



# Zero Carbon Capital

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Feedback analysis of Te Atakura – First to Zero engagement  
June 2019

**Absolutely Positively**  
**Wellington City Council**

Me Heke Ki Pōneke

## Introduction - context

### The first step in the conversation around the Zero Carbon Capital plan



- This report focuses on the first round of engagement on Te Atakura - First to Zero blueprint for becoming a Zero Carbon Capital, which took place from 10 April to 10 May 2019.
- We asked for feedback around the council's vision of becoming zero carbon by 2050, and around specific elements of the blueprint.
- We received **1288** submissions in total from a range of individuals and organisations.
- The feedback from this engagement was used to help the council shape the Zero Carbon Capital plan, and there will be engagements in future to allow the community to keep providing feedback and input on the plan.

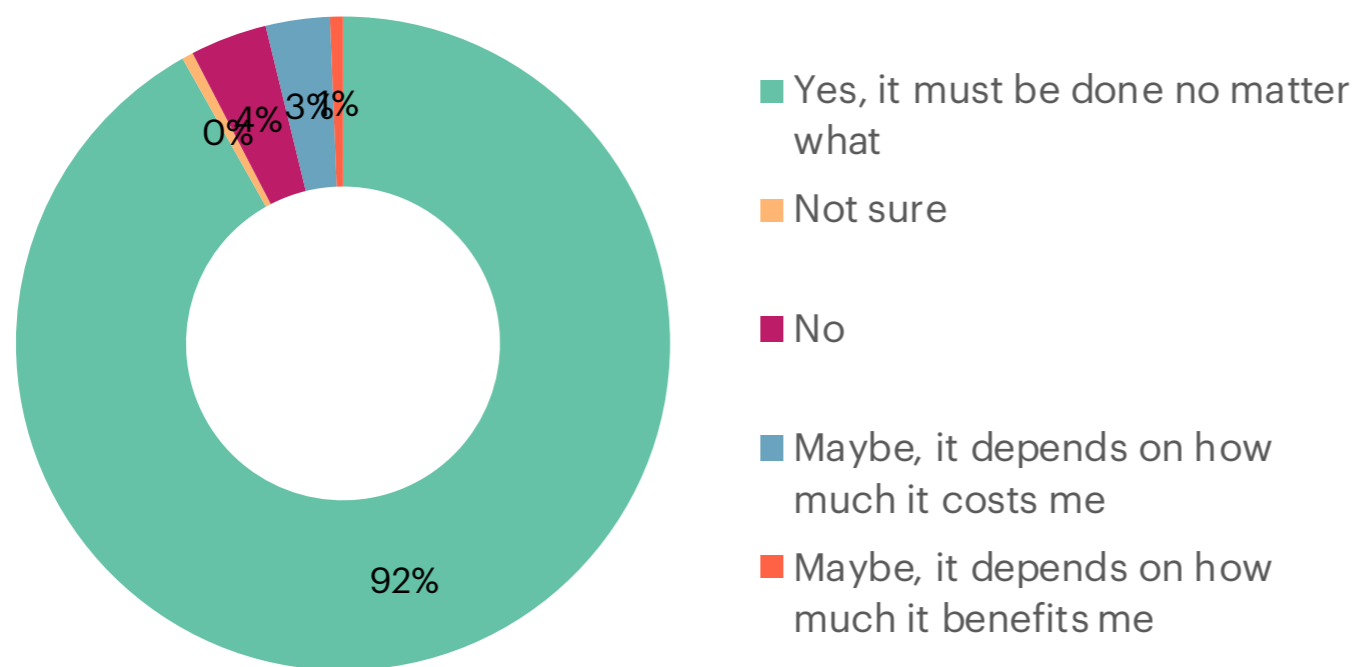
# Questions analysis

# Do you want the council to prioritise becoming zero carbon by 2050?

All responses

n = 1262

Do you want the council to prioritise becoming Zero Carbon by 2050?



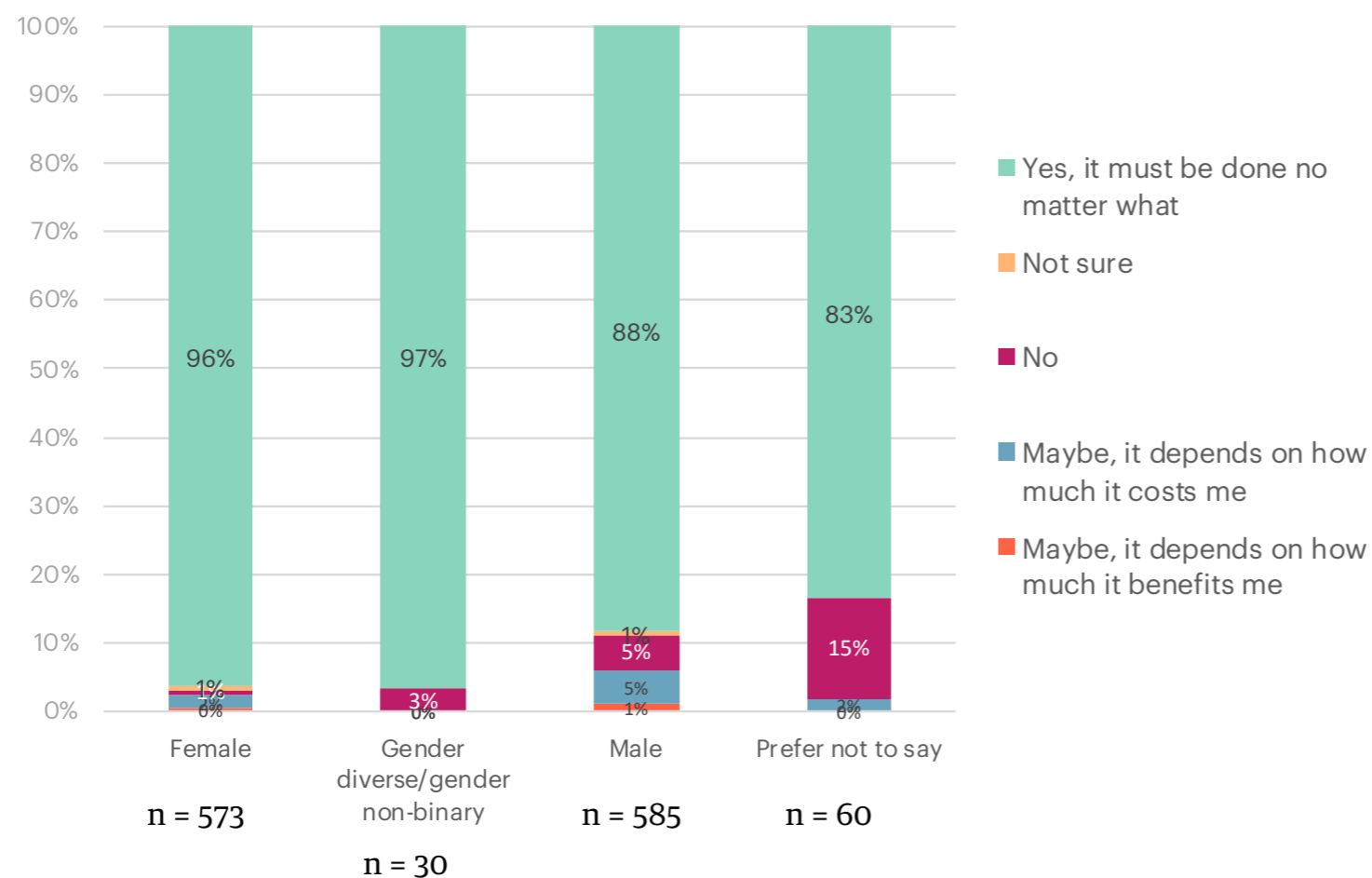
The response is overwhelming – 92% of respondents answered “*Yes, it must be done no matter what.*”

# Do you want the council to prioritise becoming zero carbon by 2050?

By gender

n = 1248

Do you want the council to prioritise becoming Zero Carbon by 2050?



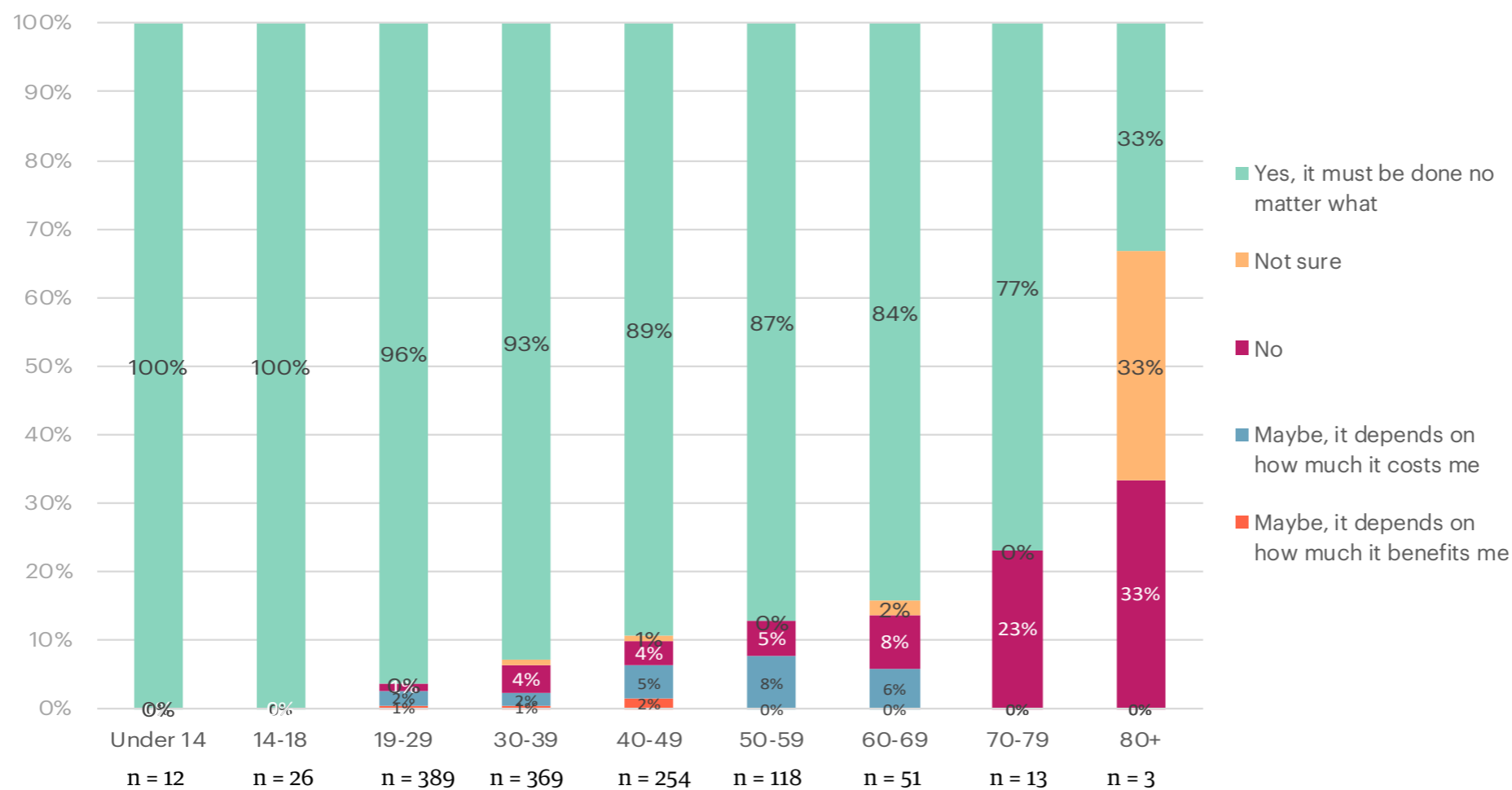
Females and gender diverse people were more likely to respond, *“Yes, it must be done no matter what”* than males and people who chose not to share their gender.

# Do you want the council to prioritise becoming zero carbon by 2050?

By age

n = 1235

Do you want the council to prioritise becoming Zero Carbon by 2050?

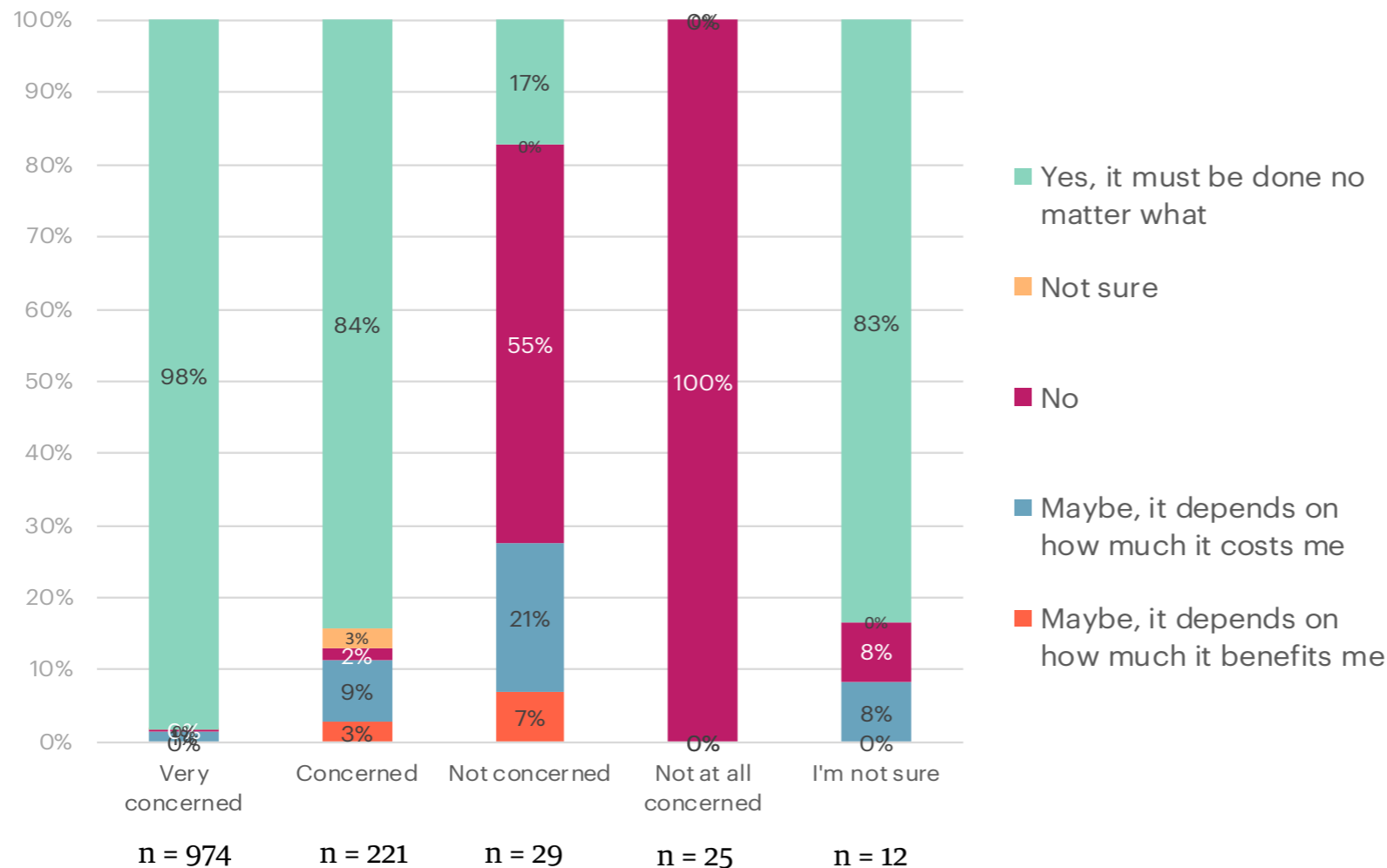


# Do you want the council to prioritise becoming zero carbon by 2050?

By level of concern about climate change

n = 1261

Do you want the council to prioritise becoming Zero Carbon by 2050?



Unsurprisingly, everyone who said they were *not at all concerned* about climate change did not want council to prioritise becoming a zero carbon city.

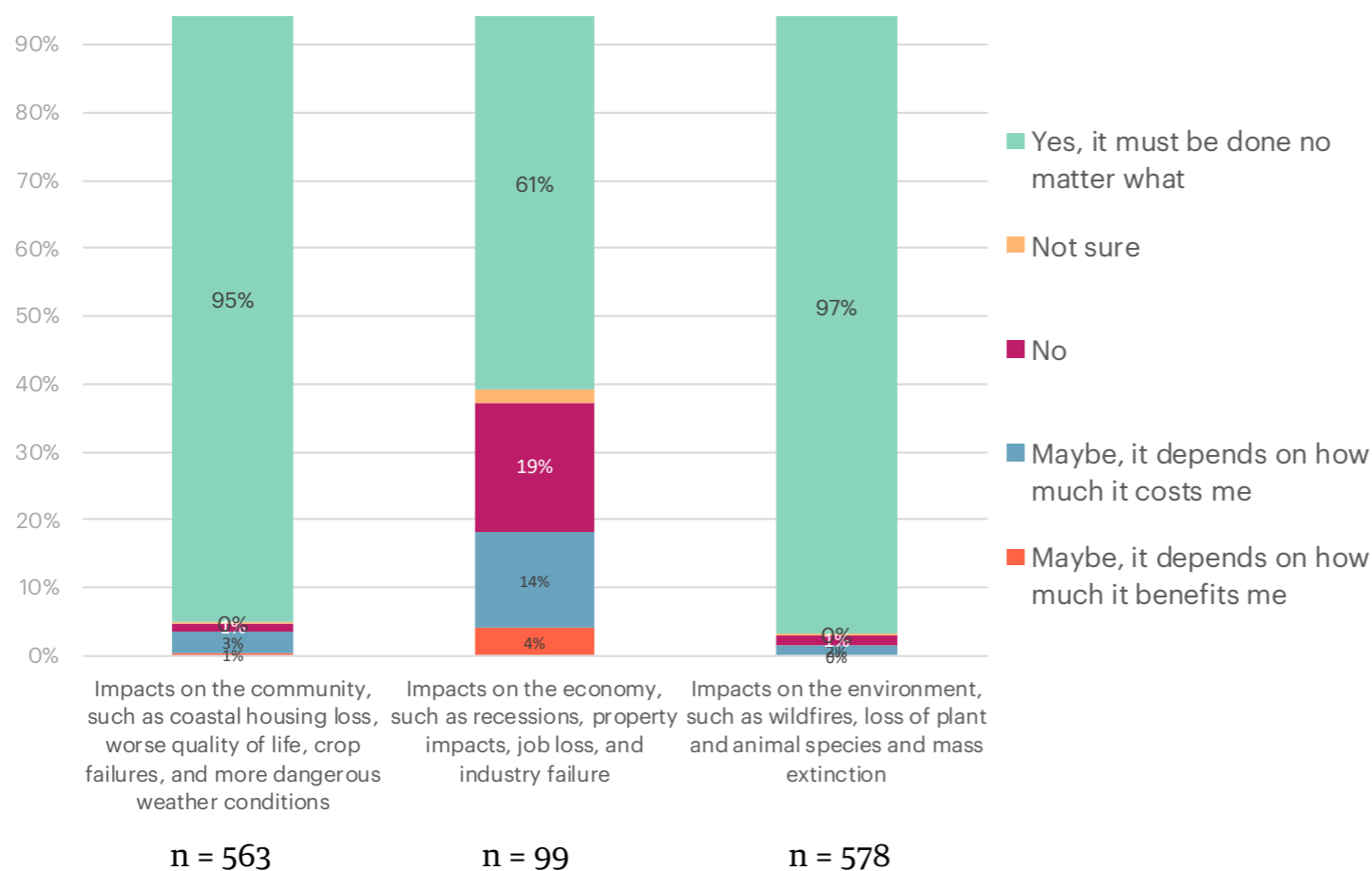
There were a small percentage of people who responded “*Yes, it must be done no matter what*” even though they were not concerned about the impacts of climate change.

# Do you want the council to prioritise becoming zero carbon by 2050?

By areas of concern

n = 1240

Do you want the council to prioritise becoming zero carbon by 2050?



People who were most concerned about the economy were approximately 30% less likely to say “*Yes, it must be done no matter what.*”

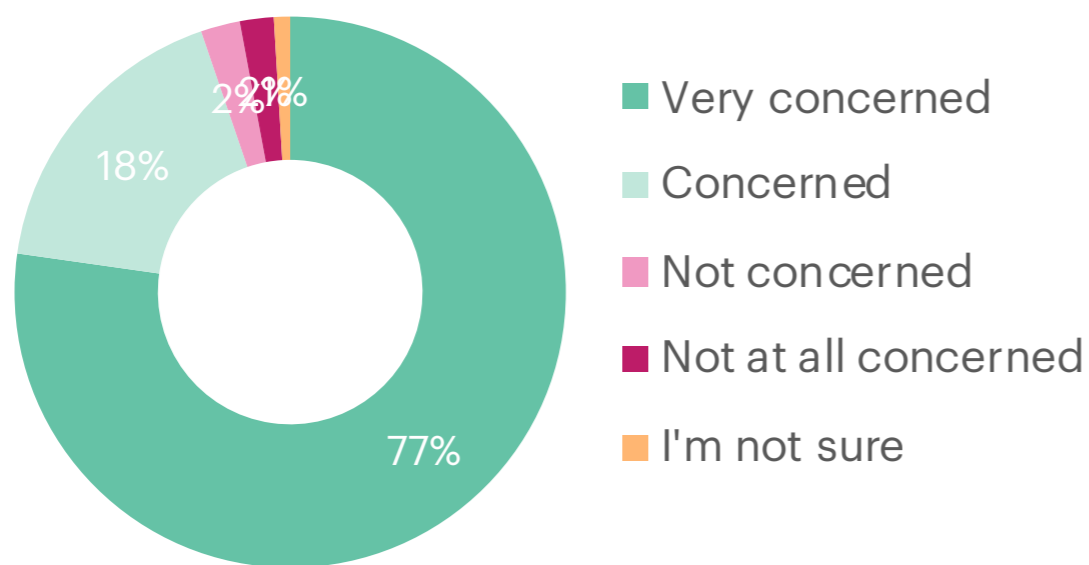


# How concerned are you about the impact of climate change on Wellington?

All responses

n = 1261

How concerned are you about the impact of climate change on Wellington?



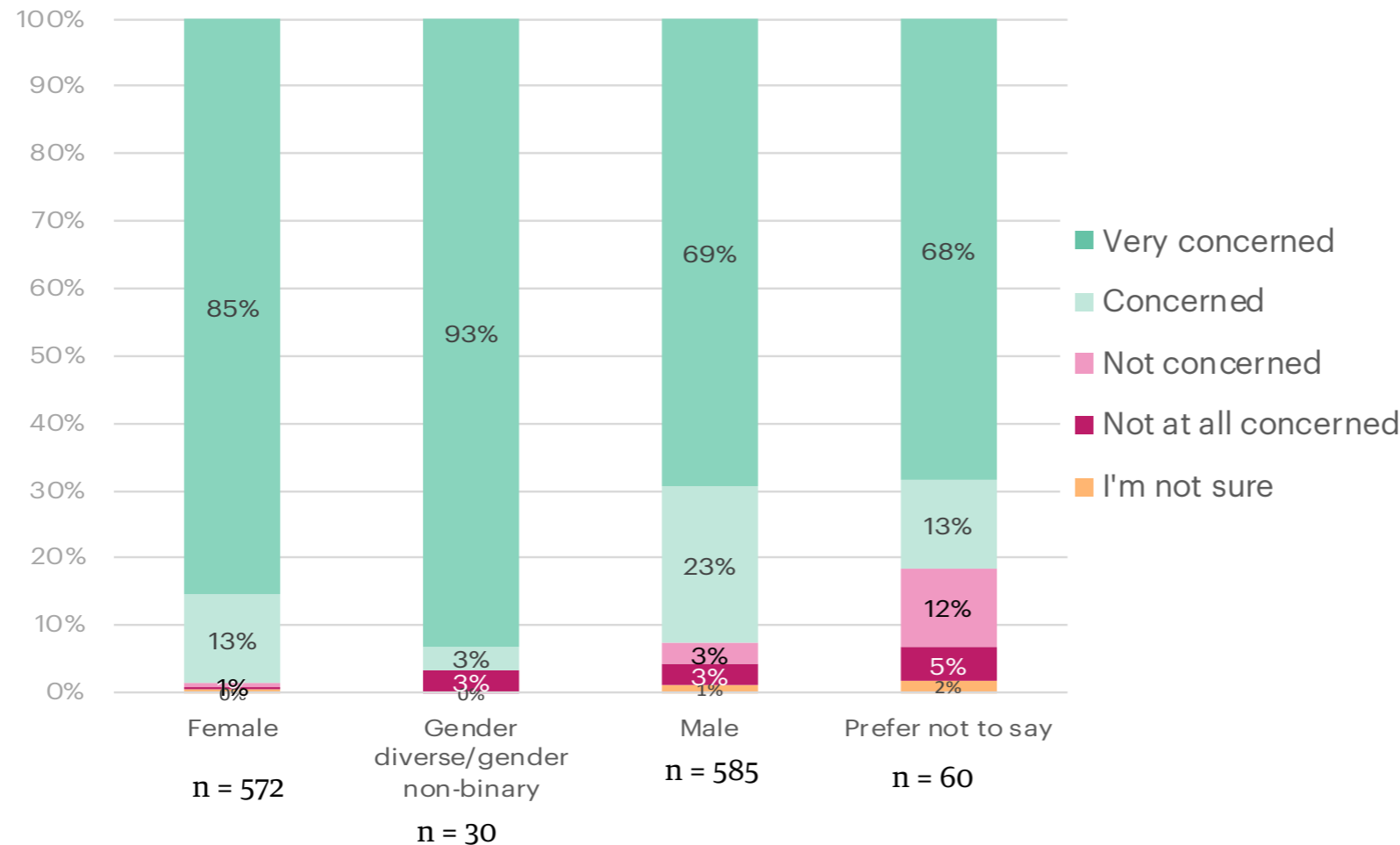
95% of respondents were *concerned* or *very concerned* about the impact of climate change on Wellington.

# How concerned are you about the impact of climate change on Wellington?

By gender

n = 1247

How concerned are you about the impact of climate change on Wellington?



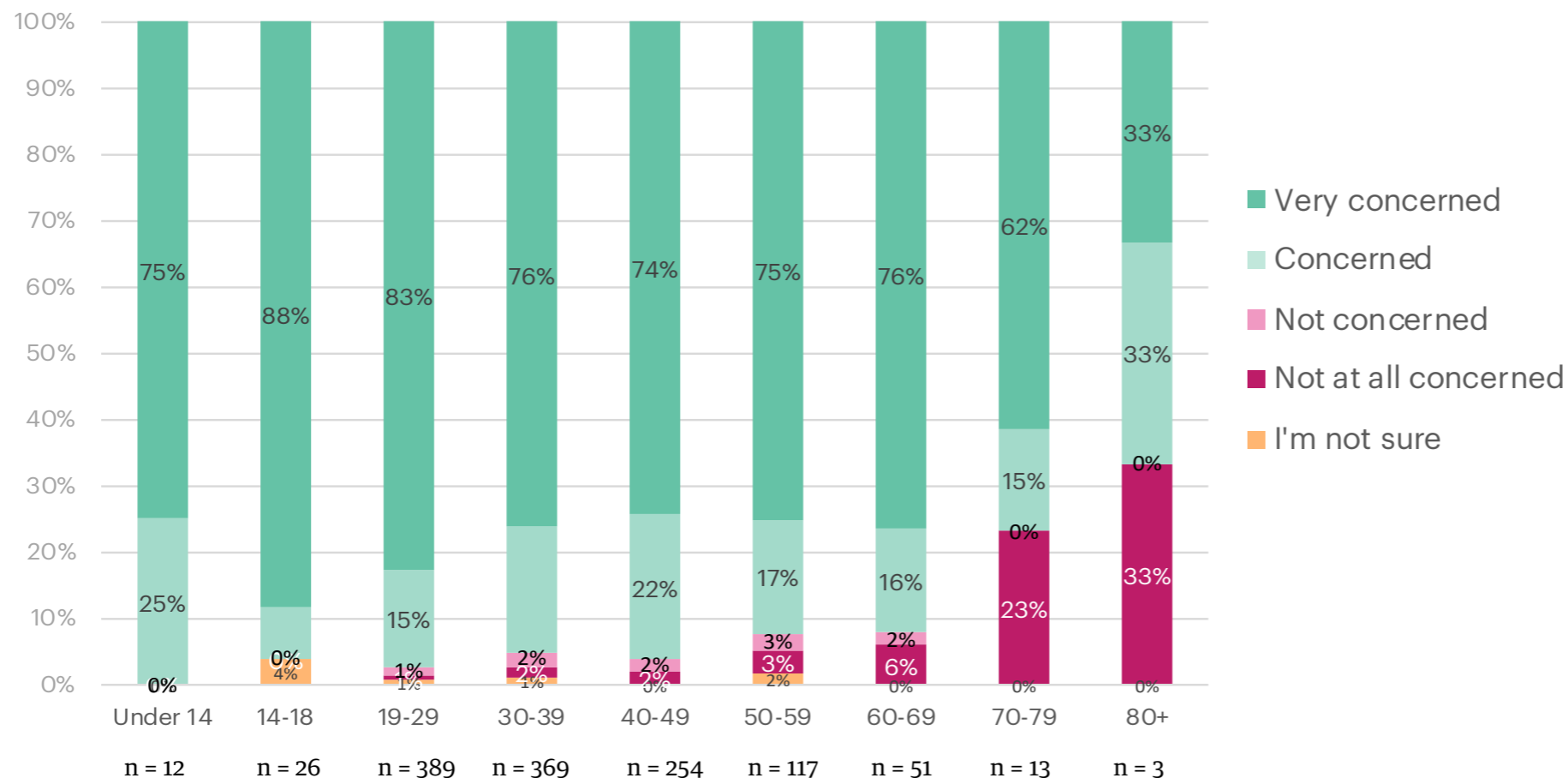
Males and people who chose not to share their gender were on average *less concerned* about the impact of climate change on Wellington than females and gender diverse respondents.

# How concerned are you about the impact of climate change on Wellington?

By age

n = 1234

How concerned are you about the impact of climate change on Wellington?

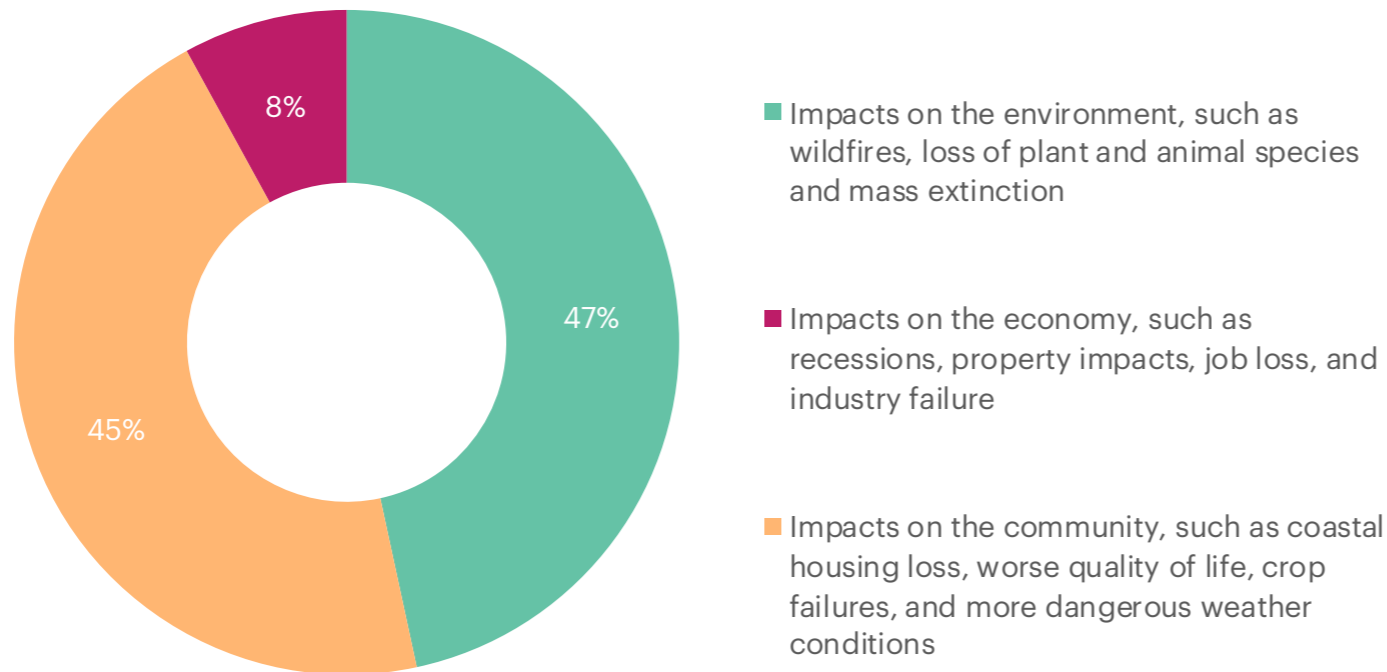


# Which of these areas are you most concerned about the impacts of climate change on?

All responses

n = 1240

Which of these areas are you most concerned about the impacts of climate change on?



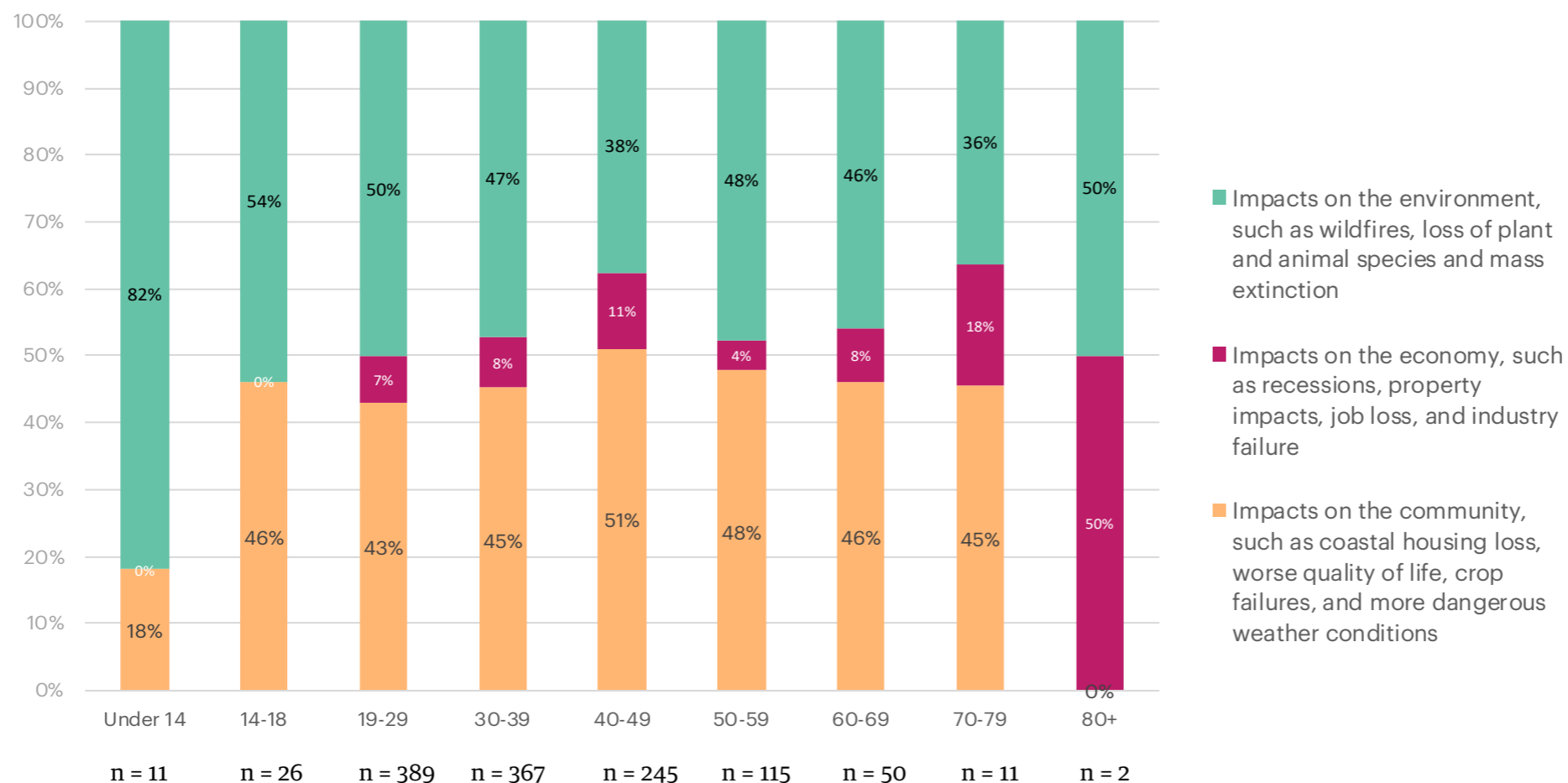
Most people were most concerned about impacts on the environment and on the community.

# Which of these areas are you most concerned about the impacts of climate change on?

By age

n = 1216

Which of these areas are you most concerned about the impacts of climate change on?

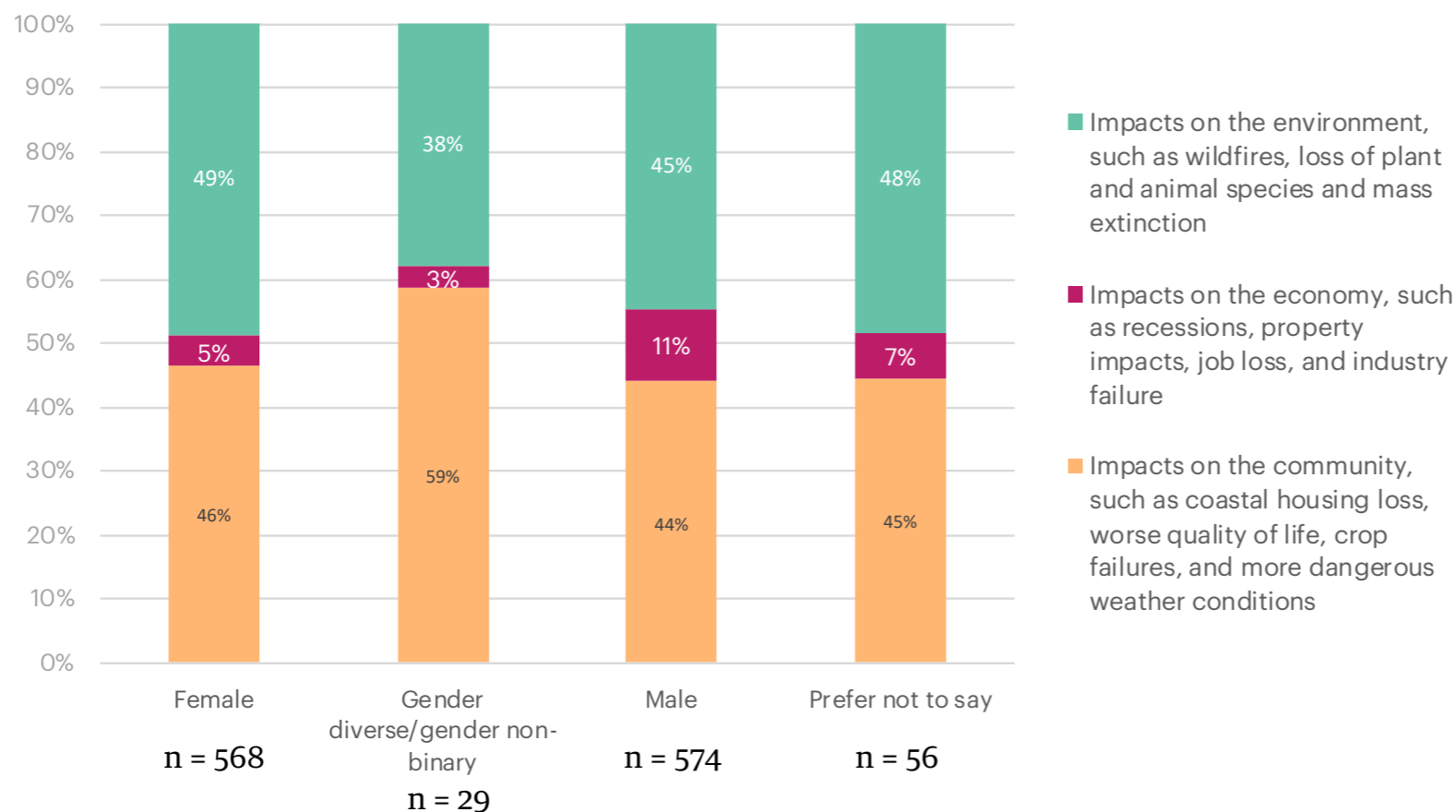


# Which of these areas are you most concerned about the impacts of climate change on?

By gender

n = 1240

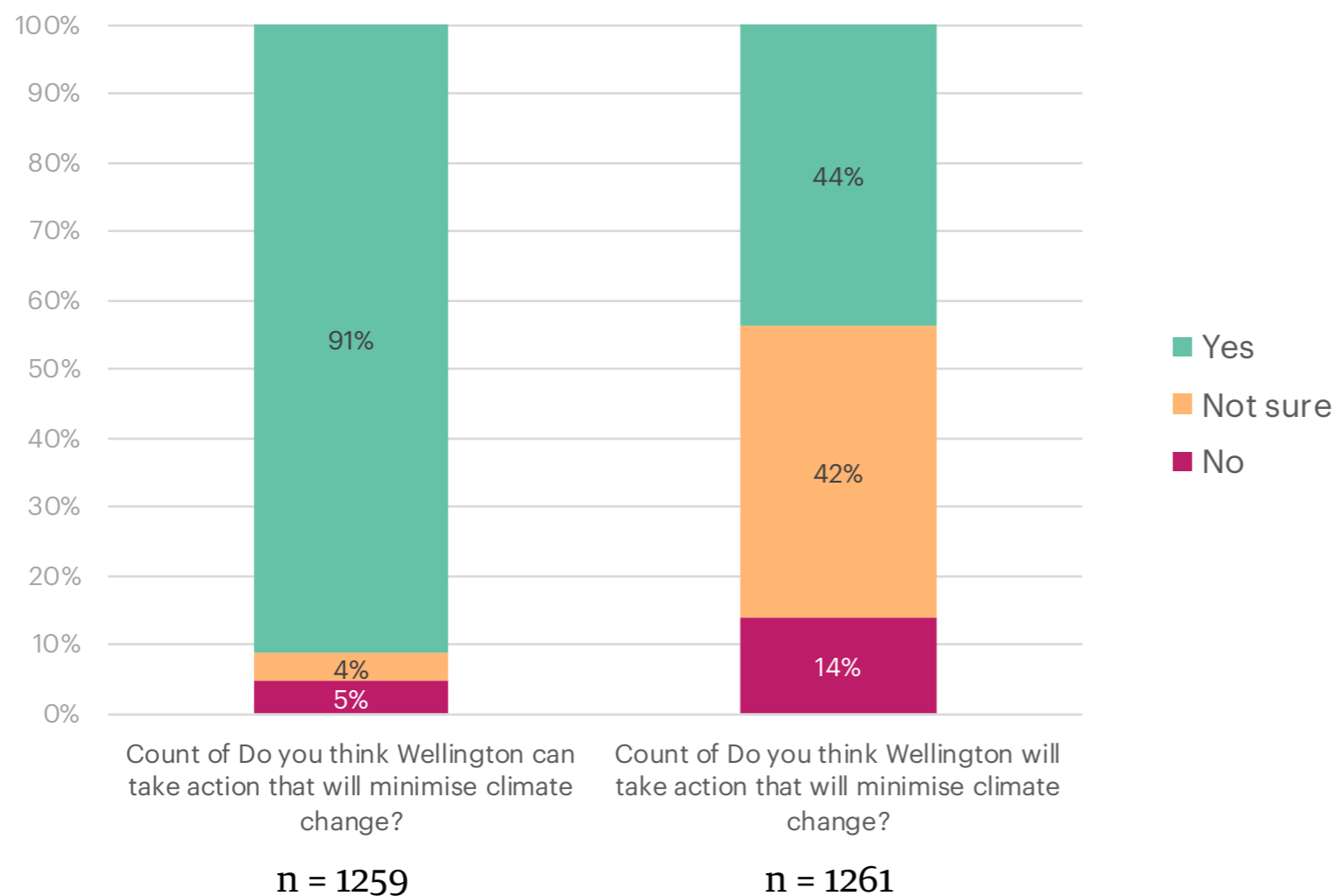
Which of these areas are you most concerned about the impacts of climate change on?



There was not a huge difference in the area that people were concerned about by their gender.

# Do you think Wellington *can* (and do you think it *will*) take action that will minimise climate change?

All responses



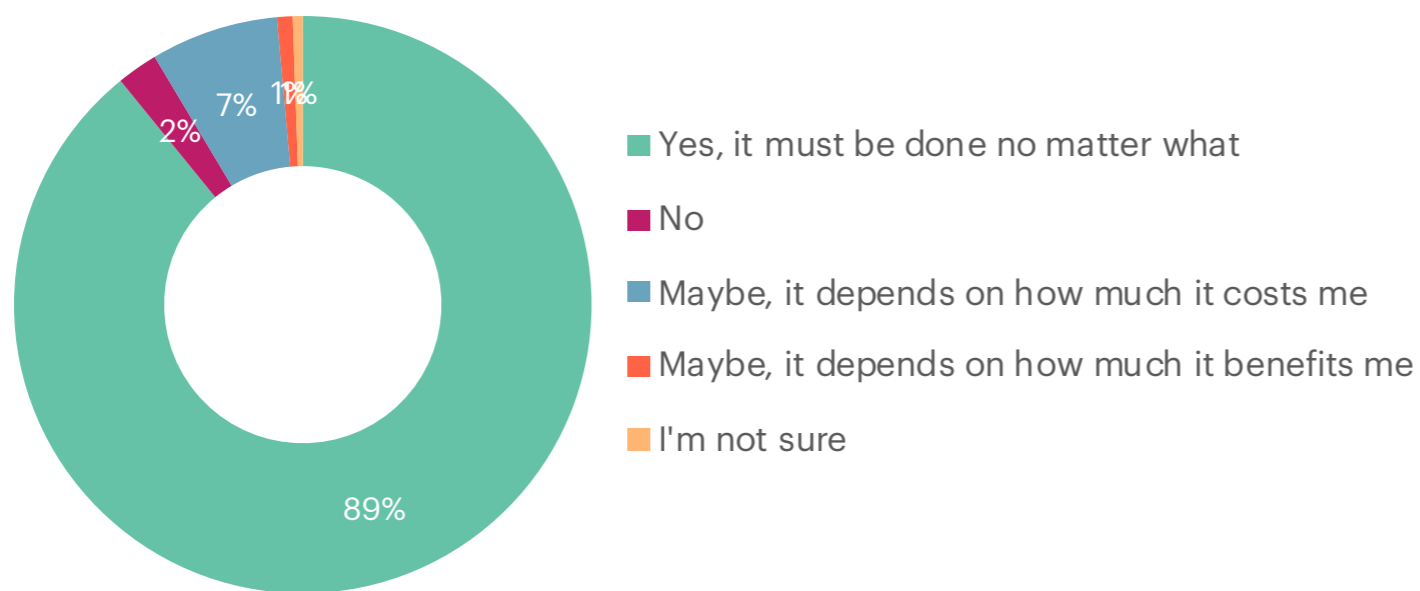
91% of people think that our actions are capable of having some impact on climate change.

However, only 44% think that we *will* actually take action at all.

# Generally, are you prepared to take actions to reduce your carbon emissions?

All responses

n = 1260



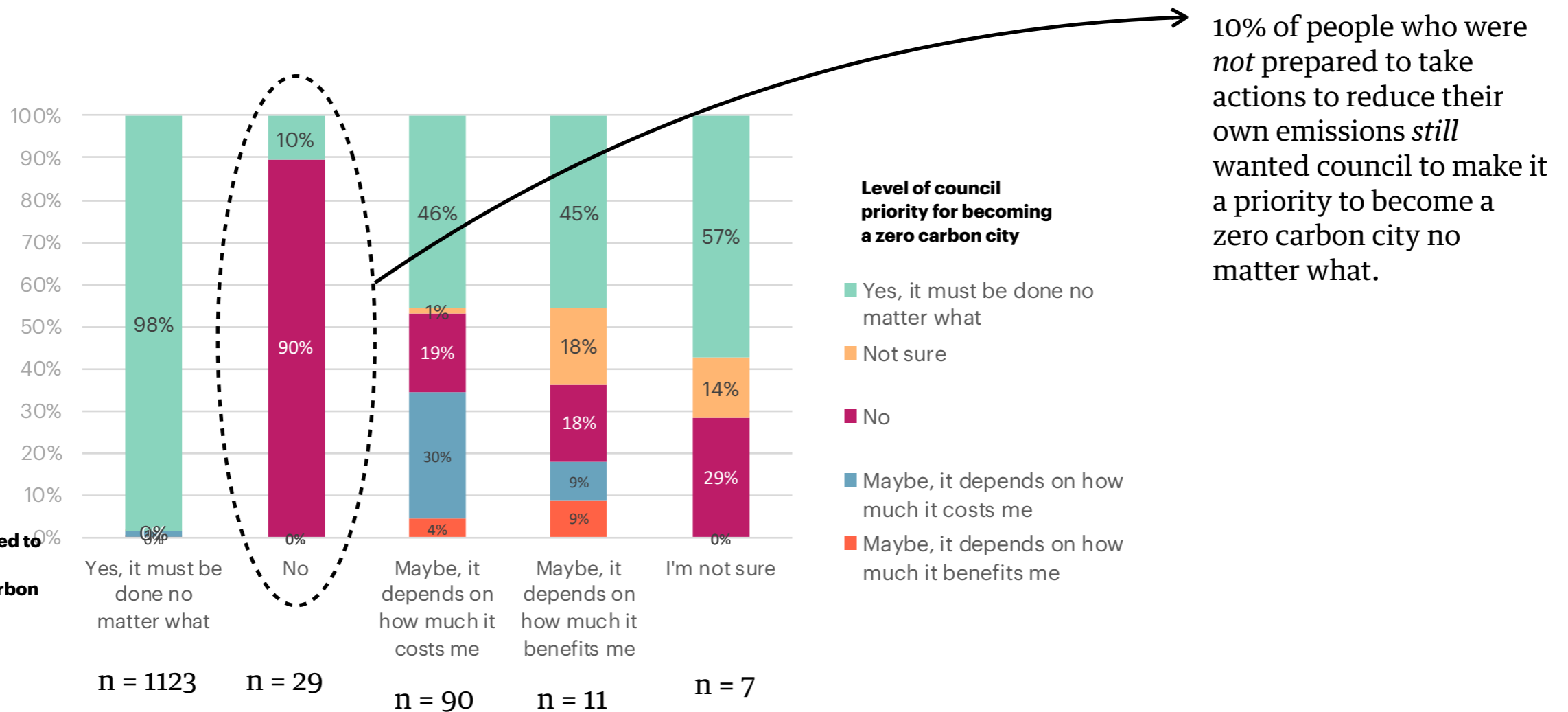
89% of people were prepared to take actions to reduce their own emissions, no matter what.



# Generally, are you prepared to take actions to reduce your carbon emissions?

By level of council priority

n = 1260



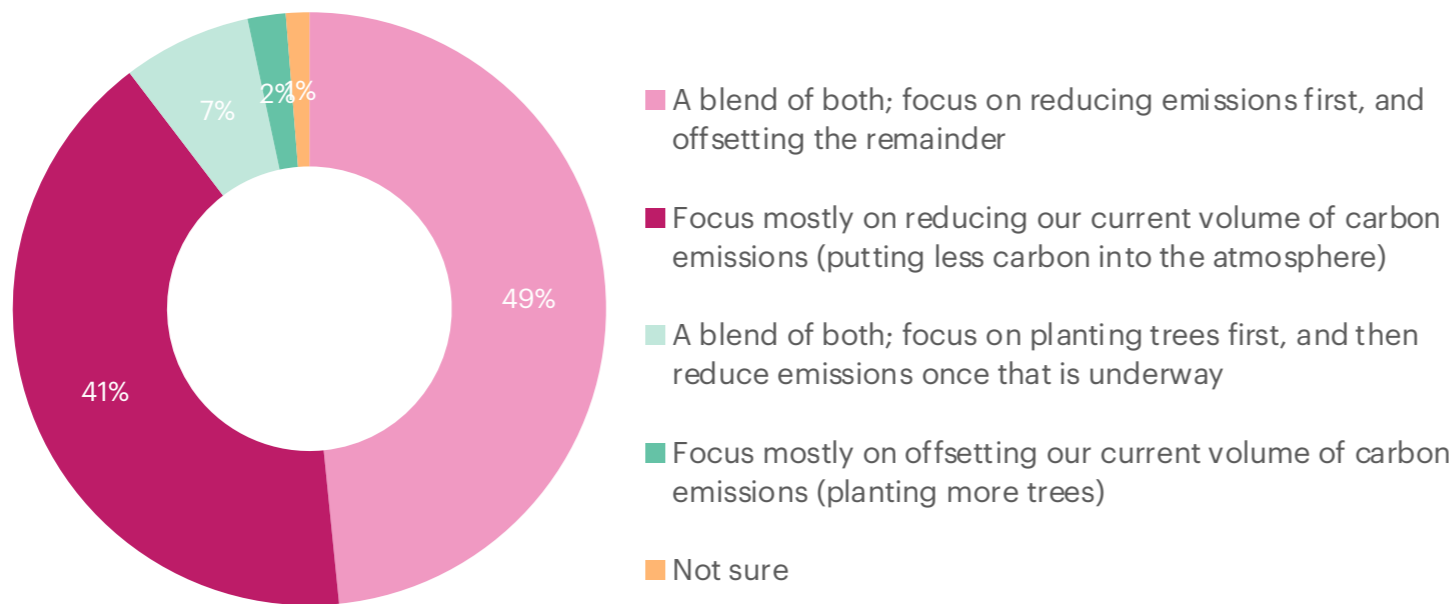
# Other questions

# Broadly, which approach do you think will successfully achieve the zero carbon target?

All responses

n = 1255

Broadly, which approach do you think will successfully achieve the zero carbon target?



90% of respondents think that we need to start with reducing our emissions (putting less into the atmosphere in the first place).

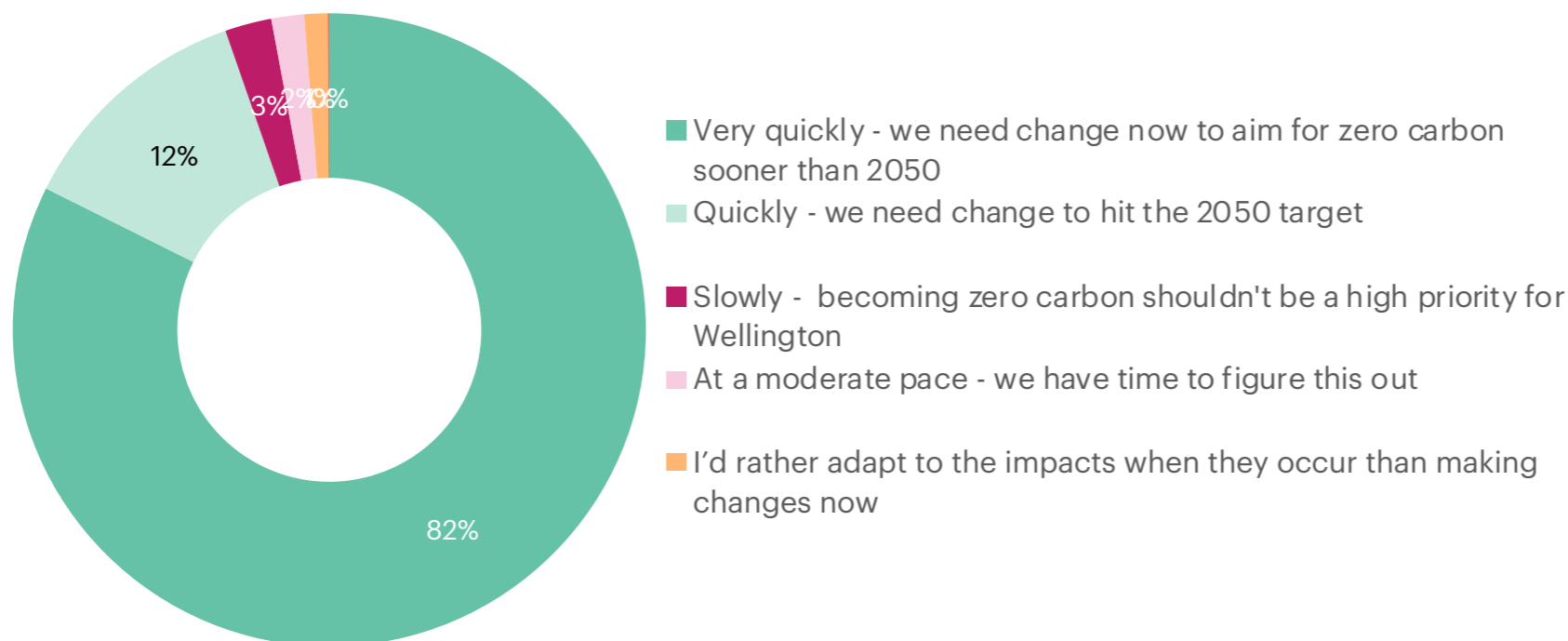
9% think that we need to start with offsetting (continuing to emit, and planting trees).

# How quickly do we need to make changes?

## All responses

n = 1260

Becoming zero carbon means we need to change the way we live in Wellington. How quickly do the changes need to happen?

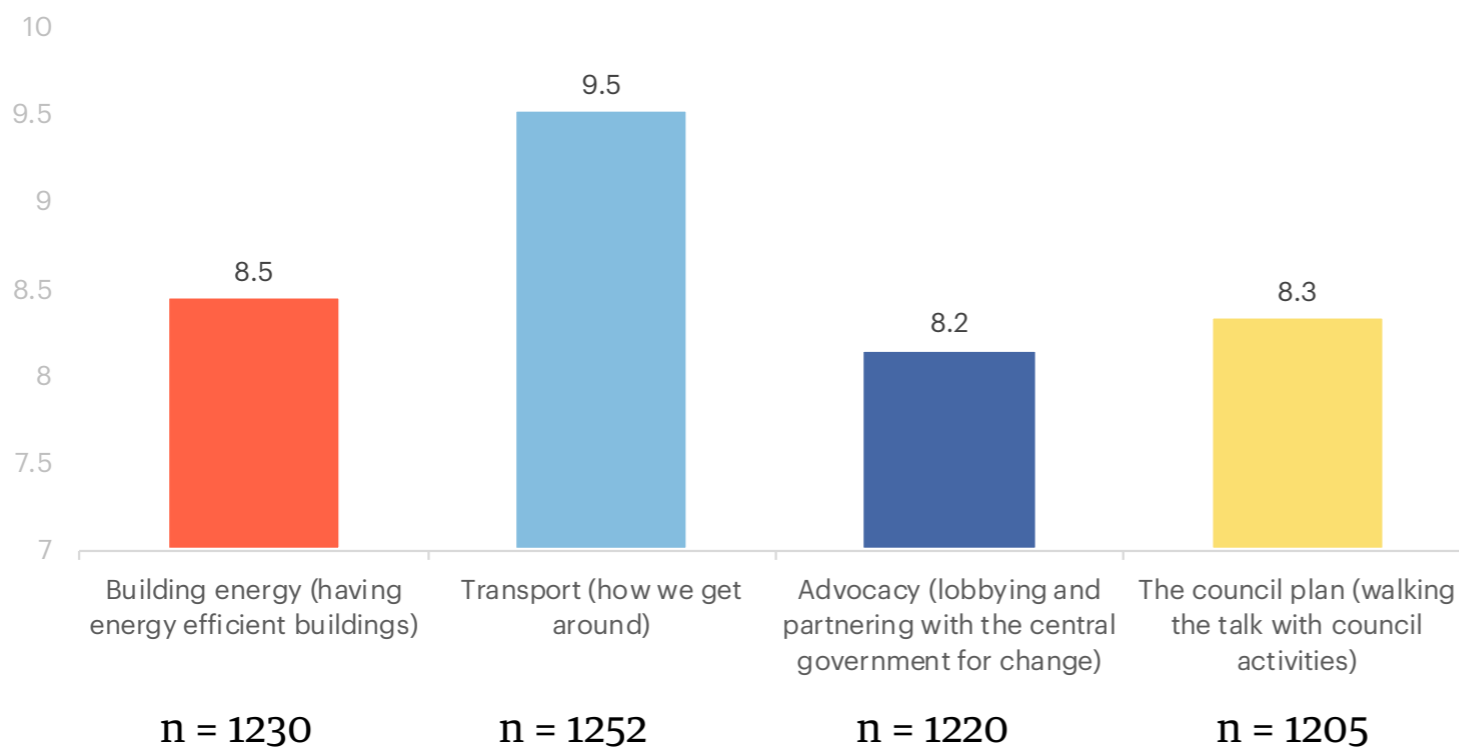


82% of respondents think that we need to change very quickly, start now, and aim for zero carbon earlier than 2050.

# Key areas of focus for the plan

## All responses

On a scale of 1-10, (10 being ‘very important’) how important is it to focus on these areas?



All areas received a rating over 8 points, which means people thought all the areas were important.

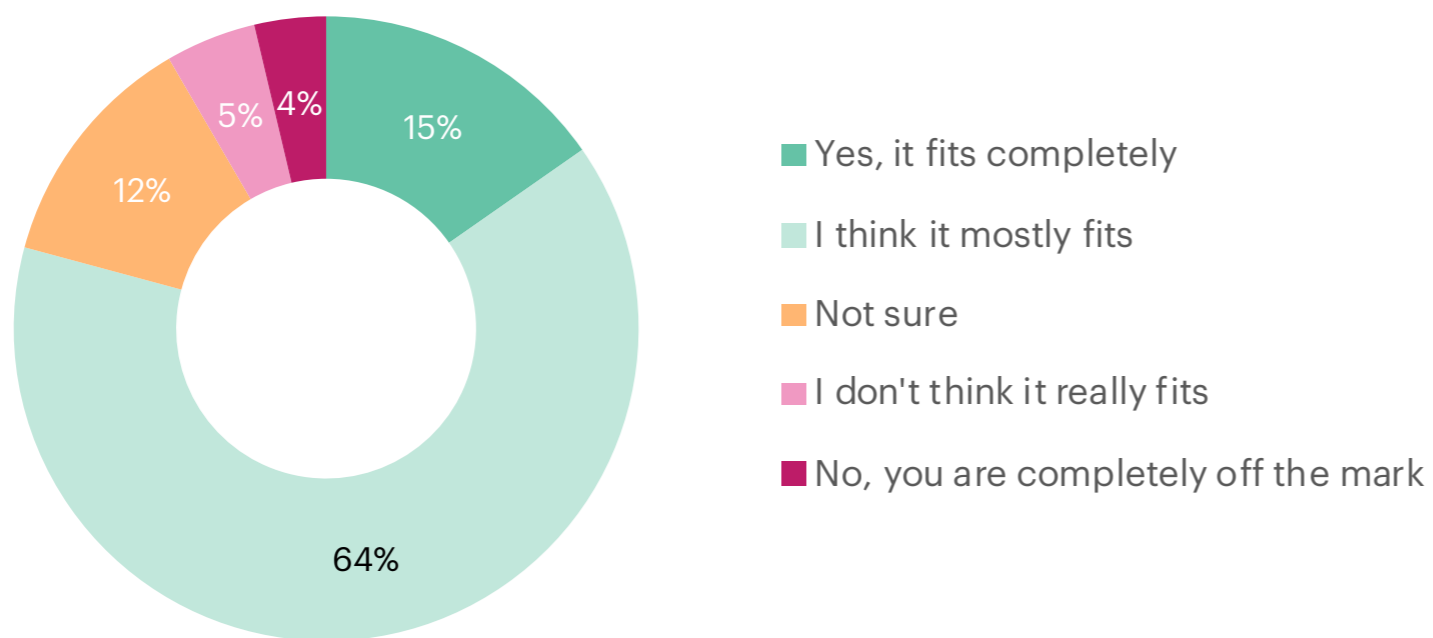
However, Transport’s average rating was higher than all other areas by at least one full point.

# People's views on the blueprint

## All responses

n = 1216

Does the blueprint we've shared fit with your view of the way forward?



79% of respondents thought the First to Zero blueprint *fit completely or mostly fit*.

# Comment themes

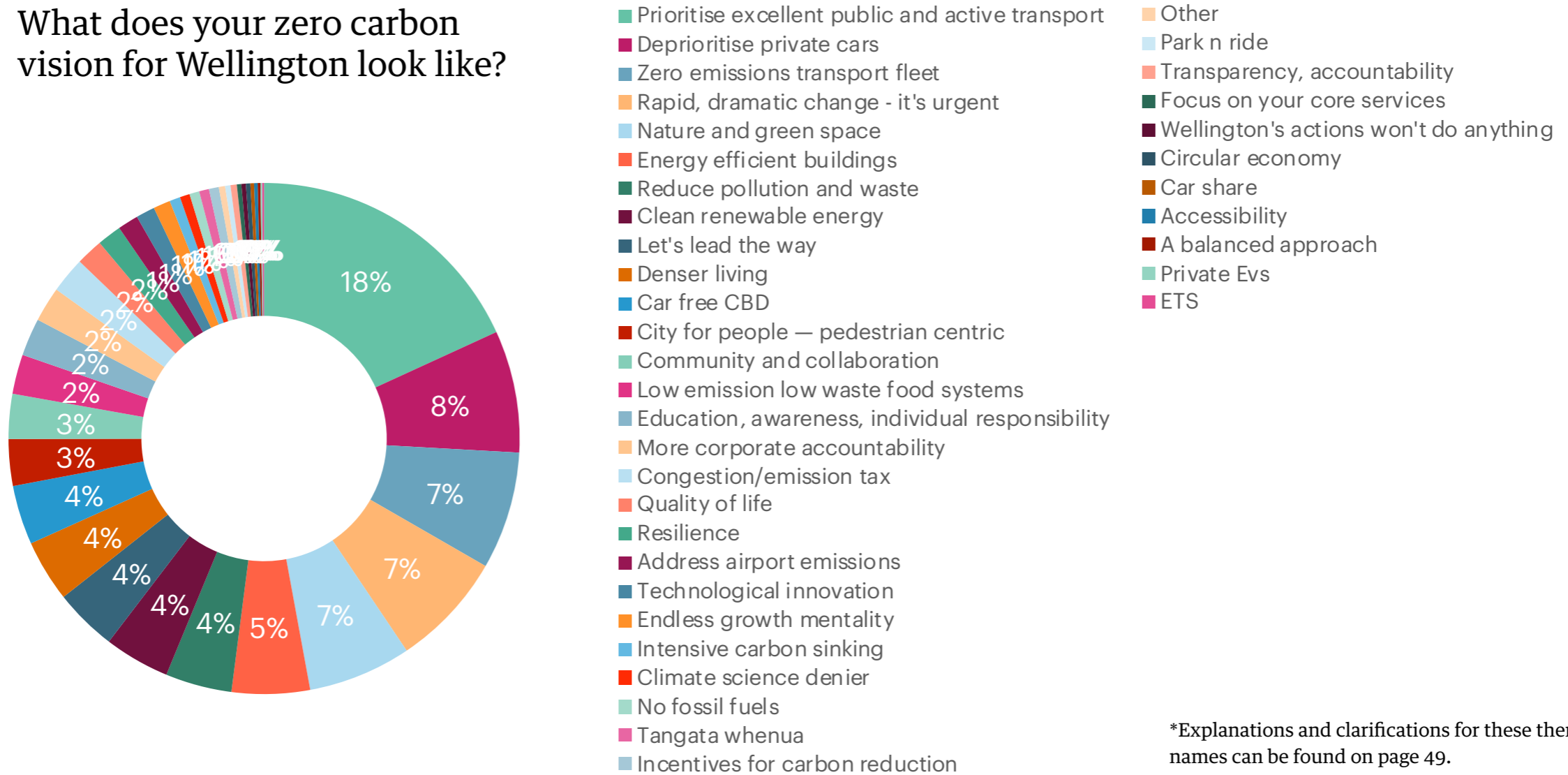
## And theme maps

# Zero carbon vision - comment themes

## Comment themes

n = 692

What does your zero carbon vision for Wellington look like?



\*Explanations and clarifications for these theme names can be found on page 49.

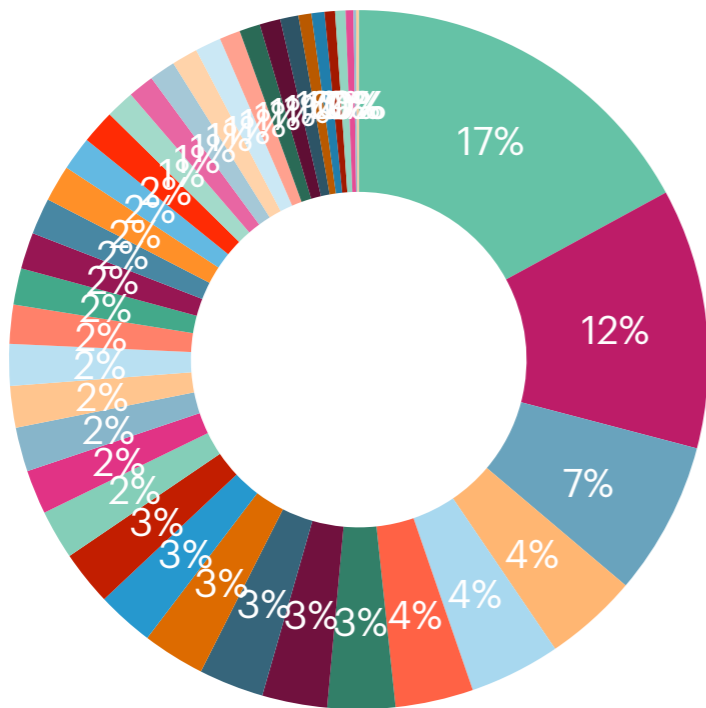


# Final comment - comment themes

## Comment themes

n = 527

Is there anything else you would like council to consider when further developing this blueprint for Te Atakura - First to Zero?



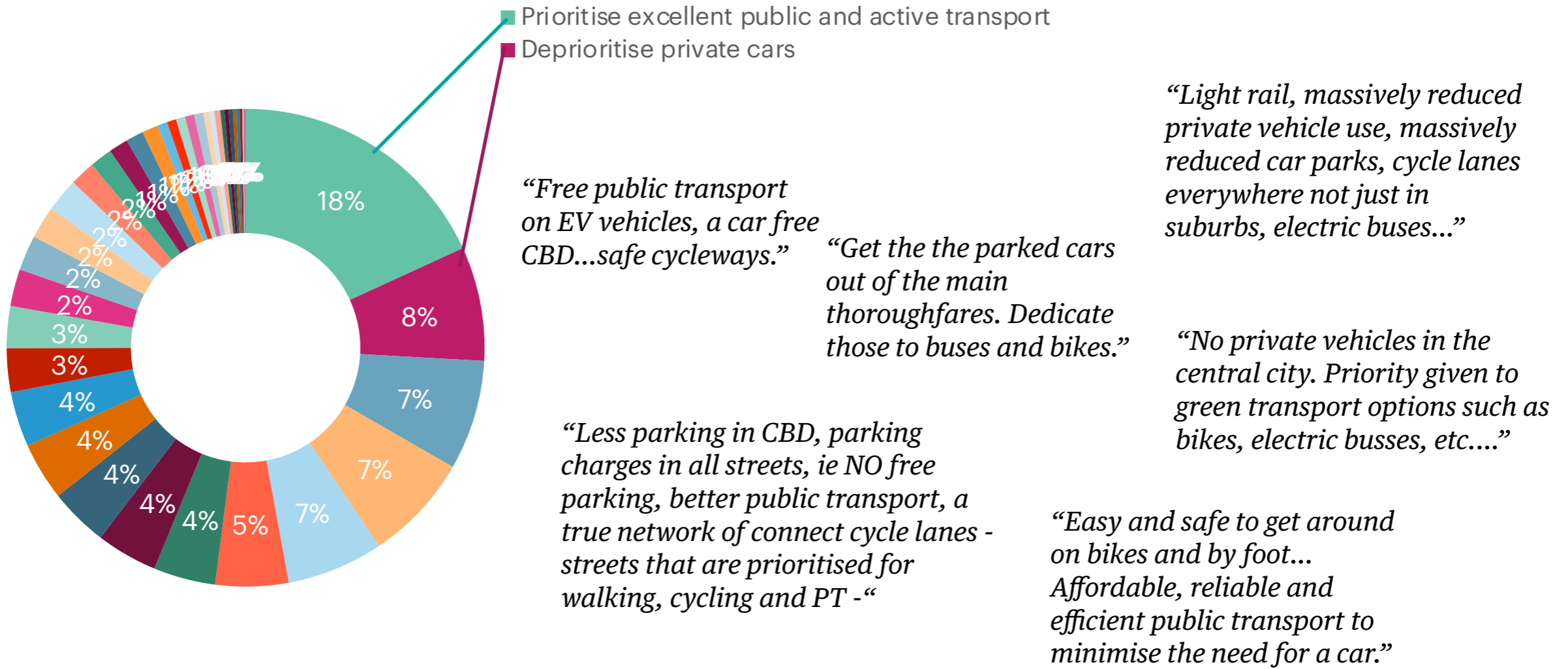
- Rapid, dramatic change - it's urgent
- Prioritise excellent public and active transport
- Deprioritise private cars
- Reduce pollution and waste
- Let's lead the way
- Incentives for carbon reduction
- Make all council plans consistent
- Accessibility and equality
- Address airport emissions
- Nature and green space
- Transparency, accountability
- Education, awareness, individual responsibility
- Low emission low waste food systems
- Local consumption
- Resilience
- Working with other governance bodies
- More corporate accountability
- Technological innovation
- Community and collaboration
- Energy efficient buildings
- Zero emissions transport fleet
- Congestion/emission tax
- Focus on your core services
- Quality of life
- Tangata whenua
- Other
- Wellington's actions won't do anything
- Denser living
- Clean renewable energy
- No fossil fuels
- Private Evs
- Endless growth mentality
- City for people — pedestrian centric
- Circular economy
- Don't do everything
- Car free CBD
- Work commuters
- Intensive carbon sinking
- Climate science denier
- Be more specific

\*Explanations and clarifications for these theme names can be found on page 49.

# Comment examples - all comment fields

## “Prioritise excellent public and active transport” & “Deprioritise private cars”

n = 615

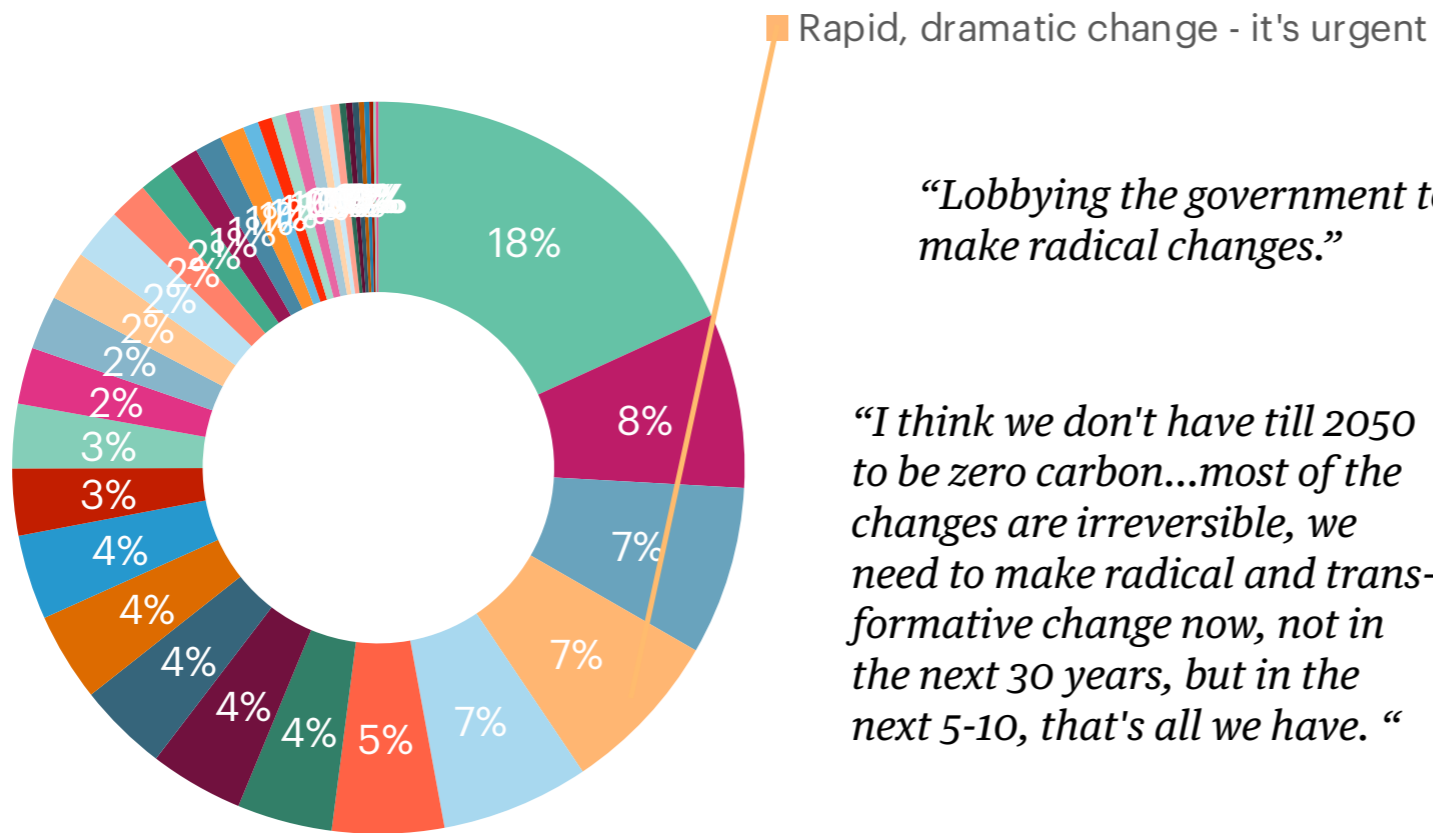


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# Comment examples- all comment fields

## “Rapid, dramatic change - it’s urgent”

n = 270



“Lobbying the government to make radical changes.”

“I think we don't have till 2050 to be zero carbon...most of the changes are irreversible, we need to make radical and transformative change now, not in the next 30 years, but in the next 5-10, that's all we have. “

“Zero Emissions by 2050 is not ambitious enough by a very long way. We should be aiming at zero emissions by 2025 and negative emissions by 2050.”

“We must become zero carbon well BEFORE 2050.”

“Radical and rapid change long before 2050 - ie now”

“It may be austere in the short term, but we'll have to suck it up. We can't continue the way we are....In my vision, we must be ready for a volatile and unstable economy and social order as we adjust...”

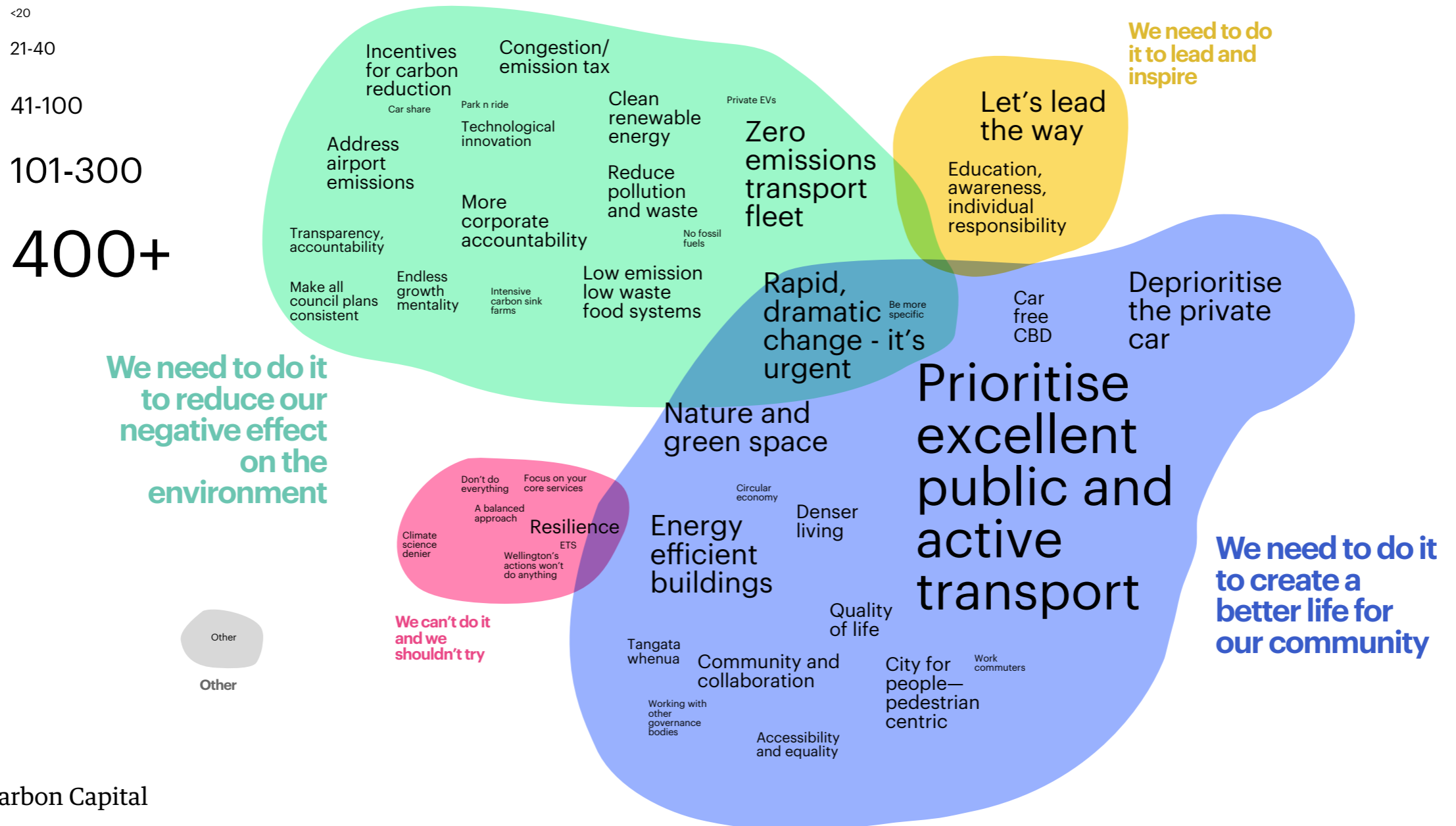
\*Explanations and clarifications for these theme names can be found on page 49.

# All comments - theme map

## Why we should or shouldn't go zero carbon

n = 1219

\*Explanations and clarifications for these theme names can be found on page 49.

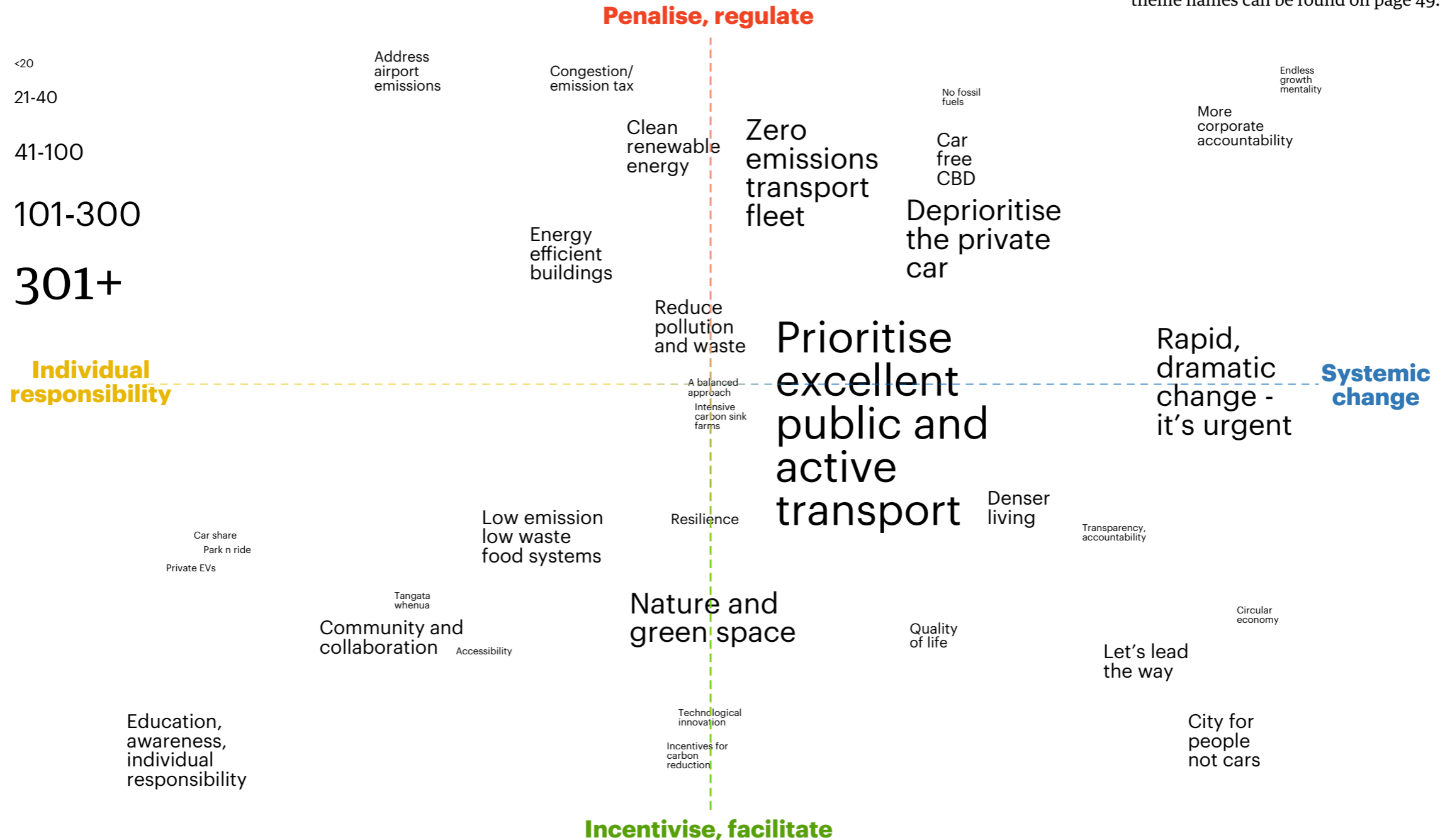


# Zero carbon vision - theme tension map

## How we could become zero carbon

n = 692

\*Explanations and clarifications for these theme names can be found on page 49.



# Key insights

## From all feedback

# Key insights

## From all feedback

### **1. It's urgent. We need to do everything we can and do it now!**

Climate change is urgent and we don't have much time. We need to take dramatic, transformative, and urgent action in all levels, all sectors, and all areas of our life starting NOW if we are to stand a chance of success.

### **3. Flip the transport system on its head**

Our current transport system is not working well for people, for productivity, or for the environment.

We need to deeply change the fundamentals of the way we move. This means dramatically reducing street space, priority, and subsidy for private car travel, and making huge moves toward providing much more street space, priority, and subsidy for a transport system that puts public and active modes first.

### **2. There are so many good reasons to prioritise becoming zero carbon**

We should prioritise becoming zero carbon because:

- It will improve the community's quality of life and make the city a better place to live
- We have a responsibility to reduce our negative impact on the environment
- It will lead the way and inspire others to do the same

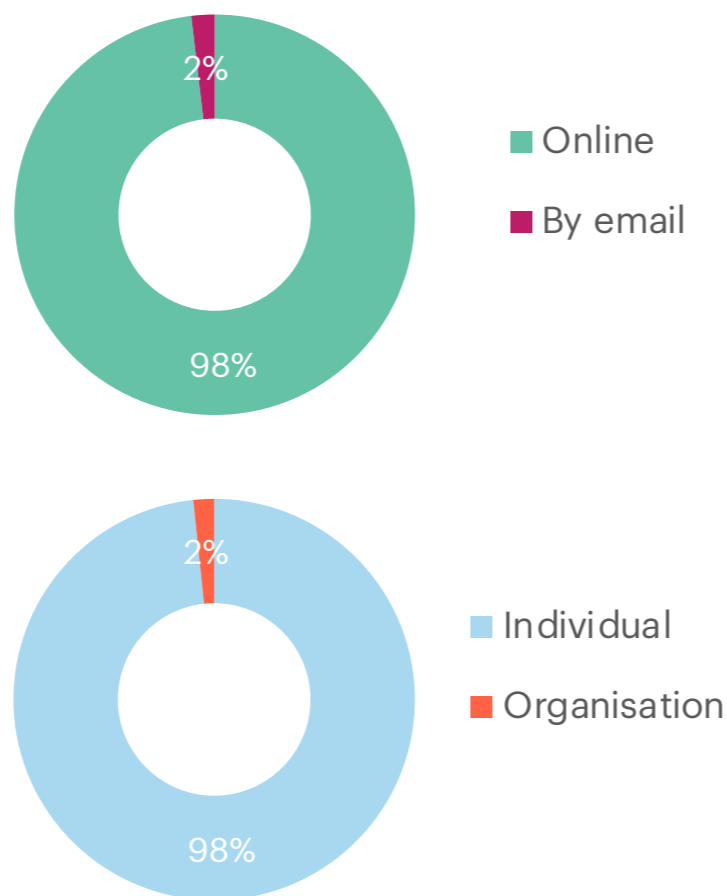
# Who we heard from

## Demographics



# Submissions Demographics

**1288**  
submissions total

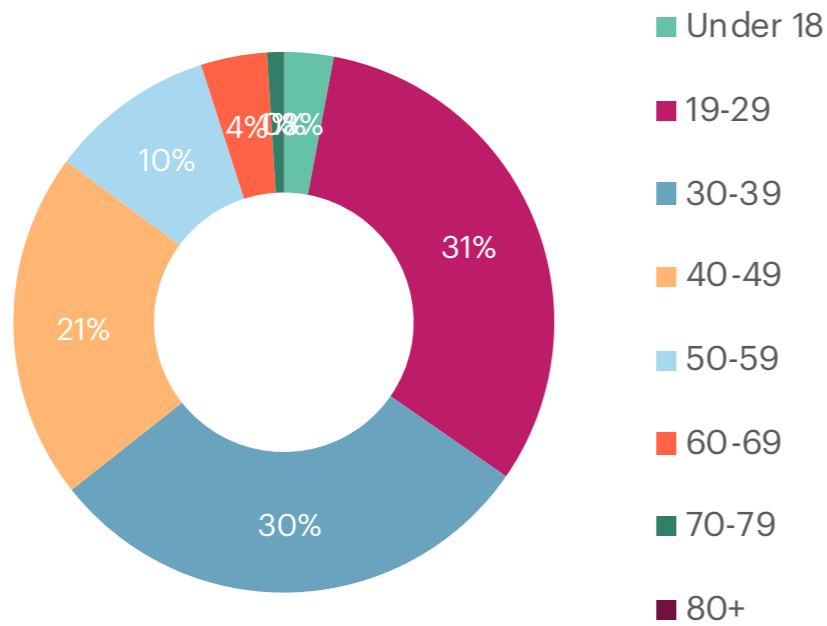


## A list of organisations that we heard from:

- |   |  |
|---|--|
| Air New Zealand                             | New Zealand Green Building Council                                 |
| Common Climate                              | Newtown Community & Cultural Centre                                |
| Cycle Wellington                            | Newtown Residents' Association                                     |
| Doctors for Active, Safe Transport          | Planit Construction  |
| Drive Electric NZ                           | Powerco  |
| Environmental Reference Group               | Regional Public Health   |
| Extinction Rebellion                        | School Strike 4 Climate Wellington                                 |
| First Gas Limited                           | Spacecraft a architects  |
| Inner City Wellington                       | Sustain & Enable Consulting Services (Healthier Homes, Zero Waste) |
| Inspiring Stories                           | Sustainability Trust   |
| International Climate Safe Travel Institute | Sustainable Business Network                                       |
| Mt Victoria Residents Association           | Te Ahumairangi Hill Ecological Restoration.                        |
| New Zealand Green Building Council          | Victoria University of Wellington                                  |
|   | Wellington City Youth Council                                      |

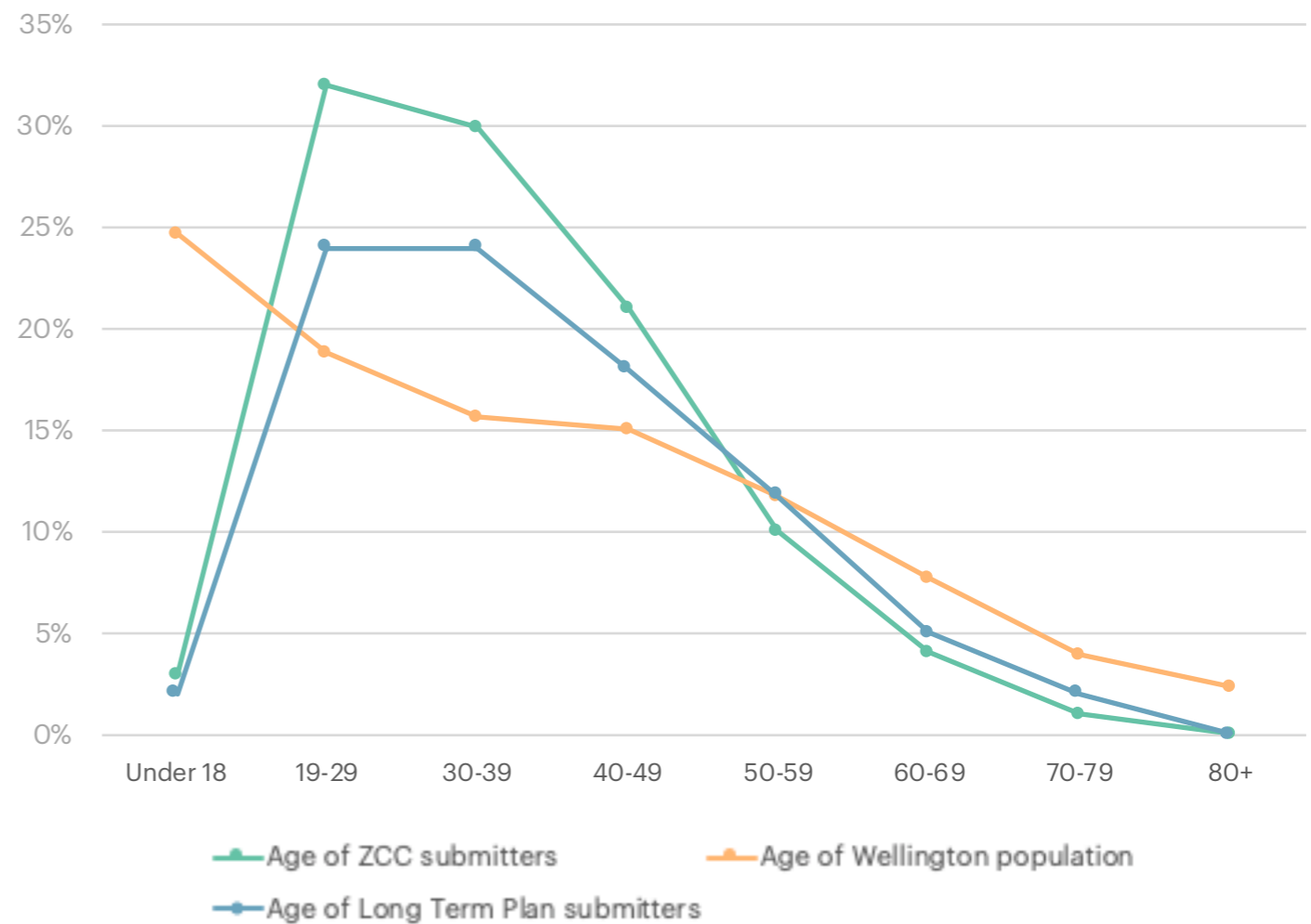
# Age Demographics

n = 1237



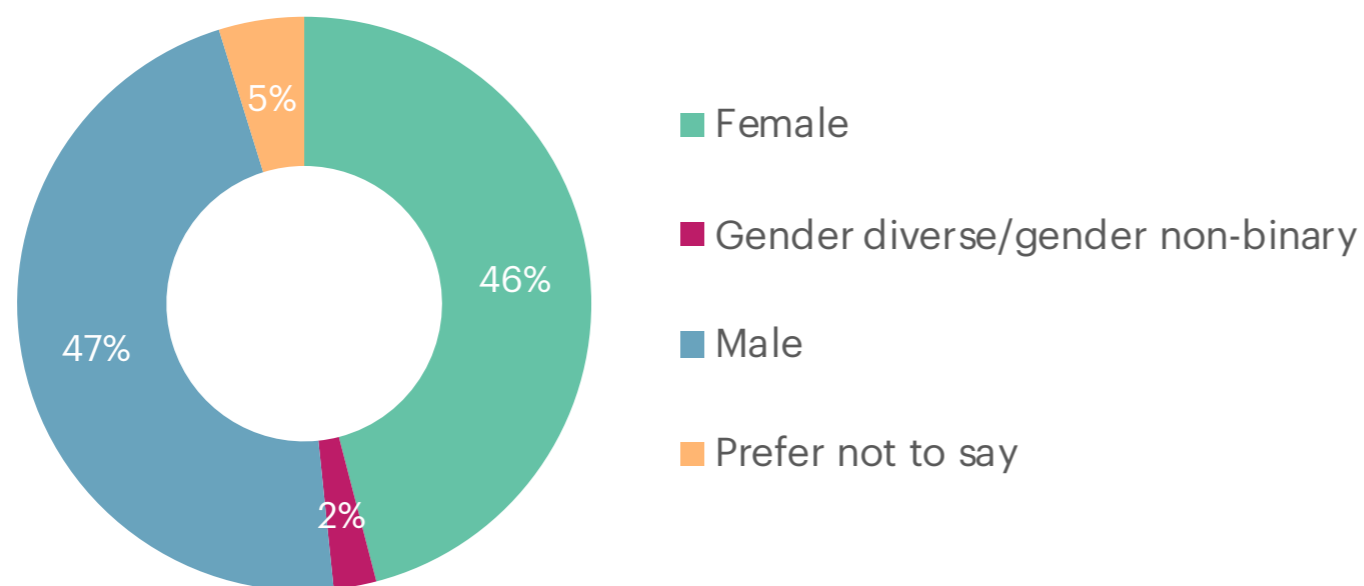
Our respondents on average skewed younger than the general population.

Age of submitters vs age of population



# Gender Demographics

n = 1250

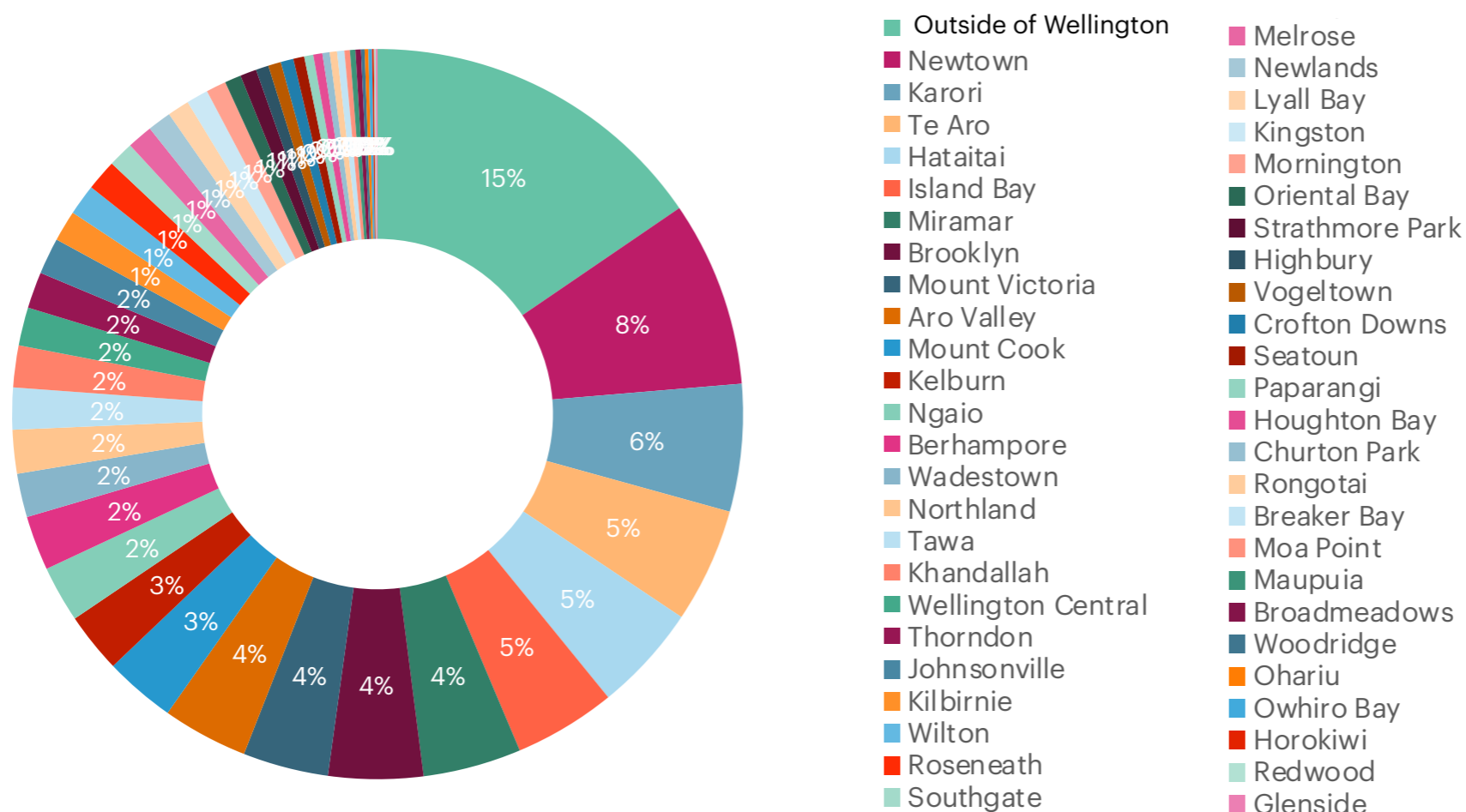


Males were slightly over-represented in our respondents.

# Suburbs

## Demographics

n = 1243



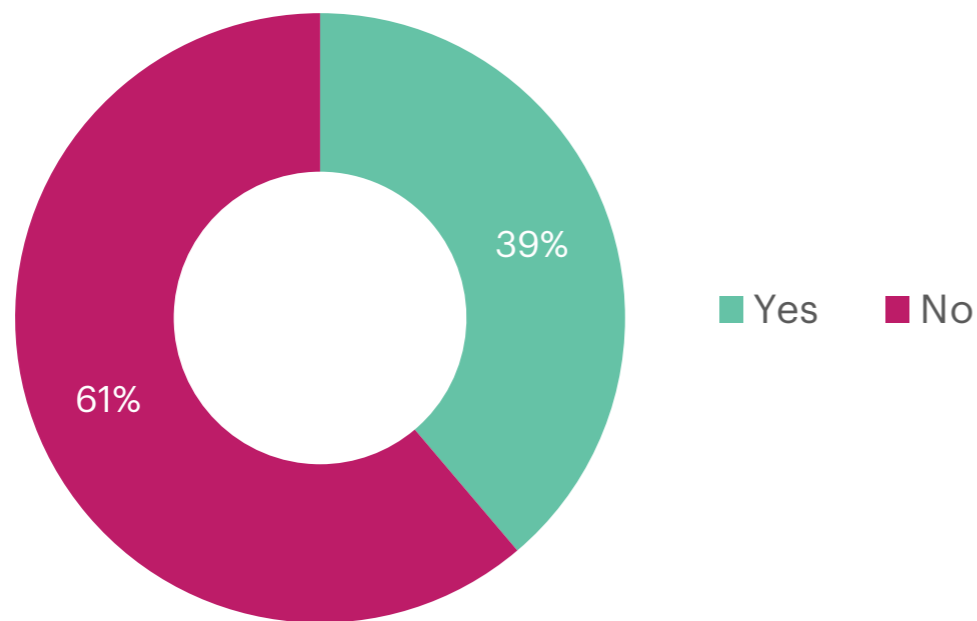
85% of our respondents were from within Wellington city boundaries.

The largest single group of respondents were from outside of Wellington.

# Speak to a councillor?

## Demographics

n = 1244



39% of our respondents said that they would like to speak to a councillor about their submission, if given an opportunity.

# Uploaded files

## Examples of uploaded files

n = 22

**IF you eat a plant based diet**

in ONE day you could save:

- 1100 gallons of water
- 45 lbs of grain
- 30 sq ft of Forest

**CIRCULAR PLASTIC ECONOMY**

Green Roofs - So Much More Than Just Plants

Benefits of Plant Based

So to summarise.....  
I REALLY WANT TO USE PUBLIC TRANSPORT, but.....  
Currently, it just takes too long and is not user friendly. In fact it could be described as dysfunctional.

# Climate change is a crisis!

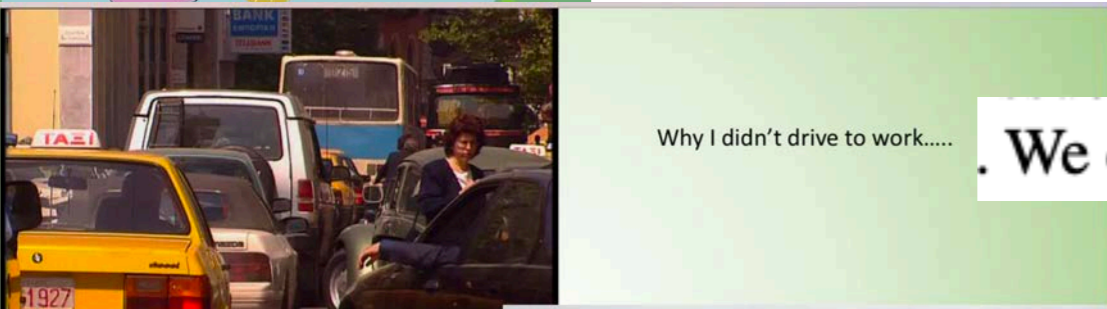
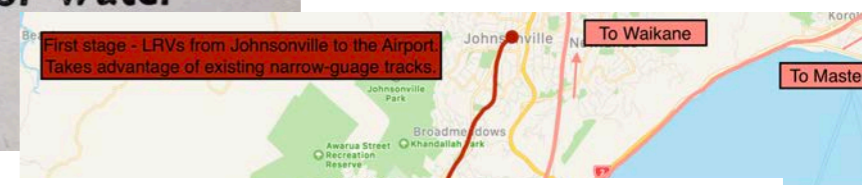
62 percent of NZ rivers are unsafe to swim in due to pollution

72 percent of NZ freshwater fish species are endangered

highest levels of water-borne illnesses in the developed world

highest proportion of threatened freshwater and invertebrate species in the world

*This pollution comes largely from intensive agriculture and poor water use practices*

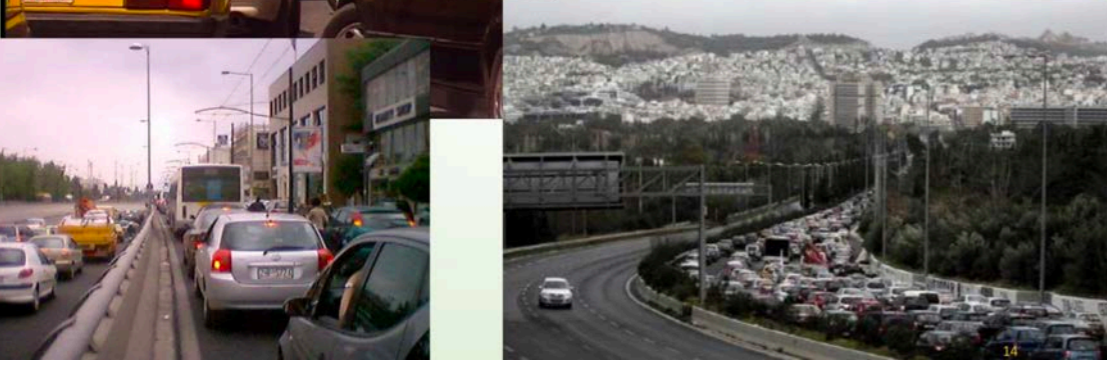


Why I didn't drive to work.....

## We don't have 30 years to reach carbon zero, this is urgent.

I am most passionate about transport issues for our city. Given the WCC has identified that transport is the single biggest area of climate emissions we have to tackle, how can aggressively reducing car dependency NOT be the number one strategy??? I would like to see effort and initiatives prioritising making transport alternatives to cars (including electric!) more accessible, more equitable, more sustainable, and especially safer. The main areas I would suggest this be taken involve:

- Streets safe for cycling
- Congestion charging
- No new motorist-centric spending
- Electric cars will not save us
- Invest in public transport



This will give central suburbs higher frequency services and drastically improve the regional rail network

Signal priority up Kent/Cambridge race and through the Basin Reserve. Alternative route could be Taranaki Street

The Miramar Loop is critical to the design of the full system as it will keep LRVs flowing back to the outer reaches of the network

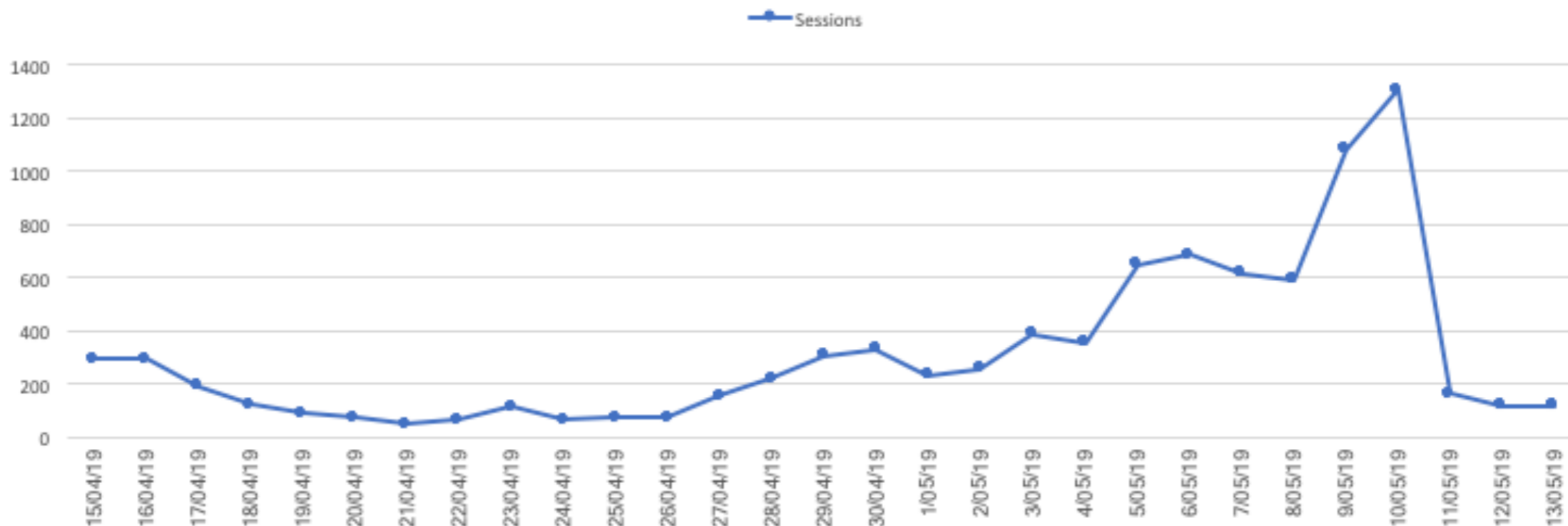
# Web analytics

# Site sessions

## Web analytics

- During the period of engagement, the site had 9,048 sessions, from 6,210 users with an average session duration of just over 1 minute and on average 1 or 2 pages visited per session (excluding filling out the survey itself).
- 50% of the traffic (sessions) was in the final week of the 4-week engagement, with 9/5/19 and 10/5/19 being the biggest days - 12% and 13% of total traffic respectively.

Zero Carbon Capital - Website sessions by day - 15/4 - 13/5

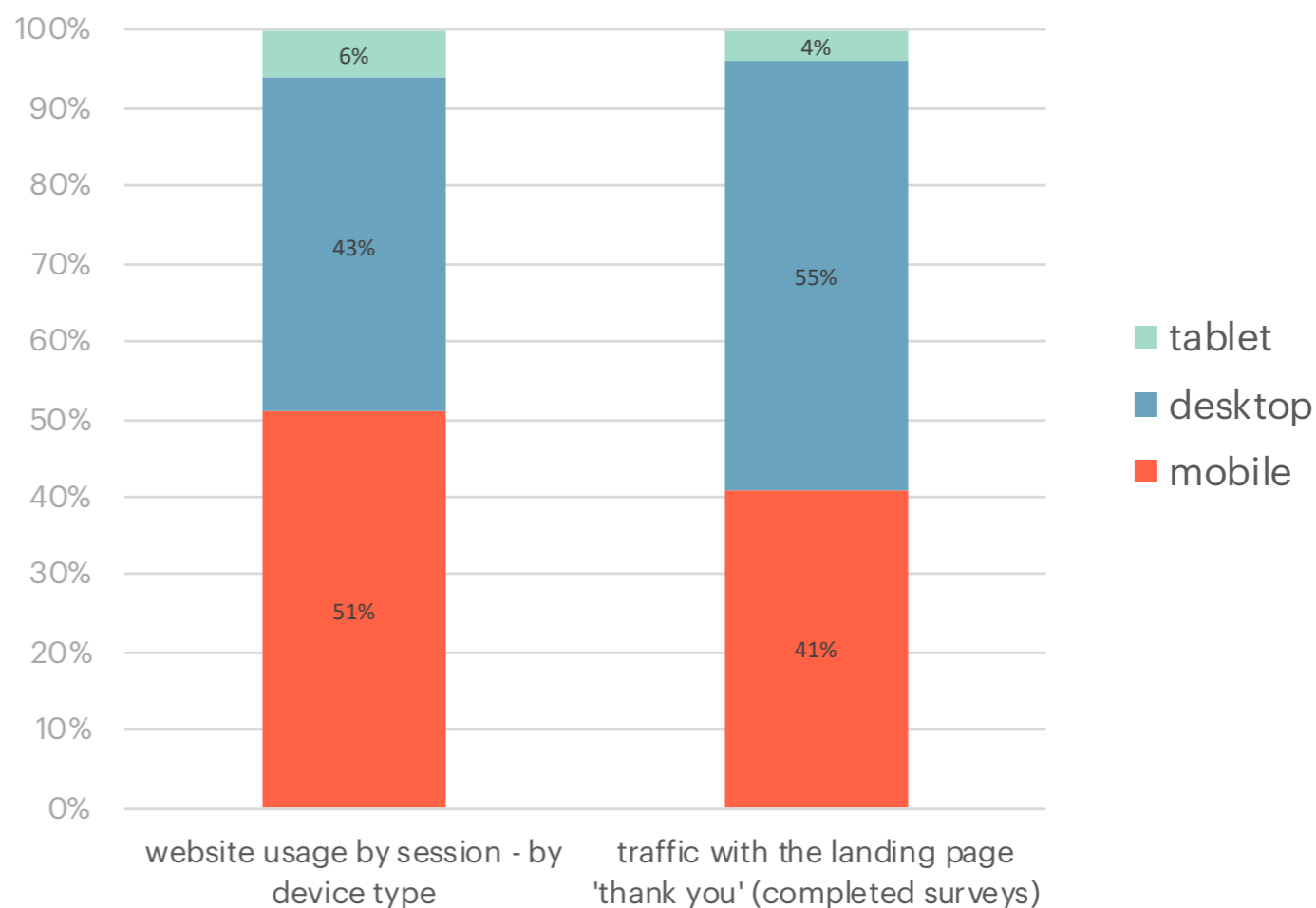




# General traffic

## Web analytics

- General ZCC site traffic during the engagement period was 51% mobile and 43% desktop.
- Site traffic during the consultation with a landing page /thank-you (i.e. they are returning to the site after completing the survey) was 55% desktop and 41% mobile.

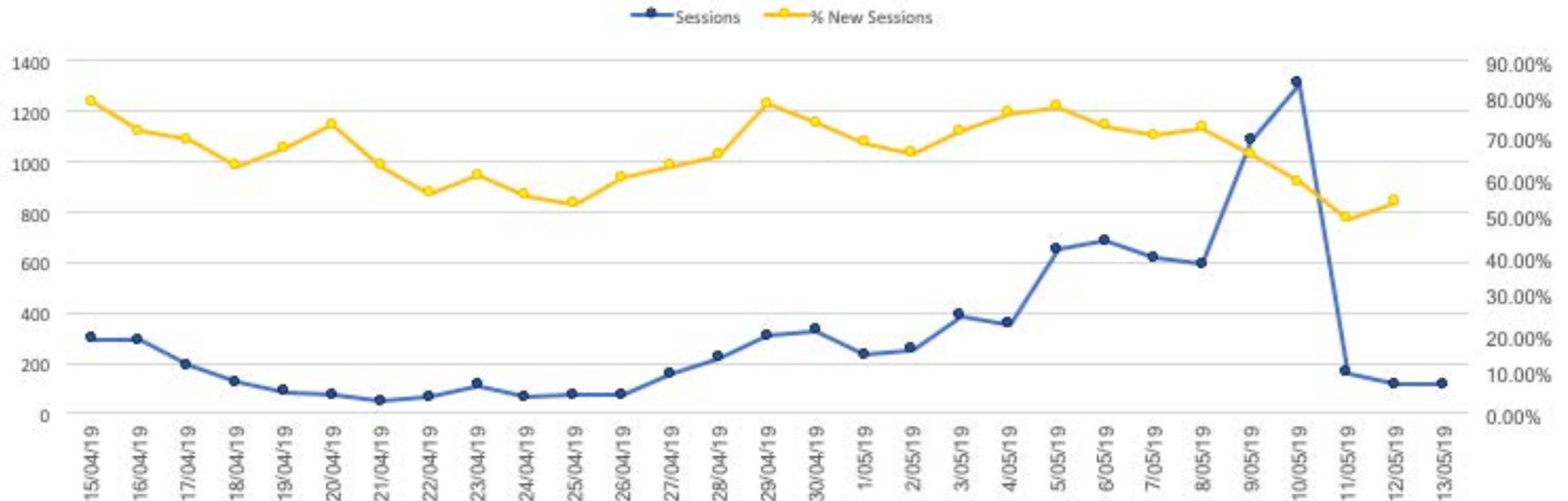


# Proportion of new sessions vs returning sessions

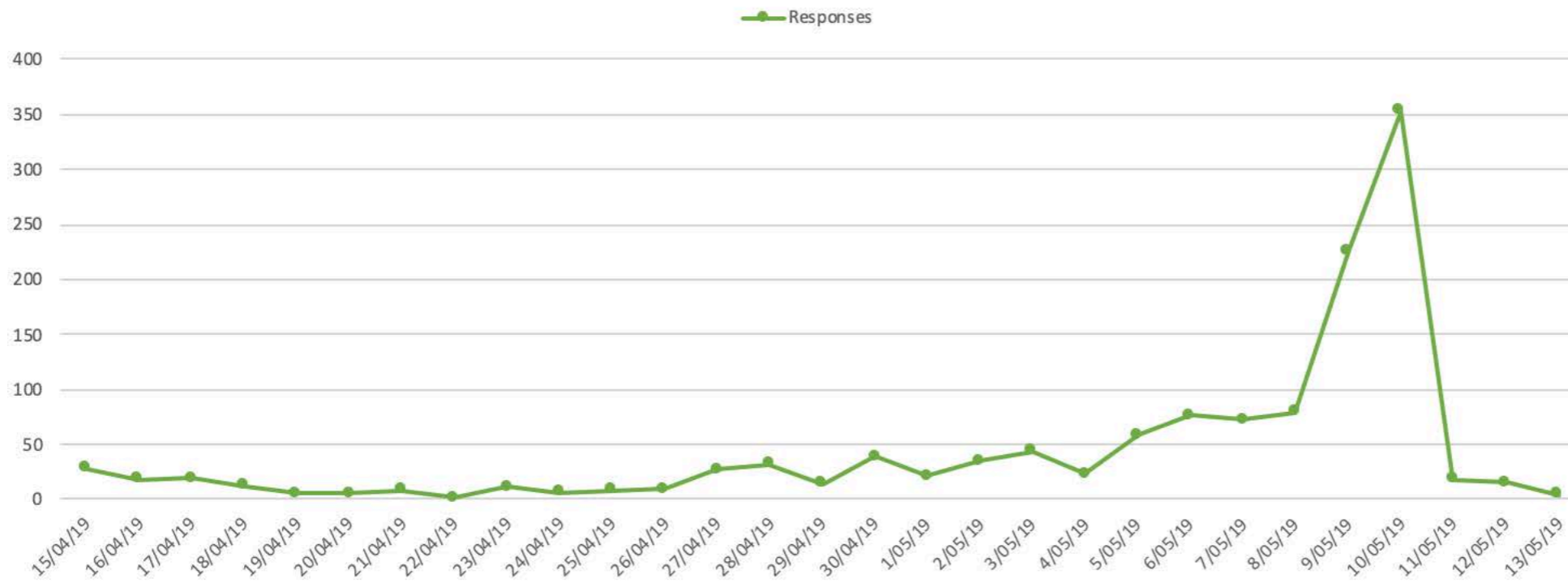
## Web analytics

- 2/3 (68.4%) of those 9,038 sessions were new sessions. (N.B. A user’s session is reported as ‘new’ the first time they visit and then every subsequent session in the period is counted, and used to calculate the % of new sessions overall).
- When we overlay the % new sessions by day over the period with traffic (session) numbers generally, we see that the proportion of new sessions (relative to total sessions) remained very consistent, until the final week. In that final week we see traffic ramp up but % new sessions in decline - i.e. a big increase in return visits.

Zero Carbon Capital - Website sessions (and % new) by day - 15/4 - 13/5

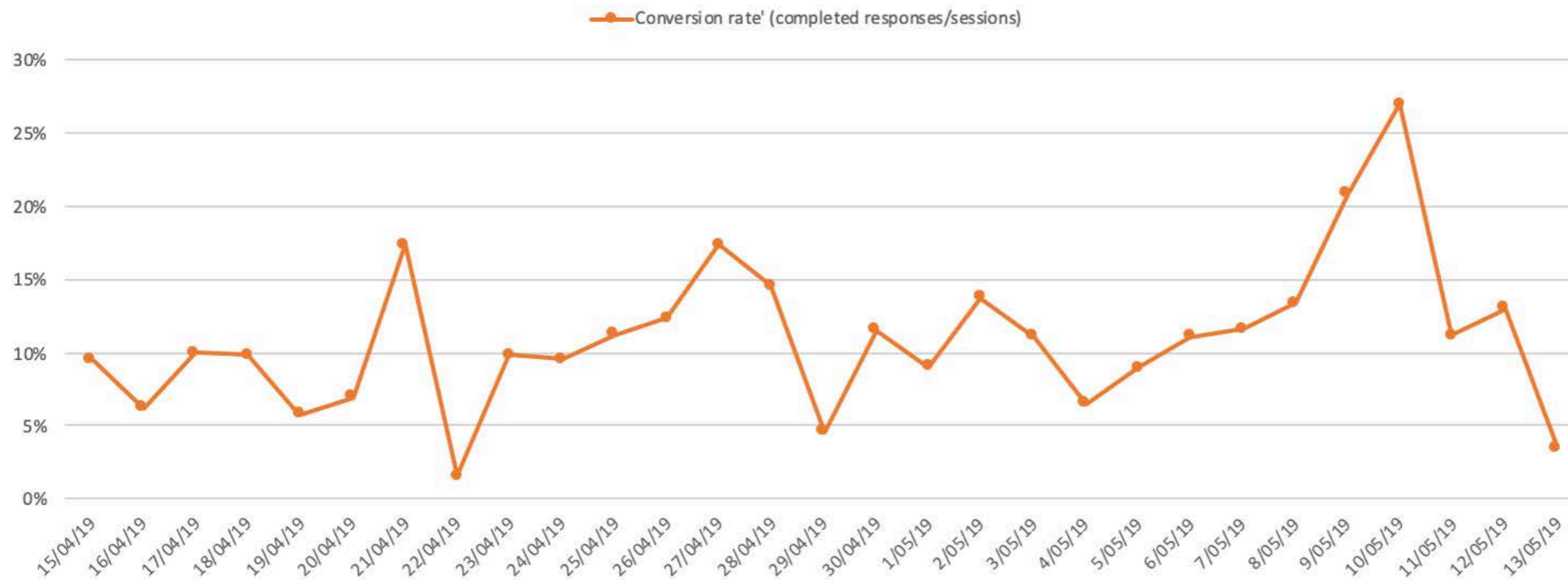


Zero Carbon Capital - Survey Monkey responses by day - 15/4 - 13/5



The conversion rate (completed surveys / website sessions) was volatile but fluctuated around a relatively consistent level, until the last 7 days of the period.

Zero Carbon Capital - 'Conversions' by day - 15/4 - 13/5



# Top 10 traffic sources

## Web analytics

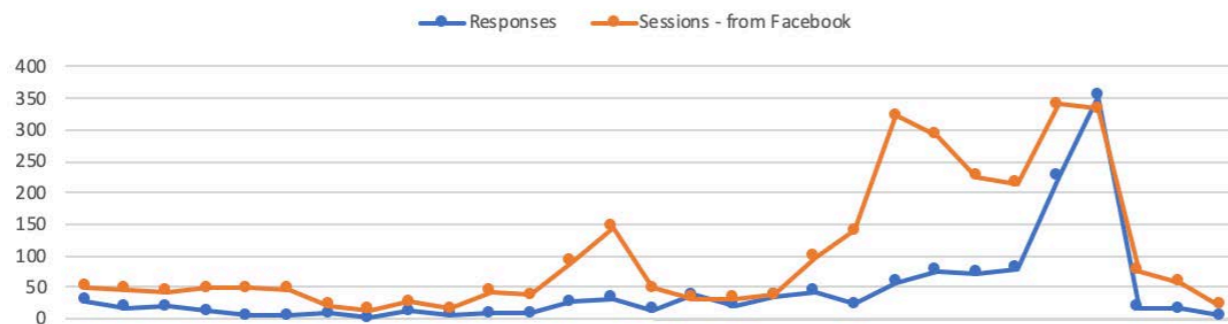
- The top traffic source was Facebook (mobile) (25%), followed by direct traffic (20%), and then the Google display campaign (16%). [N.B. Survey Monkey in the #4 spot below is people coming back to the site after completing the survey.]
- Unfortunately we don't have visibility (without event tracking and a referral exclusion in place) to isolate the acquisition sources just for the cohort of users who actually completed the survey.

Source / Medium ?	Users ? ↓	New Users ?	Sessions ?
	<b>6,210</b> % of Total: 100.00% (6,210)	<b>6,186</b> % of Total: 100.02% (6,185)	<b>9,048</b> % of Total: 100.00% (9,048)
1. <a href="#">m.facebook.com / referral</a>	<b>1,819</b> (24.56%)	1,805 (29.18%)	2,007 (22.18%)
2. <a href="#">(direct) / (none)</a>	<b>1,467</b> (19.81%)	1,463 (23.65%)	1,826 (20.18%)
3. <a href="#">google / display</a>	<b>1,206</b> (16.28%)	1,201 (19.41%)	1,370 (15.14%)
4. <a href="#">surveymonkey.com / referral</a>	<b>1,087</b> (14.68%)	64 (1.03%)	1,248 (13.79%)
5. <a href="#">facebook.com / referral</a>	<b>516</b> (6.97%)	489 (7.90%)	653 (7.22%)
6. <a href="#">wellington.govt.nz / referral</a>	<b>255</b> (3.44%)	209 (3.38%)	523 (5.78%)
7. <a href="#">t.co / referral</a>	<b>161</b> (2.17%)	148 (2.39%)	254 (2.81%)
8. <a href="#">google / adwords</a>	<b>157</b> (2.12%)	135 (2.18%)	200 (2.21%)
9. <a href="#">google / organic</a>	<b>124</b> (1.67%)	99 (1.60%)	174 (1.92%)
10. <a href="#">l.facebook.com / referral</a>	<b>103</b> (1.39%)	96 (1.55%)	129 (1.43%)

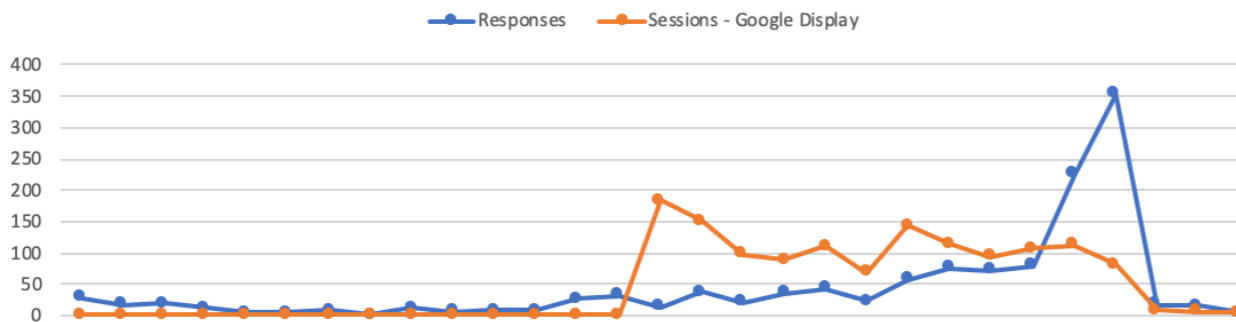
# Top 10 traffic sources

## Web analytics

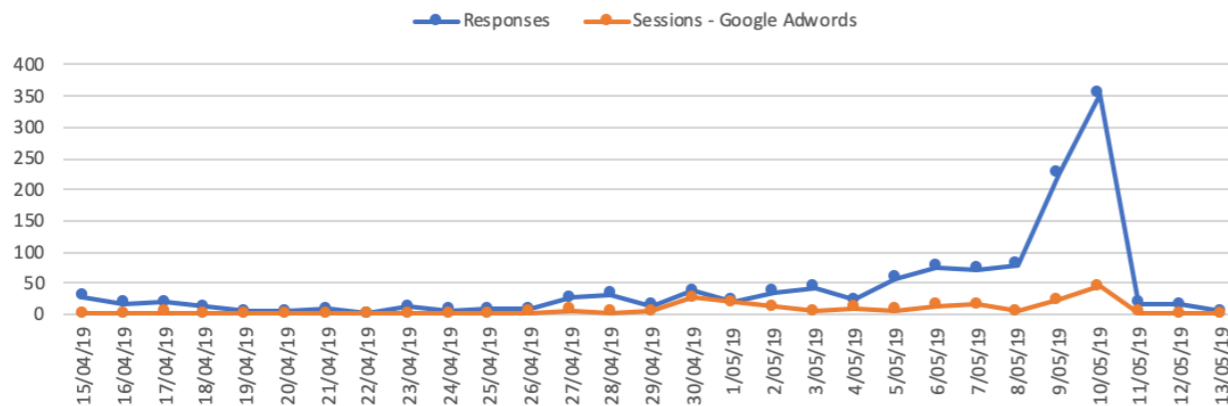
ZCC - Responses vs Website sessions from FB



ZCC - Responses vs Website sessions from Google Display



ZCC - Responses vs Website sessions from Google Adwords



- Combining all the different types of Facebook referrals - 1/3 of the traffic to the site came from this source.
- 15% of the traffic came from the Google Display campaign.
- 2.5% of the traffic came from the Google Adwords campaign.

# Top landing pages











## Web analytics

- The top landing page was the ZCC homepage - with around 75% of the traffic to the site entering there.
- The bounce rate on the homepage appears to be very high (80%), however this is because a big proportion of this traffic where the user went straight on to complete the survey would appear as a single page session (because Survey Monkey is being viewed as an external site).
- The #2 landing page was the /thank-you page - however this is users returning to the site after completing the survey, and should have been a referral exclusion so it that it wouldn't appear as an external referring source.
- the #3 landing page was /what-people are saying/ - around 3%.
- Beyond that there was a long tail of other landing pages, each receiving a very small proportion of entrance traffic.

# Top pages

## Web analytics

- Here are the top 10 pages viewed on the site during the engagement period. They account for 84% of all pageviews in that time.
- Outside of the homepage and the survey itself, the most popular content seems to have been that which explains the ‘why’, followed by the ‘how’ and lastly the ‘what’ (i.e. what it actually means to be ‘zero carbon’).

Page ?	Pageviews ? ↓	Unique Pageviews ?	Avg. Time on Page ?	Entrances ?
	<b>12,871</b> % of Total: 100.00% (12,871)	<b>11,238</b> % of Total: 100.00% (11,238)	<b>00:02:46</b> Avg for View: 00:02:46 (0.00%)	<b>9,048</b> % of Total: 100.00% (9,048)
1. / 	<b>7,181</b> (55.79%)	6,156 (54.78%)	00:02:55	6,023 (66.57%)
2. /thank-you 	<b>1,118</b> (8.69%)	1,083 (9.64%)	00:01:02	1,014 (11.21%)
3. /what-people-are-saying/ 	<b>1,060</b> (8.24%)	790 (7.03%)	00:04:21	248 (2.74%)
4. /home/we-need-to-plan/ 	<b>335</b> (2.60%)	275 (2.45%)	00:01:37	57 (0.63%)
5. /home/what-is-zero-carbon/ 	<b>302</b> (2.35%)	285 (2.54%)	00:02:01	15 (0.17%)
6. /home/why-now/ 	<b>215</b> (1.67%)	197 (1.75%)	00:02:06	19 (0.21%)
7. /home/why/ 	<b>209</b> (1.62%)	195 (1.74%)	00:01:07	18 (0.20%)
8. /home/why-wellington/ 	<b>192</b> (1.49%)	175 (1.56%)	00:01:35	39 (0.43%)
9. /about-the-plan/ 	<b>128</b> (0.99%)	121 (1.08%)	00:02:40	23 (0.25%)
10. /home/we-need-to-plan/transport/ 	<b>116</b> (0.90%)	109 (0.97%)	00:02:59	8 (0.09%)

# Theme explanations



# Theme name explanations

A balanced approach	Take a balanced approach to becoming zero carbon, don't go too quickly
Accessibility and equality	Consider accessibility and equality in zero carbon initiatives – particularly consider the impacts on low socioeconomic groups, those in poverty, and ethnic and gender minorities
Address airport emissions	We must address and take responsibility for carbon emissions from the airport and air travel in the plan.
Be more specific	Be more specific about actions in your plan
Car free CBD	Remove cars from the Wellington CBD.
Car share	Think about facilitating car share schemes.
Circular economy	Think about how you could facilitate a circular economy
City for people – pedestrian centric	Design the city as a space that prioritises and suits pedestrians and not cars, and as a place to spend time at, not just move through.
Clean renewable energy	Use only clean renewable sources of energy to power our city.
Climate science denier	I don't believe climate change is caused by humans.
Community and collaboration	We need to foster and facilitate a collaborative, community focused culture to work together to become zero carbon, and to have a more welcoming and inclusive society.
Congestion/emission tax	Implement taxes and financial penalties on congestion and carbon emissions on a scale proportional to the damage done.
Denser living	We need to intensify our style of living so that more people can live in a way that uses space efficiently, and live closer to the central city.
Deprioritise private cars	We need to reduce street space priority for private cars and impose taxes, financial penalties, and restrictions (to contribute towards improving our public and active transport)
Don't do everything	Choose one or two things to do, don't do everything in the plan
Education, awareness, individual responsibility	Educating individuals about their impact on the environment and how they can help is key.

# Theme name explanations

Endless growth mentality	We need to stop prioritising growth and profit over the wellbeing of the community and the environment.
Energy efficient buildings	Make sure all new buildings are to the highest energy efficiency standards, and retrofit old ones to meet these standards.
ETS	Use the emissions trading scheme to offset our emissions.
Focus on your core services	Focus on the core services you offer now rather than focusing on becoming zero carbon.
Incentives for carbon reduction	Implement financial incentives and offerings for individuals and businesses who are contributing to reducing carbon emissions.
Intensive carbon sinking	Invest in intensive carbon sinks (planting trees that suck lots of carbon dioxide) and carbon sequestering technology.
Let's lead the way	Let's take a stand and lead the way in all parts of our lives for other individuals, communities, cities, and countries.
Local consumption	Facilitate more local consumption to reduce the emissions of transporting food and goods.
Low emission low waste food systems	Facilitate low emission and low waste food systems and habits (vegetarianism, composting, no single use food plastic) in the community and at a corporate level.
Make all council plans consistent	Look at all council plans and proposed actions through the lens of becoming zero carbon and edit accordingly—all plans and actions must be consistent and cohesive to this goal if we will succeed.
More corporate accountability	More financial penalties and accountability for corporations and manufacturers around the waste they produce and the emissions they create, on a scale that is proportional to the damage that they do.
Nature and green space	Green space is very important in the city to help improve people's relationship with nature, to foster biodiversity, and as habitats for wildlife.
No fossil fuels	Ban the use of fossil fuels.
Other	Comments that didn't fit into a theme. e.g. feedback on the survey itself
Park n ride	Facilitate park 'n' ride schemes to help people not have to use their cars in the city centre.
Prioritise excellent public and active transport	We need to increase street space priority for public and active transport and introduce financial and other incentives (and reduce street space priority and impose taxes, penalties, and restrictions on the private car to contribute to better public and active transport.)

# Theme name explanations

Private Evs	Allow for private electric vehicles with charging stations, priority parking, and financial incentives.
Quality of life	When becoming zero carbon, consider how it can contribute to the community’s quality of life in the city for the future and making Wellington a great place to live.
Rapid, dramatic change - it's urgent	Climate change is urgent and we don’t have much time. We need to take dramatic, transformative, and urgent action in all levels, all sectors, and all areas of our life starting NOW if we are to stand a chance of success.
Reduce pollution and waste	Penalise the production of waste and emissions, and facilitate low emission and low waste systems and habits both in the community and at a corporate level.
Resilience	Consider how we can be resilient to the effects of climate change that we cannot stop.
Tangata whenua	Collaborate with iwi and tangata whenua when developing the zero carbon capital plan.
Technological innovation	Use technology and innovation to help us solve problems and become zero carbon.
Transparency, accountability	Transparency of information and accountability to targets and regulations on community, council, and corporate levels will be very important to successfully become zero carbon.
Wellington's actions won't do anything	Wellington’s actions won’t do anything, it’s only the larger countries that will have any effect on climate change.
Work commuters	Think about how we can avoid having so many people commuting/traveling to work and how working remotely could be better utilised to help reduce emissions.
Working with other governance bodies	Wellington City Council needs to work with the other governance bodies in our region, in NZ, and all over the world to get ideas for how we can be successful, and so we can take a coordinated, cohesive approach.
Zero emissions transport fleet	All public and private vehicles in our transportation fleet should be zero emissions and use clean energy.

# Comments

<b>What does your zero carbon vision for Wellington look like? Your comment will appear with your name on the website</b>	<b>Is there anything else you would like council to consider when further developing this blueprint for Te Atakura - First to Zero?</b>	<b>Name</b>	<b>Which suburb do you live in? If you live outside Wellington City, please select 'other'</b>
<p>An all electric bus fleet, an incentive for people to switch to electric vehicles &amp; to support people using car-less modes of transport (biking, walking, electric scooters etc.)</p>		Lewis	Brooklyn
<p>Walking, biking and shared transport services that are powered by zero carbon sources. Homes that retain heat and are generally low carbon to run. Appropriate green spaces and forestry to absorb remaining gross emissions.</p>	<p>Make wellington airport a hub for piloting new low emissions air travel technology.</p>	alex baker	Roseneath
<p>We need better (electric) public transport, more allowance for bikes + electric mopeds and scooters, more intensive housing, and better options for people to work close to where they live so there are less long commutes needed (e.g. people commuting from the Hutt to central city), and less reason to own a car in general (even if all the cars are electric). Inefficient car travel eats up so much of our time!</p>	<p>Gradual, tip-toe change over a long period of time would have worked if we had started... about 30 years ago. Now, s**t is getting real. We need to stop messing around and take a much more radical, much more aggressive approach to changing the way we live, here and all over the world.</p>	Celia	Brooklyn
<p>A zero carbon future means all of us making significant changes to the way we live, work, and travel in the capital now - we can't afford to pass the buck on to the next generation to deal with because we're too lazy to accept that our lifestyle isn't sustainable. It's time for decisive action, especially on transport - invest in active transport infrastructure and prioritise the development of affordable, convenient, and accessible public transport. At the same time, we need bold action to reduce our fixation on private cars - stop giving away public land to store private property, implement congestion charges, and make parking costs reflect the true long term cost of our prioritisation of cars at the expense of people and the environment. It should be easier, more convenient, faster, and cheaper to walk, bike, scoot, or take (accessible!) public transport than it is to drive.</p>	<p>I'd love to see councillors commit to building safe, high-quality infrastructure for active transport, and dis-incentivising driving and parking private cars (especially on public land!), even if it loses them votes in the short term. We don't have time to spend years debating and re-litigating small cycling projects or a few car parks here and there.</p>	Jess	Te Aro

Warm homes and carbon free regular public transport at all times of the day.		James Sullivan	Mount Victoria
More focus on food and consumption.	All council infrastructure over \$10M put through a carbon lense.	David Manly	Northland
People reconnecting with Papatūānuku, Ranginui, Tāne Mahuta and the other Atua, and recognising our role as Kaitiaki is crucial at this point in time		Jenny Ritchie	Karori
	The elephant in the room is the emissions that are being generated by the airport and port itself. There doesn't appear to be a whole lot of action on what could happen with that, even if it were simply offsetting. I think that needs to be addressed, particularly given the WCC owns a large proportion of the airport company.	Ian Apperley	Strathmore Park
A culture of public over private transit, of green spaces and green buildings, of a shift from leaky buildings to well-designed, long-term sustainable infrastructure, particularly med-density urban housing integrated with public green space and other amenities		erika	Hataitai
A city that embraces the Emissions Trading Scheme as an way to make the most change for the least cost	A greater reliance on the ETS to identify cost effective ways to reduce emissions. Scratch the arbitrary net zero emissions target unless you're really, really sure its necessary for marketing and ease of public understanding.	Carl Bennett	Hataitai
A transition away from single occupancy petrol vehicles allows for a sustainable and healthy future.		Nadine	Aro Valley
Wellington is beautiful, it is green and so easy to get around. We need to encourage higher uptake of active transport and offer green options. We need to focus on removing the need for polluting actions by offering great alternatives and phasing out these activities. As a city that is so prone to the effects of climate change we need to act now to prepare for the future and improve our outcomes. Keeping wellington the most liveable city and creating an example of how to do carbon zero. Wellington can lead the charge to save our planet. Let's do it.		Andie	Other

<p>I object to WCC implying sea level rise will occur if Wellington doesn't act - this is A Falsehood</p>	<p>WCC should advocate &amp; motivate those countries emitting the most CO2. Wellington &amp; NZ's contribution is minuscule - go for the big gains. It makes no difference to global warming whether Wellington acts or not. Stick to the facts.</p>	<p>Malcolm Hunt</p>	<p>Seatoun</p>
<p>Even if it wanted to Wellington City cannot replace the transport task of all the vehicles in Wellington, only its citizens can do this. Buses and trains can't be everywhere and with Wellington's wind, summer time transport options like scooters and bicycles don't work all year around. Wellington city can assist investment infrastructure for electric vehicles, improve ev parking options and grow trees. But stop pretending to have powers you don't possess. It's grandstanding bullshit.</p>	<p>The economic cost of carbon is not infinite.</p>	<p>Peter King</p>	<p>Other</p>

	<p>Rather than capitulating that "the car will still have a role", make concrete, bold, transformative reallocations of road corridor space for lower carbon emitting modes, particularly active modes and high capacity public transport, Also, removing the public subsidy for cars in the shape of free or subsidised on-street-parking where that space would be better allocated to enabling lower carbon transport choices, notably safe, protected, high quality cycling infrastructure and transit lanes. The current timelines to achieve projects of this nature are not acceptable at present, notably with Newtown Connections and Thorndon Quay.</p>	Peter Ramage	Other
<p>Emission reductions while maintaining quality of life for a growing population cannot be achieved without actively prioritizing denser living. Continuing to sprawl out condemns residents to traffic jams, isolation, pollution and expense.</p>	<p>I'd like to see the region's city councils working together to identify areas for development that could be serviced entirely by public transport. Ultimately we could reduce net emissions beyond our borders by luring people out of car-addicted Auckland into affordable, scale-able dense residences here.</p>	Alexander Garside	Northland
<p>I want to see a compact city, building upwards, with amazing public transport so that most people do not need cars. We should be thinking of optimum population and not blindly trying to increase our population.</p>		Fred Albert	Roseneath



<p>There must be a massive move to capture solar power. All vehicles should be carbon neutral. Wood is preferred as the first choice for constructing new buildings.</p>	<p>Even if Wellington does achieve its zero-carbon goal, it is unlikely that the world will stop sea level rise. Plans must be considered now for protecting the Harbour - for example by building a dam across the entrance which incorporates large ship locks and pumps to drain to the sea.</p>	<p>Robert BEVAN SMITH</p>	<p>Vogeltown</p>
<p>The blueprint totally ignores the influence of the airport, which is presently over providing for cars and actively discouraging public transport use. The recent investment in more parking, the hiding of the bus stop out of sight, and the downgrading of the airporter bus service all run counter to the 'zero carbon vision. The Council is silent on anything that might discourage growth of air travel - a major polluter and generator of greenhouse gasses. As a part owner of the airport, by excluding the airport from the scope of the zero carbon vision, the Council is not walking the talk.</p>		<p>Denis Mander</p>	<p>Wadestown</p>

<p>I don't have a zero carbon vision because I'm not sure it's achievable - or achievable at a justifiable cost and very unlikely to be the result of all cities in the world becoming zero carbon. While it would be nice and all that and we could pat ourselves on the back, it seems likely that a zero carbon world will evolve in ways we have not yet thought of. First let's make progress at the front end attacking the problem where we can make the most gains at the least cost. Factor it into our every day decision making - but a target of a zero carbon city, without any real plan, is just a politician's slogan.</p>	<p>I see a lot of wishful thinking and bandwaggoning. Is zero carbon Wellington possible? Maybe. At what cost? For what benefit to the city/ratepayers? Consulting people on a list of pipedreams and pet projects without attaching a cost is pointless or worse. Having consulted on these fine goals politicians are always reluctant to tell people they can't have them, so they get locked in regardless of their rationality. Before locking in a zero carbon vision how about we do some rough calculations on the cost/benefits of some promising initiatives rather than a grab bag of bright ideas. Zero carbon could be the biggest trojan horse ever for activists' pet projects - I see cycle lanes for Africa in our future.</p>	<p>Ben O'Brien</p>	<p>Hataitai</p>
<p>People living in healthy energy efficient houses, maybe growing some of their own food, being close to amenities and work, with good walking, cycling and public transport options to get around.</p>		<p>Benjamin Ormsby</p>	<p>Wellington Central</p>
	<p>In Transport (inverted pyramid diagram), I think you need to reverse the order of Public Transport and cycling/micro-mobility. It's lovely to think that more people would use their own steam, but I'd say the larger proportion will use public transport.</p>	<p>Miles Dunkin</p>	<p>Miramar</p>

<p>Rate and taxpayers can't continue bearing the financial and social cost of climate change so business in Wellington (particularly the high emission sectors) step up and use some profit to co-fund infrastructure and community they also need to protect. This move really pushes the agenda forward fast to make Wellington zero carbon</p>	<p>Data commons. Open source access for any technology developed in measuring emissions/reductions. Regular targeted communication to inspire action</p>	<p>Fliss Roberts</p>	<p>Other</p>
<p>We must be zero emissions by 2030. We must be nett negative emissions by 2040. We must end BAU based on perpetual growth.</p>	<p>Stop ignoring aviation. Stop ignoring Lester's hands in the pockets of Infratil. He profits from increasing aviation emissions! Electrify the cook strait ferries. Ban cruise ships.</p>	<p>Thom Taptiklis</p>	<p>Te Aro</p>

<p>Look at alternate measures to planting trees which can be effective to offset carbon emissions and greenhouse gasses. Technology exists to mechanically extract carbon and other greenhouse emissions from the air. Given the capital costs are quite high at this stage it may not currently be viable to implement this technology. With many countries such as Sweden, China, Germany and the USA researching this technology, capital cost are expected to reduce substantially over the next 10 years which may the future viability more certain and economical. With structures disguised as artworks and sculptures the technology will be consistent with Wellington's artsy landscape. Council should monitor this technology and partner with Central government with a view to implement this technology at a later date. The technology is highly effective and will assist in achieving the carbon neutral objective by pulling carbon emissions and greenhouse gasses from the atmosphere. The lack of available land to plant trees should not be an impediment in achieving the carbon neutral objective. Adopting what nations such as China, Japan, Brazil and Mexico have already done, Council should partner with the private sector so buildings have terraced gardens on the outer structure or on top of the building. Alternatively Council can do this on existing apartment buildings and Council buildings or new builds going forward. Despite the limited land to plant trees, this convergence of architecture practicality will offset carbon emissions and greenhouse gasses. Innovative architecture will favourably impact and beautify the Wellington landscape while also assisting Council to deliver on the carbon neutral objective. Wellington is surrounded by coastal areas and a large body of water which can be leveraged to diversify response activities to offset climate change. Climate change Sea farms and seaweed can be leveraged to help offset carbon emissions and greenhouse gasses, in lieu of trees. This is already in practice overseas and is effective. Climate</p>	<p>Partner w/ other Councils Partner w/ Central Government See what is being done overseas and what is effective yet economical to implement.</p>	<p>Clyde Monteiro</p>	<p>Johnsonville</p>
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<p>Public transport as the default mode of transportation, and reducing waste dramatically.</p>	<p>How can you locally incentivise businesses to be waste free? Local supermarkets and businesses sell unnecessary amounts of plastic with products. I'd like to see some action the dramatically reduce the waste that we need to put into the landfill.</p>	<p>Kasey</p>	<p>Vogeltown</p>
<p>Light rail, massively reduced private vehicle use, massively reduced car parks, cycle lanes everywhere not just in suburbs, electric buses, assistance for businesses to go energy efficient, all WCC vehicles electric.</p>	<p>No it looks solid BUT NEEDS POLITICAL WILL TO DELIVER IT! AND MONEY</p>	<p>Steve Dixon</p>	<p>Hataitai</p>
<p>Reaching zero as soon as we can between 2030 and 2050.</p>	<p>Have courage to act!</p>	<p>Sigurd Magnusson</p>	<p>Other</p>
<p>Get the the parked cars out of the main thoroughfares. Dedicate those to buses and bikes. Private parking in those choice locations must not be subsidised. Along my busy route to work there is around 2000 parking spaces. Conservatively counting, that's \$10 million per year of subsidy to stationary metal and wasted empty space, and that's just on one route. How is that a good incentive for anything? There is grassroots support, there is space, but is there political courage?</p>	<p>This is an awesome initiative, thank you. Please consider air quality impact before introducing incentives for carbon-zero space heating, as they will induce more wood burning. In the current unenlightened regulatory regime, dirty burners are permitted to emit large amount of pollutants into the air. Please tighten general emission requirements for burners just as Christchurch did, before pushing for carbon-neutrality. Or at least incentivise solar and renewable electricity more than dirty wood.</p>	<p>Mateusz Uzdowski</p>	<p>Karori</p>

<p>CO2 is not the bad guy the scare mongers make it out to be. At present CO2 forms about 420 parts per million of our atmosphere. It has been as high as 2,000 ppm, in the distant past. The worlds weather has been a lot hotter and colder (Ice Ages) than it is now, with out the help of man. The accurate rize in sea level over the last 100 years is about 25mm. by all mean s we should plant more trees to replace at least some of those we cut down, and will continue to cut down. Wind and solar will never replace fossil fuels to creat energy. Our Makara wind farm is one of the few successful ones in the world. While electric cars will be great, how do we produce all that extra power? No mater what we do in NZ our emitions represent less than 2% of the worlds. Our afforts will have little afect on ihe worlds weather. A far greater goal would be to reduce our polution of our envitoment, with not being paranoid abouty CO2 but a lot of poisions we put into our en viroment especially our rediculous user of throw away plastics. This is something that will benifit us. Acording to records the worlds temlerature has not risen in the last 20 years..</p>	<p>Why are you puting a Maori heading before the English?</p>	<p>Roger Youmans</p>	<p>Rongotai</p>
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<p>It looks like radical decisive change. The proposed plan is going to have as much impact as my jokes have at parties. There's a statement of the removal of petrol car imports around 2030. What bullshit is this? Are we planning for a future where we actually have petrol cars in 2030? Planting trees doesn't look to be very popular and I guess we don't want to think about ways to actively offset carbon emissions. Are Wellingtonians not able to have a recycling system that works? This proposal is too low-level and too varied with too little gain. Lots of these actions will fail and even if the majority pass where is the vision to make Wellington a leader of zero emission cities? Too much fluff, who cares about a lab? I gave up reading about halfway through, off the top of my head my vision is. Subsidies for e-bikes. Subsidies for EVs. Removal of the abilities for parking in town. Basically make it impossible to own a car in the city. Seriously just stop people from driving to work in the CBD. As in a congestion charge for small petrol cars. Road closures on weekends. Introduction of a 7 material recycling system. We need to offset the carbon first, anyone can tell you that a reduction mentality will cause failure. We need growth in the off-setting and we can find the funds in transportation.</p>	<p>First to Zero. Think big and decisively. For example, it's not a right to own a car and drive to work everyday. It's also not right to make a change on an individual level and make people feel guilty about it. As a decision maker, the councils approach has to be one of the biggest gain for the smallest investment. You don't need our permission to implement these radical changes, they just have to fix the problem. And this is a big problem, this council has the ability to actually make a huge impact and can actually change the way that we as a Western society approach the biggest issue we face as a race. Making history while they're at it. Please don't fuck it up.</p>	<p>Josh</p>	<p>Karori</p>
<p>Deep energy retrofit of all existing property to passive house standards, all new property to be built to passive house standard. All property to be positive energy suppliers to power entire fleet of electric vehicles. All materials used in building to be as close to net zero carbon as possible. Use timber and not steel or concrete/cement.</p>		<p>Dan Brazier</p>	<p>Other</p>
<p>Massively increased number of cycle ways - yes get rid of car parks and charge for all on road car parking in the city. Roads are not free so why should storing your car on one be. Also hugely increase the density of housing and a mandate 'green building' standards, force landowners in prime areas (think car dealers on Cambridge/Kent Terrace) to sell to build more housing close to the city. Also remove any 'historic building' restrictions. Our 100 or so year old villas are beautiful, but they have to make way for improved housing that fits the needs of the community today and in the future. Also open up truly equitable housing options for first home buyers and people on lower wage - tiny houses for example. And rent control, if they can do it in New York, you can do it here.</p>		<p>Jess MacDonald</p>	<p>Hataitai</p>

	Better quality housing to reduce emissions (subsidised double glazing?) More renewable energy (would subsidised solar panels be a good investment in our climate?) More electric vehicles	Matt	Melrose
Properly insulated houses, including walls and double glazing. I would like to see connected transport services. For me, this would mean secure overnight bike parking at rail stations and pedestrianised roads and bike lanes in the city. Limit cars and trucks into the city and encourage the use of park and ride schemes with decent car parks and buses outside the main CBD.		Catherine Wade	Khandallah
Zero carbon is not about restricting life, but about better management of it. Bringing people closer together (density), providing more green spaces and trees, and more efficient public transport, just to start with. Who is voting against this stuff?!	Commit the funding to actually make this happen, or start committing the money to deal with the consequences. It is a choice to change now for the positive, or change later when it is too late. Either way the cost is huge, just I know one way leads to a better Wellington.	Dave	Newtown
Only electric public transport, reducing import from overseas, having recycling option in the country, ban single use plastic production and sell, green energy production	Everybody can do its part	Monique	Seatoun
A thriving, livable, and resilient city who's net impact is reduction in atmospheric CO2.	Further consideration of the CO2 emissions of the entire supply chain for the city, and to ensure that goods are sourced and delivered in a low carbon manner. To have fully embraced a circular economy.	Tom Burkitt	Other
Investing in sustainable transport options. A focus on transport as our biggest emission! It means getting people out of their car and supporting them to CHOOSE how they get around with options that support those choices.		Catarina Gutierrez	Te Aro



Less cars - more public transport - vote out Chris Laidlaw	Yes, build seawalls with cycle ways on top as I have advocated to Council for over 5 years.	Bernard O'Shaughnessy	Miramar
Using technology to change the way we live. Live smart rather than keep trying to build new infrastructure to move people around.	Animal agriculture is a major contributor to climate change and it's an industry that supports cruelty, species extinction, human health issues, and a number of other problems. Though Wellington is not a city of heavy agriculture, Wellingtonians are largely consumers of animal products. Hence we are still part of the problem.	Pat P	Other
Maximising active and sustainable modes of transport i.e. walking, cycling, PT and electric vehicles and consequently, making the city a place that is designed to support these modes. We know without a shred of doubt that when you design a city around cars and roads, we get worse outcomes for people and the natural environment. We MUST get this right. With Let's Get Wellington Moving we have a once in a generation chance to revolutionise transport in the city and make it zero carbon. We also need to build smarter buildings and infrastructure that uses energy more efficiently and has lower impact on/works more in harmony with our fundamental, life-giving natural systems i.e. fresh water, Te Whanganui a Tara.		Fiona	Newtown
fewer cars, more pedestrian zone streets, more plant corridors greener buildings		Alex	Other
	I think 2050 is'nt soon enough. Why not go be really forward thinking and go with 2030?	James	Southgate

<p>A combination of actions including electrification of vehicle fleet, requiring new and retrofit on buildings rated to high energy efficiency that work in high wind zones, encouraging active transport modes, banning fossil powered private vehicles in the city centre, planting out low value scrub land with appropriate tree species, protecting town belt, establishing environment education centres, linking local city actions to national actions: further development of the excellent wind energy resource, development of Cook Strait tidal energy.</p>	<p>Wellington can take action and should but without global action by key emitters, these actions will not arrest greenhouse gas driven climate change</p>	<p>CycleMichael, Kingston</p>	<p>Kingston</p>
	<p>Building sustainable public transport is critical. Before the Bustastrophe I think we were closer to a sustainable, well used public transport network than we are now. This must be the first priority or this mission will fail. Cycling is not for everyone, particularly for people with disabilities. Walking is fine if you live close in, but more difficult where there is a greater distance and you are time poor rushing to get kids to school, then work.</p>	<p>Helen</p>	<p>Karori</p>
	<p>Promotion of microgrids and distributed generation; green waste/compost pick ups separate from waste; Streamlined process and possibly subsidies for building/ resource consents for projects related to energy efficiency</p>	<p>Luke Cartmell-Gollan</p>	<p>Southgate</p>
	<p>Improve public transport and reliability then more people would use it!</p>	<p>Lisa Haselton</p>	<p>Other</p>

Free public transport on EV vehicles, a car free CBD, energy efficient houses, safe cycleways.	Daylight Wellington's natural streams - if you improve the natural environment in the city, you improve its liveability.	Anne Rowe	Kelburn
Easy and safe to get around on bikes and by foot. Forest areas and parks accessible to all. Affordable, reliable and efficient public transport to minimise the need for a car.	We really need a solid plan to minimise waste including access to industrial compost and better recycling (please replace single use recycling/trash bags with reusable bins). There also needs to be a lot of work put into minimising waste before it exists; incentives for businesses (and supermarkets) to reduce waste, perhaps a higher cost to throw things away (businesses and individuals), encouraging initiatives with the goal of reducing food waste and repurposing items etc.	Kristen	Newtown
Emphasis needs to be on transport reducing emissions with electric cars and buses and keeping petrol cars out of the central city. Projects like convention centre don't fit with the plan as they encourage flying.		Miranda Munro	Melrose
Save Wellington by getting rid of Lester's b/s	Waste of ratepayers money pandering to the fanatics.	Mike	Kilbirnie
Zero carbon by 2025/2030 at the latest is the only chance we have that doesn't lead to utter catastrophe	Take it seriously FFS. This is just fiddling round the edges whilst continuing with business as usual	Extinction Rebellion	Miramar

Firstly every person living here needs to be fully informed about global warming; the current status, why the need to make immediate changes, what is causing the increasing CO2 build up in the atmosphere, who is already suffering now and the likely outcomes. We also need to realise that although there are particular governments, and corporate businesses still in denial and creating high carbon impact, they can only survive with demand - and that's where we come in. If we don't use, they don't get paid (massive amounts of money) and without that, they won't continue because that's what they are doing it for, at the planet's expense. Once we become motivated into changing our perspective then from there, a walk/bus to work - car free days, using less plastic, reducing unnecessary consumerism, avoiding products like palm oil (tricky), reducing plane travel, planting trees and exploring things like permaculture which generates carbon storage and shopping for un plastic wrapped products becomes easier and even enjoyable. Did you know that 80% of heat from global warming is stored in the ocean and there is stored carbon in the glaciers that will be turned into CO2 once the glaciers melt and the carbon is released? Once I learned the truth about what is happening I had to change my ways, there was no other choice.

I would have ticked all three reasons for change but it did not allow that. Once studying and finding out the truth of what is happening I could not do anything but get a bicycle, join an activist group and finding other ways to reduce emissions - there was no other choice. Thank you for your action and if I can help in any other way then please let me know.

Kalyani

Other

I really cannot see how the airport extension can be considered under this plan - it would be antithetical. I am very wary of the idea of multi-story housing blocks having seen these fail in cities like London where they were being pulled down and replaced with 2-story housing with green space.

Marie Heffernan

Strathmore Park

<p>As the capital of New Zealand, we should be the leader and serve as an example. To show New Zealand, climate action must be done. It looks like the leaders of our city acting accordingly with the scientific data in front of them, works together with iwi and recognises that humans should act harmoniously nature rather than exploiting the environment for short term, personal gain.</p>	<p>As a member of today's youth, I believe time is of the essence. The 2018 IPCC Report clearly states that we have until 2030 to reduce our climate emissions to avert an irreversible catastrophe. To me Climate Change is not only an ecological crisis but a social economic and health issue. In relation with this, the action required to become a carbon neutral city shouldn't be a priority but a necessity.</p>	<p>Hannah Huggan</p>	<p>Other</p>
<p>We do not have 30 years. Climate change is here and its only going to get worse unless we take immediate action - BBC Climate Change - The Facts, has just been shown in the UK it needs to be shown here. 30 year plan seems like a case of Councillors kicking the can down the road, because they are worried that changes (as always) will be opposed by some - as happened with Island bay. When we need to take action NOW. Transportation is the biggest emitter and this needs a coordinated approach throughout the region. Less parking in CBD, parking charges in all streets, ie NO free parking, better public transport, a true network of connect cycle lanes - streets that are prioritised for walking, cycling and PT - instead as currently we prioritise traffic flow, eg pedestriains wait ages for lights to change then have 15 - 20 sec to cross. 30km speeds on all non arterial roads etc . Better recycling and reduction in waste - waste free like San Francisco. Reduce our use of energy intensive resources, eg wood buildings instead of concrete.</p>	<p>Please see my document</p>	<p>Jill Ford</p>	<p>Newtown</p>
<p>No cars in central Wellington The congestion is ridiculous. should only allow vehicles for a courier or deliveries. Bring back electric Trams. Increase trains and public services for buses</p>	<p>Yes. What about no tax for electric cars? Not for hybrids. Would that be possible?</p>	<p>kirstene</p>	<p>Other</p>
<p>It looks like a great plan. If we succeed it will be an example for NZ and for the world.</p>	<p>Yes. What about no tax for electric cars? Not for hybrids. Would that be possible?</p>	<p>Claudia Grott Zanicotti</p>	<p>Newlands</p>

<p>A pedestrian and cycle friendly, city centre with a smart integrated PT system , with housing in close proximity to the city , and lots of council support for community gardens and tree planting .</p>		Simon Edmonds	Island Bay
<p>Wellington can be a city to be highly proud of, as a global leader in local government climate mitigation. We start from a point of advantage, these changes will not cost us in terms of wellbeing or quality of life. They will require change that can be a source of anxiety, but I believe over time a growing number of people will come share the same vision. It is exciting, inspirational, and entirely necessary!</p>	<p>Omitting air travel from this plan is a total cop-out. It is one of our fastest (or fastest?!) area of GHG emissions. Encouraging an increase in air travel, through costly projects like the runway extension will make a net-zero vision extremely hard to reach. Include Air travel emissions in the plan! Secondly, I think a 2040 goal would be reachable, but most important is to actually take the steps to reach the goal. ACT ASAP! Kia kaha</p>	Christian Williams	Thorndon
<p>Carbon neutral by 2025. Nothing less will do. Yes we can. Imagine if we had an emergency for our financial system - we'd fix it immediately. We need to have the same attitude and speed of response here.</p>	<p>Bring forward your dates. We don't have time to hang around delaying this.</p>	Ollie Langridge	Island Bay
	<p>Better bike lanes across Lower Hutt and through the city. It would hopefully encourage more cycling by making it safer.</p>	Jo-Ella Sarich	Other
<p>As soon as possible and as thoroughly as possible. Collectively we have been putting off addressing climate change for a long time and it's time to stop arguing about car parking and start making the deep changes that are required. It is great to see the Council come forward with such a wide ranging plan. Wellingtonians tend to be more comfortable with change and should be leading the way on climate change action.</p>		Patrick Wilkes	Ngaio

<p>1. Rail extended into the CBD (instead of finishing 1.5kms before) via underground extension, resulting in substantial increase in demand for train travel. Plans then drawn up to extend further to Newtown, Airport, Miramar. 2. Electrification of rail to Palmerston North via Council funding studies and using to pressure Central Government to fund. 3. Dynamic congestion charging for using cars in key areas. 4. Increased density with more apartments and townhouses both centrally and near public transport hubs / train stations.</p>	<p>1. I believe Dynamic Shuttles are a waste of time and the Council should remove any consideration of this option from its plan - it is not a form of public transport and the evidence is clear that it is not an efficient use of funds. 2. Let's Get Wellington Moving is where the real difference will be. Any expansion of roading capacity into the city will undo much of the planned positive changes and this should be acknowledged and taken into account. Detailed public transport focused options need to be drawn up and put to the public - this has not been done to date which is astonishing. The rail system finished 1.5kms from the CBD - why is no detailed plan prepared with pressure on central government to fund? It does not feel like the Council is seriously considering transformative investment in public transport - which is the one main thing (along with congestion charging) that will make a substantial difference. I hope that this changes. Support more apartments and townhouses, both centrally and near public transport hubs.</p>	<p>David Brock</p>	<p>Khandallah</p>
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<p>It has more detail</p>	<p>Commit to a small number of specific, impactful actions that you can campaign on and deliver in the short term. Don't try and have a dozen challenging conversations at once or worse have a dozen specific actions that are all watered down.</p>	<p>Henry Peach</p>	<p>Mornington</p>
<p>Actually first to zero - before 2050, with priority on transforming the way we get around. Wellington is the best placed city in Aotearoa to move away from our dependence on cars.</p>	<p>Audit all current decisions on the table to make sure it's consistent with this blueprint - don't wait for it to be progressed before living by it.</p>	<p>Holly</p>	<p>Melrose</p>
<p>I envision Wellington becoming a community-driven city teeming with small businesses, green space, and art, living in harmony with nature while taking advantage of technological advancements to reach our goals quicker. Restorative approaches live hand-in-hand with proactive changes to always 'do better' and leave no law or lifestyle unquestioned in our quest to ensure both our people and our planet thrive.</p>	<p>Exploring the tiny house movement and other eco-friendly or communal styles of living - especially for our student, elderly and rental populations who don't mind having less space in exchange for saving money and having a sense of community around them. Organic practices and plant-based / vegan lifestyles should also be encouraged and supported by the council as an easy and direct way to reduce pollution and our carbon footprints - all we have to do is vote with our dollars. Cost will go down as demand increases making organic and vegan foods even more accessible to those on the bottom socio-economically speaking.</p>	<p>Alivia</p>	<p>Newtown</p>



	<p>There needs to be a much higher focus on efficient and effective public transport before any other mode of transport. WCC needs to be far more proactive in ensuring things happen if they want public support.</p> <p>Wellingtonians are now being exposed to higher levels of carcinogenic and noise pollution from our "new" public transport system, without any real concern being shown about this, and the public transport mess has resulted in an increase in private transport out of sheer frustration. I fail to understand the apathy that allowed us to go environmentally backwards in this regard.</p>	W Armitage	
<p>Widespread use of an excellent public transport service with little need for private vehicles within the CBD.</p>	<p>Penalise the use of private vehicles in the CBD with the revenue going to increase the quality of public transport.</p>	Nigel Ramsay	Northland
	<p>Sustainable transport alternatives to motor vehicles on SH1. For example, an electric ferry from Petone to the city, like the Eastbourne ferry.</p>	Finnigan Illsley-Kemp	Wadestown

<p>Carbon zero by 2025!!! All new subdivisions must have 20% ground area planted with native Bush and/or wetland plantings (if appropriate) All new subdivisions must have excellent public transport available All ratepaying homeowners with ground must plant one tree. Funded and mentored (advice, etc) by wcc. If more than one planted per land area % then rates reduction. Or similar. No extension to airport runway. ALL vehicles except buses and delivery vehicles completely banned from cbd</p>	<p>The world is close to point of no return. Act now!</p>	<p>Kate Jensen</p>	<p>Other</p>
<p>Mass electric car ownership, sensible development around shore areas which could easily be flooded (Lyaal Bay??!), BIKE LANES (Thorndon Quay included, properly, all the way along it).</p>	<p>I'm concerned about reducing the minimum parking requirement in suburbs, where our streets are already crowded with parked cars on either side, making cycling dangerous.</p>	<p>Susan</p>	<p>Ngaio</p>
<p>We need to act like this is a crisis, because that's what it is. Our language around this can no longer be passive and we need clearer information in terms of the right thing to do. For example, electric cars—it has been noted that the materials used in EV batteries are harmful to the environment—personally, the conflicting information makes it difficult to know what the best thing to do is, for one willing and prepared to make real change. Future changes needs to be explained in advance to members of the community so they have time to adapt and come around to the idea. They need to know the impact it will have in the plan to be carbon neutral.</p>	<p>Removing or increasing the price of city car parks can be stressful for those that live outside the city where public transport isn't an option. I personally drive to Wellington for university. If I were to take public transport, it would take me over 4 hours for a return trip (2 busses and a train). I am looking seriously at switching to an electric vehicle in the next few months and wonder if 'electric vehicle parking only' would be something that the council would consider looking into as a viable option to cater for those that can't always use public transport but are making big changes to their lifestyle in order to reduce their carbon footprint.</p>	<p>Katie</p>	<p>Other</p>

<p>A city that is leading the way in the world and punching above our weight. It's a place that helps me to live a zero carbon life by being easy to get around without a car, proper management of waste and use of electricity and trees and birds everywhere.</p>	<p>Please go hard, we will support you in your ambitious plans.</p>	<p>Kena Duignan</p>	<p>Ngaio</p>
<p>No plastic</p>		<p>Susanna Anderson</p>	<p>Other</p>
<p>Support from central and local government to do the right thing by our planet</p>		<p>Kate</p>	<p>Brooklyn</p>
<p>No private vehicles in the central city. Priority given to green transport options such as bikes, electric busses, etc. A bit of effort put in to enabling new, innovative transport options such as e-scooters - rather than dragging your heels for months. Trees and plants placed wherever practicable.</p>	<p>You're already dragging your heels when it comes to quick wins such as e-scooters. I don't think you are at all committed to reducing carbon emissions when you've proved yourselves to be incapable of supporting even simple, obvious solutions.</p>	<p>Stefan</p>	<p>Thorndon</p>
	<p>The blueprint is good, but it's not clear that it's actually translating into policy decisions by councillors or council officers. For example, proposed greenfield housing developments in Ohariu Valley ("Planning for Growth") would likely increase transport emissions. Councillors who advocate for major roading projects between the Terrace Tunnel and the Basin Reserve/ Airport don't seem to have grasped the need articulated the in blueprint to rapidly move away from private car use. Many of council's own buildings are old and inefficient.</p>	<p>Robin Campbell</p>	<p>Mount Victoria</p>

<p>My Zero Carbon vision for Wellington is that we become so good at capitalising on the opportunity in innovative ideas that provide jobs that we become world famous for it and prosper greatly through sharing our IP.</p>	<p>This is a great plan, thank you for your work and commitment. We now need to start asking all of our Wellington community to help to do their bit!</p>	<p>Laurie Foon</p>	<p>Berhampore</p>
<p>Improved transportation is a key - investing heavily in walking, cycling and public transportation, and making it less convenient for single occupancy driving. Council needs to be bold in reshaping road space to accommodate lower carbon forms of transportation. Also, higher densification of the CBD - apartments, etc, so people live where they work/shop.</p>		<p>Christina Bellis</p>	<p>Miramar</p>
<p>Improvements in housing energy standards, better public transport (including a fix of the supposed 'improvements' of 2018) and evidence-based planning for city management and growth.</p>		<p>Byron Walker</p>	<p>Miramar</p>

Radical reforestation, access to 100% renewable energy, energy efficient homes, incentivised electrified public transport... and net zero greenhouse gasses by 2025. 2050 is too late!

Berhampore Golf Course is rarely used by golfers and is mostly used by walkers, joggers, explorers. I want to propose a campaign to Reforest Berhampore, by converting the entire golf course in to a native forest restoration like Zealandia, featuring tracks for walkers and bikers, look-out points, and predator traps. It could be a great link to Zealandia and extending the habitat of local native species, and link in to the incredible reforestation efforts of Tapu te Ranga marae. The blueprint has an error when it says that exotic tree forests sequester more carbon much faster than native. Recent research has shown the when combined with initial shrub growth like manuka, native forests sequester comparable volumes of carbon. (see article: <http://tinyurl.com/y6k2q4e9>) This is a fantastic opportunity for urban reforestation that Wellingtonians can interact with, close to the city. This would be so great for WCC Berhampore Nursery to support with native plant life, forming a regenerative hyper-local seed production source, and could receive further funding support from the One Billion Trees programme. I have

Simon Cooke

Southgate

Car free central city. Light rail. Separated bike paths. 30 km/h speed limit. Cook and gardener in every school with free vegetarian lunches for all. More co-housing. Fewer planes. Fast rail to Auckland. Composting service.	Promoting cooperative circular economy.	Jeremy Rose	
It's my whole whānau being able to get from A to B safely without doing harm to the environment. It's having a choice about how we do that - whether that's using separated cycle lanes; on-time, affordable and carbon neutral buses and trams; or electric car rideshares that are seamlessly integrated with the city and suburbs. It's decisionmakers sending clear messages about what we value by incentivising actions, projects and businesses that reduce impact on the environment and penalising those that do harm. It's infrastructure that supports us to keep making meaningful reductions to our carbon footprint, and infrastructure that sets us up well to cope with the impact of climate change when the rest of the world fails to meet these targets. It looks like everyone on the same waka, paddling in the same direction and understanding why it's important.	How it's integrated into all the other planning documents the council creates. I've just written a submission for your Annual Plan and it's a mess of excuses and compromises on these issues. No project should be going ahead without being measured by the yardstick of the Zero Carbon Plan.	Tessa Johnstone	Island Bay
Environmental housing and buildings, zero waste, clean sea no rubbish, more trees, working with the region for park and ride, safe cycling, clean up the harbour, less inner city apartments - encourage more gardens more inner city green space, ban on glass fronted buildings (bird killers) note money into zealandia and botanic gardens.	Ensure you practice ethics and integrity along with sustainability.	Claire Johnstone	Other
A city with great public transport and safe cycleways. Healthy homes. Thriving sea and bird life that makes us a unique capital city. A respectful inclusive society where capitalism doesn't dominate our direction forward.		Samuel Scott	Melrose
Maximising public transport. Lobbying the government to make radical changes. Identifying the actions of large businesses and corporations who harm the environment and making them pay. Making visible our need to reduce emissions and identifying Wellington as a major agent of change	Punishing organisations who have large carbon footprints.	Angie Farrow	Wadestown

<p>We believe the blue print presented is excellent. Some really great work from the team at WCC. It had us so excited we added some ideas in the document attached to throw into the mix as there are so many opportunities to create this vision together.</p>	<p>Funding tools for facilities and fleet owners to access easily should probably be discussed. Some ideas: - Performave contracts - Commercial WCC loans repayable by rates - Micro crown loan with fixed interest - EV and Energy efficiency product/service buying groups</p>	<p>Jonathan Parker</p>	<p>Lyall Bay</p>
<p>For Wellington to really be carbon neutral, and for that to have an impact on climate change the rest on New Zealand, and the world, needs to act fast, and act now. People in positions of power to get these things done are also doing the least, or don't want to upset the status quo/ society as it is no; don't want to risk their money, or power. But this needs to happen if we want any kind of happy future. We, the world, are still running full tilt into a wall, and that's terrifying. For young people, this is our future: grim and bleak. We don't know what sort of world we're heading for. So, yes something needs to be done. Ideally but unrealistically everything needs to be done. I don't know the best way to go about making Wellington, or New Zealand a place that isn't contributing to climate change, but I do know that it needs to be fast, and radical. Our future depends on it. So we are putting our trust in governments to fix it, but it seems to be happening a little too late. So, yeah, zero carbon would be great. It's a great start. Renewable energy, and resources being used, electric cars or environmental friendly public transport. But please make it happen, and more. Think big, go big, go fast. -</p>		<p>Melissa Andrews</p>	<p>Tawa</p>
	<p>Scrap it. Go for "green efficiencies " that reduce energy consumption, by all means, but invest in better catchment, drainage, and flood protection. These will be needed anyway. As a ratepayer I'm not interested in subsidizing a zero carbon policy. At least, not until the big world players start to get serious about it.</p>	<p>Mark Davidson</p>	<p>Khandallah</p>

I'd love the council to start supporting local businesses that are working hard to reduce their waste and carbon footprint and to start making businesses that aren't accountable for their effect on the environment. I'd also love to see the price of public transport to be affordable for local commuters, or at least the same cost as taking your own car to work.	Targeting businesses that aren't trying to reduce their carbon footprint and supporting businesses that are.	Leda Farrow	Newtown
A pedestrianised city centre, with green spaces and efficient public transport. Most people will work close to where they live and won't own their own car.		Kirstin	Kilbirnie
Carbon is an element, and it is solid. Some particles of carbon can be emitted by burning wood, as soot. Carbon Dioxide is a gas, consisting of two oxygen atoms attached to one carbon atom. Carbon dioxide is a colourless, odorless tasteless gas. Plants need carbon dioxide to grow. I suppose to leave carbon footprints one could walk through coal dust and then leave prints on the carpet, but this will have no effect whatsoever on the climate. The carbon dioxide quantity in the atmosphere has in the past been much higher than today. There is no observed evidence that CO2 has a noticeable effect on climate. Global warming alarmism exists only in computer models, not in observation.	Quit wasting ratepayer money on this farce!	Jerry Stoebe	Miramar
Something like a combination of what Tessa Johnstone and Jeremy Rose suggested, but with more trees.		Venetia King	Thorndon
	It's a good idea to make car owning more expensive to reflect how bad it is for the environment, but you need to make sure that public transport is at a stage where it's affordable and much better than it is now - especially with so many people living outside of the CBD and travelling in to work.	A	Newtown
it's missing a plan to directly protect coastal home owners from climate change damage.		jenifer parker	Seatoun



<p>A city that encourages low-emission transportation with a great recycling system and circular economies.</p>	<p>Things like transportation and circular economies need to happen fast. 2050 is too far and the damage is already done.</p>	<p>Judith</p>	<p>Aro Valley</p>
<p>Changing transport and reducing private cars is paramount to a better city for many reasons, including reducing carbon. A reduced carbon city will be a nicer and healthier place to live.</p>	<p>Aim for a city that works really well for the health and safety of our children. That will be best for us all.</p>	<p>Dr Marion Leighton</p>	<p>Newtown</p>
<p>Zero Emissions by 2050 is not ambitious enough by a very long way. We should be aiming at zero emissions by 2025 and negative emissions by 2050. Regardless of its "acheivability", aiming low (and 2050 is aiming low) is not good enough. Anything less than ambition is an abject failure of will and imagination. If 58% of emissions come from transportation we should be aiming to fully electrify all public transport by 2025, make that transport free to the public and place high taxes on petrol and diesel transportation from the city by 2025. We need price signals now, not so far in the future that we can kick the responsibility into the long grass.</p>	<p>See above. Its really not ambitious enough and when the significant effects of negative feedback loops start becoming apparent (as they will be long before 2050) we will be asking ourselves why we didn't take stronger action sooner. During the second world war we retooled our economies in weeks and months, not years and decades. Does anyone really think this is any less serious?</p>	<p>Leon Gurevitch</p>	<p>Mount Victoria</p>
<p>We will live in more locally-centric way, with more localised food production, and with more efficient and carbon free transport. Changing individual habits and mindsets will be the biggest challenge, so the more attractive and preferable these ways of living and working can be the better.</p>		<p>Rachel</p>	<p>Newtown</p>
<p>It is always going to be inadequate. There is a giant new freeway that is going to funnel in more traffic. No one is talking about the practical measures we can take now. Wood burning causes methane emissions and black carbon, aka soot, aka particulate pollution. A ban in solid fuel burning must be part of the plan and it can be done immediately. No one on council is considering it, because there is no expertise in the area.</p>	<p>Yes, air pollution from domestic heating and from vehicles. Wood burning must be banned. The diesel buses must be phased out. Diesel private passenger vehicles must be banned. Heavy vehicles need to go electric or to LNG. Two stroke scooters and garden tools must be banned.</p>	<p>Matthew Thredgold</p>	<p>Other</p>
<p>cycling as much a default choice here as in Amsterdam. People walking, city decongested, public transport fast and effective, trees everywhere</p>		<p>Des Kelly</p>	<p>Karori</p>

Limit car use increase carbon friendly public transport and more cycle ways	More protected cycleways please. This will increase the numbers of people using carbon friendly commuting methods	Paul Mahoney	Other
My vision is for Wellington is to become an example for global change, and to be able to share our knowledge and process beyond our region. Support for local endeavors/ knowledge and innovation. A gradual cultural shift as a community - into valuing our environment as much if not more so than consumerism and capitalist culture. Local food in supermarkets and healthy homes. :)	Increase in support of local food producers. Minimizing the distances our food is traveling (global emissions) and supporting local businesses.	Imogen	Berhampore
	Affordability of electric cars. I don't drive one, but would like to. They are still too expensive for most!	Una Hubbard	Tawa
Less reliance on private motor vehicles. More options for electric public transport, walking and cycling. Cycle paths that are continuous and connected.		Gary Gibson	Hataitai
Considering that transport takes up the majority of emissions and the already struggling road infrastructure. I would like to see a car and bus free CBD with more green spaces for cycle lanes and foot traffic. Also, off-road cycle lanes from all the suburbs to further reduce traffic. Electric buses are a must with a more efficient system that can change based on what is needed. There are other things I would like to see but this is the main area I want to see change in.	I would like for more aggressive action to be taken. A realistic goal is good and I know its hard to get people to cooperate but I think the target needs to be set sooner. If we are already experiencing climate change consequences now. How bad are they going to be in 30 years? especially if we are only just getting down to zero carbon then.	Oscar	Karori
No more empty building roof-tops - install solar arrays on all. No more diesel buses - set up a tax (/rate) refund/incentivised exercise-to-work/school scheme (walk/run/bike) via a GPS app as in many European countries (extra rebate for going up hill or it's a bad day!).		Jordan	Mount Victoria
Improve the quality and reduce cost of public transportation Use parking to make cycle ways. Cost of car use and public storage needs to increase. Solar and wind power needs incentives	Central government direction and support is vital too	Paul Glover	Roseneath

	We need to aim for zero carbon emissions	Melanie McGrath	Newtown
Easy and accessible public and active transport, community spaces that offer opportunities to connect i.e. Repair cafes, crop swap, skills share, warm and efficient buildings, a valued and expanded urban canopy, divestment from carbon based energies and reinvestment into renewable sources		Jessica Barnes	Other
A place where most car journeys are replaced by people walking, cycling and taking public transport. A city that leads the world in rapid climate change response.		Dan	Hataitai
We must become zero carbon well BEFORE 2050. Much of this must be achieved through reductions in car use.		Adam	Other
A city with far less private vehicles on its roads. A robust Council effort to promote more reforestation. A push to force business to reduce single use items. A fleet of public transport that runs on renewable energy. A city that models its future around the inevitable reality that our planet will change monumentally in the coming decades and the scale of the change that we must undertake is nothing short of revolutionary.		Carlos López	Mount Victoria
Ban petrol cars, charge heavy carbon taxes, get rid of most dairy farming	Make this the top priority, the only priority, do as much as we possibly can right now. In a few years, we might not exist to enjoy anything else, and you will regret not taking action now.	Anon	Ngaio
An example for the world, but probably very different from what we currently imagine it might look like	How to leverage Wellington as the carbon zero capital for the work: Attract international firms with new technology Support the commercialisation and export of homegrown tech Support innovation	Michael	Thorndon
A quality and low cost public transportation system that enables and encourages more people to use it would go a long way (if today's youth are able to commute on it they are more likely to use it in the future...but it is very expensive in time and money to use currently). Likewise the council following its own advice on policies for residents. Trees should be planted but in places they can grow freely without impacting infrastructure.	Don't just waffle on about being carbon neutral without a clear, tangible and visible outcome	Name	Houghton Bay

<p>Improve public transport, incentives for electric transport including bikes, reduce cars in the cbd and increase awareness of dietary changes needed. Red meat intake must reduce and we need to be 'flexitarian'</p>	<p>Incentives for electric cars and solar panels. Make insulation subsidies more available for the middle class please. The working poor can't afford to heat their homes either.</p>	<p>Nina</p>	<p>Kilbirnie</p>
<p>Big changes to transport. Big changes to all the indirect car subsidies and access. Continued changes to building practices, and housing standards. Big changes to waste practices. And the public having a better understanding of the climate dilemma, and our options (information).</p>	<p>Well done. It is hard changing public opinion. And even harder to change people's habits and practices. Quality information is crucial. Wgtn can continue being a leader and a cool capital!</p>	<p>Martin Wilson</p>	<p>Aro Valley</p>
	<p>Tree plant, how and where this might be done in the region. Should we be looking at using our students over their breaks as they do in Scandinavia to plant the seedlings and pay them the living wage. Employment, reduces student debt and helps offset Wellington emissions, win,win,win.</p>	<p>Nina Welanyk Brown</p>	<p>Oriental Bay</p>
<p>100% electric buses and a more comprehensive rail system. More wind turbines, as well as using the currents of the Cook Strait for hydro energy. A hop-on, hop-off subway would be nice in the central city but would be very expensive.</p>	<p>Instituting a city-wide capital gains tax to fund all of it. Refusing the tax was the biggest mistake this government has made, and with Wellington's housing market getting worse, we need to look at how we can fix it to get funding for our environmental agenda without the central government.</p>	<p>Duncan Weich</p>	<p>Johnsonville</p>
<p>We must restore native bush. This will provide essential ecosystem services, reconnect people with nature, and help to prevent the decline of biodiversity.</p>	<p>Restoring the bush anywhere possible, ideally connecting fragments. Trees and green spaces should be part of buildings as well as in parks.</p>	<p>Lisa</p>	<p>Mornington</p>

Safer streets for cycling would be wonderful. We're in a great position to have a predominantly walking and cycling CBD.	Please refer to the submission made by Tessa Johnstone whose suggestions I support.	Jess Sowersby	Miramar
Leadership on creating a totally a car free city, large scale cycling infrastructure to make cycling an option for all groups, a focus on inclusive & sustainable growth with carbon zero and a just transition for all groups, becoming a centre for a circular economy.	How wealth, income and other inequality fits as part of a carbon zero plan (see the green new deal for example)	Jess Berentson-Shaw	Newtown
more intense inner city dwelling, more public transport, businesses needing to aim for lower emissions and waste, more trees. Fewer car roads, more park n ride in less accessible areas, good walking infrastructure.	Please make it all happen faster. 2050 is too far away, we need to act immediately.	Caitlin Weich	Johnsonville
I believe that tight-knit communities play a huge role in a zero carbon city. The move towards reducing our carbon footprint necessitates working together in our communities, sharing resources, and the reality of climate change means we will need those bonds more than ever. It is absolutely vital that resources and plans are put in place to begin regrowing our neighbourly connections, so nobody is left behind. If the global economy fails to decarbonize, then we will be affected terribly by wildfires, food shortages, storms and droughts. Cooperation, and mutual trust, is needed now more than ever.	I am a content creator and I would love to have the opportunity to document the transformation of our city. It is a hugely exciting prospect, as an artist, and I think many other creative minds will be drawn to our city. I've never felt like a place is so much my home, and seeing the council taking these matters seriously means a lot to me.	Jesse	Other
Not needed	Kill it. Hands off my property	Adam Smithee	Other

	<p>Act faster. The ban on importation of fossil fuel vehicles should be brought forward 10 years, to 2020, and more urgency needs to be added to this plan. A Great War type effort and associated media drive and population-level mobilisation, with accompanying changes to big business, is the only way there's a chance of staying close to the 1.5 degree limit. 2050 is too slow.</p>	<p>Aileen Campbell</p>	
<p>A movement away from single use items towards a fundamental attitude shift that values sustainability, reuse and the recycling of used goods. A greater focus on the efficiency and availability of low-carbon or electric public transport, supported by the lessening of traffic in our city center (making the CBD a pedestrian zone). Replanting and protecting our native flora to aid in carbon sequestration (<a href="https://www.treesthatcount.co.nz/">https://www.treesthatcount.co.nz/</a>). Evolving current waste removal/dumping methods and increasing local accountability in recycling and upcycling goods.</p>	<p>There are lots of great plans throughout the blueprint, but in my opinion the biggest challenge will be fundamentally changing the mindset of Wellingtonians (and NZers resultantly, hopefully). The council should carefully consider the ways in which they are able to promote the First to Zero plan as inherently Wellington and get people on board with changing their habits to more sustainable options, rather than the quick fixes we have all become so accustomed to.</p>	<p>Logan</p>	<p>Other</p>

<p>Vision: No average commuter arrives at work in a car. Recreation, visiting friends and shopping, nothing ordinary requires getting in a car. Our city must be built around public transport, cycling, walking.</p>	<p>Constrict roads at the same time as increasing public transport to force Wellingtonians to use public transport. More users ends in better service. EVs change the source of energy, but better still is to reduce consumption!! Ditch the plans for EV fleets, go nuts on solid public transport infrastructure. Think long term. I want to see a clear opposition to any road upgrades or traffic easing policy.</p>	<p>Arran Whiteford</p>	<p>Thorndon</p>
<p>A focus on walking and cycling, and improved public transport options - buses need to be far more frequent and cheaper to encourage people out of their cars.</p>		<p>Charlotte</p>	<p>Kilbirnie</p>
<p>A lot less cars, Cars and trucks are electric, Coal and gas burning for domestic and commercial phased out, retro double glazing and insulation in domestic and commercial buildings subsidised and completed. The airport is not extended. Air travel is much reduced, tourists arrive by electric ship. Air travel is by some other means of propulsion, possibly electric. One flight to Sydney represents a lot more carbon per person than driving to Auckland.</p>		<p>Jon Terry</p>	<p>Newtown</p>
<p>The city would be a vibrant, energetic and healthy place where people are physically and socially active, supporting each other to live without emissions. We would all be working together to share new ways of living that are healthy for us as people and healthy for our planet. Everyone would be focused on, and excited about, Wellington being a national and international leader in carbonzeroification. :-)</p>	<p>This is awesome and needs to be the main focus of everything the council does. It needs to be the umbrella, it can't be a sideline. Everyone needs to be talking about the positive things that are happening. We need to get past asking people if they want this and start doing it.</p>	<p>Karyn</p>	<p>Other</p>
<p>Less cars, more local produce, more green energy.</p>		<p>Brian</p>	<p>Miramar</p>

<p>No fossil fuel investments in the local government and council investment portfolios, partnering for immediate action with businesses and government, low/no emission transport services ASAP, schemes that incentivise people not using their cars (like deals with local EV dealerships and public transport benefits), and requirements on new builds in Wellington City to be eco-friendly and energy efficient. I would also like the Council to play a role in making expectations clear of businesses operating in the Wellington area that using and investing in fossil fuels needs to be phased out as soon as possible in order to achieve our city's goals. Planting trees isn't enough, we need to stop emissions at the source.</p>	<p>While you have stated that agriculture contributes 1% of Wellington's emissions, this is not exactly accurate. Animal agriculture is the top contributor to greenhouse gas emissions along with transport, and the demand for animal agriculture comes from people's plates and diets. I would like the council to consider educating and supporting Wellington's citizens to take up more plant-based diets, in line with recent global scientific consensus that a mainly plant-based diet is one of the biggest things an individual can do to reduce their environmental footprint. For example, the Melbourne City Council have a page on diets and link to this science. <a href="https://www.melbourne.vic.gov.au/about-melbourne/sustainability/Pages/sustainability-for-melbourne.aspx">https://www.melbourne.vic.gov.au/about-melbourne/sustainability/Pages/sustainability-for-melbourne.aspx</a> Ways to do this would be having council events where catering is provided be vegetarian/vegan, providing information on the benefits of plant-based diets on your website, supporting low emission food businesses, and being transparent about how much diet contributes to higher emission footprints.</p>	<p>Beckie Calder-Flynn</p>	<p>Kelburn</p>
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<p>Getting to Zero Carbon is step one. Going Carbon negative is the next step. We're compact enough and wealthy enough city to do what's necessary to get both steps ticked off before 2050.</p>	<p>Mass transit, mass transit, mass transit. Fund it through regional fuel taxes if you must. Or a congestion charge. Wellingtonians have been paying through the nose for petrol to private companies for decades to "subsidise the regions". It's time we realign the extra we pay so it's pumped back into the city, gets people out of their cars, and gives Wellington the cheap, convenient mass transit it deserves.</p>	<p>Chris Town</p>	<p>Kingston</p>
<p>Hey, big picture I think cars have to go. At least in the central city. Not going to be popular I know, but there it is. Public transport has to be a priority and sort the buses out. Light rail is a must. We need to make use of what we have and really think about how big we want our city to be. If we are to keep being the coolest little capital, then we have to stay little. If we build up, then we lose what we have.</p>		<p>Bronwyn Poultney</p>	<p>Miramar</p>
<p>I think we don't have till 2050 to be zero carbon, because the environment is changing so rapidly and once it has we can only do so much, most of the changes are irreversible, we need to make radical and trans-formative change now, not in the next 30 years, but in the next 5-10, that's all we have.</p>	<p>Ideally speaking with local Iwi and NZ climate scientists.</p>	<p>Kate</p>	<p>Hataitai</p>
<p>The community and the environment working in harmony</p>	<p>Scientists have proven that we have just over a decade to act if we are to avoid the most catastrophic impacts of climate change. 2050 is too late, we need to take ambitious and decisive action now.</p>	<p>Laura Sutherland</p>	<p>Te Aro</p>

<p>Abolishing of Chain stores, supermarkets, UnEthical clothing eg. farmers H&amp;M, Bunnings. and handing back trades to people and not corporations.</p>	<p>Dramatic reduction of importing mass produced items. (food, plastic). Charging commercial use of water. 15 year plan of transportation that is inclusive to disabled peoples. Electric trams that make cars redundant.</p>	<p>madison</p>	<p>Mount Cook</p>
<p>Using the science to drive this. What makes the biggest difference. What do we know about how to change human behaviour and beliefs</p>		<p>Claire</p>	<p>Island Bay</p>
<p>Bikes, scooters, share cars. Good public transit. I sit for 50mins in morning traffic from LH, a trip that takes 15mins at non-peak times. If there was a wide shared path all the way in everyone would want to use it- no one enjoys sitting sedentary for an hour! Having lived for three years in Vancouver I appreciate that their system gets a mention. We are had (cheap) memberships for all the car shares- Evo, Car2Go, MODO and their bike share Mobi. We used it for everything, including evening skiing/biking (Evo comes with on roof bike and ski racks) and weekend trips. Everyone lived centrally, no one had cars. Ideal!</p>		<p>Libby Barnett</p>	<p>Other</p>
<p>Planting more trees simply isn't enough. We need to act now and we need to act fast. Ridiculous things like getting rid of electric busses and replacing them with diesel was a bad move for Wellington CC. We need green travel, like better connected cycle paths and better, more reliable bus routes.</p>	<p>Yes please, more cycle lanes. Reduce vehicle parking spots and replace them with bike lanes. Even with Wellington wind people can still ride bikes or ebikes.</p>	<p>Victoria</p>	<p>Other</p>
<p>Change Council to truly invest in alternate transport options to cars, remove car parks and deliver these changes at greater pace.</p>		<p>Grant Petherick</p>	<p>Miramar</p>
<p>wcc is still focussed on growth. we need to have instead a sustainable future. By all means subsidize alternatives to fossil fuels. Let me quote Sue Jensen Boyde: WCC you state your aim as "maintaining a strong economy" and "economic growth". But surely you know that to avoid climate disaster, we have to stop burning any fossil fuel by 2026. This is radically incompatible with "economic growth." If we take the necessary action to avoid climate disaster, there will be a period of crash-dive economic contraction where the role of government on all levels will be to meet people's most basic needs and minimise deaths. You can have "business as usual" and warming of 5+ degrees, and extinction - for us as well as the animals. Or you can declare a state of emergency and do what it takes to stop emitting CO2. Which way will WCC go? ... The emissions of Wellington Airport are 25% of Wellington's total, and that doesn't include international aircraft emissions. So sadly we need to tax airtravel. And forget that airport extension.</p>		<p>kit withers</p>	<p>Karori</p>

<p>Creative, compact city communities connected by a fast, clean, hi-tech public and shared transport network that serves everyone and is walking and bike friendly. Innovative and highly livable higher density housing with green spaces, forest/trees and amenities and food shops in easy walking distance. Wellington as a centre of clean energy technology and innovation. Flood prone areas planted as natural landscapes that can manage sea flooding as sea levels rise. Strong anti-waste, plastic and fuel production incentives.</p>	<p>Planes? Cruise ships? Visitor tax to help pay for the emmossion caused by tourism (or lobby central government about that). More attention to reducing waste production.</p>	<p>Sarah Moodie</p>	<p>Brooklyn</p>
<p>More cycling, walking and running areas. Maybe trams or even a light rail. Going back to electric buses. Dedicated walkways and cycleways. Pedestrian only areas for most of the CBD. More railway connections to Palmerston North and Auckland.</p>	<p>We must take action immediately. 2050 is far too late. We need to take immediate action within the next 5 -10 years before the world is uninhabitable. We need to be more radical with our changes and implement them as soon as we can. Climate change is real and we should be acting NOW.</p>	<p>Pasang</p>	<p>Newtown</p>
<p>Incentives and levies which align economic and environmental interests. Also, a visible culture of climate action in the city - e.g. vegan food festivals, sustainable commuting days, a brand identity for re-usable products like food packaging and bags, and a corporate energy use competition.</p>	<p>Yes, Wellington-centred action is important, but we can't neglect externalities beyond our borders which are equally responsible for climate change. These include things such as agricultural emissions, transport of recyclables overseas, inter-city travel, and coal-powered energy generation. We should be looking at all emissions *caused* by us, not just those that are generated from within the region.</p>	<p>Daniel Innes</p>	<p>Northland</p>

	<p>As the blueprint says, a lot of products are produced elsewhere and then transported to Wellington. That doesn't mean we should ignore this. We can provide incentives for local businesses to buy local products where possible. This will also reduce transport emissions. This is also an area where local government needs to work with central government - we must focus on producing less and reusing more. Also, in terms of transport I strongly feel that Wellington has not made much progress in the past 12 years since I've come to live here. Traffic congestion has gotten worse and no incentives are provided for car users to switch to other modes of transports. Cycles lanes are unsafe and disconnected, and drivers disregard them blatantly. Last year's public transport fiasco has increased the number of people driving into the city by car squeezing out the space for everyone. Can we consider a congestion charge or similar? Also I would like it noted that electric vehicles do not reduce traffic congestion; and relying on electricity to power everything may not be the most sustainable option either.</p>	Nicole Benkert	Aro Valley
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<p>10% + of journeys in the city being done actively (walking, biking, running, scooters, skateboards) with safe bike lanes. High energy efficient buildings that are not wasteful. Less international flights leaving Wellington airport and incorporating the emissions of aviation into our carbon bill. Lots of native tree planting and rewinding on council land. Condensed housing and future city planning to use less space per person for housing. Bringing our natural streams out from under the concrete and creating beautiful streets where people love to walk and cycle.</p>	<p>We need to do this faster than by 2050. More like 2030. We need to think holistically and not just focus on carbon. We need to support all the natural eco-systems within Wellington, which includes eliminating pests, planting wild spaces with native trees, and cleaning up our water standards.</p>	<p>Jamie Hoare</p>	<p>Newtown</p>
<p>See actual policies and actions enacted that will force radical change we're long past the point of vision statements being enough.</p>	<p>Timeframe is now way too long ... council needs to be putting on place policies that will dramatically cut carbon over the short term. The obvious place to start is on transport... don't keep talking about the need for the change start making the changes now . You have had that inverted pyramid in so many policy docs for years and yet nothing concrete comes of it . Spectre of yet more roads and cars continues.</p>	<p>Kirsty</p>	<p>Island Bay</p>
<p>Focus on decreasing the number of single occupancy vehicles in the city.</p>		<p>Teresa Maguire</p>	<p>Hataitai</p>
<p>Way way WAY to many cars in town. And not many efficient buses and safe bike lanes. I think everything should start with transport. It is too much to ask for everyone to change their diet. But to use less their car is something almost everyone should be able to do. SAFELY.</p>		<p>Elric</p>	<p>Newtown</p>

	<p>We live in a globalized world, which means a lot of the emissions generated by the populous in Wellington is 'outsourced' to the production locality. If we are serious about lowering all of our cities emissions we need to look at bringing production local - this includes food, textiles, raw materials, machinery etc. By creating local, transportation distances are greatly reduced, and we become more resilient as a community as we won't rely on international markets and trade (something which is fragile, particularly with a changing climate and its feedback). Less development and more mixed-production green space (green space with production of food in urban farm layouts or community food forests). Re-wild the pine plantations into Native forest.</p>	Sheldon	Brooklyn
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<p>Buildings like the Bullitt centre in Seattle and reliable, reasonably priced public transport</p>	<p>Building like the examples below; <a href="http://www.bullittcenter.org/">http://www.bullittcenter.org/</a> Vincent Callebaut's Botanic Center fights urban smog and harvests clean energy <a href="https://changeformclimate.ca/?utm_campaign=climate-change&amp;utm_source=google&amp;utm_medium=cpc&amp;gclid=Cj0KCQjw2IrmBRCJARIsAJZDdxCD2s1JGrDglZa_XWnzR-y-yp2-4EfgW7lyQ9isp_P14Q-ofRx2i34aAnilEALw_wcB">https://changeformclimate.ca/?utm_campaign=climate-change&amp;utm_source=google&amp;utm_medium=cpc&amp;gclid=Cj0KCQjw2IrmBRCJARIsAJZDdxCD2s1JGrDglZa_XWnzR-y-yp2-4EfgW7lyQ9isp_P14Q-ofRx2i34aAnilEALw_wcB</a></p>	<p>Michelle Moore</p>	<p>Miramar</p>
<p>A revolutionary change in the way we perceive cities and their functions; occurring in conjunction with changes to meet our aspirations for improved human health, social equality and natural hazards resilience.</p>	<p>Green gardens on city roofs; removing roads to create green corridors through the city (native bird habitat and quiet spaces); noise standards; APU generators on ships/aeroplanes plugging into the main grid; rule changes to prioritise bikes on roads; incentive scheme for zero carbon commuters; advocate for wave energy generation (consistent and green renewable energy source with lower transmission costs). Advocation for better management of waste streams - particularly in material use in the construction industry.</p>	<p>Hugo Bloor</p>	<p>Khandallah</p>
<p>Safer options for cycling as transport. Compost and green waste initiatives alongside our recycling.</p>		<p>Amanda Broughton</p>	<p>Ngaio</p>

<p>A thriving city conscious of it's choices, with strong communities and council leading by example.</p>	<p>Also more support for consumer change - home composting, easier recycling of electronic goods.</p>	<p>Amber Parry Strong</p>	<p>Island Bay</p>
<p>More electric-powered modes of transport for Wellingtonians (eg.Electric buses) and more energy-efficient powered buildings.</p>		<p>Lydia Forde</p>	<p>Johnsonville</p>
<p>A city that allows people to easily walk and cycle to work near to where they live. A city that makes local production and processing of food easy, enjoyable, and visible. A city that enables easy and affordable access to adequate housing for low-income residents and workers that is close to where they need to work. A city that protects, and grows the natural environment, and integrates it into the urban environment with green roofs, plazas, and walls everywhere. This city will continue to provide access to and expand amazing natural spaces throughout the city close to all residents.</p>	<p>What we eat, how/where it's produced, and what we do with excess also has a major impact on our contribution to climate change. I know it's difficult to capture, but no matter where it is produced, Wellingtonians buy, eat, and throw away a wide variety of foods that have an impact on the city's transport and waste systems. This is just one of a myriad of areas that consumer choices affect, and changes in those choices could have a significant impact on. The flip side to consumer choices is business decisions; if businesses are held accountable for their waste stream (have to accept back packaging, have to only use packaging that is locally recyclable, are charged more for their waste, etc), there's an additional incentive besides consumer demand to push more sustainable behaviour that could have a positive effect on climate change.</p>	<p>Mark Noyes</p>	<p>Aro Valley</p>



<p>Much earlier than 2050, 2030 would be much better.</p>	<p>Has anyone looked at this?  <a href="https://www.bbc.com/news/av/business-47880558/would-you-sort-your-rubbish-into-seven-different-bags">https://www.bbc.com/news/av/business-47880558/would-you-sort-your-rubbish-into-seven-different-bags</a> Also, I get that we want less traffic in the CBD, but the state of SH1 doesn't help. It needs to get better, we need another tunnel through Mt Vic. I don't see those cars becoming less and them driving through town at a snail's pace isn't helping either. How about removing all the parking on Vivian Street and make that 3 or 4 lanes? People need to be able to get through to the Eastern Suburbs and Airport quickly. Rail? Can there be a tunnel for the rail from the train station to the airport with stops on the way like they've done in Malmoe, Sweden?</p>	<p>Maria Whitehead</p>	<p>Other</p>
<p>The coolest little carbon zero capital in the world</p>		<p>Tyler</p>	<p>Wellington Central</p>
<p>Get our recycling sorted, by investing in solutions, lead the way for the country. Focus on infrastructure for active and shared transport.</p>		<p>Susie Robertson</p>	<p>Brooklyn</p>
<p>Radical and rapid change long before 2050 - ie now</p>		<p>Hunter Davidson</p>	<p>Brooklyn</p>

<p>A capital full of green buildings, far less vehicle traffic, most eateries only serving locally grown produce, retailers selling locally produced goods and continuous lively community action around issues such as pest control, bio-diversity and plastic pollution. I would love to see Wellington be a hub for an environmental future and I think we are in a fortunate position with regards to size, location, economy etc to be able to set a world example if we try</p>	<p>I think waste is a huge issue that has not been considered. I think the fact that Christchurch and Auckland have council provided composting bins and Wellington doesn't is appalling. The amount of methane build up that occurs in landfills due to the decomposition of ecological matter is depressing and I think we have the opportunity to do better</p>	<p>Georgia</p>	<p>Wadestown</p>
<p>I don't understand why the council feels the need to fit everything under the "zero carbon" banner (e.g. the living wage seriously). Just seems like an excuse to raise rates and build more cycleways only a small minority wants. If you want to improve the environment, perhaps you could start by stopping sending out that full colour booklet with the Mayor's face all over it to every household in the region four times a year.</p>	<p>Focusing on what a city council should do rather, and leaving climate policy to central government.</p>	<p>Pete Donnelly</p>	<p>Aro Valley</p>
<p>The work here is great. My only addition is that I suppose I expected more actions to do with the animal agriculture side of carbon emissions. However I realise this is for Wellington rather than NZ as a nation and that the animal agriculture industry concentrates in other parts of NZ. But I do think this is an incredibly important issue to address.</p>	<p>The work here is great. My only addition is that I suppose I expected more actions to do with the animal agriculture side of carbon emissions. I realise this is for Wellington rather than NZ as a nation and that the animal agriculture industry concentrates in other parts of NZ. But I do think this is an incredibly important issue to address.</p>	<p>R</p>	<p>Tawa</p>

<p>Build on the success of the laneways projects, by creating more pedestrian-friendly, colourful and lively places to hang out in town. It is wonderful to wander through areas such as Bond Street, Masons Lane and the new Press Hall on Willis Street. These places have a real sense of community and fun. Make sure to incorporate living walls and colourful murals that celebrate our city and country - there are lots of talented local artists who will be only too keen to help beautify the city. These areas show people that there is an alternative to wide, lifeless and all-consuming roads clogged with belching vehicles, sterile high-rise parking lots and cavernous indoor shopping malls illuminated by harsh artificial lights.</p>	<p>Please don't allow the apartments in Haitaitai (near Kilbirnie Crescent) to be bowled so that the highway can be widened. This would run counter to the Council's aims - it would increase emissions, reduce the housing stock available, and go no way towards easing congestion as cars will simply form a bottleneck further up the road. Don't give in to people who argue that cars are necessary - for the most part, they are not and public transport, walking or cycling are viable alternatives. Don't try to appease motorists, and don't waste your breath trying to convince them otherwise - rather, show them what they are missing out on by creating more beautiful laneways spaces.</p>	<p>Emily McDowall</p>	<p>Other</p>
<p>A vibrant, modern, resilient, and sustainable city looking positively forward to the future!</p>	<p>Encourage people by showing them what can be done rather than scaring them!</p>	<p>Brian Phelps</p>	<p>Other</p>
<p>Communities living cohesively together in ways that minimise their impact on council infrastructure, minimise their resource usage and have a net zero impact on the environment</p>	<p>Economics!!! - Prefer to have a vision that is obtainable.</p>	<p>Martin Louw</p>	<p>Other</p>
<p>"NET" Zero Carbon</p>	<p>Building a blue print to an unrealistic vision will be a waste of time.</p>	<p>Don Elers</p>	<p>Northland</p>
<p>Wellington should be a densely populated, high-rise Asia-Pacific city with a comprehensive, well-funded public transport system (and a high-speed rail link to Auckland).</p>		<p>Nicholas Fargher</p>	<p>Other</p>

	Food production and distribution system - more healthy, local, low-carbon sources	Michael Cooper	Other
	Light rail	Michelle	Newtown
Ecosia the search engine that plants trees. <a href="http://www.ecosia.org">www.ecosia.org</a>	Ecosia the search engine that plants trees. <a href="http://www.ecosia.org">www.ecosia.org</a>	Levi	Other
No cars anywhere near the city centre. Only e-vehicles and bikes. Make the city centre pedestrianised/cycles only. Light rail, electric buses, trams, trains, park and ride on the very outskirts. Remove parking. More trees. community gardens. Get rid of big block retail and encourage small businesses.		Miriam sharland	Other
Cycleways, smart housing, cheaper public transport, plastic recycling, glass bottle reusing schemes, zero waste stores, ban on cruise ships, circular economy	LETS DO IT!	Hadley Fierlinger	Kelburn
Apart from encouraging electric vehicles, planting trees and considering the impact of sea level rises on planning/resource consents etc, I think the Council should leave it to Central Government. The Council simply won't have much impact, and it's not it's job.	Keep the focus limited and relevant to council functions.	Anonymous due to privacy concerns	Miramar
	More ambitious timescale. 2050 will be too late.	jon	Newtown
A course of innovative action where Wellingtonians experience the benefits of the actions taken on a daily basis, demonstrating that climate action enhances our quality of life and sense of wellbeing and community.		David Savage	Other
	Consider how politics gets in the way of meaningful change. Most politicians only think in the short term. How can we get around this?	Hilary Fowler	Newtown
Carbon neutral climate controlled buildings, no spraying of pesticides, all electric vehicles, banning of plastic food and drink containers, city composting, tax on non-organic farmed foods, metered water.	Ban on spraying of pesticides, banning of plastic food and drink containers, city composting, tax on non-organic farmed foods, metered water.	Philip Fierlinger	Kelburn

<p>Electric based transportation powered from renewable sources.</p>	<p>I do find projects like this from the council to be hypocritical, you had a bus system that was the envy of the rest of the country and you changed it and now less people are using it and more people are driving cars, so maybe lead by example admit the changes are wrong you admit why you really did it to reduce empty seats by reducing capacity, go back to how it was and get Wellington back in the buses and cars off the road. Also what will help people. Another thing that can help get people walking and cycling more is encourage business to have good shower and locker facilities at work.</p>	<p>Clayton Hughes</p>	<p>Karori</p>
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<p>Predominantly pedestrianised city centre, medium to high density living in community oriented and sustainable building models, increased amounts of green space. A city which advocates for zero-waste through the refuse system they create and what they promote and ask of businesses.</p>	<p>Why don't we have compost collection yet and cycle lanes all around the city? I would love to use a bike but using the road does not seem like a safe option to me. How about some more water fountains in the CBD? And bottle deposit schemes? Are electric vehicles the best option? What about hydrogen powered vehicles? Let's create policy and actions that also keep up with the latest advances in technology and initiatives which foster innovative business and community solutions. Maybe some really good educational workshops etc to help people transition to a zero waste lifestyle or better advertised ones.</p>	<p>Alex</p>	<p>Te Aro</p>
<p>A happy city...!</p>		<p>Owain</p>	<p>Te Aro</p>
<p>make it harder for people to travel around wellington in their own motor vehicles, and focus on electric public transport, cycle lanes and more accessible footpaths</p>		<p>jacob</p>	<p>Mount Cook</p>
<p>On regular basis I'm dismayed at how much goods/products are wrapped in non compostable wrappings, sometimes ridiculously. Government should promote/support businesses that are consciously trying to reduce the amount of carbon emissions by less use of excessive packaging and perhaps charge those that aren't. That, I feel is a small but doable task especially in the supermarkets.</p>		<p>Phirum Moeung</p>	<p>Karori</p>
<p>Affordable efficient and effective transport system. It's woefully lacking currently and I don't use it as it cheaper for us to get taxis or use our own car. It takes and 1.15 mins to work when i can drive in 15 to 20 min.</p>		<p>Caroline O'Reilly</p>	<p>Wilton</p>

<p>I prefer not to have my comments or name published thanks</p>	<p>How to SHIFT Consumer Behaviors to be More Sustainable - A Literature Review and Guiding Framework  <a href="https://www.sauder.ubc.ca/Faculty/People/Faculty_Members/~media/Files/Faculty%20Research/Marketing%20Division/Marketing%20Publications/Hardisty/v2How%20to%20SHIFT%20Consumer%20Behaviors%20to%20be%20More%20Sustainable%20-%20A%20Literature%20Review%20and%20Guiding%20Framework.ashx">https://www.sauder.ubc.ca/Faculty/People/Faculty_Members/~media/Files/Faculty%20Research/Marketing%20Division/Marketing%20Publications/Hardisty/v2How%20to%20SHIFT%20Consumer%20Behaviors%20to%20be%20More%20Sustainable%20-%20A%20Literature%20Review%20and%20Guiding%20Framework.ashx</a></p>	<p>Angela Thurston</p>	<p>Island Bay</p>
<p>Better public transport using alternative energy and less waste.</p>		<p>Clare Burgess</p>	<p>Miramar</p>
<p>Taller buildings, less space for cars in the CBD suburbs consume more energy and are responsible for traffic congregation.</p>	<p>Make all businesses display a carbon footprint in the front window.</p>	<p>Logan</p>	<p>Te Aro</p>
<p>The only sensible option</p>		<p>Andrew Wilks</p>	<p>Ngaio</p>
<p>Wellington must act urgently to reduce the carbon emissions due to city activities. This work must start now, and an aggressive approach should be taken to move the timeframe forward. John Holdren, who would later become President Barack Obama's chief science advisor, famously said, "We basically have three choices (as our response to climate change): mitigation, adaptation, and suffering." If we don't choose mitigation or adaptation, there will be suffering.</p>	<p>Please act with urgency. This issue will impact all New Zealanders, but we can reduce the severity by acting now rather than later.</p>	<p>David Laing</p>	<p>Hataitai</p>

<p>A place where our children can be assured of a safe and sustainable future</p>	<p>Be a model for other cities and countries to follow. Actively advertise and engage the public on how every individual can make a difference. Break everything in to smaller chunks that people can understand and feel empowered to affect change.</p>	<p>Carrie Lynch</p>	<p>Other</p>
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<p>VISION OF A SUSTAINABLE WELLINGTON What would a truly sustainable, resilient, zero carbon society in 2030 look like? What are the components? Regional Resilience</p> <ul style="list-style-type: none"> <li>• Zero reliance on imported fossil fuel energy for transportation, heating/cooling, primary production and industry</li> <li>• Zero reliance on fossil fuelled thermal power sources. New Zealand generates 100% of its own power needs from renewable sources including solar, wind, geothermal, micro-hydro, wave and tidal.</li> <li>• Integrated regional/national 'smart grid' exists where all energy consumers and producers are able to supply power to, and withdraw power from, the grid on a fair net metered basis.</li> <li>• AI computer controlled and optimised grid using smart meters, battery storage (e.g. Tesla power banks) and demand management system, balancing supply &amp; demand throughout the day, so minimising demand spikes and price fluctuations for consumers.</li> </ul> <p>Built Environment</p> <ul style="list-style-type: none"> <li>• Solid fuel wood burners, oil/gas burners and gas barbeques are consigned to the history books and museums.</li> <li>• Buildings are heated efficiently through good design and modern construction methods including effective insulation, passive solar gain and thermal mass supplemented with ground/air source heat pumps.</li> <li>• Every home and workplace is properly insulated, double-glazed, centrally heated, ventilated, warm and dry.</li> <li>• Every home and work place has a solar hot water system and solar PV array installed.</li> <li>• Every building is designed and constructed to have net negative energy consumption - generating more energy than it requires - with surplus delivered to the grid.</li> </ul> <p>Transport</p> <ul style="list-style-type: none"> <li>• Fully integrated zero carbon transport system enabling people to walk, cycle, use e-bikes, mobility scooters or other light electric transportation for most short journeys.</li> <li>• Electric cars and trucks plus a fully integrated computer managed public transport system of electric autonomous taxis, buses and trains provides road transport for longer</li> </ul>	<p>Council should be prepared to think completely outside of the current 'Overton Window' on matters relating to climate and economy. The current economic paradigm throughout most developed nations is that all of our problems can be solved if we just grow the economy more and generate more jobs and income. The ecological and climate crisis we face is different. Growth, coupled with more debt to fund it and greater economic activity to generate the income to pay the interest on the debt is not the answer - it is the problem. More growth and more resource extraction, processing, consumption and pollution will only make climate breakdown worse and leave an horrendous and dystopian future for our children and grandchildren. The only way to 'solve' the climate conundrum will be to shrink our economy and population and lifestyles to a level this planet can support long term without us destroying all other life on it. Wellington City Council, like all of us, must change its thinking on what living sustainably within the planets ecological boundaries actually means. More GDP growth is not the answer. Please watch the short</p>	<p>Peter Deacon</p>	<p>Other</p>
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<p>A balanced approach. Yes to better, cleaner, more affordable public transport, yes to electric cars - but realism on the cost of these and not forcing change sooner than is affordable i.e. banning petrol or putting charges onto petrol/diesel cars. Consider use of natural gas where it is not practical or affordable to switch away. More electric = more demand and that electricity has to come from somewhere, and at what cost. Using natural gas directly can have a better emissions profile than peak electricity. No rash decisions before new energy technology solutions like hydrogen are establish (or whatever equivalent it may be). Would inner city higher density living cause more visual pollution?</p>	<p>100% electric/zero carbon is very aspirational, what is the cost to the country and to households. Keep a balance. Don't go too far down one path without a practical back up plan i.e. banning natural gas in buildings, banning petrol cars. Can public transport really be 'fixed' and improved to a high level to practically encourage the masses to ditch their cars if you are still at the whim of GWRC?</p>	<p>Claire</p>	<p>Newlands</p>
<p>Majority of the vehicle fleet electric, running on ideally renewable energy sources. Improve transportation network encouraging use of public transport.</p>		<p>Ben</p>	<p>Other</p>
<p>Strong city and regional council leadership that declares a climate emergency; radical re-configuration of what a city looks like; immediate ban on all cars, with only public transport running through the CBC; immediate ban on plastic in all shops; immediate re-greening with edible plants; support for co-housing and alternative community living arrangements.</p>	<p>The absolute necessity to declare a climate emergency.</p>	<p>Sasha Francis</p>	<p>Te Aro</p>
<p>A city of insulated houses, easy transport, and few cars. For me it is particularly important that this be attached to a functional intercity commuter rail service and a gradual move away from dairy consumption.</p>		<p>Ivan ANDrews</p>	<p>Te Aro</p>
<p>A halt to capital projects that do not contribute directly to carbon zero. Double planting trees from 100k to 200k per year. Retiring some sports fields and planting Retiring swimming pools which are one the most energy demanding complexes in the city. Incentives for commercial property owners to increase energy effectiveness. Retreat from coast. Invest in hybrid solutions to protect against coastal erosion. Halt on high intensity greenfield housing development. Declaring a climate emergency to immediately activate plan.</p>		<p>Matt Robertson</p>	<p>Ngaio</p>
<p>Maori led</p>		<p>Tarapuhi VAeau</p>	<p>Newtown</p>

<p>It may be austere in the short term, but we'll have to suck it up. We can't continue the way we are. In my vision, the most noticeable short term changes are quieter roads as fossil fuel based transport is severely curtailed. Notably there could be a dramatic change in what is available in supermarkets and other retailers - currently unsustainable packaging and supply chain practices will have to be completely gutted and re-thought. In my vision, we must be ready for a volatile and unstable economy and social order as we adjust to the existential threat of climate change. There should be huge incentives given to private businesses to invest in sustainable practices. There should be massive penalties on businesses that don't. There should be a large portion of revenues collected by council that goes directly toward funding scientific research into how to fix unsustainable hydrocarbon-based practices including food production, supply, and packaging; private and public transport; farming; industry; and energy. My vision also includes all elected representatives in all levels of government declaring that they understand that humans face extinction within a few generations if climate change threats are not enacted immediately. My vision also includes centres for scientific excellence in private and public spheres diverting much of their funding to sustainability and fighting the climate crisis - this should be viewed as a mobilisation effort such as that seen in WWII in which everyone fights for a common cause. For example, there is no longer any excuse for academic excellence in Massey and Victoria universities in any domain that does not align with the goal of saving humans from climate disaster. All academics in universities should be able to clearly state how their work directly connects with the effort to save humans from climate change related extinction threats. My vision also includes the council having good disaster planning in place. For example, what is the plan for when sea levels really rise and the CBD becomes unusable? What is the plan if food</p>	<p>2050 is too late. The best scientific data available says we need to act much faster than that. 2025 would be much safer.</p>	<p>Anon</p>	<p>Other</p>
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	Acting with greater urgency. If we wish to reach zero carbon globally by 2050, New Zealand and other wealthy countries need to reach zero carbon significantly before 2050 to allow less wealthy nations the time to reduce their emissions. Wellington needs to aim for zero by 2030. This will be extremely challenging, but we need a target that will actually allow us to keep warming below 1.5 C above pre-industrial temperatures.	Jonathan Oosterman	Kingston
Regarding transport: a fleet of electric buses, a pedestrian and cycle-friendly CBD, congestion charges for private vehicles and vertical gardens along highway walls. Regarding building efficiency: utilising rooftops for solar energy, a significant reduction in lighting in offices after hours, subsidies for the introduction of energy efficiency measures. In general it would be great to see clarification around recycling (what can and what can't be recycled), a ban on all single use plastics and a citizens' assembly to continually amend and strengthen the vision.		Will	Roseneath
Electric transport, fewer cars, more bikes, more active modes, more green and open spaces, more productive, happier people. More choice!	Taxing vehicles based on noise.	Tom H	Newtown
educating and expanding knowledge of how to off-set carbon emissions, getting everyone on board banning all plastic and banning cars in unnecessary places, creating safer walking routes and strengthening public transport		Bonnie-Estelle Trotter-Simons	Northland
community will function much better. we can be healthier and happier. educate the public about why this is important. this will motivate people.	doing all this even more quickly.	Dido Dunlop	Other

<p>Sponsored Community projects for large scale planting of indigenous plants on unused open spaces and farm land in the greater Wellington region; greatly improved public transport all along the existing routes in greater Wellington; increased road user charges for fossil-fueled vehicles, with incentives/subsidies to assist residents in buying electric vehicles; limiting travel by fossil-fueled vehicles to business only, with additional surcharges for holiday travel (for example, toll gates on major national highways outside of city areas); low cost alternatives to be made possible for households - councils may need to relax regulations to allow for composting toilets, zero charge for resource consents to switch to solar, for instance. Strongly encourage businesses to allow employees to telecommute whenever possible. Large numbers of commuters currently going into Wellington can probably work from home over the internet - this would be a good place to start. Fast internet connection in the entire region.</p>	<p>Wellington City employers need to be encouraged to allow staff to work from home whenever possible - until such time that a zero carbon public transport solution has been found. This should immediately make a difference to the level of emissions.</p>	<p>Aletta Chambers</p>	<p>Other</p>
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<p>Start by listening to our young people. For the first time, the past is no indication of the future demands or trends. We need to be planning for future generations.</p>	<p>As all cities and countries around the world, Wellington needs to make a really significant step towards zero emissions. This First to Zero is a noble first step- thought as your previous question hints at- will it come to fruition? The past has shown that doing the right thing, though a bit contentious or a hard decision, and council falters. Is this plan going to be at odds with the soon to be released Lets Get Welly Moving proposals? In my lifetime carbon dioxide emissions have more than doubled. Even since the UN Climate Change Convention in 1992 they've grown by another 60%. In March school students around the globe walked out of schools to call on their governments to declare a climate emergency and take active steps to tackle the carbon emission problem. This is Wellingtons opportunity to shown the youth we are listening. Climate change demands an unprecedented collective response, it's only large companies, corporations cities and businesses that have the scale and ability to alter the trajectory of the climate crisis. A hundred companies alone are responsible for an astonishing</p>	<p>Nicci</p>	<p>Oriental Bay</p>
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	Helping the greater Wellington Region So we can all do our best together.	Micah Swindells	Other
Real zero carbon means real changes in the road network, so that people enthusiastically choose great public transport and electric cars and bikes. Also, there is real scope for Wellington to encourage reforestation across the region; and as a capital city to lead and model international change.		James Harris	Newtown
We have to understand that transport and land use are two sides of the same thing. People want transport to go places; places are worth going to depending on what's there. So we need the best, most energy-efficient structures, in the places that are most efficient to get to, supported by the most efficient transport routes and modes. No more cold old houses and office blocks, no more sprawl, no more roads with single occupant cars. Instead warm places to live, close together with places to work and shop and have fun, reached by cheap public transport or human power.	Electric cars are stupid dead ends. No really. Also self driving cars. Wastes of energy and land area. Density and mass transit and bikes and scooters and walking are where it's at. Deal with it.	Stephen Judd	Wilton
I think housing and transport is a major thing that we need to focus on. Building more structurally intact buildings that use more energy efficient methods (eg build a mass amount of solar heating, wind turbines, double glazing) and of course keep us warm and healthy is needed most. These need to be in the city (build up as the plan said) because it reduces the need for cars as more people can walk and take public transport (reduces emissions and also makes us healthier). Currently it costs A LOT to live even slightly outside city limits, and uses a lot of petrol.		Faye	Island Bay

	<p>It's isn't anything not already mentioned, but I couldn't stress enough the need for warmer housing in Wellington. After living overseas for 3 years upon my return home to a city which is battered by biting southerlies and their accompanying cold fronts, I was appalled by how cold friend's and family's houses were. For a city with such atrocious winter weather we absolutely fall well behind international standards. I was also disappointed by the lack of support for better technology/ infrastructure to be installed into peoples' homes to combat this and keep them warm. Onus should be placed on landlords to provide a healthy environment to live in, including affordable heating. It would certainly be to the betterment of Wellingtonian's physical and mental wellbeing as well as curb the energy wasted on ineffective means of heating.</p>	Thomas	Other
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<p>I applaud the vision. But have serious doubts on the competency of the council to make these changes. The bus debacle has made me pessimistic.</p>	<p>The report is built on old data (2015) and worries me that we are planning based on redundant facts. Further you are missing key data points. Why have you not included the number of #cars by class registered in the city? If EV volumes can be tracked why not carbon fuel guzzlers?</p>	<p>Hari</p>	<p>Karori</p>
<p>Efficient, streamlined transport options that do not require fossil fuels to operate. Public infrastructure that encourages more pedestrians &amp; biking in the city. Less car parks to disincentive using cars as a first option. Access to electrical vehicle charging stations in central locations. Renewable energy partnerships, including incentives to improve access to solar power. Adaptation support &amp; mitigation strategies for low-lying and coastal communities. Native tree planting. Use of council land for more high-density inner city housing projects to reduce urban sprawl. Greater investment in waste infrastructure to ensure a broad range of materials can be recycled, including electronic materials &amp; soft plastics WREDA support for businesses to access funding, information &amp; network contacts that will allow them to operate more efficiently &amp; within a sustainable framework Working with central government to ensure the RMA is climate change ready &amp; fit-for-purpose</p>		<p>Marieka Curley</p>	<p>Mount Victoria</p>

<p>Aligns well with city council ideas but have more in in-depth ecological approach that also marries up with biodiversity and ecological enrichment. Agree that no need to take out exotics but they need to be supplemented, and certain areas of the larger uninterrupted green space needs to be better protected from human interest, walkers bikers dogs and access. Uninterrupted green space free from access enables a few pockets of flora and fauna regeneration which can feed surrounding neighbourhoods. Eg like an unfenced Zealandia Eg areas within Polhill, Te Ahumairangi Mt Kaukau need to be identified as key ecological Restoration areas</p>	<p>Mountain biking tracks illegal (and some legal) are cutting down and preventing massive amounts of naturally regenerating forest at an unbelievable rate. Te Ahumairangi for example is losing more than 5km square kilometres per annum to illegal tracks (2-3 tracks down entire flank per year). Sounds a lot but this is conservative estimate. Need to carefully consider management and control of current reserves to ensure reduction of current Forest loss. I would suggest higher powers and penalties for cutting down native (or other?) trees in council reserves.</p>	<p>Bronwen Shepherd</p>	<p>Wilton</p>
<p>Awareness and change</p>		<p>Eleanor Bell</p>	<p>Thorndon</p>
<p>Achieved before 2050.</p>		<p>Sadie Crabtree</p>	<p>Hataitai</p>
<p>A city with nearly no emissions, heaps of green spaces and trees, and less waste</p>	<p>To stop focusing on emission-heavy cars and other private transport. Yes sometimes cars are useful, but our mindset should be prioritising bikes and busses and walking. Please don't dig a huge trench through the city!</p>	<p>Cassandra</p>	<p>Newtown</p>

<p>Free, world class public transport- make driving an option too expensive to consider getting in your car to get to work each day. Cycle lanes - will obviously have huge health benefits too. Solar and wind- if every council building have solar paneling across NZ- prices will fall making it affordable for consumers in their homes too. Recycling- a huge emphasis on the reduction of single use plastic. The tide is turning- consumers don't want it. Pass this problem to commercial business to use. Takeaway lunches in the cbd- why do we all put our lunch in a single use plastic box? Ban them.</p>	<p>PR and marketing effect of being carbon neutral- making Wellington a carbon neutral destination will make it more attractive to global talent. Correctly or not, NZ has a 'pure' brand which puts us in a great position to be sharing and leading a global view on how to live carbon neutrally.</p>	<p>Jen</p>	<p>Karori</p>
<p>Reduction of number of cars on the road through better and more efficient uses and implementations of public transport, public incentives to change how they heat and power their homes. Public incentives to recycle, use less plastic, eat less meat and use renewable products. Education of people into how they affect the world around them and an impact the individual on a city scale can have. Future proofing, through planning for future capacities of transport, population and sourcing of power and water, stabilization of local biomass through efforts to stabilize our waterways and watertable, through studies such as those done in Australia. Reduction and eventual removal of all petroleum vehicles.</p>	<p>That people take time to change, give incentives and educate rather than force, or assume the change will be quick. People are far more likely to change when given reason and incentive.</p>	<p>Peter Hillier</p>	<p>Hataitai</p>
<p>Public transport and cycle networks must not only be functional – it must be the better option to cars. The experience has to be better for people to choose to use it over cars. That means protected bike lanes. It means a sustainable bus system that pays its drivers and keeps up services with demand. It means more designated slow-zones and walking areas, such as Cuba mall. Buildings need to be energy efficient. This means insulation and double glazing, but it also means building up. Density increases energy efficiency and decreases the need for transport. Air quality and the microclimates in cities are best maintained by trees and plants throughout the city. Therefore, as we grow as a city, we must also fill the city streets with trees to maintain air quality and temperature fluctuations. This will also increase happiness and decrease stress :)</p>		<p>Serena Chen</p>	<p>Mount Cook</p>

<p>Imagine - a city that is 100% powered by renewable energy, with clean and smart transport, and a city centre with living buildings and green spaces throughout.</p>	<p>Empowering citizens to demonstrate leadership on this issue both locally, nationally and globally!</p>	<p>Guy Ryan</p>	<p>Miramar</p>
<p>All people working together to prevent our potential extinction, reduced car dependency, more public transport options, reduce waste.</p>		<p>Cathy O'Callaghan</p>	<p>Island Bay</p>
<p>Public transport blossoms, supported by walking and cycling; warm healthy homes</p>	<p>land use changes to encourage greater density of housing, and replacement of older housing stock with carbon negative construction. The current plan of making old houses warmer isn't going to get a step change. Our current approach to public transport has seen me use my car more than any other time I can remember.</p>	<p>Melissa Clark-Reynolds</p>	<p>Roseneath</p>
<p>A car-free CBD! Just imagine wandering among cafés lining the streets, with outside seating and children running about, much in the way most city centres in Europe have evolved. With reliable, frequent, affordable, and convenient public transport (i.e. automatic fares, or free), spanning well into the suburbs to make it convincingly easy to say no to individual transport. More frequent rail services for longer distances. I hope one day we can take a fast train that reaches AKL in 3h. It's technically possible. And buildings that are passively temperature-controlled, rather than condensation water on the windows on cold mornings.</p>		<p>Martin Krafft</p>	<p>Mount Victoria</p>
<p>A meaningful and intentional reduction in the number of cars on the road, rather than just waiting for electric cars to happen - that's going to happen anyway.</p>	<p>Whether projects like conference centres and airport expansions might be short-sighted money grabs at the cost of the climate.</p>	<p>David Sainty</p>	<p>Melrose</p>

<p>Always free, electric or hydrogen public transit. More pedestrian/bike/disabled malls. Bike highways. Large car parks on the edge of the CBD and no street parking at all. With all the street parking gone, lots more green spaces in the CBD.</p>	<p>Move the date back to Carbon Free 2030. Actually create incentives for action and disincentives for inaction. Take full ownership of all public transit, centralise it, and make (at least the CBD areas) completely free of charge. Build large parking garages around the port and get rid of all on street parking in the CBD. Add bicycle highways. Have all councillors spend a week each having to navigate solely by wheelchair to really understand how cruel we are to the disabled.</p>	<p>Daniel Spector</p>	<p>Highbury</p>
<p>Less cars. I don't think anything else matters. Unless the plan will clearly reduce car use in the city I don't think it means anything.</p>		<p>Jonathan</p>	<p>Mount Victoria</p>
	<p>Forget planting trees - you don't have room. Focus on cutting emissions by making public transport world class. Also focus on high density housing - young people will live in it even if older generations won't. Embrace new technology, cut compliance costs for businesses like Lime scooters that want to get the City moving. Maybe zero compliance/consent costs for "passive homes"? There is so much you can do. Don't sit around waiting for central government.</p>	<p>Nellie O'Donnell</p>	<p>Miramar</p>

Compared to other parts of the world, we live in a relatively pollution free environment. I'm more concerned about the impact the now dreadful bus service has on me 5 days a week. That's a great way to encourage people to use their cars! I'm also concerned that as I have a car, I feel persecuted and victimised by the council and its actions, removing free parking, closing and building on car parks as well as allowing the remaining ones to be run by foreign owners. If you want people not to use their cars then you need to ensure a credible public transport service is provided, not the current excuse for a service.	Plant more trees if you want to be carbon neutral and encourage investment in providing recycling facilities to process recyclable waste.	Andy Wynes	Karori
Placing emphasis and limitations on large scale private industry. Reducing or placing strict emissions quota from where it'll really make a difference ie planes/airlines and cruise ship companies.	Be aware rising sea levels and long term effects when approving new development..how responsible is it to put people in tsunami zones with no escape routes and where their homes will be effected by rising coastal sea levels	Maria shadbolt	Hataitai
Subsidies on EV's and tax on fuel powered vechiles.	Subsidies on EV's and tax on fuel powered vechiles.	Lola	Ohariu
Actually hitting zero carbon for once.	Actually hit carbon zero, target business.	John Smith	Khandallah
Everyone cycling. Electric vehicle not fossil fuel. Lots of wind turbines to collect all that lovely wind energy.	How to keep houses warm and dry?	Paul Wilson	Mount Cook
There needs to be focus on our food production in wellington. This area wasn't touched on at all. Where is our food coming from and is there more opportunity to grow locally. I would love to see the council support some vertical farming		Emily Pfeffer	Mount Cook

<p>I think we should make more calls on acceptable behaviours, products, processes, etc and stick to them. For example, wellington should ban diesel buses, polystyrene. We should be more transparent about the recycling process. We should make some more extreme decisions to show we're serious about climate change and protecting future generations.</p>	<p>This is about all of us working to minimise climate change impacts. So what kinds of changes would you like to see Wellingtonians take in their homes, work, etc. How can we participate? Maybe put some clear targets for individuals/families in there.</p>	<p>Laura Hewson</p>	<p>Other</p>
<p>High density housing, walkable &amp; cycle-friendly city with excellent public transport and strong communities</p>		<p>Gina Rembe</p>	<p>Aro Valley</p>
<p>Transport and Energy is, I think, the most important area for Wellington. Making all Government and public transport electric, but of course this is only worth it if that electric energy is from 100% renewable sources! We need to be building more renewable energy infrastructure as well, so solar panels and wind energy is going to be really important. Supporting zero carbon transport such as walking and biking, especially with good bike lanes (get some inspiration from the Netherlands, they know how to do it right!).</p>	<p>Waste and energy in particular from businesses. We know that 70% of our emissions come from 100 companies, I know it may seem difficult for a local council to influence this but we need Government to be putting pressure on these businesses to reduce their waste and move to more sustainable options. I also think it is important to be supporting households in that. I also would like to see in resource management that the allocation of those resources, water, land etc be unavailable to any effort that is not sustainable, and we need to do better in not over-allocating these resources, and also upholding Te Tiriti o Waitangi in allowing M`aori to exercise their tino rangatiratanga over their taonga.</p>	<p>Tegan van der Peet</p>	<p>Mount Cook</p>

<p>The blueprint you have published is not bold enough. I would like to see policies which send a strong price signal - both in terms of transport and housing. Emitters pay and those who are adopt low carbon activities reap the rewards. Climate change needs to be solved at the economic policy level. We need to much more bold and decisive price signals around carbon emissions.</p>	<p>I am considering planting trees on my land. I would like a place to get advice on tress which are the most efficient carbon sinks for Wellington conditions. How about subsidising these trees for planting.</p>	<p>Stephen Knowles</p>	<p>Other</p>
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	<p>I'd like to see large scale transportation transformation--the bus debacle over the past year has shown how vulnerable we are in that regard. I know this is a GWRC thing but I think that public transport shouldn't be a profit-making exercise but should focus on making getting around--this includes the outer suburbs--practical, carbon-neutral, and timely. Getting the bus is a MISSION now. I'd also like to see much more medium-density housing and the accompanying infrastructure to support it. I also think the Council should invest in recycling facilities--we need to reduce our use as well as being able to reclaim and reuse what's already being produced. Landfill fees should skyrocket, especially for the housing/construction industry. I also support inner city congestion charges and Council support to retrofit the grid for electric cars; I live in an apartment in town and would like NOTHING BETTER than to be able to have an EV but of course we can't work out--and there's no support in any way--how to get chargers in our car park. People want to be as carbon-neutral, it's not that we're being lazy or don't care:</p>	Chiara LaRotonda	Mount Victoria
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	Greater options for recycling and composting of food waste, especially in CBD	Susannah Brown	Te Aro
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	<p>I think transport should be the number one priority - seeing public transport as a public good, even if it doesn't make a profit and requires heavy subsidy. Reliable, frequent and cheap buses (including evening and weekend services) would make a huge difference. I'd love to see fares halved and bus numbers/capacity doubled. Secondly, the cycling infrastructure in Wellington is woefully inadequate - at the moment, biking through certain parts of Wellington feels like a death sentence. It's especially off-putting for new cyclists. Perhaps making more streets car free, with bike lanes and pedestrian walking could be a way forward? And putting in more cycle lanes with screened protection for cyclists would be good. Lastly, it can't be ignored that one of the main ways to cut personal emissions is through reducing food waste and eating a plant-based diet. While this might not be popular, it will be crucial to controlling emissions in the future. I'd like to see the council getting behind food waste reduction initiatives, including education programmes, and introduce commercial composting. I think</p>	Julia Wells	Hataitai
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	While I think the blueprint is a great start i would like to see a larger focus on waste reduction, e.g. supermarkets offering environmental friendly packaging only. And also more incentives for the population to use electric cars and solar power etc. should be created, e.g. through offering subsidies, tax reductions or similar.	Mona	Island Bay
More people living in a denser urban environment with minimal travel and diverse and local food solutions	Speed up please	Xanthe Torrens	Mornington
We need to act quickly to combat catastrophic climate change. Focusing on better transportation options, cycle ways would be a good start. Maybe making Wellington city traffic free, only bikes, public transport and service vehicles in the centre city. Greener buildings using less energy is a also good idea. The focus needs to be on combating climate change, regardless of the financial cost to do so. It is urgent and I would like to see more action from the city.		Max Dickson	Miramar
	The bus system is absolutely buggedged with the last changes the GWRC made. Perhaps it's time for WRC to consider contracting for a bus system themselves that serves the needs of the inner city.	Amy	Miramar
Forcing behavioural change around private transport - make the central city antagonistic toward motor cars. Public transport infrastructure has to keep up with this change, and cycleways that are safe and promote people to take up cycling are essential. A zero carbon transport fleet is no good if no-one is using it - make it essential & efficient. Even if diesel busses are running that's better than all of the private motor vehicles going in and out of Wellington daily.		Samuel	Karori

<p>A major change in the way land is valued is needed. Land closer to urban centres is needed for medium to high density residential and commercial activity, but that's not enough. We need major economic incentives to turn any and all viable land outside of urban centres in to two basic uses: native ecology restoration, and regenerative agriculture. Only a massive shift in land values will allow this to occur. Currently semi rural land is being converted to lifestyle blocks for rich people to play pretend farmer. We desperately need to move away from this model and change laws to make it illegal to use rural and semi rural land for anything other than ecological restoration and regenerative agriculture. This, along with the transport and energy ideas in the Blueprint, is the only viable way of becoming zero carbon by 2050. Ecological restoration and regenerative agriculture are the most efficient forms of carbon sequestration we have, and by producing food in this way we also reduce the massive amount of indirect emissions we are currently responsible for through our food consumption (which is not accounted for in the Blueprint).</p>	<p>The Blueprint's proposed solutions appear well thought out, viable, and effective. However there is a glaring hole: indirect emissions and environmental degradation from food produced for Wellington's consumption. The Blueprint must take in to account the enormous externalised environmental cost of the agricultural practices that produce our food. Monoculture chemical farming (aka "conventional farming") is the single leading cause of environmental degradation globally but because Wellington is not a major food producing region this harm is not represented accurately in the Context section of the Blueprint. Please engage New Zealand's incredibly skilled and experienced network of regenerative land use designers via the Permaculture Institute of New Zealand to help solve this issue. The solutions are low tech, low cost, and have myriad other benefits. However the will require significant support and legislative change to implement, primarily in zoning laws to change the way land is valued. If land is valued as potential lifestyle blocks for the rich we</p>	<p>Connor Boyle</p>	<p>Island Bay</p>
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Phase out of all fossil fuels within the next ten years	More EV charging stations, the faster the better. Even in they are not widely used at first, building infrastructure will encourage people to switch.	Dennis Ingram	Thorndon
I'd like to see a city where ICE (internal combustion engine) vehicles are the minority. The fleet needs to be electric.		Adrian Thompson	Ngaio
Serious non-car-based changes to transport infrastructure, including safe cycle, e-bike and scooter lanes, and a reliable bus/train service.		Kelly Buckle	Wadestown
more, better, reliable public transport is key. Actual recycling schemes that deal with the problem locally or at least within NZ. Subsidies for more investment into warmer homes ie double glazing. Fixing reserves as ironclad investments that protect them from further encroachment.		Scott Elder	Other
	If our goal is 2050, I hope we aren't the first!	L Oakes	Rongotai
More people walking, cycling and taking public transport.	Please prioritise reducing our carbon footprint. I am concerned about the ability of the council to actually do this when you look at 1. The way the bus changes were handled, ending up increasing our carbon footprint and reducing public transport use, and 2. The way some new cycleways (ie. north end of victoria st) are poorly designed and dangerous for cyclists. Please prove me wrong, and pull this off.	Brendon	Te Aro
Forget the CO2 emission because it does not cause global warming. Instead cut particle and chemical pollution which is more dangerous. Buy warm clothing for the coming mini iceage!	Just get rid of pollution of our land, sea and air caused by unfiltered power plants, unfiltered diesel exhausts, chemical emissions from industry, dumping of toxic waste and the like	Iain Fletcher	Other

Needs to be done sooner than 2050....	It needs to be done sooner than 2050.... how about 2030 come on guys make it happen ASAP	Fiona Gibson	Other
Free Public transport. Low energy Housing ( Passive House) = Building code change	Free Public transport. Low energy Housing ( Passive House) = Building code change	Ulrich Kohler	Newlands
Enjoyment of our city should involve having fun close to home with existing resources and having closer ties with our communities. It should also involve respect for tangata whenua, different cultures, and the natural environment.	Hi, please don't support the runway extension. We can't afford to encourage more flying, we should be reducing it by any means necessary.	Catherine Jeffcoat	Newtown
Acting on climate change can be a catalyst to change the way we live and work for the better, but we need to embrace some radical ideas to get there. Healthier transport modes, co-operative communities, local food, and enjoying holidays onshore, are all things that will improve our well-being, our economy, and reduce emissions.	Create a panel of experts and practitioners who can bring people together to make radical climate-friendly things happen. Set up a fund to support projects happening. Ensure building regulations are changed to encourage better quality apartments and medium density housing. Invest more in community facilities (community centres, playgrounds) to compensate for the fact people will be living in denser suburbs. Reduce rates for businesses who providing services that reduce emissions. Introduce community awards and recognition for groups, businesses and individuals making a difference.	Jane O'Loughlin	Mount Victoria
Surveys are a good starting point for consciousness raising. But we have gone beyond rhetorical questions. There should be a climate emergency declared all over the globe. Its only a strong global and political will that can steer us through.		Suki	Karori

<p>No able-bodied person in Wellington living in the CBD or suburbs, will need to drive more than once a week. Alternative modes of transport will be good enough for most things, and cars would only be needed for getting to out-of-the-way places.</p>	<p>Consider the emissions of ships in the harbour (apparently they emit a lot of sulphur dioxide). Are cruise ships worth it? Also - I live in Upper Hutt and work in Wellington CBD (moved to UH 6 months ago because we could afford a cheap place here). So every day I am crossing in and out of Wellington City (on the train). How are the carbon emissions of people like me accounted for? Perhaps WCC should collaborate more with other nearby city councils as well as GWRC on this.</p>	<p>Chris McDowall</p>	<p>Other</p>
<p>More people out of cars using public transport. More people taking individual steps eg reducing beef consumption or dairy. Businesses and individuals taking steps to compost, recycle etc.</p>		<p>Siobhan Keogh-Dwyer</p>	<p>Karori</p>
<p>Embracing automated vehicles in an integrated on-demand city wide network. A dramatic and permanent reduction in private vehicle ownership. Cycle lanes separate from the stream of traffic across the city. A dramatic increase in no-Waste supermarkets and vegan restaurants and takeaways.</p>	<p>Automated vehicles. This is the key to removing the need for vehicle ownership in the first place.</p>	<p>Mike Gwyther</p>	<p>Lyall Bay</p>
<p>Massive increase in public transport - especially light rail from the CBD to the hospital then on to the airport. Council plan for adaptation of areas at risk of coastal erosion.</p>		<p>Eliza Prestidge Oldfield</p>	<p>Newtown</p>



- Electric Ferry Terminal on the old Lynx site taking traveller to the airport. Light rail could take years..and we really don't have years to make a change. A modernised ferry system that is up with the times. - Better (much better) sustainable waste management system. Non compact-able PLASTIC bag systems are very backwards team. We need solid bin systems that have a low centre of gravity and interlocking ability to reduce wind and gradient disadvantages. A proper green waste collection system with up to date methane capture for energy neutrality. Work alongside plant based plastic companies and better packaging options to target waste at the source. A proposal of 'Local Packaging Economy'. A special collection bin for 'Reuse' systems where the packaging is cleaned and sterilised. - Higher priced central city parking (Like Brisbane). - A modernised train system with electronic ticketing systems. I don't understand how far we have let ourselves become behind other cities. - A trackless tram system. If it is going to cost at rest 100s of millions to relocate services and set up infrastructure, lets get onto trackless now. - A push for large ferries and ships to adhere to a solid carbon tax. I have many of ideas. I am a passionate young engineer working in this space and have come to wellington to make a change. Let's do it! Keen to get in touch.

I have attached an idea that we generated last year. Please note this is just an idea that I would like to share. Said company was only a supporter of this design challenge.

Shaun

Kelburn

Taking responsibility and acting with love towards all life.

We need to think more broadly than carbon. A narrow-minded race to emissions could yield significant unintended consequences. We need to ensure we're prioritising the water cycle, nitrogen cycle, soil repair, biodiversity protection, ecological literacy, insects, and so on.

Matthew Monahan

Other

look to te ao Māori for solutions. Māori have been effective kaitiaki of the whenua since mai rā anō.	look to te ao Māori for solutions. Māori have been effective kaitiaki of the whenua since mai rā anō.	Hana	Other
Public transport like the schweberbahn in wüppertal, so that the roads can be replanted in forests. No cars or busses allowed in cbd, plants, humans and animals only. DAYLIGHTING WELLINGTON's streams. It has been done in auckland, and Washington DC and can be done here. It will return some biodiversity to the city, help wellingtonians engage with nature and reduce risk of flooding in case of earthquake. Currently the Wellington streams are piped in brick which does not help me feel safe and optimistic in case of another earthquake. Do not extend the airport. Localised carbon tax.	Daylighting Wellington's streams.	Hamish townsend	Newtown
2050 is too far away. We have ten to twelve years before we set off a chain reaction which will result in total ecological collapse. We need to set the target for now. We need to get to zero carbon immediately	If we don't do this we are going to die horribly because the planet will no longer be habitable. Please take action now.	Laura Cleary	Northland
Advocacy to change behaviour so that shared transport, public transport and safe cycleways are favoured over the car. A sustainable food network and a city where protecting biodiversity is a priority.	I'd like the council to put a sustainable food network high on its list of priorities, as food production, preparation and waste all impact carbon levels.	Chris Cessford	Island Bay
your plan is good but it does not include food people eat (which isnt produced in Wellington but still consumed) and travel to other places (such as other cities in New Zealand). I know these two factors are more out of your hands but giving incentives (maybe reduced taxes in some way) to restaurants to have a large selection of and exciting vegetarian options would be a way people would eat vegetarian more often. Excellent bus and train connections to other cities and looking into electrical planes and supporting their development (they are still being figured out) would be a great way to get transportation to other cities lower in carbon		Franziska Elmer	Other
walking and cycling networks and incentives. public transport network. clean solar and wind power. eliminate home heating by burning. diet changes. heavy meat taxation. massive car taxation. eliminate free parking. heavy flight taxation. compulsory double glazing and insulation in rental properties and new builds. education on environmental issues in schools.		juan correa	Island Bay

Electric transport, reduce waste, clean farming	The Government needs to help and give some kind of incentive the people cant do it on there own.	Andy Murph	Te Aro
That document is a bit too long to read quickly so it's hard to say. It needs to be put into action NOW, with a goal for carbon zerto by 2030, not 2050. ASAP! 2050 is way way WAY too late. We have only a few years left to begin to change the ENTIRE world, and it needs to happen with government, both national and local. Everything I read mentions accelerated Climate Catastrophe (not a placid "Change") is accelerated considerably compared to forecasts. We need a global state of emergency, like war time, starting now, or we will not curb many many many ill effects that will affect all humanity. We are all committing genocide through inaction. Future generations will look down on our inaction as pathetic, selfish and lazy.		Joe Garlick	Other
It's great to see a plan for action - now it needs to happen fast and comprehensively.		Stephen Day	Island Bay
You can't decarbonise the transport sector without moving people away from their cars and into other modes of transport e.g. buses, cycling and walking. On buses, WCC needs to work with WRC to get our bus system back on track. I live in Karori and many more homes are taking to their cars because the bus system is not fit for purpose. Saying that is a problem for WRC is an excuse - WCC need to address the problem head on. On cycling, I'd like WCC to offer free or subsidised electric bikes. That would help incentivise people who live up in the hills.	Covered above.	Sara Davies	Karori
A multitude of sustainable responsible transportation options, food resilience & more engaged communities	FOOD RESILIENCE - Truly engage communities & promote urban food production	Jason	Wilton

<p>Pedestrian and cycle focused inner city centre with no cars. Congestion charges, bus and cycle lanes feeding safe transport for the city. Move bus routes to avoid pedestrian zones. Actually get public transport working reliably.</p>	<p>Reliable and cheap public transport is absolutely key to reducing carbon emissions. No one will adopt a changes at scale if they negatively impact their daily lives or have significant cost. The lowest bid RFP format doesn't work, and there's some indication that seperate regional and local councils don't work. Town planning is also essential, there's a reason why European cities can adopt these strategies faster, part of which is planning and the ability to make change.</p>	<p>Simon</p>	<p>Miramar</p>
<p>Urgent action, led by the Council, to cut net carbon emissions to zero by 2040. A just transition where the costs and benefits are fairly shared. Adopt proven measures: Build up, not out. End reliance on private cars by providing affordable and attractive options, including well-funded mass transit, bus priority lanes, more space for people on bikes, foot and scooters. Introduce a congestion charge and reduce on street parking to shift behaviour. With Govt, phase out ICE vehicle by 2040. Keep making the case for change. Focus on the benefits of rapid climate action.</p>	<p>Be ambitious, and work with the many people in our community who are passionate about building a safe and sustainable Wellington.</p>	<p>Patrick Morgan</p>	<p>Newtown</p>
<p>Functional, modern and affordable public; drastic road traffic reduction; building regulations for energy efficiency.</p>		<p>Steve</p>	<p>Northland</p>

<p>A zero-carbon Wellington will be a beautiful, attractive city with much better access to the city currently dominated by cars. Pedestrianised zones, excellent biking lanes, and smaller electric vehicles/bikes making the majority of the people and goods movement.</p>	<p>As transportation is by far the largest contributor to emissions, this needs to be the primary target, and difficult decisions will need to be made. Wellington should follow the lead of Amsterdam, and ban gasoline and diesel fuelled cars and motorcycles from 2030. Rapidly progressing on biking infrastructure will also help.</p>	<p>Michael Norris</p>	<p>Hataitai</p>
<p>False flag event</p>		<p>Stephen</p>	<p>Khandallah</p>
<p>Safer cycleways, better public transport, better housing and encourage large organizations to do their part: it's almost impossible to go plastic free if large companies don't change</p>		<p>Karien Mallee</p>	<p>Hataitai</p>
<p>Tackling emissions from aviation.</p>		<p>Elliott Young</p>	<p>Breaker Bay</p>
<p>People need visuals and imidiata validation. While technically it would be better for the world if we focused on carbon emissions first, thats a positive change that isn't immediately visible. For atleast the first year we should talk about carbon emissions while making environmental changes to the city, Planting more trees, opening more gardens, revitalization of our inner city parks. These small action will reinforce the narrative that Wellington is eco friendly, the more people identify and take pride in this the more likely they are to take the leap and leave their cars at home in a years time when we start to actually focus on emissions.</p>		<p>Jordan</p>	<p>Tawa</p>
<p>Reducing the number of cars on road Energy efficient houses Less waste</p>		<p>Marie-Sophie Fabre</p>	<p>Newtown</p>
<p>Housing. A mix of high, medium, low density. High and medium density married with parks, gardens, public transport, walking, cycling and shared EV facilities. Local amenities for a sense of community. Passive build housing with solar, Storm water collection and swales, local grey water management with wetlands . Blocks of self sustaining cohesive communities. Forest parks with native planting to encourage native biodiversity. There are fast growing natives that will provide shelter for the slower natives. Reduce waste at its source. Encourage industry in the circular economy model.</p>	<p>Make those using sustainable carson zero options financially more rewarding as it will save the planet and is the less expensive option in the long term.</p>	<p>Eraena Catsburg</p>	<p>Newtown</p>

<p>I think that there should be steps taken to reduce more of our waste although it is not the main problem. Would be good if we could recycle more in our bags (like almond milk cartons, etc) or have more information put out there about it. Also making people aware how large their carbon footprint is by flying everywhere. Buses are a great alternative although they take a long time. They're cheaper, and they help the planet.</p>	Holly Gibson	Kelburn
<p>Excellent public transport, more facilities for electric vehicles. Energy efficient buildings, more wooden buildings. Public education on how individuals can reduce their carbon footprint. Advocate for a zero carbon NZ and world as soon as possible.</p>	Maria Clarke	Kingston
<p>My vision as a youth worker is for a community that takes responsibility for its emissions, waste and resources imported. We have to act quickly to increase: public transport and walking/cycling infrastructure, tax cars, invest in communities and increase housing efficiency and availability for poor or marginalised peoples. Climate action is not an isolated issue but impacting across all aspects of our lives.</p>	Sol Marco Duncan	Wilton
<p>A city in a forest that maximises active and zero emissions mass transit and abolishes all vehicles except public transport from the central city hub. The city builds up, not out. All buildings are energy efficient and maximise opportunities to capture and use their own energy. The city takes responsibility for ensuring all building (including construction materials) are carbon neutral.</p>	<p>We need to start acting now, not in 2050. I want to see a staged plan that begins today with targets that rapidly reduce current emission sources and prevent the creation of new sources.</p>	stephen bradford  Newtown

Wellington is a region that can easily reach Zero Carbon. The city itself is a small footprint that encourages far more walking and public transport than many other cities. It is relatively easy to get to the CBD and to participate in the community of Wellington. The vision needs to be inclusive of all Wellingtonians, because the people of Wellington will be the ones that carry out most of the actions needed to get to, and sustain, zero carbon.

Is there any consideration being given to the emissions from the ferries operating between Wellington and the South Island? Big ships like those are creating huge emissions. They should be considered as part of this plan, even if they are owned and operated privately. The Council should consider more deeply how visitors are getting to the region, and make it easier for them to do so without a car or a plane. NZ-wide initiatives such as rail should be more heavily considered so that there are more options to get to the capital from other regions - especially for tourists and short-term visitors. This will reduce the number of cars into the region that need to be parked and filled with petrol to leave again. It will also encourage those who are only in Wellington for a short period to make use of bikes, e-scooters, public transport, or simply walk. There is also business opportunity for short-term car/vehicle rental with the caveat that they rent low or zero emission cars. This may be simpler to plan for the North Island but should also be considered for the South Island, given the connections available with the ferry companies. There

Louise

Hataitai

<p>The 2050 target is far too unambitious. Based on the latest climate science, the Council should be aiming for net zero emissions in Wellington by 2030, and should make both urgent emissions reductions, and preparing for the effects of climate change and mass extinctions, its top priorities. This means that Council should only make investments in transport or infrastructure which: - lead to sharp and urgent emissions reductions - strengthen the city's resilience to climate change Investment in transport or housing programmes that lead to increased emissions, or which involve building infrastructure at or close to sea level, must end now. The best thing about "First to Zero" is that it prioritises front-loading emissions reductions over the first ten years. But for this to be meaningful, this means that Council has to radically rethink its investment and planning priorities. Finally, Council should: * Declare a climate and ecological emergency * Start telling Wellingtonians the truth about what climate change and the extinction crisis mean for the city.</p>	<p>Council should: * Make a decisive break from the failed, emissions-heavy, car-dominated transport policies of the past, and invest in good transport alternatives instead. * Sharply reduce aviation emissions and cruise ship emissions. No airport runway extension, and cruise ship numbers need to be reduced, not increased. * Maintain and enhance Wellington as a place for plants, animals and people.</p>	<p>Tim Jones</p>	<p>Mount Victoria</p>
<p>A car free inner city with plenty of options to get around. Affordable and diverse public transport, more and better cycle and pedestrian paths, and subsidised changed to EVs. Supporting energy efficient housing and leaving enough green in and around the city.</p>	<p>Less cars in the inner city of Wellington and/or slower speed, such as 30 km/h, please.</p>	<p>Susi Woelz</p>	<p>Island Bay</p>
<p>Healthier, vibrant and less congested. Cleaner air, cleaner water, safer roads and reduced commute times. Considered urban intensification, less ugly carparks and increased mixed use development. A city designed to enrich peoples lives whilst protecting the biophysical environment we are all dependent upon.</p>	<p>Please prioritize creating a safe cycle &amp; pedestrian lane along the Urban motorway from Petone. It is ridiculous that it is not possible to walk or cycle to our city from the Hutt without going on the hard shoulder of the motorway! If the Council is genuine about reducing transport emissions then this needs to be sorted. It is long overdue!</p>	<p>Ben Pittson</p>	<p>Te Aro</p>



An informed and engaged community working together in small and large ways to reduce our carbon footprint, before it is too late to stop the tide.

Elsbeth McMillan

Khandallah

- Further reduction in single-use plastics associated with food e.g. push for more affordable, widespread bulk food options (this is of course related to the imports/exports issue that the pamphlet mentioned would not be a main focus at the start, but is still important) - Work with landlords and property agents, advising or possibly rewarding energy-efficient options for appliances and whiteware - The places where trees are planted for carbon offsets would be great to make into parks or nature reserves for people to enjoy and for conservation work to take place

Hiromi Beran

Aro Valley

A very sharp reduction in private vehicle travel (regardless of petrol or electric) matched by a very sharp uptick in electric or non-fossil public transport options. Debt and strong laws/bylaws will be necessary. Very walkable neighbourhoods that include co-op housing, community gardens and composting, community libraries for items beyond books such as tools and toys, community energy production

Take your diet change section seriously. A sustainable future needs to be as vegan as possible, but we especially need to reduce dairy intake immediately. Also, really call out the Government over their inaction. The time for the same old vague wishy washy politician PR talk is long gone. I expect any mayor of Wellington to loudly proclaim as often as possible that the Government is failing Kiwis by using climate friendly rhetoric then promoting new oil and gas drilling on our shores.

Geraint Scott

Newtown

City that promotes, lives and breathes zero waste . Make it easier for people to participate in this new lifestyle	Everyone has a role! Knowledge is key. Give us ideas on how to participate. Spread awareness but also ensure that we take actions instead of voicing concerns	Chantelle	Tawa
Better cleaner public transport, more people on bikes, Wellington is too small for everyone to be driving everywhere all the time.	More focus on bringing back natives and natural environments.	Bianca	Lyall Bay
Expanding public transport use (and I don't mean back to where it was before greater Wellington ruined it completely) Bike lanes comparable to what you would see in cities around there world where cycling is prevalent such as Osaka , Toronto, Copenhagen. Not perilously narrow intermittently available bike lanes randomly dotted across the city . More urban green space Vertical farms Telecommuting High speed frequent rail to all commuter communities Building up not out	Really big moves needed in transportation. Tweaks won't do it.	Benjamin Fabish	Kilbirnie
Greener with more people and earth-friendly outdoor spaces and buildings. Living streets. Food forests and edible gardens. Smarter transportation. No cars?!!!! (OMG it's a revolution!)	Support Masterton to ride on your coat-tails and become the first carbon-zero town! (then we'll take the rest of the Wairarapa with us and the entire Greater Wellington Regional Council area to carbon zero by 2050)	Janine Ogg	Other
Carbon zero by 2030. This means getting serious about transport and retrofitting our buildings to improve performance. Far more regulation/charging of petrol cars in the city, but we need realistic and convenient public transport options. The regional council stuffed it up with the move to diesel which makes the city's job more challenging, but we have to act.		Jason Frick	Brooklyn
	Have a policy for supporting private solar PV systems by streamlining the related building consent requirements and waving any building consent costs.	Richard Herbert	Tawa

<p>Extensive revegetation of public and private land, especially riparian areas. Better public transportation and cycleways, economic disincentives for high emitters (eg industry, cruise ships) and more education for everyone, but not in a way which places all of the obligation on the community. Big business like Todd energy need to accept the environment cost of their profits. Unless we legislate for that, community action won't suffice.</p>		<p>Mark Newdick</p>	<p>Vogeltown</p>
<p>Thriving, free(or very cheap, available to everybody), electric public transport. Clean electricity sources. No petrol cars, or if necessary VERY heavily taxed petrol which will be used to pay for the electric public transport.</p>	<p>Carbon zero by 2025 is a necessity. 2050 is far too late, our species is long dead by then. Read this post which articulates this very well: <a href="https://www.facebook.com/SoilLifeQuadra/posts/10156656875720199">https://www.facebook.com/SoilLifeQuadra/posts/10156656875720199</a></p>	<p>Chris Hendry</p>	<p>Wilton</p>
<p>A city dedicated to reducing carbon emissions : industrial and commercial waste : protecting the environment : protecting and increasing the urban tree canopy : incl wild spaces and regenerative projects : increasing availability public transport : educating citizens and enviro-conscious living practices</p>	<p>Transparency abt council initiatives and practices : open consultation with all stakeholders : investing on putting value on trees to protect them</p>	<p>V wright</p>	<p>Karori</p>
<p>Not paying Singapore airlines to fly large planes on uneconomical routes to Wellington. Not replacing a huge fleet of electric buses with diesel buses (late ones at that!) Taking less than 100 years to finally a Petone to city cycle path. Building city cycle lanes that actually feel safe rather than talking about it for decades. Plenty of EV chargers. More wind turbines Tidal stream turbines at Karori rip. Park and ride facilities. Incentives for solar and battery storage. Incentives to move off reticulated gas and into heat pumps, solar, induction hobs etc.</p>		<p>Andrew Gow</p>	<p>Mornington</p>

	<p>MANY COMMERCIAL BUSINESSES AND APARTMENTS DO NOT RECYCLE OR HAVE ANY RECYCLING METHODS! I can't help but be thinking about the extreme housing crisis in Wellington while reading about benefiting for the environment. I think it is important to collaborate and create strategies for creating better living for Wellingtonians- especially low-income Wellingtonians (students, families etc) as well as a environment friendly wellington. We don't want caring for the environment to become something for the privilege vs impact low income earners to be impacted much worse than the current state we are in right now.</p>	Emma	Mount Cook
<p>A focus on developing a sustainable economy, including housing, transport, and infrastructure which will be adaptable to the changes which are heading our way.</p>		Tristan Murray	Mount Victoria
<p>A strong shift to prioritising public transport and low-impact individual modes over private cars, in the central city as well as suburban centres, and in all roading/ pathway design. The purpose of all the public space currently given over to cars should not be to make it easy for cars to move around - it should be redesigned to make it easy for people to move around. All those huge parking lots should be given over to higher densities of housing, with easy access to great public transport. City fringe/rural spaces should not be turned into low density housing - that just increases emissions. Much better for the future of our children if we use that space to plant trees, with tracks for walking/biking and public transport access.</p>		Dave	Newtown
<p>More electronic cars, bikes and better public transfer. Provide easier parking to electric cars to. Motivates people to use it.</p>	<p>Provide easier parking to electric cars to. Motivates people to use it. Provide charging station for electric cars so people start using electric cars</p>	Farshid	Broadmeadows

Warmer dry weatherproof homes, with plenty of greenery around, plenty of walking paths.	The aging population- not everyone will be able to walk or bike everywhere or able to live in dense apartments.	Murray	Ngaio
	The council should be sure to reduce, report and offset emissions from cloud computing in coal-powered overseas places like Australia.	Merrin Macleod	Te Aro
This feels like more tinkering. The facts tell us that radical change is needed and anything less than radical is a greenwash.	Yes, have everything in line with the science, not on what you think will get you re-elected. This is not about politics, it's about our responsibility to our children.	Jane O'Shea	Highbury
Work with other metropolitan Councils for a regional approach to climate change.	Electric vehicles allowed in the central city but petrol vehicles road taxed. Promote solar panels.	Pat van Berkel	Other
Reducing transport emissions will be hard when so many people still think the car is king, that cyclists are a nuisance and Wellington is not suitable for cycling (it is, just get an ebike) and NIMBYs hamper the much needed expansion of cycle paths, when the GWRC is doing the opposite of what's required (removed electric busses, new fleet of diesel buses, removed convenient direct routes, reduced bus capacity and increased overcrowding along arterial routes, introduced hubs that increase journey time and disincentivise bus use).	Take control of public transport within the city (away from GWRC) so that you can give a joined up plan to improve patronage	Andrew Williams	Southgate
A city with carbon zero transport, energy-efficient buildings, lots of grid-connected solar PV and dedicated green spaces within and around the city.	More effort on safer cycling, including driver education. More electric car chargers, including in suburban areas	Steve Torrens	Mornington
Zero carbon means zero emissions and a better future for us and our environment.	Consider Wellington airport and ask them to contribute to reducing emissions	Julia Bain	Wadestown

	I wonder if a major challenge is bringing other local govt bodies in the region on board.	Rebecca	Ngaio
Council walking the talk, leading by example and making hard decisions that are best for the future of our city, planet and future generations.		G Dub	Northland
It looks like a place where plants, animals and people flourish and can enjoy. It looks green and bright and it sounds quiet. It looks exciting!	The urgent need for action on climate change - to reduce emissions to net zero well before 2050, and to make climate change a central, public focus on city planning processes.	Sophie Handford	Other
Nothing Wellington does or doesn't do will affect the climate of the future - our CO2 emissions are too infinitesimally small to matter in the global climate context. What matters is what big CO2 emitters in the northern hemisphere do - China, the US, India. Time and money would be better spent taking practical, common sense measures against things like sea level rise, if it is believed that this will be a significant problem in future.	First to Zero is a well meaning but vacuous exercise. It's little more than feel-good virtue signalling.	John	Thorndon
A forward thinking holistic city plan that enables smart transport choices, that understands the needs of the community and prioritises these over the not-in-my-backyard nay-sayers. This will be a city which I am proud to call home.	Be bold. Introduce KPIs in all future projects undertaken by the council.	Hannah	Khandallah

	<p>The council still seems to be fixated on user charges as THE solution for private car use but many people use private transport because there is no REAL alternative. There needs to be decent, regular, 24-7 public transport that actually works for people living in the outer suburbs (those whom I imagine would be the most likely to use private vehicles). Furthermore, other alternatives, such as cycling, are all very well but there seems to be the failure to address Wellington's horrendous weather at times, which makes these forms of transport absolutely miserable in the wind and rain. Basically, the council needs to get out of their little fantasy bubble and look at the actual problems that are deterring people from using alternative modes of transport besides just a lack of charges. At a higher level though, so much of the carbon produced is the direct result of our 9-5 commuter mentality anyway. If we want to take real action, we need to not only reduce the emissions from our actions but re-think the actions themselves. Why do we need to travel to and from work at the same time every day when these days we</p>	Shannan	Miramar
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<p>Support to public to make the best choices. Both carrot and stick approach. Eg, Free or heavily subsidised public transport, tax on carbon polluting behaviour like driving one person per car. Across the board. We have to have functioning ecologically responsible options to switch to. Subside them at the expense of bad choices. Encourage responsibly farmed vege box deliveries over centralised food suppliers.</p>		<p>Caroline</p>	<p>Miramar</p>
<p>Wellington will look like Gloriavale</p>	<p>Consider not wasting time and money with this. In the end even if wellington had 0 emissions (i.e. no cars, no farts, no animals, no building, no smoking). It will destroy the city and make no effect on climate change because our carbon footprint is negligible compared to USA/China/India</p>	<p>Arthur</p>	<p>Johnsonville</p>
<p>Fewer private cars with one occupant commuting to town, protected cycle routes and more people using public transport and active transport modes.</p>	<p>We need a council prepared to initiate congestion charging to fund some of the infrastructure changes needed to mitigate car culture.</p>	<p>Malcolm Gunn</p>	<p>Karori</p>



<p>What is necessary is adaptation - many of the steps toward carbon reduction are also, and essential for, a future where fossil fuels are no longer (as) available. What will change significantly is the types of work people do. This is not automation but about making and growing the stuff we need closer to where we live. Housing densification means less transportation of food, medical and education goods and services essential for maintaining the level of civilisation we currently enjoy.</p>	<p>The vast majority of the populace cannot afford to make the changes to their housing necessary for a carbon zero future (dense, warm, solar powered) i.e. market based property development will not supply appropriate housing, and definitely not fast enough. Local and Central government need to undertake a massive building programme themselves (not in collaboration with the market) to move the populace out of risk zones and into appropriated built and planned housing that makes it possible to live without the cars and the trucks that supply essential goods and services. Councils also need to initiate small industry change toward services such as recycling, repair and maintenance of digital and mechanical tools &amp; food production.</p>	<p>Kate Linzey</p>	<p>Kilbirnie</p>
<p>Worried that this will become a distraction to council. WCC ought to be focusing on providing core services rather than spending our rates on these potentially costly initiatives.</p>	<p>Rates are increasing at greater than 2x inflation - would prefer a focus on costs and services.</p>	<p>Jeff</p>	<p>Miramar</p>
<p>Solar and Wind power, electric vehicles. Walking and cycling friendly. Green spaces, energy efficient buildings.</p>	<p>Teaching our tamariki about the urgency and impact of climate change and mass extinctions and using them to advocate for change in their whanau.</p>	<p>Brenda Wordsworth</p>	<p>Tawa</p>
<p>A more resilient capital which leads the way, and a 'just transition' which puts proportional responsibility onto the largest polluters to change their behaviour.</p>		<p>Steven Almond</p>	<p>Northland</p>

<p>A massive emphasis on public transport and non-car alternatives. Safe and meaningful cycling infrastructure, which is currently not fit for purpose (as someone who cycles every day and is very confident on the road, I still feel that my ride is risky and there are not clear routes). Legitimate Council-led incentives for people and households to reduce and reuse, not just recycle (given sustainability challenges for the latter). Active consultation of communities that aren't often heard enough on issues of change and strategy - particularly young people, Māori and Pasifika and migrant communities. A bold vision and plan for increasing the coverage of native species in the city's green spaces. Getting businesses who rely on the city's infrastructure to commit energy, influence and resources to the zero carbon plan. Council supporting high quality medium density and community led housing development, in the city and in the inner suburbs.</p>	<p>More focus on supporting the advocacy and involvement of young people fighting for climate justice, through funding, education and providing a platform for their work.</p>	<p>Tania Sawicki Mead</p>	<p>Southgate</p>
<p>Car free.</p>	<p>I know the council gets a lot of angry feedback on measures perceived to be anti-parking and anti-car domination in the city, but there are a huge number of people who want a car-free, pedestrianised city centre. All decisions should be strong, future facing and the council should not cave to small groups of angry, backwards, residents associations. This needs to be aggressive and upset people to work.</p>	<p>Em Wright</p>	<p>Wellington Central</p>
<p>Zero and even Negative emissions by focussing on doing everything possible, in every possible area.</p>	<p>Lowering consumption. Putting nature as a public asset on the balance sheet and reporting a loss for loss of biodiversity , trees, and marine health.</p>	<p>Alan Barraclough</p>	<p>Other</p>

<p>More pedestrian only "streets" in Wellington. More reliable trains to get into the city. More EVs on the road.</p>		Elizabeth Hoffman	Other
	<p>I rated all areas as a 10 for urgency - but I want to put advocacy as a 12. I can't state in certain enough words how singularly important it is for the government to start walking the talk on climate issues. I hope my local elected representatives can do some of that heavy lifting for me. It's so critical, and terrifying. Please.</p>	Karin McCracken	
<p>More sustainable options for travelling to and from Wellington City to surrounding regions. Micro-mobility and pedestrian priority within the CBD. A focus on planting throughout the CBD (particularly along roads where there is no shade trees and heavy traffic.</p>	<p>Te Atakura First to Zero is an ambitious blueprint for the future but we must act immediately. The blueprint could use a section that incorporates the current actions that are being taken by WCC.</p>	Thane Houston-Stevens	Mount Cook
<p>More focus, priority, and support for active transport and public transport options.</p>	<p>Stop letting private car parking considerations get in the way of doing the right and correct thing</p>	Gene Clendon	Other
<p>My vision for the transition to a zero Carbon Wellington is one that enhances the wellbeing of everyone who lives here. By improving and electrifying public transport, designing resilient infrastructure and building standards, increasing green space, and reducing waste and pollution, we can do our bit as a city. We should also make sure this is a Just Transition, by promoting good employment in clean sustainable industries, and by involving iwi and unions as key partners.</p>	<p>Further develop a Just Transition Policy, in partnership with iwi, unions, and other local government in the Wellington Region.</p>	Nick Henry	Aro Valley

	I would like to see more focus on waste management - this is one area where ordinary citizens are most conscious of their environmental impact, but may be limited by the services that the Council provides. This includes options for food waste, soft plastic, and Tetra pak recycling, which are currently limited or unavailable in Wellington.	Sarah Bradley	Te Aro
Electrified, energy efficient, renewable, responsible, mobilised and bio-diverse	Biodiversity	Blair Renwick	Karori
Te Atakura is broadly in line with what needs to be done to get Wellington to net zero. However, there are a few issues I'd like to raise: 1. This plan should include the declaration of a climate and environmental emergency, acknowledging the war-like scale of this problem. 2. Let's Get Wellington Moving doesn't have (as a specific goal) a zero-emission transport plan and the scenarios reflect that. We need a concrete plan to reduce transport emissions and for every initiative to be assessed in terms of emissions output. 3. The specifics around a carbon budget for Wellington need to be developed so that we have quantitative restrictions on what we emit, and have a guideline for where we need to be going. 4. Where is the accountability measure to ensuring we actually achieve Carbon Zero? 5. Where is the ambition in the building energy space? There should be a robust analysis of the Council's regulatory tools to drive emissions down in this space and a commitment to use them.	The airport. A glaring hole in Te Atakura is it has no plans for reducing air travel and its impacts on the environment, despite recognising it accounts for 20% of the city's emissions. I accept that air travel will be an important part of the city's future, however, continued growth and encouragement of flying by building the runway extension will more than outpace any gains made by efficiency in the amount of "carbon emissions per travel dollar spent. Be bold, and take the necessary action - agree to not support the Wellington Airport runway extension any further.	Liam	Other
We should also encourage local food production to reduce emissions relating to transportation of food. And lobby central government for improvement in packaging eg extension of single use bag ban to include other single use plastics		VIOLET CHONG	Newtown

All areas must be addressed. Now. The time for tinkering with the easy wins was 25 years ago.	How about "carbon neutral by 2030". Now, that would be bold and inspire others. Relatively easily achievable too with almost unlimited renewable energy sources like wind (especially Wellington), geothermal and hydro.	Christoph Gerds	Brooklyn
Where we can live day to day guilt free, knowing our impact on Aotearoa (and the planet) is as minimal as possible		Sam	Mount Cook
Green spaces used as community gardens. Far more active and public transport. Movement towards a no waste culture.	Utilise unused, or rarely used, green spaces to grow food. Even berms could be used to grow food!	Oliver Howitt	Kingston
No cars in the CBD.		Jeff Lyall	Brooklyn
	I don't think the government should be incentivising the purchase of electric vehicles, as the carbon emissions involved in producing new cars is so high. Instead, I would prefer to see the focus remain on improving public transport and cycling options.	Campbell MacDiarmid	Brooklyn

<p>There are some good things in this and I like your acknowledgement that lower income households will need assistance to transition and am hoping that includes things like eliminating food waste to landfill (e.g. council-provided food collections, compost collective/food sharing initiatives) as well as support to move to more environmentally friendly transport options. The transport plan is severely lacking on the infrastructure side - its all good to talk about better modes but WCC needs to get more bus lanes/peak hour clearways created ASAP to encourage people out of their cars and reduce the amount of time everyone spends clogging up roads. I agree with congestion charges (particularly for one-person vehicles). I disagree about not including flights in this plan (and this as someone who flies). A significant majority of flights would be for business purposes, but the technology already exists for remote meetings/training and the like so I am advocating for a reduction in the number of daily flights - we'll all need to make some sacrifices to adjust to climate change. I would like the plan to include not just green belt restoration/planting but helping (educating?) homeowners how to restore their own backyards, verges, common areas etc with native plants, community food gardens to create more eco-friendly/low carbon areas and encourage more wildlife. I would also like the council to declare a climate emergency - we can not afford to carry on with business as usual with our environment in crisis.</p>	<p>I would like council to consult with community groups and local experts in each field when developing the details of this plan, to ensure it will meet its goals - and also collaborate with GWRC and central government as needed i.e on the transport side of things.</p>	<p>Jo Davidson</p>	<p>Karori</p>
<p>Wellington is a liveable city, prioritising people and active or shared transport over roads. Our communities are equitable and healthy, and the council uses its enormous procurement budget for investment into social and sustainable products and services.</p>	<p>Whilst it is mentioned, I believe that a greater focus on circular economy needs to be taken, in particular with regards to the council's own procurement policies.</p>	<p>Nada Piatek</p>	<p>Newtown</p>

<p>With a transport focus: biking and walking that's safe, comfortable and convenient enough to be a natural first choice for most people for short journeys. This means more priority around the road network as well as better facilities. Public transport that's good enough and cheap enough to be the next best choice for most city journeys. Faster, more reliable, and cheaper. And measures to fix the damage done by #clusterbus. Private vehicle transport is still needed where other options don't suit, but with cleaner vehicles, and making better use of the existing transport network (eg staggered working times). That way if you need to drive, it'll be like a school-holiday-commute every day. Overall, to be 'first to zero' or even be on the scoreboard, the plan needs to be more ambitious. And the city needs to *do* stuff! A plan without action is not much use.</p>		Linda Beatson	Te Aro
<p>Most people don't want to say it but its too late to do anything meaningful, we should enjoy the time we have left. The IPCC are conservative body of knowledge and climate is just one of the many huge problems we now face. 60% mammals lost, insects apocalypse now underway as quoted from the guardian newspaper. Nothing can replace the role fossil fuels occupy in our civilisation (1 billion cars on the road, travel ny airplanes). Meanwhile everyone who is in charge keeps talking about economic growth. I know many people who have been saying how much worse it is for years and now with all the reports coming in (1m species facing extinction ect) are being proven right. They have had their voices shut off and the debate for 3 decads was a denials vs a climate scientist - mainly because people kept pretending nothing was wrong. This whole time it should have been a climate scientist vs someone who thought they did not push it far enough. Oh permafrost looks like its warming rapidly anyway!</p>	<p>Telling people that economic growth is possible. At the end of the day we all die and personally I'm looking forward to the I told you so moment and the satisfaction that what you fools are doing will not work - however good luck throwing stones at the oncoming train.</p>	Jimmy	Aro Valley
<p>I would like to see free or near free public transport on all services (and services massively increased to meet demand). I'd like a car free city centre. I'd like inner city car parking to be very expensive (with free disability parks). I'd like to see wide, safe bike lanes through all major arterial routes. I'd like you to give us every incentive to stop using our cars, and make it easy for us to use other ways to get around.</p>		Kate Duignan	Aro Valley

<p>I think the conversation needs to now shift from attempting to maintain this unsustainable civilisation by making it 'green' to how we prepare for collapse - what will it look like? and how can we prepare? It is telling that Jem Bendall a professor in sustainability - over 20 year working in this field - has come forward in his recent paper deep adaptation which basically say its too late to take this system sustainable.</p>	<p>Yes tell people the truth that replacing fossil fuels with green tech is not possible in the timeframe we have. Therefore our economic system of growth must go if we have any hope of a future.</p>	<p>Keegan I</p>	<p>Mount Cook</p>
<p>A thriving and vibrant Wellington where people can easily and safely get around the city by active and public transport. Low carbon lifestyles are the norm and carbon emitting activities are frowned upon (and very expensive!).</p>		<p>Ben</p>	<p>Kelburn</p>
	<p>Cars are still the primary form of transport and central government is not doing anything to change this. Unfortunately Wellington has a terrible track record on public transport and for many that trust has been broken. Some ideas like lite rail seem good but the reality is if it is not quicker than taking a car why would you bother.</p>	<p>Nick Taylor</p>	<p>Khandallah</p>
<p>it's a crisis so ACT NOW!</p>		<p>Tarsha TeRure</p>	<p>Other</p>
	<p>The Carbon Lab idea is a distraction and should be a much lower priority than other activities.</p>	<p>Clare Stringer</p>	<p>Island Bay</p>
<p>Through understanding how our actions directly impact our environment we will have to change our way of life to respect the needs of future generations and ecosystem health. Through a mix of less fossil fuels, increased connection with greenspace and adoption of innovation we will be happy, healthy and an example for others to follow.</p>		<p>Stu Farrant</p>	<p>Kilbirnie</p>



<p>Car use is minimised, public transport is everywhere and widely used, the city centre is largely for walking and cycling and there are almost no cars, buildings are energy efficient, the airport is no more, community gardens are commonplace.</p>	<p>There is confusion in Council policy at present with support for runway extension on the one way, even with ratepayers' money, and support for the huge carpark at the airport, building a convention centre, and so forth, and a lack of realism in the Te Atakura report about just how good we are presently. There is a great deal of boasting about wellington in there but the reality is that our emissions from aircraft departing the airport are not even counted, for instance. Also offsetting of emissions through tree planting is actually a myth and largely a PR exercise to enable business as usual. We cannot plant enough trees and they can't grow fast enough to make anything more than a tiny contribution: we'd need to cover all of New Zealand with billions of trees for this to be significant. So the boasting about this in Te Atakura is rather misleading.</p>	<p>Michael Pringle</p>	<p>Tawa</p>
<p>Where people take consideration of their environmental impact before making decisions.</p>		<p>Lydia</p>	<p>Churton Park</p>
<p>Less cars. Reliable public transport. More carbon tax.</p>	<p>Make a much stronger emphasis on active transport</p>	<p>Raymond Kemp</p>	<p>Woodridge</p>
<p>Less cars on the road and more effective ways of getting around the city</p>	<p>Minimising waste and the consumption of goods that welly people use! Recycling doesn't cut it!</p>	<p>Britt hoare</p>	<p>Kelburn</p>

	Being ambitious about investment in cycling and walking infrastructure, claiming back space taken up by roads and parking. Closing down some streets to all but pedestrians and cyclists.	Polly Griffiths	Wadestown
There is no current problem so a zero carbon vision is a waste of time. Man made climate change is based on faulty computer modelling and data. For example the models do not take account of water (clouds). The climate has always changed, and these feel good initiatives will make zero difference to the environment and have a huge impact on our economy.	Do not implement these policies as they are an expensive waste of money and will have no impact on what is happening naturally.	J Carter	Kelburn
Please don't put advocacy for electric cars higher on the list of priorities than enhancing cycling and public transport infrastructures. Everyone can afford a bicycle, not an EV. EVs still take up space and energy. I am a commuting and leisure cyclist in Wellington. All the people I know who cycle every day have had at least one accident. Some have given up cycling because of its risks. Sometimes there is no other choice than temporarily using the pavement, and even at very low speed, I get abuse from pedestrians. If I stay on the road, I get abuse and dangerous overtaking from drivers. Please provide adequate cycling infrastructures. Cycling is the most efficient and sustainable way of moving around in a city of the size of Wellington. Thank you.	All changes put forward in the document need to come with a large amount of public sensitization. Because rejection of change is a common human behaviour, citizens need to understand that the changes will benefit them, their children, and future generations.	Joane Elleouet	Thorndon

<p>I commend the council's vision for being direct, forthright, and well considered. With one exception: 2050 is much too late. We need transformative action across all human societies, and we need it now.</p>	<p>I understand your framing, but it shouldn't be reduce emissions OR plant trees (ie, as offsets). Emissions must be cut at source. But trees should be used as part of Natural Climate Solutions, to drawdown existing atmospheric GHGs, as is urgently needed. <a href="https://www.naturalclimate.solutions/the-science">https://www.naturalclimate.solutions/the-science</a></p>	<p>Justin Wood</p>	<p>Thorndon</p>
<p>Sustainable transport, smart use of resources, less focus on GDP and more on collective welfare.</p>	<p>Air travel, how we get around New Zealand contributes a lot to our emissions. I fly home to Auckland quite regularly and I would look to other transport options if they were more sustainable and practical.</p>	<p>Patrick Hayes</p>	<p>Kelburn</p>

<p>More ambitious than this.</p>	<p>All public transport *FREE*. This is not difficult (and probably less expensive than the current support given to cars, when all expenses taken into account). Proper rail links to the rest of NZ - we need to stop flying as soon as possible. It is ridiculous that the *only* sensible way of getting to any other city is flying. A train journey from Edinburgh to London is 637 km, takes 4h 15m, departs roughly every half hour every day and costs around NZ\$80 (cheaper if you buy early) - a train journey from Wellington to Auckland is 642km, takes *11*h 30m, only runs 3 times per week and costs NZ\$160. While I appreciate that economies of scale kick in, if railways were government-subsidised the way that air travel is (tax-free fuel, maybe?) maybe we could make some progress. For that matter, rail services that are reliable and frequent just to Wellington's satellite cities would be a start. Having just moved from the UK, it is shocking how primitive Wellington is in this regard.</p>	<p>Adam Cheney</p>	<p>Wadestown</p>
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<p>I think the council's blueprint is hitting all the right marks, but a common concern is whether the targets will actually be hit. We can't afford to miss the 2050 deadline, and in fact, should be aiming for earlier in order to avoid the point where there is no return for the planet (although I understand that there are political and implementation hurdles).</p>	<p>Implement earlier than 2050!</p>	<p>Juliette Clarke</p>	<p>Brooklyn</p>
<p>The use of hill land around Wellington for inefficient stock grazing needs to end and should be replaced with bush regeneration and forestry supporting increased biodiversity. Ideally, the ridgeline would remain open to allow good vistas to encourage recreational use. City collection and composting of food waste should be seriously considered. On transport huge investment is needed in the train lines that head up the coast, and up the Hutt valley. These links need to be the obvious choice for anyone coming into the city. Non-electric cars should have restrictions placed on them in the near future. Perhaps there should be rebates available for installing car charging facilities at residential properties.</p>		<p>Tim Nicholas</p>	<p>Johnsonville</p>
	<p>Extend the train system underground to the end of featherston street, get people out of the elements and reduce walking distance. And make using the train more convenient and cheaper. We live in one of the world's windiest cities, we need to use this resource and could be using the tops of buildings to home wind powered generators. To offset our emissions. Planting more trees, by strategically choosing what plants and where we place them we could have further offset the carbon emissions. And beautify the city. More beneficial plants = more ground cover = less weeds = more carbon offset.</p>	<p>James</p>	<p>Other</p>

	Wellington should be a city where a zero carbon lifestyle is supported in the way the city functions. We can't get rid of private cars, for example, if we don't absolutely nail efficient, reliable public transport. We can't reduce plastic rubbish until there are viable alternative options for current plastic options, and not just options that pay lip service. Education is also key, where people are given science-based information and ways to reduce their household's emissions.	Ashley Mueller	Other
Investment in public transport and non-car options.	Move to native planting on the green belt.	Nicholas Gibb	Ngaio
Effectively expanding and supporting Wellington's needs for the future in energy and environmentally beneficial way.		Tom Britton	Karori
Heavy focus on free public transport and sustainable "last mile" transport, private vehicles banned in central cities, self sustaining buildings & communities; council (government) policies and programs to drastically reduce waste (food, industrial, and otherwise), drastically increase recycling (and recycling processing within NZ), and education on both of these; Significant government investment into "sustainable living" subsidies (eg, electric vehicles, sustainable construction, and sustainable community projects) and public & private innovation into sustainable technologies. Global advocacy and pressure to make the rest of the world drive towards our best future; socially, economically, and environmentally.	Anything that's not in what I said above	Henry Benn	Kelburn

	<p>Making health and wellbeing one of the central tenants for why we need to reduce carbon emissions but also the health and wellbeing benefits gained by doing so</p>	Kathryn Jessamine	Karori
	<p>Māori should be partners in developing and implementing this policy. They were barely mentioned in the blueprint, but Māori are legal partners in the governance of Aotearoa and this should be translated to the local level.</p>	Laura Somerset	Aro Valley
<p>I now take a car to and from work because of the public transport failure that was rolled out by the council, the streets of mount vic are packed with parked cars of other people who are now forced to take their cars. All of this sounds like a joke when a city has no reliable public transport, especially as you point out our emissions come from cars. I'd say the councils failure has probably doubled the problem.</p>	Sort out the bus network.	Sarah Lancaster	Miramar
<p>I think it should start with reducing our carbon output as much as we can, as an individual but also as a community. And WCC can help to make this more convenient and easier for people, such as better and cheaper public transport, followed by energy efficient housing etc.</p>	<p>Don't try to do too many things at once, pick 3-4 initiatives and drive it hard</p>	Daniel Triebisch	Paparangi
<p>A Zero-Carbon Capital is an ambitious target, which is commendable.</p>	<p>I would have liked more clarity on the barriers are to achieve any of these goals (beyond just those associate with EVs) and how these will be mitigated. Another aspect is a potentially joining up with other councils to ensure everyone is on the same page and trying to achieve similarly achievable goals.</p>	Apu	Miramar

A clean, green, spacious walkable city!	Making sure carbon free alternatives are available for everyone (affordable)	Callum Worsley	Aro Valley
I don't know I'm not qualified to answer any of these questions but we need to do something		James Guilford	Te Aro
Reduced transport emissions - air as well as road		Richard Randerson	Hataitai
A city that is pedestrian-centred with an increase in green spaces, and city-lead opportunities for residents to implement zero carbon and zero waste behaviour in their everyday lives.		Tonya Sweet	Melrose
	The cost to the ratepayer - do not squander our money	Nik Artemiev	Kilbirnie



Wellington will be a well-designed and attractive compact city. Our buildings will be energy efficient and powered by renewable energy. The city will have a transport system which includes a comprehensive public transport system, and excellent facilities for walking and cycling. There will also be various shared transport services (e.g. car share, ride share). Because of this, there will be less need for privately owned cars.

The Sustainable Business Network (SBN) supports the vision and priority action areas, as well as the inclusion of a consumption-based approach. We acknowledge the wide range of proposed actions included in the plan. It will be important that there is a robust prioritisation process so that the efforts and resources (including financial) of council, and associated parties, are directed in the most effective mitigation areas. Strong collaboration with other groups will be crucial, especially central government, other territorial authorities (especially other larger cities), and the business sector, so that duplication of effort is minimised. There are various groups which potentially have a role here. In general, the role for government (incl. local) is to provide leadership and establish the necessary policy and regulatory framework which incentivise and enable businesses and communities to develop the solutions. SBN looks forward to continue to support the council with its low carbon and sustainability objectives, and be a focus for co-ordinated action by the local business community.

Laurie Foon

Wellington Central

<p>No cars in the CBD. Green roofs and urban gardens sequester carbon and hold water. Dense housing is warm, dry, and energy efficient. It's easy to ride my bike everywhere, and take the train to go further. People are healthy and have a lot of green spaces to enjoy. The easiest option is the green option. Communities work together on adaptation and sequestration activities in their neighbourhood. Native species are visiting us every day. We hear te reo Māori and value te ao Māori in decision making, making us more closely connected to nature. It is awesome to live in Zero carbon Wellington!</p>	<p>Please remember the importance of nature. Healthy forests and coasts can absorb carbon and protect us from storms. Native animals will need more spaces to live to be resilient to climate changes.</p>	<p>Laura Keown</p>	<p>Aro Valley</p>
<p>Facilities and subsidies for electric vehicles. More public transport. Safer travel for pedestrians and cyclists.</p>		<p>Jo</p>	<p>Hataitai</p>
	<p>Your options on housing are either up or out. What about restricting growth. Continuing with a growth mindset for our economies, cities and population in general will sabotage any attempts at stopping or slowing climate change. While I'm absolutely willing to make the necessary sacrifices myself (already have for many things) this is why I think ultimately we will fail.</p>	<p>Jill Walker</p>	<p>Wellington Central</p>
<p>Pressure on businesses to change old habits</p>		<p>Jo Randerson</p>	<p>Vogeltown</p>
<p>2050 is too long to achieve net zero. Radically transform housing, work arrangements, public transport, and resilience to climate change's impacts and natural hazards within the next 15 years.</p>	<p>Mitigation without accounting for adaptation and resilience to climate change and natural hazards is problematic. Solutions must be both mitigating and adaptive. Neighborhood scale distributed generation solar, for example, can be both.</p>	<p>Matthew Raeburn</p>	<p>Karori</p>

<p>People riding around on bikes and jogging, running or walking through the streets, many solar panels and wind turbines creating less fossil fuel emitting sources of energy - used wisely and carefully. Lots of wildlife and nature around the city, and no litter on beaches, in water, or on land.</p>	<p>DOING SOMETHING FOR GOODNESS SAKE! We're getting better, but that doesn't mean we're actually trying very hard! Can schools and the government and everyone else do rubbish gathering trips to make the world a better place? For one thing, I really hope parliament (and you!) is thinking about how much carbon YOU are emitting. A wind turbine on the beehive would be awesome! Let's stop talking about this, and actually do more. PLEASE?</p>	<p>Geronimo Ralph LaHood</p>	<p>Brooklyn</p>
<p>- Electric buses and cars. More frequent buses including late at night - more use of wind energy - properly insulated buildings - promotion of biking and walking and safe biking options - advocacy to central govt to phase out fossil fuel use - protection and extension of green spaces - banning single use plastics and packaging including initiatives to reduce disposable nappy use etc - Incentives to reduce water waste and use of grey water - single use plastic and other single use products</p>		<p>Jeltsje Keizer</p>	<p>Island Bay</p>
	<p>Massive cycling infrastructure development and much quicker than going at present</p>	<p>Mark Coburn</p>	<p>Mount Victoria</p>
	<p>I would like to see more emphasis on waste minimization and better ways of dealing with our waste (recycling plants, curbside composting). Currently our systems are inadequate.</p>	<p>Lucy</p>	<p>Newtown</p>
<p>A city that's population is conscious about the effect they have. Not just governments and councils taking action, but each person aiming to reduce plastic, food and textile waste!!!! It IS possible!!!!</p>		<p>Grace Thompson</p>	<p>Tawa</p>

<p>Walkable CBD with a public transport spine (light rail for example) connecting the train/bus station to the airport. fully integrated cycle ways with biological support systems to manage storm water and collect fresh water. Higher density development of the CBD with a continued focus on diversity and cultural integration.</p>	<p>As an architect I would like to see incentives within the district plan for densification of existing residential areas. Currently the areas that I think could be improved is removal of the necessity for car parking in order to develop a new household dwelling. There should be available the ability to argue the household is close enough to existing public services via public transport or bike that car parking does not need to be conditional on development. Changes to the sunlight access plane rules need to be addressed especially in regard to steep sloping and narrow sites (many of the sites in wellington) where if neighbor agreement cannot be obtained it can be extremely costly and time consuming to develop these sites. Id be interested to see better development of on site waste management and water collection systems integrated into the building code and district planning rules. Micro management of these services on site could help build resiliency in current housing stock and would alleviate pressure on the public system. I'm very much in favor of homestar or other systems being incorporated into the building</p>	<p>tim wernham</p>	<p>Hataitai</p>
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<p>Wellington people will have to relocate to higher ground, as there is a good chance of 3 metres sea level rise by 2100. Most of the jobs of Wellington will no longer exist. Most people will be working in agriculture in areas above 60 metres. Transport will probably be by bicycle and horse cart.</p>	<p>NZ and the world will have to get to Carbon Zero by 2030 at latest if we are to have any chance of limiting temperature rise even to 2 degrees. For example, we are facing the melting of all Arctic sea ice within 5 years unless we take immediate and effective action to reduce emissions worldwide. The melting of the Arctic will trigger massive methane releases from the shallow edges of the Arctic Ocean and from melting permafrost. These feedback loops risk a runaway warming.</p>	<p>Sue Boyde</p>	<p>Other</p>
<p>A city designed for people, not productivity.</p>		<p>Alana</p>	<p>Berhampore</p>
<p>Pedestrianised Golden Mile, congestion charging, bike lanes, and a cheap or free public transport system.</p>	<p>Urgent action is critical. I'm reminded of the war footing nations put themselves on during WWII. To achieve that level of cohesive action to turn Wellington around will require careful and consistent communications around urgency and progress towards the goal.</p>	<p>Phil Squire</p>	<p>Hataitai</p>

<p>Another sheer vanity proposal from the council - the same one that keeps investing money around and promoting the waterfront - and then tells us we're all in trouble with sea levels rising. Take some practical measures - like stopping the waste of resources on Taranaki Street concrete idiocy, use of concrete for bike paths etc. Think Carbon reduction from reducing wasteful activities like this. Look at ways where you might look to reduce the impact of say bitumen in roadworks and consider better alternative for the environment. Encourage people to step up to a challenge - don't try to impose your own ideals and ideas.</p>	<p>Yes. Two things. 1. Don't waste the ratepayer money on overpriced contractors and consultants. You're already increasing rates by more than CPI and wasting financial resources. 2. Stop it. Put whatever internal resources that you have to encouraging others to work with you - not to telling us all about it.</p>	<p>Darren Stafford</p>	<p>Thorndon</p>
<p>A vision that is informed by the best science available, combined with ethically driven policy that focuses on reducing carbon emissions first, and then offsets the remainder. This should be done on an annual basis, and as a matter of urgency. We have a lot of work to do if we are to be an inspirational leading capital city.</p>	<p>Not really. I am impressed by the draft blueprint. It makes me proud to be a Wellingtonian, and I am ready to play my part in helping the city reduce its emissions.</p>	<p>Jonathan Kennett</p>	<p>Ngaio</p>
	<p>I think Wellington could look to Australian local councils (eg ACT or Sydney city) as positive proof that local government makes a difference, even with a recalcitrant central government. Also seek community mandate to use their market power</p>	<p>Ian Dodsworth</p>	<p>Karori</p>

<p>First and foremost a cbd that is not under water. It really is that simple.</p>	<p>Developing robust internal capability to truthfully and accurately assess policy initiatives in terms of impacts on emissions and to make these publically available. Then the council needs to have the courage to approve or decline these initiatives based on these assessments. To be serious about reaching Zero carbon we need to not be investing in initiatives e.g. LGW transport initiatives that we know are going to result in an increase in net emissions. This just can't happen. We need to get serious about our responsibilities to future generations.</p>	<p>Patrick Geddes</p>	<p>Karori</p>
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<p>A major reduction in cars -no more large roads dissecting the city. Cheaper public transport. Light rail from the the railway station to the airport and possibly south towards Berhampore. More EV charging stations. More energy efficient homes and expectations upon land Lord's to do something else to keep properties warm where insulation exemptions have been granted. Better drainage (natural drainage/sponge city) to prevent erosion in places like Highbury and Aro valley. Better recycling and a circular economy. Compost schemes diverting foodwaste from landfills!</p>	<p>A major reduction in cars -no more large roads dissecting the city. Cheaper public transport. Light rail from the the railway station to the airport and possibly south towards Berhampore. More EV charging stations. More energy efficient homes and expectations upon land Lord's to do something else to keep properties warm where insulation exemptions have been granted. Better drainage (natural drainage/sponge city) to prevent erosion in places like Highbury and Aro valley. Better recycling and a circular economy. Compost schemes diverting foodwaste from landfills!</p>	<p>Jered Aitken</p>	<p>Highbury</p>
<p>- smaller motorway to reduce traffic and number of cars to travel in and out of town. - car sharing to reduce the number of cars. - easier and better access for bikes (prioritise cycle lanes over roads) and public transport (cheaper and easier to use) so that they are most used and preferable options rather than driving individual cars - regulations and restrictions on water and power usage in residential and commercial properties - easier access in the city for pedestrians and cyclists, prioritising people who are not taking cars (or even buses)</p>	<p>spreading the message that this is urgent and important to EVERYONE. getting the opinions of more members of the public to get an idea of who will be assisting in these changes (eg. reaching out to citizens through tv/online news) prioritising this over other issues and making this a successful project so that other places nationally and internationally see it and take something from it.</p>	<p>Madeleine</p>	<p>Other</p>
<p>A city that we enjoy, as we do today, but reshaped to benefit the environment and future generations.</p>		<p>Ian wards</p>	<p>Island Bay</p>
<p>Bicycles, self driving go carts, tiny homes, high density housing,</p>	<p>2050 is too late. We need to be carbon negative, not neutral, before then.</p>	<p>Brook powell</p>	<p>Kelburn</p>



That we focus on low carbon transport choices and making our city green and clean! We can do this!	Consider a different way to reach the youth voice in Wellington. None of my friends will know about this.	Lily-mai Foon Parkin	Berhampore
A widespread, reliable lightrail network. A widespread, safe network of dedicated bike lanes.		Kiri Heel	Miramar
Keep space for urban regenerative farms that can capture carbon whilst cleaning polluted city air. Also has significant other benefits such as the potential for helping troubled youth, mentally ill and growing food locally thus reducing carbon emissions related to food and contributing towards local food security		Felix Hirling	Island Bay
A walkable, bike friendly green city fuelled by clean energy.	If we can reach targets sooner then we should - the impact we are having on our planet is already hurting it and this needs to change fast.	Sophie Price	Newtown
A city that is taking world leading action on climate change, that has made bold decisions about prioritising zero emission transport, and is proud to show that this can be done while improving quality of life for all.	Continue to make the tough decisions and push through the criticism from the near-sighted and selfish.	Rob Holmes	Karori
	Suburban centres focus. Look at larger businesses and industrial sites, work with them to minimise emissions. Offer incentives.	Natalie Moreno	Newlands
Are you sure there's a problem to fix?	Focus on local government infrastructure basics and stop wasting our ratepayers money on this nonsense.	Roger	Wellington Central
Beginning with education. Not just for youth but also adults. Finding a solution to hold people accountable for their lifestyles. If family home and values are a target market then people can change their more wasteful sided mindsets.	Community activities. Though there are small community gardens. There isn't much advertising on group efforts. They are mostly left to NGO and volunteers. If there was a conscious effort to plant trees in each community. That would give community spirit and accountability to action.	Mandeno Karuna Martin	Newtown

<p>Huge movement/support to reduce energy use in homes/ building and landscape</p>	<p>Does it help to make it more holistic - not just about carbon but also methane and species loss? Or is that too overwhelming?</p>	<p>Ingrid Downey</p>	<p>Aro Valley</p>
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<p>The public has an awareness of live carbon emissions tracking on their website front page. Councillors are given carbon emissions targets for their portfolio which are monitored annually and held accountable for.</p>	<p>The following comments are based on my background as an urban design consultant with experience in architecture, masterplanning, active transport design, and urban design. I have been involved with some of New Zealand's largest masterplan and large scale housing regeneration projects for both private and government clients. 1. Accountability and tracking - Every year council produces policy documents holding great ambitions and big bold statements, however, these often end up discarded into 'the forgotten pile' with no real actions being implemented. What's different about this document? How will it be threaded through the many other policy documents in council to ensure meaningful carbon reduction actions are made? I suggest the answer lies in accountability: - Councillors should be given carbon emission targets for their portfolio that are monitored and reported on annually. - The public should be able to see a 'live carbon emissions tracking' e.g. on their website front page. - The long-term carbon footprint of key capital expenditure and maintenance projects should be</p>	<p>Michael Lowe</p>	<p>Mount Victoria</p>
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<p>Reduced reliance on cars - better and faster solutions for public transport and pedestrians. I would rather effort is concentrated on mass public transport than cycles. I don't mind hi-rise, high-density in urban and central suburbs, but it's important that the architecture and engineering is done to a high standard - set the bar high!</p>		<p>Thomas LaHood</p>	<p>Brooklyn</p>
<p>This aspirational policy needs to be embedded into all Council policies and plans. For example, the Parking Policy should state that provision of on street parking is a subsidy of fossil fueled transport, and we need to prioritise the use of the roadway for active and public transport. Don't rely on electric cars to achieve carbon zero. Our car fleet rolls over too slowly. It's more effective to encourage electric assist bikes, which can replace cars for many short trips. Provide an attractive cycling environment, and subsidise electric assist bike purchases for low income commuters.</p>	<p>There's a lack of urgency in this policy. In order to be carbon zero by 2050, we need to have the major actions in place by 2030. Assuming this policy has taken a year to prepare and consult on, it's used 10% of the time available. It needs to have specific effects, rather than vague aspirations. For example, "user charges to signal the true cost of driving and to alleviate congestion" (p.8) and "tolling higher emissions vehicles via parking charges" (p.35) should be immediate priorities, not something in the vague future.</p>	<p>Alastair Smith</p>	<p>Aro Valley</p>
<p>We have to take action straight away to significantly reduce carbon emissions. This should be a top priority. Great to see council taking this seriously.</p>	<p>Do not let the fossil fuel industry use council-owned venues for their meetings.</p>	<p>Natalie</p>	<p>Ngaio</p>
<p>I envision a city with trees lining every street, a transport network that doesn't prioritize the private car (reducing unnecessary car trips) and people being more local to their neighborhood. A huge amount of emissions come from our transport choices. Make it as inconvenient to drive in the CBD as possible (congestion charging and removing vehicle access from main 'people' streets). Reduce speeds to 30km/hr at least. Reduce on street parking and replace it with wider footpaths and more protected cycleways to accommodate the influx of bicycles, ebikes and electric scooters. Rail extended to the airport, replacing our current regional trains with LRVS that can come into the city and run at street level all the way to the airport without a transfer. A full fleet of electric buses to compliment the rail network. Bus and light rail signal priority to make PT faster.</p>		<p>Peter Steven</p>	<p>Brooklyn</p>

<p>Governments must drop economic growth as a measure for human progress, and all remaining fossil fuels left in the ground. Harmful agricultural activities must be stop, taxes should be dramatically increased on flights, and key legal powers awarded to a citizens assembly on climate change to ensure legislation is upheld.</p>	<p>It is imperative that all levels of government declare a climate and ecological emergency, and create a drastic, ambitious plan to reduce our carbon footprint as well as tackle biodiversity loss. All the science points towards mass extinctions if we do not get serious about this immediately. We need to be carbon neutral MUCH sooner than 2050 - the IPCC report has many built in technical solutions that are either unfeasible or don't even exist yet. In addition, they are missing many factors such as biodiversity loss and deforestation that will reduce how much carbon the environment offsets.</p>	<p>Liam Hunt</p>	<p>Aro Valley</p>
<p>Ban cars in the central city and replacing them with public transport. Ban all fossil fuel cars from entering the city by 2030. For godsake, give us the electric buses you promised when you ripped out the infrastructure for our electric buses. Provide completely reliable public transport with five minute frequency everywhere in the city. Turn existing roads into active transport corridor and remove cars from those corridors. All council buildings producing their own electricity through solar and wind by 2030 (we have enough of both). Plant trees along every street and especially throughout the city centre to shade tarseal and reduce heat. Do everything you possibly can to make the city a model for others to follow. We are Wellington after all. We're the most liveable city in the world. Let's stop pretending and actively pursue staying in that position. Please!</p>	<p>I want you to continue actively pursuing all possibilities for being the First to Zero rather than seeing this document as the end of the road. Let it live! Republish it every year. You could also include a section that expresses your commitment to public education campaigns to ensure that the public is along for the ride so we don't have to put up with idiots spouting BS every day of the week. Let's have some leadership! Thanks! :)</p>	<p>Stephen Balazzi</p>	<p>Newtown</p>

<p>We are commenting on behalf of the Newtown Community Centre, based on feedback we have heard from communities. We believe that climate change must be an urgent priority at all levels in the community, from Government to Council to business to individuals. WCC should declare a Climate Emergency, following in the footsteps of the UK Government, to afford this issue the gravity and urgency it needs. Newtown has a lower socio-economic community, who are likely to be hit hardest by the effects of climate change, including rising energy costs and lack of ability to adapt to changes. We suggest funding and support for these communities in particular. WCC should ensure that new and existing housing is of a high quality and resilient in the face of changing climates is essential - particularly for renters who may not have the means to make these changes themselves. Newtown also has many refugee-background communities. If we do not act urgently, we are likely to see climate change refugees coming to Aotearoa and Wellington - from our neighbours in the Pacific and across the world. Our first priority needs to be doing our bit to prevent catastrophic climate change, to allow people to stay in their home countries. However, if climate change refugees arrive here, WCC should explicitly them. More urban gardening should be supported and funded - to make our communities more resilient and reduce carbon. In terms of transport, more bike and scooter shares would be a huge benefit to Wellington, with higher quality, longer lasting bikes than the current bike share schemes. Increasing cycle lanes and bike-parking facility - Newtowners would be keen for a covered multi-level bike parking facility. Bus services should be improved and made more affordable. Light rail could be considered in Wellington. Vehicle free-precincts could also be a popular option in Newtown and Wellington in general. WCC should be applying pressure to Wellington companies to encourage them not to use plastic straws</p>	<p>As above.</p>	<p>Newtown Community &amp; Cultural Centre</p>	<p>Newtown</p>
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<p>Zero carbon transport, cities and systems that discourage private vehicle use, and intensiveness public and active transport. Wind and wave energy projects. Train, bus, cycling infrastructure with nationwide links. Large scale predator control to protect our forests, and support native animals. Buildings and infrastructure construction is done sustainably, using natural, renewable resources. Recycling is fully managed and performed by the council. A zero waste city. A significant tax on pollution, waste and packaging, especially for businesses and manufacturers. Stop using Methyl Bromide in the port. Work to shift the government to show leadership in all these things too. Make sure councillors stick to their governance role, and stop interfering in expert operational work.</p>	<p>Megan Hubscher</p>	<p>Karori</p>	
<p>hold corporations, who are doing the most damage, responsible instead of the consumer. target the biggest offenders instead of asking people to do their part, when their part is comparatively tiny. consider how the treaty fits into this.</p>	<p>axel</p>	<p>Newtown</p>	
	<p>Council really has to get the priorities right. At the moment there's too much that is contradictory: how can Council genuinely be committed to a zero carbon vision when it wants to lengthen the airport runway, thus allowing many more jets into Wellington? Similarly, the idea that Wellington has to keep "growing" (80,000 more people etc) is nonsensical: how about thinking about attracting people with the skills Wellington needs, not trying to cram crowds into the city?</p>	<p>Peter Hodge</p>	<p>Miramar</p>
	<p>It's not just the immediate Wellington region but also rural communities around Wellington. We need to consider how we'll support them to transition to lower emissions.</p>	<p>Lucy</p>	

<p>More trees/plants/vegetation More solar power. Congestion/carbon tax for cars. Potential carbon tax for fuel to help fund the projects. More recycling options Electric public transport More wind farms to produce electricity More electric charging points to increase electric cars Electric Light Rail to get around town</p>	<p>Please take action accordingly. No action means a lot of problems. This needs to be addressed asap.</p>	<p>Tom Wood</p>	<p>Karori</p>
<p>People being personally responsible and accountable for their actions and output.</p>	<p>Personal responsibility.</p>	<p>G Cameron</p>	<p>Crofton Downs</p>
	<p>We don't have nearly enough time to action this by 2050. Changes need to be made in a 5 year plan. I think the impact of the agricultural industry needs to be more closely inspected and more drastic steps need to be made to reduce these emmissions.</p>	<p>Lorna</p>	<p>Aro Valley</p>
<p>Significantly reduced meat consumption, with marketing by council to support this. Segregated bike lanes throughout CBD and suburbs, subsidised bus fares, adapting District Plan to make high-density developments a permitted or controlled activity, pest-free subsidies/free provisions of traps to all homeowners.</p>	<p>Equity in terms of coupon parking for less advantaged persons. People who cannot afford EVs should not be punished too severely - try to find a happy medium here for lower socio-economic groups.</p>	<p>Alicia Todd</p>	<p>Newtown</p>
<p>Promoting low impact and active modes for transport. People who walk or cycle to work are heroes.</p>	<p>promoting public great fullness for those who choose not to 'drive' to work</p>	<p>Grant</p>	<p>Khandallah</p>
<p>Reduce parking across the entire city and reliance on cars in the city centre. Change attitudes towards driving - on street, free parking spaces are not a right. Properly insulated &amp; double glazed homes - focus should be on providing this to lower income people. Green energy.</p>	<p>Not just increase parking rates - remove parking. City centre car parks should be a thing of the past - focus should be on affordable housing. Energy From Waste plants should be a serious consideration for the council as a medium term solution.</p>	<p>Michael Spittal</p>	<p>Oriental Bay</p>
<p>Trams. More pedestrian access routes. Subsidised electric vehicles for 5 years.</p>		<p>George Fenn</p>	<p>Hataitai</p>



<p>Rationalising built assets into urban islands, i.e. stopping urban sprawl and favouring transit orientated growth and good densification around transport hubs and corridors, facilitate active modes of transport with an integrated safe cycle path network and complete Hutt -Wellington cycle way integrating with city network. Remove roadside parking from all arterial routes to facilitate bus lanes, cycleways and wider pedestrian footpaths, plan for zero emission transport by 2030 beginning with public transport and collaborate with GWRC to create public transport corridors throughout the city with light rail extending from Melling, Waterloo, Porirua, Johnsonville to Wellington's eastern and southern suburbs. Utilize electronic congestion charging to half number of private vehicles entering city by 2025, with commuters shifting to public transport or active modes such as e-bikes where appropriate and shared EVs where vehicles still required. Dissuade people from flying by facilitating comfortable sleeper trains to Auckland and Palmerston North and Christchurch (via ferry). Negotiate direct ferry Wellington to Christchurch to replace air travel. Require cruise ships to resupply utilising local produce, and run in electric mode or on hydrogen fuel. Plan retreat from coastlines and areas below 1.5 meters such as CBD and low lying areas of eastern suburbs, with the movement of any planned civic new builds such as the Convention centre and library to a position that can be guaranteed for 100 years (ie above 2 metres) such as Te Aro by Wellington High school. Provide greater space for community gardens adjacent to built environs. Encourage native regeneration around Wellington hills.</p>	<p>Acknowledge scientists' warnings that urgent action to limit global warming is required over the years 2019 to 2030, and declare a climate and ecological emergency to reduce local fossil fuel use by 2025 and eliminate entirely by 2030.</p>	<p>Paul Bruce</p>	<p>Brooklyn</p>
<p>A city free of air and noise pollution, with excellent pedestrian facilities, and clean efficient electric public transport. No cars in the central city. Strict emissions control on shipping in the harbour. Lots of parks and trees in the city.</p>	<p>Give absolute priority to working with GWRC to restore confidence in our public transport, and electrify it!!!</p>	<p>Margaret Evison</p>	<p>Wadestown</p>

<p>Although Wellington will be heading in the right direction with this blueprint, it is imperative that we make as much change as possible within those first 10 years. It is well known that the 2050 target is too late, and major action needs to be taken soon. As well as the majority of action happening within the first 10 years, the 2050 target needs to be drastically reduced. Transport needs large changes to help reach this goal. Mass transport, public transport, biking, and walking must be priorities. The days of individual car ownership needs to come to an end, especially in Wellington, a city that is so beautiful to get around in on foot. Of all of these, biking and public transport are of high importance to me. With a failing public transport system, far less people are inclined to use it. It needs to be efficient, and accessible to a larger number of people. Biking also needs to be safer, and more accessible. Currently I chose to not bike because of the safety hazards the it imposes. With less cars on the road, and a larger infrastructure of bike lanes, biking would be much more enticing. Wellington needs to declare a state of climate emergency. It has been too long that people have sat complacently, hearing that climate change is coming, and doing nothing about it. If we declare a state of emergency, people will be more inclined to listen, and make change themselves. Wellington needs to become a haven for all nature to thrive, including humans. Wellington has been doing great things with the re-introduction of birds, but we need to do more. It needs to be a space where all life feels welcome, not just humans. We have been great at being selfish, and removing habitats for animals and plants to thrive, but this needs to stop, and we need to be supporting these environments, and building them back up. A world where humans help, rather than take and destroy, is a world that will survive. On top of all of this, climate change needs to be at the forefront of the councils focus, and people need to know this. If people know that the council is feeling positive</p>	<p>The blueprint needs to be inclusive of everybody. Climate change action needs to go past being a cause for the privileged, and be something that everyone can support. Having a strong blueprint that allows for this could make a huge difference.</p>	<p>Latham Arnott</p>	<p>Aro Valley</p>
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<p>One which utilises technological innovations and good environmental policy in order to create and maintain a prosperous, sustainable city for the public and future generations.</p>	<p>Further emphasise on the development of a 'smart' city. Utilising IoT (Internet of Things) to better monitor the conditions of the city and subsequently emissions in specific areas. Can then begin to build a model (map) around Wellington city coupled with this IoT data (both open-sourced data provided by public and that of private data) to locate at-risk areas of Wellington city that need to be addressed i.e. if certain areas have larger congestion at specific times which can then enable local council to take necessary actions based off verifiable, visible data. There also needs to be a further fostering of the likes of ride-share schemes as a way to alleviate Wellington's streets from congestion. Supporting companies like Onzo (and maybe further NZ-based platforms offering such schemes) and even Lime Scooters using mediators between the companies and local council/govt.</p>	<p>Z H-S</p>	<p>Wellington Central</p>
<p>Subsidized electric vehicles, recycling our own rubbish instead of shipping it overseas, smarter and regulated water use. Educating public on climate change and always having the mindset of how our actions affect the earth.</p>	<p>Water use. Companies not paying for the water they use. Regulating plastic. Logging. All the bad stuff.</p>	<p>Nino</p>	<p>Kilbirnie</p>
<p>Better public transport and incentives for people not to use cars</p>	<p>no</p>	<p>Sarah Bevin</p>	<p>Island Bay</p>

Focus on building walkable communities and continue to develop alternatives to driving	Consider developing incentives to minimize waste generation	David Umberg	Mount Victoria
Holding corporations accountable for their emissions/environmental impact. Prioritise the voices of tangata whenua in any plans		Evelyn	Newtown
A city where clean (electric) public transport and personal non-car transport options (cycling, scooters, walking) are the first and best options for most people on most journeys, wherever they live; a city with densified housing that gives people access to amenities and transport locally; a city of green spaces; a city that makes recycling, reuse, and carbon reduction easy for individuals and institutions; a city built on the scale of and for people, not cars.	The only way climate change is going to be stopped is if we act fast and act now. This will mean doing things before they are perceived as urgent, and doing things that are not necessarily popular. The council needs to have the courage of its convictions and an understanding of the magnitude of the problem we face, and make those changes anyway - as well as finding ways to communicate them effectively.	Lucy Stewart	Wadestown
Genuinely sustainable practices embedded into everyone's lives		Elliot Blyth	Kelburn
I think we should all purchase native NZ trees at Christmas and then, twelve days after, they should all be planted in designated reserves because it is illegal to uproot native trees. It would be quick and funded by the individual in the same way that everybody already spends money on non-living pines!	Our central infrastructure does not work well where driving less is concerned and the cycles lanes are not adequate/well-designed.	Hannah g	Newlands
	reduce plastics and waste	Angela	Mount Victoria
Cars gone from the city centre. City for pedestrians, with trees; seating; cycleway and modern light rail trams, quick, quiet and non polluting, ideal mix with pedestrians.	Where we must have buses, electric ones (quiet and non polluting), to go with our trains and trams!	W L Donald	Tawa
Faster action than what is happening in New Zealand and globally. Prioritise the environment over other issues and make progress. Walk the talk unlike so many other governments, local and national.	The harbour and Wellingtons beaches have been filthy for a while now. Trees and zero emission transport is great but that does nothing for the crap being dumped into the sea.	Joss	Brooklyn

<p>Very few cars, most roads turned into productive food gardens, lots of different ways of getting around ie cycles, light rail, walkways</p>	<p>Things need to move a lot quicker - 2050 is too late.</p>	<p>Caroline</p>	<p>Island Bay</p>
<p>My vision for Wellington is a fair, equitable and sustainable society. We have a working and effective public transport system. Buses and light railway through the key parts of the city, and it's affordable, and publicly owned. People have jobs with decent working conditions and decent pay. Everyone has enough to eat and drink and we have affordable housing. We need to solve our problems at the same time. Let's deal with climate change and poverty and the housing crisis at the same time.</p>	<p>- Equity: let's tackle climate change in a way which is fair on the vulnerable in our society -          Transport: no more motorways          - Aviation emissions: stop the sprawling growth that is Wellington airport</p>	<p>James Barber</p>	<p>Newtown</p>
	<p>Wellington should implement an electric tram system as a primary form of transport in the centre of the city.</p>	<p>Nicole Allan</p>	<p>Te Aro</p>

<p>A happier, healthier city. A city in which people walk, cycle and travel by public transport. city where people don't have to rely on cars, but have transport options. There needs to be much less private car use, especially single occupant car use. No more new urban bypasses or lanes on the existing ones – international research shows they'll be full in five years anyway. Lower speed limits. Walking and cycling prioritised over all other transport. Not just a few small cycle lanes and signs for suggested walkways, but no parking on arterial routes and much wider footpaths and cycleways that are really prioritised over cars. Let's have big chunks of the city centre and suburb/village centres car-free with green space. Public transport that is fit for purpose – cheap (please lobby the government to get rid of the PTOM) efficient, low emissions, goes where people want and need to be. The days of public transport being run on tiny subsidies or aiming to make a profit have to be over. Light rail from the railway station to the airport, Miramar and why not to other suburbs (trams used to go to Wadestown!) and to the Hutt. Much better buses are needed as well - reliable, comfortable and cheap. The public transport system is 5 years from capacity (WCC Planning for Growth). It needs fixing now. We need to consider the huge number of people coming in from north of the city for work and leisure. Their travel options need to be improved dramatically. Car sharing schemes have a place. Demand management and charging something nearer to the true cost of driving and parking on public roads is essential. More flexible working conditions would help, we don't all really need to be in the office at the same time every morning. Financial help to but electric bikes (rather than just for EVs). They solve most of the issues some people have with cycling in Wellington, and if the number of cars is reduced the perceived/real danger and general unpleasantness of sharing the road with cars is reduced. Relying on EVs will not be enough and does nothing about</p>	<p>There have been lots of reports saying this a once in a lifetime opportunity, or similar. This time it really is. All the evidence from the international scientific community points to the need for massive behavioural change. We need to make changes much quicker than by 2050. The best way to get the largest change in the first 10 years has to be reducing travel by car, which causes 38% of Wellington's emissions. We need behavioural change and not just changes from petrol to EVs. I worry whether this is possible given the poor options in the initial consultation for LGWM and things like the recent work at the north end of the waterfront. There are roads, car parks and even a car dealership. The love and prioritisation of the car is very firmly entrenched. This is going to require some strong leadership and much less compromise to appease people who want the status quo. For example, the Thorndon Quay cycle way. If we are going to change things for the better we will probably need a change to the political system. Changes need to be long term. This is incompatible with the short-term approach the three year</p>	<p>Tim Jenkins</p>	<p>Karori</p>
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-Expansive safe cycling and walking network, and multiple transport options with the right costs and incentives. -Clear objectives and rules for development and improving existing buildings. -Support for clean energy. -Education in schools and industry.		Hamish Smith	Miramar
no cars people walk & talk life is better	stop sugar foods in supermarkets	william carden-horton	Mount Victoria
Equal parts natural beauty and man-made wonder, a harmonious juxtaposition.		Sam	Brooklyn
Replace all diesel buses with electric/non-emission buses - this vastly important change to our infrastructure didn't go ahead - why the lapse? Has big industry lobbying corrupted the Councils' environmental outlook? The bus system itself is bloated and badly designed, and cannot incorporate emission-reduction strategies (too many buses crossing over similar routes, empty buses running on redundant routes, etc). Trees and their ecology need to be protected, and new jobs could be created to enforce the clean up of our beaches and parks. The potential development of Shelley Bay's modern apartment/ shopping complexes would be a breach of everything this environmental proposal outlines.	Stop pandering to corporate interests in place of demanding holistic, genuine improvements for the environment.	Cordelia	Miramar
More accesible, frequent and reliable public transport		Tim Lewis	Other
One where the majority of people use public transport or active transport as their primary form of transport.	Nationalising the bus companies	Tony Huang	Churton Park
Upgrading building code to make more airTight and eco-friendly new-builds. SUBSIDISING new builds that undertake carbon-neutral design like Passive House!	Subsidize solar panels, solar batteries and even hot water heat pumps. Establish technical Universities courses in renewable energy. Incentives for students to enrol in those courses.	sandip kalsy	Southgate
Thriving and safe		Scott McSorley	Roseneath
A zero carbon city that is liveable for everyone that calls Wellington home.	Set targets and goals that the council can be held to account on.	Arron Cox	Newtown

<p>Where environmental restoration is centred before people - we will heal, but only if the land, the sea, and freshwater is healing first.</p>	<p>We are all dependent on the environment, in this generation and beyond. So consider this; how your descendants will speak of you - did you do enough when you had the opportunity? I trust that you will use this to guide your decisions.</p>	<p>Te Kawa Robb</p>	<p>Roseneath</p>
<p>Congestion charge for vehicles in the city, to offset subsidised public transport and an increase in bike lanes</p>		<p>K Skinner</p>	<p>Kilbirnie</p>
<p>My zero carbon vision for Wellington includes safer roads where there is more room for cyclists (and the like) and those on foot. It includes promoting community connection in conserving our beautiful bush.</p>	<p>I would love to see safer roads where there is more room for cyclists (and the like) and those on foot. I don't think this includes building more roads, but I wonder if it could include limiting certain roads to be motor vehicle free. I wonder too about highlighting more of the parks around Wellington, not just as phenomenal spaces to hang out, but also beautiful bush to help maintain.</p>	<p>Elise Ranck</p>	<p>Mount Cook</p>
<p>Let's be zero carbon soon!</p>		<p>Stephanie Lincke</p>	<p>Southgate</p>



<p>Public transport must be seen as an essential public good, city coverage needs to be improved running more frequently to a larger number of destinations. Setting aside certain streets within the city that are car free, that only allow delivery and emergency vehicles. Using other means of transport, cycles, scooters, running, walking etcetera needs to be made safer and more convenient, and driving private vehicles needs to be made more inconvenient to encourage people to get out of their cars making other forms of transport more convenient. Planting of trees needs to exceed our emissions, and should also include community gardens to improve residence access to good nutrition to offset the rise in costs that result from changes.</p>	<p>Yes I would like the council to consider an inner city ban on disposal takeaway cups, food containers, etcetera. Reducing our plastic reliance and the impact this has on the environment is just as important as the carbon issues.</p>	<p>Rebecca Satherley</p>	<p>Khandallah</p>
<p>We are lucky enough to share this earth with so much unique life and their life on earth shouldn't be compromised for an awful destructive species, the human</p>	<p>I don't see too much point in educating the average person, need to attack the sources the businesses and make it expensive for them to act in a way that is damaging the environment because everything is about money, so if it's cheaper for them to innovate and be more carbon friendly you nest believe they will do it</p>	<p>Sebastian</p>	<p>Newtown</p>

<p>I see only people walking in the central city and catching cheap light rail to the station or to a park-and-ride on their way home. Or they use other travel options like an EV or sooter charged almost anywhere. They shop less and at retailers who don't package. They pay more for repairable products. They probably would like to travel more internationally but they know why they don't and they are steering their children away from jobs in the tourism sector. They bank with a wholly NZ-owned bank and are insured with them too. They eat meat less often if at all and grow their own veges some of the year. They still support the Hurricanes but the team now off-sets all their carbon travel costs with riparian planting and can frequently be seen digging and planting with local kids.</p>	<p>You can not say "the airport is off the table as we can't be isolated." Climate change means people will have reduced their travel in the future. Being the "coolest little coffee craft beer culture capital...cringe" is a puny goal compared with the realism of climate change! Residents have to believe you take this seriously and that applies to Shelly Bay and to runway extensions and to conference centres too. Thank god we have teenagers marching in the streets to remind us it's their planet too. It is questionable if Wellington is the lowest carbon city in Australasia if the carbon footprint is MEASURED AT PRODUCTION not just consumption. Please give us the figures not the spin. I think the document is welcome but leans too far on the soothing side of the "Panic yet?" scale.</p>	<p>Ken Munro</p>	<p>Houghton Bay</p>
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Don't forget those who have no option but to use a car for transport - mobility issues and a now stuffed public transport system . Also cyclists need to be considerate of those with mobility issues as does some @grern supporters" saying tough luck and big deal or get the f out of our way when they are on their bikes on the footpath does nothing. Nor does being told when calling about a onzo bone blocking a drive and you are in a wheelchair and you tell the call centre person that who then replies are you that incapable or just lazy you cannot move it yourself

Yeah think of those with mobility issues - guess though the likes if Justin Lester doesn't know life in a wheelchair and how tough it is on this city - yet again a friend has been abused for taking time to unload a person with mobility issues and having car door Open into the cycle way . Also remind your staff that mobility parks you need to have a card and when challenged you do not say F off as what happened earlier this week

Linda

Island Bay

<p>1. Significant reduction in vehicle usage, replaced by separated cycleways so that Wellington is more like Copenhagen, rather than LA. Car users now bike to work rather than drive. Really ramp up the campaign to build far more cycleways, without years of 'consultation' that results in a watered down compromise nobody wants; I mean we don't do this consultation for other key WCC infrastructure such as storm water upgrades etc... 2. Also vastly improved public transport to get car drivers off the road (appreciating this is not fully the remit of WCC), with WCC assisting by clearing parking spaces for busways, and ensuring bus priority traffic control at intersections - all basic stuff that still hasn't been implemented. Perhaps we need a GWRC that is more focused on Wellington city transport priorities, rather than the kapiti coast and the wairarapa. 3. Working (somehow) with NZTA/MOT to get older cars off the road by more strictly enforcing pollution standards - but making sure the excellent bus services are in place as an alternative transport option. 4. Work to get GWRC to move more quickly to electric buses 5. More quickly get a significant light rail infrastructure in place, to quickly move people about, so they will give up their car usage. 6. Wellington is becoming more and more a lame city; actions like the above might ensure you get back to an aspirational city where people might want to live - it not all just about cafes and co-working! Stop being terrified of change; anything proposed above has been done a dozen times elsewhere in more forward thinking cities - WCC Councillors need to think more about the future [perhaps their children's future?], than if they will get elected next time!</p>	<p>Don't treat this as lip service, and actually do what I've requested.</p>	<p>George Sedaris</p>	<p>Hataitai</p>
<p>More electric public transport. More electric cars at affordable prices. 100% renewable energy used to charge these.</p>		<p>Ben Roberts</p>	<p>Miramar</p>
<p>Electric transport, bike/skateboard/push-scooter-friendly transport, cut plastic in all council facilities, creating a more open community to using containers from home, no plastic bags, community gardens &amp; composting initiatives, beach clean ups</p>		<p>Emilie Hope</p>	<p>Mount Victoria</p>

My vision for Wellington is mass adoption of electric vehicles (govt should provide incentives to switch to EVs) including buses, green rooftops on our buildings and more renewable energy installations (solar & wind).	Explore waste to energy conversion systems to reduce landfill. Improve water ecology.	Derelee Potroz-Smith	Other
A pathfinding example of what the world needs to do to help save the planet from extinction.		Simon Murtagh	Brooklyn
Wellington needs to invest in climate resiliency as any reduction achieved by council will be inconsequential.		Ian Robertson	Tawa

<p>What could the future look like? Transport: - Fully electric private and commercial vehicle fleet. Plenty of charging options at home, at work, in town and on longer road trips. - Fully electric public transport network. More bus routes, cheaper fares. - Fully autonomous vehicle fleet provides advanced ride sharing opportunities and reduces the need for private vehicle ownership. - A new vehicle class emerges that satisfies most local commuting needs (small, light-weight cross-over between moped and car). - Reduced air travel. Buildings: - Solar panels and home storage battery in every building. - High performing buildings in terms of energy efficiency and earthquake resilience. - National grid runs on 100% renewable energy. Work: - Plenty of opportunities to work from home, encouraged by legislation and high-speed internet access. - Local shared-office hubs provide business infrastructure, social connections while minimizing the commute. Waste: - Zero waste shopping opportunities. - Effective recycling, container collection scheme, re-usable glass bottles replace single-use plastic bottles. City Council: - All decisions by WCC are vetted for climate protection. - Accountability for failure to meet sensible targets. Citizens: - Are fully aware of what's at stake. - Are well informed about their individual CO2 impact and have viable options to reduce emissions.</p>	<p>A few points to consider: - Home solar and battery could improve resilience in a large-scale natural disaster. - I'm sceptical that the private sector will be able to provide sufficient charging options for electric vehicles. I'd like the WCC to consider supporting the effort by equipping public parking spaces with high-speed chargers in sufficiently large quantities. - Consider the city Konstanz in Germany. They recently declared a state of emergency on the grounds of climate change. They now evaluate all city council decisions for possible impact on emissions. - I'd like to see more pressure on the Airport to reduce emissions. Air travel must decline significantly. No runway extension. - In your plan I'm missing any mention of autonomous vehicles and what this could mean for transport. I reckon there will be a major technology disruption coming our way very soon. - Very important to lobby for 100% renewable national electricity grid.</p>	<p>Christian Hipp</p>	<p>Island Bay</p>
<p>We could be Zero carbon well before 2050. People want this. People want to see and be a part of this most important action.</p>	<p>Rally and delegate. We all want to help. Let's get this done!</p>	<p>Emma Lahood</p>	<p>Mornington</p>

Drinkable rivers, cycle friendly roads, native bush dotted throughout the central city, living buildings, living roads, electric car friendly, incentivised waste free systems, ban all single use plastic	Māori aspirations in climate change reflected in governance, leadership, and delivery of the plan	Te Miri Rangi	Wellington Central
	Many home owners in Wellington are on tight budgets and can not afford constant rates rises. If or when sea levels rise, the council can spend on a sea wall building programme like the Dutch. While it has noble aims, WCC already has huge liabilities due to earthquake strengthening and infrastructure upgrades. A national strategy funded by central government would be more appropriate for climate change initiatives.	Henry	Ngaio
Many processes and human activities need to improve. This will take time. There is no focus on limiting the human population which is irresponsible. Shifting away from a financial model based on growth will have MANY social and environmental benefits, well beyond just carbon emissions.	Shift focus away from promoting growth. Human over population and the rapid increase in human population is the root cause of many issues.	Chris Hoddinott	Other
	acknowledging how the consumption of meat and dairy contributes to greenhouse gas emissions. how eating a plant-based diet would create less waste.	Gabby	Newtown
It's time for the government to take this seriously. Many changes are easily implementable. Positive changes		David Currie	Wadestown

<p>Strong vision, tough decisions. With the right investment in mass transit, a town plan that truly puts micromobility, active transport (safe biking!) and mass transit before (petrol-based) vehicles, and a planning regime that supports building up, not out. That's something that the rest of the world will look to!</p>	<p>Not sure how the Welly Moving initiative and this overlap, but that one welly moving can't have a new tunnel in the core of it - that's \$4b + that could be spent on literally anything else. More than the Auckland city rail loop to increase our dependence on cars. It's mentioned in the blueprint but needs emphasising - let's restore faith in the bus network - one of the key things you can do this year, not this decade, to enjoy the kind of growth that Auckland has recently experienced with mass transit. Electrify things as a secondary point. micromobility could be a big part of things too, for such a tight knit city. It wasn't til I got a bike that I realised it's 10 mins to the other side of the CBD, which is so good. If that's accessible to everyone, cheaply and safely, it's a more efficient and better city.</p>	<p>Richard Clemo</p>	<p>Berhampore</p>
	<p>Thank you for taking the lead on the most important issue of our time!</p>	<p>Bethany Le Roux</p>	<p>Karori</p>
<p>Efficient public transport, make the golden mile pedestrian, cycle lanes, remove car park main roads, code standards reviews to make sure solar panels and efficient heating systems can be implemented even if not build in and not retrofitted, more high density buildings</p>		<p>Flavia Machado</p>	<p>Island Bay</p>
<p>car free zone in central wellington, better public transport, less waste, more forrest in greenspaces, more efficient buildings</p>	<p>I dont believe looking at extending the airport runway fits with First to Zero</p>	<p>Daniel</p>	<p>Island Bay</p>
<p>Leaning into the opportunities for innovation and becoming a world leader in sustainable living that is ready for adaptation and continues to thrive</p>		<p>Steven Youngblood</p>	<p>Karori</p>



<p>Making a cycling (and walking) friendly city, with the right infrastructure, should be a top priority. Love communal initiatives like Time banks, community gardens, ONZO bike share, communal living spaces, pod housing. We should be heading more and more in this sustainable direction! Better waste management facilities around town, such as more accessible compost stations, and losing disposable takeaway containers etc, for communal ones for borrowing and returning/swapping.</p>	<p>As above: Making a cycling (and walking) friendly city, with the right infrastructure, should be a top priority. Love communal initiatives like Time banks, community gardens, ONZO bike share, communal living spaces, pod housing. We should be heading more and more in this sustainable direction! Better waste management facilities around town, such as more accessible compost stations. And cracking down on "eco" packaging that is only commercially compostable</p>	<p>Bethany Miller</p>	<p>Kingston</p>
	<p>2050 is too late.</p>	<p>Richard Hanson</p>	<p>Te Aro</p>
<p>Electric vehicles and pedestrian access in central city only - roads grassed over and trees everywhere. If building up housing needs to be beautiful, access to nature absolutely essential so that we can not only be self-sustainable but also appreciate the importance of nature as our vital lifeline.</p>	<p>Be really vocal, be brave, lead lead lead, tell NZ and tell the world - make NZ the cannon as a sustainable, innovative and forward thinking partner of nature.</p>	<p>Natalie Gilberd</p>	<p>Brooklyn</p>
<p>Better buildings and transport for carbon emissions</p>		<p>Akhil Wali</p>	<p>Mount Cook</p>
<p>There is a great broad range of ideas and proposals here. It is so very encouraging! I really believe in encouraging people to make the right choices around their energy and transport use by making the options for limiting emissions attractive and high emissions options unattractive.</p>	<p>This is all optimistic and that's fantastic, but what are the backup adaption plans if humanity fails at keeping greenhouse gas below the limits?</p>	<p>David McGahan</p>	<p>Other</p>
<p>Free public transport (e.g. electric buses / light-rail), comprehensive bike-lanes, limited car access to city</p>	<p>free public transport</p>	<p>Tim Manktelow</p>	<p>Berhampore</p>
	<p>Be leaders in this case, not someone who just follows the status quo</p>	<p>Jeff Soukotta</p>	<p>Roseneath</p>

	Rather than planting trees, focus on preserving existing ecosystems and reducing our carbon output. Also you're never going to get the necessary number of people to switch to public transport until you make it much cheaper, more convenient (universal payment system for all public transport that can be credited without third-party devices), and consistently reliable. Stop contracting services out - own things, take pride in them, run them well and charge a little over cost. Reinvest in long term improvements.	Harry Meech	Other
Minimal Plastics being used overall, More Recycling Opportunity, More trees being planted and more efficient ways of transport.	Transport - No Gases, More Ways of Transport, More investment in trees, stopping the production of Plastic Bottles.	Logan Walden	Other
An example for the rest of New Zealand	N/a	Rebecca Scott	Mount Victoria
A green city with park, low emissions, a happy centre, and leading the world on tackling climate change		Steven Buck	Kilbirnie

	<p>I'd like to see the council seriously evaluate remote working options to reduce unnecessary staff transportation, as business areas like consenting could easily be done remotely in the future. I'd also like to see private EV usage separated from standard vehicle usage in future reporting and projections as the statistics become available.</p>	Mike Gray	Karori
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<p>Create Vehicle Low emissions zones that increase in geographical size over time and that also continue to lower permitted level of emissions over time, which will be supported by efficient and sexy mass public transport to maintain seamless transport options between car and public transport use. Focus on zero carbon, methane, nitrous oxide, particulates. Invest in people who are skilled at developing and maintaining meaningful partnerships between Council, and Iwi, business, industry, farming, and other communities to find common ground and values and to cooperatively work out ways to change and transition our city that minimises impacts on all groups, not pit one group against another I.e. support businesses and industry to change in ways that help their own objectives so that supporting climate change does not mean always sacrificing but it can also mean generating jobs, making money, creating quality living and working spaces. District plans to 'aggressively' prioritise good quality high density living and make these dwellings and neighbourhoods highly functional and fun to live in and to be supported by efficient and sexy mass public transport. Wherever possible, help incentivise building retrofits and new buildings to rigorous green building standards, including embodied carbon standards - reducing the use of materials that emit carbon. Create greater engagement in Wellington neighbourhoods by working with neighbourly or similar groups and modelling on the Predator Free 2050 model of engaging NZers 'neighbourhood by neighbourhood' to reduce their neighbourhood carbon footprint and their neighbourhood plastic footprint and encourage neighbourhoods to plant a tree for every person living in their neighbourhood. Lobby central Government to devolve greater powers to city and regional councils with express purpose of accelerating locally driven emissions reductions, investment in high density urban dwelling. Lobby Government for a nationwide water security strategy and policy and a</p>	<p>Make it council policy for the council to belong to the C40 and other global and regional city focused climate organisations and that the mayor also needs to belong to similar global and regional mayoral organisations with a climate focus - so that we are 'plugged in' and can learn from others who are more advanced in these areas than we are. And that Wellington plays a leading role in 'joining up' NZ cities and mayors in a similar fashion to learn from and support each other up and down the country.</p>	<p>Alayna Ashby</p>	<p>Hataitai</p>
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<p>Medium and high density living: It's great to see small, well built, well integrated apartment complexes popping up in Island Bay and Berhampore. The council needs to facilitate more of this (through consents and zoning). Please don't stuff up the Upper Stebbings development and create another suburban desert like Aotea etc. Alternative methods of transport: My wife and myself commute from Kingston by bike every day. Some spots are dangerous, but it's a conscious statement we're making towards our environmental impact. Please keep us and others safe while doing this, through properly segregated cycleways, corageous advocacy, and good community involvement. The Berhampore consulation was really positive, well prepared. Resilience: Don't be afraid to throw out the old for the new. Sometimes that can mean demolishing heritage buildings which aren't salvagable from earthquakes, particularly if they're in flood prone zones already. Civic square is going to be a money pit for Wellingtonian, but also a big opportunity to reimagine the heart of our city! Vanity projects: Please prioritise real, long-term change over short-term vanity projects. I'm a little doubtful of the efficacy of a "Wellington Climate Lab", maybe that's better left to the tertiary and private sector? Communities like Makara co-designing their solutions sounds great though. I'd call 100% green council-commissioned buildings a bit of a vanity project as well, unless they're quite cost effective. You can likely multiply that investment more meaningfully by collaborating with national bodies to set better standards for *all* buildings in Wellington (e.g. hiring more building inspectors, getting consents processed faster, training more advocates), rather than creating a few outstanding examples.</p>	<p>It's a well prepared document, I appreciate how it sets up the big picture and context before getting lost in details, while still providing enough substance. As much as the PDF is quite polished and nice to look at, I would've preferred to read the blueprint on a responsive website. Like many city dwellers, I've got a busy and "mobile" life and read this thing mostly on the phone, zooming and scrolling awkwardly. Check your download stats, I bet there's a decent percentage of mobile users which you're not serving well at the moment.</p>	<p>Ingo Schommer</p>	<p>Kingston</p>
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<p>A progressive and physically active population living in a carbon offset influenced city. The infrastructures and will be revolutionised with new ways of travel, the retail and hospitality sectors will provide sustainable and locally sourced produce, consumables and fair trading. The education surrounding environmental cause and effect will be ingrained in every Wellingtonian creating a sense of accountability for our actions. We will set the standard for other national and international cities to come and begin a chain reaction of positive green economics to come.</p>	<p>An emphasis on diet and the current unsustainable practices we have</p>	<p>kasey</p>	<p>Other</p>
<p>More greenery, electric buses, congestion charges for motorists much like London</p>		<p>Elliot Reilly</p>	<p>Te Aro</p>
<p>Energy efficient homes and transport, zero waste.</p>	<p>Being a bit bolder.</p>	<p>Wendy</p>	<p>Te Aro</p>
<p>Making bold, impactful changes to protect the future of our city, our environment and our communities.</p>	<p>There will be costs in doing, consider the costs of what we don't do.</p>	<p>Sonya</p>	<p>Newtown</p>

<p>Very few cars in Wellington, and mostly electric.</p>	<p>To reduce the number of cars, especially those coming from further out in the region, we need a good rail service going right through town. I have lobbied LGWM on extending the existing rails through town and operated by tram-train. Such world-class public transport would be relevant not only to Wellingtonians, but to those from the wider region. With Transmission Gully coming soon, Wellington will be flooded with cars first (well before the sea rises) and there is no decent user-friendly public transport to compete with it over the full length of the state highway, in other words, all the way to the airport and eastern suburbs. There is no point in using a "stick" such as congestion charging when there is no "carrot" such as decent public transport to coax people out of their cars, and transport is, after all, the main contributor to GHG in Wellington. I have attached a file of a presentation I gave to LGWM on behalf of Trams-Action, but which is based on my own experiences.</p>	<p>Demetrius Christoforou</p>	<p>Mount Victoria</p>
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<p>A city which prioritises green space, pedestrians and cyclists, and sets a precedent for the rest of New Zealand. A city dedicated to the wellbeing of its citizens and the natural environment, that won't cave to the pressure of backwards lobby groups, and that prioritises achieving zero carbon emissions most of all.</p>	<p>The impact of the built environment- this is a huge industry and has massive environmental ramifications. Making the CBD totally car free. Prioritising cycleways over parking spaces. Increasing green space wherever possible.</p>	<p>Kate Appleton</p>	<p>Berhampore</p>
<p>A thriving, innovative, collaborative, and resilient city with net-zero-emission mobility, buildings, nutrition and land use that support the well-being of future generations as well as our own.</p>	<p>Please see additional points in the attached submission.</p>	<p>Catherine Leining</p>	<p>Island Bay</p>
<p>Integrated urban development that promotes behavioural change including moving away from private vehicles and more sustainable house sizes and typologies.</p>	<p>Waste reduction and recycling</p>	<p>Rhedyn Law</p>	<p>Newtown</p>
<p>1. Prioritising the development of public transport utilising electricity (ideally sourced from carbon neutral sources - wind, hydro etc). 2. Promoting housing density to support new public transport development, heating efficiency and the amount of energy expended moving people and goods around. 3. Promoting energy efficiency in new and existing buildings. 4. Afforestation where possible in the Greater Wellington Region (and maybe sponsoring efforts elsewhere). 5. Promoting bike lanes etc.</p>	<p>Unsure.</p>	<p>Tam Irvine</p>	<p>Other</p>
	<p>Would like to see focus on waste and recycling options, good to see happening already. Think better public transport would be an easy start point also.</p>	<p>Caitlin Andrews</p>	<p>Ngaio</p>
<p>I just wish that people would admit it's too late. I for one am living it up, eating steaks, going on holidays overseas. Its now my fault everyone ignored these preambles for decades and now im being told to go vegan. No thank you.</p>	<p>Throw it in the bin and start living, instead of trying to stop what should have been done in 1988 when James Hansen told everyone/</p>	<p>Jimmy T</p>	<p>Breaker Bay</p>



<p>A place that is greener and less congested and polluted by transport, where more food is grown locally and there is little waste, a society that moves more slowly with more time and support for neighbours, where there is less unemployment as this society generates more work.</p>	<p>2050 is very likely too late. Extinction of insects is part the picture of sustainability and it much be halted by stopping all use of Round up and other such herbicides. Some other simple ideas are - to begin to encourage more car pooling and use of public transport through imposed carless days; - demand that Metlink immediatly fulfills its promise to reduce emissions by scrapping its diesel fleet; - Encourage more local food growing, eg use targeted rates reductions for homes where people do this -Legislation that enable radical housing builds that have a lower footprint through shared facilities; - Support technology that mitigates emissions from landfill by bringing in technology that converts these to usable energy; - local taxes on carbon/methane/ carbon dioxide emitters - eg logs held in harbour to be shipped out</p>	<p>Caz Shel</p>	<p>Berhampore</p>
<p>Is there any evidence that Wellington being 'zero carbon' will have any tangible effect on climate change?</p>	<p>There is no evidence to suggest that any carbon targets met by Wellington will have any tangible impact on climate change. Will the council total the total cost imposed on citizens to deliver this target?</p>	<p>Steve</p>	<p>Other</p>

<p>Focus on net-zero carbon buildings (retrofit; insulation; self-generation; storage; etc) to drastically reduce their demand for electricity. Then use the electricity freed in this way to power all your transport need. Make sure all your electricity is from clean sources, and reduce the demand even if the city is growing, by improving efficiency and reducing the need as such.</p>	<p>Choose a model building, a model CBD block, and a model suburb, and give them fast-track and well publicised support. Collaborate with Melbourne, Vancouver, Zurich and Vienna. Invest in R&amp;D - at VUW; at other non-profit research outfits; with private sector.</p>	<p>Dushko Bogunovich</p>	<p>Other</p>
<p>This plan is about reducing our energy consumption, and that's at best only going to slow our growth in carbon emissions. We have to look at carbon free energy production, because our civilization is never going to stop needing massive amounts of energy. The most effective form of carbon free energy, by a large margin, is nuclear power. This is the kind of option we need to consider if we're going to get serious about reducing carbon emissions.</p>	<p>This plan is about reducing our energy consumption, and that's at best only going to slow our growth in carbon emissions. We have to look at carbon free energy production, because our civilization is never going to stop needing massive amounts of energy. The most effective form of carbon free energy, by a large margin, is nuclear power. This is the kind of option we need to consider if we're going to get serious about reducing carbon emissions.</p>	<p>Michael</p>	<p>Te Aro</p>
<p>Direct action.</p>		<p>Luke hiscox</p>	<p>Mount Cook</p>
	<p>Be strong, you're doing great! Showing real leadership, thank you.</p>	<p>Sian Torrington</p>	<p>Other</p>
<p>Fewer commuters. Most office work can be done from home with modern telecommunications and digital technology. Why go to the office every day when the office can come to you?</p>	<p>Helping businesses adopt remote office technology. More adoption of digital infrastructure reduces demands on existing infrastructure. How many fewer cars would be on the road if everyone worked from home just two days a week?</p>	<p>Simon</p>	<p>Other</p>

Better public transport, such as light rail, with less reliance on cars. Better systems to deal with our waste (Council composting would be great!). More pressure on businesses to do their part, rather than individuals feeling like the small choices they make are of little impact because some big business and their practices negates it all.		Nellie	Te Aro
All residential and commercial buildings have solar panels or roofs	More social housing and homes of an acceptable standard	Clare Warne	Crofton Downs
Disincentives for driving, cheaper and cleaner buses, safer cycle ways.	Incentives for business to base themselves further away from the CBD to reduce commuting.	Mike Simpson	Island Bay
Working with the government we could work on developing education with a focus on nature, enjoyment of the outdoors.		Bevan Saul	Wilton
People choose to travel by long distance train or bus services rather than automatically flying everywhere. The new long distance bus depot at the railway station is as well appointed as the airport. People are constantly looking at their phones to check their FitBit recorded daily carbon emission tally, and vying with their friends for the lowest score. The city's latest carbon reduction result is displayed on electronic signs around the city to keep it top of mind. It's hard to find something with meat in for lunch because there are so many options for flexitarians and vegans. There are many seabirds on the waterfront and southern right whales are regularly seen in the harbour. Bring it on...	1. A decision to not increase the scale of the airport or level of aviation activity into/out of Wellington. 2. Facilitate improvements for travellers using long distance buses and trains to make it more comfortable and pleasant for those who make the choice to not fly to reduce carbon emissions. 3. Within WCC ban all flying for business, until assessed against business benefit and carbon impact. Set an example and challenge for other Wellington businesses to do the same.	Vicki Wogan	Khandallah
A city with energy-efficient buildings and where most transport of people is by public transport or active modes.	Reduce emissions but : 1. don't use Emission Trading Scheme; and 2. don't bring in water meters.	Warwick Taylor	Newtown
Build up. End the love affair with private cars by providing more space for people on bikes and foot. Introduce a congestion charge to reflect the true cost of car use. Reduce on street parking as this is subsidising and encouraging car use.		Carl H	Newtown

<p>A zero carbon Wellington is one where mobility is mostly achieved through active transport modes, new shared micro-mobility and improved and affordable electric frequent public transport. Private cars are deprioritised via congestion and carbon charging and pricing and removal of parking to make way for small vehicle lanes, bus lanes and better streets for people.</p>		Simon	Karori
<p>By 2030 radical change has occurred, replanting has occurred en masse sinking more carbon than Wellington produces so it offsets other parts of the country or world as it is not an isolated issue and should not be treated as one where by we aim to fix it as a local issue, a reduction in transportation and building greenhouse gases have dropped by 80% 2019 levels.</p>	<p>The target of 2050 is too late, It is already too late its been an issue for over a decade and central government is spineless to do anything about it and now it is too late to leave it until then, act now.</p>	James Fearnley	Aro Valley
<p>Why is there not more emphasis on transport when it is already identified as the biggest contributor by a long shot. Making normal people pay rates for not being able to afford an electric car is ridiculous. Public transport should be redeveloped into something that is robust, reliable and convenient. Busses and crappy trains aren't cutting it. The city should be more connected to the suburbs with underground subway. Yeah it's hella expensive but that's the most significant difference in other big cities where getting around from large distances away just isn't a big deal. Subway stations on every second block. Out to somewhere that would otherwise take 2 hours to walk? 20 mins. Get rid of the cars on the road, don't just replace them with electric ones.</p>	Underground subway	Jono	Kelburn
<p>Improving public and alternative transport and weaning Wellingtonians off cars. Transmission gully and extensive outer suburban low density housing combined with inner city Nimbyism means cars and their emissions are going to get far worse in the coming years.</p>		John	Other
<p>A stunningly modern, car-less city. With energy efficient apartment blocks providing access to a very walkable CBD. Public transport takes care of the access to the wider region.</p>		Mas Quaid	Te Aro

<p>A zero carbon Wellington has increased livability of Wellington beyond our expectations. It has improved life for all. To get to that future we have to act on it today.</p>	<p>I want to see a net zero emissions by 2025 and a commitment to reduce emissions by 5% per year on average. The earlier we get serious about reducing carbon emissions the better. Some years will see larger gains as infrastructure is updated or decommissioned. Some years we'll simply miss the target, and that's OK. If the narrative is well managed, missing a reduction target will not look like failure, it will be the result of leading the community forward and a resolve to keep going. Most significantly the momentum to reduce carbon will be set in place and that is what we need most of all now and for the coming decade.</p>	<p>Ben Barrett</p>	<p>Newtown</p>
<p>Wellington's next generation living their best lives - healthy, happy, safe and productive</p>		<p>Jordan Stewart</p>	<p>Mount Victoria</p>
<p>Transport options and culture that limits carbon emissions. A government that takes action to prevent future catastrophe rather than just pretty words on paper</p>		<p>Irina Macovei</p>	<p>Northland</p>
<p>Less petrol and diesel-powered vehicles and sustainable building</p>		<p>Mt Victoria Residents' Association</p>	<p>Mount Victoria</p>
<p>Huge improvements in the everyday habits of commercial, private and public organisations in their waste management and recycling, their use of renewable materials in all areas of work and production, and finally carbon-neutral transport. Priority of movement for pedestrians, cyclists and electric public transport. City-centre restrictions (operating hours and fuel-type) for all private passenger vehicles and commercial vehicles.</p>	<p>2050 is too distant, immediate change is required, bring forward to 2040 at the very latest.</p>	<p>Felix S</p>	<p>Other</p>

A pedestrianised, High-density mid-to-high-rise city centre surrounded by medium-density walkable suburbs with convenient public transport (with dedicated lanes) and protected bike paths, with private automobiles either banned or carefully restricted to protect human health and safety.		Reid Berquist	Brooklyn
	More incentives could be put in place to encourage people to buy electric cars. For example when I lived in California, the state offered a \$2000 rebate to anyone purchasing an electric car. Additionally I would like to see stronger emission standards on the existing diesel and gas fueled cars. Maybe older cars that have lower emission standards should be either retired or retrofitted to meet stronger fuel standards.	Natalie Russo	Te Aro
I just skimmed the report so forgive me if this is already in there. My thought is that large (often international) corporations are the biggest problem in causing climate change. What Wellington needs is a focus on pushing and nurturing local businesses so that we (all, including lower-income people) can economically break free from this reliance. My first thought is to start with food production, and snowball from there.	Please see above comment.	Lucy Stronach	Te Aro
More public transport. Safer options for cyclists. More compact affordable housing. Incentives for innovators to solve this problem		Dan Hammond	Other
If we became carbon zero tomorrow it would have no effect what so ever.	Stop wasting our money on virtue signalling	Justin Smith	Ngaio
	Act like the house ya on fire 🔥 ' Please.	Ken Hansen	Karori
Accessible public transport, make it possible to cycle in the central city.		Hayden	Thorndon
A green, thoughtful, long - term - thinking city with robust infrastructure and people who stop and consider.	Light rail!	Nathan Denmark	Other

No cars and better ways to get around. People carrying their own coffee reusable coffee cups! More places to stop and enjoy interactions with others and fewer places to buy stuff!		Janine	Other
A population that care more about the future than what's currently in their pockets		Tim	Strathmore Park
	Just make sure than actions happen, and it's not all just written in a plan and not followed through with	Kitty	Khandallah
Safe biking to and from work. Wellington City Council providing easy access to building solutions that are sustainable; actively promoting and easily accessed information about power companies that source sustainable energy. Cheaper public transportation. Less car's on the roads. Ban on plastic takeaway containers.		Eva Ben-Tovim	Tawa
Extensive electric public transport network, far fewer cars on roads, less roads. More recycling (green waste). Better regulations on new houses. No (natural) gas heating etc, it's for cooking only.		Ben Anderson	Karori
Fossil fuels abandoned. Private cars pretty much banned from the central city, with frequent/reliable/accessible public transport making it easy to get around. Improvements in waste reduction, recycling, and energy use in construction.		Barbara Howe	Wadestown
i think it looks greener, trains and bicycles	i'm 13 and i want to have a zero carbon future please do every thing you can.	Miriana Foon Parkin	Berhampore
Hard-line on commercial and industrial sources first. Tough regulation. Subsidies, support and funding schemes for businesses with real solutions to the industrial shift required.	Ban internal combustion Engines in the inner city. Tax exemptions and R and D funding for alternative energy transportation providers to offset.	TG	Island Bay

<p>We use the best ideas from cities and research, from around world. We innovate locally when needed. We take the people with us on this journey. We set the standards high for the rest of New Zealand, and beyond.</p>	<p>Generally the blueprint is the right amount of comprehensive. But 3 main points jumped out. Firstly, there was some interesting modelling down about the rise of the ocean, and its spread into Wellington CBD area. What about the low-lying airport? Won't it be underwater too? I believe that modelling has been done to suggest it'll be underwater too. Yet the blueprint talks about how economically critical the airport is etc etc. Nothing about future proofing, but most text was about the transport to and from the airport, EV charging and the like. So, WCC needs to be honest about this contradiction between the issues of the airport, airplane emissions, sea rise, and the aspirations stated in the blueprint. Secondly, yes planting is good. The blueprint suggests a mix of exotics and natives, as that latter is better at sequestration (yes, I believe that is correct). However, natives will provide all sorts of other positive environmental services even if they are not the top flora for sequestration. As well, WCC does not want to be left with all the environmental damage (eg. massive ground water uptake) and cost of removing exotic</p>	<p>Melanie Chapman</p>	<p>Hataitai</p>
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Convenient, efficient city wide zero transport, dispersed power generation e.g. wind and solar, huge re-emphasis on green space and biodiversity including our gorse covered eastern hills.	Think big, think long term. Too often western political goals are aspirational but fail after election cycles. This one needs to stick for future Wellington generations and as an example for the country.	Liam Shanahan	Other
A green city with low carbon transport options and warm, energy efficient housing	Do it soon - I have children that are worried for their future	tim parkin	Berhampore
Implement that carbon zero will give us a happy, safe and beautiful city		Lucas Machado gomes	Island Bay
Building a sustainable city that ensures the quality of life for everyone		Koen	Broadmeadows
We are going to have a beautiful, safe and happy city where every one will be proud of it		malou machado gomes	Island Bay
Light-rail to the Airport. The council keeps presenting cycling as the future, but for the weather we have its just not feasible all year around. Real courageous leadership is required in putting significant public infrastructure in place. Additionally a 'true cost' system where products and services include the cost of recycling/disposing of waste. But also environmental concerns are generally thought of after basic needs are met, affordable housing is a real need for people to keep their head above water.	Lightrail is needed from the eastern suburbs into the city. The population is exploding and the ammount of cars this would get off the road would be significant. Additionally, subsidize public transport heavily. This works so well in other big cities.	Sam	Seatoun

	<p>When it comes to carbon emissions, everything goes into the atmosphere and is not limited by regional borders. I think that it's really important that we look at things that aren't just "Wellington issues" if we can, and perhaps some positive/ fun initiatives as well. A large part of NZ's total emissions comes from animal agriculture. Wellington is known for food and culture and it might be nice to promote eating veg/vegan within a positive framework such as vegan food fest/awards, veg-focussed/environmental award for Wellington on a plate, that sort of thing.</p>	Rebecca King	Hataitai
Fully electric public transport that is reliable. Warm and energy efficient homes.		Sarah	Johnsonville

<p>There are a lot of really great things in the blueprint. Definitely we need more space for cycle lanes and better pedestrian environments. I would love to see more car-free streets, e.g. from Courtney Place through Lambton Quay, redesigned as a pedestrian boulevard - more street art, outdoor tables, green walls, and even more pockets of food forests. Bring the city back to the people, not the cars. This can extend to all the stair shortcuts and the Mt Vic tunnel, - these could be made far more pleasant and fun to walk, attracting more walkers. Also the car-sharing scheme would be great to extend. We desperately need better organic waste systems. Could work with Kai Cycle on developing a plan of turning green waste into a valuable compost resource. Then, definitely, more space and funds given to community gardens. These are a great solution for food security, community building, soil carbon sequestration, and sharing skills. The elephant in the room is consumption. Although as you say, emissions are measured on a production basis, we have a moral responsibility to also consume less- we cannot just attribute these costs to others. Would love to see some restrictions on advertising (ad free streets? Swap ads for street art of nature?), and more promotion of plant based food. Consumerism is a really tough one in terms of supporting businesses at the same time but its a problem that will need to be tackled. We have a really limited supply left to use of fossil fuels (either EROI or 1.5 targets) and we should be using it to build renewable infrastructure. We certainly should not be extending the airport. We also really need to start planning the transition away from petrol vehicles. Fuel prices will be rising and people need accessibility- maybe set up car sharing EV schemes, particularly in more car-dependent outer suburbs. Also, we could bring in stronger tailpipe efficiency standards (as California did in 2004 and thereby rose the whole of the U.S's tailpipe standards). We need more support in insulating homes- new builds should have</p>	<p>The plan needs to be ambitious and charismatic in order to excite people and get them on board. We are clearly sick of tinkering- as the figures show in who thinks we "can" versus "will" solve climate change. We need some leadership and an exciting, courageous and positive vision for the future. Consider adopting Doughnut Economics as our primary model. Neoliberalism cannot solve the climate crisis. Doughnut Economics aims to reduce inequality and live within planetary boundaries- without any quest for growth for the sake of growth. Local government has far greater scope for faster change and innovation than central, with impacts directly on communities. This is a really exciting chance to take what we all love so much about Wellington and ramp it up to new heights, becoming a blueprint for others to follow.</p>	<p>Melanie Vautier</p>	<p>Brooklyn</p>
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Renewable energy and offsetting with a few million trees		Keenen	Mount Cook
more electric cars. Less large factories with big chimneys and more trees to be planted around Wellington.	No	Flynn Hobman	Island Bay
People able to get happily around the city via zero carbon means (walking, biking, public transport etc.) Local food production and good vegetarian food.	Change is possible, it just needs to be prioritised by all - at an individual level, a council level and a national level. Council is in a great position to show leadership on this issue.	Janet Miller	Island Bay
Sustainable energy running our transport and powering our homes. Zero carbon through zero waste. More greenery and less meat consumption.	We must look beyond just Wellington - how can we lead the way for the rest of the country and encourage change nation wide	Simone Borgstede	Mount Victoria
As transport is one of the largest emitters of fossil fuels I believe that this area needs to be specially focused on. Investment in electric public transport, train and light rail and electric buses is important. Efforts to reduce food and plastic waste such as the introduction of compost bins.		Nicole	Te Aro
Better Cycle lanes and shared paths. ( *Having a Proper good and safe cycle lane From the Hutt to Welly, and that would work Both ways. would make me cycle to work. Now I drive. ) (**Making the Wellington Centre Train station a HUB, like in most big cities in the world, where one can arrive and change to another transport with no extra cost, would definitely get more people from the Wellington Region to use more Trains to get in the city. Now, I drive a Hybrid car, and commute from Stokes valley to Miramar. It is Cheaper for me to drive my car even with the petrol crazy high prices, than for me to to get public transport. ) (***) Making use of the Water, Why is there no Water Bus!?! or Water Taxis in Wellington? Have you been to Sidney? Wellington is much MUCH bigger than just CBD, and a lot of the people commute from far away. Ex: Lots of my coworkers live in Petone and Wainuiomata, but we work in Miramar. Also where the Airport is located. Image how much the traffic in the Motor way would go down, if there was another way to get to and from this places?? Now, everyone just have SH1 to get in an out of the city. This is crazy?! )		Thiago Tirapelle	Other
	No more diesel busses in the city	Simon	Te Aro

<p>There's too much resting on LGWM which smells like it'll still include some expansion of road space for general driving. And then the only other big pillar of the 6 is ... swapping to EVs. With our footprint composed as it is, there should be a much stronger push to kneecap emissions from transport. I was disappointed to see such a giant Shopping List of "Advocacy" on p13, alongside container deposit and product stewardship lumped in with "Public and active transport advocacy". One is huge, the other has a completely negligible contribution to our emissions. Not sure what to make of that TBH. I know people want to see Effort Being Made on plastics, but spreading Council's effort too thinly across a smorgasbord of initiatives is a real worry. I was pleased to see "Key considerations" vs "secondary initiatives" but... yeah. If it means creating a CCO for transport, or whatever - major change is needed.</p>	<p>This needs teeth. The District Plan and Planning For Growth must not be able to jeopardise emissions reduction, especially where the emissions-reducing changes have benefits for wider society, environment, local economies. Character areas, for example, and developers' preferences for LA-style cookie-cutter flat-drive-on subdivisions, simply must not be allowed to jeopardise the greater good. That's been the situation hitherto and it must change.</p>	<p>Isabella Cawthorn</p>	<p>Other</p>
<p>Disincentivise private vehicle ownership by removing parking from the CBD, charging a congestion tax, and installing a regional fuel tax. Pedestrianise all the major arterial routes. Heavily subsidise active transport.</p>	<p>There are so many cross benefits here that must be considered. Do not consider the climate in isolation. Active transport is huge for health, mental well-being, economic productivity, etc. Cars have to go. We are rapidly following the Auckland-model. It has and will fail.</p>	<p>Thomas O'Flaherty</p>	<p>Roseneath</p>
<p>Happy</p>	<p>No</p>	<p>Kurt</p>	<p>Island Bay</p>
<p>Modern and reliable public transport, fewer cars on the roads, innovation, Wgtn as a green-tech hub, thriving plant-based restaurants with little waste</p>		<p>D R</p>	<p>Thorndon</p>
<p>A city with cleaner and more available public transportation, more greenery and maybe even parks.</p>		<p>Christy</p>	<p>Wilton</p>
<p>Reduced or eliminated landfill waste and plastic waste. Multiple reduced emission transport options and reduced or eliminated car ownership. Increased safety and ease of use of the roads for light vehicles such as bikes, scooters and their electric counter-parts.</p>		<p>Cassandre Guinut</p>	<p>Kelburn</p>
<p>Free, electric and reliable public transportation.</p>		<p>Karl LaMorte</p>	<p>Hataitai</p>

Reduce the environmental problems (planting trees) and then sorting out the rest.	Make sure all technology is environmentally efficient	Casper	Island Bay
Reduce use of cars in the city center. I would love to see cultural sections of the city (ie. Cuba St) turned into pedestrian-only areas. Public transport needs to be ramped up, and also made more affordable for everyone to access. More funding for community initiatives such as tree planting, tool sharing, and community gardens. The most important part, however, is leveraging the power of WCC to push national government for larger legislative change.	Declare a climate emergency!	Cassandra Spearin	Southgate
Emissions free public transport - ie electric buses and trains - affordable and widely available. Waste minimisation, organic waste collection and composting. Energy efficient buildings. Continuing tree planting, including street trees.	Already considered - but emphasising the coordination between all areas of council activity so that the zero carbon goals are reinforced. Funding for initiatives and education programmes to advance the cause.	Newtown Residents' Association	Newtown
Representing New Zealand in our clean green NZ image, and leading other cities to do the same. Wellingtonians making active decisions which become habit and normal living to benefit the environment.		Rachel	Other
85% reduction of fossil fuel using vehicles in the city; 30% increase in pedestrian only zones and 30% increase in pedestrian, bike, scooter zones (with clear separation between pedestrians and bikes/scooters); stricter building codes to ensure all new builds are optimised for energy efficiency and low carbon or zero carbon emissions; existing buildings reduce carbon footprint by a set amount (incentives and resources for advising on how to achieve this).	Make sure we utilise world best practice and benchmarking to guide implementation, particularly around transportation, building energy efficiency and ways to ensure that people on low incomes, those with mobility limitations and/or have age related limitations on getting around will be supported through the move to zero carbon emissions.	Jasonne Grabher	Te Aro
Running on wind power and solar		Daniel	
Change to 0 carbon before 2050	note sure	Oli	Miramar

Completely remove cars from CBD; raise taxes to pay for properly funded and comprehensive public transport. Tax those commercial operations who produce the most emissions or contribute the least to the zero carbon goal (this should be the priority of central government).	Should the library really be rebuilt in it's current location, given the science behind sea level rise?	Owen	Ngaio
A better cleaner city filled with life.	less forestation.	Isla	Kingston
we stop useing cars and as much power as we do get solar pannels and windmills for cheaper stop making plastic and save the world	if we are going to be first we should stop by 2025 that could be the difference between life and death	Bobilia	Miramar
Recognising the climate emergency and responding accordingly. Cutting all emissions within 10 years. Starting massive drawdown projects. Adaptation of infrastructure based on worst case scenarios. Starting today. Only this leads to a future where humans can still live here.	No more roads! No airport expansion! Wake up! React now.	Thomas Taptiklis	Mount Cook
Green and electric	Increase in electrical infrastructure to support electric vehicles	Jack	Miramar
	Plant more natives and protect more areas for wildlife	Nick Calogaras	Mount Cook

My vision is for Wellington to be Zero Carbon by 2030. We know that our action in next decade is what really matters - and that we need to halve our emissions by 2030 if we are to limit warming to 1.5 degrees. With the Government having a target of Zero Carbon by 2050, I believe that Wellington can and should lead the way with a more ambitious target that sets an example for other councils and the country as a whole. We need ambitious targets like this if we are to safeguard our planet for my generation and all future generations. In order to meet this target, I envision a Wellington with entirely electric, and well integrated, public transport fleets, the inner city being car-free, green roofs and much more inner city green spaces (natives). I also think that building up rather than out is crucial, and investing in much more medium density housing, as well as promoting co-living spaces so that families can be more connected, share resources and ultimately live more sustainable lives together. I envision more regeneration of the land around the city, so that we can benefit from the increased biodiversity and protection of native wildlife everywhere in Wellington, as we have from creating protected and regenerated sanctuaries like Zealandia. I envision greater local, shared community food production, so that we can increase our self-sufficiency and become more resilient. Overall, I envision a creative and vibrant little capital city that meets the needs of its people - both present and future - whilst growing and existing within the means of the environment that sustains us. I know this is possible.

In order for this plan to be socially and inter-generationally just, meaningful engagement and consultation with youth and mana whenua in particular is key. Be ambitious - we need your bold leadership.

Raven Maeder

Kelburn

Pervasive cycleways. Cheap, regular, reliable public transport. No more new petrol cars - EVs replacing the fleet as older cars get replaced. The cost of carbon reduction, although not insignificant, needs to be weighed against the global cost of failing to do so, which will be catastrophically high. Every country needs to lead by example, we can't wait for the US and China to go first, even if they are the biggest emitters.

Sam

Newtown

Public transport is the biggest issue right now. It should be clean and efficient, and should not be expected to make a monetary profit, its a public service which needs to be affordable. Add more accessible/affordable buses/trains/trams and people will use them.

Gagan Mehta

Seatoun



Fundamental change and some compromise in our lifestyles. Particularly with regards to our consumption and transport behaviour.		Aidan	Newtown
An effective, reliable and affordable public transport system, birds in the city and 100% renewable energy	We desperately need a greater volume of electric buses or affordable PT options from the train station to the eastern suburbs.	Rachel	Brooklyn
I would love more frequent and reliable public transport around wellington - especially for getting to outer wellington. It would be great to reduce the need for having a car. Having onzo bikes and electric scooters and a semi-reliable bus system is a good start but there needs to be more! More emphasis on waste reduction would be great too - more green waste solutions in the city and a better system for recycling. Also, more pressure on companies to switch to low waste alternatives to plastic etc.		Olivia Wilding	Highbury

Wellington is already a great city to live in and has so much potential already to easily become zero carbon. I dream of seeing Wellington filled with even more trees, protected cycle lanes, electric buses and trains, and houses that are properly insulated.

Yes, Wellington needs to declare a climate state of emergency like the UK did. We only have 12 years to minimise the worst effects of climate change, and this needs to be done immediately! Wellington needs to make sure all their buses are running on electric energy, and trains. Wellington also needs to ensure that people are advantaged by bussing and training if coming from the outer suburbs - bus fees could be reduced, and links to trains and separate busways so that bus journeys are much faster during peak times. If the council helped homeowners increase the insulation of their houses this would help too. Probably chimneys should be banned. Retaining our current greenspaces is also really important. I like that there will be a focus on growing up, but I think any new apartment buildings should have to have a green space within it - for people in apartments to have easy access to some green space and perhaps to grow vegetables. Wellington also has to consider the amount of aviation and cruise ship emissions that the city produces - this needs to be offset and minimised as much as

Gemma Plank

Brooklyn

<p>We need to provide incentives for those who are willing to go carbon neutral. This includes solar for your home and using emission free transport. Offsetting emissions with forestry shouldn't count - buying a forest so you can make emissions shouldn't be done if there's a emission-free alternative.</p>	<p>The "at a glance" section is way to broad but the whole blueprint is way too complex. You need to find some middle-ground where the more important initiatives are summarised. Currently it's difficult to understand whether the proposed blue-print item is actually a good idea or just some wishy-washy stop-gap.</p>	<p>Guy Marriott</p>	<p>Te Aro</p>
<p>A liveable healthy community that thrives and adapts. Healthy homes + healthy transport + healthy diets = healthy people and environment.</p>	<p>A 2050 target is too distant. We need to set interim targets for 2030 and 2040. If we miss these, we'll know we need to work much harder. There needs to be more cohesive thinking across Council, at all areas but particularly transport and housing, that this is the primary focus, all other considerations need to come second.</p>	<p>Hilleke Townsend</p>	<p>Lyall Bay</p>
<p>- Increased biodiversity (native plants/birds) through green spaces in urban areas to sequester carbon - Infrastructure plans which take into account the amount of energy required to operate it (e.g. rail networks/public buildings) and having that energy regenerated on site, with excess energy production being fed back into the grid for government profit to subsidise regenerative energy infrastructure in homes. Empower distributed renewable energy production among the citizens of the city. - A ban on cars within the CBD and more energy efficient / reliable public transport, including light rail. - Continue to be innovative with emerging mobility options</p>		<p>Richie</p>	<p>Kelburn</p>
<p>Complete restructure of public transport to eliminate need for personal vehicles as much as possible. Enforcement of sustainable/carbon zero practice in all businesses and organisations</p>		<p>Matty reeves</p>	<p>Brooklyn</p>

<p>Higher quality and more efficient public transport that is minimally carbon emitting. Greater volumes of public transport with more flexibility in reaching destinations, powered by electric units. More wind power. More investigation into alternative grid solutions in order to power this infrastructure.</p>	<p>Very transport focussed, which is good. But seems to simply echo existing infrastructure. Perhaps a little investigation into e.g. factors contributing to why people drive so much, and other alternate solutions may be worthwhile. Having better (cleaner) transport options is no good if no one will use it. Thinking everyone will suddenly jump into hire cars and reduce traffic with no clear motive seems like a long shot. This is where culture change and work with central government becomes key.</p>	<p>Dylan</p>	<p>Other</p>
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	<p>I think the council spends too much time trying to demonise the car without looking at it as another viable option of transport. In the shortest way possible, our current public transport system sucks. Its over priced, provides no flexibility on travel times, my line stops at 6pm and no buses go through our area and we have a 3km walk on either end of the train from home and work. When you're weighing that up with travelling in a car which gets you door to door, gives you all the flexibility you could ask for and costs less (even with the cost of parking) its a no brainer that people drive and are going to continue driving. Give some actual useful and worthwhile alternatives and you might get people out of their cars but until then trying to demonise them won't get people changing.</p>	Cam	Other
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<p>We want a city where a generation of politicians know they can't get elected without serious climate change reduction credentials. We need density done well in the CBD &amp; suburbs plus much better active transport &amp; public transport options to reduce car dependency, including efficient mass transit.</p>	<p>A lot will depend on the detail in the implementation plan. Targets need to be tough and binding. It would be good to see some serious discussion of how politicians, council officers &amp; others will be held accountable for delivering the actions in the plan &amp; hitting the targets. Climate change is an emergency - consider declaring one in Wellington. Also consider adding local government reform to the list of advocacy. I don't believe that the current system (either in Wellington City, Greater Wellington or nationwide) delivers the best possible people and the best possible decision-making structures to meet the challenges of climate change reduction.</p>	<p>Regan Dooley</p>	<p>Island Bay</p>
<p>Everyone working together toward zero carbon</p>		<p>Kim Young</p>	<p>Newtown</p>

	<p>The transport initiatives don't go far enough given that it is nearly 60% of emissions in the 2014/5 figures, and the effort already put into this area. There is mention of 'improving' cycling and public transport infrastructure, but no specifics that indicate a feasible strategy away from a car-centric city travel structure. There is mention of harder restrictions being incorporated by 2030/5 which is too late. Change of this nature takes strong incentives and time to occur. While appreciating that this is a high level strategy document, more action needs to be taken in the next decade to adjust expectations around private vehicle use. Promoting EV's should be a minor consideration, as it is still promoting the same mode of behaviour which creates the biggest carbon impact within the city region.</p>	Digby Carter	Wadestown
Stopping sea levels by stopping the global warming	No	Sebastian	Island Bay
Yes	I do not know	Ciprian Floroiu	Berhampore

<p>Cleaner transport - congestion charging and other measures to reduce use of private fossil fuel cars; protected bike lanes; EV incentives; walking infrastructure; full fleet of electric buses; light rail. Denser, energy-efficient housing - grow up, not out. Advocate for strong enforcement of Healthy Homes Standards by central government, and ultimately for WOF-style enforcement of this. Council staff should use authority to protect public health to take action against landlords whose homes are unhealthily cold/damp/draughty. Waste reduction - organics collection ASAP; investment in commercial composting; investment in on-shore recycling facilities; compost sewage sludge; make all Council events low waste; advocacy for a higher waste levy and bottle deposit scheme from central government. Council procurement - favour low-carbon goods and services in tender processes; favour recycled materials. Behaviour change is supported - by sufficient funding for community-led initiatives. Emissions are offset by planting trees in New Zealand, not by buying offshore credits. Costs of mitigation and adaption are shared justly.</p>	<p>Please declare a climate emergency.</p>	<p>Kate</p>	<p>Berhampore</p>
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Renewable energy, functional public transport, world-class recycling facilities using machine learning and robotics, continuous planting of new trees and native bush in the Greater Wellington Region.

Make sure to consider systemic effects. Banning single-use plastic bags was symbolic, but now I see people buying plastic multiple-use bags as one-offs because people are lazy. Those bags take more energy and resources to produce, and probably longer to break down. It would have been better to put a \$1 fee on the old plastic bags than to outright ban them. We should stop looking for things to pat ourselves on the back about and tackle hard problems like recycling soft plastics locally and address the way we pack, ship, and produce goods.

J Pitt

Other

	<p>A far more obvious communication plan - it was only by chance that I learned about this survey. More creative thinking of how to get the whole community on board, committed and talking about and actioning what we need to do, individually and collectively, to save the planet, starting locally. (Maybe using the arts to present information - touring schools, businesses, where ever people gather - so it becomes impossible to keep our heads in the sand about the reality if we do nothing and to change attitudes: profit can no longer be the driver our behaviour. What good is profit when we're extinct or too sick/stressed to enjoy it??) Another thought - can we be the leader and be the first carbon neutral city on the planet??</p>	Linda Halle	Miramar
<p>less cars, electrically powered public transport. more sustainable energy e.g. wind power should be all over the hills around wellington. banning fossil fuel-powered vehicles in the city by 2025, because why not? if we possibly can then we should. tree plantings throuhgout wellington, greener buildings, roof top gardens throughout the city, and on the sides of buildings. if there were native trees and plants growing atop every building in the city the bird life would flourish and we would be removing more carbon from the atmosphere</p>	<p>be more ambitious !!!!! 2050 is not soon enough !!!!!</p>	Abigail O'Regan	Wellington Central
<p>It looks like lots of little actions that add up to a big effect on climate change. It looks like being a leader , so that other cities will follow our example</p>		Alex lewis	Ngaio

	Nuclear energy as a serious option for nearly emission-free, reliable, and cheap and safe per kwh baseload for our grid	J Woods	Thorndon
My vision looks RADICALLY different from what we currently have. Any vision that remotely resembles the status quo is inadequate - the IPCC 1.5 degrees report notes the need for immediate, unprecedented, far-reaching transformation. Everything must change. For example, in the transport sector, we cannot still be driving cars in 30 years' time. We need to fully transition to active transport and (zero emissions) public transport much sooner than that. Transformation in all other sectors needs to be similarly revolutionary. While this may seem difficult, the good news is that it will bring many other benefits (improved health, economic gains, better social cohesion, a fairer society, etc). So let's make our vision consistent with a healthy future, and then get on and do it.	The whole blueprint should be based on mātauranga Māori - indigenous knowledges - as that is the only blueprint for a truly sustainable, safe and healthy future.	Rhys Jones	Other
	Less waste all around. A simple step seems to be less packaging of produce and goods in supermarkets, and more organic and locally grown options available.	Sarah	Newtown
More cost-efficient public transport running more often, this is the way to get people OUT of their cars, knowing public transport runs often and is not more expensive than using their cars. Where there are cars, they are electric, with clear plans on how to process car batteries once they have reached EOL for transport use. Pedestrian friendly inner city and car parks available on the outskirts of the city. Free inner city bus. More water stations for people to drink from throughout the city, encouraging people to drink directly or fill their own bottles. BANNING plastic drink bottles. BANNING ALL plastic bags ( no matter the weight) Implementing storm water nets.		Claire	Other

	<p>To be honest, I think the plan completely misses the mark for our food system. Not only that but it contradicts itself in it's own report on how to handle the situation and the plan of what to do about it. 1. While agriculture accounts for a small portion of the % of Wellington city's emissions (which makes sense since we barely produce any produce), it is most certainly wrapped up in the 58% of the emissions that is tied up with transportation. You currently have no plan to remediate this situation with our local food system. 2. Wellington is a food hub and yet is highly vulnerable to due to our reliance of food needing to be transported in. One earthquake would give us how long until we run out of food in the city? Days? This adds to the further costs of and means to transport food in. 3. It mentions a Sustainable Food Network but no such network can be found when it is googled. 4. There are no plans or proposals for what a vibrant urban farming situation would look like within the city region and it's affects onto the emissions or how the emissions would be lowered and the impact it would have on our</p>	Jake Schultz	Moa Point
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	Cruise ship emissions and ways to tax them in order to encourage cleaner ways of operating them. Collaboration with other cities and governments, for example Edinburgh to see what social and scientific progress they made.	Thomas Ponnet	Wilton
no carbon		quin	Miramar
Where people are brave enough to do what's right for the environment even when it's a politically dangerous move	It needs to be done!	Isaac	Berhampore

<p>Transport's our biggest opportunity. Our vision is about walking and biking as a first choice, great public transport (!) and smarter use of private transport where it's needed. We want to see: - Biking and walking that's safe, comfortable and convenient enough to be a natural first choice for most people for short journeys. This means more priority around the road network as well as better facilities. - PT that's good enough and cheap enough to be the next best choice for most city journeys. Faster, more reliable, and cheaper. - Private vehicle transport that is only used where the others don't suit, with cleaner vehicles, and making better use of the existing transport network eg by staggered working times.</p>	<p>Overall, to be 'first to zero' or even be on the scoreboard, the plan needs to be more ambitious. And the city needs to actually *do* stuff! A plan without action is not much use. Unless the zero-carbon approach is written into "mainstream" council policies, eg. parking, it is easy to sideline and ignore. Here are some more points: Set a positive vision to be a zero carbon city. Sell the cake, not the ingredients. Be ambitious. Public support is ahead of current Council action, as demonstrated by feedback to the plan. Facilitate the uptake of new mobility devices: make space for parking bays for bikes, share bikes, scooters etc. Install ebike charging points. Licence share bike and e-scooters operators. Allocate more streets space to low carbon options, and remove on street parking. Improve the quality of footpaths and shared spaces. Introduce congestion charging or road pricing to raise revenue and help the shift to low carbon transport. Adopt a compact, higher density urban and suburban form so that more trips are short, and infrastructure costs are lower.</p>	<p>James Burgess - Cycle Wellington</p>	<p>Brooklyn</p>
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<p>It's quite apparent that we cannot maintain the same quality of life - both industry and individuals need to head towards a circular economy. Growth is not the answer. We can't bwt on technology for an answer. There needs to be a massive and complete cultural change to reduce what is sure to be catastrophic harm</p>		<p>Mathias Corwin</p> <p>Other</p>
<p>We need better, cleaner transport that makes walking, cycling and public transport an attractive first choice. Make the easiest choice the low-carbon one! We need to do more, faster. And factor in the price of inaction when deciding what to do.</p>		<p>James Burgess</p> <p>Brooklyn</p>
<p>Active and low-carbon transport prioritised. Warm, dry energy efficient buildings. Zero waste to landfill.</p>		<p>Sustainability Trust</p> <p>Te Aro</p>
<p>A public transport system that works, housing that is healthy and efficient, and every citizen committed to doing everything they can on an individual basis, as well as all businesses doing all they can</p>		<p>Eva Yocum</p> <p>Breaker Bay</p>
	<p>Just get on with it. The early innovators in this space will set the pace and reap the rewards. Wellington is well placed for that.</p>	<p>Kate Whitwell</p> <p>Ngaio</p>
<p>Energy efficient Homes, better low carbon transport routes (electric or bikes), zero reliance on fossil fuel power</p>		<p>Andrew Thompson</p> <p>Churton Park</p>
<p>A zero carbon vision for Wellington would make active transport and micro-mobility a genuine priority, not just something to be done right up until someone objects. Connected networks for people on electric scooters and bikes that continue though 'hard areas' like shopping strips and on-street parking, rather than stopping. Likewise closing roads and intersections to create continuous paths, actually reducing on-street parking. These decisions are hard, but only taking hard decisions will make a difference. Likewise, there is no point pushing out the cost and pain (because change it hard, and construction tiresome) of implementing this beyond the dates where we are supposed to be seeing reductions! (Like Eastern Suburbs bike paths in a decade, how does that help!).</p>	<p>Stop the dithering. Build it right the first time. Rebuilding a sea wall in the same spot because that is where it was before, re-laying kerb and channel in the same spot, rather than where it needs to be to help people on bikes and scooters. Stop and think before locking in failure for the next 30-year infrastructure life.</p>	<p>Andrew Bartlett</p> <p>Kilbirnie</p>
<p>It looks like denser living. Emphasis on electric and hydrogen transport. Resilient and diversified electricity resources - more local energy generation to reduce waste.</p>		<p>Thomas Lea-Humphreys</p> <p>Karori</p>

Full use of renewable energy sources. Fully electric transportation and more trees planted everywhere.

Electric transportation! Build the charge stations please!

Jesse Dombowsky

Wellington Central



<p>As the city grows we need to make sure we're growing communities along with it. Communities improve all our lives and fosters resilience. When we can rely on each other we share more and which reduces individualism and consumption.</p>	<p>Enhancing opportunities for active transport throughout Wellington: If there are going to be fair reductions for public transport, they should reduce fares for longer distance travel but keep them reasonably high for people who are only traveling within zone 1 as it is a walk-able distance and we need to encourage active transport to improve the health of residents. This could free up buses for the longer trips. How can we encourage a resurgence of walking school buses?          Incentivising EVs: We need to make sure this is done equitably. Penalising people who use petrol with petrol taxes etc. has the potential to affect low income household disproportionately as they tend to live further out of the city and are least able to afford upgrading to an EV. Parking: Reducing the size of car parks available could help encourage people to own smaller cars that are more fuel efficient          Dynamic Shuttles: Is this modeled of AT local? I have noticed this promotes people being lazy but I if they're going to be lazy, at least they're carpooling and not in individual vehicles. Bike Sharing: I think a barrier to this is safety- often the</p>	<p>Eleanor West</p>	<p>Northland</p>
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	<p>Yes - while we don't directly do a lot into agriculture, as a city, we're the cause of / reason for a lot of it. Externalising costs doesn't make them go away. So how can we help that sector be better?</p> <p>Secondly - IT is a huge component of our city, too. And servers use a tonne of energy, amongst other things. Again, while we don't necessarily house those servers here, we're externalising costs we shouldn't. How can we help reduce our environmental and energy load in terms of tech?</p>	aimee whitceoft	Other
<p>Climate change is the greatest threat to current and future generations. Wellington is in a strong position to show real climate leadership by introducing immediate, transformative and ambitious policies towards creating a capital city which is safe, thriving and carbon neutral. Streets are for communities, not cars!</p>	<p>Advocacy should be central to WCC's zero carbon strategy (and feeds directly into long-term thinking and ambitious policy-making at a local level), but this advocacy needs to be bold... as well as working with communities, industry, and central government, WCC (which is already part of the 100 Resilient Cities Network and C40 Compact of Mayors) should continue to co-develop grassroots solutions and share learnings with other cities and regions, not just in NZ, but internationally as well, because climate change is a global and a systemic problem.</p>	James Young-Drew	Mount Victoria
<p>A large focus on our marine life in the harbour. Renewable energy (wind and solar) and efficient public transport</p>		Kirsty	Roseneath

Better fully EV public transport and buses, more EV charging stations for electric transport. An EV car to take my family around in		Erica	Churton Park
We need a radical, transformative change in how we live our lives. More biking, walking, taking public transport. Less sitting in traffic jams, spewing carbon into the air. Us New Zealanders may not have reached the end of our love affair with our cars, but we need to break up anyway. It may be messy, but it'll be better for us in the long run!		eleanor meechem	Island Bay
I would love to see Wellington as a zero carbon city which prioritises rich public / community spaces and infrastructure over private luxury. In terms of transport, there needs to be safer bike lanes to encourage greater active transport across all sectors of society. There also needs to be reliable, affordable and accessible public transport. I agree with the plan to maximise compactness but this requires greater availability of affordable and warm housing in central Wellington.		Amy Johnstone	Maupuia
Higher quality of life with the city designed around people not vehicles.	Think long term and be bold with change. Move fast!	Ryan	Aro Valley
Not sure	No	Nick Shanks	Strathmore Park
A carbon zero Wellington will include radically different ways of getting around the city from now, and a re-imagining of how we live on the coastline.		Bede Robertson	Lyall Bay

<p>Taking lessons from what we have done in the past and choosing to change status quo. Industrialisation/commercialisation/capitalisation at the expense of our environment and creatures in it didn't work out let's look back and bring some of those old ways into the present and use our new knowledge to propel them sustainably forward.</p>	<p>The transportation, waste and consumption of families. In particular those who are on limited incomes. Can we legislate so manufactures and sellers of products are accountable for the impact of their products?? Families on limited income often have little choice in where they spend their money, meaning the cheapest option is the only option. They may not be able to afford to upgrade to a less polluting vehicle or have renewable power. Yet they can't get rid of the family car because it's not logistically viable. It needs to be understood and considered that most families are doing it hard to make ends meet. How do we help families on low to average incomes become part of the solution? Let's be wary that we don't shame people and create a greater divide. Thank you 🙏</p>	<p>Alexia George</p>	<p>Island Bay</p>
<p>I've just been following New York's new energy efficiency Act designed to cut carbon emissions 80% by 2050. It's supported by a very active coalition of tenants, landlords, community groups, unions and city officials. If they can do it, we Wellingtonians can do it too. We need enthusiasm, conviction, firm targets and enforced regulation.</p>		<p>Philippa Howden-Chapman</p>	<p>Aro Valley</p>

<p>I envision Wellington as net zero carbon by 2040 and fully zero carbon by 2050. A city which leaves atmospheric space for other people in the world who consume much less than we do. A city where virtually everyone either walks, cycles, uses electric public transport or gets around in a zero-emissions vehicle. Where all our electricity is green, and so are our buildings and housing and so is our industry. And where we fully offset the emissions associated with flying.</p>	<p>Accept my congratulations on a great plan. But please remember that with more nasty climate surprises on the way, and what we know now, we need to plan to cut Wellington's emissions to net zero by 2040. Keep up the good work!</p>	<p>Assoc Professor Ralph Chapman</p>	<p>Aro Valley</p>
<p>No diesel buses and lots more trees</p>		<p>Noeline O'Rourke</p>	<p>Redwood</p>
<p>Efficient practical progressive change to the benefit of all, without needless bureaucracy waste and cost. No group or community should bare an unfair burden as a consequence of the vision, with the possible exception of areas that need to be abandoned for which fair compensation should be provided. Engineers and scientists in charge, not bureaucrats and their PR minions. Proper recycling plant and real enforced ban on non-recyclable packaging (responsibility of the seller to dispose)</p>	<p>Practical efficient solutions, not expensive profit extracting exercises for private interests. Planned phased evolution of transport for instance where real capacity exists in the new form before the old is constrained (the current PT network has gone backwards radically in the last decade, that MUST be upgraded BEFORE any attempt at reducing private transport). I would also consider building a walking/cycling layer above the transport layer along the golden mile. (especially when transport is non-polluting)</p>	<p>Tom Broadhead</p>	<p>Hataitai</p>
<p>Normalised large scale public transport to reduce fuel emissions, green space prioritised, common place facilities to compost.</p>		<p>Briar Lomas</p>	<p>Newtown</p>

<p>masses of electric public transport, a walkable city, relocalisation of food supply</p>	<p>that sea level rise is coming, no matter what we do, it is just a matter of at what rate it comes. that we have a duty to the future to act now while we have the chance. that massive change can be positive - reorienting our society against climate change is also an opportunity to improve our social connection, cohesion, and wellbeing</p>	<p>Billy</p>	<p>Aro Valley</p>
	<p>At the moment the blueprint focuses on buildings, which I can appreciate the council has some influence over. However, please push more strongly on low (or zero) carbon, effective public transport. I know that the GWRC runs Wellington's public transport network, but car traffic has increased since the changes to the bus network, and we now have huge diesel buses all over the city, which do not even adequately meet the needs and wants of the population. Please do everything you possibly can to influence the GWRC, the voters, and the public transport network.</p>	<p>Jenny Ombler</p>	<p>Brooklyn</p>

Re-use, Re-use, Re-use. We don't want to expend energy so we need to look at ways to reduce movement. We can see that transportation is a huge cost and it reflects the artificially low cost of transport and related industry. Climate change is the outcome. We should be looking at significant urban change to ensure population growth within the current footprint. Housing here is based on rural designs from centuries past and "celebrity spaces." We need high density urban housing to enable a lot of us to live and work in the same space. The spread of commuter suburbs along the west coast should be discouraged. We don't want to have dispersed populations dependent on a central economic zone. Change our expectations around agriculture. Food shouldn't travel. Good food can be produced in the city. Broad scale agriculture occurring in distant rural areas isn't sensible. It's an outcome of wierd 20th economics that saw transport, fuel, land and wilderness completely undervalued. Produce food where the people are. And I know that most farms here produce food for other countries. We have to start to ask why we are allowing people to base their income and business profit models on destructive practices.

Malcolm Fitzgerald

Melrose

The system has to change, so behaviour is either forced to change or is designed in such a way that people don't even notice. As changing behaviour is one of the hardest things to do.

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Public transport and cycling lanes need further developments. Cable car should be subsidised for Kelburn residents who commute everyday. It is not just a tourist attraction. You do not want to see Kelburn residents drive cars all the time up and down the hills! Cyclists face abusive drivers all the time. The safety and comfort and confidence of cycling in wgtn should be improved

wei

Mount Victoria

<p>I'd like to see a zero carbon future that is achieved in an equitable manner, with efficient, clean energy buildings and transportation</p>	<p>I support WCC's plan to advocate for mandatory energy use disclosure using rating schemes like NABERSNZ and Green Star Performance. I would like to see them lead the way by requiring this for council owned and operated buildings. I support WCC's plan to advocate for mandatory Homestar ratings of at least 6 star for all new-build homes in New Zealand. I support WCC's commitment to requiring the maximum Green Star rating for council funded, planned, facilitated, or supported buildings (including via UDA) built, funded or retrofitted from 2024. I also support targeting Green Star ratings for refits on existing buildings. I would like this to include Green Star Performance ratings starting as soon as possible so that the Council can benchmark their current emissions from buildings. This means they will be well informed when doing refits and will clearly show which areas need improvement. I would like the council to be transparent about these ratings and make their data public as a resource for other building owners to use to make smart decisions. In addition to this, I would like to</p>	<p>Danidu Wijekoon</p>	<p>Other</p>
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<p>My vision is for us all to have a way of seeing progress against these initiatives in a regular and transparent way. Not in a report, but in a visual and accessible way, like a dashboard that tracks our progress as we head towards 2050. That will give the zero carbon goal a spot light and will help inspire us to move faster, as well as hold the agencies not making changes to account.</p>	<p>An implementation plan and a way of tracking against all these initiatives in a regular and transparent way. A dashboard of progress as we head towards 2050.</p>	<p>Jacqui Hastie</p>	<p>Karori</p>
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	<p>Infrastructure plays a big role in this as it is human nature to favour convenience and cost of using them. Being environment friendly is very expensive. The cost of Eco-friendly products (think of groceries) in the supermarket are much more expensive than those which are not. People with lower disposable income would be favouring products that have lower cost. If Eco-friendly products are most accessible and cheaper, it would be easier to persuade people to consume eco-friendly products that have less impact on the environment. We have a lot of people that would like to be more eco-friendly, but lack the means to be. Also please consider expanding and encourage supermarkets (such as bin-ins) where people bring their own container to the supermarket for refills (detergents, shampoos, etc). This would reduce further domestic waste and less energy used for recycling single-use plastics. Wellington has unforgivable weather especially winds. It probably would be a nice-to-have dump station when wind would not cause rubbish to fly around and since Wellington are</p>	Sam	
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<p>I support WCC's plan to advocate for mandatory energy use disclosure using rating schemes like NABERSNZ and Green Star Performance. I would like to see them lead the way by requiring this for council owned and operated buildings. I support WCC's commitment to requiring the maximum Green Star rating for council funded, planned, facilitated, or supported buildings (including via UDA) built, funded or retrofitted from 2024. I also support targeting Green Star ratings for refits on existing buildings. I would like this to include Green Star Performance ratings starting as soon as possible so that the Council can benchmark their current emissions from buildings. This means they will be well informed when doing refits and will clearly show which areas need improvement. I would like the council to be transparent about these ratings and make their data public as a resource for other building owners to use to make smart decisions.</p>	<p>Vivien Li</p>	
<p>Real leadership demonstrating vision and genuine commitment. No more business as usual. No new roads. Roads for people, not cars. Congestion pricing. Support for successful affordable public transport a top priority. No new greenfield development. No runway extension Active lobbying with Central and regional Government.</p>	<p>Ben Zwartz</p>	<p>Vogeltown</p>

<p>Wellington as a world leader ... a clear achievable roadmap with interim goals to reach zero carbon before 2050.</p>	<p>Find incentives for use of building rating tools and make them clear to developers and building owners (such as current 50% development contribution rebate...it seems this is not known by many people). Top Green Star might not be achievable for smaller projects - include Net Zero Carbon standard for operational carbon that is due for release this year. Life Cycle Analyses of buildings are helpful to measure carbon. Green Star Performance is excellent to measure existing building performance. NABERSNZ on all Council buildings and incentivise for office spaces. HomeFit for dwellings, incentivise homes that achieve the tick. Homestar for new homes.... incentives for developers/ home owners to achieve certification. Certification allows measurement - by reporting the measurement the city will have more opportunity to gauge progress. Maybe put in incremental requirements over a timeline to help owners and the supply chain to be able to deliver.</p>	<p>Susan Blayney</p>	<p>Other</p>
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<p>You don't need fancy science or plans or anything. Trees are already great at reducing carbon in the atmosphere. And the reason it's getting worse is because we keep pumping more carbon in to the atmosphere. So, just stop polluting as much, and plant more trees. It's not hard. The only hard part is realising that you can't just talk about it, you actually have to do it. Let's hurry up and actually do it.</p>	<p>When Jacinda Ardern spoke about climate change in election year, she said it was New Zealand's Nuclear Free moment. I would like the council to consider what this really means. Let's have a New Zealand we can actually be proud of.</p>	<p>Rowan McCaffery</p>	<p>Newtown</p>
<p>Emphasis on modern carbon free transport ebikes, scooters.</p>	<p>Buses and light rail and trains</p>	<p>Matt hunter</p>	<p>Te Aro</p>
	<p>I support WCC's plan to advocate for mandatory energy use disclosure using rating schemes like NABERSNZ and Green Star Performance. I would like to see them lead the way by requiring this for council owned and operated buildings. I would like to see them mandate Homestar ratings on all new-build council-owned homes. I would support a program for HomeFit assessments for all existing council-owned homes to ensure they are warm and healthy for their occupants.</p>	<p>Lena</p>	<p>Other</p>

<p>A city that puts the wellbeing of people and the environment first. Where there is minimal use of private vehicles, where it is safe, pleasant and easy to walk and cycle around the city for all age groups and for all abilities. Where public transport is clean, cheap and accessible everywhere in the city. Where there is greenery everywhere: pocket parks, bigger parks, community gardens, street planting. Where car parks and parking buildings are removed and replaced with clean energy generation affordable, attractive and accessible housing for all. Where every plan prioritises the needs of disabled people and children and the environment.</p>	<p>Stronger leadership and vision of radically reducing private vehicle use in the city by incentives and disincentives. Many visionary cities are boldly leading the way: banning cars in the central city, removing all car parks in the central city, making public transport free for children, students and disabled and very cheap for others, investing heavily in pedestrian and cycling infrastructure now not over 10 years.</p>	<p>Libby Grant</p>	<p>Oriental Bay</p>
<p>Better transport options. Community services where we need them so there is less need to travel.</p>	<p>Nic</p>	<p>Other</p>	

<p>Improved quality of life with affordable, efficient and eco-friendly public transport options, no more gridlocked traffic, buildings that incorporate plants, more trees, smart buildings that reduce our carbon emissions as well as solve the shortage of housing, proud Wellingtonians leading by example and ensuring NZ does everything necessary to keep global temperatures rising.</p>	<p>Don't extend the runway. Get rid of cars in the central city esp fossil fuel vehicles - carbon tax, congestion tax etc, with the money going to fund carbon-zero projects and benefits to support those struggling financially. Improve the public transport link between airport and train station, ideally with electric trains or similar. Hold industries accountable. If we are doing our best then businesses need to be too, if not more. Find a way to drastically reduce the amount of plastic we are currently forced to buy due to packaging etc. Lobby government as hard as possible and don't wait for them to set targets as they may not be ambitious enough. Increase Wellington's biodiversity. Lead by example. Campaign hard, keep the public informed and educated and inspire a ripple effect on the rest of the country and beyond. Empower individuals to overcome the challenges we will face personally and help us take on larger entities that refuse to reduce their impact on the environment.</p>	<p>Charlotte</p>	<p>Karori</p>
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<p>A world without Mike Hosking</p>	<p>Can we work with Shenzhen or perhaps Xiamen (as sister city) to get some R&amp;D going with regards to electric/eco tech and infrastructure? They really are leading the way here with renewable tech and infrastructure development - and can actually execute to get some of the 'think big' stuff done. Doesn't an electric ferry between Eastbourne/ Seaview&lt;=&gt;Evans Bay make sense to get Hutt/Wairarapa citizens to the airport quicker/ more efficiently?</p>	<p>Jack Sheppard</p>	<p>Other</p>
<p>A significant change in how we live our lives. My zero carbon vision is that sustainable transport methods will be incentivised and everyone will use public transport, walk, cycle, or drive electric vehicles. A city that is designed with people in mind and not exclusively cars. More native bush and wildlife to offset emissions and create a better quality of life. Warm, dry, and energy-efficient homes and incentivised sustainable design of buildings.</p>	<p>The council facilitating, subsidising, and incentivising individuals and businesses to cut down emissions.</p>	<p>Poppy</p>	<p>Khandallah</p>



	<p>Unless there is a real change towards creating a connected and safe infrastructure for bikes and scooters, cars will remain a major part of transportation in Wellington. Reduce and/or remove on-street parking and replace with bike lanes and slow the inner city to a maximum of 30kmh. Work with the government to help normalise riding a bike by removing the mandatory helmet law. Helmets signal a danger even when it is not there and creates an inconvenience to use of bikes.</p>	<p>Christopher Hamblin</p>	<p>Other</p>
<p>Clean transport solutions, cycle and pedestrian focus in inner city with sustainable green buildings, increased inner city housing density, and stronger reuse and recycling initiatives and incentives.</p>		<p>Matthew Steele</p>	<p>Roseneath</p>

	<p>I support WCC's plan to advocate for mandatory energy use disclosure using rating schemes like NABERSNZ and Green Star Performance. I would like to see WCC show leadership by rating council owned and operated buildings. I support WCC's plan to advocate for mandatory Homestar ratings of at least 6 star for all new-build homes in New Zealand. I support WCC's commitment to requiring the maximum Green Star rating for council funded, planned, facilitated, or supported buildings (including via UDA) built, funded or retrofitted from 2024. I also support targeting Green Star ratings for refits on existing buildings. I would like this to include Green Star Performance ratings starting as soon as possible so that the Council can benchmark their current emissions from buildings. This means they will be well informed when doing refits and will clearly show which areas need improvement. I would like the council to be transparent</p>	James Woods	Other
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<p>A dramatic change in transportation particularly a reduction in single occupant ICE trips.</p>	<p>I think that the connection to the Hutt Valley is significant in terms of reducing transport emissions.</p>	<p>Timon Bakker</p>	<p>Other</p>
	<p>How is this vision consistent with the building of a convention centre for international conventions that will require most participants to add a domestic flight to their international flight to Auckland or Christchurch? Just another reason the convention centre is a dumb idea</p>	<p>Rohan Biggs</p>	<p>Karori</p>
<p>Hey everyone - Electric cars will not save us. We need to reduce our escalating car dependency problem. Period. No to ANY electric CAR subsidies. We have to move toward a car free future and enabling people to remain addicted to a car centric lifestyle will only make it hurt more in the future. I am dismayed by the widespread ignorance disregard of the embedded cost of carbon in car manufacturing as well as myriad other reasons cars need to be removed from our city. The embedded carbon of manufacturing a car can be equivalent to driving a late model fossil fuel car ~150,000km!!! No purchase subsidy. Ban fossil fuel powered private car imports in 2020. Keep road user charges and introduce them for all fossil fuel types. No free parking. No congestion pricing concessions. No bus lane concessions. The only way people should be 'incentivised' to choose electric cars, private or otherwise should be through savings they can enjoy through the avoidance of using fossil fuels.</p>	<p>Please see my attached file.</p>	<p>Alex Dyer</p>	<p>Island Bay</p>
<p>More action. Less reaction.</p>	<p>Providing all residential and businesses with easy access to commercial composting.</p>	<p>Di</p>	<p>Te Aro</p>

<p>a city where private transport is the exception rather than the norm, giving priority of space &amp; infrastructure to busses, bicycles etc, connected to the greater region &amp; the rest of the country with sustainable &amp; affordable rail. people buying and sharing fresh food without plastic packaging</p>	<p>thinking of ways to encourage people to use the airport less; take a serious look at plastic packaging rather than stopping at non reusable plastic bags; make sure developments are planned in a way that makes important facilities (shops, doctors, libraries/public internet access, transport) reachable on foot for new &amp; existing communities</p>	<p>Flinn Gendall</p>	<p>Berhampore</p>
<p>sustainable energy generation and transportation infrastructure that focuses on small personal and public transportation from electrical power. Increased power demands should come from increased in power generation using Dam free hydro(mico Hydro) plants around the Wellington / lower north island region. Wind power is good, but hydro is around 10% per kwh to construct and maintain(at least for small scale). We have large rivers that are untapped and under utilized.</p>	<p>Car-free city center streets?</p>	<p>Dan H</p>	<p>Mornington</p>

<p>My vision for Wellington is that we cut absolute emissions and get to zero as soon as possible. We review and restructure our transport system so that bus's AND trains function smoothly. Our vulnerable communities are supported to transition to a low carbon way of life and clear signals are sent to Central government about what changes are needed so we can achieve these things and more.</p>	<p>Transport needs an overhaul, this includes trains and connections to and from the city. It also needs significantly more accountability than what it currently does to ensure it functions as a core service of our city. The targets need to be ratcheted up, at 2040 there is still 32% emissions to decrease to get to zero by 2050 under the current proposal. Interim targets need to be stronger, prioritising early action as we don't know the conditions under which we will need to be reducing emissions closer to 2050. Please also do not rely on offsetting this is both short sighted and expensive for the ratepayer in the long term. Model the reduction potential of CO2e and present this in the blueprint so people can see how it all adds up. There are tools available such as CURB from Worldbank which is really useful. <a href="http://www.worldbank.org/en/topic/urbandevelopment/brief/the-curb-tool-climate-action-for-urban-sustainability">http://www.worldbank.org/en/topic/urbandevelopment/brief/the-curb-tool-climate-action-for-urban-sustainability</a> Finally, it should be noted most councils in NZ have not achieved their reduction targets so far, there is good cause to believe a BAU plan, will not achieve its targets. First to Zero goes further than</p>	<p>Letisha</p>	<p>Other</p>
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Acting NOW		Ryan Kennedy	Other
Cutting GHG levels would be our PRIMARY priority. EVERY other project, initiative, decision etc should first be assessed on the GHG impact with the objective of slashing emissions. We need RADICAL change, the time for talk and softly softly approaches was thirty years ago. Now it is literally becoming a matter of do or die...and that's not a great place to be, but it will only get worse if we continue to muck around!!!	Faster! Further! Harder! We need to do whatever it takes!	Bart Teekman	Tawa
There will mainly be cyclists and pedestrians on the streets along with some private electric vehicles and buses. There will be more village type areas where people can easily walk to in their communities to get their provisions and deal with everyday matters (banks, Drs etc). Shops with stock products with zero packaging so that customers will bring their own bags and containers for refilling. Longer distance travel by bus or train will be alot cheaper and comfortable than flying. Transportation of products will be carried by train and then will only need to be delivered to shops locally by trucks. Wellington will promote plant-based eating by having more plant-based options in cafes, shops etc. Fashion stores will sell vegan sustainable clothing. Fresh food markets will be available everyday throughout the city. Houses and buildings will all have solar panels. There will be wind farms and power stations using the ocean currents to produce power.		Phillipa Newton	Other
Reduce traffic in the CDB (Golden Mile) being only for buses and delivery trucks. All vehicles on the out skirts of the CBD district. This will reduce vehicles on the Golden Mile and encourage pedestrians, cyclists and scooters. Improve Bus network that every bus works in a systemic crossover way, so that wait times are minimised.	Fix drain covers that don't allow large plastic containers/bottles going into our drainage systems. Concentrate on making strong changes in the CDB district and roll out to neighbouring suburbs.	G	Newtown
Safe active transport and walking cycle ways. Excellent public transport on renewable energy. Circular food systems. Regenerative agriculture - lots of community garden spaces. City wide utilisation of green waste/food scraps scraps into compost. Waste free shopping at supermarkets. Ban on petrol and diesel cars in city centre.		Monique Bartosh	Newtown
All new buildings meet the Passive House standard (not just houses), older buildings being retrofitted to a similar standard (eg EnerPHit standard)		Elrond Burrell	Other

	The move towards alternative transport, especially ride-sharing, implies fewer cars need to be in the suburbs. This can (and should!) be accelerated by restricting dangerous parking options. Wellington's narrow, windy, low-visibility suburban streets have too many cars parking dangerously, restricting two-way traffic and putting cyclists and children at risk.	Paul Hicks	Khandallah
I envisage a city where people are able to safely walk and cycle to work. One with large green spaces surrounded by modern buildings designed with both their inhabitants and effects on the environment in mind.	Electric trams. Better reading to the airport. Better links with seatoun and the beach suburbs etc.	Hayden Ricketts	Aro Valley
People being prepared to change their way of life, supporting each other in this		Robbie	Newtown
Hi. I've only read half of the blueprint, so thats why I put 'not sure'. A lot less cars so better public transport and /or more incentive for people to use it not their cars		Shirley Hampton	Island Bay
A city where we support our civic leaders to make brave changes that help us transform the way we live. Where our children feel empowered about their future.		Nicky	Brooklyn
A city that has done everything it possibly can to mitigate climate change - to the point of being a bolt of inspiration to other cities around the world. We need to rise up and embrace the changes needed to prevent a catastrophic future.	Take this as seriously as you possibly can. Stick to your word, and do whatever it takes to make the changes needed. And do it FAST. Thank you. The community will support you!	Vanessa Rushton	Newtown
We need change that has a meaningful, measurable, and significant impact on Wellington's carbon emissions. Wellington's impact alone is insignificant, but it could serve as a model and change engine to incite dramatic shifts elsewhere in the world - but only if it can actually reduce its emissions...a lot. We DON'T feel-good awareness-raising initiatives. We need to actually do it. If any city in the world can, it's gotta be Wellington.	It's going to be a tough pill to swallow. It will almost certainly mean changes in lifestyle (make it harder/more expensive to drive) and higher costs (building retrofits).	Chris Hildebrand	Brooklyn

<p>A communal and collaborative population with an integrated and affordable public transport system, where everyone, but most of all the wealthy and most privileged have made sacrifices for the greater good, the most vulnerable, and ultimately the survival of our species.</p>	<p>Commoning the spaces and area you see as integral to reducing our emissions, our future cannot be privatised and it must be accessible to all.</p>	<p>Annabel Bennett</p>	<p>Berhampore</p>
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An urgent and just response to the Climate Emergency with Te Whanganui-A-Tara/Wellington showing bold leadership and creating a liveable city with walking, cycling and public transport for everyone.

1. Climate Emergency - the plan should explicitly declare a climate emergency and Council resources mobilised accordingly. We are on track to a world with 3-4 degrees C of warming - leading to disasters on an unprecedented scale. We need to acknowledge the scale and severity of the problem, to ensure Te Atukura responds accordingly. The 2050 timeframe should be 2030. 2. Transport: Relying Let's Get Welly Moving is inadequate. With transport making up about 60 percent of our city's carbon emissions, we need to focus on this as a priority. Yet, Let's Get Welly Moving doesn't have as a principle or specific goal to have a zero-emission transport plan and the scenarios reflect that. We need a concrete plan to reduce transport emissions and for every initiative to be assessed in terms of carbon. 3. Carbon Budget. Fully support a carbon budget, but where is it? It should have been developed by now. There should be a timeframe for developing the carbon budget. 4. Accountability. Where is the accountability for ensuring we actually achieve Carbon Zero? 5. Where is the ambition in the

Teall Crossen

Berhampore

A smooth running public transport system, solar and wind powering our city, less reliance on private car transport in the city, more walking and cycling options encouraged (which would have the added benefit of improving health)		Bronwen Wall	Ngaio
Shared and zero emission carbon transport, 100% renewable energy sources, local, unpacked and plant based food.		Marta Paunero	Brooklyn
Dedicated bus lanes, cycle ways, more trees	It would be good to see more specific actions.	Kate potter	Aro Valley
One that is equitable and accessible, physically, culturally, financially and socially.	Maintaining a strong and meaningful relationship with iwi and mana whenua.	Rachel Trow	Mount Victoria
Trees everywhere and proper public transport. Also future proof EV charging, because car batteries are coming that will charge super fast but NZ is installing an infrastructure that won't work with the technology available for long before it all has to upgrade again.		Ben Fransham	Other
I think it's all about being conscious of our actions, and through this we must consciously decrease the amount of carbon we are emitting by prioritising alternatives no matter the costs! In instances where (at this stage) it cannot be avoided, we must strive to offset these emissions	Our future generations.	Hannah	Kelburn
Support and encouragement for flexible working policies	Fostering innovative solutions	Andrew	Other
Mandate Zero Carbon Green Buildings for all new builds - Homestar, Greenstar, and NABERSNZ. Mandate HomeFit Assessments for all existing homes every three years or whenever occupants change so the new occupants know how much the home will cost them to live in, how healthy or unhealthy it will be and what they can do about it. Advocate to set the Waste levy at \$200 per tonne. Insist on Zero Waste. Build resilience. Invest heavily in public and private zero carbon transport and active transport initiatives. Transport and Building Energy are crucial for a zero carbon future!		Kyle Parker	Other
e-cars, buses, trains Emphasis on plant prioritised diets Council composting		Sean Sutton	Mount Cook

	<ul style="list-style-type: none"> <li>- Reduce transport fares for long distance but keep reasonably high for short distance to encourage active transport</li> <li>- incentivise EVs in an equitable way so that those with low incomes aren't punished by higher petrol or electricity prices simply because they can't afford an EV</li> <li>- Zero Carbon Parks: Would be good to explore the possibility of carbon offsetting through regenerative agriculture in urban spaces. Good for sustainability to eat local food and reduce food waste</li> <li>- Landfill prices: Reduce or remove fees for green waste disposal</li> <li>- Buildings: I strongly support the mandating of NABERSNZ ratings on all WCC buildings as a minimum. I strongly support the mandating of Homestar 6 at least on all new build houses in Wellington.</li> <li>Housing: would like to see growth that encourages the development of communities and creates a family-friendly and liveable city.</li> </ul>	Georgia Kahan	Kelburn
<p>The WCC "zero carbon" brochure fails to prescribe reduction in kerosene emissions from jet fuel terminal at the airport and radiative forcing from jets contrails from a small % of the population. The WCC "zero carbon" brochure muddles the issue with an extraordinary amount of information extraneous information.</p>	<p>Plan to phase out aviation. Phase out all GHG emissions by 2030. Declare a climate emergency and commit to achieving a safe climate for the young people and land and marine life.</p>	Chris Watson	Te Aro

<p>Zero Carbon vision for Wellington means the community working together for one goal. Think fighting a war against carbon emissions. I don't see the programme of education and direction of how the community can make the change in this Te Atakura - First to Zero vision.</p>	<p>The airport does not need to be lifeline to the world. We need to think of other ways to reach the world or even New Zealand. Fast rail to major centres. Fast wind powered boats to travel across the world. Wellington City Council should not be supporting the extension of Wellington International Airport.</p>	<p>Yvonne Weeber</p>	<p>Lyall Bay</p>
<p>We need to do as much as humanly possible to ensure that Wellington remains a great place to live for generations to come.</p>	<p>Stop pushing for an airport extension and for bigger, faster roads.</p>	<p>Natalie Crane</p>	<p>Vogeltown</p>
<p>100% renewable electricity. Fewer cars, all of which electric. Much more public transport, *cough* with more reliability *cough*. More fast charger - people can charge at home, so I don't personally see any merit in having slow chargers in town.</p>	<p>Emmision free zones, areas which will slowly phase out diesel, then petrol cars.</p>	<p>Hamond Porter</p>	<p>Mount Cook</p>
<p>A balanced view, considering the whole region. The port, airport, tourism &amp; we are the Capital. Not just focusing on the city. Supermarkets do not use walkers/cyclists to get supply's in &amp; around. No direct public transport from northern suburbs/ City to the Hutt Valley.</p>	<p>Wellington has had the best public transport in the country for years, let's make it better. Cost is a major factor; we do not have millions of ratepayers, it is based on a hub &amp; spoke system, this is great for peak times &amp; workers in main centres, it does not allow for shift workers or casuals, ferry passengers need cars, tourists &amp; visitors from Palmerston North-south need cars, all transport into our cities for goods need good roads. Everyone needs good roads not just cyclists.</p>	<p>Mark</p>	<p>Johnsonville</p>

	<p>It looks good at headline level. I really think the council needs to consider hazards such as liquefaction and sea level rise when deciding where to develop.</p>	<p>Debbie Watkins</p>	<p>Tawa</p>
<p>International Climate Safe Travel Institute vision is for Wellington to be known internationally as a place where Co2 emissions are not just zero, but actually reduced by activities in the city, such as the development of green areas.</p>	<p>International Climate Safe Travel Institute vision is for the airport to be a regional hub for low emission air travel in hybrid turbo prop or electric aircraft, and a much reduced volume of air travel. Most travellers should arrive and leave by electric train. Attached is a submission on the tourism strategy which explains some of this vision. More information can be found at: <a href="https://climatesafetravel.com/">https://climatesafetravel.com/</a>.</p>	<p>Tom Bennion</p>	<p>Other</p>

<p>My vision, and many others for the future of our city to have the strongest focus in supporting our most vulnerable communities. Council committing to zero carbon by 2050 or sooner with set interim targets. Though there is so much more to do here. Investing in innovation, reducing dependency on cars and seriously considering the revamp of various means of transport. There is some incredible opportunities here to make our city more accessible for people of all abilities and access needs. A large party of is putting the effort in for close partnership with Wellington Iwi and in recognition of Te tiriti o Waitangi, there are incredible practices we can work with mana whenua on. Continuing on to build in and strengthen just transition support for urban Wellington Maori and collaborate and support local iwi in adaptation and mitigation plans. Linked closely with planning for growth, i'm excited to see what more we can do in this area.</p>	<p>Supporting our most vulnerable communities is the most important thing to consider when planning wellington's future around first to zero. With Challenge, comes adaption, and in adaption the possibilities for Pōneke as a young and vibrant city - we can created spaces for innovation. WCC is well aware and of the severity of the climate emergency. For large scale on action, city plans and attitudes towards climate change often don't get there just by behaviour, i'd like to first recognise that this plan is a fantastic start to climate action in Wellington. Though there is so much more to do here. Investing in innovation, reducing dependency on cars and seriously considering the revamp of various means of transport. Support of the Zero Carbon Challenge &amp; Climathon are good first steps to building new zero-emissions industries in Wellington. Large scale transformational change required to reach net-zero emissions by 2050. In First to Zero they plan for this outline a large number of regulations and requirements that should be changed or implemented to reduce emissions. Including:</p>	<p>Teri O'Neill</p>	<p>Hataitai</p>
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<p>Make carbon reduction a legal requirement for all citizens, businesses, govt organizations and councils. Focus on the positive impacts the changes will make, while acknowledging the sacrifices. We all know that we consume too much, and there is a good chance our lives will be better when we reduce the amount we consume.</p>	<p>To please take the time to really join the dots when it comes to consultation. All these things are linked, buses, bikes, parking, housing, e vehicles, power generation etc etc</p>	<p>James Coyle</p>	<p>Newtown</p>
<p>smart modern electric transport....good public transport options</p>		<p>yan agate</p>	<p>Hataitai</p>
<p>We need to be looking towards other countries and cities to see what has and hasn't worked. They have spent hundreds of millions of dollars researching urban design and decades trialing practical solutions, it seems like we are making things up as we go. That being said, there are some major points that the blueprint has missed. -Eliminating some of the parking lots (single level car parks) in our city centre. It would be great if these could be replaced with mixed-use mid-high-rise buildings. An example would be having a basement level(s) for parking, ground floor for retail/food/leisure, and above floors for apartments. -Having police officers use bicycles, for patrol in the city centre and for commuting (through job role for the former and incentives for the latter). As a cyclist, I see dangerous driving and broken road rules multiple times for even short trips. It seems the only people who care about this is cyclists, so it would be a good idea to encourage police to cycle. -Reducing the costs of higher density development. Lower density sprawl/developments are passively subsidised by the local government, due to the fact that per person spending on infrastructure (transport, plumbing, electricity, internet, sewage, waste, etc.) is higher in low-density areas. We should therefore attempt to offset this imbalance by helping fund/resource centrally located high-density development. -Removing some of the non-financial barriers to higher density development too. I'm not in construction but from what I have heard the council red tape is seriously debilitating for construction projects. I don't know too much about the specifics, but I seriously think having a review on reducing these would help all of us. A couple of minor things to have a look into too: -Street trees in the inner suburbs (and what ones not to use due to aggressive roots. -End to end cycle-ways as a metric for cycling infrastructure (ie. can a trip be made using only cycle-ways) as apposed to total length. -Electric buses, I know these were covered in the blueprint but these seriously can not come too soon. For the environment and for humans too (nasty fumes and ear-splitting engines) I think otherwise the blueprint has the right idea, apart from not stressing enough how important it is to densify our city. It can directly and indirectly fix so many environmental problems that we have. As well as social, public health, financial, logistical, etc. We SERIOUSLY need to densify.</p>		<p>Duncan Bennie</p>	<p>Wadestown</p>

<p>Businesses must be forced to shoulder the burden for greenhouse gas emissions in all forms - through waste, transport, packaging. . It is not feasible to pass the burden on to the public. For example. The Council must pass a bylaw that compels all supermarkets and other retailers operating in Wellington to publically show how their supply chains are greenhouse gas free. This will include the establishment of an independent auditing body that can police these supply chains. This is necessary because these businesses, unfortunately, only really answer to the shareholder who, at least for now, appear to only care about profits. Thus, these bylaws amount to necessary regulation of the market. Those businesses found unable to provide this information or fail to demonstrate their greenhouse gas emissions are net zero should incur incredibly high fines and face closure. The purpose of the fines is not to collect a tax, but to compel the business to transform. We cannot let normal market forces (e.g., customer demand) instigate these changes. There must be regulation. The by law should also precisely define zero-waste standards throughout the supply chain such that there is no burden on the environment from waste. This will include specific clauses that ban single-use plastic packaging for baked goods, fruit and vegetables, etc. Infrastructure spending needs to go on intensifying and making more effective the space we have. Land banking whereby investors buy property and leave it to rot doing nothing should be outlawed. Space must be used effectively for housing. Laws that prohibit the modification of heritage buildings should be relaxed in special cases whereby the modification can be shown to greatly increase the carbon efficiency of the building or its surrounds. Trains and busses need to be more frequent and must be modernised so that all services provide the ability for bicycles to be taken on board. Currently, it's not feasible commuting with a bike on the trains at rush hour because bikes are forbidden on the trains at this time. This</p>	<p>Businesses must be forced to shoulder the burden for greenhouse gas emissions in all forms - through waste, transport, packaging. . It is not feasible to pass the burden on to the public. For example. The Council must pass a bylaw that compels all supermarkets and other retailers operating in Wellington to publically show how their supply chains are greenhouse gas free. This will include the establishment of an independent auditing body that can police these supply chains. This is necessary because these businesses, unfortunately, only really answer to the shareholder who, at least for now, appear to only care about profits. Thus, these bylaws amount to necessary regulation of the market. Those businesses found unable to provide this information or fail to demonstrate their greenhouse gas emissions are net zero should incur incredibly high fines and face closure. The purpose of the fines is not to collect a tax, but to compel the business to transform. We cannot let normal market forces (e.g., customer demand) instigate these changes. There must be regulation. The by law should</p>	<p>Anon</p>	<p>Other</p>
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<p>Less bias towards a car-centric city, with reliable public transport and cycling. More pedestrian friendly spaces</p>	<p>Riley Willis</p>	<p>Other</p>	
<p>Wheelchair accessible transport is important too. More of a community focus might reduce amount of commuters.</p>	<p>Polly</p>	<p>Newtown</p>	
<p>A city that looks like it is conversing with nature</p>	<p>I would like to add that even though our waterways are for the most part quite clean I have noticed a lack of freshwater species. In New Plymouth for example you can feed the eels in the middle of the city, wouldn't it be great if more of wellingtons underground waterways were opened up so that both people and freshwater species can enjoy each others company. Today I found a banded kokopu in Prince of wales park that was quite sick, doc adviced to treat it with a saline solution, which i did. A schoolgroup walked past and were all eyes and ears. I would just like to say that wellingtons waterways, the little streams like the ones at prince of wales park, could use riparian planting as there is hardly any. the state of our waterways are a good indicator of the health of our little capital and if this little fish was anything to go by its not as clean as it seems. Also wetlands are the lungs of our planet, so if we can enhance our waterways as much as possible that would be beneficial. Thankyou.</p>	<p>Thijs</p>	<p>Mount Cook</p>

<p>We must be a city in which actions count for more than words!</p>	<p>Wellington's future population. A 'projected' or 'expected' increase of 50 - 80,000 in 30 years is huge: 23 - 37%. This has not received proper attention. The 2017 survey for Our City, Our Tomorrow was only about how best to manage growth, not whether it was desirable. The drivers for this seem to be social and economic. David Chick, chief planning officer for the WCC, apparently believes that a 'no-growth' Wellington would be 'an unhappy place to live: rising inequality, soaring future house prices, a shortage of young people and of jobs.' (Dom. Post, 6 April). The first -to-Zero Draft talks of 'inviting' more people to live here. The idea that migration to low GHG Wellington would actually help the climate is a mere pipe dream. Any population increase before we have become carbon-neutral can only increase emissions - through new buildings, roads, transport, power use, waste generation, and consumption - food, appliances, electronics, etc etc. The endless spiral of growth is what has landed the planet in its current environmental mess. It has to stop.</p>	<p>raewyn brockway</p>	<p>Karori</p>
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	More safe bicycle infrastructure, green roofs and facades, more electric cars (also for carsharing), e.g. could be powered by old traffic lights that use less energy due to LED lights, more urban greenery with plants sequestering higher rates of CO2. Generally look up "solutions" from <a href="https://www.drawdown.org/solutions">https://www.drawdown.org/solutions</a> .	Caterina	Northland
More carbon sinks, promoting electric vehicles - but not banning ICE engines completely.	Improve a critically over-crowded bus system. Why the hell not introduce cable cars/mid road train system. If public transport isn't crowded & is 'cool' - people will use it.	Stephen May	Newtown
please see attached file for our written submission	Must honour Te Tiriti o Waitangi and include comprehensive consultation with Iwi and Youth in particular.	Raven Maeder	Kelburn
	Rapidly reducing private car travel should be a priority.	James Clarke	Berhampore
	Switching to a rubbish bin system similar to Auckland where plastic rubbish bags are eliminated from use	Lenette Breytenbach	Te Aro
People are less reliant on fossil fuels	No	Yadana Saw	Newtown
Net 0 carbon emissions by 2030 and net 0 methane by 2050. 0 gross carbon emissions by 2040.	Develop it within a climate justice framework.	Áine Kelly-Costello	Other
Build a true city of the future, instead of putting bandaids on the problem. Imagine a green Wellington where private cars were a relic of the past. We already have a gorgeous, compact, walkable city—we need to build on that without compromise.	Anything short of massive investment in public transportation isn't going to shift the car culture. We need a train line through the CBD to the airport at minimum.	Alanna Irving	Miramar

<p>I'd like to see Wellington pulling out all the stops to achieve zero carbon. I'd like to see active transport and electric transport prioritised and supported by wcc. I'd like to see Wellington put up a good fight to get to zero carbon because I want my daughter to grow up in a world that hasn't destroyed its environment.</p>	<p>I think divestment from banks that invest in climate polluters would be a good addition.</p>	<p>Renee Rushton</p>	<p>Newtown</p>
<p>We need to reduce emissions from traffic. I think a combination of more public transport, and a pedestrianised city centre will be vital for this. Carbon off-sets such as protected areas would also be vital - we already have many of these but they must be protected and perhaps expanded (especially as our city expands). I'm interested in hearing more about how my personal energy use can be minimised, and I think many or most of the people I know would be willing to make changes.</p>	<p>Nothing specific, but I think we're well-placed to be a city which leads on this issue. It's bigger than just Wellington's effect on the local environment. I think we could be an exemplar to other cities throughout New Zealand and the developed world.</p>	<p>Chris Gilman</p>	<p>Te Aro</p>
<p>Transport design that nudges everyone towards walking, cycling and public transport, by making those the most convenient forms. More high and medium density buildings, with energy efficiency as a high priority. Wellington leading the way in pivoting to industries and jobs of the future.</p>	<p>We are up for faster if you are!</p>	<p>Beth Goodwin</p>	<p>Newtown</p>
<p>Public transport that functions (buses arrive on time, transfers work, young/old/disabled people are able to access it without fear etc)</p>		<p>h</p>	<p>Wilton</p>
<p>I think the implementation of more active transport infrastructure and public transport options is one of the areas that WCC can make a real contribution to NZ lowering our carbon emissions. Also WCC's responsibility for and leadership as social housing providers can help lift the bar for sustainable housing. We cannot continue to hide from ourselves how sea level rise will affect the city, we have to plan for it now. To make a real difference for Wellingtonians, and bring it home how important achieving zero carbon is to us all, we need a well articulated vision and guidance from our local govt bodies and councillors to help people understand the necessity and how to achieve a zero carbon capital status for Wellington. Effects of climate change has to be considered in all types of WCC planning and initiatives. Without that, we waste time and money - we can't afford to put our heads in the sand - sea level rise is coming!</p>		<p>Dolores Hoy</p>	<p>Newtown</p>

<p>The Carbon cycle is fundamental to plant life and sea life in the globe. Zero Carbon means loss of plant growth and failure of our agricultural, horticultural and viticulture future. The science is fundamental. The problem is the Sun in its cycles and the rotation of the Earth, not the Humankind activities. Claims of human interference and activities causing climate change are a political fiction. History will vindicate me.</p>	<p>What is the real driver for this costly exercise. I suggest it is because you have caught the American Disease and are following political emotive unscientific doctrine rather than true science methodology</p>	<p>Colonel (Retired) B J Marshall</p>	<p>Khandallah</p>
<p>Be world leaders - adopt technology and work to develop it. Green buildings</p>	<p>Carbon free vehicles subsidized.</p>	<p>RC</p>	<p>Other</p>
<p>A community focused walkable, liveable city with good public and cycling infrastructure for individuals and families. An awareness that all infrastructure decisions come with environmental costs and these must be actively managed. WCC should not commit to significant infrastructure without full, open and transparent analysis of current and future implications of any construction and use decisions. On this basis infrastructure work for Shelly Bay development and Wellington Airport Runway would probably fail and the Wellington Convention Centre would be in question. We need a better analysis of overall long term costs to environment and community as well as economic and human benefits.</p>	<p>Linking it explicitly to other decision-making frameworks used by WCC including Procurement Guidelines for Supply chain implications. Are suppliers getting to Zero Carbon? No point in being ZC directly but offloading responsibilities elsewhere. This approach should also be taken with Decent Work and Living Wage principles for subcontractors as well as staff. Good environmental practices may initially be more expensive than cheapest option. How can WCC contractors be part of the solution if they can't afford the extra cost?</p>	<p>Kay Jones</p>	<p>Mount Victoria</p>
<p>A CBD with a constantly flowing public transport circuit.</p>		<p>Josh</p>	<p>Thorndon</p>

<p>I remember when I was little, my parents had stickers on their cars that told them they could drive on certain days because of the carless days initiative to compensate for the second oil shock. I don't think they worked particularly well, but the fact that 60% of our emissions come from cars is a pretty damning statistic, and is clearly the first thing we must target to become zero carbon. Cycle ways everywhere in Wellington (not just the eastern suburbs) reliable, regular and environmental public transport, and maybe even carless days maybe not be palatable to everyone in the city, but neither I'm sure is mass extinction.</p>	Anne Zablocka	Wilton
<p>Fewer cars on the road. More pedestrian friendly spaces and cycle lanes. Improved shared transport options that the entire community can embrace.</p>	Heather	Hataitai
<p>Great public transport and cycling/walking network, focus on localised food production, reducing waste, increasing size of the green belt and planting more plants.</p>	Fabian Beveridge	Highbury
<p>Everything needs to change, our economy, how we get around, what we eat. Everything. But above all else, we need to change how we relate with nature.</p>	<p>Consider pedestrianizing more areas of the city. Consider introducing congestion charges, especially for petrol vehicles.</p>	Christopher Owens Crofton Downs

<p>A world in which we said, "We did everything we could," or "We waited until it was popular, and by then, it was too late."</p>	<p>look at biofuels with proper skepticism. Most schemes create more GHG than simply burning diesel. Also check your math to make sure we can switch natural gas with electricity as quickly as you like. Also check the math on the carbon-equivalent impact of buying new EV cars vs using up the old gas-guzzler ones we have, cradle to cradle. Also, the doc has written, "We can't do without it, and to contemplate otherwise requires one to contemplate the broader impacts of restraining it." This made me laugh aloud. Dealing with the climate crisis require "contemplating" everything. Considering airplanes' enormous impact on the climate, and considering climate change will almost certainly kill the world economy in short order, it's time to contemplate plenty. That's your job - contemplate what citizens are unwilling to. Besides, the climate doesn't really care what we can contemplate or not.</p>	<p>Ben Zolno</p>	<p>Mount Cook</p>
<p>Where we change our approach to how we live completely, so that everything we do leaves as much if not more for future generations.</p>		<p>Kathryn Martin</p>	<p>Newtown</p>
<p>Living in a healthy city where most trips are made by walking, public transport or cycling, and the suburbs are surrounded by thriving native forest carbon sinks and wind farms.</p>		<p>Simon Kennett</p>	<p>Northland</p>

More trees planted Investment in eco-friendly transportation Focus on reducing number of cars needed in Wellington ensuring proper education on climate change Ensuring new buildings are eco-friendly as possible Working to make older buildings more eco-friendly	Support of vegetarian/vegan diets in some way. Reducing meat intake reduces climate change due to less land needed for animals to graze + reduction in methane emissions	C Hil	Karori
Confident leading the way into smart solutions for how we want our community to function not keeping something how it is because its the way that it is. We can be better and work with the world and nature not against it	Please act asap	Sarah Latchem	Mount Cook
Bikes. E-vehicles. Car share. Efficient and well connected public transport.		Morgan Hanks	Berhampore
High density and walkable		Jonathan Markwick	Melrose
Put a surcharge on parking, use that money to subsidize public transport. Increase the frequency and speed of trains so that off peak trains are faster point to point than a car. Roll out hybrid/electric buses rapidly. Approve the _visible_ installation of wind turbines on every hill around Wellington		Jason Pollock	Johnsonville



	<p>It is all fair and well that you have an engaging and honest document about the impacts of climate change facing Wellington city, but it's not tangible. It doesn't commit to anything it just states the facts. Whilst I know that these things take time, I have little faith in the current elected members to commit to the change we need as a city to prepare the future city for the impacts of climate change. It is incredibly expensive but it is necessary. There is however hope. Let's Get Wellington Moving when agreed to will help to alleviate some of the transport emissions, along with your current policies and support around cycling, car sharing and e vehicle usage. I'm unclear about what as a council you are doing to reduce stationary energy, but that may be the easier, short term solution to reducing emissions to meet a 2030 target as it is less personal. However, the biggest challenge you face as a council and as politicians is actually changing people's behaviour. We have been brought up as generations who are individualistic and like to own everything personally. We love our cars, our clothes and single</p>	Fiona Lewis	Highbury
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<p>A car-free CBD, or perhaps car free days, supported by better public transport run on electric vehicles charged with renewables, plus exceptions made for ULEV for people who live in the area. Potentially a levy for ICE vehicles. Better support for retrofitting insulation in existing building and homes, either in the form of grants and subsidies at the supplier level (preferred as it also encourages green business) or at consumer level. Promotion of meat-free days / reducetarianism and education around the impact reducing meat consumption. Not cut out completely, but raise people's awareness around the impact they could have by just eating 1-2 fewer meat based meals a week. Provide local initiatives for people who have to fly to purchase carbon credits. Or tax airline companies, but be careful they don't pass onto consumers unfairly. Lack of transparency of airline approved carbon credit schemes, so local initiatives where consumers can decide for themselves and maybe even see the good their credits do would be welcome. I would like to see a cross-sectoral engagement and collaboration between the council, corporates, SMEs, non profit sector, social enterprise and startups on how we can work together to accelerate and amplify. There is so much talent here and everything happens in sector silos which also happens within sectors. How can be join together, break down barriers and work together for the greater good?</p>	<p>Have you engaged the right people on this? Consider inequality and inequity - How are you going to help those that can't afford to reduce their carbon footprint to do just that? How do we ensure a just transition.</p>	<p>Tania Han</p>	<p>Te Aro</p>
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<p>Cheap public transport with more carriages on the trains during peak hours. Currently it's still cheaper and faster for me to drive into the city for work. Public transport needs to be more affordable for low income people. EV subsidies or at the very least, accessible information on the pros and cons of buying them and life of the battery so people can understand what they're buying. They're still much of an unknown to most. More trees on the streets. Offering shade, and cooling the area, capturing carbon. Container deposit scheme stations at regular intervals. Recyclables deposit areas at regular intervals. Consider things like : polystyrene. Currently individuals are unable to recycle. Polypalace can re use our poly but needs large deposits. Bins could be set up at supermarkets and the warehouse etc for collecting it. Fluorescent tubes and eco bulbs. Need to be disposed of and have the mercury captured. Interwaste can take them but need large deposits and there's a fee. It's not a large amount but collecting the number they need is prohibitive for individuals. A collection bin at work places that's supported by the council or the waste services (who could be working with council) would be effective and easy. Interwaste supply cardboard containers... Their system is easy but council support and roll out is needed to get mass public uptake. Likewise e waste collection schemes could function similarly for devices, cables and so on. The Porirua dump has a collection bin for these... I've not seen one anywhere else. Food waste minimisation. Food waste accounts for a massssive amount of emissions globally. More support and initiatives for supermarkets and producers to eliminate all possible food waste and to turn the remainder into compost instead of landfill. Rubbish bins around the city and suburbs that have more compartments and a cleaning station for recyclables so we can rinse them. Weekly waste collections that take compostables and soft plastics. Education around recycling to ensure quality content. Transparency for</p>	<p>Work collaboratively across councils, industry and national govt. Talk to successful sustainable businesses like ecostore, and to groups like the Common Unity Project. Talk to us.</p>	<p>Vaune Mason</p>	<p>Other</p>
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Need to address inequality and power structures that will mean those already marginalised will suffer most the effects of climate change. Also please don't push that just individuals making change is the solution. The biggest impacts will come from forcing companies to deal with their emissions, waste and transport issues before it reaches consumers; and continuously putting pressure on central government to have stronger targets and regulations to address climate change immediately.		Sofía Robinson	Berhampore
Zero emissions by 2030		Andy	Aro Valley
A mix of sustainable activities that support the community to achieve together		V	Broadmeadows
Wellington has the great privilege of living alongside our protected wildlife. We should be informed more by this tūrangawaewae and remember not to put shutters on our non-urban issues.		Zane Berghuis	Kelburn
A city focused on walking/cycling and public transport, best environmental quality of buildings	Didn't seem like much of a focus on tangata whenua - need to partner with iwi/hapu in transition to net zero emissions	Ralph Hall	Mount Victoria
No petrol drive cars, light rail and increased train services.		Jean Fleming	Other
	Electric vehicle fleets, rooftop solar. Build solar covered carparks - shades the vehicles, powers the recharge points.	Jonathan Harker	Other
Transportation is the elephant in the room for emissions and needs to be addressed. Powered modes of transport that reduce emissions and also congestion exist, but these were not mentioned in the blueprint. Electric cars do reduce emissions but do nothing to reduce congestion. Electric and low cc motorcycles and mopeds should be included in the plan and encouraged as car alternatives for those that find public transport is not a viable option. If special lanes or traffic separation is created, use by ultra compact vehicles and low emissions two-wheelers should be allowed. This would help reduce congestion, decrease idling time and increase safety.	There will always be people who are not able to use public transport for a whole range of reasons. The plan should include checks and balances so that those people are not unfairly disadvantaged by any disincentives that are implemented.	Mark Solly	Brooklyn
Massive reduction in cars Huge investment in windmills on Western hills Focus on resilience to storms slips and sea level rise	Building sea walls is a waste of time	Geoff Simmons	Mount Cook

<p>It looks like a complete cultural and spiritual transformation, where we learn to live glocally, intergenerationally, selflessly, and consciously. Everyone is happier and healthier as a result. What seems like a burdensome and overwhelming task is actually joyful and exciting challenge.</p>	<p>I think the technological solutions proposed here are fantastic. I applaud these system changes. However, I would urge the council to consider more seriously the fundamental root issues, which are cultural and spiritual not technological. I urge the WCC to fund intergenerational, social and cultural initiatives. The idea is simple. The more time we spend in community looking after our young and old together, playing games, having fun, creating art, sharing food and resources, and looking after one another, the happier and more fulfilled we will be and the less we will feel the need to consume and travel. Get right to the source. outside of the nuclear family model, but rather a place-based glocal approach to community building and sustainable living.</p>	<p>Ruby Gray</p>	<p>Newtown</p>
<p>A change of attitude, meaning people who cycle, eat the correct things and are trying to help aren't seen as weird!</p>	<p>education of the public on what actually causes the carbon emissions</p>	<p>Shaun Brannigan</p>	<p>Island Bay</p>
<p>Everyone is involved in making carbon zero a reality. All Wellingtonians find ways to not only implement the change required but also find awesome funded projects to become carbon neutral. Any enterprise or project that is reducing carbon emissions by finding alternative solutions is celebrated and supported by the council. This includes the involvement of schools, institutions, businesses and households. The city council celebrates the small wins of every individual.</p>		<p>Miriam Sherratt</p>	<p>Newtown</p>

	<p>I'm really concerned that Agriculture/food has not factored into the plan! Certainly a small amount of agricultural emissions are created in Wellington but a huge huge amount of high emission food is consumed in our foodie capital. I would like to see: More urban gardening, particularly vertical gardening and green roof type gardens but mainly promotion and increased availability of plant based foods (ie more/ bigger vege markets, vegan and vegetarian food events etc) and less council promotion of food events centred around meat particularly beef and lamb and dairy which are causing threateningly high emissions in New Zealand.</p>	Amity	Thorndon
<p>Take the global lead on this critical future shift Wellington! Franc CHEETHAM</p>	<p>Innovation is key to solving this issue. There is a real opportunity to redefine the rules, be bold.</p>	Franc Cheetham	Other
<p>Fully electric public transport fleet that functions properly. Complete separated cycleway network. Electric vehicle incentives. Abandon plans for extending the airport runway. Redevelop inner city suburbs along transport spines.</p>		Tim Hope	Hataitai
	<p>Keep building consensus with all residents. We're in this together and it needs to be inclusive.</p>	Claire McClintock	Island Bay
	<p>Pushing education on composting and single use plastic, perhaps introducing community compost collection, and fixing our recycling problems</p>	Lauren Chalmers	Hataitai

Thank you for consulting Wellingtonians on the First to Zero plan and providing the opportunity for feedback.

First off - 'yes' I truly support the reduction of our carbon footprint and see this as an intergenerational responsibility we have for future generations. As a resident of Wellington who supports the reduction of cars into the city, combined with the plan to provide alternative transport choices, I would like to implore the Council to recognise transport choices that are based on a combination of reducing carbon footprints and affordability.

In the plan, Motorcycles are assigned the same carbon footprint as a single person driving a car, yet we know the motorcyclist has a significantly smaller carbon footprint and takes up, on average, 12.5% of the space a car left in the city would do.

Wellington City has a history of prejudice against people making active transport choices that favour of motorcycles over cars. <https://www.stuff.co.nz/motoring/95641994/motorcyclists-largely-ignored-when-it-comes-to-wellingtons-future-transport-plans>

The consequence of this prejudice is that the associated support for motorcycles is lacking and as such this plan would be strengthened by truly recognising the carbon footprints and affordability of motorcycles over cars, car share schemes and car-pooling.

Quite frankly, if WCC is serious about reducing carbon, then don't you think the diesel buses need to go. Bring back the electric buses. Be sincere.

Zac Jordan

Glennis Poschich

Our family strongly supports the goal of Wellington reaching net zero emissions by 2050 (or earlier) and supports that draft plan.

We wish to comment on two aspects of council transportation infrastructure that currently impede our ability to reduce our family carbon footprint.

First, we would switch to an electric car tomorrow if we were able to arrange daily charging. Unfortunately, we are among the many Wellingtonians who do not have off-street parking and do not have access to charging facilities at work. We have applied for an off-street charging park on our street pursuant to the current trial, but this was not one of the streets that have been put forward to Council and we are unaware of what the problem was. We would urge the Council to:

adopt a strong presumption in favour of providing off-street charging facilities on residential streets where there is demand; and where there are compelling reasons not to provide such facilities based on the current road layout etc, then the Council should look at using unformed road spaces and at revising existing encroachment licences to create space for off-street charging.

Secondly, our family would use bikes much more for work and school transport if there were safer cycle lanes available. Accordingly, we strongly support the creation of more cycleways.

James, Susanna, Billie and Rafael Every-Palmer



Creative, compact cities communities connected by a fast, clean, hi-tech public and shared transport network that serves everyone and is walking and bike friendly. Innovative and highly livable higher density housing with green space, forest/trees and amenities and food shops in easy walkng distance. Wellington as a centre of clean energy technology and innovation. Flood prone areas planted as natural landscapes that can manage sea flooding and sea levels rise. Strong anti-waste, plastic and fuel production incentives.

Sarah Moodie

I am heartened to see my city taking steps to become zero carbon. Applaud the vision, but deeply skeptical of the competency of this city council to implement changes effectively.

Here are a few observations on the proposal:

1. Why does the emissions data in Appendix A (page 61) stop at 2015? This is 2019 and we should at least be using 2017 data for planning. Not 4 years old data !
2. Why is it not possible for WCC to report on number of carbon fuel dependent vehicles? Also it would be good to get a breakdown of these by vehicle categories. Eg: SUV, sedan etc. your question "have we reached end of love affair for car?" Does not have to be simply a rhetorical question. It can be fact based.
3. I simply do not see evidence in your plan for reducing transportation based co2 emissions. It is full of empty rhetoric and no concrete details. Please dont bungle this up like our bus debacle.
4. This is a lazy document. Not much thought has gone into comparing bold initiatives across other European cities such as Amsterdam or Berlin where real investments and plans produce meaningful changes.
5. This rates-obsessed, money-making-enterprise city council has very little talent or capability to implement large meaningful changes. There is very little talent or professionalism. Your competency and management does not spell confidence. What are your credentials? Who are the people who can make this work? Show me the people who can lead this change.

I love this wind swept, cool little capital city and my fellow Wellingtonians. Just do not have faith its bodies that are responsible for managing outcomes.

Hari Shankar

I would like to have my say but a 'No' response to the first question denies me the ability to continue to express my views. Will the survey be amended to accommodate those who do not believe CO2 is causing any kind of climate change? As it stands you survey is heavily biased and I believe the results are, therefore, invalid.

Regards,

Peter  
Jones

Ratepayer

I support the goal of a zero carbon capital and urge the Council to implement this blueprint urgently.

thank you for your courage and foresight in doing this.

Pete Jones

Stephanie Mills

New Zealand's gross emissions per person were the seventh highest among the 41 industrialised countries which took commitments under the UNFCCC

- even though they have fallen 0.1 percent from 2014.

Look at the simple things first

provide adequate low emission public transport

make cycling safe

incentives to employers to get people to work from home  
ie reduce rates for those who work from home

It seems to be very contrary to the Zero position to have 1/3 of the bus's leaving Karori in the morning as empty and not in service and having people drive to the west end of Karori Road to ensure they are picked up by a bus. Also it is extremely dangerous to ride a bicycle from Karori to the city in the morning or night as you are condensing with cars and bus's that are driving directly into the sun and the council has made it clear that it is not intending to provide a safe bicycle route from Karori to the city.

You need to get the basics right before wasting money on a campaign to make Wellington Zero Carbon like not decommissioning a perfectly adequate electric bus network and forcing people to use cars by degrading the public transport to the lowest tenderer who is more interested in making a

No name

Why be first to zero

carbon emissions when Wellington's air is already great. When Wellington's rental costs are the most expensive in the whole country, why add to that cost, as this certainly will. And that is not even taking into account that CO2 as a greenhouse gas is a minor contributor. It is not a proven science, in fact there is a lot of evidence for sources outside of our control that contribute to climate change. (solar activity such as sun spots for example) The Earth has many balances and checks that regulate CO2 and other factors. The levels of CO2 have not increased as predicted by select groups of scientists. Why are we jumping on a band wagon that has not been proven to further make our city more unaffordable, when it is at a good level already. We DON'T have to be first to ZERO. Drop this initiative now!

Tim  
Appleton

Wellington  
City rates payer

Tim Appleton

Kia ora Me Heke Ki Pōneke,

Foremost, I wanted to congratulate you on the draft plan how to become the first carbon-neutral capital of the world. Let's hope this doesn't stop at the brochure, and that your hard work will actually revolutionise this place.

I participated in the survey a few days ago, writing about sustainable transport, getting rid of cars, and how we need to say goodbye to gas, as well as excessive heating requirements due to poor building standards.

But I forgot to mention another change that'll be absolutely mandatory if we're serious about doing our part to avert climate change: getting rid of all the plastic.

Just today I was at the supermarket again, and it's almost sickening. Sure, we don't really have single-use bags at the checkout anymore, but instead, fresh produce, meat, and pretty much most everything else wrapped in soft plastics. Here's a collage I made on Twitter 3 months ago:

<https://twitter.com/martinkrafft/status/1092219991867310080>

Martin Krafft

The council is heading in the right direction and I feel hopeful that the issues are at least being recognised for their urgency and scale.

For me and my whanāu, the primary concern is to develop greater density of living - build up and not out - and connected, active transport routes to support this. Current rules around provision of car parking spaces in developments stand in the way of this and should be challenged, even with the pressure this puts on lower income families who rely more heavily on car transport.

We also feel that there is a place for the council to step up and support co-housing initiatives. These are by nature often undertaken by non-professional housing developers and there is an opportunity for support in the way of capability growing, skills and connection to the industry there.

I saw no mention of council divestment from fossil fuels. In fact my research has not flagged up any movement in this area. I see that the GWRC have agreed to send a letter to banks regularly asking them not to invest, but nothing in regards to WCC - ?Am I missing something? The time for asking polite questions has passed. Wellingtonians need to be reassured that our rates are not being invested in fossil fuels. Ever again.

Social and environmental procurement, utilising the councils considerable budget for the purchase of product and services that are sourced ethically, support local and iwi companies can both model business practices that build equity and environmental improvement. A nod to Auckland Council and their social procurement in the train infrastructure supports this. Further, we are in support of the use of the council vehicle fleet moving to EV. This includes the buses - the recent slow down of conversion on the back of the bus service restructure is unacceptable. Diesel buses are not our future. We can also see an opportunity to integrate the council fleet with share schemes and make these available when not in full demand from the council yourselves.

Nada Piatek

Hello,

I would like to make an additional comment in regard to my submission on this blueprint.

On p. 56-57 (Wellington airport) there is mention of "carbon intensity of travel per dollar spent on travel" having decreased by 50% between 2006 and 2013.

This sounds virtuous but it is in fact a dangerous metric because it masks a significant increase in total travel emissions from aviation. Whilst carbon efficiency, particularly in aviation, is an important objective, it is frequently used to justify more flights resulting in a net increase in emissions.

I would strongly discourage WCC from giving such metrics too much credence. To address climate change we need to be squarely focussed on reducing total net emissions. This is the only metric that is relevant when considering impacts on the biosphere.

Patrick Geddes



RE: SUBMISSION - DRAFT PLAN: ZERO CARBON CAPITAL

Introduction 1. This submission is made by Drive Electric Incorporated (DE). DE represents a member base comprising new car OEMs, used car importers and distributors, infrastructure organisations (electricity generators, distributors and retailers, electric vehicle service equipment suppliers) and electric vehicle users, and is an advocacy organisation for the uptake and mainstreaming of e-mobility to support New Zealand's low-carbon future, as well as seeing NZ become more energy independent.

2. In general DE supports the Wellington City Council in developing the Zero Carbon Capital Plan, and the inclusive process it has undertaken to create this Report.

3. DE has brought together feedback from our board members who represent all aspects of the converging EV industry, to inform our submission to the Council.

4. DE notes that the transport sector represents 19.1% of emissions and therefore the benefits of electrification are significant because of our largely renewable electricity system.

5. DE considers that there is a strong opportunity linked to decreased environmental costs in the next decade, through the uptake and mainstreaming of electric vehicles in NZ. In addition to the obvious wider economic benefits (WEBs) in the areas of air quality and health, NZ also stands to benefit from decreased oil imports and increased energy independence.

6. DE's members' recognise that the adoption of EVs (in its widest sense, so both Plug-in Hybrid EVs (PHEVs) and Battery EVs (BEVs)) represents the greatest opportunity to reduce transport emissions. In any review there should be significant consideration for how we continue to remove barriers to driving electric.

Going for a Zero Emissions Transport Fleet

7. At the time of submitting there are well over 13,000 electric vehicles registered in the country. DE believes the economic case for EVs is already compelling and will only become more so with time.

8. DE notes that the Government still needs clear actions to stimulate the uptake of EV's, for example; FBT relief measures, agreeing a proportion of EVs within Government fleets, adopting emissions regulations to get rid of the high-emitting vehicles on the roads are some suggestions that would all make a positive start.

9. DE would like to acknowledge that there are already several positive government interventions to support EV uptake such as exemption of road user charges, procurement of EVs for government, supporting the roll out of charging infrastructure and a contestable fund of approx. \$6 million per annum to encourage uptake and innovation. As DE member organisations have previously stated, these policies should continue, but linked to some clear and measurable targets or KPIs. However, at some point EV users, as well as all

PO Box 3899, Auckland 1140

road users (consider cyclists also) will need to pay their share of road infrastructure costs, and this transition will need to be well managed and signaled early, so that consumers can make informed

Mark Gilbert, Chairman of Drive Electric Incorporated

AIR NEW ZEALAND SUBMISSION ON THE DRAFT PLAN DOCUMENT - TE ATAKURA FIRST TO ZERO

1. Air New Zealand welcomes the opportunity to submit on Wellington City Council's blueprint for a Zero Carbon Capital, Te Atakura - First to Zero.

2. Air New Zealand is committed to a future as a sustainable airline - socially, environmentally and economically. These three dimensions are critical when considering the Te Atakura - First to Zero document - as the choices we face now will affect New Zealand's social fabric, economic success and environmental future. We are happy to discuss any part of this submission as we move forward together towards a sustainable, carbon neutral future.

The natural environment is linked to economic success

3. New Zealand's environmental assets and reputation on the world stage are critical to ensuring economic success. Tourism, agriculture, horticulture, forestry and seafood are key export sectors.<sup>1</sup> New Zealand's landscapes and natural environment drive international tourism, and our primary production sector leverages New Zealand's brand and natural environment in key export markets. Air New Zealand is New Zealand's largest tourism business. We are motivated to protect New Zealand's natural environment and to play our part in a global response to climate change.

<sup>1</sup> <https://www.stats.govt.nz/reports/global-new-zealand-year-ended-june-2017>.

Carbon emissions from aviation

4. The aviation industry has a significant role to play in ensuring commitments in the Paris Agreement can be achieved. Aviation currently contributes 2-3% of global carbon emissions, and Air New Zealand is committed to reducing our own contribution to these global totals.

2

5. Air New Zealand has invested in advanced technology and currently has one of the youngest and most fuel-efficient fleets in the world.<sup>2</sup> Numerous fuel efficiency measures have been adopted over the past decade, and together these have resulted in operations achieving aviation fuel efficiency improvements of 20 percent since 2009.<sup>3</sup>

6. Currently there are no large-scale commercially available alternatives to aviation jet fuel. Emissions from aviation jet fuel currently comprise ~99.5% of Air New Zealand's total Scope 1 and 2 greenhouse gas emissions.<sup>4</sup>

7. Until aviation biofuels are readily available in New Zealand and/or electric aircraft technology developed for commercial use, Air New Zealand is unlikely to deliver further significant domestic carbon emissions savings through its own operations. To achieve lower overall net emissions now and in the near-term, Air New Zealand will need to purchase carbon units (including forestry) and invest in projects that can generate emissions savings.

<sup>2</sup> The average seat-weighted age as at the end of June 2018 was 7.5 years and is projected to be 6.9

Anna Palaret, General Manager Property and Infrastructure, Acting Head of Sustainability

#### POWERCO – Submission on Wellington City Council's Draft plan Te Atakura/First to Zero

Powerco welcomes the opportunity to submit on the Council's draft plan. With the announcement of the Zero Carbon Bill, it is timely for the Council to examine how it can play its part to support the nation's goals around carbon emissions. This supports Wellington aiming for a "net zero carbon" city. Powerco is an electricity and gas distribution company providing an essential infrastructure to diverse communities across the North Island. Our infrastructure is the backbone that supports many different ways of living and working, and to people and organisations of all incomes and means. Every day we are working to better understand the choices, costs, tradeoffs and limitations of how to ensure energy is delivered where and when it is needed today, but with an eye to an uncertain and different future. As noted in the introduction to the draft plan from the Mayor, this involves "...giving all Wellingtonians information and choices about how to reduce our individual and collective carbon footprint for future generations." We agree.

Options, choices, and decisions need careful consideration as there are many options for the Council, consumers and businesses to reduce their carbon footprint.

As a gas distribution business that facilitates supply of gas to businesses in the Wellington region, we are concerned about the suggestion of "No natural gas in any building by 2035". We'd like to learn more. We would like to learn more about the Council's thinking and analysis of the implications of this, particularly around it being "fiscally responsible". Development of a climate budget will be an effective mechanism for understanding the Council's trade-offs between these different choices, who is making them, and what the direct and indirect costs are.

A balanced approach to fuel use is beneficial

Independent analysis of New Zealand's options to achieving net-zero emissions by a number of parties<sup>1</sup> has illustrated, for example, that a balanced approach to fuel use delivers a net-zero emissions outcome at

1 Productivity Commission "Low-emissions economy", Vivid Economics "Gas Infrastructure Futures in a Net Zero New Zealand". Powerco submission on Wellington's draft blueprint for a Zero Carbon Capital 2

lowest cost. Natural gas use by businesses and consumers continues out past 2050 (partly because the consumption/emissions are so low relative to other options).

Emissions pricing via the Emissions Trading Scheme is a key tool for both the Government and emitters to make efficient decisions across the economy. The Productivity Commission report stated succinctly why it is a useful tool:

...the ability to decentralise decisions across an economy, unlock local knowledge and initiative, be neutral as to the means (eg, choices about technology, sector, and consumption) and achieve the desired emissions reduction at least cost<sup>2</sup>

2 See discussion in New Zealand Productivity Commission (August 2018) Low-emissions economy, p 115.

4 <http://www.stuff.co.nz/environment/climate-news/98001955/How-climate-change-could-send-your-insurance-costs-soaring>.

5 'Looming rates house of cards', Dominion Post, 19 July 2017, pages 14-15.

Stuart Dickson, General Manager - Gas

#### Victoria University of Wellington Submission on Te Atakura First to Zero

Victoria University of Wellington is pleased to have the opportunity to comment on Wellington City Council's draft blueprint for a Zero Carbon Capital.

We work closely with the Council on a broad range of initiatives that contribute to the sustainability of the city and the wellbeing of its people. This extends from academic collaborations (such as Summer Scholarships) to community engagement partnerships (such as Climathon or Growing Graduates) to operational projects (such as bicycle facilities). It is, therefore, with great interest that we read the document, and we have a number of comments on it set out below.

We strongly endorse the ambition of the zero-carbon target. We, too, are working towards a zero-carbon future. Our intention is to achieve the milestone by 2030, and we would encourage you to attempt a shorter timeframe than 2050 but recognise the increased complexities of working at a city-wide scale. The public appetite for climate action has never been greater, so the time is right to increase the level of aspiration. As a microcosm of the city, we can advise that climate action is a priority for our staff and students, and they are demanding strong leadership.

The Te Atakura - First to Zero document is very comprehensive in the sense that it addresses all emission sources (with understandably limited discussion on agricultural emissions as this is such a small component for Wellington) and considers the Council's advocacy role, the need for climate adaptation, sets targets and includes reporting processes. It also reflects the considerable work that the Council is already undertaking, which is highly commendable.

#### Next Step – Implementation Plan

In the document you acknowledge that this blueprint needs to be supported by an implementation plan, which is yet to be developed. That implementation plan is critical. We are supportive of all the initiatives described in the document, but the details of how and when are very important. This is what will transform the blueprint from words to action.

There are several initiatives described in the document. Some of them have been completed, some are underway with a definite completion date, some are pilots with an as-yet undefined future, some have potential but need further investigation and some are remote possibilities. An implementation plan should clarify exactly what is being proposed and how much investment will be required.

It is also acknowledged in the document that WCC does not yet fully understand the cumulative impact of the initiatives in the plan on reducing the city's emissions. This will need to be carefully modelled as part of the development of the implementation plan. It will inform which initiatives should be prioritised, provide a more accurate timeline for emissions reduction and, most importantly, identify how much of a gap there is (if any) between the emission mitigation proposed here and the net-zero target.

#### Forestry Opportunities

Transport initiatives and the energy needs of buildings feature most prominently in the document, which is understandable as they account for 85 percent of the city's emissions, while forestry only sequesters 5 percent currently. However, forestry should receive greater attention. As we have discovered with our own zero-carbon planning, it is very difficult to achieve a zero-carbon target using current technology and given current social norms. This means that forestry initiatives take on greater

Andrew Wilks

## Environmental Reference Group Submission on Te Atakura First to Zero

### About the Environmental Reference Group

The Environmental Reference Group (ERG) was set up by Wellington City Council. Our role is to provide advice on the best ways to improve Wellingtonians' quality of life environmentally, socially, culturally and economically by protecting and enhancing the local environment.

We carry out that role by constructively advising on relevant Council projects and policies, where possible identifying evidence and solutions, whilst taking into account wider needs, issues and views. We bring knowledge and insight into Council around the environment, including water, energy, waste, biodiversity, urban design and transport management, in the context of Council's roles and priorities. ERG members bring to the table not only our own knowledge and thoughts, but also those of the community groups we are part of.

Members of the 2019 ERG group have the following skills and expertise: marine biology, ecology, biodiversity, sustainability, mana whenua and Treaty relationships, management, governance, communication, politics, stakeholder engagement, landscape architecture, engineering, planning, policy, architecture, energy management, freshwater.

### Introduction

The Environmental Reference Group (ERG) is pleased to have the opportunity to comment on Wellington City Council's Draft blueprint for a Zero Carbon Capital. We appreciate that Council Officers, Tom Pettit and William van Ausdal, engaged the ERG early in the drafting of the document.

The high level feedback that was provided by the ERG is largely covered in the proposed blueprint, which is pleasing and a good example of the constructive relationship between the ERG and Council Officers.

We strongly endorse the ambition of the zero-carbon target and would encourage you to attempt a shorter timeframe than 2050 to demonstrate the urgency that the science and the public is calling for. If Wellington, a city with a highly engaged and educated population without the challenges of agricultural emissions, is to be a leader in climate action, then it should be setting a net-zero carbon target ahead of central government. We propose that the City Council target net zero emissions by 2030 to better reflect the urgency of the climate crisis. The Inter-governmental Panel on Climate Change report in October has made it increasingly clear that in order for future generations and all biodiversity on earth to have access to the safe climate they need, then meaningful action must be taken now.

The Te Atakura - First to Zero document is very comprehensive in the sense that it addresses all sources of emissions (with understandably limited discussion on agricultural emissions as this is such a small component for Wellington) and considers the Council's advocacy role, the need for climate adaptation, sets targets and includes reporting processes. It also reflects the considerable work that the Council is already undertaking, which is highly commendable.

In other submissions of the ERG we have expressed our desire to see better co-ordination across the Council to ensure that policy and planning is well connected. Thus it is pleasing to see this document articulating the connection to Let's Get Wellington Moving and the Planning for Growth work. Other recent Council planning work - the Outer Green Belt Management Plan and the Parking Policy also have significant impacts on implementation of a zero-carbon capital. While these connections are not

Andrew Wilks

This is a particularly confused document, that fails to achieve what it claims are its objectives, of which there are nominally four:

1. Our blueprint outlines possible activities to achieve zero carbon. Yet zero carbon is defined so vaguely as to be meaningless
2. We want to know what your vision is for a zero carbon city Yet the feedback survey seems designed solely to seek self-referential comment on the "First to Zero" document;
3. and how quickly we should aim to reach a zero carbon goal. Yet the fourth objective already sets this timing - 2050
4. Our plan to achieve the zero carbon target by 2050 will be guided by your feedback. Which would require a much clearer plan.

For a document that purports to:

Describe a goal;  
Create a path to achieve that goal;  
And consult on both the goal and the path;

This proposal simply fails. The ostensible goal "zero carbon in 2050" is never described, developed, or explored. The path to achieve zero carbon is never outlined, explained, or laid out. There are no targets, milestones, timeframes, risks, opportunities or costs. This not a proposal that can be surveyed because there is so little to survey against.

Six big moves and one big tree

Page 8 describes "six big moves for a zero carbon Wellington". These fall into two groups - buildings, and vehicles, and the slightly random proposal to create a climate lab. There is then (page 11) an equally random reference to "enhancing the domain of Tane" and protecting our forests. This is barely referred to in the rest of the document.

The Context

Anonymous

We are making this submission as Wellington City ratepayers.

The "First to Zero" plan is seriously flawed because it makes false and misleading statements, provides no calculations to explain how its lofty goals might be achieved and simply ignores the effect of expanding tourism on Wellington's greenhouse gas emissions.

The claim that electric vehicles reduce greenhouse gas emissions by 80% is incorrect. The 2015 Verdant Vision and ARUP study for the Energy Efficiency and Conservation Authority (EECA) showed that plug-in electric vehicles would produce about a 58% reduction on CO2 equivalent emissions over the life cycle of an electric vehicle. This estimate took full account of the emissions associated with the manufacture of the battery, but it also assumed that the electricity consumed by EVs would be generated from 80% renewable sources. At present, New Zealand's electricity generation is about 80% renewable on average, but marginal units of electricity are generated from thermal power stations fuelled by gas and coal. This is because hydro generation is fully committed and wind and geothermal generation is "must run". It is true that new renewable generation may be built, but the new stations about to be commissioned in the near future are gas-fired (e.g. the new 100MW gas-fired power station due to be commissioned by Todd Generation in 2020). Any expansion of wind generation also requires additional gas-fired "firming" generation capacity as back-up to support the intermittent generation produced by wind turbines. The 58% figure also takes no account of the emissions associated with the substantial investment in the electricity transmission and distribution networks that a large scale uptake of EVs would require and which would, of course, incorporate embodied carbon. Hence, an honest estimate would be more like a 50% reduction in CO2 emissions from a switch to EVs.

Subsidising EV purchases is probably out of the question in practice. To make an EV commercially attractive to the average vehicle purchaser the subsidy would have to be something in the order of \$20,000 per vehicle, meaning a total subsidy of c.\$2.6 billion per annum at the current rate of additions to the vehicle fleet. Such a subsidy would be a drain on the economy because of the substantially higher capital cost of EVs relative to internal combustion engine

Sarah and Ross Weenink

Wellington's blueprint for a Zero Carbon Capital

First Gas Limited welcomes the opportunity to make a submission to the Wellington City Council (the Council) on its draft plan document "Te Atakura / First to Zero: Wellington's blueprint for a Zero Carbon Capital."

We commend the Council taking courageous actions to support New Zealand's goal of net zero emissions by 2050 because the transition is the real challenge.

The difficulty of the challenge is demonstrated in the proposal to stop the use of natural gas in Council buildings by 2035. The proposal lacks a transition plan that outlines how the council will phase in a replacement energy supply that is resilient and cost-effective. Natural gas provides a hazard-resilient energy supply for the city, and the use of gas will keep prices down during the transition and as the price of renewable generation steadily falls. Gas infrastructure can also enable the transition from natural gas to future lower carbon fuels. The transport and use of hydrogen or biofuels are likely to be needed if critical city facilities such as Wellington Airport are to significantly reduce their emissions.

We expand on these points below.

**About First Gas**

First Gas operates 2,500 kilometres of gas transmission pipelines, and more than 4,700 kilometres of gas distribution pipelines across the North Island. These gas infrastructure assets transport natural gas from Taranaki to major industrial gas users, electricity generators, businesses and homes, and transport around 20 percent of New Zealand's primary energy supply. Our distribution network services approximately 63,000 consumers across the regions of Northland, Waikato, Central Plateau, Bay of Plenty, Gisborne and Kapiti.<sup>1</sup>

First Gas' transmission pipeline delivers natural gas to the Wellington region through two gas gates at Tawa, connecting to the Powerco and Nova gas distribution networks. During 2018, we transported 2,279,170 gigajoules of gas into Wellington via these gates – the equivalent gas required for 114,000 households.<sup>2</sup> Given this infrastructure, we have a strong interest in the role that natural gas plays in New Zealand and the transport of energy into Wellington city.

**Proposed move away from natural gas needs a robust transition plan**

First Gas is concerned with the Council's proposal to stop the use of natural gas in any building by 2035.<sup>3</sup> The draft plan provides no commentary around how the council will make this transition, the expected emission savings, and the resulting costs to ratepayer. A robust transition plan is required to show how the various energy sources and uses will be balanced and introduced and altered over the next 15 years.

We would expect that the Council would first establish its own climate budget and identify the areas where it can most efficiently achieve carbon emission reductions, i.e. the use of fossil fuels in transport. It would also be prudent to link the council's own climate budget with the national carbon budgets proposed to be set by the impending Climate Change Commission and the Emissions Trading Scheme. The Council states that this action is also "fiscally responsible", based on the premise that the ban on exploration will push gas prices higher than electricity. We encourage the council to consider the scale of the upgrades that will be required to the electricity infrastructure to support the widespread

Karen Collins



Just before today's deadline for your remarkable draft plan how to become the first carbon-neutral capital of the world, I wanted to ask a question:

Why 2050?

Every additional year that we keep loading onto the Planet at the current rate is one too many.

Also, by 2050, most of the politicians in office nowadays, and most of the populace of Wellington, New Zealand, and the rest of the world, will have "moved on" one way or another, without having addressed the perhaps biggest crisis that humanity has ever faced, but instead having punted it off to the next generation.

It's obvious that change as drastic as is required given the status quo won't just happen overnight, but it should happen "as fast as in any way possible", and not just "by 2050". Because if we say "by 2050", then it just won't happen earlier, and we don't have the time.

Finally, I want to end with a quote by a colleague of mine who said that "The Planet will be fine, it'll just get rid of us if we keep going like we are."

Kia kaha,

Martin Krafft

**A Just Transition to a Zero Carbon Te Whanganui-a-Tara**

As Te Whanganui-a-Tara transitions to zero carbon it is important that the Council does this in an way that supports a just transition. We ask that a 7 th Big Move be added; Enabling a Just Transition for Wellington

We have outlined what we think a just transition looks like in the following paragraphs.

Council must form co governance arrangements with mana whenua and iwi in recognition of Te Tiriti o Waitangi. Once these arrangements are established the Council must develop and strengthen just transition support for urban Māori in Wellington. The Council must also collaborate and support local iwi

and hāpu in adaptation and mitigation plans.

Council must also accept that a transition to zero carbon will affect people differently and it is the Council's job to ensure that action is taken to make this an equitable transition.

Council must engage and empower; with people that are usually under represented in community discussions including; rangatahi and tamariki, immigrant and refugee communities, and differently abled

people. Council must continue to work with central government, other local authorities, business, non government organisations, activist groups and individuals.

The Plan recognises that the transition to a zero-emissions city will be more difficult for vulnerable communities that are already disadvantaged. Council must ensure that these communities are empowered to make the decisions on things that will affect them. This goes beyond back-end public transport & energy efficiency subsidies, which are of course required, but the policies must act to uplift these communities and help them thrive in our zero-emissions future.

A future Wellington must be accessible to everyone. A modes of transport must be accessible to everyone. Cost and convenience must not be a barrier to taking active or public transport.

Advocacy and leadership must be a central part of the transition and it must bold. As well as working with

the people we have talked about above Council (which is already part of the 100 Resilient Cities Network

and C40 Compact of Mayors) should continue to co-develop grassroots solutions and share learnings with other cities and regions, in Aotearoa, and around the world.

Council needs to ensure good governance and effective, high quality implementation to ensure changes

to reduce emissions are long lasting and just. Council must also help the community keep itself to account.

Wellington Council has a role to support and enable residents to ready and prepare for the rapid and far-reaching changes that our city will experience in the coming decades.

**We want to be Zero Carbon by 2050 or earlier**

We support the setting of a zero carbon target for Wellington as a whole. The targets that have been proposed present a strong foundation for discussion with community and demonstrate the Council's intent

Arron Cox

ICW SUBMISSION TO TE ATAKURA: FIRST TO ZERO.  
Wellington's blueprint for a Zero Carbon Capital - May 2019  
INTRODUCTION

ICW (Inner City Wellington) supports WCC's aspiration to be the 'first to zero' as a Zero Carbon capital, congratulates the WCC on work done in relation to this to date, and welcome the opportunity to comment on the consultation document.

This submission is in two sections to address the "Six big moves" as well as the UNDP Goals (United Nations Development Programme Goals) which both national and local governments have signed up to. The Mayor states in introduction '.. being First to Zero .... means giving all Wellingtonians information and choices about how to reduce our individual and collective carbon footprint for future generations.' '.. it is your turn to tell us what we have got right and what else we should be doing.'

However, the document appears to be primarily aimed at raising awareness rather than being a plan with tangible actions and timeframes for progress (although there are some almost hidden away in the many words and pictures).

The options presented are not quantified in any way, which makes it impossible to determine optimal strategies.

#### SECTION 1: 'SIX BIG MOVES' PRESENTED FOR A ZERO CARBON WELLINGTON

ICW responds to each of these in brief as follows.

1. Shaping our plan for a growing city relates to coping with population growth and starkly sets only two options: growing up, unlike growing out, will lead to a zero carbon future.

- ICW believe this is misleading and designed to support a predetermined focus on maximising growth predominantly in the inner city. Depending on how it is planned it would be possible to grow out and also achieve a zero carbon future. Having said that, ICW is not averse to medium/high density housing. We simply do not accept built infrastructure can be looked at in isolation from other factors such as resilience, the environment in which the built infrastructure is set, community development etc.

2. Getting us moving in all the right ways

- ICW wholeheartedly supports the aims here and would welcome speedy progress as we see this as a crucial underpinning to healthy living in the city as well as its contribution to the zero carbon initiative.

3. Becoming a leader in high performing buildings.

- ICW contends that in addition to the factors currently noted, more focus is required on healthier environments with a broader definition of what this means to include impact for mental health as well as physical health of individuals and communities.

4. Giving shared mobility options a lift

- ICW submits that these are all good initiatives but must not detract from the primary responsibility for provision of public transport that is accessible for all.

ICW SUBMISSION TO TE ATAKURA: FIRST TO ZERO: Page 2 of 4

5. Building a Wellington climate lab

- ICW recognises this as a worthy initiative but without costs and outcome measures it is difficult to

Clive Moon

## Te Atakura - First to Zero

The comments in the previous section on the Regional Land Transport Plan also address the general public transport perspective. Further to this, while we support the focus on EVs, it is important to note that the best way to reduce emissions is to get people out of cars and on to public transport. Having reliable, frequent and efficient public transport is arguably more critical than the nature of motive power.

The section 'The issue of fares in Wellington city' requires specific comment – both in terms of appropriateness for this document, but more importantly in terms of accuracy and justification as there is no evidence to support the claims in this report. The information in this section is not accurate and is also not the responsibility of Wellington City Council. Early collaboration with Greater Wellington on the development of this strategy would have avoided this situation.

Improving equity and affordability of fares has been one of the key priorities in the current regional public transport plans and policies. Like many other comparable cities and regions around the world, the current fare structure in Wellington region is built upon an approach that balances equity and affordability with simplicity and cost recovery.

The package of fares introduced in July 2018 with the new Wellington city bus network was an important step towards addressing the public demand for more affordable travel options and equitable fares. This included a new 25% off-peak discount (majority of use and benefit in Wellington city), a new and geographically extended 30-day bus pass for \$150 with no fare increase applied (entire use and benefit in Wellington city), free bus to bus transfers (majority of use and benefit in Wellington city), 25% discount for full-time tertiary students (majority of use and benefit in Wellington city), 50% discount for blind and Total Mobility customers (majority of use and benefit in

Chris Laidlaw, Greater Wellington Regional Council, Chair

