Infrastructure and Services Committee

Notice of Meeting
A meeting of the Infrastructure and Services Committee will be held in the Council Chamber, Forum North, Whangarei on:

Wednesday
13 April 2011
9.00 am

Committee
Cr G M Martin (Chairperson)
His Worship the Mayor
Cr C B Christie
Cr S J Deeming
Cr A J Edwards
Cr S M Glen
Cr P R Halse
Cr J S Jongeijans
Cr B L McLachlan
Cr S L Morgan
Cr K J Sutherland
Cr W L Syers
Cr M R Williams
Cr J D T Williamson
## INDEX

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1. Minutes of a Meeting of the Infrastructure and Services Committee held 9 March 2011

## CONFIDENTIAL INDEX

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Recommendations contained in this agenda are NOT final decisions.
Please refer to the minutes for resolutions.
1. Minutes: Infrastructure and Services Committee
Wednesday, 9 March 2011

Minutes of a meeting of the Infrastructure and Services Committee of the Whangarei District Council held in the Council Chamber Forum North on Wednesday 9 March 2011 at 9.00 am.

Present:
G M Martin (Chairperson)

His Worship the Mayor M C A Cutforth (9.02am), Crs C B Christie (9.03am), S J Deeming, A J Edwards, S M Glen, P R Halse, J S Jongejans, B L McLachlan, S L Morgan, K J Sutherland, W L Syers, M R Williams and J D T Williamson

Apology:
His Worship the Mayor (late arrival)

Moved: Cr Martin
Seconded: Cr Jongejans

“That the apology be sustained.”

CARRIED

In Attendance:
Chief Executive Officer (M P Simpson), Group Manager Infrastructure and Services (S Weston), Democracy and Legal Services Manager (J Singh), Parks and Recreation Manager (P McDonald), Communications Manager (P Rose), Land Record Support Officer (R Jeffcoate), Councillor Support (J Benyon) and Senior Meeting Co-ordinator (C Brindle)

1. Confirmation of Minutes of a Meeting of the Infrastructure and Services Committee held on 9 February 2011

Moved: Cr Martin
Seconded: Cr Jongejans

“That the minutes of the meeting of the Infrastructure and Services Committee held on 9 February 2011, including the confidential section, having been circulated, be taken as read and now confirmed and adopted as a true and correct record of proceedings of that meeting.”

CARRIED

2. Long Term Council Community Plan (LTCCP) Performance Report to December 2010

Moved: Cr Halse
Seconded: Cr Morgan

“That this report be received.”

CARRIED

His Worship the Mayor joined the meeting at 9.02am during discussions on Item 2.
Cr Christie joined the meeting at 9.03am during discussions on Item 2.

3. Hatea Sewer Pump Station Emergency Storage Tank and Treatment

Infrastructure and Services Committee
13 April 2011
P:\Temp - agendas\1 Minutes of a Meeting of the Infrastructure and Services Committee held 9 March 2011.docx
Moved: Cr Williams  
Seconded: Cr Morgan

“That Contract 10074 Hatea Pump Station Emergency Storage Tank be awarded to United Civil Construction Ltd for $4,070,018.00 excluding GST.”

CARRIED

4. Appointment of Trustees to Otonga Cemetery Board

Moved: Cr Jongejans  
Seconded: Cr Martin

“That the proposed appointments of Peter James Raughton, Innes Gregory Wyatt and Felice Croft as the new trustees of the Otonga Cemetery Board be approved.”

CARRIED

5. Sierra Avenue – No stopping

Moved: Cr Williamson  
Seconded: Cr Martin

“1. That pursuant to the Whangarei District Council Parking and Traffic Bylaw 2007, clause 14, it is hereby resolved that the parking of vehicles be prohibited at all times as described in the schedule below:

Schedule:

a) Sierra Avenue

On the south side of Sierra Avenue, starting from the existing No-Stopping lines and continuing south-west for 8 metres down Sierra Avenue.”

CARRIED

6. Proposed No-Stopping Lines: Intersection of Farmers and Grant Street

Moved: Cr Christie  
Seconded: Cr Williamson

“That Council do not proceed with No Stopping Lines on Grant Street.”

Procedural motion

Moved: His Worship the Mayor  
Seconded: Cr Jongejans

“That this item does lie on the table and not be further discussed at this meeting.”

CARRIED

7. Proposed No-Stopping Lines: Intersection of Wrack and Davies Street, Regent
Moved:  Cr Williamson  
Seconded:  Cr McLachlan

“1. That pursuant to the Whangarei District Council Parking and Traffic Bylaw 2007, clause 14, it is hereby resolved that the parking of vehicles be prohibited at all times as described in the schedule below:

Schedule:

b) Wrack Street
   On the northern side of Wrack Street, starting at the western boundary of Davies Street and extending west for 10 metres.

c) Davies Street
   On the western and eastern side of Davies Street starting from the corner of Wrack/Davies intersection and extending 10 metres north.”

CARRIED

8. Proposed No-Stopping Lines: End of North Street

Moved:  Cr McLachlan  
Seconded:  Cr Glen

“1. That pursuant to the Whangarei District Council Parking and Traffic Bylaw 2007, clause 14, it is hereby resolved that the parking of vehicles be prohibited at all times as described in the schedule below:

Schedule:

d) North Street
   At the end of North Street, starting just south of the driveway of 18 North Street and extending around the cul-de-sac finishing directly opposite 18 North Street.”

CARRIED

9. New Road Name

Moved:  Cr McLachlan  
Seconded:  Cr Williams

“That the new public road off Great North Road be named Springs Flat Road.”

CARRIED

The meeting closed at 9.36am

Confirmed this 13th day of April 2011

G M Martin (Chairperson)
2. Temporary Road Closure

Reporting officer  Mike Henehan  (Bylaw Co-ordinator )
Date  24 March 2011

Vision, Mission and Values
This event is supportive of our vision to be a vibrant and thriving district.

Local Government Act 2002 – The Four Well-Beings
Cultural:  No impact.
Economic:  Supporters and participants will visit Whangarei resulting in a significant positive economic impact. There will also be extensive media coverage.
Environmental:  No environmental impact is anticipated. As a standard condition for such events, organisers are required to deliver a bond to Council to cover any environmental damage.
Social:  Positive impact from participation in this event.

2011 International Rally of Whangarei
Rally New Zealand intend to hold this rally from 15 to 17 July 2011 with a testing day planned for 13 July 2011. The event has been awarded FIA Asia Pacific Rally Championship status and it is also a round of the New Zealand Rally Championship.

The New Zealand round of the FIA Asia Pacific Rally Championship receives extensive TV and media coverage. The Championship is available to viewers in over 129 countries with a measured audience in 2010 of 410 million viewers.

The organisers will continue to work closely with local community groups to ensure community involvement and to provide opportunities for fund raising from visiting spectators.

Temporary road closures are requested as indicated in the recommendation.
Consultation with occupants of premises within the closure area is underway. Additionally, other parties who may be affected by the closure of central business district streets will be consulted and a traffic management plan will be provided.

The attachment supplies further details.

Recommendation
1. That, pursuant to the Transport (Vehicular Traffic Closure) Regulations 1965, the following roads be closed to vehicular traffic for the 2011 International Rally of Whangarei:
   Testing:
   Wednesday 13 July 2011
   Hilford Road
   Period of closure: 8am to 5pm
   Ceremonial Start:
   Friday 15 July 2011
   Cameron Street from John Street to James Street.
   James Street, from Cameron Street to Robert Street.
   Period of closure: 1pm to 7.30pm
Rally:
Saturday 16 July 2011
**Finlayson Brook Road** from State Highway One to the district boundary.
Period of closure: 7am to 3.30pm

**Ararua Road** from the district boundary to Bull Road. **Bull Road** from Ararua Road to the district boundary.
Period of closure: 7.15am to 4.30pm

**Stead Road** from the district boundary to Taipuha Road. **Taipuha Road** from Stead Road to Neville Road. **Neville Road** from Taipuha Road to Hosking Road. **Hosking Road**, from Neville Road to Paparoa Oakleigh Road.
Period of closure: 8.30am to 5pm

Sunday 17 July 2011
**Waipu Caves Road** from Shoemaker Road to Mangapai Caves Road. **Mangapai Caves Road** from Waipu Caves Road to Graham Road. **Graham Road** from Mangapai Caves Road to Ruarangi Road. **Ruarangi Road** from Graham Road to Paparoa Road.
Period of closure: 6am to 2.30pm

**Waipu Gorge Road** from the district boundary to Durham Road.
Period of closure: 6.45am to 2.45pm

2. That side roads off the roads to be closed above be also temporarily closed for a distance of up to 100 metres from the intersections for safety purposes.

3. That the Chair of the Infrastructure and Services Committee and the Infrastructure and Services Manager be delegated to consider objections and cancel or amend the road closure conditions as appropriate.

Attachment

[Application for Temporary Road Closure – International Rally of Whangarei](#)
International Rally of Whangarei

15 – 17 July 2011

21 March 2011

Mr Michael Henehan
Council Secretary
Whangarei District Council
Private Bag 9023
WHANGAREI

Dear Mike

Re: Application for Temporary Road Closures

The 2011 International Rally of Whangarei will be held from 15 to 17 July. It has been awarded FIA Asia Pacific Rally Championship status. It is also a round of the New Zealand Rally Championship.

The Rally is organised by Rally New Zealand which is a non-profit organisation representing motorsport’s national body, MotorSport New Zealand Inc. and member clubs.

The Rally has the following official status:
- FIA Asia Pacific Rally Championship for Drivers and Co-Drivers
- FIA Asia Pacific Rally Cup for Manufacturers
- FIA Pacific Cup for Drivers and Co-Drivers
- MotorSport New Zealand National Rally Championship

New Zealand has hosted a round of the Asia Pacific Rally Championship since its inception in 1988. The 2011 Championship will be held in six countries and three continents:
- New Zealand
- Australia
- New Caledonia
- Japan
- Malaysia
- China

The organisers work closely with local community groups to ensure community involvement and to provide opportunities for fund raising from visiting spectators.

This has worked particularly well with the Maungaturoto Co-Op. which is chaired by Jim Rowlands.

PO Box 62-021, Mt Wellington 1641, Auckland, New Zealand
Ph: + 64 9 276-0882  Fax: + 64 9 276-0881  www.rallywhangarei.co.nz  info@rallywhangarei.co.nz
The member organisations of the Maungaturoto Co-Op. are:
- Maungaturoto Country Club
- Maungaturoto Lions Club
- Paparoa Lions Club
- Kamo Lions Club
- Mid Western Lions Club
- Maungaturoto Rotary Club
- Maungaturoto Ambulance
- Kaipara Hunt Club
- Marohemo Hall

These Community Groups benefit from funds raised from outside the district and in addition to this, local businesses enjoy buoyant sales during the period of the rally.

The New Zealand Round of the FIA Asia Pacific Rally Championship receives extensive TV and media coverage. The Championship is available to TV viewers in over 129 countries with a measured audience in 2010 of 410 million viewers. Full details are set out in the enclosed brochure.

The planned route for this year’s Rally will include special stages in your District and the Application for Temporary Road Closure is enclosed together with the application fee of $345.00. Would you please arrange a GST receipt for this payment.

RALLY NEW ZEALAND UNDERTAKE TO:

1. Contact all owners and occupiers of property adjacent to the road explaining details of the closure and deliver the first letter setting out the details of the road closure and a second letter in the ten days before the closure confirming the closure times and emergency procedures.

2. Erect signs at the intersections of the road during the month before the Rally setting out the details of the road closure times and the reconnaissance convoy times.

3. Details of the Traffic Management Plan are fully set out in our “Safety Plan”. This is prepared in accordance with the FIA Safety Standards. Draft details are enclosed and a copy of the Safety Plan will be forwarded to Council closer to the event.

   The TMP includes erecting Transit standard RG16 “Road Closed” signs at all intersections during the period of closure. All intersections will also be controlled by clearly identified Marshals.

4. The Rally is being held under a MotorSport New Zealand Inc. Permit which includes Public Liability Insurance of $10 million. A copy of the Insurance Certificate is enclosed.

5. Provide full emergency services including St John Ambulance, Doctors, Rescue Helicopter and AREC radio communications. All owners and occupiers of affected properties will be advised how to contact these services in an emergency.

6. Authorise the New Zealand Police to open the closed roads and should any emergency arise, access will be allowed for emergency vehicles.

7. Fully repair any damage to fences or private property.

8. Pay the full costs of advertising the proposed closure.
RECONNAISSANCE Thursday 13 July

1. **Reconnaissance Convoy**
   A two pass Reconnaissance Convoy will travel over the roads. Residents will be advised of the times by letter and by signs on the roads. The roads do not need to be closed for this.

2. **Rally New Zealand Supervision**
   The convoy will have a lead and sweeper cars plus roving officials supervising road behaviour.

3. **Police Supervision**
   Police will be in attendance.

4. **Reconnaissance Cars**
   Cars used for Reconnaissance will have identifying numbers on both rear side windows plus the windscreen and headlights will be switched on.

POLICE LIAISON
   Senior Sergeant Dickson

SPECTATOR SAFETY
The importance of setting up Special Stages for spectator viewing in a safe manner is an integral and important part of event organisation. We are continuing to improve our safety standards for the setting up of public areas. Particular points to note are:

1. Identification of quality viewing areas.
2. Identification of danger points within the viewing areas.
3. Erecting safety mesh fences plus taping and marking of the areas where public can stand with safety.
4. Training of spectator safety marshals so that they can in a firm and polite manner, advise the safety message to the public.

Rally New Zealand work with local community groups to make a spectator charge at controlled “quality viewing areas”. This is an excellent opportunity for local community groups to source funds from outside their area. This includes many opportunities for communities to raise funds from paddock parking, food stalls, and so on.

SERVICE PARK
The Service Park for both Saturday and Sunday will be at the Quayside Town Basin, Whangarei. This ensures that Rally New Zealand can supervise all servicing and provides a further spectator opportunity.

ROAD MAINTENANCE
Competitors are used to experiencing a wide variety of road surfaces so no preparation is necessary. Rally New Zealand recommend that Council review their grading timetable so that the planned road grading around the date of the rally is made immediately following the Rally. This will help to minimise both costs and resident concerns.
COUNCIL AND RESIDENT RECOGNITION

Rally New Zealand wish to record their sincere thanks to Councils and Residents for their continuing support of rallying. This support allows both your district and our country to gain valuable recognition, stimulate economic activity and provide residents with entertainment and leisure opportunities from this international event.

Please do not hesitate to contact the writer if you require any further information or representation to Council.

Yours sincerely

Willard Martin

SPORTING CO-ORDINATOR

Enc:  Insurance Certificate $10m
      TMP event
      TMP Ceremonial Start
      APRC Brochure
      Cheque $345.00
APPLICATION BY : RALLY NEW ZEALAND

TO : WHANGAREI DISTRICT COUNCIL

FOR : TEMPORARY ROAD CLOSURE

To ensure safety, Rally New Zealand will be restricting spectator access for a distance of 100 metres from the specified road and all adjoining side roads.

The road closure times in this application are based on the maximum time allowance for competitors running at the end of the field. In the normal course we would anticipate that we would be able to open the road approximately 60 minutes earlier.

Rally New Zealand recommend that Council review their grading timetable so that the planned road grading around the date of the rally is made immediately following the Rally. This will help to minimise both costs and resident concerns.

RALLY TEMPORARY ROAD CLOSURE

TESTING WEDNESDAY 13 July 2011

HILFORD ROAD - this will be run by Peter Nelson and the Northland Car Club

   Period of Closure       From 8.00am to 5.00pm.

CEREMONIAL START – FRIDAY 15 July 2011

Rally wish to use the Cameron Street Mall for the Ceremonial Start on Friday 15 July 2011. A Pre Start Park area is required to assemble the cars and display them to the public.

CAMERON STREET MALL

   Cameron Street from John Street to James Street.
   James Street from Cameron Street to Robert Street

   Period of Closure       From 1.00pm
                          Parking to be restricted by placing cones in parking spaces
                          as they are vacated
   At 2.00pm
   Road to be closed
   From 3.00pm
   Rally cars to assemble

The Traffic Management Plan for the Ceremonial Start is enclosed.
SATURDAY 16 July 2011

SS 1 & 5  BROOKS – as per map

_Finlayson Brook Road_ from SH 1 to the District Boundary

Period of Closure: 07.00- 15.30hrs
Estimated Number of Cars: 80

SS 2 & 6  BULL – as per map

_Ararua Road_ from the District Boundary to Bull Road
_Bull Road_ from Ararua Road to the District Boundary

Period of Closure: 07.15 – 16.30hrs
Estimated Number of Cars: 80

SS 3 & 7  CASSIDY – as per attached map

_Stead Road_ from the District Boundary to Taipuha Road
_Taipuha Road_ from Stead Road to Neville Road
_Neville Road_ from Taipuha Road to Hosking Road
_Hosking Road_ from Neville Road to Paparoa Oakleigh Road

Period of Closure: 08.30 – 17.00hrs
Estimated Number of Cars: 80

SUNDAY 17 July 2011

SS 9 & 13  WAIPU CAVES – as per map

_Waipu Caves Road_ from Shoemaker Road to Mangapai Caves Road
_Mangapai Caves Road_ from Waipu Caves Road to Graham Road
_Graham Road_ from Mangapai Caves Road to Ruarangi Road
_Ruarangi Road_ from Graham Road to Paparoa Road

Period of Closure: 06.00 – 14.30hrs
Estimated Number of Cars: 70

SS 10 & 14  WAIPU GORGE – as per map

_Waipu Gorge Road_ from the District Boundary to Durham Road

Period of Closure: 06.45 – 14.45hrs
Estimated Number of Cars: 70
# TRAFFIC MANAGEMENT PLAN

<table>
<thead>
<tr>
<th>Traffic Management Plan Reference</th>
<th>For Office Use Only</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Organization</strong></td>
<td></td>
</tr>
<tr>
<td>Contractor</td>
<td>Willard Martin</td>
</tr>
<tr>
<td>Client</td>
<td>Rally New Zealand</td>
</tr>
<tr>
<td><strong>Contract Name/Number</strong></td>
<td></td>
</tr>
<tr>
<td>International Rally of Whangarei</td>
<td></td>
</tr>
<tr>
<td>15 July 2011</td>
<td></td>
</tr>
<tr>
<td><strong>Location</strong></td>
<td></td>
</tr>
<tr>
<td>Road Name(s)</td>
<td>One way section of Cameron St. &amp; James St (from John St to Robert St.)</td>
</tr>
<tr>
<td>Road Level (LV, 1, 2, 3)</td>
<td>LV 1</td>
</tr>
<tr>
<td>Speed Limit</td>
<td>50</td>
</tr>
<tr>
<td>From RP</td>
<td>-</td>
</tr>
<tr>
<td>To RP</td>
<td>-</td>
</tr>
<tr>
<td><strong>Description of Activity</strong></td>
<td>To display rally cars before the Ceremonial Start of the International Rally of Whangarei</td>
</tr>
<tr>
<td><strong>Work Programme</strong></td>
<td>The road will be closed to display cars that are competing in the rally.</td>
</tr>
<tr>
<td><strong>Proposed/Restricted Work Hours</strong></td>
<td>Restricted Parking from 1.00pm Road Closed from 2.00pm to approx. 6.00pm</td>
</tr>
<tr>
<td><strong>Traffic Details (Main Route)</strong></td>
<td>AADT</td>
</tr>
<tr>
<td><strong>Peak Hour Flow</strong></td>
<td></td>
</tr>
<tr>
<td>Proposed Traffic Management Method</td>
<td>Active:</td>
</tr>
<tr>
<td></td>
<td>See attached diagram</td>
</tr>
<tr>
<td></td>
<td>At each road block there will be a marshal with radio contact with STMS.</td>
</tr>
<tr>
<td>Proposed Speed Restrictions</td>
<td>Not Applicable</td>
</tr>
<tr>
<td></td>
<td>Night:</td>
</tr>
<tr>
<td></td>
<td>At each road block there will be a marshal in high viz vest with illuminated traffic wand, in radio contact with STMS</td>
</tr>
<tr>
<td>Proposed Speed Restrictions</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>Positive Traffic Management Measures</td>
<td>Emergency services will be allowed through the road closure, if there is an emergency in the closed section of road.</td>
</tr>
<tr>
<td>-------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Contingency Plans</td>
<td>Property Damaged will be reinstated by Rally New Zealand (PL insurance $10m).</td>
</tr>
</tbody>
</table>
| Public Notification                 | Local Newspaper  
Letter Drop to residents/ retailers                                                |
| Personal Safety                     | Hi-vis Vests for marshals.  
Marshals will have radio contact with STMS.                                                 |
| On-Site Monitoring                  | **Attended:** Constantly. Within the road closure  
**Unattended:** Not Applicable  
**Overnight:** Not Applicable  
**Other times:** Not Applicable                                                          |
| Other Information                   | See Attached                                                                                       |
| Layout Diagrams                     |                                                                                                      |
| EED Applicable?                     | **No**                                                                                              | **Attached No**                                                                 |
| Traffic Controllers                 | Name (STMS)                                                                                         | Phone (24 hours)  
Willard Martin  
Cert No: 26515                                                                 |
|                                     | Name (TC)                                                                                           | Phone (24 hours)  
Stuart Barnett  
Cert No: 44172                                                                 |
<table>
<thead>
<tr>
<th>TMP prepared accurately to represent site conditions and submitted by</th>
<th>Contractor/Applicant</th>
<th>Date</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Willard Martin</td>
<td>21 March 2011</td>
</tr>
<tr>
<td></td>
<td>Cert No: 26515</td>
<td></td>
</tr>
<tr>
<td>Requires Amendment</td>
<td>Engineer</td>
<td>Date</td>
</tr>
<tr>
<td></td>
<td>Cert No:</td>
<td></td>
</tr>
</tbody>
</table>

**This TMP is Approved on the Following Basis**

1. To the best of the approving Engineer’s judgment this TMP conforms to the requirements of Transit New Zealand’s Code of Practice for Temporary Traffic Management.

2. This plan is approved on the basis that the activity, the location and the road environment have been correctly represented by the applicant. Any inaccuracy in the portrayal of this information is the responsibility of the applicant. The STMS for the activity is reminded that it is the STMS’s duty to “Postpone, cancel or modify operations due to the adverse traffic, weather or other conditions that affect the safety of this site” (reference A4.5).

**Approving Engineer:**

(Name and Certificate Number)

(Signature)

<table>
<thead>
<tr>
<th>Acceptance by TMC</th>
<th>TMC:</th>
<th>Date:</th>
</tr>
</thead>
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<tr>
<td></td>
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<td>Willard Martin</td>
<td>Rally of New Zealand</td>
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<tr>
<td><strong>Contract Name/Number</strong></td>
<td>2011 International Rally of Whangarei</td>
<td>RCA Consent Reference</td>
</tr>
<tr>
<td></td>
<td>Saturday / Sunday 16 / 17 May 2011</td>
<td></td>
</tr>
</tbody>
</table>

## Location
- **Road Name(s):** See attached
- **Road Level (LV, 1, 2, 3):** LV 1
- **Speed Limit:** 50
- **From RP:** To RP

## Description of Activity
Road Closures for 2011 International Rally of Whangarei

## Work Programme
Roads will be closed as per our Road Closure Schedule

## Proposed/Restricted Work Hours
See attached

## Traffic Details (Main Route)
- **AADT**
- **Peak Hour Flow**

## Proposed Traffic Management Method
- **Active:**
  - As per attached Layouts, Marshals will be in attendance at starts, finishes and road junctions.
- **Unattended:**
  - Not applicable
- **Night:**
  - Not applicable

## Proposed Speed Restrictions
Not applicable
<table>
<thead>
<tr>
<th>Positive Traffic Management Measures</th>
<th>Emergency services will be allowed to enter the closed section of road to attend any emergency.</th>
</tr>
</thead>
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<tr>
<td>Contingency Plans</td>
<td>The International Rally of Whangarei Safety Plan is prepared to comply with the FIA World Motorsport Council and MotorSport New Zealand Safety Standards. A copy of the Safety Plan will be forwarded to Council Public Liability $10m</td>
</tr>
</tbody>
</table>
| Public Notification                | Local newspapers  
Notices at Road Junctions  
2 x letter drops to affected residents |
| Personal Safety                    | Hi – Viz Vests for Marshals |
| On-Site Monitoring                 | **Attended:** Attended immediately after set-up  
**Unattended:** Not applicable  
**Overnight:** Not applicable  
**Other times:** Not applicable |
| Other Information                  | Not applicable |
| Layout Diagrams                    | See attached |
| EED Applicable?                     | No | Attached No |
| **Traffic Controllers**            | **Name (STMS)**  
Willard Martin  
Cert No: 26515 | **Phone (24 hours)**  
029 5766 437 |
| **Name (TC)**                      | **Phone (24 hours)**  
027 629 3516 | **Cert No:** 44172 |
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Approving Engineer: ..........................................................................................................................

(Name and Certificate Number)

..........................................................................................................................

(Signature)

Acceptance by TMC

<table>
<thead>
<tr>
<th>TMC:</th>
<th>Cert No:</th>
<th>Date:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Signature: ........................................................................................................
Mid Stage Intersection Layout (A)

- Road closed for Rally
- Rally tape: No Spectators
- Marshal's vehicle (if available)
- Block Marshal
- Road Closed Sign (RG18)
- Cones
- Motorsports Warning Signs (2W2)

Minimum 150m
Visible from 100m
Mid Stage Intersection Layout (B)

- Road closed for Rally
- Rally tape No Spectators
- Marshall's vehicle (if available)
- Block Marshal
- Road Closed Sign (RG18)
- Cones
- Motorsports Warning Signs (2W2)

Minimum 150m

Visible from 100m
### 2011 ROAD CLOSURE SCHEDULE

<table>
<thead>
<tr>
<th>SS</th>
<th>Name</th>
<th>km</th>
<th>1st Car</th>
<th>Closure Time</th>
<th>Council</th>
</tr>
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<tbody>
<tr>
<td></td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>FRIDAY 15 JULY – RECONNAISSANCE &amp; SHAKEDOWN</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Pohe Island</td>
<td>1.50</td>
<td>09.00</td>
<td>08.00 – 12.30</td>
<td>Whangarei DC</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>SATURDAY 16 JULY – LEG ONE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Brooks 1</td>
<td>13.60</td>
<td>08.53</td>
<td>07.00 – 15.30</td>
<td>Whangai DC / Kaipara DC</td>
</tr>
<tr>
<td>2</td>
<td>Bull 1</td>
<td>40.50</td>
<td>09.26</td>
<td>07.15 – 16.30</td>
<td>Whangai DC / Kaipara DC</td>
</tr>
<tr>
<td>3</td>
<td>Cassidy 1</td>
<td>23.62</td>
<td>10.24</td>
<td>08.30 – 17.00</td>
<td>Whangai DC / Kaipara DC</td>
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<tr>
<td>4</td>
<td>Super Special 1</td>
<td>1.50</td>
<td>11.27</td>
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<td>Whangarei DC</td>
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<tr>
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<td>13.15</td>
<td>07.00 – 15.30</td>
<td>Whangai DC / Kaipara DC</td>
</tr>
<tr>
<td>6</td>
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<td>13.48</td>
<td>07.15 – 16.30</td>
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<td>14.46</td>
<td>08.30 – 17.00</td>
<td>Whangai DC / Kaipara DC</td>
</tr>
<tr>
<td>8</td>
<td>Super Special 2</td>
<td>1.50</td>
<td>15.49</td>
<td>08.00 – 18.00</td>
<td>Whangarei DC</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>SUNDAY 17 JULY – LEG TWO</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Waipu Caves 1</td>
<td>21.34</td>
<td>07.48</td>
<td>06.00 – 14.30</td>
<td>Whangarei DC</td>
</tr>
<tr>
<td>10</td>
<td>Waipu Gorge 1</td>
<td>10.99</td>
<td>08.31</td>
<td>06.45 – 14.45</td>
<td>Whangai DC / Kaipara DC</td>
</tr>
<tr>
<td>11</td>
<td>Batley 1</td>
<td>20.06</td>
<td>08.54</td>
<td>07.00 – 15.00</td>
<td>Kaipara DC</td>
</tr>
<tr>
<td>12</td>
<td>Wairere 1</td>
<td>18.95</td>
<td>09.32</td>
<td>07.15 – 15.45</td>
<td>Kaipara DC</td>
</tr>
<tr>
<td>13</td>
<td>Waipu Caves 2</td>
<td>21.34</td>
<td>12.03</td>
<td>06.00 – 14.30</td>
<td>Whangarei DC</td>
</tr>
<tr>
<td>14</td>
<td>Waipu Gorge 2</td>
<td>10.99</td>
<td>12.46</td>
<td>06.45 – 14.45</td>
<td>Whangai DC / Kaipara DC</td>
</tr>
<tr>
<td>15</td>
<td>Batley 2</td>
<td>20.06</td>
<td>13.09</td>
<td>07.00 – 15.00</td>
<td>Kaipara DC</td>
</tr>
<tr>
<td>16</td>
<td>Wairere 2</td>
<td>18.95</td>
<td>13.47</td>
<td>07.15 – 15.45</td>
<td>Kaipara DC</td>
</tr>
</tbody>
</table>
We the Insurers, Vero Liability Insurance Limited confirm that Public Liability Insurance has been effected on the following basis:

Policy Number: HO-LPL- 6033042

The Insured: Motorsport New Zealand Inc., Rally of New Zealand Limited, The Motorsport NZ Scholarship Trust, The Motorsport Company Limited and member clubs and others as per policy

Policy Period:

From: 31 December 2010 at 4.00pm
To: 31 December 2011 at 4.00pm

Limit of Indemnity:

$ 10,000,000
$ 10,000,000

any one occurrence
any one policy period in respect of Products Hazard and/or completed Operations Hazard

Excess:

$ 1,000 per occurrence, except
$ 3,500 per occurrence in respect of Rally and Rallysprint Events

Extensions:

Punitive & Exemplary Damages
Limit of Indemnity $2,000,000 any one claim and in the aggregate
(Bodily Injury NZ only)

Forest & Rural Fires Act
Limit of Indemnity $2,000,000 per occurrence

Coverage:

Indemnity in respect of the Insured's legal liability to third parties Personal Injury and/or Property Damage.

Policy Form: As agreed

Signed for and on behalf of Vero Liability Insurance Limited

[Signature]

Authorised Officer

12 January 2011
3. New Road Name

Reporting officer  Ron Jefcoate

Date  23 March 2011

Vision, mission and values
This item is in accord with Council’s Mission, vision and values statement as it supports clear and unambiguous property addressing for emergency and utility services, contributing to community safety and well being.

Local Government Act 2002 – The four well-beings

<table>
<thead>
<tr>
<th>Cultural</th>
<th>Preferred names may reflect the cultural significance of the locality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic</td>
<td>No direct link</td>
</tr>
<tr>
<td>Environmental</td>
<td>Preferred names may reflect the geographical significance of the area</td>
</tr>
<tr>
<td>Social</td>
<td>Preferred names may reflect the historical significance of the area</td>
</tr>
</tbody>
</table>

Application for the naming of a new road – Resource consent

1. Beasley & Burgess Surveyors Ltd (I&R Buckley and R&S Bleakley) SD0841200
   All five affected property owners were consulted and unanimously agreed that Quail Rise is their first choice.

   Private Way
   - Quail Rise

Recommendation

That the new private way off Crane Road be named Quail Rise.

Attachments

1. New Road Name Application
2. Map
Application for the naming of a new road

SD0841200 – I & R Buckley and R & S Bleakley
Subdivision at Crane Road

Below is a summary of the road name submissions from the developer in order of preference.

<table>
<thead>
<tr>
<th>Proposed Status &amp; Class of road</th>
<th>Proposed Road Name</th>
<th>Reason &amp; Relevance</th>
<th>Accepted or Rejected</th>
<th>Local Maori consulted &amp; evidence supplied</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Right of Way</td>
<td>Quail Rise</td>
<td>This name reflects the presence of many resident Quail in the vicinity.</td>
<td>Accepted</td>
<td>Not Applicable</td>
</tr>
<tr>
<td></td>
<td>Fantail Way</td>
<td>This name reflects the bird life of the area.</td>
<td>Accepted</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Penny Lane</td>
<td>This name is after the name of Richard Bleakley’s pet dog.</td>
<td>Rejected</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Consultation:
All three names Quail Rise, Fantail Way and Penny Lane were put to the residents and they unanimously agreed on the name Quail Rise.

Recommendation:
Quail Rise

Document References:
TRIM 10/106768 Original road name application (received 6/10/2010)
TRIM 11/17869 Signed statements from each of the residents endorsing the name Quail Rise and confirming that there are sufficient numbers of resident Quail to justify the name.
Private Way to be named

New private way off Crane Road

SD0841200
I & R Buckley & R & S Bleakley
4. The Whangarei District's Preparedness for a Tsunami

Reporting officer  Antoinette Mitchell (Emergency Management Officer)
Date  23 March 2011

Vision, mission and values
This item is in accord with Council’s vision, mission and values statement as it fulfils our legal obligation to prepare for emergency events.

Local Government Act 2002 – The four well-beings
Cultural  This item has no impact of cultural significance.
Economic  This item makes reference to the appropriate use of public funds.
Environmental  This item has no effect on environmental issues.
Social  This item gives detail on how the council will support the community during and after a tsunami event

Background
On Friday 11 March at 6.46pm New Zealand time a magnitude 8.9 earthquake struck beneath the ocean off the east coast of Japan’s main island Honshu. This earthquake generated some very large local tsunamis along the Japanese coast as well as the smaller pacific wide tsunami that impacted New Zealand.

Tsunami hazard in Northland
The tsunami sources for New Zealand range from local, to very distant (more than 10,000 km away). Tsunami can occur anywhere around the New Zealand coastline but most of the historical tsunami have occurred on the east coast. Locally generated tsunami can have the biggest risk because of the limited warning time and the larger size of the waves. Northland is less earthquake prone than the rest of New Zealand, however there are several nearby sources where tsunami could be generated. The most damaging local tsunami for Northland is likely to be generated along the Tonga-Kermadec trench. An earthquake along this section of the plate boundary could generate tsunami waves of 4+ metres along sections of the Northland coast. At particular risk from this source is Helena Bay and Whananaki. Local tsunami may be large but the likelihood of one occurring is low (return period: approx 4,000 years).

In addition to local sources, Northland is also exposed to tsunami generated around the Pacific and Southern Oceans. These types of tsunami affect all parts of the coast, but some locations are more affected than others. The level of impact depends in part on the tsunami source and in part on the shape of the local coastline. This type of tsunami has been experienced several times over the past four years (e.g. Samoan, Chilean and Japanese tsunamis).

Table one gives an overview of these different tsunami sources.

Table 1

<table>
<thead>
<tr>
<th>Tsunami Type</th>
<th>Travel Time to NZ</th>
<th>Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local source</td>
<td>&lt;60 minutes</td>
<td>Tonga-Kermadec trench</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Submarine landslides or a slump in the continental shelf north of Northland</td>
</tr>
<tr>
<td>Regional source</td>
<td>1 – 3 hours</td>
<td>Solomon Islands</td>
</tr>
<tr>
<td></td>
<td></td>
<td>New Hebrides</td>
</tr>
<tr>
<td>Distance source</td>
<td>&gt;3 hours</td>
<td>South America</td>
</tr>
<tr>
<td></td>
<td></td>
<td>North America</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Samoa</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Japan</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Japan</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Aleutian islands</td>
</tr>
</tbody>
</table>
Impact of the Japanese tsunami in Northland

On Saturday 12 March the effects of the Japanese tsunami were noted in several of the District’s harbours. Below is a selection of eyewitness accounts:

Oakura Bay

The first surge hit our bay at 10.25 am. The tide was approximately half in. It immediately surged to over full tide and then retreated to below the low tide mark exposing normally covered rocks. These surges continued every half hour through until about 2 pm. The creek at the southern end of the bay was filled to capacity as the tide surged in and then when the bath plug was pulled and the water retreated at an amazing speed it created a spectacular disturbance out at sea as the next surge tried to enter the creek. The same disturbance to a much greater degree was seen at the entrance to the Whangaruru Harbour as the retreating surge met the next incoming one. There were no reports of damage and we noticed an improved respect of the danger of the tsunami by beach goers.

Whananaki Harbour

8.30 am. Water coming into estuary as a wave front at an accelerated rate, proceeding through estuary small front height only around 50mm, then went out again within 15 minutes.

11.00 am. Water racing into estuary forming a wave of around 250mm to 300mm high heading to South Side when it hit the shore it was obviously washing onto shore spreading along in front of the baches.

Bland Bay

Many high and low tides at least ten but some people saw twenty. Water was swirling and bubbling and looked like a washing machine. Boats were swinging and dragging their anchors. All buoys in the upper harbour were submerged. Most of them had come back up on Sunday but they are now sitting just on the surface.

How prepared for a tsunami is the Whangarei District?

A significant amount of work has been undertaken over the past year to increase the tsunami preparedness of the District. The main areas of work have been:

- Community Response Plans
- Tsunami Evacuation Maps
- Tsunami Sirens

Each of these projects is described in detail below.

Community Response Plans

Over the past twelve months Council has completed or nearly completed 15 Community Response Plans. This process is undertaken with community volunteers and the resultant plan details how the community will respond to an event, what resources and facilities they will use locally and how they will disseminate any warning messages. Table two outlines the current status of each of the plans.

<table>
<thead>
<tr>
<th>Community</th>
<th>Current Status of Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bland Bay</td>
<td>Plan and tsunami maps completed</td>
</tr>
<tr>
<td>Oakura (including Mokau &amp; Punaruku)</td>
<td>Plan and tsunami maps completed</td>
</tr>
<tr>
<td>Helena/Teal Bay</td>
<td>Draft plan completed</td>
</tr>
</tbody>
</table>
Community | Current Status of Plan
--- | ---
Whananaki | Draft plan and tsunami map completed
Tutukaka Coast (includes Ngunguru and Matapouri) | Draft plan completed
| Tsunami evacuation map being drafted
Pataua | Plan completed
Taiharuru | Plan completed
Whangarei Heads | Plan completed
Parua Bay | Plan completed
| Tsunami map completed
Tamaterau/Waikaraka | Plan completed
| Tsunami map completed
Onerahi | Plan completed
| Tsunami map completed
Portland | Plan completed
| Tsunami map completed
Ruakaka | Plan completed
| Tsunami map nearing completion
Waipu/Waipu Cove/Langs Beach | Plan completed
| Tsunami map completed

The Community Response Plans have been activated for Cyclone Wilma and more recently for the Japan tsunami. Community volunteers for each of the coastal communities were contacted and advised of the situation and asked to activate their telephone trees. These plans have proven to be a vitally important part of the District's preparedness and response to tsunami and other emergency events.

Tsunami Evacuation Maps
Each coastal community in the District has also been provided with tsunami evacuation maps. These maps have been produced by the Institute of Geological and Nuclear Sciences and show areas to be evacuated based on scientific models. Each community has also added evacuation routes and safe zones to the maps (See attachment for the Whananaki Tsunami Evacuation Map). The map shows three evacuation zones: a Red zone, an Orange zone and a Yellow zone. These zones are described as follows:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evacuation Zone Red (shore exclusion zone)</td>
<td>The beach and foreshore area – evacuate in any possible tsunami</td>
</tr>
<tr>
<td>Evacuation Zone Orange</td>
<td>Evacuate along with Red Zone when officially directed</td>
</tr>
<tr>
<td>Evacuation Zone Yellow</td>
<td>Consider evacuating all zones on any natural or information warning</td>
</tr>
</tbody>
</table>

During the Japanese tsunami the community was advised to stay out of the Red Zone.

Tsunami Sirens
Seventy tsunami sirens are being installed along the shores of the Whangarei District to warn coastal communities of likely tsunamis. This project began several years ago through the Northland Civil Defence Emergency Management Group, whose members include the region's three district Councils, the Northland Regional Council, emergency services and lifeline utilities. Work on the Whangarei network began in earnest several months ago, during which funding was agreed, the type of siren was selected, the system for installing, powering and activating it was designed, the equipment ordered and contracts between several organisations were completed.
The network in our District will compliment a similar network of about forty sirens to be established by the Far North District Council in future. The Department of Conservation is also planning to install four sirens on DoC land.

Whangarei District's most northerly siren will be installed at Bland Bay, its furthest south siren will be installed at Langs Beach, and six will extend along the Kaipara District’s east coast, to Mangawhai Heads. To date sirens have been installed in Ngunguru, Tutukaka and Whananaki North.

The Whangarei District siren network is jointly funded by Whangarei District Council ($60,000) and the Civil Defence Emergency Management Group ($60,000), with significant support from NorthPower which is installing and connecting the sirens and providing power at no cost. NorthPower will also maintain the system in the years to come. The sirens are activated through NorthPower’s network and their use is authorised by Civil Defence. They provide a warning that something is happening. When the siren is activated the community needs to turn on their radio or television to find out exactly what they need to do.

Photo 1: One of the first tsunami sirens being installed in Ngunguru by NorthPower.

**Future Work**

**Tsunami signage**

To complement the tsunami evacuation maps and sirens some tsunami evacuation signage and information boards will be installed in the communities. There is a national standard for the signage and information boards and a regional project is underway to source and install the signs in Northlands coastal communities. This is to ensure consistency across the region and greater numbers when ordering to keep the costs down. Quotes for the signage are currently being sourced.

Photo 2: One of the national standard tsunami evacuation signs
Alternate Emergency Operations Centre location

Council’s current Emergency Operations Centre is located in Forum North just outside the yellow evacuation zone and may not be an accessible place to work from during a tsunami event. Council has basic arrangements in place to utilise Kensington Stadium or the Ambulance Station as an alternate Emergency Operations Centre. A project was started some time ago to look at the possibility of sharing the alternate facility with the Northland Regional Council (who house the Group Emergency Operations Centre) and the Fire and Police. More work needs to be done to firm up the arrangements and an Emergency Operations Procedure needs to be drafted for the activation, staffing and set up of the centre.

Conclusions

The Whangarei District is significantly more prepared for a tsunami than we were two years ago. The community has enthusiastically supported the local planning concept and as a consequence has increased its local resilience for all types of emergencies. There is more work to be done in the areas of tsunami signage and the alternate Emergency Operations Centre.

Recommendation

1. That Council continues to support the work that is being undertaken with the community on the Community Response Plans.
2. That Council supports the installation of tsunami signage and information boards in the coastal communities.

Attachment

Whananaki Tsunami Evacuation Map
Evacuation zone criteria on this map:
- Red Zone is that area within about 50 m of the shoreline, or the beach areas.
- Orange Zone is that area below 15 m at the coast, and Yellow Zone below 35 m. Cutoff elevations decrease by 1 m every 200 m away from the coast, and by 1 m every 50 m away from significant rivers.

Evacuation Safe Location
- Local place of reference
- Walking Bridge (do not use in evac.)
- Walking evacuation route

Walking Bridge
- Evacuate away from the Red Zone for 24 hours after any tsunami warning, even small waves can be dangerous.
- Evacuation via the routes drawn on this map.
- Follow signed routes where present.
- Walk quickly if possible, drive only if essential, if driving, keep going once you are well outside of all evacuation zones, to allow room for others behind you.
- The first waves may not be the largest.
- Large waves may come after a series of small waves. The largest waves from distant sources may take many hours to arrive.
- There may be multiple waves separated by up to an hour, or more.
- Stay out of evacuation zones until given the official ‘all-clear’.

Warnings and Response
- Natural: In the case of a large earthquake (one it is hard to stand up in), unusual noises from the ocean, or changes in the ocean (e.g. the ocean rushing in or out), evacuate all zones. A wave may arrive within minutes, or take more than an hour to arrive.
- Official: Evacuate from the zone(s) stated in the warning and stay out until the official ‘all-clear’ is given. The official warning source is local Civil Defence, and their warnings may come to you via NZ TV/Radio broadcasts and emergency services. You may receive warnings from only one, or several sources.
- Informal: Warnings from friends or other members of the public may be correct. Verify the warning if you can do so quickly (via NZ TV/Radio broadcasts, local Civil Defence and emergency services) and evacuate all zones on any natural or informal warning.

Disclaimer: Zones are modelled using 20 m contours and spot heights. Accuracy could be improved, e.g. using ‘lidar’ data. Evacuation zone criteria on this map: Red Zone is that area within about 50 m of the shoreline, or the beach areas. Orange Zone is that area below 15 m at the coast, and Yellow Zone below 35 m. Cutoff elevations decrease by 1 m every 200 m away from the coast, and by 1 m every 50 m away from significant rivers.
5. Transfer Station Fees

Reporting officer  Mark Simpson (Chief Executive Officer)
Date  04 April 2011

Vision, mission and values

This item is in accord with Council’s vision, mission and values statement as it deals with appropriate disposal of solid waste.

Local Government Act 2002 – The four well-beings

Cultural  This item has minimal cultural impact
Economic  This item deals with the pricing for the disposal of solid waste
Environmental  This item has minimal environmental impact
Social  This item has minimal social impact

Summary

This item discusses a proposal to increase rubbish disposal fees at Council transfer stations. The fee increase is to match that made at the Re:Sort facility by its owner, Northland Regional Landfill Limited Partnership. Fees at Re:Sort are to increase from 1 May 2011.

Background

On 1 July 2009 Council sold the Re:Sort and Puwera landfill to Northland Regional Landfill Limited Partnership (NRLLP). Council is a 50% shareholder, along with Northland Waste Ltd.

The company, governed by a Board of Directors, is responsible for the management and operation of both facilities, including the setting of solid waste disposal fees.

NRLLP have advised Council that it has decided to increase fees at Re:Sort, effective 1 May 2011. It is recommended that Council respond to this change in the market by matching disposal fees. To not do so would most likely result in residents taking their rubbish to what would be the cheaper Council transfer stations. If that were to occur the cost to Council to operate the stations would increase as a result of handling and transporting greater volumes of rubbish.

Discussion

Council transfer stations are provided at 8 rural locations to provide a service to residents and with the exception of Ruatangata are open 7.30am to 5pm daily 7 days per week. The facilities are user pays, with set fees for rubbish disposal based on vehicle type, or number of rubbish bags.

Due to staffing costs and extended hours of operation the fees do not cover all operating costs, and the difference is made up from the targeted rate for Refuse Facilities of $138 per property. Should the Re:Sort increase fees and Council transfer stations not match that increase a market distortion would occur resulting in a lose, lose situation. Re:Sort would lose customers and Council and the general ratepayer would face higher costs due to the cost of transporting greater waste tonnages.

There is also a risk that, should unequal fees apply, residents who presently use the nearest disposal point would probably avoid Re:Sort and travel to rural transfer stations. This would be wasteful of fuel and alter transport patterns – vehicle usage on rural roads.
Proposal

The table below shows the current prices at Re:Sort and the Transfer Stations as well as the proposed prices for both from 1 May. It is recommended that Council transfer stations match these prices.

Table 1: Current Prices at Re:Sort and Transfer Stations (Inclusive of GST)

<table>
<thead>
<tr>
<th>Item</th>
<th>Item</th>
<th>Re:Sort Current</th>
<th>Transfer Station Current</th>
<th>Re:Sort &amp; Proposed Transfer Station from 1 May</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tonnage Rate Refuse</td>
<td>Refuse</td>
<td>$148.00</td>
<td>N/A</td>
<td>$148.00</td>
</tr>
<tr>
<td>Bag</td>
<td>Refuse</td>
<td>$2.30</td>
<td>$2.25</td>
<td>$2.30</td>
</tr>
<tr>
<td>Car Boot Refuse</td>
<td>Refuse</td>
<td>$12.00</td>
<td>$11.00</td>
<td>$15.00</td>
</tr>
<tr>
<td>S/W, SUV Refuse</td>
<td>Refuse</td>
<td>$21.00</td>
<td>N/A</td>
<td>$25.00</td>
</tr>
<tr>
<td>Light trailer (single axle) / Ute</td>
<td>Refuse</td>
<td>$28.00</td>
<td>$27.00</td>
<td>$35.00</td>
</tr>
<tr>
<td>Tonnage Rate Greenwaste</td>
<td>Greenwaste</td>
<td>$72.00</td>
<td>N/A</td>
<td>$74.00</td>
</tr>
<tr>
<td>Bag</td>
<td>Greenwaste</td>
<td>$1.20</td>
<td>$1.10</td>
<td>$1.20</td>
</tr>
<tr>
<td>Car Boot Greenwaste</td>
<td>Greenwaste</td>
<td>$6.00</td>
<td>$5.50</td>
<td>$8.00</td>
</tr>
<tr>
<td>S/W, SUV Greenwaste</td>
<td>Greenwaste</td>
<td>$11.00</td>
<td>N/A</td>
<td>$13.00</td>
</tr>
<tr>
<td>Light trailer (single axle) / Ute</td>
<td>Greenwaste</td>
<td>$15.00</td>
<td>$13.50</td>
<td>$18.00</td>
</tr>
</tbody>
</table>

Council fees and charges are set by the appropriate Committee of Council by resolution. It is therefore recommended that this Committee approve a new schedule of rubbish disposal fees at its transfer stations, as set out in the recommendation section of this report. For completeness all rubbish charges are shown in the table, but it is only the transfer station fees that are changed from those currently published.

Conclusion

The Re:Sort fees are to increase from 1 May. It is recommended that Council apply the same fees at Council owned rural transfer stations, to avoid market distortion, and likely diversion of rubbish from the Re:Sort facility to the transfer stations.

Recommendation

1. That council adopts the schedule of rubbish disposal fees set out below and incorporate these into Council’s published fees and charges documentation; and
2. That price increases are made effective from 1 May 2011.
<table>
<thead>
<tr>
<th>Charges for Rubbish Disposal (Inclusive of GST)</th>
<th>Rubbish</th>
<th>Vegetation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rubbish service at kerbside:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Official rubbish bag (65-litre) or sticker</td>
<td>$2.25</td>
<td></td>
</tr>
<tr>
<td>Small rubbish bag (35-litre)</td>
<td>$1.55</td>
<td></td>
</tr>
<tr>
<td><strong>Rubbish services at all WDC transfer stations:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standard rubbish bag (65 litre)</td>
<td>$2.30</td>
<td>$1.20</td>
</tr>
<tr>
<td>Small rubbish bag (35 litre)</td>
<td>$1.60</td>
<td>N/A</td>
</tr>
<tr>
<td>Car boot</td>
<td>$15.00</td>
<td>$8.00</td>
</tr>
<tr>
<td>Station wagons, people movers</td>
<td>$25.00</td>
<td>$13.00</td>
</tr>
<tr>
<td>Utes, Vans, 4 Wheel Drives</td>
<td>$35.00</td>
<td>$18.00</td>
</tr>
<tr>
<td>Trailers</td>
<td>$35.00</td>
<td>$18.00</td>
</tr>
<tr>
<td>Loaded vehicle plus loaded trailer</td>
<td>Combined fee</td>
<td>Combined fee</td>
</tr>
<tr>
<td><strong>Tyres:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car tyre</td>
<td>$3.60</td>
<td></td>
</tr>
<tr>
<td>Truck tyre</td>
<td>$14.40</td>
<td></td>
</tr>
<tr>
<td>4WD and light commercial tyre</td>
<td>$7.00</td>
<td></td>
</tr>
<tr>
<td>Tractor tyre</td>
<td>$17.00</td>
<td></td>
</tr>
<tr>
<td>Tyres on rim</td>
<td>As above + $2.20</td>
<td></td>
</tr>
<tr>
<td>Earthmover tyres</td>
<td>Not Accepted</td>
<td></td>
</tr>
<tr>
<td>Fridge &amp; Gas bottle decommissioning</td>
<td>$6.00</td>
<td></td>
</tr>
<tr>
<td><strong>Pohe Island:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clean fill</td>
<td>$7.70 per tonne</td>
<td></td>
</tr>
<tr>
<td>Concrete &amp; rubble</td>
<td>$51.10 per tonne</td>
<td></td>
</tr>
</tbody>
</table>