zealand. The hard work has already been done by others. Council just has to break from its business as usual approach and adapt best practice across the District.

Smart Target 16 Community transport 179,733 tCO ₂ -e	
Specific	Complete a detailed report to Council that clearly outlines what a low carbon transport system looks like in the District in line with GWRC's Pathway. Support this with a clear plan of required capital works so they can be funded early in the next LTP. Include scoping work and site identification for public EV chargers so they can match actual EV adoption rates on an annual basis.
Measurable	179,733 tCO ₂ -e
Achievable	Yes. Many other councils across the world are already showing what can be achieved through smart planning and investment to cut emissions, save ratepayers money and improve local pollution and health outcomes and deliver more accessible communities.
Realistic	Yes. This is about being clear about what's required recognising it will require action by the community and different tiers of government.
Time-constrained	Deliver in line with GWRC timelines and within the first year of the next government. Be ready to move immediately with funding applications to implement the Speed Management Plans that were defunded by the current government such as the plan for a 30 kph limit in Paekākāriki that has already been consulted on and agreed to by Council.

4.2 Community – Stationary Energy

The business as usual approach to relying upon grid electricity and fossil gas is unaffordable for ratepayers. Council has the opportunity to enable them to save many millions of dollars each year.

The use of electricity, gas and liquid fuels in homes and businesses across the district is a major source of expense to householders and businesses. With Council support, emissions can be slashed and savings of millions of dollars made each year.

EECA estimates that around 39% of homes use gas. Given recent developments in the gas sector and the economic facts around LNG, this is a major issue in the District.

The gas sector has spent around \$1.8bn on drilling 58 wells over the last five years under the so-called exploration ban. The results of all the drilling show that the sector has much less gas than it had previously reported leaving us with an acute problem. To compound this, the incoming government cancelled the last government's Gas Transformation Plan and the Government Investment in Decarbonising Industry fund which were both required to deliver a smooth transition off gas for industry and minimise price shocks. In May, during the largest ever disruption to global oil supplies, the government announced it had scrapped the development of an Energy Strategy.

The current government's plan to levy a tax of billions of dollars on electricity consumers to import LNG would establish a new, much higher, floor for both electricity and gas prices if it were to go ahead compared to current prices. Investment in getting off gas and increasing renewables offer a path to comparatively lower prices and greater energy security.

- EECA states that around 39% of households use gas nationwide. That would be around 10,000 homes in the District.
- The average fixed charges paid by a household for a gas connection in the District are \$771.
- The average household uses around 2,927 kWh of gas for hot water at a cost of around \$700, for a total annual gas bill of around \$1,400.
- Getting the house off gas and using a hot water heatpump would save around \$1,200 each year.
- If each of the estimated 39% of homes with gas switched to electricity when appliances needed replacing over the next 14 years, total annual savings would be around \$14 million.
- Early action is essential to develop an easy scheme for householders to switch out of gas in the District so that the sector can build up its supply

chains and labour force so that householders are not left stranded by supply constraints or even more expensive gas.

Of course, people are free to choose to stay on gas and forgo the savings.

Smart Target 17 Enable household electrification through the Ratepayer Assistance Scheme 50,300 tCO₂-e	
Specific	Put in place a comprehensive plan around the Ratepayer Assistance Scheme to promote and facilitate the uptake of hot water heat pumps, solar PV and electric vehicles. Goals and reporting around this to include a running count of investments made by ratepayers plus estimates of money saved, emission cut and jobs created.
Measurable	50,300 tCO ₂ -e. Cumulative savings can also be estimated.
Achievable	Yes. Schemes like this are already operational in Australia.
Realistic	Yes. This is simply getting organised around the delivery of existing, cost effective, technologies that are readily available but for the barrier of upfront costs which the RAS would overcome.
Time-constrained	Council to sign on to the RAS following due diligence with LGNZ, LGFA, the many metro councils that are already supporting the scheme. Outline business plan to be in place before the end of 2026 to be launched on an iterative basis once the scheme is live through 2027.

What success looks like

A well managed Ratepayer Assistance Scheme is in place helping to provide residents with clear choices around their electrification options, possible savings, finance options, including through the proposed Ratepayer Assistance Scheme, and connections to local suppliers to get the work done. A successful scheme should be measured by money saved, jobs created and emissions cut.

Australian councils, such as City of Darebin Council, are already running such schemes, typically in conjunction with not for profit energy community energy advice organisations.