

ORDINARY MEETING

OF

WELLINGTON CITY COUNCIL

AGENDA

Time: 05.30pm
Date: Wednesday, 31 August 2016
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Wade-Brown
Councillor Ahipene-Mercer
Councillor Coughlan
Councillor Eagle
Councillor Foster
Councillor Free
Councillor Lee
Councillor Lester
Councillor Marsh
Councillor Pannett
Councillor Peck
Councillor Ritchie
Councillor Sparrow
Councillor Woolf
Councillor Young

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 803-8334, emailing public.participation@wcc.govt.nz or writing to Democratic Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number and the issue you would like to talk about.

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1 Meeting Conduct

1.1 Apologies

The Chairperson invites notice from members of:

1. Leave of absence for future meetings of the Wellington City Council; or
2. Apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

1.2 Announcements by the Mayor

1.3 APW Awards

1.4 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

1.5 Confirmation of Minutes

The minutes of the meeting held on 17 August 2016 will be put to the Council for confirmation.

1.6 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows:

Matters Requiring Urgent Attention as Determined by Resolution of the Wellington City Council

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

Minor Matters relating to the General Business of the Wellington City Council

No resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Wellington City Council for further discussion.

1.7 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

3. Committee Reports

REPORT OF THE TRANSPORT AND URBAN DEVELOPMENT COMMITTEE MEETING OF 30 JUNE 2016

Members: Mayor Wade-Brown, Councillor Ahipene-Mercer, Councillor Coughlan, Councillor Eagle, Councillor Foster (Chair), Councillor Free, Councillor Lee, Councillor Lester, Councillor Marsh, Councillor Pannett, Councillor Peck, Councillor Ritchie, Councillor Sparrow, Councillor Swain (Greater Wellington Regional Council), Councillor Woolf, Councillor Young.

The Committee recommends:

CAR SHARE POLICY

Recommendations

That the Council:

1. Agree to adopt the Car Share Policy, Attachment 1, including the provision of a full subsidy for on-street car parks in the CBD for the exclusive use of all authorised car share provider applicants who meet Council criteria.

Attachments

Attachment 1. Car Share Policy 2016

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Car Share Policy 2016



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PART ONE: OBJECTIVES AND CRITERIA

Introduction

Car share schemes have become very popular around the world and there is now growing interest in car sharing in New Zealand. The concept involves a car share organisation that provides cars in various locations. The cars, which are shared amongst members, are either owned or leased by the car share provider or by members. Cars can be booked through a website or by phone, and paid for per hour or per kilometre.

Car sharing works best in areas of high urban density supported by good public transport access. Wellington is well suited for car sharing, given the relatively high population density in the central city, particularly in comparison to other New Zealand cities. There are also relatively low levels of car ownership amongst residents in Wellington's central city, for example amongst students. From the 2013 Census, we know that 14.5 percent of Wellingtonians don't own a car, with that number increasing to 45.6 percent amongst Te Aro residents.

Wellington City Council's Urban Growth Plan 2014–2043 outlines our strategy for supporting car share schemes in Wellington. This initiative seeks to help address the problems the city is facing in relation to the efficiency and sustainability of its transport network, while also reducing our greenhouse gas emissions and responding to climate change. As cities worldwide grapple with challenges resulting from increased congestion and pressure on road space, car share schemes are gaining traction as a travel demand management (TDM) tool that can help reduce overall car dependence.

The main problem the Car Share Policy aims to address is transport choice. Car sharing offers an additional means of transport for Wellingtonians, alongside other transport modes. It will also help reduce current and future levels of congestion. Buses and general traffic already experience slow and variable travel times in Wellington City for a number of reasons, including high traffic volumes. With the city's population expected to grow from the current 200,000 to 250,000 people, traffic volumes are likely to increase, further exacerbating congestion levels.

Purpose of the policy

In order to optimise Wellington's transport system and minimise its impact on the environment, the Council encourages sustainable transport options such as walking, cycling and public transport. This sustainable transport hierarchy is supported by the Council's overarching strategy Wellington Towards 2040: Smart Capital and the Wellington Urban Growth Plan 2014–2043. Car sharing fits within a broader definition of "public" transport, along with taxis.

Both strategies also focus on the liveability of the city. Car sharing contributes to a world-class quality of life, not only by helping to reduce congestion, but also by providing alternative ways for people to move around the city in a way that suits them best and reduces their need to own a car.

The Council has also made a commitment to continue reducing our greenhouse gas emissions and responding to climate change by investing in our public transport network and cycleways. This will reduce car use and improve travel efficiency. The Council's Low Carbon Capital Plan proposes making up to 100 car parks citywide available for car sharing operations, electric vehicle charging infrastructure, or any other service that reduces the need to own a car or makes it easier to shift to electric vehicles or any other type of sustainable transport fuel.

As part of this, the Council will provide a fully subsidised car space for the exclusive use of car share vehicles, with the initial 100 percent subsidy intended to support the car share providers while they build their businesses. As they grow, the Council may consider seeking a financial contribution to the cost of the car space. As the price differential and charging infrastructure environment for electric vehicles changes, consideration will be given to requiring that any new car spaces that are allocated only be made available for plug-in hybrid or fully electrical vehicles, with a view to converting the existing fleet of car share vehicles to electric vehicles as they are swapped out and renewed. Council staff will continue to review the situation.

The Council recognises in its Wellington Urban Growth Plan 2014–2043 that cars will continue to be a necessary option for many people. Car share schemes allow people to have access to cars when they need one, without needing to own their own car, and in this way meet the Council's transport and Low Carbon Capital objectives. The policy is pro-choice not anti-car.

It is anticipated that support for car share schemes will lead to a reduction in car ownership based on experience in cities such as Auckland, London, Sydney and San Francisco. In addition, there are indications of greater use of public transport by people who car share. Forty percent of car share users interviewed in Auckland in 2014 were using more public transport since they started car sharing. Whether it will be possible to replicate the results in Wellington – particularly in the central city, which has high rates for walking – will be assessed as part of the policy's monitoring and evaluation framework.

Car sharing objectives

The Council recognises the value of TDM measures, including car sharing, to improve the efficiency of its transport network. Car share schemes have the potential to contribute to the following objectives around transport, sustainability and quality of life by:

- reducing the need to own a car
- reducing congestion, by removing some cars from the network
- reducing greenhouse emissions
 - through the removal of some cars from the network
 - as a result of car share vehicles typically being newer and more fuel-efficient than the average New Zealand vehicle
- increasing the use of public transport, and encouraging the active modes of walking and cycling
- freeing up parking spaces, and using street parking more efficiently
- reducing the cost of living for residents as car ownership is reduced
- contributing to the liveability of the city by increasing transport choice and providing alternative ways for people to travel.

An important part of the policy is a comprehensive monitoring and evaluation framework, which is discussed in Part Three. This will help gather evidence and assess whether these objectives have been met.

The use of TDM measures has also been included in the Wellington Regional Land Transport Plan (RLTP). TDM is described in the Wellington RLTP as a collection of measures used to:

- maximise the use of the existing network
- reduce the demand for travel, particularly by single occupancy vehicles
- influence the use of efficient and sustainable travel options.

Car share schemes address the “demand side” of TDM measures in terms of the provision of good travel options and associated promotion of behaviour change. Their growth in cities around the world, including Auckland, suggests there is increasing interest by car users in exploring alternative ways of accessing vehicles for those times when they need a car, without the need to own a car, or at least a second car.

It is difficult to say what level of behaviour change we can expect to see in Wellington and when, although it is likely we could only expect to see real benefits over the longer term. Data from the car share trial held from December 2015 to June 2016 provides some baseline data, which we will be able to use as part of our ongoing monitoring and evaluation of car sharing in Wellington.

Benefits

There is a wide range of benefits that have been attributed overseas to membership of car share schemes, at a personal and systemic level. To date, little evidence has been collected about the benefits achieved in New Zealand, reflecting how the car share market here is still developing. A small survey of 100 members of Cityhop and Car Share NZ was carried out by Auckland Transport (AT) in 2014. The survey found that benefits included financial savings from a reduction in car maintenance costs and car ownership, as well as environmental benefits. Reasons for car sharing identified in a survey carried out by Wellington City Council in May 2016 included convenience, not owning a car, not wishing to purchase a car, low use of a car, and to achieve environmental and health benefits.

As a tool for reducing overall numbers of cars on the road, AT found behaviour change in relation to private car ownership, with over half of those surveyed having reduced the number of cars they have or delayed the purchase of their next/first car. Of those that hadn't changed their car ownership, just under a third did not own a car. In addition, operators such as Cityhop have cited overseas studies as evidence that the allocation of a car park for a car share vehicle replaces the need for 12 other cars on average to park within a 250 metre radius. More research is needed to understand if these findings would be true for Wellington.

As little research is available in New Zealand, the car share sector is reliant on overseas evidence. For example, in a June 2010 report by the Union Internationale de Tramways/Internationaler, UIPT (International Association of Public Transport) information is provided on the state of car sharing in 14 European countries. It notes that some

providers reported a ratio amongst their customers of one car sharing vehicle for seven personal vehicles either disposed of or not purchased, and these findings are replicated in a number of other international studies.

In a 2010 report by the Transportation Sustainability Research Center (TSRC) at Berkeley University based on data from an online survey of North American car sharing members in late 2008, the consequences of car sharing for 6000 car sharers were investigated. The results showed that the average vehicles per household dropped from 0.47 to 0.24, of which most constituted one-car households becoming carless. In addition, the average fuel economy of car sharing vehicles used most often by respondents was 10 miles per gallon (3.6 km per litre) more efficient than the average vehicle shed by respondents.

Other areas of research relating to car sharing have been in relation to on-demand ride services (or ridesourcing), which use smartphone applications to connect community drives with passengers. A TSRC study in 2014 found that 40 percent of ridesourcing users stated they had reduced their driving due to the service. With ridesourcing beginning to emerge in the New Zealand market it will be useful to follow its progress here.

An aggregate analysis of the data collected through the Berkeley University survey suggested that car sharing has taken between 90,000 to 130,000 vehicles off the road, which equates to 9 to 13 vehicles for each car sharing vehicle. The survey also found that those who shared cars also made more use of public transport, bicycles and walking.

However, there are a number of knowledge gaps, as identified by London's Car Club Coalition (which comprises operators, car club/rental trade bodies, Greater London Authority, London Councils and Transport for London). To learn more from international studies, an analysis of overseas research will be undertaken as part of the monitoring and evaluation framework.

Criteria

Of the car share operators seeking support, the Council will consider those with well-designed processes in place. The criteria are set out in Part Two of the Car Share Policy covering the rules of operation.

The Car Share Policy includes the peer-to-peer model where the car share vehicle is available 22.5 hours a day, 7 days a week.

Council support

In recognition of the benefits of car sharing, including the public good element and its role as a TDM measure, the Council will provide a full subsidy for on-street car parks in the central city for the exclusive use of all authorised car share providers meeting Council criteria.

There will be no maximum number of car parks set. Each car share provider will be allocated an initial three car parks, with more allocated if the provider is able to demonstrate demand for more car parks. Users will be required to pay for parking elsewhere in the city. The car parks that will be made available will take into consideration

providers' preferences and ensure a fair distribution of car spaces across the city. They will be allocated for a 2-year period in support of the provider as their business grows, after which the provision of the car park will be reviewed.

Targets

Modest targets will initially be set, following negotiations between the provider and Wellington City Council.

Because car sharing complements sustainable transport modes, the Council recognises that the uptake of car sharing will be influenced by the quality of the public transport and cycling networks available. The Council will continue to work with its partners, Greater Wellington Regional Council and the New Zealand Transport Agency, to achieve further improvements in public transport and cycling.

In subsequent years, stretch targets will be set for future years based on performance rates achieved, and network improvements, following the implementation of the Car Share Policy. The goal will be to raise targets closer to those set by cities such as Sydney, which aims to increase penetration of car sharing to 10 percent of all households by 2016.

Promotion of car sharing

In addition to providing a subsidy for the exclusive use of car parks, the Council will provide ongoing marketing and promotion of Wellington's car share schemes through its website and at one-off events as appropriate.

Electric car share vehicles

The Car Share Policy covers electric vehicles used for car sharing. A separate policy on electric car charging stations will be developed.

Review

The Car Share Policy will be reviewed 3 years after the policy is approved.

PART TWO: RULES OF OPERATION AND DESIGN GUIDELINES

Car share operators

To qualify for Wellington City Council assistance, a car share operator will be required to enter into a legal agreement with the Council and must:

- develop over time a network of cars in locations that are accessible to all members where density and demand allows the successful utilisation of the vehicle
- allow any driver with a full licence to join, subject to reasonable creditworthiness and driving history checks
- supply an internet and/or phone-based booking system available to members 24 hours per day, which allows immediate booking of vehicles – the vehicle occupying the car share space must be available 22.5 hours per day, 7 days a week, as well as meeting all other criteria
- ensure that no vehicle in an on-street space is booked for longer than 3 consecutive days, unless a replacement car share vehicle is provided for the space
- display the organisation's livery or logo on the car share vehicle
- be registered as a rental service under the Land Transport Rule.

Operators will need to acknowledge the Council as a partner and provide:

- full details about the organisation and governance arrangements
- a clear business plan that:
 - provides evidence of the commercial viability of the scheme or, in the case of new entrants, indications of the potential commercial viability
 - sets out the scheme's targets for membership growth and utilisation
 - outlines the organisation's experience in establishing similar schemes
- detailed plans about how the scheme will run, including:
 - the process for becoming a member of the scheme and membership options
 - fees and charges, and payment options
 - the operating model that will be used, and process for using a vehicle
 - systems/infrastructure that supports the scheme
- agreed data management, reporting and evaluation systems
- a promotion and marketing plan.

The Council reserves the right to reject any application for the establishment of an on-street car share space. The Council may also refuse speculative and large-scale placement of car share vehicles in the absence of reasonably foreseeable resident and business demand.

Operating model

Car share operators using the A–A ("back to base") car share operating model will be eligible to apply for a car park subsidy and exclusive use of the car park from Wellington City Council. Over time, the Council will move to widen the policy to allow for the A–B ("one way") and Zonal (within specific areas) models.

All car share operators with cars owned or leased by the car share provider, as well as cars owned by members and shared with other members (peer-to-peer), are covered by the Car Share Policy. Vehicles will need to meet all relevant vehicle standards.

Growth in long-term membership, not just the level at which hireage fees are set, has been identified as key to the success of car share schemes. The Council will expect to see a clear plan for how the provider will promote its business and seek to increase membership.

The Council will support car sharing through its promotion of the scheme on its website, and by including links to the car share operators' own websites.

Reporting

Car share operators will be required:

- to provide 6-monthly
 - a detailed usage report, itemised by location, indicating numbers of bookings per month, average trip distance and length of booking
 - membership levels and composition between businesses and individuals
- to make any financial records relating to performance available for inspection and audit during, or up to 6 years after the completion of, the contract.

Permits

Permits for car share vehicles will be issued to approved car share providers that meet all Council criteria. A nominal fee for the administrative costs of issuing permits may apply to all car share vehicles.

The Council will fund in full the line-marking and signage of car share spaces for the first 2 years of the car share scheme, after which this will be reviewed.

Non-compliance

In the case of non-compliance with the rules of operation, as set out in the contract with the car share operator, the Council will in the first instance discuss any breaches with the operator. If the breach cannot be resolved satisfactorily, the Council may impose sanctions to remedy the breach and deter future non-compliance.

Sanctions, if applied, will be progressively escalated and may include suspension of an operator's right to use a dedicated car share space or termination of an operator's agreement with Wellington City Council.

Enforcement

Wellington City Council will enforce regulations that prohibit non-car share vehicles parking in car share spaces.

All costs associated with infringement notices given to the car share vehicle will be met by the operator. The Council will not waive parking infringement notices that have been issued to car share vehicles.

PART THREE: MONITORING AND EVALUATION FRAMEWORK

A key part of the policy is evaluating how car sharing develops in Wellington so that changes in the behaviour of members and impacts of the policy can be understood.

The Monitoring and Evaluation Framework has been designed to help understand the extent to which the Council's car share investment:

- reduces car ownership by participants
- increases the use of public transport and active modes by participants
- reduces car use by participants
- reduces the number of cars in Wellington, traffic congestion, and cars parked in the city
- reduces vehicle emissions.

The following higher level outcomes will be also explored (noting that these are impacted by a range of other TDM initiatives and other factors):

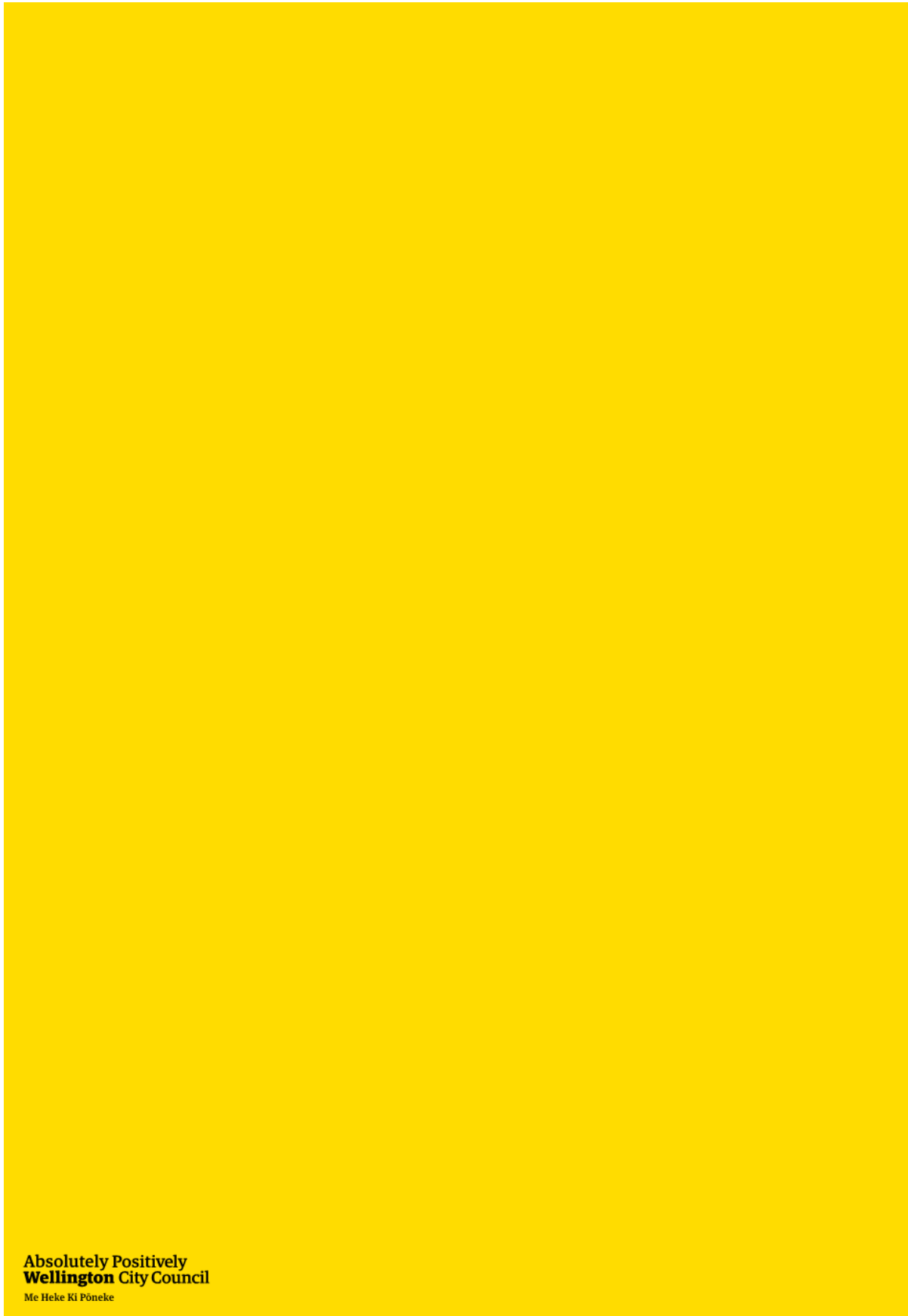
- improving quality of life
- well-managed population growth
- the sustainability of Wellington City.

The monitoring and evaluation approach will be adapted to incorporate what has been learnt from the car share pilot.

International research about the impacts of car sharing will inform measures and the evaluation approach for this policy. Evaluation activity will draw data from a range of sources, which could include:

- performance monitoring of car share providers – membership, car share travel data by users
- customer surveys – pre-scheme, ongoing and exiting scheme
- customer and provider interviews
- Wellington City Council data and data analysis methods to assess emissions and managed growth impacts, and provide comparison data for personal transport characteristics.

A yearly report will be produced over the 3-year period up to the policy review in August 2019. The year two report will coincide with the review point of Council car parks being provided to car share operators, and the year three report will report the full results to inform the policy review.



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REPORT OF THE ENVIRONMENT COMMITTEE MEETING OF 4 AUGUST 2016

Members: Mayor Wade-Brown, Councillor Ahipene-Mercer, Councillor Coughlan, Councillor Eagle, Councillor Foster, Councillor Free, Councillor Lee, Councillor Lester, Councillor Marsh, Councillor Pannett (Chair), Councillor Peck, Councillor Ritchie, Councillor Sparrow, Councillor Woolf, Councillor Young.

The Committee recommends:

UPDATE OF THE TERMS AND CONDITIONS OF THE WASTE BYLAW 2008

Recommendations

That Council:

1. Adopt the Terms and Conditions as detailed in attachment one of this report and that it revoke any previous Terms and Conditions.
2. Agree the date these Terms and Conditions come into force is the day after the date the Council resolves to adopt the Terms and Conditions.

Attachments

Attachment 1. Waste Bylaw | Terms and Conditions

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PART 9 – WASTE MANAGEMENT - TERMS AND CONDITIONS

Collection, transportation and disposal of waste

18 AUGUST 2016

1 Introduction and commencement

- 1.1 These are Council resolutions made pursuant to the Wellington City Council Consolidated Bylaw 2008: Part 9 – Waste Management, and should be read in conjunction with it.
- 1.2 Under Clause 4.2.1, Part 9 (Waste Management) of the Consolidated Bylaw 2008, the Council may specify the terms and conditions for waste collection services by publicly notified Council resolution, and that Council is not required to formally consult before making such a resolution.
- 1.3 These resolutions shall come into force on 18 August 2016.

2 Terms and conditions for collection services

- 2.1 The Council may specify controls for the following matters in relation to the collection or transportation of waste from a public place:
 - (a) the area to which the control applies;
 - (b) the type, size and construction of approved containers that may be used for the separation, storage and collection of recyclable materials and rubbish;
 - (c) the categories of recyclable material and rubbish that may be deposited at or collected from a public place;
 - (d) requirements to ensure the correct separation of recyclable materials and rubbish into approved containers;
 - (e) the conditions applicable to any collection service from a public place, including the placement and retrieval of approved containers for collection, collection times and restrictions on the number and weight of approved containers;
 - (f) the locations, access times and conditions of use of council waste collection points;
 - (g) any other operational matter required for the safe and efficient operation of a collection service from a public place.

- 2.2 Any person providing or using a recyclable materials and/or rubbish collection service in or from a public place must comply with all controls made by the Council relating to that collection.
- 2.3 These terms and conditions apply to all waste and recycling, including collections from private contractors.

3 Separation of waste and approved containers

- 3.1 The Council's suburban recyclable materials and rubbish collection service differs from the inner city recyclable materials and rubbish collection service.
- 3.2 For Council collection services in the inner city areas (as defined by the appended map) the Council has approved the following official containers for recycling and waste collection service:
 - (a) Recycling: clear plastic bags branded with the Wellington City Council logo and printed with "official recycling bag" (supermarket bags are acceptable). Glass should be in a separate bag to other recyclables;
 - (b) Rubbish: yellow plastic bags branded with the Wellington City Council logo and printed with "official rubbish bag".
- 3.3 For the Council recyclable materials and rubbish collection service from suburban areas the Council has approved the following official containers:
 - (a) Recycling:
 - a. glass only – the official Council 45-litre green crates
 - b. for other recyclable material – either the Wellington City Council black and yellow 140-litre wheelie bin or the Council's 70-litre green recycling plastic bags.
 - (b) Rubbish; yellow plastic bags branded with the Wellington City Council logo and printed with "official rubbish bag".
- 3.4 The occupier, owner and/or the manager of any premises must ensure that the approved container is kept in a safe location, hygienic, in good repair, and without any modifications or alterations to its appearance.
- 3.5 The occupier, owner and/or the manager of a premises must ensure that the domestic waste from the premises is separated into recyclable materials and rubbish in approved containers for collection.

- 3.6 Recyclable materials put out must be clean, and not contaminated by food or other material.
- 3.7 No person may deposit in the approved containers, material that is not approved for it.
- 3.8 The 140-litre wheelie bin will remain the property of the Council. Wheelie bins are allocated to specific addresses and should not be removed from the premises it is allocated to under any circumstances, i.e. if you change residence. Bins do get damaged from time to time. If the bin is damaged in such a way that it is no longer functional, the Council may deliver a replacement. The Council reserves the right to charge residents who do not take proper care of the bin.

4 Categories of recyclable material and rubbish for public collection

- 4.1 The following recyclable materials can be placed in approved Council 45-litre green crates for collection:
 - (a) Glass – clean, unbroken glass bottles and jars without lids.
- 4.2 The following items can be placed loose inside your recycling bin or green recycling bag:
 - (a) Paper – newspaper, paper bags, telephone directories, envelopes and office paper;
 - (b) Cardboard – plain, corrugated, food and drink cartons including pizza and cereal boxes;
 - (c) Plastic – pots, tubs, trays and bottles;
 - (d) Metal – tins, cans, and bottle/jar lids.
- 4.3 Cardboard and paper may be put out for collection in the following way.
 - (a) Cardboard – flattened and securely tied with string or tape into bundles under 15kg in weight and no larger than a full official recycling bag
- 4.4 All waste that cannot be recycled must be placed in a yellow official Council plastic rubbish bag. This includes:
 - Cardboard and/or paper cartons that are waxed, plastic or foil backed i.e. tetra packs, or have food on it.
 - Food waste
 - Clingfilm and cellophane

- Perspex and similar non-recyclable plastic
 - Foil
 - Plastic bags
 - Crisp packets
 - Polystyrene, including meat and food trays
 - Window glass, mirrors and similar material
 - Crockery and cookware
 - Paint and containers that contained paint
 - Motor oil and grease containers that contained motor oil and grease
 - Batteries
 - Lightbulbs
 - Aerosols
 - construction and demolition waste
 - Electric cables, rope, string and similar material
 - Nappies
 - Sanitary products
 - Pet waste
 - Shoes, textiles and clothes
- 4.5 If households compost their food waste and recycle other materials there is very little that should be left to put in a yellow rubbish bag.
- 4.6 The Council may specify or amend the categories of recyclable material and rubbish that may be deposited at or collected from a public place. Any amendments will be publically notified.
- 4.7 Building, construction and/or demolition waste, commercial and garden waste, and hazardous materials and substances, including those that require special handling as defined by the Hazardous Substances and New Organisms Act 1996, the most common of which are listed below are not permitted for recyclable and rubbish collection. They may not be placed in a public place for collection, unless authorised by the Council under this bylaw. Prohibited waste includes;
- Explosive or any highly flammable material, including gas canisters
 - Radioactive material, asbestos or paint
 - Trade rubbish, offal, dead animals or infectious matter
 - Any waste removed from any part of a drainage or sewerage system
 - Hot ashes. Cold ashes must be well wrapped
 - Unwrapped sharp objects. Any broken bottles, glass items or sharp objects must be well wrapped
 - Medical waste including hypodermic and other syringes with or without needles are not permitted

- 4.8 Household substances which are excluded from the recyclable and rubbish collection services may be taken to the Hazardous Waste Facility at the Southern Landfill.

5 Placement and removal of waste

- 5.1 Approved rubbish and recyclable material containers put out for collection must be in an upright position, securely contain all material within the container, and be placed for collection:
- (a) on a public street, without obstructing the footpath or carriageway, off the roadway, as close to the kerb as possible, or in line with any permanent obstructions
 - (b) as close as possible to the front of the premises from which the waste originated unless the container is placed at a collection point agreed with/prescribed by the Council;
 - (c) at times consistent with this bylaw
 - (d) at any other specified place or time as determined by the Council.
- 5.2 The Council may vary designated collection days from time to time and will advise affected residents accordingly.
- 5.3 The suburban recyclable materials and rubbish collection service differs from the inner city recyclable materials and rubbish collection service;
- (a) In the inner city areas (as defined by the appended map) recyclable materials will be collected weekly and rubbish collection will be nightly.
 - (b) In suburban areas, glass and other recyclables, in approved containers, will be collected on alternate weeks as specified for each area. Household rubbish, in official yellow Council pre-printed plastic bags, is collected weekly.
- 5.4 There is a limit of two approved glass crates per household that can be collected each fortnight. Excess recyclable materials may be taken to the Recycling Centre at Southern Landfill.
- 5.5 The maximum weight for the contents in a recycling bag or green crate is 15 kilograms.
- 5.6 The permitted times for the deposition and collection of recyclable materials and rubbish are as follows:

- In the inner city areas (as defined by the appended map):
 - a. Approved containers must be placed at an appropriate pick-up location by the latest time as notified by the service provider, on the day of collection.
 - b. Collection is permitted 7 days per week between 6pm and 7am.
 - c. No container, recyclable material and rubbish is permitted in public places, in the inner city area between 7am and 5pm.
 - For all other areas:
 - a. Approved containers must be placed at an appropriate pick-up location by the latest time as notified by the service provider, on the day of collection.
 - b. Collection is permitted only on week days and only between 7am and 7pm.
- 5.7 The Council may dispense streets for earlier collections and will advise affected residents accordingly.
- 5.8 Private collection containers must be put out at times and locations in accordance with a private collection contract, and comply with 5.8 above.
- 5.9 All containers and any uncollected recyclable materials and rubbish are to be removed from the public place by 7am the day following scheduled collection or it may be deemed illegal dumping. Under the Litter Act 1979 minor illegal dumping can attract an infringement notice of \$400 or \$2,000 if taken to court.
- 5.10 The occupier, owner and/or the manager of any premises are responsible for any recyclable materials and rubbish.
- 5.11 Any recyclable materials and/or rubbish generated on a premises remains the property and responsibility of the depositor, be that an occupier, owner and/or the manager, until it has been collected, and is considered litter under the Litter Act 1979 if not removed from the public place.
- 5.12 The owner and/or the manager of a multi-unit development must make provision for the management of all recyclable materials and rubbish generated within the property, including identification of an adequate area on the premises for the storage of containers that is readily accessible to the occupier of units and to waste operators, to enable separate collection and transportation of recyclable materials, rubbish and/or organic materials.

- 5.13 The emptying of pedestrian bins in public places in association with street cleaning activity may occur on any day and time.
- 5.14 Collections from community clean-ups at beaches or other public areas, may occur on any day.

6 Matters for a safe and efficient collection service operation

- 6.1 Collection activity is not permitted to generate any unreasonable adverse impact on the operation of the transport network or safety.
- 6.2 On Principal, Arterial and Golden Mile roads (as defined under the District Plan) collection during peak commuter traffic times must be avoided (typically weekdays between 7am and 9am and between 4pm and 6pm)
- 6.3 Vehicle and pedestrian traffic may not be disrupted at any time for more than 2 minutes without a Council-approved Temporary Traffic Management Plan.
- 6.4 The Council may not collect recyclable materials and rubbish from private streets.
- 6.5 The Council may declare some public streets, or parts of public streets, unsafe for collection where it is not possible to safely collect recyclable materials and/or rubbish, or a certain type of container. There will be no collection of recyclable materials and/or rubbish from the streets so declared. Approved containers, or any other containers for recycling materials and/or rubbish must not be placed for collection in the affected area.
- 6.6 In these situations, the Council will recommend a safe collection location and/or an approved container that allows a safe and efficient operation of a collection service. All recycling and rubbish is to be placed in a safe collection point as designated by the Council. (Note: this collection point may be a distance away from the household).
- 6.7 The Council has rights to withhold recycling and/or rubbish collection services to a property for a predetermined period of time when, after notification, a property is consistently non-compliant with this bylaw. In such circumstances, the resident or household must not place recyclable materials or rubbish out for collection by the Council until otherwise advised by Council.
- 6.8 The noise generated during the collection and placement processes of any recycling and/or rubbish is subject to the District Plan noise controls requirements at all times.
- 6.9 The Council do not provide collection services for inorganic rubbish. Inorganic material may be taken to the Southern Landfill.

- 6.10 The Council may approve variations to public or private collection times for reasons of health, safety or congestion. Requests can be made to the relevant Council Director. Where a request for variation also requires a change in existing collection times, affected parties must be notified and given the opportunity to have their views considered. If a variation is approved, the collection service provider must notify all affected customers in writing of the times for when recycling and/or rubbish must be put out.

7 Waste management and minimisation for events

- 7.1 Any organiser of an event must obtain prior approval from the Council of a waste management and minimisation plan for the event.
- 7.2 The Council may require a waste management and minimisation plan to set out:
- a. an estimate of the types and amounts of waste to be generated by the event;
 - b. how waste generated by the event is to be minimised;
 - c. the steps to maximise the collection and use of recyclables and reusable material;
 - d. the equipment to be provided for the storage, collection and transportation of waste and diverted material;
 - e. the person responsible for the collection and disposal of waste and the methods to be used;
 - f. a waste analysis following the conclusion of the event.
- 7.3 The organiser of an event must comply with the approved waste management and minimisation plan.
- 7.4 The provision and maintenance of temporary bins in areas of short-term increased demand, such as for events, may be approved under the Footpath Management Policy 2007.

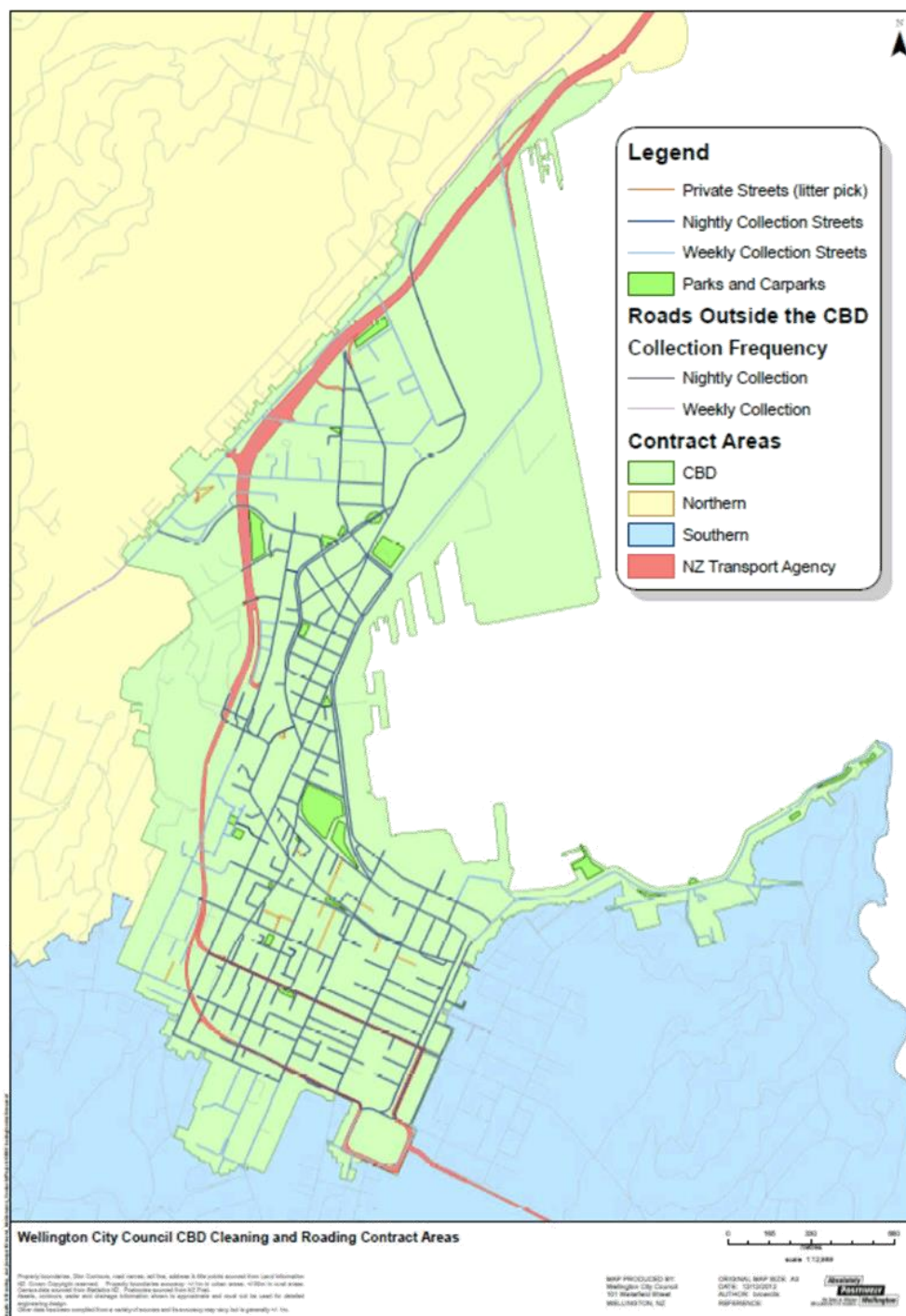
8 Terms and conditions use of the Southern Landfill

- 8.1 The landfill operates during the hours determined by the Council and published on the Council website.
- 8.2 The Southern Landfill and Recycling Centre accepts household and commercial general waste, recyclable materials including green waste and

hazardous waste. A full list of material able to be disposed of at the landfill is published on the Council website.

- 8.3 All loads must be covered and secured. Any recycling or waste spilled from a vehicle at the landfill site must be picked up and put into the collection vehicle by the collector. Offending vehicles may be prosecuted and/or rights of access to the Southern Landfill restricted.
- 8.4 Commercial operators are also referred to the Collection and Transportation of Waste Bylaw 1997: Collection and Transportation of Waste Bylaw
- 8.5 The charges for disposing of waste in the landfill and for depositing divertible or hazardous material shall be as determined annually by Council through the Annual Plan process. The Council may make additional charges where special handling and/or storage is necessary, and as required by the Waste Minimisation Act 2008.

Appendix 1 Inner city collection areas



REPORT OF THE GOVERNANCE, FINANCE AND PLANNING COMMITTEE MEETING OF 25 AUGUST 2016

Members: Mayor Wade-Brown, Councillor Ahipene-Mercer, Councillor Coughlan, Councillor Eagle, Councillor Foster, Councillor Free, Councillor Lee, Councillor Lester (Chair), Councillor Marsh, Councillor Pannett, Councillor Peck, Councillor Ritchie, Councillor Sparrow, Councillor Woolf, Councillor Young.

The Committee recommends:

2016/17 Capital and Operational Expenditure Review

Recommendations

That the Council:

1. Agree to the funding changes to the projects and programmes outlined in Tables 2-4 below:

Table 2: Capital funding requests	Project	Project Name	2016/17 capital funding requests	2016/17 AP	2016/17 proposed
Activity Area			\$000s	\$000s	\$000s
Environment	CX033	Reserve purchases	160	0	160
Environment	CX348	Botanic Gardens	1,140	530	1,670
Social and recreation	CX507	Synthetic Turf Upgrades	1,400*	1,789	3,189
Social and recreation	CX369	Burial and cremations	80	316	396
Social and recreation	CX366	Pavilion upgrades	25	1,622	1,647
Urban development	CX406	Central City Framework	250	2,527	2,777
Total capital funding requests			3,055	6,783	9,839

Table 3: Operational funding requests	Project	Project Name	2016/17 operational funding request	2016/17 AP	2016/17 proposed
Activity Area			\$000s	\$000s	\$000s
Environment	C298	Coastal operations	150	1,229	1,379
Total operational funding requests			150	1,229	1,379

Table 4: Capital expenditure timing changes	Project	Project Name	2016/17 reprioriti sed spend	2016/ 17 AP	2016/1 7 propos ed	1st Trienni um 17/18 - 19/20
Activity Area			\$000s	\$000s	\$000s	\$000s
Environment	CX513	Water - Reservoir upgrades	500	353	853	3,528
Social and recreation	CX181	Playground Area upgrades	(172)	455	283	4,000
Social and recreation	CX366	Public Convenience and pavilions	(330)	1,622	1,292	1,268
Total capital expenditure timing changes			(2)	2,430	2,428	8,797

4. Agree to the funding changes outlined in the Wellington City Urban Cycleways Programme Review and Refresh paper for project CX112, as outlined below:

CX112	2015/16 \$000s	2016/17 \$000s	2017/18 \$000s	2018/19 \$000s	Total \$000s
Current programme	\$5,672	\$7,522	\$21,316	\$2,738	\$37,249
Refreshed programme	\$3,288	\$6,108	\$13,908	\$11,560	\$34,864
2015/16 Carry-forward				\$2,384	\$2,384
Total revised funding	\$3,288	\$6,108	\$13,908	\$13,945	\$37,249

Attachments

Nil

4. Public Excluded

Resolution to Exclude the Public:

THAT the Council :

Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
4.1 Appointment to a Council-Controlled Organisation	7(2)(a) The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.	s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.
