

TDC ten-year plan 2024-34 consultation

Introduction

The Nelson Tasman Climate Forum launched in February 2020. It aims to weave the community together around urgent strategic climate action. Its specific goals are to rapidly reduce the region's greenhouse gas emissions, help the community adapt to the environmental effects of climate change, and recognise the rights of all living organisms to a just, equitable and resilient society.

The Forum is volunteer and community-led, apolitical, and registered as a non-profit partner under Tasman Environmental Trust. It currently receives generous funding (\$104,450 excl GST) from Nelson City Council which provides resources for three part-time staff, project funds, and communications and meetings support. The part-time staff lead the coordination of members, volunteers, projects, communications, events, website and social media content, monthly and annual meetings, and funding. The Forum is governed by two co-chairs, a deputy co-chair, and a Leadership Group of 15 members which includes seats for Iwi, council members and staff, and appointed Forum volunteers.

Forum volunteers act as a bridge between decision-makers of Nelson Tasman and the broader community, encouraging smart policy and climate change actions that help reduce greenhouse gas emissions. The Forum regularly hosts public events, communicates climate-positive news and actions in a regular newsletter and on social media, and has carried out over 30 community projects in the last four years. This includes an annual Climate Action Festival, monthly Repair Cafés in Nelson and Tasman, and a climate action campaign called Take the Jump. As of March 2024, the Forum's newsletter has a distribution list of 1150 people and over 150 people have signed the organization's charter to commit to working on the shared goals of the Forum. Yearly, over 4200 hours of volunteer time are contributed by members towards community climate action (NB: this is a very low estimate, as many hours are currently unreported).

The Forum's submission on the Tasman Climate Response Strategy and Action Plan has further detail on climate aspects.

Choice 1: Financial Sustainability

We support option A.

Minimise greenfield development

We note your reference to following the Future Development Strategy. We have strong reservations about the proportion of greenfield development allowed in the current version of the FDS, and believe it has an adverse impact on other aspects of your planning, such as traffic congestion and lowering greenhouse gas emissions. We hope you will revise this document to align it better with the strategic areas mentioned.

Slow population growth

We understand that councils are required to prepare for a certain level of growth in each region. We recommend that, to the extent possible, we seek to slow population growth in Tasman. We have not yet achieved an understanding of risk profiles in our region, we have much to learn about increasing density in smaller settlements, we are working on knowledge of threatened habitats and species. While we need to ensure that those living here now have safe, healthy houses, we would be wise to go quite slowly in any increase of population, in fact, to question whether increase is at all desirable.

Choice 2. Transport

This is an area of great interest and concern to members of the Nelson Tasman Climate Forum (NTCF). It accounts (together with Energy) for 45% of greenhouse gas emissions in Tasman, and 94% of household greenhouse gas emissions. It is vital that we take a climate lens to planning for transport in Tasman. NTCF has calculated that all regions in Aotearoa need to reduce emissions of long-lived gases by 7% each year plus an allowance for population growth, which is about 2% in the case of Tasman.

Tasman has about the highest car ownership and vehicle kilometres travelled in New Zealand, and New Zealand is among the highest in the world. This is not a ranking to be proud of. We need energetic strategies to reduce transport emissions speedily, adopting the target of at least 7% emissions reduction each year.

Studies strongly support the benefits of shifting from fossil-fuel emitting forms of transport. The health and air pollution in New Zealand 2016 study estimated the social costs of PM2.5 pollution motor vehicles at \$1.04 billion, and the costs of NO2 pollution from anthropogenic sources (assumed to result from motor vehicles alone) as \$9.5 billion. Total costs of fossil-fuelled transport thus were \$10.5 billion.

A study of New Plymouth and Hastings active travel programmes found that concerted investment is likely to produce measurable, positive returns. They found an estimated benefit/cost ratio of 11:1 for these two cities (using a discount rate of 3.5%).

Hope Bypass. This was originally planned as an option to consider only after a strong, years-long effort to accomplish the mode shift necessary for emissions and congestion reduction. This trial has not been carried out yet, but the Hope Bypass project is currently being pushed forward for implementation. It will predictably increase greenhouse gas emissions, Richmond air pollution and concomitant health problems, community severance, and urban traffic congestion. There is explicit intention for this road to facilitate more greenfield housing development, presumably using up more peri-urban agricultural land. This is highly problematic.

We should put a great deal more effort into tackling mode shift with multiple tactics before considering building another highway - incentivising active and public transport, disincentivising private cars, especially single occupancy cars. One of many measures to consider is instituting parking fees in Motueka and Richmond. In our submission on the Tasman Climate Response Strategy and Action Plan, we have discussed a meta-analysis of 800 studies¹ listing the twelve most effective ways to reduce the number of cars in cities. Although this is European research, it is highly relevant to this issue in our region.

The twelve measures are:

1. Congestion charges
2. Parking and traffic controls
3. Limited traffic zones
4. Mobility services for commuters
5. Workplace parking charges
6. Workplace travel planning
7. University travel planning
8. Mobility services for universities
9. Car sharing
10. School travel planning
11. Personalised travel plans
12. Apps for sustainable mobility

Building a Hope Bypass would be a mark of failure in urban and transport design and in climate response.

Sealed Roads

We favour option A - maintenance of good conditions of present roads.

Bitumen and tar may become more expensive as oil prices increase. We eventually may have to choose which roads to maintain, allowing others to deteriorate. Recycling bitumen or using other roading materials may also be options to consider.

¹ <https://theconversation.com/12-best-ways-to-get-cars-out-of-cities-ranked-by-new-research-180642>

We request that TDC advocates for more funding from the National Land Transport Fund for road maintenance and renewals that are primarily caused by heavy traffic, yet are paid for 49% by TDC – effectively by ratepayers. Heavy trucks cause most of the road damage and yet are not asked to pay their fair share of the road maintenance costs².

Public Transport

We favour Option B.

We applaud the development of the e-buses including weekday services to Motueka and Wakefield. Weekend service for Motueka and Wakefield and increased frequency of service between Nelson and Richmond are both highly desirable. We must add that we would like to see increased frequency of weekday bus service to Motueka and Wakefield at peak times as well. We recommend the increased frequency is brought forward from 2029. Increasing the bus service frequency will support commuters to have the option of using the bus over driving to work, town etc. This could have positive effects on reducing congestion and in turn have the potential to reduce the need for the Hope Bypass.

Safety for Pedestrians and cyclists

We choose Option B.

We see shifting from private car use to walking and cycling as vital for climate response, both mitigation and building community resilience, so investment in improving safety is of great importance. Even the best option for safety improvements (B) is quite a low grade of improvement by international standards.

With only this low level of path improvement available, pedestrians and cyclists will have to rely on speed management strategies for motorised traffic to improve their safety.

We recommend the council review possible additional sources of funding to establish a more substantial cycling and walking long term plan for our region. We suggest introducing parking fees in Motueka and Richmond.

Promotion of Active Transport

We would like to see a staff member dedicated to working with schools and businesses on School and Work Travel Plans.

Choice 3 - Climate Action

² <https://www.nzta.govt.nz/assets/resources/603/RR-603-The-relationship-between-vehicle-axle-loadings-and-pavement-wear2.pdf>

We favour Option B.

We have written a separate submission on this aspect of the Long Term Plan.

We regret your current inability to move forward on several elements of the Action Plan, especially the following:

1. A local solar generating facility. We are highly vulnerable in this region to a cut in energy transmission in a natural disaster. It is desirable to have both decentralised and centralised energy capacity. Perhaps the council can facilitate private funding of such.
2. Home insulation. Initiatives in this area reduce greenhouse gas emissions, increase family wellbeing and save households money. It is highly desirable for the council to support them.

At the same time we would like to record our appreciation for many excellent initiatives supported by the council:

- The development of a 'climate lens' for all decision-making
- Streets for People Projects
- Support for Aotearoa Bike Challenge and for Take the Jump campaign.
- Construction waste diversion
- Composting workshops
- Mapping habitats at risk from climate change and opportunities for protection and restoration.
- The Rural Resilience Expo
- Leadership in Aotearoa Climate Adaptation Network
- Work to achieve a standardised greenhouse gas emissions modelling tool.
- Joint work with NCC on waste management and risk assessment

Application for funding for the Nelson Tasman Climate Forum (NTCF)

Nelson Tasman Climate Forum wishes to apply to TDC for a contribution to the funding of its work.

NTCF has already been highly active in Tasman region:

A number of Forum projects have been conducted in Tasman District and supported by the Forum through small grant funds and volunteer time:

- Running a monthly Repair Cafe in Motueka - began November 2023
- Sharing the Take the Jump Climate Action campaign at fairs, expos and other events throughout the district, and training approximately 35 local ambassadors in how to have positive conversations about climate action.

- Sustainable Mapua Event - September 2022 (16 local businesses and organizations contributed including TDC's Transport team)
- Articles in the Tasman Leader about climate friendly activities including: electric cars, organic vegetable growing, native tree planting, op shops and second hand clothes
- 'Meet the Candidates' online events for Tasman candidates in 2022 and 2023 elections - recorded and shared via YouTube
- Supporting Mohua 2042
- Climate Action Book distribution project at Tasman Libraries
- Supporting Snowdon's Bush restoration project with funds and volunteer time
- Supporting Waimea Inlet Community Planting Days with volunteer time
- Supporting Blue Carbon research in Waimea Inlet and Onetahua Farewell Spit with funds
- Visible Mending Workshop and Movie in Motueka May 2023
- Golden Bay Sustainability Tour May 2023
- Compost workshop in Appleby May 2023
- Earth Emotions Citizen Photography Exhibition
- Report on how to reduce regional greenhouse gas emissions from organic waste in Nelson and Tasman
- Transport and climate action focused stall at the Positive Aging Expo in Richmond September 2022
- Discussion session on 'Outgrow the System', Motueka, April 2024.
- Stall and talk at Rural Resilience Expo, Wakefield, April 2024.

Over the next ten years, which is a crucial decade for climate action, the Forum could contribute to all four outcomes of the Tasman Response Strategy and Action Plan by:

- Supporting council in educating and communicating community climate issues
- Acting as a bridge between decision-makers in Nelson Tasman and the broader community
- Maintaining a strong strategy focus on behaviour change, using social marketing methods and a positive message for climate action.
- Focusing on active travel and use of public transport services, cycleways and walkways.
- Advocating at the national level for aligned climate actions.
- Working to build resilient communities which are better able to adapt to change.

We are asking for \$41,880 plus 2% inflation per annum to support the work of the Nelson Tasman Climate Forum in Tasman District. This funding would support one part-time position (15 hrs a week at \$46 an hour) who will focus on public events, outreach and education around climate change and the Take the Jump climate action movement. Project funds would support Tasman-wide climate action events and communication support would provide for website costs, printing, and event advertising.

Proposed budget for 2024-2025 (excl. GST):

Activity	Funding
Climate action coordinator	\$35,880
Project funds	\$4,000
Communications support	\$2,000
Total	\$41,880

Community Facilities

We support Option A - to support all of these community facilities, with implementation over the decade.

Looking at this matter through a climate lens, we are convinced that strengthening community functioning is vital both to reduce greenhouse gas emissions, and to adapt to both slow-moving (drought) and fast-moving (flood, fire) adverse climate events. We are particularly heartened to know that some communities are working to address that need e.g. Karamea and Tapawera. Having a community facility on a well-chosen site could be of great importance in increasing resilience to climate shocks.

We recommend the principle of repurposing old buildings when possible, and of course, making them available for multiple purposes.

Other Matters - Waste

We note that TDC has a Draft Council Group Activities Summary 2024-34³ document as part of your suite of documents alongside the Draft LTP. This document raises some questions that are not covered in the LTP. One is the

³ https://hdp-au-prod-app-tasman-shape-files.s3.ap-southeast-2.amazonaws.com/4717/1090/4747/Draft_Council_Group_Activities_Summary_2024-2034_March_2024_for_Consultation.pdf Page 101.

commission of a Business Case, jointly with NCC, into the provision of a household kerbside food waste collection and processing service. I believe TDC Councillors agreed to remove this issue from the LTP. NTCF believes that TDC (and NCC) should both be planning to remove all organics from landfill. Removing food waste is an important step in that process, alongside behaviour change to reduce the amount of food being wasted from households and businesses. We believe TDC should be transparent with your ratepayers that this work is being considered, the benefits of doing so and the fact that funding is available to implement such a service from the Ministry for the Environment. Any processing capability developed throughout the region would also provide a service to local businesses (paid for by those businesses), ensure the nutrients within the food are recovered and used to feed our soils for the growing of food, and would create local jobs. All this on top of reducing greenhouse gas emissions.

The development of a new Joint Waste Management and Minimisation Plan this year with NCC is an opportunity to ensure that the whole community including iwi and Māori are engaged in the process of developing the plan, and not just allowed to comment once it has been drafted. The community has expertise within it that should be considered as part of the development process. We need to move away from considering recycling as our main way of managing waste. We need to ensure central government implements a container return scheme, and well designed product stewardship schemes etc. Please allow us to help in the development of the JWMMP.

Community Engagement - Te Taihu Regional Community Development Agency

The NTCF supports the LTP submission of the Te Taihu Regional Community Development Agency. An NTCF representative has been an active member of the establishment working group. Through this participation we are convinced that if adequately resourced, this new agency has major potential to NTCF's objective of weaving our community together around climate change mitigation and adaptation and for a just transition towards a more resilient and sustainable future.

Costs to Council: We acknowledge that our submission in several instances opts for the more costly option presented. Furthermore, we suggest adding a full-time position in the area of transport mode shift, and we ask for a contribution to the Forum's funding. We feel some obligation to consider whether we have any suggestions about saving costs. We do:

- Avoid greenfield development. Although developers may pay for the initial infrastructure required, maintenance will fall on council in the future.
- Reducing the number of vehicles on the roads will decrease road maintenance costs.

- If our work on Take the Jump gains traction, it will reduce consumption emissions, including freight emissions. A reduction of freight vehicles would have an even greater positive impact on road maintenance costs.

Conclusion

Volunteers and staff in the Nelson Tasman Climate Forum take considerable pleasure in working with Tasman District Council - both councillors and staff.

We look forward to continuing our collaboration through the crucial decade covered by the Ten Year Plan.

This submission has been through a two-cycle process of the members of the Forum to achieve consensus, and represents the position of the Forum.

Yours sincerely,

Joanna Santa Barbara,

Co-Chair, Nelson Tasman Climate Forum.