



**WHANGANUI
DISTRICT COUNCIL**
Te Kaunihera a Rohe o Whanganui

AGENDA

Infrastructure, Climate Change, and Emergency Management Committee Meeting 27 February 2020

NOTICE IS HEREBY GIVEN that a Meeting of Infrastructure, Climate Change, and Emergency Management Committee will be convened on:

Date: Thursday, 27 February 2020

Time: 1.00pm

**Location: Council Chamber
101 Guyton Street
Whanganui**

**Kym Fell
Chief Executive**

**Infrastructure, Climate Change and Emergency Management Committee
Membership**

Cr Alan Taylor (Chair), Cr Hadleigh Reid (Deputy Chair),
Mayor Hamish McDouall, Crs Charlie Anderson, Philippa Baker-Hogan,
James Barron, Josh Chandulal-Mackay, Brent Crossan, Helen Craig, Jenny Duncan,
Kate Joblin, Rob Vinsen, Graeme Young.
Whanganui Rural Community Board Appointee: Michael Dick

Terms of Reference

The Infrastructure, Climate Change and Emergency Management Committee has been delegated the following responsibilities by the Council:

To discuss and make recommendations to Council on

- Water supply stormwater and wastewater matters
- Roading and footpaths
- Waterways and natural drainage
- Parking Rules
- Emergency Management (Civil Defence) matters
- Climate Change
- Waste minimisation activity

Delegation to Committee: Decision-making on Parking Rules.

Items of business not on the agenda which cannot be delayed

Items not on the agenda may be brought before the meeting through a report from either the chief executive or the Chairperson. The meeting must resolve to deal with the item and the Chairperson must explain at the meeting, when it is open to the public, the reason why the item is on the agenda and the reason why the discussion of the item cannot be delayed until a subsequent meeting. Refer to Standing Order 9.11

Note: nothing in this standing order removes the requirement to meet the provisions of Part 6, LGA with regard to consultation and decision-making.

Discussion of minor matters not on the agenda

A meeting may discuss an item that is not on the agenda only if it is a minor matter relating to the general business of the meeting and the Chairperson explains at the beginning of the public part of the meeting that the item will be discussed. However, the meeting may not make a resolution, decision or recommendation about the item, except to refer it to a subsequent meeting for further discussion. Refer to Standing Order 9.12

Order Of Business

1	Apologies	5
2	Declarations of Interest	5
3	Reports to Committee	6
3.1	Waste Minimisation Advisory Group Unconfirmed Minutes - 23 January 2020	6
3.2	Escalating Costs to Collect and Recycle Fibre and Plastics.....	14
3.3	Parking Controls - Amendment to parking controls on St Hill, Drews Avenue, Taupo Quay and Wilson Street.....	19
3.4	Emergency Management - 1 December 2019 to 28 February 2020.....	68
3.5	Infrastructure Activity Report - February 2020.....	69

1 APOLOGIES

2 DECLARATIONS OF INTEREST

Elected Members will be provided with the opportunity to declare any disclosable pecuniary or other non-pecuniary interest in any matter to be considered at this meeting, or declare any new conflicts that have arisen since last completing the Elected Members' Interests Register.

3 REPORTS TO COMMITTEE

3.1 WASTE MINIMISATION ADVISORY GROUP UNCONFIRMED MINUTES - 23 JANUARY 2020

Author: Stuart Hylton - Contractor

Authoriser: Leighton Toy - General Manager Property

References: 1. **Waste Minimisation Advisory Group Unconfirmed Minutes 23 January 2020** ↓ 

Recommendation

That the Infrastructure, Climate Change, and Emergency Management Committee receive the report – Waste Minimisation Advisory Group Unconfirmed Minutes - 23 January 2020.

Executive Summary

The purpose of this report is to update the Committee on the activities of the Waste Minimisation Advisory Group (WMAG) and to receive unconfirmed minutes from the WMWP meeting held on 23 January 2020 (**Ref 1**).

Background

WMAG is set up to oversee Council's Waste Management and Minimisation activity and generally give effect to Council's Waste Management Plan.

WMAG is chaired by Cr Rob Vinsen and has a membership of Cr Josh Chandulal-Mackay, Cr Alan Taylor, Cr Hadleigh Reid, Cr Helen Craig, Cr Brent Crossan, Cr Charlie Anderson and Community Board Member Michael Dick.

WMAG's Terms of Reference are as follows:

- To investigate and keep abreast of waste management and minimisation and issues and initiatives.
- To monitor and develop initiatives to progress the Council's Waste Management and Minimisation Plan.
- To administer the Council's Waste Minimisation Fund including delegated authority to determine applications.
- To report minutes and key issues to Council's Infrastructure, Climate Change and Emergency Management Committee.
- To receive, discuss and recommend 'sustainability' matters for Council consideration.

Key information

This report will cover the key issues discussed at the WMAG meeting held on 23 January 2020. They were:

1. Approved a Waste Minimisation Fund application from Whanganui Environmental Education Network toward funding a Schools' Environmental Education Expo for 2020, to the value of \$5,000.
2. Considered a Waste Minimisation Fund application from Thrive Whanganui to undertake a scoping study to identify recycling and re-use enterprise solutions for Whanganui that are ready to be tested to reduce waste and create meaningful local jobs. Resolved to have further discussions with applicant to narrow the scope of the application for further consideration by WMAG.
3. The Group considered an item on a draft Council submission in response to the Government's proposal to increase the landfill levy and apply it to more types of waste. The levy is currently \$10 per tonne of waste which is low by international standards and is proposed to go to \$50-60 per tonne by mid-2030. The proposal is also to extend the levy to other landfill types that are not currently captured as well as improve data collected from NZ landfills. Council's submission was submitted on 3 February 2020.
4. Received activity updates on the following projects:
 - Keep NZ Beautiful Awards – Best City and Street (winner)
 - Envirowaste Waste Proposal – presentation at next meeting.
 - Recycling Markets – separate item to Infrastructure Committee
 - Update on Government Waste Minimisation Initiatives
 - Public Place Recycling Trial
 - Pensioner Housing Trial
 - Hazardous Waste Drop Off Days Next 'drop off' date is 28 March.
 - Cup Upcycling Scheme for Whanganui
 - Rural Bag and Bin Collection Contract Review – further item to Whanganui Rural Community Board and Tenders Board
 - Illegal Dumping Campaign update

One of the key matters discussed by WMAG was the advice received by the Whanganui Resource Recovery Centre Trust that collecting and recycling fibre (cardboard, newspaper and mixed paper) along with Plastics was currently costing a lot more than previously. The Chinese National Sword Initiative as well as the USA – China trade war has resulted in the drastic reduction of many commodity prices, especially plastics and fibre (cardboard, newspaper and mixed paper). This is reported in a separate item to this Committee in more detail.

Whanganui District Council

Waste Advisory Group

Minutes (unconfirmed)

Meeting held on Thursday, 23 Jan 2020, 1.00pm to 3.00pm

Council Chambers, Council

Present: Cr Rob Vinsen (Chair), CB Member Michael Dick, Cr Alan Taylor; Cr Charlie Anderson, Cr Hadleigh Reid, Cr Brent Crossan,

In attendance: Stuart Hylton, Graeme Paulger, Gaylene Holly (Comms.)

Apologies: Cr Josh Chandulal-Mackay; Cr Hadleigh Reid (for lateness and leaving at 2.30pm)

Welcome: Chair Rob Vinsen welcomed everyone to the first meeting of the Waste Advisory Group which will be more easily referred to as “WAG”. There was a discussion around membership and whether Cr Craig was officially appointed to WAG. It was confirmed post meeting that in fact this was the case.

The Chair also welcomed Cr Brent Crossan to the Group as a newly elected member. Stuart to send to Brent an activity paper outlining Council’s Waste Management and Minimisation Activity history including recent work and philosophies.

Item	Action
1.0 Previous Minutes Resolution: That the previous minutes of the Waste Minimisation Working Party (WMWP) meeting held on 12 September 2019, are accepted as a true and correct record. Cr Alan / Cr Charlie Carried	
2.0 Matters arising: <ul style="list-style-type: none">• Two of the three Public Places Recycling Bins had been installed just prior to Christmas located down by the i-site and Majestic Square. Early days of servicing the sites suggests they are attracting around 70% contamination.• Pensioner Housing Complex recycling trial was also operational with good compliance and product collected after initial teething issues.• Reported that the Illegal Dumping campaign had a ‘soft’ start with increased surveillance, increased Infringement fees by Council,	

<p>investigation into new surveillance technology and engagement with Castlecliff community over campaign graphics and messages. The Comms Team has indicated it now has greater capacity to assist with the campaign.</p>	
<p>2.0 Waste Advisory Group – Terms of Reference and Term Objectives</p> <p>The Chairman spoke to the item outlining the WAG’s terms of reference, draft Action/research list which will be reported against meeting by meeting and noting that minutes and key matters would be reported through to Infrastructure Committee (Chaired by Cr Alan). The Chairman noted this was a better fit than reporting to the previous Property Committee and the Action and research lists should ensure the Group’s work is purposeful and accountable.</p>	
<p>3.0 Waste Minimisation Fund Applications:</p> <p>It was noted WAG has delegated authority to consider and determine waste fund applications. Currently the fund sits at around \$340k. Annually the fund spends approximately \$50k on pre-approved waste minimisation services such as education in schools, educators at the WRRC, event recycling resources, car seat recycling, bin purchases for recycling, waste free parenting workshops, paper 4 trees support, pare kore initiative and in-house recycling services.</p> <p>(i) Whanganui Environmental Education Network: WAG discussed a funding application received from Whanganui Environmental Education Network to co-host an Environmental Education Expo (E3) in collaboration with Whanganui Girls College students. All 41 Whanganui District Schools are invited to attend, represented by their lead environmental education teacher and/or staff member and up to 5 students from across the cohorts of years 5-10. E3 would be designed to showcase to teachers and students everything on offer in Whanganui in the area of environmental education. The applicant is seeking \$8,250 as part of a \$17,130 project to organise and project manage the event.</p> <p>The Group thought the event had merit however believed some of the costs were either inflated, not absolutely necessary or could be completed for less. One member believed it wasn’t value for money stating that we already spend money on environmental education.</p> <p>Resolution: That the application by Whanganui Environmental Education Network toward funding a schools’ Environmental Education Expo for 2020, be <u>approved to the value of \$5,000.</u></p> <p>Cr Rob/Cr Alan Carried</p> <p>(ii) Thrive Whanganui: Hadi Gurton and Nicola Patrick, on behalf of Thrive Whanganui, presented their application seeking funding to undertake a scoping study to identify recycling and</p>	<p>Stuart</p>

<p>re-use enterprise solutions for Whanganui that are ready to be tested to reduce waste and create meaningful local jobs. The applicant is seeking \$7,630 for the initial phase of the project.</p> <p>This proposal relates to stage one of the three-part concept, the scoping study, as follows:</p> <ol style="list-style-type: none"> 1. Scoping study – exploring case studies of waste minimisation enterprises around New Zealand in the context of Whanganui’s challenges and opportunities and recent Government announcements, with limited overseas research, proposed for January-February 2020 2. Feasibility of priority enterprise/s – taking the priority one or two enterprises ideas from the scoping study and undertaking a more detailed examination of the costs and benefits, proposed for March-April 2020 3. Seed capital – upon confirmation that the enterprise/s will be sustainable, seeking investment partners and seed capital to get the enterprise going, then launching, proposed for May-June 2020. <p>The presenters discussed their backgrounds and the readiness for a waste minimisation focussed social enterprise in Whanganui, especially given the Governments moves towards a more circular economy. Whilst the team favoured Construction and Demolition waste as the preferred project for Whanganui, they were open to other suggestions and what might flow out of the scoping exercise. The presenters answered questions of the Group.</p> <p>Discussion: In discussion, whilst the group noted the applicant’s skills and endeavours, there was some concern around spending this amount of money on stage one of a three stage project without any guaranteed deliverables. There was also a concern around the waste levy funds sustainability given the earlier discussion around the effects of fibre/plastic financial downturn and the possibility the fund may have to prop up this shortfall.</p> <p>The Group agreed that further discussions should be had with the applicant to revise the scope to one or two projects that have a good chance to succeed in Whanganui and that this be resubmitted as more of a feasibility study rather than initial scoping exercise.</p>	<p>Stuart</p>
<p>4.0 MfE Consultation Document – Proposed Changes to Waste Disposal Levy: Council submission.</p> <p>The Group considered an item on a draft Council submission in response to the Government’s proposal to increase the landfill levy and apply it to more types of waste. The levy is currently \$10 per tonne of waste which is low by international standards and is proposed to go to \$50-60 per tonne by mid-2030. The proposal is also to extend the levy to other landfill types that are not currently captured as well as improve data collected from NZ landfills. The proposal includes the following key facts:</p>	

<ul style="list-style-type: none"> • Since being created in 2009 the levy has supported 219 projects by over \$312M. The proposed levy will grow the take from \$30M annually to \$230M. • Cost-benefit analysis shows the proposals will incentivise a drop in waste heading to landfills and increase resource recovery and recycling. • Resource recovery in NZ is currently at 35% of all waste compared to 55% in Australia. • At present the landfill levy only applies to landfills that take domestic waste. These account for 11% of landfills and around 45% of waste. • According to MfE estimates the proposal would increase the cost of a weekly rubbish bag by about 33c which equates out to around \$1.20 for a 240 Wheelie Bin; increase the disposal charges from an average house build from less than \$10 at present to between \$70 and \$75; increase disposing of waste from house demolition from \$25 to \$280 and \$300. <p>Proposal Timelines</p> <table border="0"> <tr> <td>Submissions close</td> <td>3 Feb 2020</td> </tr> <tr> <td>Final Policy Decisions Made</td> <td>Mid 2020</td> </tr> <tr> <td>Regulations made and notified</td> <td>Mid/Late 2020</td> </tr> <tr> <td>Landfill Levy changes take effect</td> <td>Mid 2020 to Mid 2023</td> </tr> <tr> <td>Waste data improvements take effect</td> <td>July 2021</td> </tr> </table> <p>The item included an attachment which was the basis for a Council submission that officers had drafted. The draft included officer and sector responses to specific MfE consultation questions.</p> <p>Generally the Group was supportive of the draft submission subject to the draft submission been sent to all Councillors and receiving final CE/Mayor delegation to submit.</p>	Submissions close	3 Feb 2020	Final Policy Decisions Made	Mid 2020	Regulations made and notified	Mid/Late 2020	Landfill Levy changes take effect	Mid 2020 to Mid 2023	Waste data improvements take effect	July 2021	Stuart
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Landfill Levy changes take effect	Mid 2020 to Mid 2023										
Waste data improvements take effect	July 2021										
<p>4.0 Waste Minimisation Activity Updates:</p> <p>The Group received information and discussed the following activity updates:</p> <ul style="list-style-type: none"> • Keep NZ Beautiful Awards – Best City (winner) – Noted • Envirowaste Waste Proposal <p>The Group considered the details of a proposal from EnviroWaste Services to deliver a rate funded waste wheelie bin kerbside collection service within Whanganui. The group agreed to invite the Regional Manager of EnviroWaste Services to the next WAG meeting to discuss this proposal further.</p> <ul style="list-style-type: none"> • Recycling Markets <p>The Group heard and considered news from the Resource Recovery Centre that collecting and recycling fibre (cardboard, newspaper and mixed paper) along with</p>											

<p>Plastics was currently costing a lot more than previously. The Chinese National Sword Initiative as well as the USA – China trade war has resulted in the drastic reduction of many commodity prices, especially plastics and fibre (cardboard, newspaper and mixed paper).</p> <p>The impact of Market downturns means the Resource Recovery Centre will be getting very little for their plastics and more alarmingly the fibre price drop will result in WRRC having to pay around \$120-130K/annum to recycle its fibre whereas they used to receive around \$60-80k/annum, sometimes more if markets were buoyant. This financial downturn is a swing of around \$180K which needs to be funded. Many Councils are having to prop up kerbside recycling collections by SM's.</p> <p>The WRRC cannot simply sustain this financial downturn in fibre and plastic processing and Council can expect the WRRC Trust to approach it in the near future with the reality that they will not be able to continue without increased funding to meet this shortfall. An extra paper was provided which identified some options for Council.</p> <p>A full report is to be written for the Infrastructure Committee.</p> <ul style="list-style-type: none">• Government Waste Minimisation Initiatives Noted• Public Place Recycling Trial Noted high contamination rates although one further bin still to be installed and early days.• Pensioner Housing Trial Noted, again early days.• Hazardous Waste Drop Off Days Next 'drop off' date is 28 March.• Cup Upcycling Report noted. Further work to come back to WAG on café coffee cup recycling scheme.• Rural Bag and Bin Collection Contract Review – Update <p>Council's Rural Bag and Bin Collection contracts are due to expire at the end of July 2020. This service contract has been in operation for 18 years, the last 5 provided by Waste Management Ltd.</p> <p>The contracts involve waste collection services for peri-urban kerbside bag collection routes, collection from rural bag drop off sites and collection of waste from outer rural bin sites.</p>	<p>Stuart</p>
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<p>The report highlighted issues with the contracts around non-compliance, illegal dumping and associated costs. The report sought Waste Minimisation Working Party and the Rural Community Board feedback and recommended 3 options available for these services that can be put forward to the Tenders Board:</p> <ol style="list-style-type: none"> 1. Call for tenders on the same basis as existing. 2. Put together a tender document combining both services as one contact and call for tenders 3. Ask Waste Management to supply a price to vary the contracts and extend it for a further term 2-3 years. <p>WAG discussed the report and generally believed that further work was needed to review the current existing service to see if it was fit for purpose or whether there was a better methodology for providing waste collection services in the peri-urban/rural areas. The Group also believed the funding of the current contract from general rate, also needed to be reviewed. WAG generally favoured a 1 year extension of the current contract to allow for a full and thorough review of the existing contract/services which will also form part of Council's intended Waste management and Minimisation Plan review, due to start this year. This information will be conveyed to the Tenders board along with RCB feedback.</p>	<p>Graeme</p>
<p>7.0 General Business</p> <p>Nil</p>	
<p>9.0 Next Meeting Thursday 26th March 2020</p>	

There being no further business, the meeting closed at 3.00pm.

3.2 ESCALATING COSTS TO COLLECT AND RECYCLE FIBRE AND PLASTICS

Author: Stuart Hylton - Contractor

Authoriser: Leighton Toy - General Manager Property

References: Nil

Significance of decision – In terms of the Significance and Engagement Policy 2018, the recommended decision is not significant.

Recommendation

1. That Whanganui District Council fund the 2019/20 shortfall to recycle fibre at the Whanganui Resource Recovery Centre from Council's Waste Levy Fund.
2. That Whanganui District Council continues to look at alternative recycling/repurposing uses for collected fibre.
3. That Whanganui District Council consider funding fibre recycling shortfalls post 2019/20 through its Annual Planning Process.

Executive summary

Council has been advised by the Whanganui Resource Recovery Centre Trust that the price to receive, manage and recycle fibre (cardboard, paper and mixed paper) at the Resource Recovery Centre has recently escalated due to market saturation and constraints. The recycling of fibre is a national/global issue with no quick fix solutions. The escalation in costs is not sustainable for the Whanganui Resource Recovery Centre Trust.

This report canvases a number of short to medium term options to either fund the loss, discontinue the service or find new sustainable markets.

The preferred option is to fund the shortfall in the short term until new markets are found or current markets correct themselves.

Background

Established by the Whanganui District Council, the Whanganui Resource Recovery Centre is governed by a Trust with Trustees appointed by Council, Iwi O Tupoho and Sustainable Whanganui Trust. Council has recently re-appointed Cr's Vinsen and Chandulal-MacKay to the Trust.

The Whanganui Resource Recovery Centre Trust (Trust) has a service level agreement with Council to the value of \$175,000 annually to deliver recycling and waste minimisation services on site. The Whanganui Resource Recovery Centre is seen as the flagship for Whanganui's waste minimisation efforts.

Since 2014, the Trust has governed the centre prudently growing recycling volumes and making small surpluses which have been reinvested in key infrastructure to sustain and grow the activities onsite.

The Trust receives income from selling recycling resources for processing. The Trust is at the mercy of the worldwide commodity market trends. Currently nearly all recycling commodities are both difficult to shift and command very low prices. Currently the cost to collect, sort, manage, bale and transport recycling to be processed is far greater than sale revenue received. This is a global and national trend.

Key issues

Council has been advised by the Trust that collecting and recycling fibre (cardboard, newspaper and mixed paper) along with Plastics was currently costing a lot more than previously. The Chinese National Sword Initiative as well as the USA – China trade war has resulted in the drastic reduction of many commodity prices, especially plastics and fibre. Indonesia have raised the level of control of imports into their country, and that increased risk has raised the level of pricing for fibre into their country. India is the only current market for receiving mixed paper, but they are being swamped with the product that will eventually see closure on that option any day soon.

The impact of market downturns has resulted in the Trust receiving very little for their plastics and more alarmingly a fibre price drop will result in the Trust having to **pay** around \$140-160K/annum to recycle its fibre when it used to **receive** around \$40-60k/annum, sometimes more if markets were buoyant. This financial downturn is a swing of around \$180K which needs to be funded. Many Councils around the Country are having to prop up kerbside recycling collections by \$M's.

This news has been conveyed to the Trust from OJI (a subsidiary company of Carter Holt Harvey) who are NZ's main purchaser of recycled fibre to mix with virgin wood pulp at their Penrose and Kinleith pulp and paper mills. OJI re-purposes approximately half of NZ's waste fibre. Additionally OJI, who operate commercial fibre collections locally and a baling plant on the Trust's site in Maria Place, have advised that their contract baling price for Whanganui's plastics will increase by 300%, a further \$30k increase for the Trust. This makes a \$210k/annum increase for the Trust. The Trust advise they cannot simply sustain this financial downturn in fibre and plastic processing.

The Trust report the increased costs for fibre and baling will amount to a shortfall of around \$96,000 for the current 2019/20 financial year with an expected \$244,000 shortfall for the following 2020/21 year.

The Trust also notes that local businesses are now ceasing fibre collection contracts with OJI due to price increases and are instead bringing their fibre to the Centre for free drop off. Perhaps the idea of charging a drop off fee may be a solution, similar to some centres around NZ who have initiated a charge for fibre disposal.

These market changes are impacting everybody in New Zealand, with many Councils having to financially bale out their Kerbside Recycling Collection services and Resource Recovery Centres. Current fibre prices are the lowest for some decades. OJI are predicting fibre prices will eventually climb to a rate where we will be generating revenue, but that's predicted to take some years.

This is a national issue, one which the Government is very aware of but unlikely to be able to influence quickly. Auckland City Council commissioned a report into the issue late last year and have

lobbied Government for a coordinated national approach to the issue. Both Government and local government are urging potential industry players to respond to the current need with ideas with Government suggesting the Provincial Growth Fund and Waste Levy Fund are opportunity for local investment in infrastructure solutions for recycled fibre.

Options

The obvious options regarding this immediate issue for Council are detailed below.

Option 1: Do nothing

Under this option the Trust will operate at a loss and soon become insolvent. Council is a 50% shareholder of the Trust. Whilst the Trust has traditionally made small positive profits annually resulting in some financial stability, this degree of operational loss cannot be sustained for long.

Option 2: Council underwrites loss

Under this option, Council as major shareholder, would underwrite (fund) the loss. Currently it funds the Trusts services to the tune of \$175k annually. This would need to be increased by the projected shortfall for how many years this situation continues. This option would require Annual Plan discussion and consultation. The option to fund the shortfall could be accommodated by the Waste Levy Fund in the short term (till the end of June 2020) whilst other options are explored further.

Option 3: WRRC starts charging for drop off of Fibre

Apparently some Councils are starting to charge for fibre drop off. This is an unpalatable option, especially for staff, who are likely to bear the brunt of an expected public backlash. It is unlikely whether the full amount of shortfall will be able to be funded in this fashion and there is the issue of our local Resource Recovery Centre being open 24/7/365 which makes it difficult to charge for fibre.

Option 4: WRRC stops accepting Fibre

An option would be to stop accepting fibre till commodity prices reach at least break even point again. This would save the current financial loss although again is likely to meet with stiff public resistance. Under this option I suspect many customers would simply still continue to drop odd fibre or dump it at the Trust's site. Stopping recycling products also tends to erode the public's confidence in the overall recycling service.

Option 5: WRRC/Council finds another use for collected Fibre

Since receiving the information about increased fibre costs, Council/WRRC have been looking at alternative uses for its collected fibre. Whilst there appears to be no immediate alternative use, there's nothing like a crisis to stimulate market response. These discussions/developments are occurring nationally.

The recommendation is to adopt Option 2. This is on the understanding Council underwrites the loss using its waste levy fund as a short term measure whilst it fully investigates the other options including alternative uses for fibre.

This option was supported by the Waste Advisory Group at its meeting held on 23 January 2020 where it was confirmed the Waste Levy Fund could support the shortfall for the current financial year.

SUMMARY OF CONSIDERATIONS

Fit with purpose of local government

The recommendation looks to support the ongoing provision of waste minimisation services for its community in the wake of a global market crises. It's taking a pragmatic short term approach to continuing a services to retain community confidence whilst looking to minimising financial impost on ratepayers.

[Link: Section 10 of the Local Government Act 2002](#)

Fit with strategic framework

Select checkboxes to indicate whether the decision / report contributes, detracts or has no impact

	Contributes	Detracts	No impact
Leading Edge Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Long-Term Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Infrastructure Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other Policies or Plans -	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The report and decision reflects on Councils desire to implement sustainable waste minimisation services in accordance with its Waste Management and Minimisation Plan 2015.

[Link: Leading Edge Strategy](#)

Risks

The recommended decision has a minor degree of risk.

The following risks have been considered and identified:

- Financial** risks related to the financial management of Council and the ability to fund Council activities and operations, now and into the future
- Service delivery** risks related to the meeting of levels of service to the community
- Reputation / image** risks that affect the way the Council and staff are perceived by the community - nationwide, internationally, by stakeholders, and the media
- Legal compliance (regulatory)** risks related to the ability of management to effectively manage the Council, comply with legal obligations and avoid being exposed to liability
- Environmental** risks related to the environmental impacts of activities undertaken by the Council. Includes potential or negative environmental and / or ecological impacts, regardless of whether these are reversible or irreversible
- Health, safety and wellbeing** risks related to the health, safety and wellbeing of Council staff, contractors and the general public when using Council's facilities and services
- Information technology and management** risks related to the integrity of the Council's IT network, including security, access and data management
- Infrastructure / assets** risks related to the inability of assets to provide the required level of service in the most cost effective manner

- Project completion** *risk of failure to complete on time, on budget and to plan*

Council in performing recycling services is always responsive and at risk to market failures and associated costs. These markets and prices trend over time like all markets and Council's immediate response needs to take both a short and long term approach to future service provision including all the risks that they present.

[Link: Risk Management Policy](#)

Policy implications

This activity and market development will need to be taken into account when Council reviews its Waste Management and Minimisation Plan 2015 next year. If Council was to continue to fund the loss past this financial year then immediate consideration needs to occur to reflect future Annual Plans.

Financial considerations

The short term option is to use waste levy funding to meet the loss whereas any future costs will have to be factored into future Annual Plans.

- Nil Approved in LTP / AP Unbudgeted \$

Legislative considerations

Nil.

Significance

The recommended decision is considered not significant as per Council's Significance and Engagement Policy.

[Link: Significance and Engagement Policy](#)

[Link: Determining significance overview](#)

Engagement

To date consultation has been with industry groups, recycler, WRRCT and alternate providers.

[Link: Significance and Engagement Policy 2018](#)

3.3 PARKING CONTROLS - AMENDMENT TO PARKING CONTROLS ON ST HILL, DREWS AVENUE, TAUPO QUAY AND WILSON STREET

Author: Justin Walters - Policy Analyst Legislative & Performance Management

Authoriser: Stephanie Macdonald-Rose - Policy & Governance Manager
Mark Hughes - General Manager Infrastructure

References: 1. Draft Parking Controls 2017 - Updated February 2020 ↓ 

Significance of decision – In terms of the Significance and Engagement Policy 2018, the recommended decision is not significant.

Recommendation

That the Infrastructure, Climate Change, and Emergency Management Committee:

- (a) confirms changes to the parking controls in the following locations.
 - (i) St Hill Street
 - (ii) Drews Avenue
 - (iii) Taupo Quay
 - (iv) Wilson Street
- (b) confirms the Draft Parking Controls 2017 - Updated February 2020 for public notification.
- (c) recommends that the Council adopt the changes to the parking controls if no written objections are received by Council within 14 days of Council publicly notifying the proposed changes to the Parking Controls.

Executive summary

In 2017 the Council adopted the Parking Management Plan and Bylaw. The Parking Management Plan provides the policy framework for parking in accordance with the Whanganui Urban Transport Strategy (WUTS), while the Parking Bylaw provides the legal enforcement mechanism for the policy through the parking controls via Council resolution.

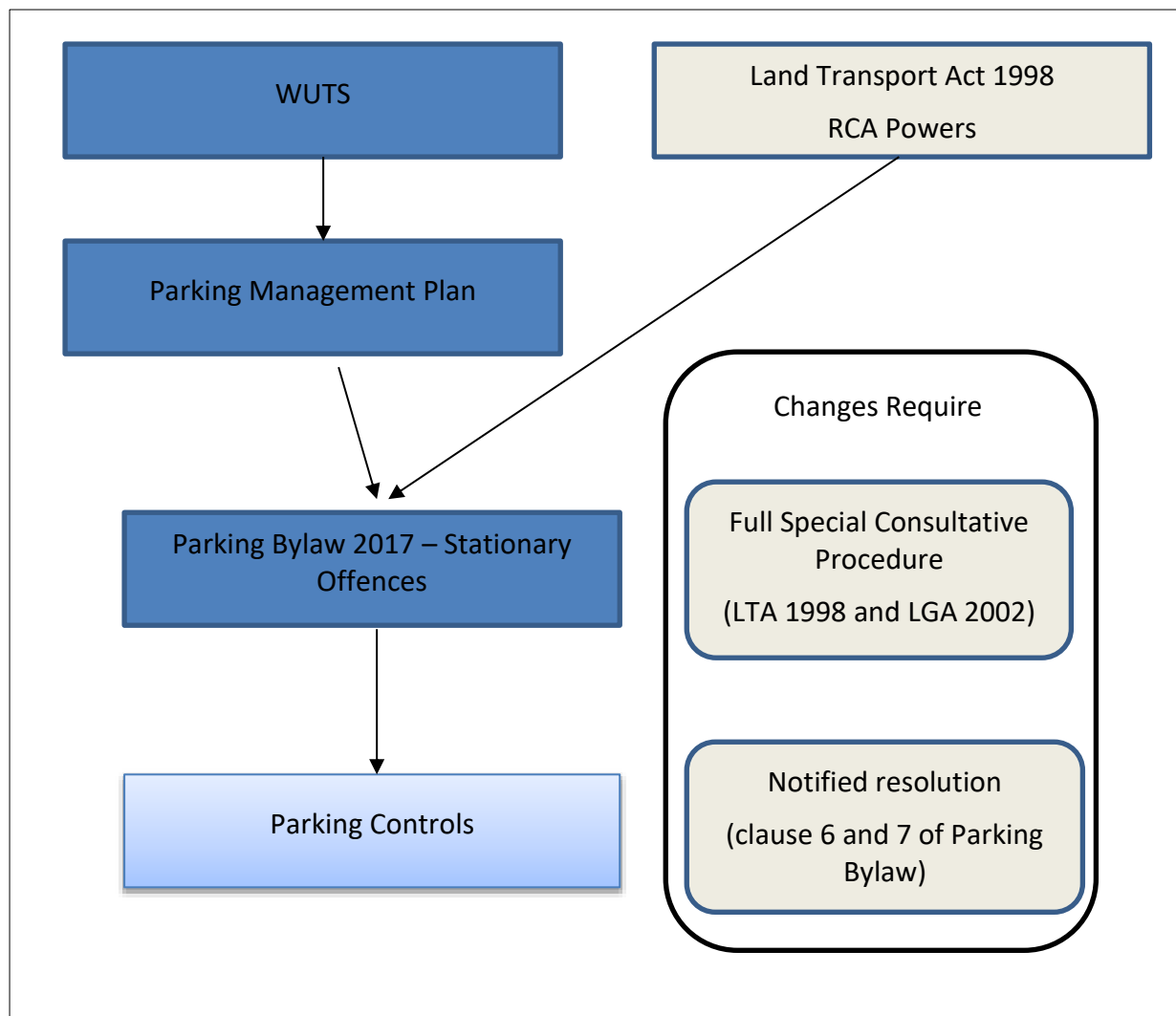
Changes to the parking controls are recommended to formalise the updated signage and markings in Drews Avenue and Wilson Street and St Hill Street. Changes to the parking in St Hill Street supports the infrastructure upgrades associated with Te Tuaiwi Cycleway, while the changes in Drews Avenue and Wilson Street are minor changes to improve the efficiency of the parking.

Additional changes are also recommended to swap the current locations of the off street pay and display parking and the rental parking on Taupo Quay to better utilise Council's parking resources.

A copy of the recommended changes to the Parking Control 2017 is available under reference 1.

Background

In 2017 the Council adopted the Parking Management Plan and Bylaw. The Parking Management Plan provides the policy framework for parking in accordance with the Whanganui Urban Transport Strategy (WUTS), while the Parking Bylaw provides the legal enforcement mechanism for the policy through the parking controls via Council resolution.



Clause 7 of the Parking Bylaw provides for Council to make a resolution, in accordance with an adopted parking management plan, to prescribe the use of parking places. Clause 6 provides the process for making the resolution:

6 Resolutions

- (1) A resolution may be made under this bylaw-
 - (a) to regulate, control or prohibit any matter or thing generally, or for any specific classes of case, or in a particulate case; or
 - (b) that applies to all vehicles or traffic or to any specified class of vehicles or traffic using a road or parking place; or
 - (c) that applies to all roads, any specified road or part of a road or parking place under the care, control, or management of the Council; or
 - (d) that applies to any specified time or period of time.
- (2) Prior to Council making a resolution under clause 6(1) Council must, at least 14 days before its meeting to consider the proposal, publically notify the proposal.

- (3) *If, within the 14 day period, Council receives a written objection from any person adversely affected by the proposal then Council must consider that objection and may confirm, amend or revoke the proposal which is the subject of the objection.*
- (4) *Clause 6(2) does not apply to any proposal, which will consolidate resolutions previously made under this part or has the same effect as a resolution made under a bylaw revoked by this part.*

Key issues

St Hill Street

Since the adoption of the Parking Control as part of the Parking Bylaw 2017 the Te Tuaiwi Cycleway along St Hill Street has been completed. While the Parking Management Plan sought to provide for the cycleway, time detailed designs were still being finalised. The finalised design and works have been completed and have resulted in the following changes to on-street parking on the southern side of St Hill Street:

- Removal of parking meters on Guyton Street and Ridgway Street.
- Changes to parking time limits:

Time Limit	From	To
30min	Approx. 10m from St Hill Street/Guyton Street Intersection	St Hill Street entrance to 101 Guyton Street
No Parking	St Hill Street entrance to 101 Guyton Street	Approx. 13m south of St Hill Street entrance to 101 Guyton Street
120min	Approx. 13m south of St Hill Street entrance to 101 Guyton Street	Approx. 20m north of Maria Place
No Parking	Approx. 20m north of Maria Place	Approx. 50m south of Maria Place
15min	Approx. 50m south of Maria Place	Approx. 70m north of Maria Place
120min	Approx. 70m north of Maria Place	Vehicular entrance to Women's Rest
Disabled Parking Space	1 directly north of the Vehicular entrance to Women's Rest (75 St Hill Street)	
15min	Vehicular entrance to Women's Rest	Vehicular entrance to Royal Wanganui Opera House
30min	Vehicular entrance to Royal Wanganui Opera House	Approx. 30m north of the St Hill Street/Ridgway Street intersection

Taupo Quay – Rental Off-Street Car Parking

The existing rental car park (23 Taupo Quay) between the Tram Shed and Wanganui Community Arts Centre is at capacity, while the larger pay and display car parking from 9-13 Taupo Quay is relatively underutilised.

It is proposed to move the rental car parking from 23 to 9-13 Taupo Quay, with 23 Taupo Quay becoming a pay and display car parking area.

Drews Avenue

In mid-2019 Council established EV parking space along with a charging station on the corner of Drews Avenue and Moutoa Quay. In order for Council to enforce restrictions on the EV parking space the EV space needs to be included in the parking controls.

Under the parking controls there is a motorcycle only parking space adjacent to the mobility parking on Drews Avenue outside of the Tram Shed. The motorcycle only parking was underutilised and has been re-marked as a general parking space. As motorcycles can park in general parking spaces, motorcycles retain the ability to park in Drews Avenue, while increasing the general availability of general car parking spaces.

Wilson Street

La Station (141 Guyton Street) has requested that two car parking spaces north of its access onto Wilson Street be changed from no time limit to 30 minute parking to provide for customer parking. Signage has been installed but is not currently enforceable.

Options

In deciding on the changes to the parking controls it is recommended that the following criteria be used:

- Efficient use of the parking resource
- Alignment with the Parking Management Plan 2017
- Enforceability of parking controls

St Hill Street

	Option 1 - Status Quo	Option 2 – Amended Controls
Efficient use of the parking resource	X	√√
Alignment with the Parking Management Plan 2017	X	√√
Enforceability of parking controls	XX	√√

Taupo Quay – Rental Off-Street Car parking

	Option 1 - Status Quo	Option 2 – Amended Controls
Efficient use of the parking resource	X	√√
Alignment with the Parking Management Plan 2017	–	√√
Enforceability of parking controls	√√	√√

Drews Avenue

	Option 1 - Status Quo	Option 2 – Amended Controls
Efficient use of the parking resource	√	√√
Alignment with the Parking Management Plan 2017	–	–
Enforceability of parking controls	XX	√√

Wilson Street

	Option 1 - Status Quo	Option 2 – Amended Controls
Efficient use of the parking resource	√	√√
Alignment with the Parking Management Plan 2017	–	–
Enforceability of parking controls	XX	√√

Key:

√	Contributes to criterion
–	Neutral, neither contributes to nor detracts from
X	Detracts from criterion

Additional symbols indicates greater level of support or opposition for a criterion.

Next Step

If approved for public notification, the proposed changes to the parking control will be notified on the 4 March 2020 and notification will run for 14 days until 18 March. If any objections are received, submitters will be given the opportunity to be heard in support of their objections. If no objections are received, Council will be recommended to confirm the proposed changes to the parking controls at its meeting on the 24 March 2020.

SUMMARY OF CONSIDERATIONS

Fit with purpose of local government

The proposal is considered to meet the purpose of local government under s10 of the Local Government Act 2000 as the Council, as road controlling authority for its district, has the responsibility for managing the roading network, including parking, on behalf of its community.

Fit with strategic framework

	Contributes	Detracts	No impact
Leading Edge Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Long-Term Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Infrastructure Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Economic Development Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other Policies or Plans – Whanganui Urban Transport Strategy (WUTS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other Policies or Plans – Parking Management Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposal is considered to be consistent with the Leading Edge Strategy as the efficient use of parking supports Connectivity as an integral part of the transport network, while also supporting changes to the urban cycleway network.

The proposal is considered to be consistent with the WUTS and Parking Management Plan. This is because the changes proposed will increase parking efficiency, including providing for the greater demand in rental car parking on Taupo Quay and new services associated with the EV charger parking.

In addition, the changes to parking within St Hill Street support the Te Tuaiwi Cycleway, and provides overspill parking for Victoria Avenue, with longer parking times.

Risks

The recommended decision has a very minor degree of risk as it will formalise the existing marked out parking rules and allow for their enforcement.

If the Council chose not to formalise the changes to the parking rules already marked out and signposted there are potential service delivery and reputational risks from the public expecting Council to enforce the signposted rule but Council being unable to do so.

The following risks have been considered and identified:

- Financial** risks related to the financial management of Council and the ability to fund Council activities and operations, now and into the future
- Service delivery** risks related to the meeting of levels of service to the community
- Reputation / image** risks that affect the way the Council and staff are perceived by the community - nationwide, internationally, by stakeholders, and the media
- Legal compliance (regulatory)** risks related to the ability of management to effectively manage the Council, comply with legal obligations and avoid being exposed to liability

- Environmental** risks related to the environmental impacts of activities undertaken by the Council. Includes potential or negative environmental and / or ecological impacts, regardless of whether these are reversible or irreversible
- Health, safety and wellbeing** risks related to the health, safety and wellbeing of Council staff, contractors and the general public when using Council's facilities and services
- Information technology and management** risks related to the integrity of the Council's IT network, including security, access and data management
- Infrastructure / assets** risks related to the inability of assets to provide the required level of service in the most cost effective manner
- Project completion** risk of failure to complete on time, on budget and to plan

Policy implications

The recommended option is not considered to have any policy implications as it aligns with both the WUTS and Parking Management Plan.

Financial considerations

Change to the parking controls and updates to signage and marking will be met through existing budgets.

Nil Approved in LTP / AP Unbudgeted \$

Legislative considerations

As the road controlling authority, in order for Council to legally enforce the parking rules Council is required to include controls within a bylaw (s22AB LTA 1998) and have the parking marked out in accordance with Part 13 of the Traffic Control Devices Manual.

Significance

The recommended decision is considered not significant as per Council's Significance and Engagement Policy.

Engagement

No concerns were raised about the formalisation of the changes to parking as part of the pre-consultation with internal and external stakeholders.

PRE-ENGAGEMENT Community groups / stakeholders	Date / Status	Techniques to engage
I-Site	Complete - December	Email and Phone
Mud Ducks	Complete - December	Email
La Station	Complete - January	Phone
Transport Team	Complete - December	Meeting / Email
Parking Team	Complete - December	Meeting / Email

CONSULTATION Community group / stakeholder	Level of engagement on spectrum	Techniques to engage
General Public	Consult	Community Link and Have Your Say

Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls

Parking Controls

Text: Additions double underlined and deletions ~~struck through~~

Maps: Amendments



1 Application and commencement

- (1) The following parking controls are made under clause 7 of the Parking Bylaw 2017.
- (2) The changes in stopping, standing and parking shall come into force as follows:
 - a) All changes, 1 April 2020 subject to the installation of updated signage.

Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls

2 Parking types and times

- (1) No person shall stop, stand or park a vehicle in contravention to the parking restrictions identified on the maps in Schedule 1, except as expressly provided within clause 2, 3, 4.
- (2) Where a parking place is identified for a specific purpose by class or use of a vehicle in clause 2(1), no other vehicle may stop, stand or park within that parking place.
- (3) Where a specified time is stated for a parking place in clause 2(1), the stated time is the maximum allowable parking time.
- (4) The maximum parking times identified in clause 2(1) shall apply during the following times:

Name of car park	Location	Operating times
Parking places associated with, adjacent to or opposite the Whanganui Airport.	Off Airport Road	6.30am to 8pm Monday to Sunday
All other parking places		8 am to 5.30 pm Monday to Saturday

- (5) A motorcycle may park in a parking place identified as a motorcycle parking place or a general parking place subject to the following:
 - a) Where a person parks a motorcycle in a parking place subject to a tariff, the person shall pay the prescribed tariff in the prescribed manor.
 - b) One or more motorcycles may be parked in a parking place provided that the controls regarding the parking place are met.

Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls

3 Parking Tariffs

Payment type

(1) A person shall use the following methods of where specified under clause 2(2), (3), or (4):

Payment type	Direction
Pay by Plate Coin, credit card and Vodafone Text	The person in charge of the vehicle activates meter by entering their registration number which is stored for an audit report specifying time paid for. The person in charge of the vehicle can request a receipt but it does not need to be displayed.
Pay by Space Coin	The person in charge of the vehicle enters money into the meter for a specified time period, which is displayed on the meter. Current meters display the length of time until the meter is due to expire.
Pay & Display Coin	Money is entered into the meter, and a receipt is supplied which must be displayed in the front window of the vehicle as proof of payment.

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27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls

Off-street parking charges:

(2) The following parking times, charges and method of payment shall apply to the following parking places:

Name of car park	Location	Tariff/operating times	Type of payment
Wharenui Car Park	Off Ingestre street (Lot 1 DP 80086)	\$0.50 hour 8 am to 5.30 pm Monday to Saturday	Pay & Display
Winstone Car Park	Off St Hill Street (Part Section 179 TN of Whanganui and Part section 178 TN of Whanganui)	\$0.50 hour 8 am to 5.30 pm Monday to Saturday	Pay & Display
Moutoa Quay Car Park	Off Moutoa Quay (Lot 5 DP 205 Lot 11 DP 205 and Lot 10 DP 205)	\$0.50 hour 8 am to 5.30 pm Monday to Friday	Pay & Display
Phoenix Car Park	Off Drews Avenue or Taupo Quay (Lot 4 DP 382182)	\$0.50 hour 8 am to 5.30 pm Monday to Friday	Pay & Display
Airport long term car park	Off Airport Road (Lot 3 DP 475601)	\$10 per 24 hour period or part there of 24 hours a day 7 days per week	Payment by Pay by Plate

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27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls

On-street parking charges

(3) The following parking times, charges and method of payment shall apply to the following parking places:

Name of Street	Tariff/operating times	Type of payment
Victoria Avenue	\$2 hour 8 am to 5.30 pm Monday to Saturday	Pay by Space
Guyton Street	\$1 hour 8 am to 5.30 pm Monday to Saturday	Pay by Space
Ridgeway Street	\$1 hour 8 am to 5.30 pm Monday to Saturday	Pay by Space
Watt Street	\$1 hour 8 am to 5.30 pm Monday to Saturday	Pay by Space
St Hill Street	\$1 hour 8 am to 5.30 pm Monday to Saturday	Pay by Space
Maria Place	\$1 hour 8 am to 5.30 pm Monday to Saturday	Pay by Space
Drews Avenue	\$1 hour 8 am to 5.30 pm Monday to Friday	Pay & Display
Taupo Quay	\$1 hour 8 am to 5.30 pm Monday to Friday	Pay & Display

Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls

Rental car park charges

(4) The following parking times, charges and method of payment shall apply to the following parking places:

Name of car park	Location	Tariff/operating times
Taupo Quay	Off Taupo Quay/Moutoa Quay (Lot 10 DP 205 and Lot 11 DP 205 <u>Lots 4, 5 and 6 DP 205, Section 381</u> <u>Right Bank Wanganui River, Section 380</u> <u>Right Bank Wanganui River, Section 379</u> <u>Right Bank Wanganui River and Part</u> <u>Subdivision D Right Bank Wanganui</u> <u>River)</u>	\$20 per week 8am to 5.30 pm Monday to Friday
Phoenix Carpark	Off Drews Avenue or Taupo Quay (Lot 4 DP 382182)	\$20 per week 8am to 5.30 pm Monday to Friday
Hannah Carpark	Off Drews Avenue (Lot 2 DP 34385 and Section 549 TN of Whanganui)	\$20 per week 8am to 5.30 pm Monday to Friday
Kingsway Carpark	Off St Hill Street (Part Section 352 Whanganui SBRN and Part Section 353 Whanganui SBRN)	\$20 per week 8am to 5.30 pm Monday to Friday
Opera House	Off St Hill Street (Lot 6 DP 34824)	\$20 per week 8am to 5.30 pm Monday to Friday
Queens Park on Right	Off Watt Street (Section 1 SO 431652)	\$20 per week 8am to 5.30 pm Monday to Friday

Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls

4 Exemptions

(1) The following exemptions apply to clauses 1 and 2 subject to meeting the stated conditions:

Conditions	Exemption
<ul style="list-style-type: none"> • A person holding and displaying a valid mobility card • Payment of the applicable parking tariff where applicable 	May parking in a general parking place or mobility parking place for up to the maximum stated parking time plus up to 30 minutes additional per usage.
<ul style="list-style-type: none"> • A person holding and displaying a valid Super Gold Card approval. • Subject to compliance with the maximum allowable parking time 	May park without the payment of the applicable tariff between 8am and 11am Monday to Friday
<ul style="list-style-type: none"> • A person holding and displaying a valid trade persons approval • Subject to compliance with conditions of the approval 	Trade persons may park without the payment of the applicable tariff subject to the conditions of the approval. Sales reps, small delivery vehicles and commercial realtors may park without the payment of the applicable tariff for up to 30minutes subject to the conditions of the approval.
<ul style="list-style-type: none"> • A person holding and displaying a valid special approval • Subject to compliance with conditions of the approval 	May park subject to the conditions of the approval

Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls

Schedule 1 – Maps



Key to Maps

Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls



Last updated
27/02/2020 – v03

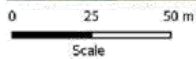
Parking Bylaw 2017 – Parking Controls



Legend

Parking Zones

- Bicycle Park
- Bus Stop
- Camper Van
- EV Parking
- Loading Zone
- Longterm Parking
- Metered Parking
- Mobility Parking
- Motorcycle Parking
- No Parking
- Police Car Parking
- Restricted Parking
- Reserved Parking
- Taxi Stand
- Unrestricted Parking
- Rental Restricted



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Map 02

Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls



Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls



Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls



Legend

Parking Zones

- Bicycle Park
- Bus Stop
- Camper Van
- EV Parking
- Loading Zone
- Longterm Parking
- Metered Parking
- Mobility Parking
- Motorcycle Parking
- No Parking
- Police Car Parking
- Restricted Parking
- Reserved Parking
- Taxi Stand
- Unrestricted Parking
- Rental Restricted



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Map 05

Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls



Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls



Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls



Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls



Legend

Parking Zones

- Bicycle Park
- Bus Stop
- Camper Van
- EV Parking
- Loading Zone
- Longterm Parking
- Metered Parking
- Mobility Parking
- Motorcycle Parking
- No Parking
- Police Car Parking
- Restricted Parking
- Reserved Parking
- Taxi Stand
- Unrestricted Parking
- Rental Restricted



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Map 09

Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls



Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls



Last updated
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Parking Bylaw 2017 – Parking Controls



Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls



Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls



Legend

Parking Zones

- Bicycle Park
- Bus Stop
- Camper Van
- EV Parking
- Loading Zone
- Longterm Parking
- Metered Parking
- Mobility Parking
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- No Parking
- Police Car Parking
- Restricted Parking
- Reserved Parking
- Taxi Stand
- Unrestricted Parking
- Rental Restricted

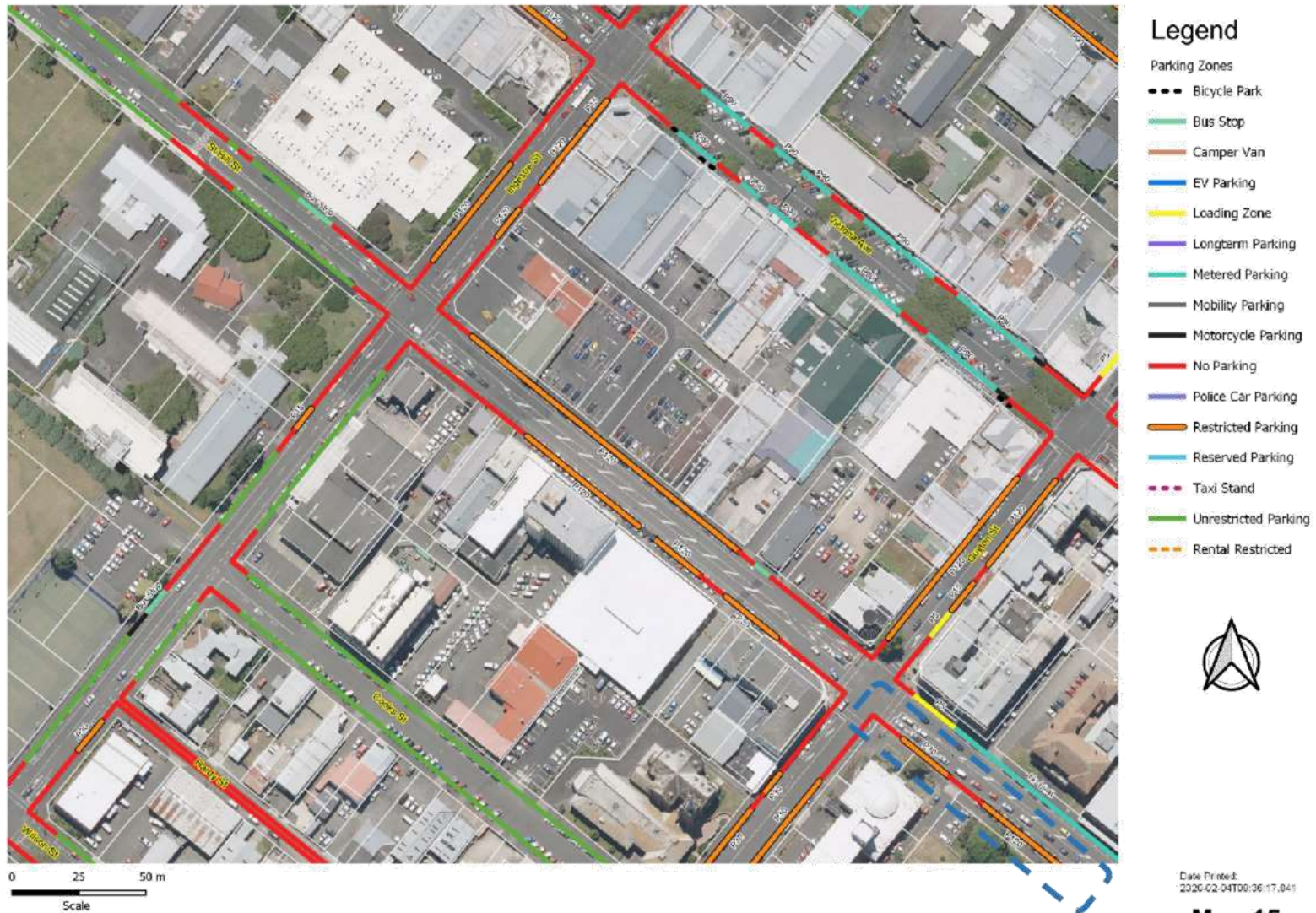


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Map 14

Last updated
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Parking Bylaw 2017 – Parking Controls



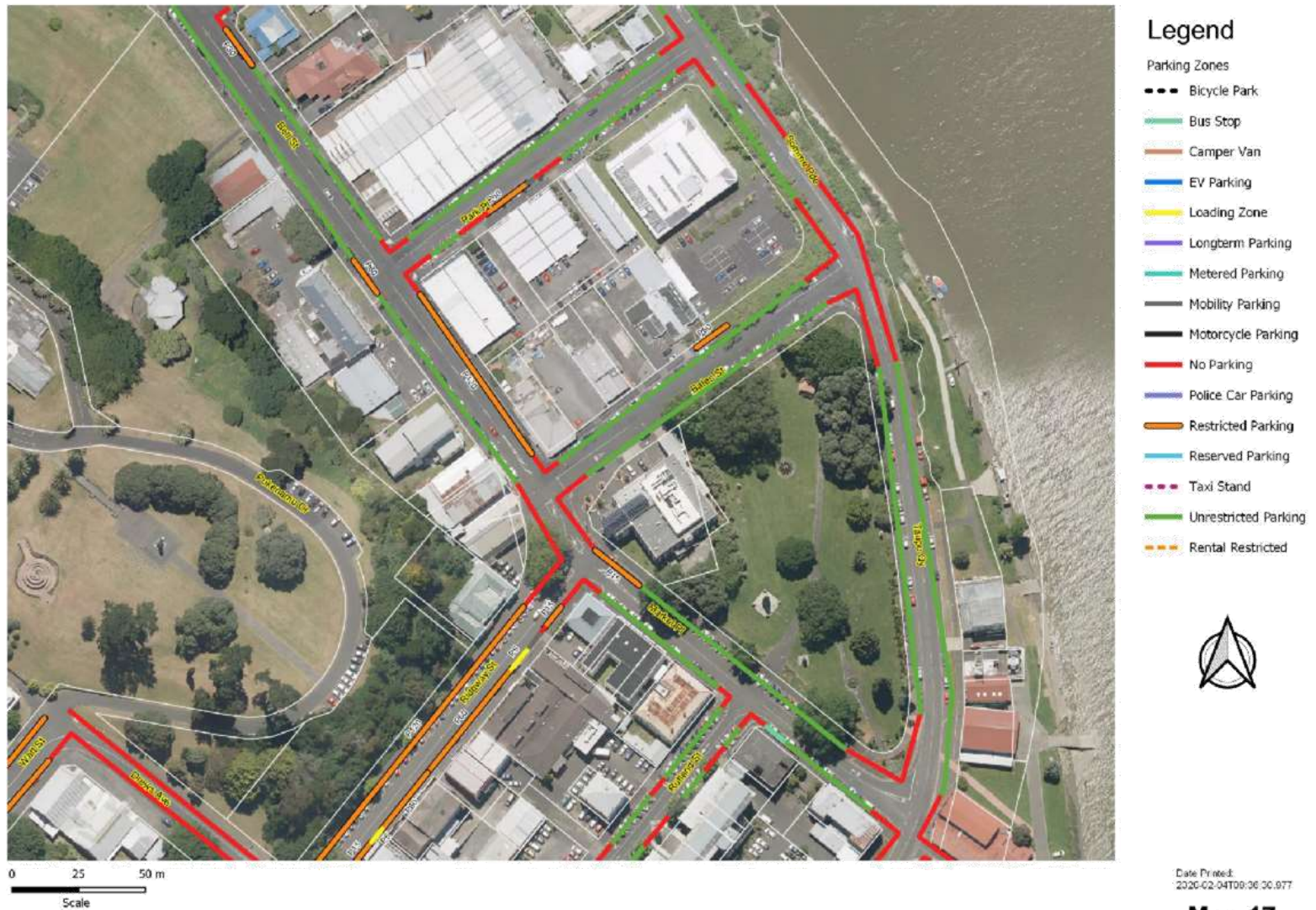
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Parking Bylaw 2017 – Parking Controls



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Parking Bylaw 2017 – Parking Controls



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Parking Bylaw 2017 – Parking Controls



Legend

Parking Zones

- Bicycle Park
- Bus Stop
- Camper Van
- EV Parking
- Loading Zone
- Longterm Parking
- Metered Parking
- Mobility Parking
- Motorcycle Parking
- No Parking
- Police Car Parking
- Restricted Parking
- Reserved Parking
- Taxi Stand
- Unrestricted Parking
- Rental Restricted



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Map 18

Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls



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Parking Bylaw 2017 – Parking Controls



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Parking Bylaw 2017 – Parking Controls



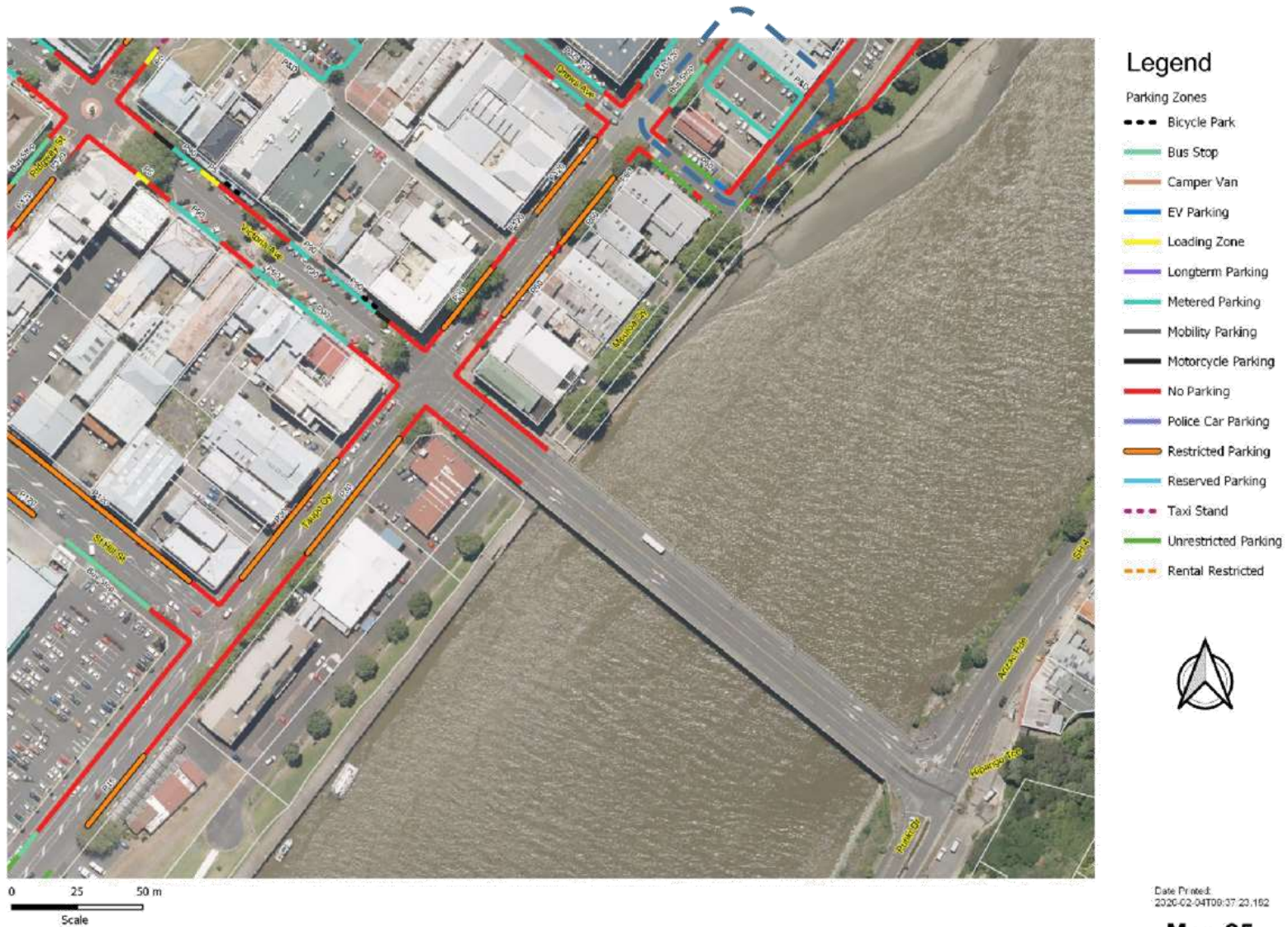
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Parking Bylaw 2017 – Parking Controls



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Parking Bylaw 2017 – Parking Controls



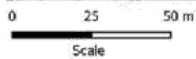
Last updated
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Parking Bylaw 2017 – Parking Controls



Legend

- Parking Zones
- Bicycle Park
 - Bus Stop
 - Camper Van
 - EV Parking
 - Loading Zone
 - Longterm Parking
 - Metered Parking
 - Mobility Parking
 - Motorcycle Parking
 - No Parking
 - Police Car Parking
 - Restricted Parking
 - Reserved Parking
 - Taxi Stand
 - Unrestricted Parking
 - Rental Restricted



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Map 26

Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls



Legend

Parking Zones

- Bicycle Park
- Bus Stop
- Camper Van
- EV Parking
- Loading Zone
- Longterm Parking
- Metered Parking
- Mobility Parking
- Motorcycle Parking
- No Parking
- Police Car Parking
- Restricted Parking
- Reserved Parking
- Taxi Stand
- Unrestricted Parking
- Rental Restricted



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Map 27

Last updated
27/02/2020 – v03

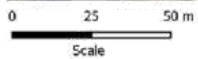
Parking Bylaw 2017 – Parking Controls



Legend

Parking Zones

-  Bicycle Park
-  Bus Stop
-  Camper Van
-  EV Parking
-  Loading Zone
-  Longterm Parking
-  Metered Parking
-  Mobility Parking
-  Motorcycle Parking
-  No Parking
-  Police Car Parking
-  Restricted Parking
-  Reserved Parking
-  Taxi Stand
-  Unrestricted Parking
-  Rental Restricted



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Map 28

Last updated
27/02/2020 – v03

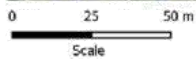
Parking Bylaw 2017 – Parking Controls



Legend

Parking Zones

- Bicycle Park
- Bus Stop
- Camper Van
- EV Parking
- Loading Zone
- Longterm Parking
- Metered Parking
- Mobility Parking
- Motorcycle Parking
- No Parking
- Police Car Parking
- Restricted Parking
- Reserved Parking
- Taxi Stand
- Unrestricted Parking
- Rental Restricted



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Map 29

Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls



Legend

Parking Zones

- Bicycle Park
- Bus Stop
- Camper Van
- EV Parking
- Loading Zone
- Longterm Parking
- Metered Parking
- Mobility Parking
- Motorcycle Parking
- No Parking
- Police Car Parking
- Restricted Parking
- Reserved Parking
- Taxi Stand
- Unrestricted Parking
- Rental Restricted



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Map 30

Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls



Legend

Parking Zones

- Bicycle Park
- Bus Stop
- Camper Van
- EV Parking
- Loading Zone
- Longterm Parking
- Metered Parking
- Mobility Parking
- Motorcycle Parking
- No Parking
- Police Car Parking
- Restricted Parking
- Reserved Parking
- Taxi Stand
- Unrestricted Parking
- Rental Restricted



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Map 31

Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls



Last updated
27/02/2020 – v03

Parking Bylaw 2017 – Parking Controls



Legend

Parking Zones

- Bicycle Park
- Bus Stop
- Camper Van
- EV Parking
- Loading Zone
- Longterm Parking
- Metered Parking
- Mobility Parking
- Motorcycle Parking
- No Parking
- Police Car Parking
- Restricted Parking
- Reserved Parking
- Taxi Stand
- Unrestricted Parking
- Rental Restricted



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2020-02-04T09:38:16.000

Map 33

3.4 EMERGENCY MANAGEMENT - 1 DECEMBER 2019 TO 28 FEBRUARY 2020

Author: Tim Crowe - Emergency Manager

Authoriser: Bryan Nicholson - Chief Operating Officer

References: Nil

Recommendation

That the Infrastructure, Climate Change, and Emergency Management Committee receive the report – Emergency Management - 1 December 2019 to 28 February 2020.

Executive Summary

The purpose of this report is to provide an update on Emergency Management activities from 01 December 2019 through to 28 February 2020

Key information

The Emergency Management team provided direct support to the Red Cross Lower North Island exercise in early December 2019. This exercise provided multiple Red Cross teams with evacuation, outreach and search activities utilising existing Council equipment, plans and procedures in the rural areas and in particular our border area with South Taranaki District. The Waitotara and Waiinu beach areas were utilised to test our processes in an area of difficult communications and radio blackspots. The exercise included live remote tracking of evacuation and outreach teams and was a success.

Anthony Edwards, who is a member of the national Emergency Management Advisory Team (EMAT) deployed at very short notice in December to assist with the management of stranded tourists at Franz Josef, and again in early February to assist Southland Emergency Management with the flood event there.

At police request, we provided assistance in support of FENZ/Rural Fire at the River Road Parakino fire in early February.

Emergency Management have been monitoring the Novel Coronavirus outbreak in China since late December, and have been working with Council's Risk Manager and other agencies to ensure we are prepared should the situation require it. At the time of writing this report there are no known cases of the virus in New Zealand and those returning from Wuhan in China are in isolation at the Whangaparoa Reception Centre. There are a lot of people returning from China and they are being asked to self-isolate and register through Healthline.

3.5 INFRASTRUCTURE ACTIVITY REPORT - FEBRUARY 2020

Author: Hannah Bailey - EA to GM Infrastructure and GM Strategy

Authoriser: Mark Hughes - General Manager Infrastructure

References: Nil

Recommendation

That the Infrastructure, Climate Change, and Emergency Management Committee receive the report – Infrastructure Activity Report - February 2020.

Executive Summary

This report is to advise the Infrastructure Committee on recent and upcoming activities within the Infrastructure portfolio.

Key information

Progress Update

Water

- **Mill Road Water Main Growth project**

This project has been identified as a requirement for the future growth of Whanganui. It is part of the resilience being built into the water network service for the growth of the Mill/Mosston area. It will also provide connectivity to some existing properties in the Fox Road area. A PVC 225mm water main laid from the Mill Road Stub, along Mosston Road to Fitzherbert Ave is the proposed solution. The main can then be connected to the Fitzherbert Ave Main and provide a more resilient water supply down Mosston Road towards Mill Road. Start-up meeting was Wednesday, 5 February.

- **Aramoho Bore**

The new ozone generator has been installed. We have completed site works and installed all new pipe work. We have finalised all sampling and testing for the treatment process and the plant was put back online into the reticulation on Friday, 24 January 2020. We are 95% complete with finalising controls on the SCADA system. We will carry out normal sampling for Aramoho Bore to align with the drinking water standards.

- **Peakes Road**

A section of water main on Peakes Road had been identified to be of poor condition, and failed the test for ongoing serviceability in the light of fire-fighting capacity in this area. Emergency procurement for 350mm of 215mm PE pipe to be inserted into existing steel water-main. All planned works, reconnection of existing properties and reinstatement have been completed.

- **Roading Coordinated Projects**

Alma Road and Tawa Street water-mains replacement in line with kerb and channel programme. Both projects programmed in for next month.

- **Meter Readings**
Urban and rural meter readings have been completed. The introduction of remote metering on both Rural and industrial meters has enabled the team to be more efficient in time and the collection of real data.
- **Operations Summer Demand**
We are currently in full summer demand. The increase in residential demand, firefighting requirements and increased production from industry has put pressure on all our systems. We will monitor reservoir levels through the peak season and will only apply restrictions if absolutely necessary.

Progress Update

Stormwater

- **Mill Road Stormwater Upgrade**
Construction of pipeline is 98% complete, final road construction is now under way. New subdivisions are connected to pipeline as work progresses, and subdivisions expand.
- **'Healthy Streams' Initiative (Integrated Catchment Management)**
Enhancement work was completed at the Awarua Stream, to tie in with the upgrade of the Wikitoria Road culvert. This included removal of willow trees and re-planting of the stream banks. Improved fish passage was also installed as part of the project. The work is being done in conjunction with Horizons Regional Council, Iwi and local community groups.

Conversations with Iwi are under way on new project work planned at Kokohuia wetlands.

Conversations are also underway with the Matipo Community Trust, and Rotary, for planting projects to be scoped out for collaboration with Council.

- **Mosston Road Stormwater Main (Mill Road to Wharf Street)**
Works have progressed well since the last report, the pipe installation is 100% complete. The affiliated separation work is also 100% complete.
- **Gloucester Street Stormwater Upgrade**
This work was tendered, and the contract has been awarded to Warner Construction. Work is due to start on the Monday, 24 February 2020.
- **Wilson Street Stormwater Renewal (Stage 2)**
This work is out for tender, and Tenders close on Thursday, 20 February 2020.
- **Notable Events**
There have been no significant rain events worth noting in this report.

- **General Stormwater Queries from the Public**

Stormwater queries from the public are being handled and dealt with on a case-by-case basis. Responsibilities are adjudicated using Council's Stormwater Policy, and by reference to the Local Government Act. Responsibilities are communicated to landowners in writing as soon as is practicable.

- Key inlets/drains are inspected and cleaned as per its maintenance requirements through the Water and Drainage Maintenance Contract.

Progress Update

Wastewater

- **Beach Road and small pump stations**

Given the dry weather and low flows within the wastewater system there has been relatively low strain on the wastewater pump stations. This has allowed us to do maintenance on the Springvale Park and Otamatea stations. The load on the Mowhanau Wastewater scheme has been high due to the increased population over the holiday season.

- **Beach Road Gantry Renewal Contract**

The recommendation for this contract was approved just before Christmas and I have recently received the insurance certificates and programme. The plan is for a contract start in mid-February with anticipated completion of 30 June 2020.

- **WWTP Update**

The focus of the treatment plant continues to be on sludge removal. The new operator started mid-December and he has been quickly brought up to speed and in the rotation to allow us to run the dryer around the clock 5 days a week. We have also had the flare system serviced which has improved efficiency. There has been other minor maintenance carried out on site.

- **Annual Consent Reports**

We are yet to receive any feedback from the annual report for the discharge consent from the treatment plant.

Progress Update

Roading

- Maintenance Grading works to rural metal roads have been scaled back due to exacerbating dust issues through a very dry and windy spell. Council has received numerous complaints of road dust through December and January due to high winds and lack of recent rain in the rural areas.
- The roadside mower has now been stopped completely because of tinder dry conditions due to risk of spark. Growth conditions have largely tailed off recently so the effect is expected to be negligible in the short term.

- Pre-reseal repairs are complete leading into reseal season. This year's reseal season has been cut back by one third to allow additional pre-reseal repairs to increase in order to gain one year preparation in advance for resilience purposes. Grader lay asphalt was recently completed in Halswell Street and Bell Street. Reseals are happening across the network in mid-February in quick succession using a Downer sealing crew.
- Two roading rehabilitation projects were targeted along Papaiti Road for the 2019/20 financial year. Rehabilitation Project 1 (completed in late December) runs from RP 2.300km to 2.596km (just short of Waireka Road). The deteriorated pavement received a 150mm overlay of new metal over the existing seal, and a new sealcoat on completion. Roadside drains and culverts have been upgraded in conjunction. Rehabilitation Project 2 runs from RP 0.00km (Flemington Road) to 0.945km (Sandy Hook corner). This area is programmed for the same treatment due to deterioration. Project 2 will begin late February.

- **London Street Shared pathway (SH3).**

Stage 2 of the project involves extension of the shared pathway from Fergusson Street down to the rail reserve including retaining walls in the section immediately north of Grey Street. Work is programmed for early 2020.

- **Whanganui East Shared Pathway.**

The section of existing shellrock path between the Multisport Club and Georgetti Road is to be upgraded to a 3m wide concrete shared pathway running alongside Kowhai Park and become the vital link between the bridges circuit. The design plans are complete and have been safety reviewed in preparation for construction to commence in April.

- **Moutoa (Pakaitore) Memorial Crossing – Taupo Quay**

Detailed design is complete and monies are confirmed in the current 2018-21 roading funding block under "City Wide Traffic Calming" in the Low Cost, Low Risk Safety Category. The proposal is to construct a raised pedestrian walkway across Taupo Quay between the Whanganui River bank and Moutoa Gardens. Copies of the Assessment of Archaeological Sites Report compiled by Archaeology North Ltd in October 2018, have been supplied to the Pakaitore Historic Reserve Board for their feedback. The board has informed us they are working on a historic project at present and the research in this archaeology report is considered extremely valuable. The report (including design plans) was forwarded to Heritage New Zealand some considerable time ago in early 2019 seeking approval to construct. Efforts are being made at present to check on progress to a blessing, in order to construct this year. Further updates will follow.

- **Kerb and Channel/Footpath renewals**

Current sites active in the city are Harper Street from Abbott Street to Swiss Ave, Victoria Avenue from Ingestre Street to Plymouth Street, with standard renewals from asphalt, to concrete and grass berms. Liverpool Street between Halswell and Pitt Street was completed in late December.

A Traffic Signals Upgrade to the intersection of Victoria Avenue and Glasgow Street is programmed for end of February. This intersection has been plagued with problems from

obsolete equipment. An upgrade will assist vulnerable users and allow better tweaking efficiency to this extremely busy intersection. A temporary roundabout will be in place for most of the duration of the works and extensive consultation will happen through our communications team.

- **Mill Road** works are advancing with metalling and prep work including kerb and channels all on schedule. All roading work programmed to be completed by April 2020.
- A roading concept plan has been developed for the proposed Fitzherbert Avenue extension to Mosston Road. Land acquisition is almost complete. Wider detailed design is commencing, aiming to be undertaking construction in the 2020/21 year as per our LTP commitments. Surveyors to be establishing the site in February.
- Brent Holmes attended a workshop on the Indicative Business Case for the SH4 emergency works site at Te Ore Ore on Friday, 24 January 2020. A meeting for senior staff across WDC, RDC and Horizons has been arranged for Friday, 14 February to gather collective feedback on the two options shortlisted for a multi criteria assessment. A paper will then be presented to the NZTA board on 19 March for a decision on the highway route. Whanganui District Council has an MOU in place to cover 100% reimbursement of all extra over costs in maintaining the detour routes.
- Whanganui District Council has engaged Abley Consultants to undertake a Network Operating Framework (NOP) model to steer and map its future evidence-based funding requirements aligned with optimum travel modes. The NOP once produced shall help to support business cases to NZTA in relation to structure replacements. A second workshop took place on 25 November involving key stakeholders to confirm use and outcomes of the NOP, to update and discuss levels of service, to agree and confirm strategic objectives for each travel mode, and to map land use and priority routes.

Emergency Works

Currently there are 3 major Emergency Works project sites still awaiting completion. 1 Project stems from Cyclone Cook in 2017 and 2 from August 2018. All have required iwi consultation and resource consent.

1. Whanganui River Road (immediately prior to Bridge 31 Jerusalem – Route Position 50.1 kilometres (RP 50.10). Feasibility and options are currently being explored and costed in detail in order to select and appropriate treatment repair, in conjunction with a specialist river engineer. The likely option is a rock toe repair however this location is tenuous due to the acute angle of river flow with a vortex effect. Substantial survey is required to establish a hard foundation level to avoid the cost of rock toe blowing out in volume and cost.
2. Kauarapaoa Road 15.8 kilometres (RP 15.8) – The in-bend (west side) of this narrow carriageway section slumped away near the adjacent creek. The east side is flanked by steep papa cliffs limiting the usual retreat repair. Feasibility and options are currently being explored and costed in detail in order to select and appropriate treatment repair.
3. Whangaehu Valley Road dropout (RP1.7km) – This fill site was to commence in October 2019 having achieved resource consent and iwi approval for amendments to an adjacent stream, to allow full restoration of the carriageway. Rip rap rock armouring is to be installed at the toe of the fill having previously been stockpiled near the site in readiness. This project is funded 61% by NZTA. The project was deferred due to the use of this route as a SH4 detour.

Progress Update

Subdivision

- Subdivision processing statistics for calendar years (January-December) are provided in the table below.

Year	Number of applications	Original number of lots	Number of lots created	Increase in lot numbers
2020	4	7	15	8
2019	90	95	295	200
2018	91	96	230	134
2017	61	68	188	120
2016	54	55	124	69
2015	39	37	84	47

- The 2019 year saw a dramatic increase in the number of consented lots being enabled. Applications have been slow coming in during January, this is part due to Surveyors work load and resources. With one local surveying firm now having a consultant planner assisting with applications it is anticipated that the number of consents lodged will increase.

- Pre-application enquiries have been received from developers of industrial land within the Mill Road/Manuka Street area. Local Real Estate agents report good interest in industrial land within this area.
- Infill housing developments continue to dominate the number of subdivisions received with most suburbs experiencing investor and developer interest in these opportunities. Council Officers are receiving an increased number of pre-purchase subdivision enquiries from the general public.
- Investigations into residential growth areas continues with early Iwi engagement workshops/meetings planned for March and April 2020.

Progress Update

Asset Management

- Work continues with attaching as-built diagrams and CCTV video recordings received from our contractors to asset records in AssetFinda. This allows correction and verification of information held on 3 waters assets within the database.
- Early stages of investigating AssetFinda mobile as an application for staff to undertake monthly inspections of water pressure reducing valve sites, and annual inspections of backflows. This application saves the data to the cloud database, but will not affect current data until it is accepted by someone with the right permissions.
- Commenced implementing suggested changes to our Asset Management Plans as received from the plans peer reviewer. These changes help keep our plans in line with industry standards. This will help when we start updating the plans this year.

