

Komiti o te Kaporeihana me ngā Whakahaere | Corporate and Operations Committee



Kaupapataka Wātea | Open Agenda



Notice is hereby given that an ordinary meeting of the Corporate and Operations Committee will be held on:

Ko te rā | Date: Wednesday 23 June 2021
Wā | Time: 9.00am
Wāhi | Venue: Council Chambers
35 Kenrick Street
TE AROHA

Ngā Mema | Membership

Koromatua | Mayor

Ash Tanner

Koromatua Tautoko | Deputy Mayor

Neil Goodger

Kaunihera ā-Rohe | District Councillors

Donna Arnold

Caitlin Casey

Teena Cornes

Bruce Dewhurst

James Sainsbury

Russell Smith

Kevin Tappin (Chair)

James Thomas

Adrienne Wilcock

Sue Whiting

Waea | Phone: 07-884-0060
Wāhitau | Address: PO Box 266, Te Aroha 3342
Īmēra | Email: secretary@mpdc.govt.nz
Kāinga Ipuranga | Website: www.mpdc.govt.nz



TAKE ITEM	NGĀ IHINGA TABLE OF CONTENTS	WHĀRANGI PAGE
1	Whakatūwheratanga o te hui Meeting Opening	3
2	Ngā whakapāha/Tono whakawātea Apologies/Leave of Absence	3
3	Pānui i Ngā Take Ohorere Anō Notification of Urgent/Additional Business	3
4	Whākī pānga Declarations of Interest	3
5	Whakaaetanga mēneti Confirmation of Minutes	3
6	Papa ā-iwi whānui Public Forum	3

NGĀ PŪRONGO A NGĀ ĀPIHA | OFFICER REPORTS

7	<u>Pūrongo me whakatau Decision Reports</u>	
	7.1 Property Purchase 12 Tainui Street, Matamata	4
8	<u>Information Reports</u>	
	8.1 Safety and Wellness Report	7
	8.2 Chief Executive Officer's Report	10
	8.3 Proposed (New) Land Transport Rule: Setting of Speed Limits 2021	54

TAKE MATATAPU | PUBLIC EXCLUDED

9	<u>Mōtini he aukati i te iwi whānui Procedural motion to exclude the public</u>	91
C1	Power Co Easement - Te Miro Forest Outdoor Adventure Park	

1 Whakatūwheratanga o te hui | Meeting Opening

2 Ngā whakapāha/Tono whakawātea | Apologies/Leave of Absence

That the apology from Cr C Casey be accepted and leave of absence from the meeting be granted.

3 Pānui i Ngā Take Ohore Anō | Notification of Urgent/Additional Business

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“An item that is not on the agenda for a meeting may be dealt with at that meeting if-

- (a) The local authority by resolution so decides; and
- (b) The presiding member explains at the meeting, at a time when it is open to the public,-
 - (i) The reason why the item is not on the agenda; and
 - (ii) The reason why the discussion of the item cannot be delayed until a subsequent meeting.”

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“Where an item is not on the agenda for a meeting,-

- (a) That item may be discussed at that meeting if-
 - (i) That item is a minor matter relating to the general business of the local authority; and
 - (ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but
- (b) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion.”

4 Whākī pānga | Declarations of Interest

5 Whakaaetanga Mēneti | Confirmation of Minutes

Minutes, as circulated, of the ordinary meeting of the Corporate and Operations Committee, held on 26 May 2021

6 Papa ā-iwi whānui | Public Forum

Property Purchase 12 Tainui Street, Matamata

CM No.: 2451704

Rāpopotonga Matua | Executive Summary

A Matamata businessman has approached Council expressing an interest in facilitating the purchase of 12 Tainui Street, Matamata.

The acquisition is for the purposes of establishing a commercial operation on the property.

The Committee is requested to determine whether it is prepared to consider the sale of the property.

Tūtohunga | Recommendation

That:

1. **The Committee determine if it is willing to sell 12 Tainui Street Matamata for the purposes of a commercial development.**

Horopaki | Background

A Matamata businessman has approached Council in relation to the purchase of land in the Matamata central business area.

The businessman is involved in bringing a new commercial operation to the town and has identified 12 Tainui Street as a suitable property.

Staff are not at liberty to provide more information on the nature of the commercial operation.

The BNZ currently leases part of the property for temporary banking facilities.

The property is zoned Business and is 1012 square metres.

Ngā Take/Kōrerorero | Issues/Discussion

Strategic use

There has been no specific strategic use identified for the property.

A community group had secured the right to establish a community garden on the property. This has not proceeded.

The current lease on the property is now on a month-by-month basis.

Council has received feed-back over the past 2-3 years that there is a lack of public parking in Matamata and the property could be used for this purpose.

It may be considered that it would be a better strategic outcome for the district to attract a new commercial operation to the town.

More information can be requested from the businessman if Council considers that this is fundamental to reaching a decision.

Disposal of Surplus land

If Council decides it is willing to dispose of the property for commercial purposes, Staff would recommend a process that maximises the return.

It is recommended that Council take advice on the disposal process.

A market valuation will be obtained.

Mōrearea | Risk

The property is in an excellent location in the central business area. There is an opportunity cost of owning an underutilised asset (ie vacant land). Council has a strong balance sheet and there is no particular financial imperative for Council to sell the property.

Sale of the property will eliminate the option to use the property for community purposes eg parking.

Conversely if Council does not sell the property, there may be a lost opportunity to establish a new commercial operation in Matamata.

Ngā Whiringa | Options

1. Council sell the property on a commercial basis and take advice on the optimal method of achieving this outcome.
2. Council retains the property for potential future community use.
3. Council requests further detail on the proposed commercial operation.

Ngā take ā-ture, ā-Kaupapahere hoki | Legal and policy considerations

If the property is to be sold it will be necessary to confirm that there is no obligation to offer the property to the previous owners.

Ngā Pāpāhonga me ngā Wātaka | Communications and timeframes

If Council decides that the property can be sold, a communication plan will be prepared.

Pānga ki te pūtea, me te puna pūtea | Financial Cost and Funding Source

Any disposal costs would be funded from sale proceeds

Ngā Tāpiritanga | Attachments

There are no attachments for this report.

Item 7.1

Ngā waitohu | Signatories

Author(s)	Manaia Te Wiata Group Manager Business Support	
-----------	--	--

Approved by	Manaia Te Wiata Group Manager Business Support	
-------------	--	--

Safety and Wellness Report

CM No.: 2447725

Rāpopotonga Matua | Executive Summary

The monthly Safety & Wellness Update for May 2021 is attached to the agenda. Kate Stevens, Safety & Wellness Team Leader will be in attendance to discuss the report with the committee.

Tūtohunga | Recommendation

That:

1. The information be received.

Ngā Tāpiritanga | Attachments

[A↓](#). Safety & Wellness Update May 2021



Ngā waitohu | Signatories

Author(s)	Kate Stevens Safety and Wellness Team Leader	
-----------	--	--

Approved by	Kelly Reith People, Safety and Wellness Manager	
-------------	---	--

Safety & Wellness Monthly Update: May 2021

Worker engagement

The Library and Customer Services Health and Safety Reps have been working with the Property Team to ensure that the redesign of their work areas at the Morrinsville Office provides good management of both security and ergonomic risks. It's fantastic to have them involved at this design phase to ensure that the work areas are functional for the users.

There was one Safety Star award nominee for May: Mariana Kara. Currently there is no H&S rep representing Building, Animal Control and Planning. Mariana offered to attend the H&S committee, attended the building team meetings and has been communicating with all three teams and raised issues on their behalf. Even though Mariana is not a H&S rep she has put time and effort into this and has been a positive presence at the meetings.

We will run an election for a representative for these teams during June.



Other happenings this month:

- Pink Shirt Day: staff across the organisation celebrated Pink Shirt Day (for prevention of bullying and celebrating diversity) with a shared morning tea.
- Focus on Driving: included a 'Fatal Vision' session promoting the importance of sober driving, attended by 53 staff.
- All but 16 permanent staff completed the Preventing Harassment training. We are scheduling further training for later in the year for those that missed out and new staff that join the organisation.

Hetana Streetscape Learning team

A group of people from across the organisation who were involved in the operational aspects of the Hetana Streetscape trial met to discuss learnings from the installation.

There were multiple teams involved in this project and key learning included the importance of :

- involving the different parties earlier in the design process
- good communication between teams
- planning.



Contractors

Worksafe have advised us they will not be taking formal enforcement in relation to the event involving a contractor last year. We will do further work to ensure that work carried out by contractors is recorded and work is coordinated between both parties to ensure that all risks or hazards are managed adequately. This relates particularly to the '3 C's' requirement to 'communicate, coordinate and cooperate' with other PCBU's.

Together we create a healthy, safe workplace where we thrive.

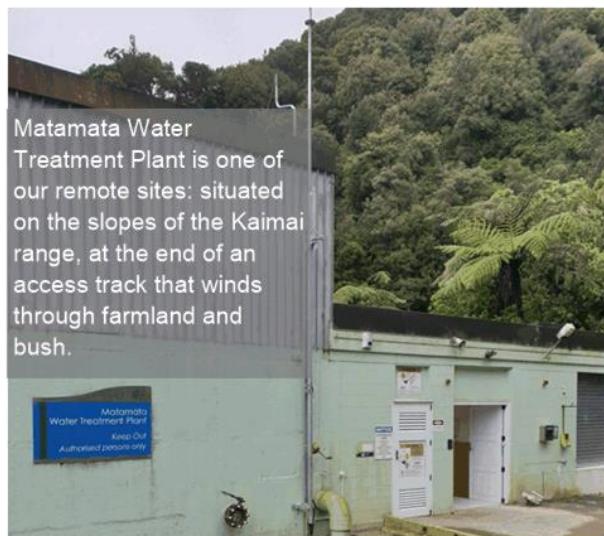
Lone Work

At MPDC we have a range of staff across the organisation who work alone. Section 21 of the Health and Safety at Work (General Risk and Workplace Management) Regulations 2016 specifically requires us to manage the risks associated with remote or isolated work. Lone workers – particularly those working late night shifts – may be at increased risk of confrontation or injury where some work tasks are more challenging to do alone. If incapacitated it is also more difficult for them to get assistance.

Our first consideration is whether the remote or isolated work is necessary. Then we think about whether the work is suitable for a lone worker or whether it should be done using a buddy system. We need to ensure that we have the appropriate support systems in place to reduce the risk if staff are working alone or in remote areas.

Our staff use a variety of measures to keep safe:

- High risk tasks are not done when working alone e.g. confined space entry, use of a chainsaw or work at height
- Sites that are higher risk have additional measures in place, e.g. some remote sites are not accessed in stormy weather or outside of daylight hours
- Work is done during daylight hours where possible
- Personal safety and self defence or customer conflict training is provided for staff that work alone
- GPS monitoring allows vehicles to be located
- Staff who work in the field carry mobile phones
- Panic buttons at customer-facing sites where staff work alone (e.g. i-Site, Firth Tower, Te Aroha Library)
- After-hours phone-in welfare system (used by some members of the Water and Waste Water Team)
- Planning and Roding teams have an informal 'check-in' process with their team members if they are going out on site
- Body cameras for Animal Control Officers
- Staff do background checks on properties before visiting. If a property is higher risk then either two staff attend or the Police are asked to assist.
- On call operators only attend call outs when necessary
- Fatigue management
- Emergency procedures, first aid training and first aid kits.



Matamata Water Treatment Plant is one of our remote sites: situated on the slopes of the Kaimai range, at the end of an access track that winds through farmland and bush.

After reviewing lone work across the organisation, we have some additional measures planned:

1. Provision of lone worker devices to the Water and Waste Water Operators. These teams work at remote sites and frequently work alone. The devices include a man-down function and more reliable communication in situations where mobile phone coverage is limited. We'll need to ensure that staff are confident in using these devices and that we monitor their use.
2. We will also review communication devices and body cameras for other teams: supervisors will check with their teams about whether any gaps in cell coverage are an issue for sites where they are working regularly, and we will consider whether lone worker devices are required for any other teams.
3. We will check that our high risk contractors are managing lone work appropriately.
4. We will work with key staff to document a procedure for lone and remote work, including a triage process for call outs.

Chief Executive Officer's Report

CM No.: 2448380

Rāpopotonga Matua | Executive Summary


The Chief Executive Officer's report for the period ending May 2021 is attached to the agenda.

Tūtohunga | Recommendation


That:

1. The information be received.

Ngā Tāpiritanga | Attachments

[A](#)  CEO report for period ending May 2021



[B](#)  Council Consents Received May 2021



Ngā waitohu | Signatories

Author(s)	Debbie Burge Executive Assistant to the Mayor & CEO	
-----------	---	--

Approved by	Don McLeod Chief Executive Officer	
-------------	--	--



Chief Executive Report

For the period ending

May 2021

Item 8.2

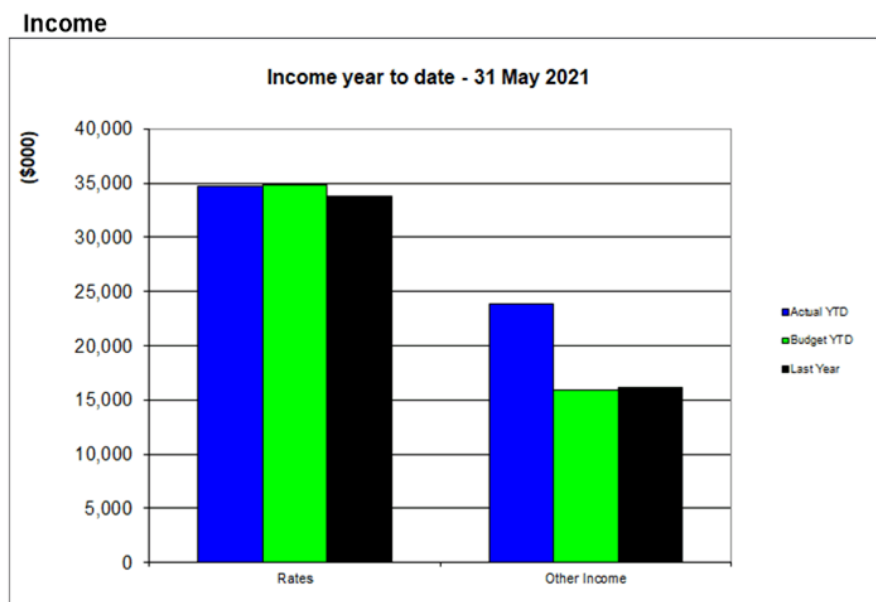
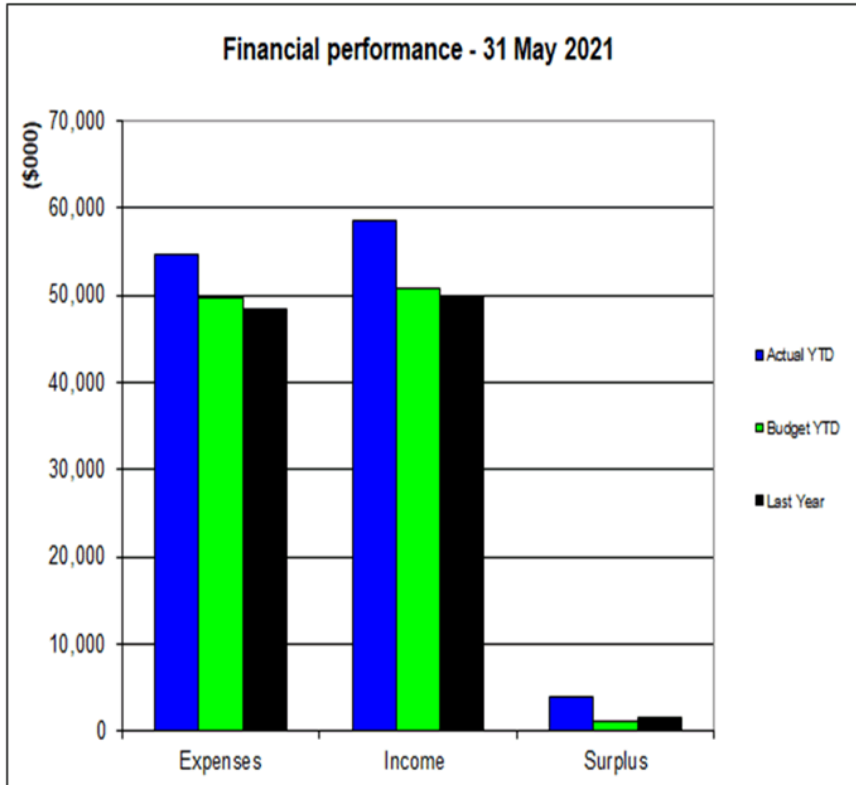
Attachment A

Contents

1.1	Finance.....	3
2.	Corporate Overview.....	13
2.1	Communications.....	13
2.2	Human Resources.....	14
2.3	Corporate and Legal Services.....	15
3.	Community Development overview.....	17
3.1	Planning.....	17
3.2	Building.....	19
3.3	Animal Control.....	20
4.	Service Delivery.....	22
4.1	Customer Services.....	22
4.2	Kaimai Valley Services.....	24
4.3	Roading.....	27
5.	Business Support.....	32
5.1	Community Facilities Operations.....	32
5.1	Property and Community Projects.....	36
5.2	Placemaking and Engagement.....	38
5.3	Assets Strategy and Policy.....	39

1.1 Finance

Council's financial result to 31 May 2021 is a surplus of \$3.89 million compared to a budgeted surplus of \$1.04 million. Total income is \$58.616 million, which is \$7.794 million higher than budget. Total expenses are \$54.726 million, which is \$4.944 million higher than budget. The detailed financial analysis is included in section 5 of this report, and a summary of the main variances are reported below.



Rates

Metered water consumption for large industrial users is lower than forecast, resulting in metered water being \$339,000 behind budget. This is offset by penalty income of \$145,000 that was not budgeted and growth in the rating base being slightly higher than budgeted. Overall, revenue from rates is \$97,000 below budget.

Other income

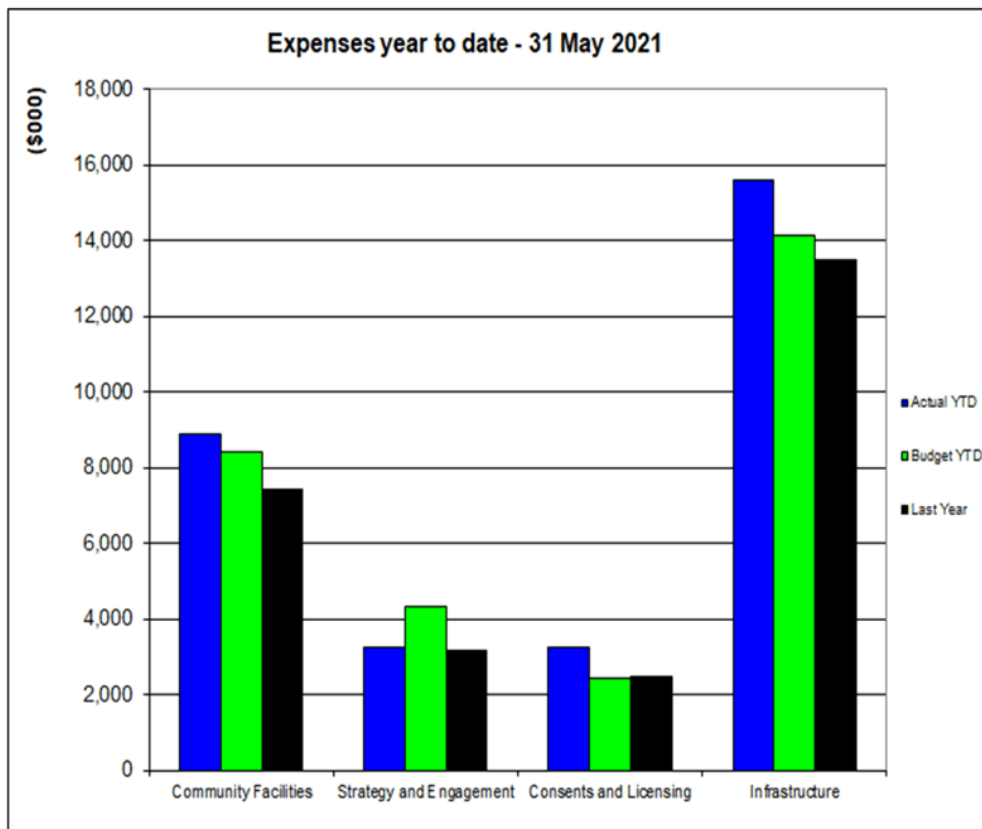
Other income is higher than budget by \$7.892 million. The main areas where other income has exceeded budget include:

- A number of grants have been received during the year that were not budgeted, including \$2.47 million from the three water reforms, \$1.241 million MBIE funding for the Hauraki Rail Trail extension project, \$323,000 for the toilet blocks and rest areas/carparks for Waharoa and Wairere Falls and \$132,000 received for Innovating Streets.
- Development and financial contributions received to date are \$2.442 million higher than budgeted, due to the significant development activity, particularly in Matamata and Morrinsville.
- Income from resource and building consents is \$905,000 higher than budgeted, again due to the significant development activity in the district.
- Pools and Spa income is higher than budgeted by \$147,000 due to high activity.
- Housing income is higher by \$84,000 due to higher lease income and an increase in EPH rents last year.
- LIM income and KVS private work income is higher by \$116,000.
- An increase in long term swap rates over the nine months to 31 March (the last revaluation date) resulted in a \$1.232 million gain on the value of Council's portfolio of interest rate swaps. The gain is as a result of an upward shift in longer dated swap rates.

The main areas where other income to date is lower than budgeted include:

- NZTA subsidy income is \$370,000 lower than budgeted
- Rubbish bag sales and income from transfer stations is lower than budgeted by \$169,000.
- The budgeted contribution of \$788,000 for Morrinsville's Avenue Road North storm water disposal project has not been received, as this project has not progressed.
- Vested asset income is recognised at the end of the year, resulting in this income being \$183,000 lower than budgeted at this point.

Expenses



Total expenses are \$54.726 million, which is \$4.944 million higher than budget. The significant areas of variance to budget include:

- Overall, salary and wage costs are \$714,000 lower than budget at this point due mainly to vacant positions.
- Three waters reform project costs of \$1.24 million (funded from the subsidy received) have been spent to date that we've not budgeted for.

Community Facilities – expenditure is \$471,000 higher than budget

- Property has incurred a number of large one-off costs for items like the demolition of Ngarua Hall (\$150,000), asbestos removal, boundary fencing etc, as well as increases to maintenance and cleaning costs.
- Expenses for Recreation and Culture are higher than budgeted at this point due to the Sports Waikato grant being paid earlier in year, and higher building maintenance undertaken.
- Asset Management costs are higher due to consultants used for the Morrinsville Walkway and Hetana Street innovation projects, and the Open Spaces Strategy.
- Expenses for Spa and Pools is more than budgeted due to greater activity and building maintenance costs.
- Building maintenance is higher mainly due to work in Firth Tower Museum and the Te Aroha Domain buildings.

Strategy and Engagement – expenditure is \$1,075,000 lower than budget,

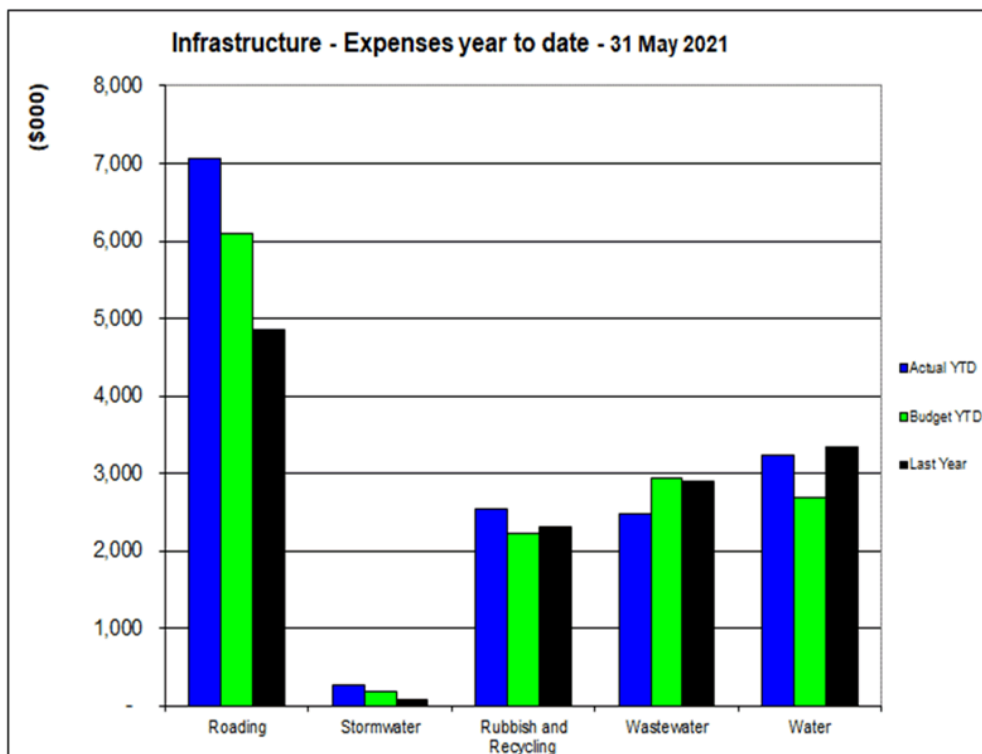
- Of the \$1.1 million budgeted for Covid-19 response, only \$322,000 has been spent to date, with the balance to be spent over the coming month or carried forward.
- This is offset slightly due to:

- election costs that are budgeted over 3 years, but that will not be spent this year, and
- The audit fees that will be paid over the later part of the year.

Consents and Licensing – \$825,000 higher than budget

- Processing costs for Resource and Building consents are higher than budgeted due to the significant development activity and the use of consultants to get through the volume of work.

Infrastructure activities



- Roothing expenditure is \$972,000 higher than budgeted at this point, mainly due to the \$1.14 million contribution paid to Hauraki District Council for the Hauraki Rail Trail project, funded from the MBIE grant received.
- Stormwater cost is higher due to investigation, emergency CCTV and clearing of stormwater lines due to flooding issues.
- Rubbish and recycling costs are \$307,000 over the budgeted level, largely due to variations in the refuse collection contract due to growth and commodity adjustments, more waste minimisation activities undertaken, waste management levies, and asset management costs in relation to work on the Waste Minimisation Plan, Waste Assessment and Feasibility Plan required by legislation. Green waste is higher during this month.
- Wastewater costs are \$461,000 lower than budgeted at this point, particularly in the areas of treatment plant, reticulation and asset management costs.
- Water costs overall are \$539,000 over budget with higher than budgeted treatment plant costs offset slightly by lower costs in reticulation.

1. Rates

The total rates levied for the 2020/2021 year were \$41.6 million (19/20 \$40.4 million). The balance of current rates owing at 31 May 2021 is \$801,000 representing a collection rate of 98.1% (19/20: 97.95%) The collection rate of arrears for the year is 60.3%. (19/20: 60.81%).

RATES STATUS REPORT		
As at 31 May 2021		
	May 2021 \$000	
Rates for 2020/21		
Total annual rates levied	41,621	
Balance of total current rates owing	801	
Current year rates collected YTD	40,820	
Percentage of current rates collected YTD	98.1%	
Arrears from prior years		
Opening balance	824	
Less statute barred arrears written-off	(21)	
Less arrears collected this year	(306)	
Total owing from prior years	497	
Percentage of arrears collected YTD	60.3%	
	2021	2020
Penalty applied for 1st instalment	49	48
Penalty applied for 2nd instalment	42	50
Penalty applied for 3rd instalment	38	44
Penalty applied for 4th instalment	43	44
Rates collection		
Number of rateable properties	14,887	14,584
Number of assessments paid by direct debit		
Weekly	591	543
Fortnightly	707	669
Monthly	1,013	1,004
Quarterly	3,020	2,757
Annually	27	20
TOTAL	5,358	4,993
Staff have processed 283 Change of Ownerships during May 2021 (144 May 2020 (affected by Covid)).		
The June \$500 draw for ratepayers signed up for direct debit and to receive rates invoices by email was won by a Matamata couple Brydie Laidler and Leah Higgins.		

2. External Borrowing – Policy compliance at 31 May 2021

Matamata Piako DC Funding, Liquidity and Interest Rate Position					
12 Month Forecast Core Debt:	32.1	31-May-21			
Liquidity Ratio	110%				
Actual	135%				
Policy Compliance	Y				
Fixed Rate Maturity Profile:					
Debt Period Ending	Debt Amount	Minimum %	Maximum %	Actual	Compliance?
Current	26.50	40%	30%	74%	Yes
Year 1	31.65	40%	30%	62%	Yes
Year 2	41.23	35%	85%	47%	Yes
Year 3	57.53	30%	80%	43%	Yes
Year 4	69.42	25%	75%	30%	Yes
Year 5	76.93	20%	70%	21%	Yes
Year 6	81.98	0%	65%	12%	Yes
Year 7	86.85	0%	60%	1%	Yes
Year 8	89.12	0%	50%	0%	Yes
Year 9	88.16	0%	50%	0%	Yes
Year 10	87.72	0%	50%	0%	Yes
Year 11	87.63	0%	25%	0%	Yes
Year 12	87.63	0%	25%	0%	Yes
Year 13	87.63	0%	25%	0%	Yes
Year 14	87.63	0%	25%	0%	Yes
Year 15	87.63	0%	25%	0%	Yes
Funding Maturity Profile:					
Years	0 - 3 years	3 - 7 years	7 years plus		
Policy Limits	15%-60%	25%-85%	0%-60%		
Actual Hedging	52%	48%	0%		
Policy Compliance	Y	Y	Y		
Weighted Average Duration:					
Funding	3.22 Years				
Fixed Rate Portfolio (swaps and fixed rate loans)	4.27 Years				
Weighted average margin	0.75%				
Weighted average Commitment/Line Fee	0.05%				
Weighted average fixed rate (swaps & term loans/bonds)	3.82%				
All up cost of borrowing (on draw debt)	4.04%				
Counterparty Credit Risk (Interest Rate Risk Mgmt Instruments and investments)					
Policy Credit Limit (NZ\$) per NZ Regulated Bank (Interest rate risk management)					\$ 10,000,000
Policy Credit Limit (NZ\$) per NZ Regulated Bank (Investments)					\$ 20,000,000
Policy Credit Limit (NZ\$) per NZ Regulated Bank (Total maximum per counterparty)					\$ 30,000,000
	Credit Exposure (Swaps)	Credit Exposure (Investments)	Compliance		
	(\$m)	(\$m)			
WPC	4.03	0.00	Y		
ANZ	0.00	0.00	Y		
ASB	0.00	0.00	Y		
BNZ	0.71	5.40	Y		
Kiwibank	0.00	0.00	Y		
CBA	0.00	0.00	Y		

Item 8.2

Attachment A

3. Treasury Investments at 31 May 2021

TREASURY INVESTMENTS As at 31 May 2021						
Deal number	Investment type	Counter party	Maturity date	Term (days)	Interest rate	Amount invested
Long-term Investments						
956	Borrower Notes	LGFA	15-Apr-23	3253	2.36%	64,000
1024	Borrower Notes	LGFA	15-Apr-24	2527	2.26%	32,000
1025	Borrower Notes	LGFA	15-Apr-25	2892	2.29%	48,000
1048	Borrower Notes	LGFA	15-Apr-26	2893	2.40%	48,000
1067	Borrower Notes	LGFA	15-Apr-27	2897	2.28%	40,000
1081	Borrower Notes	LGFA	15-Apr-24	1459	0.97%	80,000
1082	Borrower Notes	LGFA	15-Apr-25	1737	0.78%	87,500
1083	Borrower Notes	LGFA	15-Apr-26	2102	0.83%	87,500
Total Long-term Investments as at					31-May-21	487,000
Short-term and call investments						
1090	Term Deposit	Westpac	09-Nov-21	273	0.89%	5,400,000
Call	23 account	BNZ			0.25%	6,010,415
Total short-term and call Investments as at					31-May-21	11,410,415
Weighted Average Interest Rate						
This month		0.67%				
YTD		1.25%				
Investment Policy Compliance						
Complied						

Funds held in the BNZ call account are higher than usual this month. Usually we would have invested funds following the 4th rates instalment in May, however the available rates for term deposits of less than 30 days were lower than the call account rates, and the cash is required to meet short term cashflow requirements.

4. Detailed financial analysis

STATEMENT OF FINANCIAL PERFORMANCE TO 31 May 2021						
YTD 2020		Actual YTD	Budget YTD	Variance	Variance	Note
\$ 000		\$ 000	\$ 000	\$ 000	%	
INCOME						
33,775	Rates	34,765	34,863	-97	0%	1
6,033	Subsidies and grants	9,983	6,642	3,340	50%	2
6,861	Fees, charges	8,460	7,256	1,203	17%	3
263	Investments income	184	304	-120	-40%	4
2,765	Development and financial contribution	3,749	1,306	2,442	187%	5
242	Other	1,476	450	1,026	228%	6
49,938	TOTAL INCOME	58,616	50,822	7,794	15%	
EXPENSES						
14,844	Payments to staff	15,535	16,249	714	4%	7
1,066	Finance Costs	1,036	1,085	50	5%	8
13,190	Depreciation	13,997	13,448	-549	-4%	
19,322	Other Expenditure	24,158	19,000	-5,159	-27%	9
48,421	TOTAL EXPENSES	54,726	49,782	-4,944		
1,517	PROFIT(LOSS) FROM OPERATIONS	3,890	1,040	2,850		
<p>1 Metered water income is lower by \$339,000 due to lower industry consumption and Rates income is higher by \$145,000 rates penalty and rates are higher due to more development.</p> <p>2 Roading subsidy received to date is lower by \$370,000 than budgeted. This is negated by \$1,238,000 received for Hauraki rail trail project. Contribution of \$323,000 received for Wairere Fall car park and rest area toilet block. Avenue Road North Storm water disposal project contribution budgeted \$788,000 not received. \$25,000 received for water safety and \$40,000 for Library Partnership programme. and \$6,000 for Kerb extension and Balustrades. Water Reform grant received \$2.47 million. Grant for innovating street - Hetana street \$131,000 received during current year.</p> <p>3 Fees and charges are higher due to Dog registration received earlier in year higher by \$33,000. Resource consent and Building income is higher by \$523,000 and \$381,000 respectively. Housing income is higher by \$84,000 due higher lease income and increase in EPH rent last year and MM general property income is higher as 61 Tower Rd sale of land has not happened. Spa & Pool is higher by \$147,000 due to more activity which is partially negated by \$22,000 lower income T.A. event centre and Information Centre income due to lower activity. Library Income is lower due to lower book rental and Income for Library Manager Service budgeted but not realised as contract completed. Landfill recovery is down by \$74,000 and \$96,000 down in Rubbish bag sale. KVS Private work and LIM income is higher by \$67,000 and \$31,000 than budget.</p> <p>4 Interest received on investment (Term Deposits) is much lower than budgeted due to lower interest rates.</p> <p>5 Development contribution is higher than budgeted due to more development in MM and MV</p> <p>6 Gain on interest rate swaps of \$1.23m to 31 March. Vested asset income will be accounted for at the end of the year which is budgeted \$200,000 and petrol tax recovery is lower.</p> <p>7 Salary cost is lower due to vacant positions which is partially negated by higher cost in other expenditure (consultant in Resource consent)</p> <p>8 Finance cost is lower due to lower loan balance and lower interest rate. Depreciation cost is higher due to higher cost during revaluation</p> <p>9 There are number of overs and under across the activities as outlined below. The most significant areas of variance to budget includes: Three Water Reform cost \$1,238,000 is not budgeted will be funded from subsidy. Asset Management cost for Parks and reserve cost is higher mainly due to higher consultant cost for MV Walk, Hetana street innovation, Open Space Strategy etc. Higher cost on consultant in Roading for feasibility study of future plan, safety strategy etc. Roading expenditure is higher by \$932,000 due to contribution paid Hauraki negated by subsidy received for Hauraki rail trail. Property cost is higher due to demolition cost for Ngarua H \$150,000. T.A. property operating cost includes cost for design cost for Heritage tea house, Asbestos pre-demolition survey Skate Building, Domain house etc. Property general maintenance in higher includes one off charges such as asbestos removal from 96 Moore house Street Flats and Domain House and cost for boundary fence at Canada street will be recovered from Kiwi Rail. Cleaning cost has been increased. Administration cost for EPH is higher than budgeted. Resource consents expenditure is higher by \$698,000 than budgeted due to the high level of development activity in the district and less staff resulted in more consultant cost. Building consent cost is higher due to higher activity resulted in higher consultant cost. This higher cost is partially negated by lower salary (\$117,000) cost and higher income. Water treatment plant costs are higher by \$622,000 due to an increase in chemical cost and lab analysis costs, Hazardous Chemical Assessment, Topohaehae profiling, Comprehensive Dam Review. This also includes \$55,000 expensed from capital project. Higher cost in treatment plant is negated by lower Reticulation cost. Waste management cost is higher by \$307,000 includes levies, Minimisation activity and asset management. Wastewater expenditure is lower than budgeted.</p>						

YTD 2020 \$ 000	Actual YTD \$ 000	Budget YTD \$ 000	Variance \$ 000	Variance %	Note
DIRECT REVENUE ANALYSIS					
278 Community Development	188	27	161	598%	10
Community Facilities and Property					
1,192 Housing and property management	1,224	1,140	84	7%	
91 Libraries	87	128	-41	-32%	11
34 Parks and tracks	30	46	-16	-34%	
198 Public Amenities	586	218	368	169%	12
1,195 Recreation & Culture	1,508	1,383	125	9%	
2,711 Total Community Facilities and Property	3,435	2,915	521		
Roading Water and Waste					
6,161 Roading	7,152	6,277	875	14%	13
0 Storm water	0	788	-788	-100%	14
1,036 Rubbish & recycling	1,460	1,630	-169	-10%	15
626 Wastewater	586	625	-39	-6%	
1,958 Water	4,491	2,338	2,154	92%	16
9,781 Total Roading Water and Waste	13,690	11,658	2,032		
Consents and Licensing					
290 Animal Control	305	271	33	12%	17
1,083 Building consents and monitoring	1,348	967	381	39%	18
0 Civil defence	0	0	0		
547 Resource consent processing	1,073	550	523	95%	18
1,920 Total Consents and Licensing	2,726	1,788	938		
14,690 Total Activity Operating Revenue	20,040	16,388	3,652		
Notes:					
10 Private plan change income and income from equipment and service hire for events is higher than budgeted. Grant for innovating street - Hetana \$136,000.					
11 Library income is lower mainly due to Library Manager Service income budgeted but has not been realised. Book Rental income is lower than budgeted.					
12 Income is higher mainly due to higher sales of plot and burials at Matamata. Street Furniture contribution \$6,000 for Kerb extension not budgeted. Contribution of \$323,000 received for Wairere Fall car park and rest area toilet block.					
13 Roading subsidy received to date is lower by \$370,000 than budgeted. This is negated by \$1,241,000 received for Hauraki rail trail project.					
14 Budgeted Avenue Road North Storm water disposal project contribution delayed.					
15 Landfill recovery is down by \$74,000 and \$96,000 down in Rubbish bag sale compare to budget.					
16 Metered water income is lower by \$339,000 due to lower industry consumption. \$2.47 million received for 3 water reform.					
17 Higher income due to dog registration received in July for the year.					
18 Building Consent and resource consent income is higher due to high activity.					

YTD 2020	Actual YTD	Budget YTD	Variance	Variance	Note
\$ 000	\$ 000	\$ 000	\$ 000	%	
DIRECT COST ANALYSIS					
Strategy and Engagement					
828	846	1,714	868	51%	19
2,351	2,410	2,617	207	8%	
3,179	3,256	4,331	1,075		
Community Facilities and Property					
1,188	1,610	1,458	-152	-10%	20
875	900	956	56	6%	
1,563	2,049	1,905	-144	-8%	21
886	1,131	1,131	-0	0%	
2,196	2,430	2,305	-126	-5%	22
705	782	676	-105	-16%	23
7,414	8,901	8,430	-471		
Roading, Water and Waste					
4,861	7,139	6,091	-1,048	-17%	24
86	270	192	-78	-41%	25
2,302	2,540	2,232	-307	-14%	26
2,891	2,477	2,938	461	16%	27
3,335	3,226	2,687	-539	-20%	28
13,474	15,652	14,140	-1,512		
Consents and Licensing					
199	169	225	56	25%	29
877	1,166	975	-191	-20%	30
321	338	346	8	2%	
1,096	1,590	892	-698	-78%	31
2,492	3,263	2,439	-825		
26,560	31,073	29,341	-1,733		
19 Election cost is budgeted for 3 years will not be spent during year. \$1.1M budgeted for COVID 19 response will be spent later in year. Audit fees will be paid later in year. District plan and Regional co-ordination expenses are lower than budgeted.					
20 Property cost is higher due to demolition cost for Ngarua Hall around \$146,000. T.A. property operating cost includes cost for design cost for Heritage tea house \$30,000 (W24901). MM property general maintenance in higher includes charges of \$ \$22,000 & \$11,000 cost for asbestos removal from 96 Moorehouse Street Flats and Domain House. This higher cost is negated by \$200,000 provided for accommodation review.					
21 Parks and reserve cost is higher mainly due to higher consultant cost for Asset Management (MV Walk, Hetana street innovation, Open Space Strategy) etc. partially negated by lower cost in parks and reserves.					
22 Pools and Spa cost is higher than budget due to higher salary cost due to restructure. This includes Morrinsville Pool cost is higher by \$20,000 up to date where pool is closed for the current financial year.					
23 Recreation and culture cost is higher building maintenance including Waharoa Building maintenance and T.A. event centre cost. MV event centre cost is higher than budgeted					
24 Unsubsidised Roading is underspent on footpath and street cleaning , community programmes. Hauraki rail trail contribution paid to Hauraki district council \$1.14 Million					
25 Storm water cost is higher due to investigation, Emergency CCTV and clearing of SW lines due to flooding problem.					
26 Waste management levies cost is higher due to increase in Levy. Waste assessment and feasibility plan required by legislation. Variation charges to waste Management contract due to growth, commodity adjustment and inflation.					
27 Waste water treatment plant cost is lower by \$363,000. reticulation cost is lower than budgeted.					
28 Water treatment plant costs are higher by \$622,000 due to an increase in chemical cost and lab analysis costs. Hazardous Chemical Assessment, Topohaehae profiling , Comprehensive Dam Review. This also includes \$55,000 expensed from capital project. Higher cost in treatment plant is negated by lower Reticulation cost.					
29 Animal control cost is lower than budgeted for the period.					
30 Salary cost is higher and consultant cost is higher than budgeted due to higher activity.					
31 Resource consent cost is higher due to more activity and less staff resulted in more consultant cost.					

2. Corporate Overview

2.1 Communications

Quick stats

- Web traffic this month: 10,275 visitors (25.8%↓ on previous month)
- Total enewsletter subscribers: 4174 (0.33%↑ on previous month)
- Total Antenno subscribers: 2920 (0.37%↓ on previous month)
- Total Facebook followers: 7,203 (0.54%↑ on previous month)
- Events organised by Council: 3
- Events at Matamata Civic Centre: 30
- Events at Te Aroha Events Centre: 25

Events and Economic Development

- The Digital Boost skills training is the first initiative to be launched from the Digital Boost programme, a partnership between the Ministry of Business, Innovation and Employment (MBIE) and the private sector to support thousands of small businesses in realising the benefits of using digital tools and technologies in their business. In partnership with Te Waka we delivered two morning workshops in Matamata and Morrinsville of which were both well attended. We are currently in talks with Digi Boost to deliver follow up courses in the new financial year.
- The annual Industry Training Graduation held in conjunction with Mayors Task Force for Jobs was held at Silver Fern Farms Event Centre Te Aroha, Mayor Ash and Councillors congratulated 16 district graduates on their achievements. After the disappointment of not being able to hold this last year it was well received by all those that attended. We had the pleasure of acknowledging four of our own MPDC employees who had gained qualifications in their respective careers.
- Staff are working with Hamilton Waikato Tourism to develop a district Ambassador Programme, several staff who are involved in the process attended a Hamilton programme to experience the programme as an attendee.

Communications and Marketing

- The Council logo was redeveloped to comply with our Te Reo Policy. The revised logo will be rolled out over time (for example, as templates, vehicles, signs etc are renewed or reviewed)
- Communications team supported the Matariki Wānanga being organised at the libraries, developing videos and promotional materials to encourage registration
- Staff worked with the Corporate Strategy team to communicate the Long Term Plan decisions across a range of platforms
- The PawPrint newsletter was designed and printed to be mailed out to all dog owners with their registration notice.
- Staff led communications and engagement on the Hetana Street one way trial, working with local iwi, media, and interested parties to communicate the changes. This issue was highly topical on social media, requiring lots of monitoring and responses.
- The Communications team worked with the Facilities Operations Manager to communicate changes and challenges at Swim Zone Matamata, and ensure customers were informed.

Online and Digital Services

- The new library website was rolled live. The new site has a stronger focus on connecting customers with online library services and library events.
- The new equipment for videoconferencing arrived and has been set up.

2.2 Human Resources

Staff turnover figures for year to date from 1 July 2020 to 31 May 2021 are:

Year to date at	Office	KVS	Water & Waste Water	Libraries	Facilities	Total
	%	%	%	%	%	%
July 2020	0.84	2.3	0	7.41	5.0	2.15
August 2020	2.54	2.3	0	7.41	5.0	3.02
September 2020	3.39	2.3	0	7.41	7.59	3.89
October 2020	4.24	2.27	0	7.41	7.59	4.31
November 2020	6.72	6.82	0	7.41	7.59	6.44
December 2020	7.56	8.99	6.06	7.41	10.13	8.15
January 2021	8.40	8.99	18.75	7.41	12.20	9.83
February	10.08	8.89	18.75	7.41	22.78	12.47
March	9.96	16.09	18.75	7.41	24.39	14.07
April	12.5	18.6	18.75	14.81	24.39	16.27
May	13.06	23.53	18.18	14.81	24.39	17.37

Total permanent staff resigned up to 31 May 2021 = 41

2.3 Corporate and Legal Services

Te Aroha Spa Development

Capital of \$18.9m has been included in the final Long Term Plan (LTP) budgets between 2022/23-2023/24 towards the project. Submissions on these options have been called for as part of the LTP consultation. Of those who submitted on this topic, most (41%) have preferred the \$18.9 million option ('If you're going to do it, do it properly') as set out in the Consultation Document. Council considered the submissions at a hearing on 12/13 May 2021 and made a decision to include the \$18.9 million in the LTP. Council noted further due diligence is required before the project can proceed.

Staff have engaged a project manager to coordinate further work on this project. A project plan has been developed. Council formally approved proceeding with the project in December 2020. The Project Manager is currently reviewing the PGF feasibility and Business Case reports.

Formation of a Project Governance Group has been completed. Council has appointed Mayor Ash as Council's representative on the Governance Group and has confirmed the independent Chair and Co-Chairperson and an iwi representative. The Co-Chairs have appointed an additional independent member with expertise in tourism, which makes-up the full Governance Group. A second independent member with expertise in the spa industry is not being progressed at this time as the Project Governance Group felt this expertise could be brought in later, as required. A strategic planning session for the Project Governance Group was held in May. Planning is also underway for a visit to other spa facilities around NZ.

Annual Plan / Annual Report

Annual Report – The 2019/20 Annual Report was adopted by Council on 9 December 2020. This was delayed due to delays with the Regional Airport's accounts but was still signed off within the extended statutory timeframes due to Covid-19. The six month report (July – Dec 2020) was presented to Council in February and ARC in March along with the project brief for the 2020/21 Annual Report. We have received the draft management report for the 2019/20 Report from Audit NZ on 30 April 2021 and will be presented to ARC/Council in June 2021. Project planning for the 2020/21 Annual Report is well underway.

Long Term Plan (LTP)

All associated Long Term Plan documents including all underlying information, consultation document and high level communications plan were signed off by Council in December. Audit NZ audited all of these documents and provided an Audit Opinion on the Consultation Document. All draft documents were presented to Council on 10 March for approval for consultation. Consultation was open from 16 March to 19 April. A range of consultation/engagement activities took place over the consultation period. We received over 500 submissions with approximately 60 of these presenting at the Hearing held on 21/13 May. Deliberations were held on 13 May with decisions being made. As at 31 May all submitters have received formal decision letters. The LTP will be adopted on 30 June.

LTP engagement stats for interest

Content distribution

- Over 26 web pages set up
- 19 newsletters (each targeting different topics/themes/towns) to a total of 12,589 recipients
- 24 organic Facebook posts - including 9 videos
- Facebook ad campaign using geographic targeting (slideshow of key issues)
- 5 Antenna posts to a total of 11,110 devices
- 5 full page advertisements in local newspapers (unable to measure distribution and engagement)
- 18,000 Consultation Documents printed and distributed through varying channels (issues in regards to this distribution)

Aware (people who saw/were exposed to the LTP consultation information during the consultation period)

- 4,432 users (2,951 unique visitors) to the main LTP landing page
- 5,544 recipients (44% of recipients) opened our emails
- 70,262 people reached across all organic Facebook posts
- 6,136 people reached using Facebook ad campaign
- 5715 people saw the Antenna notifications

Informed (number of people who made an effort to read more about it, e.g. links clicked on EDM, links clicked on Facebook, entered the campaign short url)

- 5,103 users clicked in to at least one other topic on the website. Top 5 topics in order of popularity:
 - Submission directory - 1,699 views (1,088 unique)
 - Facing the rubbish problem head on - 895 views (709 unique)
 - Dog park in Matamata - 621 views (447 unique)
 - Te Aroha spa proposal - 553 views (382 unique)
 - MTB skills and dog park for Te Aroha - 284 views (204 unique)
- 317 downloads of the PDF of the Consultation Document
- 2,857 visited mpdc.nz/planningahead (either manually entered, or redirected from social media)
- 599 (5%) email recipients clicked on links inside the emails to further engage with the content
- 9,731 post clicks on organic Facebook posts (people who clicked 'read more, opened a photo, tapped a video etc)
- Facebook Live session - peak live viewers: 34. 151 clicks to play (watched it later/not live)
- 1,492 people clicked our links on Facebook to go to the website for more detail

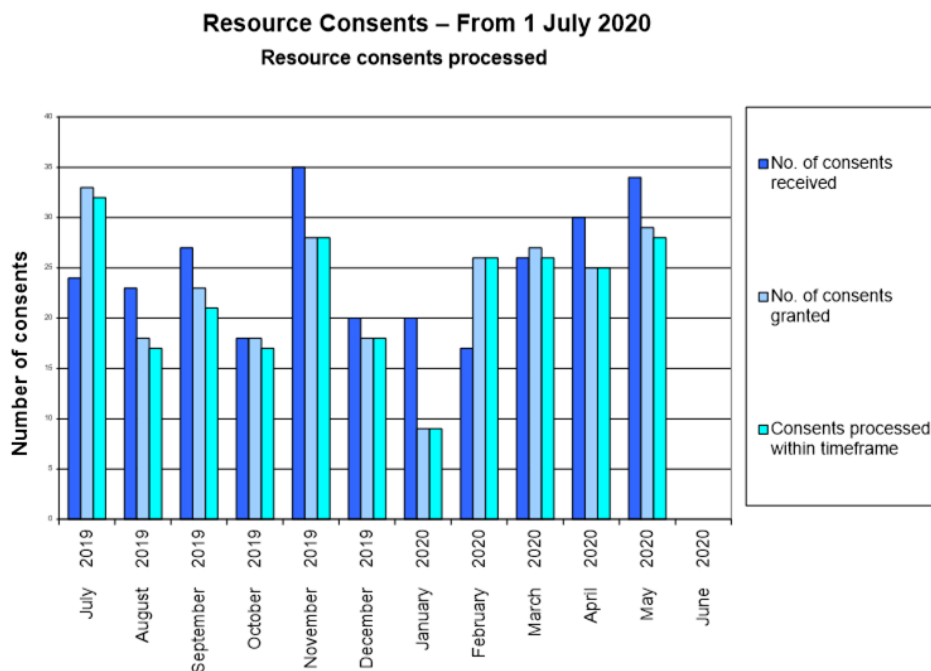
Engaged (number who made a submission, attended a community meeting etc)

- 1,376 reactions/comments/shares on Facebook posts
- 326 submissions made via the website

3. Community Development overview

3.1 Planning

- Resource Consents



A report on resource consents received for May is included as Appendix B to this report.

Council received 34 resource consents and granted 29 consents of which 28 were processed within the timeframe for the month of May 2021.

There was one consent that went over the required timeframe by one day, this was due to the Planner waiting on further information but not formally putting on hold.

Limited or Publically Notified Resource Consents:

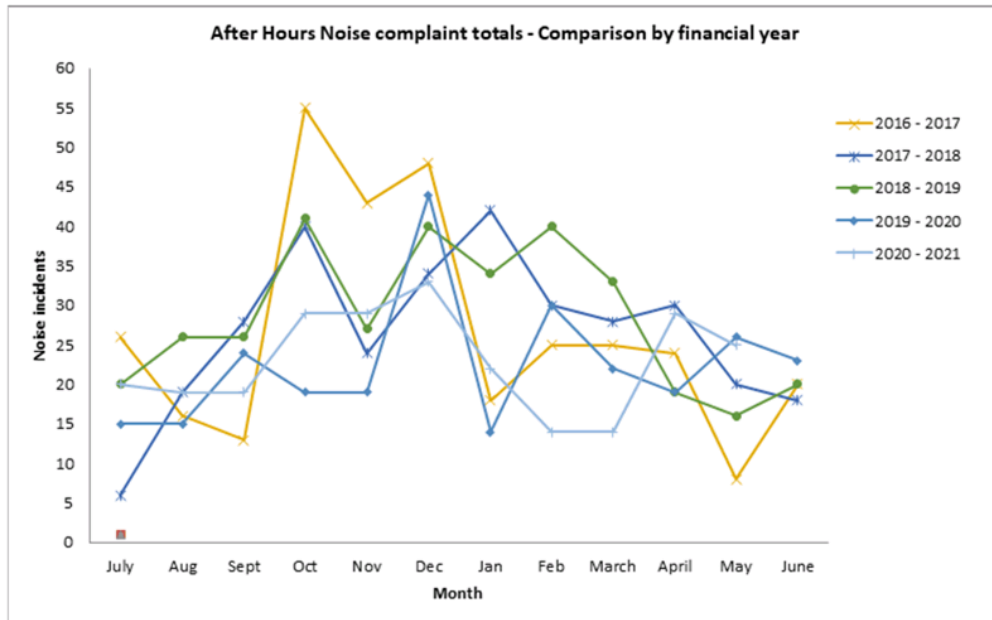
There were no Limited Notified Resource Consents in May 2021.

Policy

- Settlements (PC 53) – A hearing was held on the 17 May and the formal decision and section 32AA is being finalised.
- Papakainga (PC 54) – Two hui with Ngati Haua have been held this month as part of informal consultation. Council has received positive feedback from these. The next Iwi Working Group meeting is proposed on the 6 July to formalise provisions for informal consultation.
- Waharoa (PC 49) – Consultation has been held with Ngati Haua in preparation for a joint visioning hui hopefully in July. This will formally commence the plan change.
- Fonterra Private Plan Change (PC 55) – Fonterra are still working through the further information request.

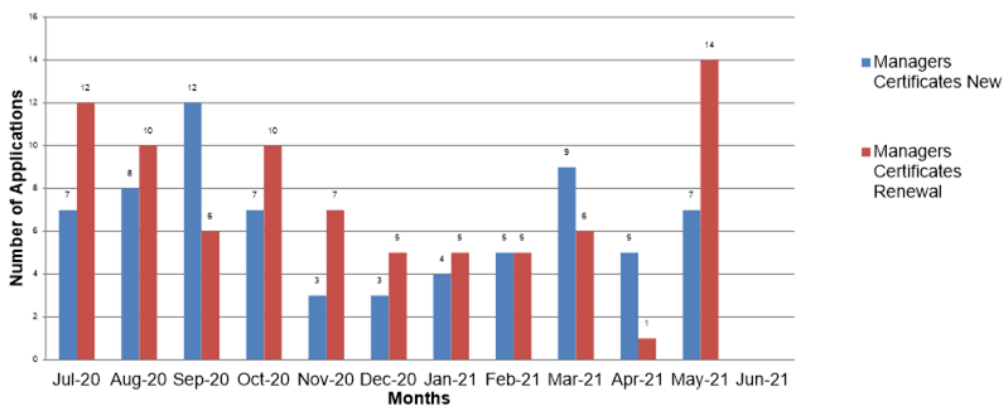
Noise – May 2021

	May-17	May-18	May-19	May-20	May-21
Matamata	1	9	5	12	15
Morrinsville	7	8	8	11	6
Te Aroha	4	3	3	3	4
All wards	11	20	16	26	25



- Alcohol

Manager Certificate Applications



On, Off and Club Licences May 2021

Agency Application Number	Applicant Name	Type of Licence
162.2017.1248.3	Loxy and Co	Renewal ON
162.1991.92.10	Te Aroha Club	Renewal CLUB
162.2000.71.8	Tahuna Golf Club	Renewal CLUB
162.2021.1631.1	Te Poi Supermarket	Temp OFF

Special Licences May 2021

Agency Application Number	Applicant Name	Event
162.2021.1655.1	Te Aroha Dramatic Society Inc	Waiting for Godot production
162.2021.1653.1	Morrinsville Golf Club	Orion Haulage Dinner
162.2021.1652.1	Walton School PTA	125 th School Birthday and Quiz Night
162.2021.1651.1	Te Aroha RSA	Various Events

Health

- Health Licences – we are working through all the camping grounds and hairdressers to ensure that they are licenced prior to 1 July 2021.

3.2 Building

Building consents granted:

For the month of May the Building team granted and issued 95 Residential building consents, 2 Commercial and 18 Industrial 115 building consents issued and granted in total. 133 Building consents were lodged in the month of May.

All of these consents have come through AlphaOne as we have completely stopped using the previous portal for the electronic BC's.

Code Compliance Certificate (CCC) granted:

81 Authority CCC's 34 Alpha One CCC's, total 114 CCC's for the month of May.

IANZ Audit:

The General Noncompliance items and Serious Noncompliance items from the result of the audit earlier in the year have now all been cleared, this means we have continued with our IANZ Accreditation.

Inspections

Inspections are currently being booked 1.5 weeks in advance.

Freedom Village (Longlands) Development:

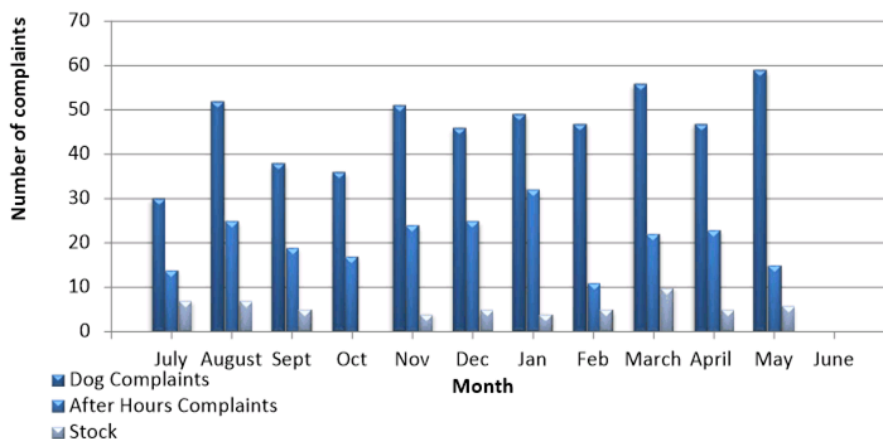
Stages 1, 2A and 2B of Freedoms units are complete and Freedom Village is moving forward as expected. Construction of units within Stage 2C and 2D are well underway, with inspections being booked a few weeks in advance. We currently have 17 building consents in and to be processed for Freedom.

Lockerbie Estate Limited

33 applications for Stage 1A have been lodged, and 18 Building Consents have been granted and work is scheduled to begin early May. Building and planning to communicate with the Lockerbie developers about the boundary pegs as there is an issue identifying the lots. Construction has started.

3.3 Animal Control

Animal Control Complaints 2020-2021



May Statistics

65 calls in total were received 17 Matamata, 23 Morrinsville, 25 Te Aroha

- 59 of these calls received were regarding dog complaints
- 6 of these calls were wandering stock calls
- 15 calls were received after hours
- 7 dogs were impounded during the month

Complaints per Ward



■ Matamata ■ Morrinsville ■ Te Aroha

Dog Complaints responded to

Performance measure: 95% of complaints responded to within the timeframes

Town	May Day Time	May After Hours	Total YTD	YTD ERT
Matamata	12	4	157	98.73%
Morrinsville	18	4	218	99.08%
Te Aroha	18	3	136	97.79%
District	48	11	511	98.63%

The figures above may contain breach of the bylaw and dog fouling CRMs that do not have performance measures on them – however they are included in the Authority report generated. At the end of the financial year this YTD figure may change slightly due to completion dates or CRMs held over before being entered at a later date.

Street Patrols undertaken

Performance measure: 10 per month per town

Town	May	YTD
Matamata	32	308
Morrinsville	41	417
Te Aroha	27	232
District	100	957

Properties visited regarding dogs

Performance measure: 600 properties visited per year

Town	May	YTD
Matamata	11	123
Morrinsville	15	259
Te Aroha	18	147
District	44	529

Stock Control

Performance measure: 95% of complaints responded to within the timeframes

Town	May	YTD	Responded in timeframe
Matamata	1	9	88.89%
Morrinsville	1	26	84.62%
Te Aroha	4	23	82.61%
District	6	58	84.48%

Dogs Impounded May 2021

	May Imp	May Claim	May Dest	Imp YTD	Dest YTD	Claimed YTD
Matamata	2	1	1	30	13	12
Morrinsville	3	1	2	35	11	21
Te Aroha	2	2	0	24	6	16
District	7	4	3	89	30	49

Stock Impounded May 2021

	May Imp	May Claim	May Dest	Imp YTD	Dest YTD	Claimed YTD
Matamata	0	0	0	0	0	0
Morrinsville	0	0	0	1	0	0
Te Aroha	0	0	0	0	0	0
District	0	0	0	0	0	0

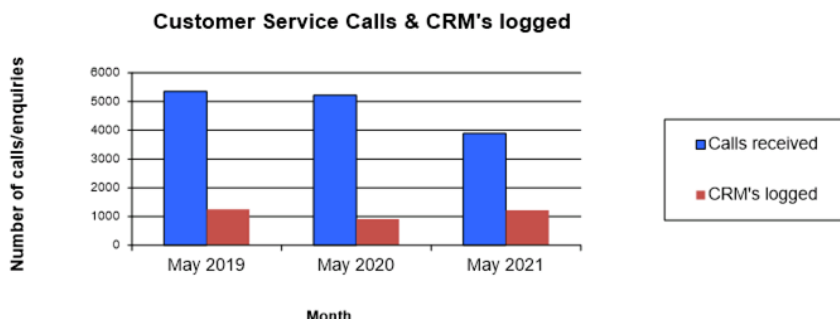
The above table includes 1 goat impounded and rehomed

Re-homed Animals YTD

Matamata	3
Morrinsville	6
Te Aroha	0
District	9

4. Service Delivery

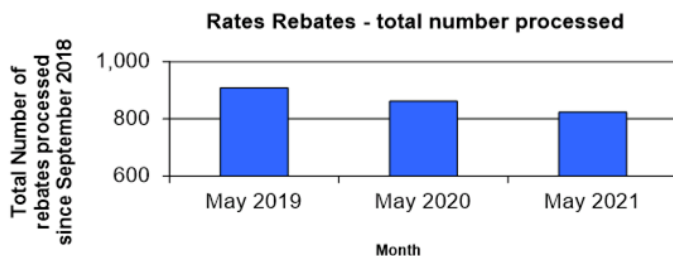
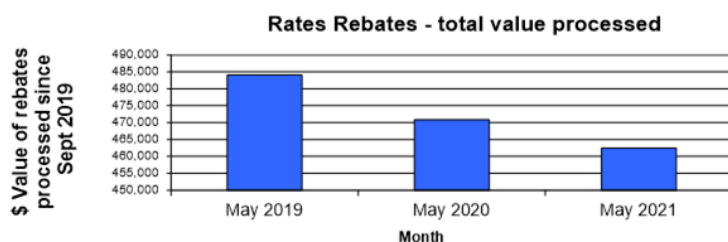
4.1 Customer Services



Rate Rebates

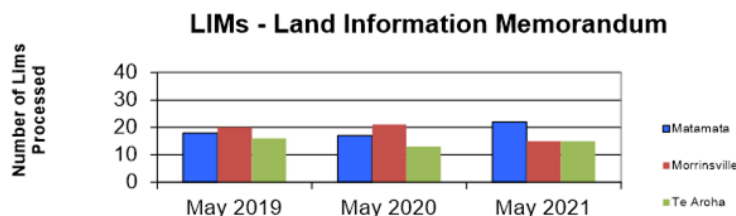
Rate rebate appointments opened for the new year on 14 September 2020, customers have until 30 June 2021 to apply.

The maximum rebate has increased from \$640 to \$655 and the income limit has increased from \$25,660 to \$26,150.



LIM (Land Information Memorandum)

53 applications received in May, 19 of these were urgent requests.



Antenno

The reports below show the number of installs and reports received.

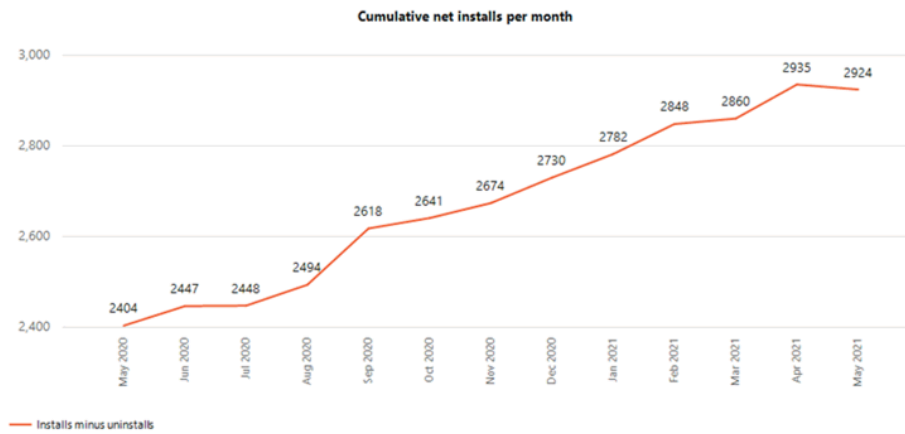
Antenno Installs by Month

From: **May 2020** To: **May 2021**

Please note there are two pages to this report.



2,924 installs overall



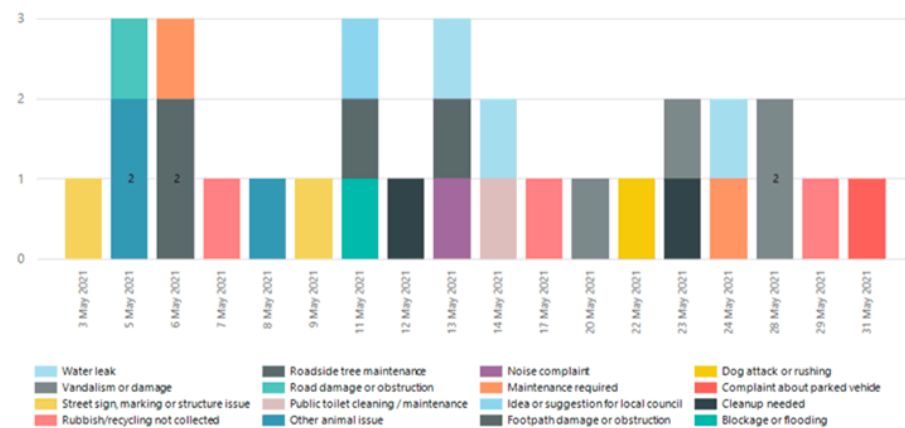
Antenno Reports by Day

From: **1 May 2021** To: **31 May 2021**

Please note there are two pages to this report.



30 reports in 31 days (1.0 per day)



4.2 Kaimai Valley Services

Parks and Reserves

Gardens

- Holmwood Park road gardens and Morrinsville CBD gardens have been replanted / pruned and mulched;
- Commenced replanting and mulching in Matamata CBD gardens – 50% completed;
- Discussed gardens around horse sculpture with representative of Matamata Beautiful. Agreed to remove and replace the Day Lilies with Star Jazmin.
- Arranged for replacement watering controllers for the Matamata hanging baskets.

Mowing

- Turf renovations at Waharoa Toilets, Headon Stadium and Matamata Domain No 1 Soccer Field have been completed;
- Meeting held with Mayor and Rugby Union to discuss proposal to host Thames Valley games at Boyd Park this season (five games proposed to start in July);

Trees

- Removed stump from Meura Street;
- Started consultation with residents of Tamihana Street re: street trees to replace phoenix palms removed last year. Early indications is that 'no trees' is the preferred option;
- Removed tree from Te Miro Mountain Bike carpark. Removal costs were split between Parks & Reserves and Roading;
- Commenced tree maintenance in Arawa Street in preparation for the proposed streetscape;

Cleaning and Rubbish Collection

- Rubbish collection staff have commented on the increased quantity of household rubbish that is being dumped in Council bins;
- Commenced cleaning of the Wairere Falls toilets three days per week;
- Insurance company have accepted claim to repair Boyd Park toilets;
- New signage has been installed at Hetana Street toilets in Te reo Maori and English to assist public to find the Men's and Women's toilets;
- Appointed a new public restroom cleaner for the shared cleaning of Morrinsville and Te Aroha toilets, working 4 days on / 4 days off. The new staff member has fitted in and is working well with the team;

Playgrounds

- Meetings have been held with two playground suppliers for quotes and ideas of replacement equipment;
- Thomas Park fence has been repaired;
- Graffiti Busters have removed all graffiti from the Te Aroha Skate Park and painted the gazebo and seating area;

Retic and Works

CRM's

- The total number of CRM's received and completed during May is as follows:

	Water	Sewer	Stormwater
Total Received	71	3	12
Completed			

Completed (Current)	54	2	5
Completed (>30 Days)	23	12	3
Total Completed	77	14	8
<i>Not Completed</i>			
Current	17	1	7
>30 Days	43	12	12
Total Not Completed	60	13	19

Reticulation

- Carried out a special reading of nine water meters and installed six new water connections
- The Reticulation and Works teams had a significant reduction in staff numbers during May due to various reasons including ACC, sick leave and planned annual leave. We are in the process of advertising for replacement staff. However, work progress on our 'routine' yearly plan has been negatively impacted by this as well as our involvement in 'non-routine' work not normally part of the yearly program. In spite of the above both teams have managed to maintain the high standards expected of them.

Works

- Completed the installation of Hetana Street Innovating streets project;
- Completed all the footpath maintenance repairs for the 2020/21 financial year. *Note: The unsubsidised footpath maintenance budget was fully spent, then the expenditure was transferred into subsidised footpath maintenance. This has resulted in an additional \$80k budget for footpath maintenance, which KVS was unaware of;*
- The footpath renewals contractor has commenced the final pieces of work in Te Aroha ;
- Assisted mechanical sweeping contractor with leaf pick-up;

Building Maintenance / Renewals

- Continual vandalism at Boyd Park grandstand has been an issue. Investigating options and obtaining quotes for more security lighting;

Admin

Plant / Vehicles

- Sign writer has commenced putting signwriting and new Matamata-Piako logo's on the new 7 (seven) RAV4 Hybrids;



Sign writing on new RAV 4 Hybrid

Other

- Meeting held at Te Aroha Domain with the working committee to discuss work completed by Wairere Mahi to date and where to from here;
- CBD Footpath cleaning contractor commenced cleaning, sanding and resealing of footpath in Morrinsville. However, there were issues with the sealant not drying and the footpath surface becoming slippery. The contractor is reviewing his timing and methodology and we are awaiting their response;
- We hosted a learning team re: KVS's involvement with the Hetana Street Innovating Streets project. There was some good suggestions for future projects;

4.3 Roothing

Contracts update

Road Network Maintenance Contract – Fulton Hogan – Contract 2192

Cyclic crews continued with routine maintenance for the month including replacing 516 missing or damaged edge marker posts and culvert markers, 827 pothole repairs, sweeping of migrating metal, 53 small tree removals, clearing large quantities of dumped rubbish along with litter from the roadside, and routine kerb & channel and culvert cleaning. A RRRPM night inspection was also carried out.

The stabilising crew continue with repairs while the weather is good and carried out 10,107m² of repairs.

Drainage crew carried out a round of re-sheeting on Herbert, Mangawara, Mohring, Piakonui and Raukawa Rds.

The hotmix crew completed 135m² of minor levels over the month.

Other Contracts and Activities

Reseals - Contract 3/23/2230 - Fulton Hogan.

Reseals completed on 21st May 2021. Additional 6-month defects (Total 18 months) agreed for sites completed in May.

Road Marking – Contract 3/23/2177 - Roadmarkers New Zealand.

Rural remarks have been completed.

Signs – Contract 3/23/2119 – Directions (3+1+1 contract).

Business as usual with maintenance, broken posts etc...

Tender for contract 3/23/2282, 2021-2024 has closed and been awarded to the incumbent Directionz

Contract 3/23/2243 - Footpath Repairs and Renewals

This 18 month contract was awarded to MS Construction. There were some delays due to COVID-19 resulting in approx. 20 days' time extension. Some 19/20 programmed works were carried forward to 20/21.

Matamata. Complete

Morrinsville. Approx. 90% complete. Canada St Re-work for 3 waters completed.

Te Aroha. Started mid-May, few sites added from Councillors concerns.

Renewal Forward Works Programme 2020/21

Package 1. Contract 3/23/2268 –Waiomou St Matamata Pavement Rehabilitation.
Awarded to J Swap Contractors. Works now complete. We added the Rockford St Motor Caravan Association Dump Station as a variation to this contract. Completed.

Package 2. Contract 3/23/2270. Matuku Rd & Paeroa-Tahuna Rd

Awarded to J Swap Contractors

Matuku Rd (RAMM 6300 – 6800). Completed.

Paeroa-Tahuna Rd (RAMM 9170 – 9890). Completed

Package 3. Contract 3/23/2271. Alexandra Rd and Manawaru Rd

Awarded to Schick Construction Ltd.

Alexandra Rd (RAMM 5650 – 6720). Complete.

Manawaru Rd (RAMM 6700 – 8160). Complete.

Package 4. Contract 3/23/2291 - Hinuera Road (RAMM 0 – 250)

Awarded to J Swap Contractors

Road closure to allow for pavement to be dug out 630mm and re-laid + compacted, also new kerb & channel at Firth St end.

Started 10th May with completion in early June 2021.

Koromiko Street kerb and channel upgrade.

Awarded to J Swap Contractors.

Replacement of 275m of kerb and channel as well as two manholes. Works completed

Rawhiti Ave Pedestrian Crossing.

Awarded to MS Civil.

Install a new concrete pedestrian crossing outside Pohlen hospital. Works completed

Culvert Replacement Contract (Culverts 2, 3 and 4) on Moore Road.

Awarded to Fulton Hogan. Complete

Culvert Replacement Contract Replace Cvt 6 Thompson Track and visibility improvement MV-Walton Rd

Awarded to MS Civil. Start early June 2021

Low Cost Low Risk (Safety Improvements)

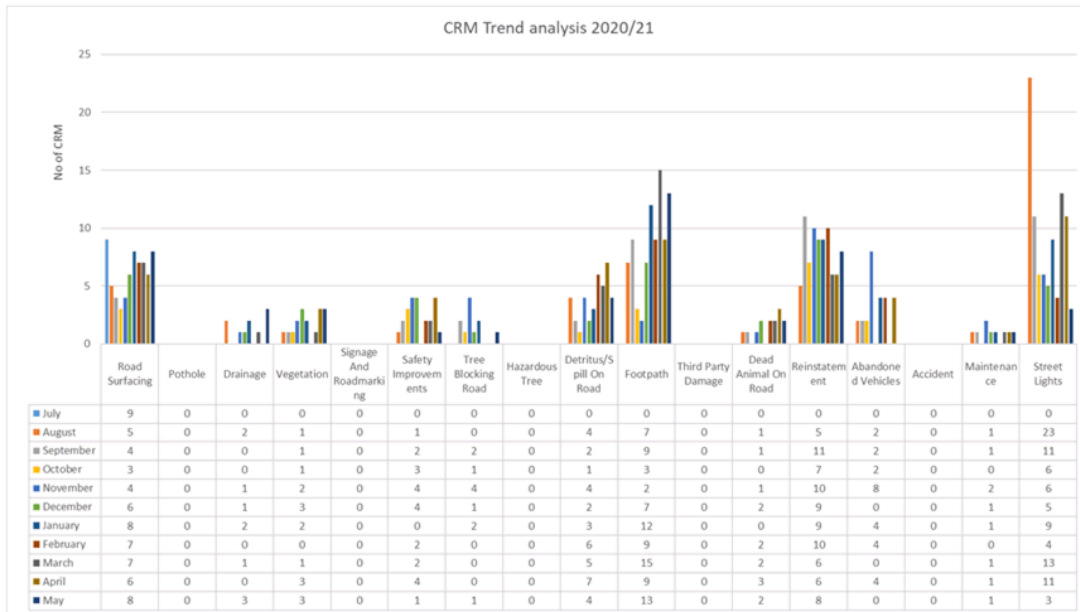
With some input from NZTA we are currently putting together packages for safety improvements across our road network. This includes;

- Rural intersection activated warning signs (RIAWS) at the Bowler Rd / Tautiti Rd intersection,
- Rural intersection activated warning signs (RIAWS) and some intersection upgrade works at the Paeroa-Tahuna Rd / Tautiti Rd intersection,
- Audio Tactile Road Marking (rumble strips) on Piako Rd from SH 26 to Valintine Rd, completion 21/22 FY
- Audio Tactile Road Marking (rumble strips) on Paeroa-Tahuna Rd from Morrinsville-Tahuna Rd to SH 26, starting June 2021
- Audio Tactile Road Marking (rumble strips) on Hinuera Rd from SH29 to Hopkins Rd. completion 21/22 FY
- Audio Tactile Road Marking (rumble strips) on Morrinsville-Tahuna Rd from Cameron Rd to Paeroa-Tahuna Rd. completion 21/22 FY
- Bridge guard rail upgrades on three bridges, with additional 4x bridges added
- Improve signage on Stanley Road South by Silver Fern Farms

Network management update

CRMs

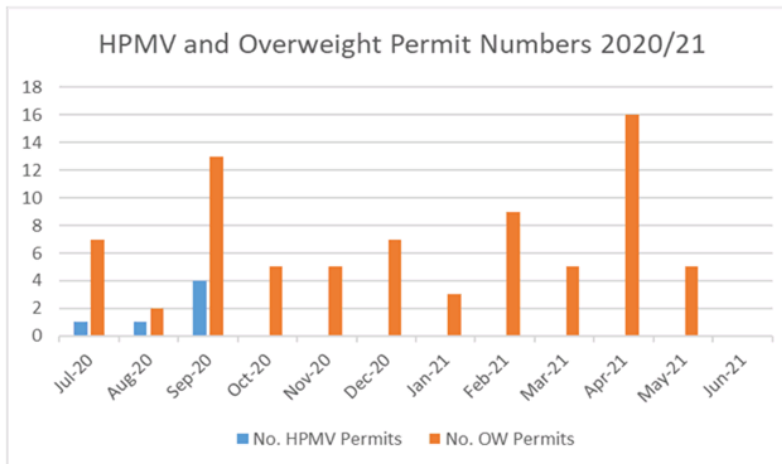
- 47 Roding CRMs in May



Reference: CM 2347176 CRM Trend Analysis

HPMV and Overweight Permits

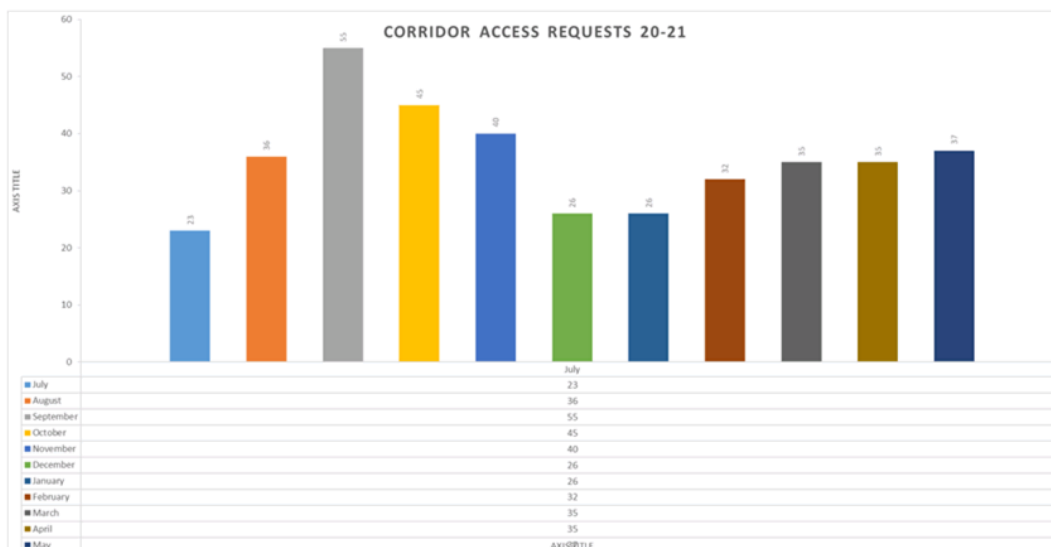
- NZTA now administer HPMV permits on approved roads within our network.
- Five (5) Overweight permits were processed in May



Reference: CM 2260061 HPMV and Overweight Trend Analysis

Corridor Access Requests

- 37 CARs were processed in May



Reference: CM 2318312 Trend for CARs 2020-2021

Ultra-Fast Broadband (UFB) Installation

Matamata – Installation is now complete in Matamata. Reinstatement now completed.

Morrinsville – Installation now complete in Morrinsville. Waihou – UFB installation complete.

Waitoa - UFB installation complete.

Te Aroha – UFB installation complete. Paving reinstatements in CBD now complete. UFB now extended along Tui Pa Road.

Chorus works: There is still plenty of reinstatement work to be completed. We are contacting them regularly to get this completed before winter. The fibre network build is complete and now the connections are taking place with a fairly large number being completed weekly, approx. 100-120.

Events and Road Closures

All Events within the Road Reserve are subject to formal approval by Council and NZTA (if held on a State Highway). Road Closures are subject to formal approval including advertising, insurance and traffic management approval. Non-Road closure are still subject to approval including insurance and traffic management approval.

Road Closures

The Morrinsville Market road closure on Canada Street occurs from 8.30am -12.30pm on the first Saturday of each month.

Hinuera Rd Matamata – Road Rehabilitation project for MPDC will close the section from Firth St/ SH27 to Puketutu Rd to allow the pavement to be excavated. Resident access only with detour on SH27 to Puketutu Rd. TMP approved and started 10 May. Letter drops and Antenna notifications for affected properties. Contractor also put the electronic message board on Hinuera Rd a week prior advising of the closure.

Piakonui Rd rally event by The Thames Valley Car Club held 9th May. Submissions closed with 3 submissions being received. To go to Council meeting for decision 28 April. Approved to go ahead. Some residents not happy with the event post rally and contacted the media to voice their concerns.

Quine Rd Motorcycle Hill Climb held 9th May. No submissions received for this. TMP approved for the road closure and no issues raised after the event.

Targa Rally held 23 May with multiple road closures around the district. One complaint received about potentially not enough signage notifying closed roads a number of km's up from intersections. Targa notified and will learn from this.

Hetana St trail setup was completed early May.

Events without Road Closure

All the events below have approved traffic management plans.

Morrinsville A&P Show postponed, no new date yet confirmed.

5. Business Support

5.1 Community Facilities Operations



Community Facilities Report March 2021

Swim Zone Matamata

- Works are continuing to relocate reception to the front gate. Painting is finished and internet and phones are all sorted. Mokena Construction will create the work for the covered walkways and shelter. Customers are still using the main reception entrance until this work is completed.
- Use of the pools is very low especially in the weekends with only a couple of lane swimmers. The winter weather is also a contributing factor.
- Laing Swim School only has a few kids coming to lessons and we have removed the entrance fee to help Graeme out. Matamata Swim Club are funding an additional structure to accommodate Graeme's needs in the dive pool for swim instruction.
- Staff have completed training sessions this month for Bullying and drug & alcohol awareness.
- Fitzone gym has found a new location to move too.
- Aqua numbers are low due to having classes outside.

Swim Zone Morrinsville

- In depth diving have been engaged to complete a leak detection test on the pools due to reports of significant water loss over the summer months. A report will be presented in the very near future which will provide recommendations.

Swim Zone Te Aroha

- This month we have seen our visitor numbers decrease largely due to the winter weather.
- Swimming lessons have continued to grow in numbers. Jan's classes are now every Tuesday, Thursday and Friday. Her clients have started to purchase concession cards and are now travelling from Thames to swim at our facility.
- Evening Aqua classes have continued to increase
- Our Little Swimmer Sessions have also seen good numbers this month. We have seen parents from Jan's swimming lesson classes bring their babies back on additional days.
- The No.2 Bath House bore was drilled on 21/06/2021 by Brown Brothers. They found the pipe that connects to the bore had a large amount of silica build up. This is caused partly by the sizing of the pipe that was installed and the way in which it was set up. Te Aroha Plumbing and Drainage are currently working alongside us to fix this problem.
- It was recently raised by our Health and Safety team that there is no way to turn the hot water off from the bore if there were to be a water leak. Te Aroha Plumbing and Drainage have installed a valve to remedy this issue, however we are still waiting for another part to come from overseas. The Bath House is estimated to be closed for two weeks while we wait for the part to arrive and be installed.
- The new hours and prices for the No.2 Bath House have been approved by council and marketing plans can proceed. This includes a public price of \$5 and the No. 2 bath house will be open to the public for 30 minutes at the start of every hour during opening hours.

Te Aroha Mineral Spas

- May was one of the busiest months we've had on record generating \$114,552 gross revenue for the month. TAMS is now are getting completely booked out during the weekends at least four days prior as opposed to 1 day prior.
- The staff have noticed a massive influx in bookings and are also feeling the pressure of winter. We are turning away a massive amount of bookings.
- Work on Domain House commences Monday 14 June so planning for staff recruitment will commence shortly and the beauty treatment menu will be finalised.
- There was 245 Beauty treatments provided during the month generating \$13,375 gross revenue and beauty product sales continue to increase generating \$3,500.
- Romance packages have increased and we often have three spa rooms running with romance packages at a time rather than one. Total income generated for romance packages was \$15,475 over the month of May 2021.

Firth Tower

Schools

- One primary school booking scheduled for the month of June.
- Constructive feedback from the Principal of Hinuera School saying that the new curriculum for New Zealand is incorporating NZ Maori which detrimentally effects Firth Tower's European Victorian/Edwardian focused School Programme. He also said he loves what we do here at Firth Tower but would not be able to attend under the new curriculum standards. This makes a lot of sense as to why our school group bookings have substantially decreased in the last two years. We will endeavour to include NZ Maori activities and knowledge to the schools by redeveloping our School Programme. The Firth Tower manager has met with Programme Co-ordinator Cassandra Douglas from Ngati Hinerangi to see how we can collaborate.

Community groups/events

- Waihi Museum members came for a visit and thoroughly enjoyed their experience at the Firth Tower Museum.
- The Matamata Historical Society have utilized the Heritage Room to celebrate a 90th birthday and workshop meeting.
- Matamata Union Parish had a Sunday morning service in the chapel, a shared lunch afterwards in the Heritage Room and a seminar following the luncheon on 23rd May.

Bookings

- This month our facility has had a variety of inquiries relating to history, motorhome stopover sites, local attractions, and general information relating to the facility.

Motor homes/Cyclists

- Walkers/runners and cyclists are consistently using the Rail Trail, Firth Tower car park and public toilet daily. These numbers are not added in the monthly statistics currently.
- The friendly Waikato Caravan Club Rally stayed for the weekend in May. Which they thoroughly enjoyed the reserve and museum on their annual visit.

Weddings

- Firth Tower has had four wedding inquiries for 2022 and 2023, three wedding consultations booked Saturday 5th June 2021.

Matamata Historical Society/volunteers

- The User Groups are meeting regularly. The Arts Society meet once per month in their club room onsite, the Matamata Historical Society meet every week, the Writers group meet once per month, the Spinners and Weavers meet twice per month, Crop Swap Matamata meet twice per month, and now the Waikato East Women's Federation Institute meet once per month in the Heritage Room.
- Matamata Historical Society have almost finished their project in the Firth Shed and have small projects lined up overseen by the Facility Manager. The President, Vice-President and Facility Manager meet 6-weekly to discuss happenings at Firth Tower Museum, which is going well with great communication.

Property and Building Maintenance

- The Garden Plan – Stage 3 has now been completed. We are replacing the topsoil in the Homestead Garden. Which will make way for Stage 4 – planting the plants (season dependant)

Safety and Wellness at Firth Tower

- Vault Check and Vault Notify apps are working well.
- We have a solution to one of our hazards onsite – the Yew Berry tree – we can turn it into a topiary bush eliminating the toxic berries from producing. This is thanks to the genius of our gardener Emma Ratcliffe from Domestic Property Care Ltd.

Te Aroha i-SITE

- Visitor numbers up on this time last year Domestic 97%; International 3%
 - Good enquiries for SFFEC this month. I-SITE staff are first point of contact for information, coordinate bookings and load access cards for the venue.
 - The Fieldays society notified us we would not be selling tickets to their event this year. Waikato i-SITE managers pushed to continue to sell tickets as it is a service to locals. The Society agreed to us 'facilitating' the sale of tickets this year with a view to creating an agent portal for next year. Our commission has been cut from 10% to 5%
 - Manager attended Kirikiriroa Ambassador programme workshop. I-SITEs are contributing information for district versions and will be included in the teaching material.
 - Manager signed up to Keep Te Aroha Beautiful Weedbusters group as part of our Sustainable Tourism commitment to contribute to the community. I-SITE staff initiated this project over Covid Level 3 last year.
 - All staff completed anti-bullying and harassment training
- **Domain Pavilion** - regular users Keas and cubs & pilates.

Silver Fern Farms Events Centre users for March

- Te Aroha Basketball, Social badminton, Te Aroha and Thames Valley Netball, National League netball, Te Aroha Swimming Club, Counseling sessions, Birthday celebration, Funeral, 60th Wedding Anniversary – Great feedback on the facility, and Council staff service from Maurice Hight for this event, Te Aroha Federated farmers, NZMCA, MPDC – Training graduation night, Welcome Iwi liaison, People, Safety & Wellness training sessions, Libraries training, Te Aroha spa development Governance meeting

Matamata Aerodrome

Aircraft Type Summary Type Movements for May 2021

- Microlight 283
- Aeroplane 231
- Glider 65
- Gyroplane 18
- During May 2021, the airport was used by 90 different aircraft for 605 movements**, an increase of 1% from 601 for the same month last year. For the last 12 months, there were 9,435 movements, a decrease of 19% from 11,607 for the same period in the previous year.. Unless there have been major changes to the airport operation, this will be the 'Covid Effect'. A Billing File with invoicing details has been sent to your billing dept for invoicing of aircraft operators, and that can also be imported into a spreadsheet for further management analysis.

5.1 Property and Community Projects

EPH Flats

Te Aroha

- One to be refurbished – contractor appointed

Morrinsville

- One to be refurbished – contractor appointed
- One to be redecorated

Matamata

- One vacant redecoration in progress

General comments

- All units now have Heat pumps installed, extractor fans in progress. Requirement of Tenancy Act.
- Waiting list has been reviewed and there is approximately 35 eligible

OYO

Te Aroha

- No changes

Morrinsville

Maber/Wightman

- 2 Maber now in Council ownership
- 5 Maber S&P being processed by Brookfields
- Meeting held with Maber Wightman owners with a follow up meeting on site. 109 & 111 to re cladding delayed due to securing materials.
- Request to buy back 1 Wightman

Anderson/Lear

- All owner occupied
- New Deed of Covenant drawn up in plain English by Brookfields and is now in use.

Staff Housing

- Three vacancies

Morrinsville property

Morrinsville Public Toilet

- Estimated start date to install June 2021

Ngarua Hall

- The Property Group will be managing the sale of Council land adjacent to the ex Ngarua Hall land
- Confirmation that there are no PWA issues to be considered.
- Ngarua Lane to be stopped to maximise potential sale.

Waitoa Hall

- Real Estate appointed to market. Formal resolution required from Council to remove status overlay.

Te Aroha property

Te Aroha Cemetery

- Project Underway. Phase one will provide approximately 2150 burial plots and an internal access road. The buffer zone adjacent to 123 Stanley Road South will be planted out with 3000 native plants/shrubs.

Domain House

- Works on deck replacement, chimney strengthening and internal alterations to form treatment rooms commences 14 June.

Te Aroha Waste Water Treatment Plant

- Discussions with three Waters team about expanding the Treatment Plant – will require changes to current lease with adjoining owners.

Matamata property

Waharoa Playcentre

- Lease to be drawn up with the Raungaiti Community Centre Trust once they have decided on how it will be managed.

Waharoa Bowling Club Building

- Request from Trust to take ownership of building to enable them to seek funding. MPDC to provide ground lease. Assets Strategy & Policy to discuss conditions.

Matamata Cemetery

- Front wall: Block wall built – Hinuera stone facing to be added – likely to be June/July

Swimzone Matamata

- Quote for demolition of roof over indoor pool received. Peer review of Beca report underway that will inform extent of demolition into Gym area.
- Roof planned to be removed by end of October to allow for painting of pool prior to opening for summer months.
- Meura Street entrance to be refurbished

Headon Hub

- Council approval to replace floor with T&G boarding. Quotations and time frame to be formalised.

Walton Golf Club

- Valuation completed, increase in rent from 01.07.21

Districtwide

Surplus buildings to be demolished

- Awarded to Waikato Demolition
- 8 Tui Street (Pancake House) demolished
- Wardville Hall scout Huts due 14 June

Te Aroha – Matamata cycleway

- Two formal rest area, soft landscaping complete, Hard landscaping to be completed (Shelters – Rotary)
- Te Aroha West rest area toilet to be relocated – delays from Contractor soft landscaping June

Leases

- Programme to review all leases to be developed in 2020 and when resources are available.
- Countdown carpark – alterations to parking and signage confirmed to be paid for by Countdown – meetings held with Mitre 10 lessee and 47 Moorhouse owner (Moorhouse Buildings)
- Roading given PO by Countdown to proceed.
- Negotiating with Fulton Hogan to reduce Depot rental to facilitate additional space required by KVS
- 12 Tainui Street being valued for possible sale (current leased to BNZ)

Licence To Occupy

- Reviewing process for Road Reserves

5.2 Placemaking and Engagement

Hetana Street, Matamata Innovating Streets Project

With the Hetana Street Innovating Streets project installed, the team responded to a number of “teething issues”; including alleviating stormwater at the carpark egress, clearing leaves and moving planters to maintain sight lines and safety.

Observational surveys and speed counts have been undertaken.

Community feedback has been sought online, and via hardcopy to supplement an open day planned for June.

A Council workshop is planned for July to discuss the Monitoring and Evaluation report; and discuss next steps.

Matamata, Morrinsville and Te Aroha Revitalisation Programme – Co-Design Process Plan

The programme has been finalised, with Council approval sought at the 8 June 2021 Council meeting.

5.3 Assets Strategy and Policy

Development contributions and LIMS

- Development Contributions processed – (52) Building Consents, (4) Landuse Consents, (5) Subdivision Consents (0) Outline, (0) PIMs,
- (0) Special Assessment
- (51) Lim Enquiries

Utilities

- Following rainfall incident on 11 March 2021, the staff met with affected parties in the CBD area. In the meeting, the parties were advised that the Council will initiate a study and come up with a programme to improve the flooding risk in CBD.
Tenders were called in April/May 2021 to award a contract to a suitable consultant to construct a stormwater hydraulic model and carry out a stormwater study in the CBD area of Morrinsville. The study will be carried out in two phases. The phase 1 is to construct a hydraulic model and identify quick-win solutions with recommendations and cost estimates to reduce the flooding issue. Phase 2 is to carry out an optioneering study and identify preferred long-term solutions which can be included in a future LTP. Following the tender process, the contract for the phase 1 of the study has been awarded to GHD and AWA Consultants at a price of \$69,855.
The phase 1 of the project is expected to be completed in October 2021. Implementation of phase 2 of the study will be considered in the 2022/23 Annual Plan.

At present, the progress of the project is as follows:

- Inspection and cleaning of stormwater pipes in the affected area is complete
 - Survey of invert levels of the manholes in the area partially complete and further survey work will be carried out in the next couple of weeks as required
 - GHD and Awa consultants have commenced the contract and at present they are assessing the available data and identifying data/information gaps
- A draft brief has been prepared to engage a consultant to update the stormwater catchment management plans as per requirements in the stormwater discharge consent conditions. Sending of the Request for Proposal document to the prospective consultants has been delayed until a planned discussion with the Regional Council staff in June 2021 is completed and the outcome is agreed.
 - Updating of water management plans for water supplies have been undertaken by a consultant. An overall water demand management strategy will be prepared for the District Water Supplies and this work is expected to be completed in March 2022.
 - The process of taking over the Waharoa Park Stormwater Ponds and the related Resource Consent (Discharge to Water, No. 119544) is underway. We'll likely engage an Ecologist to assess any liabilities going forward. This is situated on an MPDC Local Purpose Reserve.
 - Consultations are ongoing with developers, especially Calcutta Farms.
 - Additional Water and Wastewater modelling is required due to ongoing development and possible future plan changes.
 - Work is continuing on improving the data in AssetFinda, Asset Criticalities will be completed soon. CCTV data management and preventative maintenance (including pipe bridges) are due to be next.
 - Some of the flowmeters for the 3W Reform Meter Renewals have been ordered. More will be ordered very shortly.
 - Work is continuing with W & W to ensure our existing zone water meters are working, renewing them when required and the data is showing in our SCADA properly. This will require further work on how it is presented. Unfortunately in recent months this has stagnated due to staff shortages.
 - Work is continuing with W & W to follow up on areas of higher water loss and trying to reduce this. Unfortunately in recent months this has stagnated due to staff shortages.
 - Work on the 3 waters AMPS is ongoing, finalising the improvement plans is the main task.

Roading

- MPDC and WRC staff continue progress towards the 12 July 2021 start date for the new trial bus service between Matamata, Morrinsville and Hamilton. Staff from roading expect to have new bus stop signs, poles and bus bay markings in place by the end of June. The communications team are working on a range of material to promote the service to our communities.
- Further work has gone into preparing Licences to Occupy (LTO) Council-owned footpath spaces – essentially contractual rights to occupy land in front of their premises. Records/IT/Assets staff anticipate making the application process live before the end of June.
- Last month MPDC put together an ONF team to reclassify our district's roads. This new framework represents a shift of road function away from just movement i.e. traffic by volume, towards both movement and place. Much of the reclassification is complete; however, further refinements for some areas are expected; as is checking for alignments with Waka Kotahi/NZTA managed highways. ONF affects road planning, management, maintenance and investment, so the reclassification process continues to progress, with further online and face-to-face meetings coming up.
- Consultants from Hamilton (GrayMatter) continue their comprehensive review of parking management for Matamata and Morrinsville. Asset staff have provided further inputs and contacts. Another follow-up is expected mid-June.
- Last financial year's (2019/20) traffic counting programme was halted due to COVID-19. This financial year's (2020/21) programme is also impacted, but to a lesser degree. As of 20 May 2021, MPDC were informed by RATA that only 81% of traffic counts can be completed within budget for the 2020/21 year (by extending counting through until - 10th July 2021), due to available traffic count resourcing – impacted by an interrupted count schedule. Beyond July 2021, MPDC will consider traffic counting options e.g. a modified counting methodology that may result from the new ONF or other influences.
- Asset capitalisation is about to start. The Roding Asset Engineer is commencing the annual process, and in doing so, will be working closely with roading and finance staff throughout June and some of July.
- Waka Kotahi/NZTA is currently consulting on a proposed rule change: Setting of Speed Limits 2021. Under the 2017 Rule, the power to manage and set speed limits is given to RCAs – Councils as territorial authorities. The proposed 2021 Rule would replace the existing 2017 Rule and implement a new approach to speed management planning on New Zealand roads. The current bylaw making process is to be replaced by a new speed management plan (Plan) process to be used by all RCAs that are territorial authorities. Excluded are temporary and emergency speed limits. RCAs will prepare Plans on proposed changes to speed limits, road safety cameras and speed management-related infrastructure for the 10 financial years from the start of the plan and be updated and consulted on every three years. Submissions close 5pm on 25th June.
- Two reports have recently been received from Luke McCarthy Consultants of Cambridge. Firstly; for Low Cost Low Risk (LCLR) safety improvements at the intersection of Gilchrist/Ema Streets, Te Aroha. Improvements are intended to address past speed-related issues. Secondly; for a report that aims to provide a clear framework for categorising and updating existing rural/urban safety speed thresholds across our district. The Roding Asset Engineer will soon review the recommendations of both reports and provide feedback as to their suitability.

Parks & Facilities

- Commented on submissions on Draft LTP and Draft Parks & Open Spaces Strategy.
- Minor editorial changes being made to Parks & Open Spaces Strategy following the Hearing deliberations. Final document to be brought back to Council in June. Executive summary to be fully translated into Te Reo Māori.
- MPDC's Road Asset Engineer successfully completed Safe Systems training – delivered online from Melbourne, Australia. The training comes highly recommended

and has as its focus the reduction of death and serious injury accidents by examining and mitigating risk by exposure, likelihood and severity. Training is a mix of theory and practice, following the Austroads Safe System Assessment Framework (2016). Road speeds and crash angles feature highly.

- Staff provided input into subdivision applications and commented on landuse consent applications.
- Funding for additional linkage parks has been pushed out in the LTP. There are several subdivisions currently in progress in Matamata and Morrinsville. The new timing of the funding allocations may no longer align with the opportunity to acquire the land required to complete the linkages that Council has signalled in its Parks and Open Spaces strategy. Council will need to consider how these land acquisitions will be funded.
- Staff have started updating the asset management plans to reflect Council's LTP decisions.
- Staff are working on the renewal schedules for play equipment and track assets.
- Resilio Studio have been engaged to lead the Morrinsville Recreation Ground Masterplan project.
- Parks & Facilities Planner attended Parks & Open Spaces Conference in Rotorua.

Council Consents Received Report

Type(s): 100 - Resource Management , 101 - Subdivision , 102 - Landuse , 103 - Certificate of Compliance , 104 - Designations ,
Start Date: 01/05/2021
End Date: 31/05/2021

Printed: 08/06/2021

RC NUMBER	APPLICANT	DATE LODGED	CONTACT	ADDRESS	WARD	PROPOSAL	ACTIVITY STATUS
106-2016-11205-1	Calcutta Farms No 2	01/05/2021	Beyond Limited - Maven Bay of Plenty	Banks RD RD 3	Matamata Urban	To vary conditions specified in Consent Notice 11732011.8 in regard to changes to site specific development controls (exterior cladding,height and paving materials) and updates to the Overall Development Planting Plan	Discretionary Activity
101-2018-11710-3	Mr Lloyd Downing	17/05/2021	GeoMetrix Limited	Kuranui RD RD 2	Morrinsville Rural	To vary conditions of consent relating to the ROW access for lots 1 & 2	Discretionary Activity
102-2020-12137-2	Lockerbie Estate Limited	13/05/2021	Maven BOP Limited	28 Lockerbie ST Morrinsville	Morrinsville Urban	Vary house typology on Lots 26, 27, and 28 DP549793	Discretionary Activity
102-2021-12286-1	Calcutta Farms No 2	03/05/2021	Maven BOP Limited	Tauranga RD RD 3	Matamata Rural	Retain a second dwelling in association with a permitted farming activity as a result of a subdivision.	Controlled Activity
102-2021-12287-1	Mr William DeRenzy	05/05/2021	Cascade Pools Waikato	976 Old Te Aroha RD RD 1	Matamata Rural	To construct a swimming pool within the front yard	Restricted Discretionary Activity
102-2021-12288-1	New Zealand Motor	07/05/2021	New Zealand Motor Caravan Association Inc Waikato	44 Stanley AVE Te Aroha	Te Aroha Urban	Host the annual national NZMCA rally on a public reserve not provide for a reserve management plan.	Discretionary Activity
102-2021-12289-1	M D & K Singh Ltd	13/05/2021	Strongbuilt Barns	221 Matuku RD RD 2	Morrinsville Rural	Undertake development within a peat hazard area	Discretionary Activity
101-2021-12290-1	Woodlands Dairy Farms	10/05/2021	GeoMetrix Limited	415 Ngutumanga RD RD 3	Te Aroha Rural	Create two lifestyle lots and a rural balance lot	Non Complying Activity
101-2021-12291-1	Number Seven Stirling	13/05/2021	GeoMetrix Limited	7 Stirling ST Te Aroha	Te Aroha Urban	Undertake a two lot residential subdivision	Restricted Discretionary Activity
102-2021-12292-1	Mrs Pauline Kisling Mr Jacques Kisling	13/05/2021	Mr Murray Preston	State Highway 26 RD 2	Te Aroha Rural	Relocate a second hand dwelling to 5218 State Highway 26, Te Aroha	Discretionary Activity
101-2021-12293-1	Ms Ainsley Cox	17/05/2021	GeoMetrix Limited	333 Manhire RD RD 4	Morrinsville Rural	Create a small rural and rural balance lot	Non Complying Activity
101-2021-12294-1	Pluto Farms Ltd	18/05/2021	GeoMetrix Limited	403 A Waiheka RD RD 3	Te Aroha Rural	Boundary relocation to create a rural lifestyle lot and a farm balance from two existing titles	Discretionary Activity
102-2021-12294-1	Pluto Farms Ltd	18/05/2021	GeoMetrix Limited	403 A Waiheka RD RD 3	Te Aroha Rural	To create a rural lifestyle lot and a farm balance from two existing titles	Discretionary Activity
101-2021-12295-1	Dakota Limited	20/05/2021	GeoMetrix Limited	757 Manawaru RD RD 1	Te Aroha Rural	Hypothetical two-stage subdivision. Stage 1 - Small rural lot sub Lot 1=8ha and Lot 2=70ha balance stage 2 - boundary relocation sub Lot 1=0.4085ha and Lot 2=77.8875ha	Non Complying Activity
101-2021-12296-1	Ms Deanne Lawrence	11/05/2021	BCD Group Limited Hamilton	107 Firth ST Matamata	Matamata Urban	Complete a two lot subdivision in the residential infill area	Discretionary Activity
102-2021-12296-1	Ms Deanne Lawrence	11/05/2021	BCD Group Limited Hamilton	107 Firth ST Matamata	Matamata Urban	Construct a second dwelling in the residential infill area.	Discretionary Activity
103-2021-12297-1	Mrs Leanne Power	19/05/2021		4 Ancroft DR Matamata	Matamata Urban	Construct a dwelling that does not meet the height to boundary requirements of the District Plan	Permitted Boundary Activity
101-2021-12299-1	Mr Nigel Olesen	20/05/2021	Design Subdivision Limited	153 Taukoro RD RD 5	Morrinsville Rural	Create two rural lifestyle lots, a small rural lot and two rural balance lots from two existing titles	Non Complying Activity
101-2021-12300-1	Branderson Homes Limited	20/05/2021	Branderson Homes Limited	5 McKenzie PL Matamata	Matamata Urban	Land Use & Subdivision for residential infill (one additional lot/unit) outside identified infill area.	Non Complying Activity

Council Consents Received Report

Type(s): 100 - Resource Management , 101 - Subdivision , 102 - Landuse , 103 - Certificate of Compliance , 104 - Designations ,
 Start Date: 01/05/2021
 End Date: 31/05/2021

Printed: 08/06/2021

RC NUMBER	APPLICANT	DATE LODGED	CONTACT	ADDRESS	WARD	PROPOSAL	ACTIVITY STATUS
102-2021-12300-1	Branderson Homes Limited	20/05/2021	Branderson Homes Limited	5 McKenzie PL Matamata	Matamata Urban	Residential Infill (one additional lot/unit) outside identified infill area	Non Complying Activity
102-2021-12301-1	Mr Paul Vercoe	20/05/2021	Totalspan East Waikato - JEDD Holdings Limited	15 Pioneer RD RD 3	Morrinsville Rural	Construct a shed within the front and side yards of the property.	Restricted Discretionary Activity
101-2021-12302-1	Ancroft Developments	24/05/2021	Barr & Harris Surveyors Limited	Kaimai DR Matamata	Matamata Urban	Complete a four stage subdivision creating 52 lots, 4 lots to vest as road, 4 lots to vest as reserve and a balance lot; and to cancel a right to drain water easement in gross.	Non Complying Activity
103-2021-12303-1	Two Degrees Networks	24/05/2021	4Sight Consulting Limited	Maungatapu RD RD 1	Morrinsville Rural	Construct a 15m high telecommunications pole with three panel antennas.	Certificate of Compliance
101-2021-12304-1	Ms Margaret Southcombe	25/05/2021	Rad Surveying Limited	328 Starkey RD RD 1	Morrinsville Rural	Subdivide a 9,998sqm rural lifestyle lot from a 73.17ha rural property	Restricted Discretionary Activity
101-2021-12305-1	Lockerbie Estate Limited	25/05/2021	Maven BOP Limited	Taukoro RD RD 5	Morrinsville Rural	Boundary adjustment not meeting performance standards/part cancel easement	Non Complying Activity
101-2021-12306-1	Mr Michael Hines Mrs Florence Hines	26/05/2021	GeoMetrix Limited	Stanley RDS RD 1	Te Aroha Rural	To create a rural-lifestyle lot from a post-Nov 1996 title	Discretionary Activity
101-2021-12307-1	Oak Grove Farm Limited	27/05/2021	Cheal Consultants Limited - Rotorua	Taihoa South RD RD 3	Matamata Rural	To create a rural-lifestyle lot from a post-Nov 1996 title	Non Complying Activity
102-2021-12307-1	Oak Grove Farm Limited	27/05/2021	Cheal Consultants Limited - Rotorua	Taihoa South RD RD 3	Matamata Rural	Erect a second dwelling not associated with a farming activity prior to completion of a subdivision	Non Complying Activity
101-2021-12308-1	Bennett Homes Limited	27/05/2021	Shrimpton & Lipinski Limited Partnership T/A S&L	25 Tower RD Matamata	Matamata Urban	14 lot residential subdivision ranging in size from 504sqm to 815sqm (ie not meeting lot size "spread" in Rule 6.3.1) accessed by way of a 3,007sqm access lot (i.e. not meeting rule 9.1.2(v))	Discretionary Activity
101-2021-12309-1	Piako Park Limited	27/05/2021	GeoMetrix Limited	9 Rolleston ST Te Aroha	Te Aroha Urban	Subdivide 4 existing titles located in the Business Zone/Flood Hazard Overlay into 9 lots (>500m ²) and associated earthworks	Discretionary Activity
102-2021-12309-1	Piako Park Limited	27/05/2021	GeoMetrix Limited	9 Rolleston ST Te Aroha	Te Aroha Urban	Earthworks associated with subdivision	Discretionary Activity
102-2021-12310-1	Waitoa Industrial Estate	31/05/2021	Feathers Planning Limited	266 D Wood RD RD 1	Te Aroha Rural	Additional Wastewater treatment plan on industrial site	Non Complying Activity
103-2021-12311-1	Ms Kirsty McAlister	28/05/2021	Ms Kirsty McAlister	33 Snell ST Morrinsville	Morrinsville Urban	To construct a carport on eastern (side) boundary of the property at 33 Snell Street.	Permitted Boundary Activity
102-2021-12313-1	Mr Glen McLoughlin Mrs Anna McLoughlin	31/05/2021	Mr Glen McLoughlin Mrs Anna McLoughlin	Te Aroha-Gordon RD RD 1	Te Aroha Rural	Construct a second dwelling on a rural property prior to subdivision at 1614 Te Aroha-Gordon Road.	Non Complying Activity

Proposed (New) Land Transport Rule: Setting of Speed Limits 2021

CM No.: 2448879

Rāpopotonga Matua | Executive Summary

Waka Kotahi/NZ Transport Agency (referenced below as WK/NZTA), is currently consulting on a proposed (new) Land Transport Rule: *Setting of Speed Limits 2021*; a change that seeks to replace the existing *Setting of Speed Limits 2017 - Rule 54001/2017* (attached).

WK/NZTA state that because the proposed changes are significant, a new replacement Rule is required rather than an amendment to the existing Rule. Under the existing (2017) Rule, the power to manage and set speed limits is given to Road Controlling Authorities (RCAs) i.e. Councils' as territorial authorities. But, as the new (2021) Rule seeks to replace it, it does so in a way that implements a new approach to speed management planning on New Zealand roads.

The *Rule: Setting of Speed Limits 2021* proposes a new, more co-ordinated and transparent approach to speed management. Decisions about engineering upgrades, speed limit changes and the placement of safety cameras are to be made together and set out in speed management plans. The full *Draft Land Transport Rule: Setting of Speed Limits 2021* can be found on the following link: <https://www.nzta.govt.nz/assets/consultation/land-transport-rule-setting-of-speed-limits-2021/Setting-of-Speed-Limits-2021-for-consultation.pdf> and will also be made available separately prior to the meeting.

The summary the proposed Rule will give effect to a new regulatory framework, which includes:

- Requiring all RCAs that are territorial authorities (including Waka Kotahi) to include their proposed speed limit changes and safety infrastructure treatments (which will include proposed placement of safety cameras) for the coming 10 years into speed management plans
- RTCs will coordinate input from RCAs to create and consult on a regional speed management plan, aligning with the regional land transport planning process
- Giving the new Director of Land Transport (within Waka Kotahi) the responsibility for certifying regional speed management plans, with functions such as publishing plans, guidance and setting of timelines remaining with Waka Kotahi
- Establishing an independent Speed Management Committee to certify the Waka Kotahi State highway speed management plan, and to oversee the information and guidance on speed management Waka Kotahi (as regulator) provides to RCAs
- Allowing RCAs to develop interim plans to progress speed management changes prior to 2023 (which is when RCAs and RTCs will be required to follow the full planning process)
- Introducing a new process for setting speed limits outside of speed management plans, as well as for RCAs that are not territorial authorities
- Requiring all speed limits, other than temporary speed limits, to be entered into a national register to give legal effect to all speed limits, other than temporary speed limits. Waka Kotahi (as regulator) will be the Registrar of the register.
- Requiring RCAs to reduce speed limits around:
 - urban schools to 30 km/h (variable or permanent speed limits), with the option of implementing 40 km/h speed limits if appropriate
 - rural schools to a maximum of 60 km/h (variable or permanent speed limits).
- RCAs will need to reduce 40% of their school speed limits by 2024, with all speed limits completed by 2030.

A draft submission will be circulated prior to the meeting, it is requested that Council provide feedback and endorse the submission.

Tūtohunga | Recommendation

That:

1. **The report be received.**
2. **That subject to incorporating feedback from the Committee, the draft submission circulated prior to the meeting on the draft Land Transport Rule: Setting of Speed Limits 2021 by Staff be endorsed.**

Horopaki | Background

WK/NZTA state a number of issues with the current process (requiring RCAs to make bylaws) for setting speed limits:

- It has been costly and inefficient and has led to poorly coordinated speed limit changes across the network that often lack infrastructure changes.
- It has caused some RCAs to delay or avoid making speed management changes due to uncertainty around when and how to amend, replace or revoke current speed limits, and when to consult on speed limit changes.
- It is resource-intensive, time consuming and complex. Many RCAs have raised concerns about the process and are supportive of a better process for setting safer speed limits. The proposed changes aim to address this feedback, through providing a mechanism for RCAs to take a more coordinated approach to reviewing speed limit changes, rather than the road-by-road approach the bylaw process encourages.
- The current bylaw process for setting speed limits is administratively burdensome and does not effectively support regional collaboration.

The replacement of the existing bylaw-making process with a new speed management planning (Plan) process, to be used by all RCAs, is proposed to work as follows:

- RCAs (e.g. MPDC) to include their proposed speed limit changes and safety infrastructure treatments (which will include proposed placement of safety cameras) for the coming 10 years into speed management plans.
- Regional Transport Committees (RTCs) will be responsible for collating inputs from RCAs within their region and developing Regional speed management plans that will align with regional land transport planning process.
- WK/NZTA will have the role of regulator – responsible for determining specific deadlines for each planning cycle (and as the RCA for state highways will also be responsible for producing a State Highway Plan – to be certified by an independent speed management committee.

Ngā Take/Kōrerorero | Issues/Discussion

The following points are a summary of the proposed new speed management process.

Aligning speed management plans with land transport plans

WK/NZTA's intent is to align Speed Management Plans (SMPs) with Regional Land Transport Plans (RLTPs) bringing together speed management and infrastructure investment decisions. For this to work, WK/NZTA has included numerous (must include) content requirements for the proposed Speed Management Plans; the most relevant of these are listed below (the remainder can be found on page 11 of the *Land Transport Rule: Setting of Speed Limits 2021 Overview for Consultation* document - attached).

RCAs must include:

- An explanation of how their Plan is consistent with road safety aspects of the Government Policy Statement (GPS) on land transport and any Government road safety strategy e.g. Road to Zero for 2020-2030.
- A general explanation as to how a whole-of-network approach was taken when proposing speed limit changes and safety infrastructure changes.
- Information about speed management treatments around schools; including a rationale for why any speeds outside schools (during school travel periods) would be above 30km/h. A designation for rural schools, and the speed limits for any rural schools (which must be 60km/h or less).
- Information on why any of the proposed speed limits don't align with the WK/NZTA estimate of what is the safe and appropriate speed limit for the road; giving consideration for the road safety aspects of the GPS and any Government road safety strategy, the desirability of taking a whole-of-network approach and guidance developed by WK/NZTA.
- Descriptions of where speed management proposals affect roads that interact across RCA responsibilities e.g. between local roads and State Highways and RCA boundaries where speed limits on the same road do not align.

The proposed new role of RCAs

As part of the proposed new Rule, it is intended that RCAs will:

- Continue to make decisions about speed management treatments on their roads.
- Provide input to the RTC for the Regional speed management plan.
- Receive, consider and respond to consultation responses forwarded by the RTC.

The proposed new role of RTCs

The structure of the RTC consists of two (2) Regional Council representatives, one (1) local Council representative – for each of the TAs and, one (1) WK/NZTA representative. This mixed forum provides: regional consistency, manages interactions and timing across RCAs/between local roads and the state highway network/ through boundary issues with bordering regions/and encourages alignment with GPS and RLTP processes.

RTCs with respect to the amended rule will:

- Collate input from RCAs within a region and develop, consult on, and develop/finalise regional speed management plans.
- Provide a forum to encourage consistency across the network, managing interactions and implementation timing across RCAs and working through any boundary issues with bordering regions.

- Carry out consultation on the regional Plan with input from RCAs – per the consultation requirements detailed on page 13 of the Land Transport
- Provide the final draft Plans for certification to Waka Kotahi. NB: WK/NZTA will provide guidance, information and geospatial tools to assist RTCs with preparing, consulting and finalising regional Plans.

Other processes for setting speed limits

Two situations arise that may affect RCAs; firstly the new (2021) Rule allows speed limit changes to occur when a RCA cannot wait for the next relevant Plan e.g. if there is a sudden change in road use. Secondly, the new Rule allows for any urgent speed limit changes before an interim Plan is available; or if the speed limit change has not been included in the interim plan.

Formal certification of speed management plans

The Director will formally certify regional speed management plans against criteria in the proposed Rule. An independent speed management committee will formally certify the WK/NZTA state highway speed management plan against the same criteria.

Speed limits must be entered into the register

The new speed management framework removes the current bylaw-making requirements. Other than temporary speed limits, all speed limits would formally come into force through inclusion on a national register. The Register is intended to be the single-source-of-truth for, and give legal effect to, certain land transport decisions. Speed limits are expected to be the first category of decisions included in the Register.

WK/NZTA is currently working with RCAs to transfer all existing permanent, variable and seasonal speed limits into the Register. The effect of creating a land transport record will not automatically revoke the previous bylaw. RCAs will be required to pass a resolution to revoke the bylaw, or part of the bylaw.

The establishment of an independent speed management committee

It is proposed that the speed management committee's role will be to certify State Highway Plan compliance with the Rule and to have oversight of the information and guidance on speed management provided by WK/NZTA; including the *Speed Management Guide*. The intent is the first speed management committee will be in place as soon as practicable after the signing of the Rule.

Speed limits around schools (urban and rural)

A key action from the current national road safety strategy, *Road to Zero*, is that RCAs are required to introduce safer speeds around schools, with an initial 40% of changes to be completed by 30 June 2024. The remainder of the transition as reasonable efforts by 31 December 2029. Current speed limits outside most urban schools don't make walking, cycling and scooting appealing modes of transport for children and their parents.

The present (2017) Rule doesn't set requirements for speeds around schools with guidance only encouraging lower speed limits. Under the proposed (2021) Rule, RCAs must set urban variable or permanent speed limits of 30km/h or 40km/h with a relevant explanation supporting the higher speed.

Again under the proposed (2021) Rule, but this time for *rural* schools – the RCA must consider its location as 'rural' and designate this through the relevant Plan (providing the local community opportunity to provide feedback on the designation as consultation). If an RCA wants to set a speed limit greater than 40km/h it will need to designate a school as rural. *In the first instance, WK/NZTA will as regulator provide guidance on what is considered rural. RCA's must set variable and permanent speeds to a maximum of 60km/h.

Temporary and Emergency speed limits

The new Rule proposes the process and criteria for temporary speed limits will remain unchanged i.e. the same as the under the 2017 rule. *Applicable to circumstances that present danger to workers or public when working adjacent to a road, the presence of unsafe surfacing or structures and special events.*

However under the new Rule, the process for setting emergency speed limits will change; requiring them to be lodged in the Register - another lodgement enables their removal. *Situations are varied but include (explosion, earthquake, eruption, tsunami, flood, storm etc.)*

Mōrearea | Risk

The following are perceived risks from the new approach to speed management planning:

- Community disconnect – Under the new process it is proposed that consultation is managed by the RTC through the regional speed management plan. Council can be involved with the consultation but it may result in the community not feeling as engaged. There is no requirement for RCA's to engage with the community directly before the regional speed management plan is developed but it may choose to do this.
- Potential confusion – our community may be used to dealings with MPDC as their local Council and have a reasonable appreciation for the current process around the setting of speed limits, however once this changes, there is the potential to confuse the community as the formal consultation is managed by the RTC.
- There are concerns that costs associated with the proposed process have not been accounted for in the advice for developing and then implementing the Regional speed management plans. Many local authorities are already operating under significant fiscal constraints.

Ngā Pāpāhonga me ngā Wātaka | Communications and timeframes

The following represent key submission points. The draft submission will be circulated prior to the meeting on the draft Land Transport *Rule: Setting of Speed Limits 2021* for the Committee's feedback and endorsement – it includes other points many of a technical nature. NZTA/WK have also asked feedback on the following matters.

- Do you think the proposed Speed Management Planning process should replace the existing bylaw process? If not, why not?
- Do you think the respective roles of RCAs and RTCs proposed under the new rule are appropriate? If not, why not?
- Do you think it is clear how the Register should be used? If not, why not?
- Do you support RCAs being able to set variable speed limits without approval from Waka Kotahi? If not, why not?
- Do you support the timeframes for introducing safer speed limits around schools (an initial 40% of changes to be completed by 30 June 2024 and the remaining by 31 December 2029)? If not, what do you think would be more suitable timeframes?
- Do you support the proposal that RCAs would designate rural school areas? If not, why not?

- Do you agree RCAs should not be able to change a speed limit for a period of five years, if directed to change the original speed limit by Waka Kotahi? If not, what do you think would be a more appropriate timeframe?

The following steps outline the expected framework's transitional timeline:


- From now until December 2021, RCAs are to continue using the current bylaw process until their existing speed limits are migrated on to the Register of Land Transport Records (the Register). By December 2021, the migration programme is expected to be completed for all RCAs.
- During 2021 and 2022, WK/NZTA will work with RCAs and RTCs to develop *interim speed management Plans*.
- All interim plans will be certified by the Director; including any proposed changes to State Highways – provided for highways an independent speed management committee is set up.
- From early 2022, speed limits are only able to be set through the Register and the proposed Plan process.
- From 2023, RCAs and RTCs will be required to follow the full planning process alongside the 2024 GPS and RLTP process.

Pānga ki te pūtea, me te puna pūtea | Financial Cost and Funding Source

The costs associated with the changing process are not quantified and have not been accounted for. It is noted that RCAs are already operating under fiscal constraints.

The Long Term Plan has included some funding on speed management implementation and updating of school signage but will need to be reviewed once a regional plan is agreed upon and the new speed limit rule changes are finalised.

Ngā Tāpiritanga | Attachments

 [Setting of Speed Limits 2021 overview and summary of proposals for consultation April-June 2021](#)

 [Setting of Speed Limit Rule 2021 questions and answers](#)

Ngā waitohu | Signatories

Author(s)	Barry Reid Roading Asset Engineer	
Approved by	Susanne Kampshof Asset Manager Strategy and Policy	
	Manaia Te Wiata Group Manager Business Support	

Item 8.3



LAND TRANSPORT RULE: SETTING OF SPEED LIMITS 2021

Overview for Consultation

23 APRIL 2021

[New Zealand Government](#)

Copyright information

Copyright ©. This copyright work is licensed under the Creative Commons Attribution 4.0 International licence. In essence, you are free to copy, distribute and adapt the work, as long as you attribute the work to the Waka Kotahi NZ Transport Agency (Waka Kotahi) and abide by the other licence terms. To view a copy of this licence, visit <http://creativecommons.org/licenses/by/4.0/>.

Disclaimer

Waka Kotahi has endeavoured to ensure material in this document is technically accurate and reflects legal requirements. However, the document does not override governing legislation. Waka Kotahi does not accept liability for any consequences arising from the use of this document. If the user of this document is unsure whether the material is correct, they should refer directly to the relevant legislation and contact Waka Kotahi.

More information

If you have further queries, call our contact centre on 0800 699 000 or email us at rules@nzta.govt.nz

This document is available on the Waka Kotahi website at <http://www.nzta.govt.nz>

[New Zealand Government](#)

Contents

Process for making Rule changes	4
Consultation on proposed rule changes	6
What are we seeking your feedback on?	6
How the Proposed Rule change will fit with other legislation	6
Making a submission	7
Introduction	8
Why are rule changes being proposed?	9
Proposed changes	10
Proposal 1 – Speed management plans	10
Proposal 2 – Alternative process for setting speed limits	15
Proposal 3 – Formal certification of speed management plans	16
Proposal 4 – Speed limits must be entered into the register	17
Proposal 5 – Establishment of an independent speed management committee	19
Proposal 6 – Speed limits around schools	20
Proposal 7 – Temporary and emergency speed limits	22
Proposal 8 – Approval for certain speed limits	23
Proposal 9 – Use of variable speed limits	23
Proposal 10 – Speed limit areas	24
Proposal 11 – Other proposals	24

[New Zealand Government](#)

PROCESS FOR MAKING RULE CHANGES

The *Land Transport Act 1998* (the Act) provides the legal framework for making Land Transport Rules.

What are Land Transport Rules?

Land Transport Rules (Rules) are secondary legislation made by the Minister of Transport or their delegate (the Minister) under the Act.

The Act sets out principles and the policy framework. Rules contain detailed requirements, including standards and processes, for putting those principles and policy into operation. Rules cover a range of land transport issues. Outcomes that Rules aim to achieve include, but are not limited to, the following:

- Safeguarding and improving land transport safety and security
- Improving access and mobility
- Assisting economic development
- Protecting and promoting public health
- Ensuring environmental sustainability

Compliance with Rules is required because they form part of New Zealand transport law. The specific offences and penalties applicable to each Rule are set out in the Act or in Regulations.

Most Rules are drafted by Waka Kotahi, by an arrangement with the chief executive of the Ministry of Transport (MOT), working closely with MOT policy and legal advisors.

Rules are drafted in plain language to be easily understood. Waka Kotahi undertakes consultation on proposed changes to Rules on behalf of the Minister. The issues raised in submissions on the proposed Rule changes are analysed and considered in preparing Rules for the Minister to sign.

Matters the Minister must have regard to when making Rules

The Act sets out the matters the Minister must have regard to when making a Rule (in section 164(2)). In summary, these are:

- Nature of the proposed activity or service for which the Rule is being established
- Risks to land transport safety:
 - The level of risk to land transport safety in each proposed activity or service
 - The level of risk existing to land transport safety in general in New Zealand
 - The need to maintain and improve land transport safety and security
- Appropriate management of infrastructure
- Assisting achievement of strategic objectives for transport - whether a proposed Rule:
 - Assists economic development
 - Improves access and mobility
 - Protects and promotes public health
 - Ensures environmental sustainability
- Costs of implementing the proposed changes
- International considerations: New Zealand's international obligations concerning land transport safety, and the international circumstances in respect of land transport safety.

Having regard to those matters for the proposed Land Transport Rule: Setting of Speed Limits 2021 (the proposed Rule)

Proposed activity or service: The proposed Rule will set out criteria, requirements and procedures to be followed by Road Controlling Authorities (RCAs) when reviewing and setting speed limits for roads within their respective jurisdictions.

Risks to land transport safety: The speed of vehicles on our roads is one of the most significant risks to personal safety in our land transport system. The proposed Rule is expected to contribute to road safety by supporting the *Road to Zero* road safety strategy for managing speeds. It requires RCAs to participate in a whole-of-network approach to speed management. Under the proposed Rule, Waka Kotahi will continue to provide guidance on speed management, including its estimate of safe and appropriate speed limits for roads.

Appropriate management of infrastructure: As well as supporting a whole-of-network approach to speed management, the Rule requires RCAs to consider the use of safety infrastructure alongside or instead of changes to speed limits. For example, deadlines in the process of establishing a Speed Management Plan (Plans) should encourage alignment with the Government Policy Statement on Land Transport and Regional Land Transport Planning (RLTP) processes.

Assisting achievement of strategic objectives for transport:

- Assists economic development: The proposed Rule facilitates investment in safety infrastructure through Plans, which will improve the safety of economically significant roads carrying a lot of traffic, while maintaining travel times and improving travel time reliability.
- Improves access and mobility: The proposed Rule requires a general lowering of speed limits around schools and supports RCAs to consider lower speed limits in urban centres and other urban areas with high numbers of active mode users. This enhances the environment for access and mobility by non-motor vehicle users in these areas.
- Protects and promotes public health: The proposed Rule is expected to contribute to road safety through the reduction of deaths and serious injuries. This will thereby promote the protection of public health. The enhanced access and mobility achieved from safer speeds has the co-benefits of increased physical activity levels and less-polluted urban environments.
- Ensures environmental sustainability: Where the proposed Rule creates conditions that support mode shift from private vehicles to more active modes, emissions will decrease.

Costs of implementing the proposed changes: The new approach of creating Plans every three years will be a significant change for territorial authorities, Regional Transport Committees (RTCs) and Waka Kotahi. Under the Land Transport Rule: Setting of Speed Limits 2017 (2017 Rule), every speed limit (other than temporary or emergency speed limits) must be set using a bylaw, which can be a time-consuming and costly process. Under the proposed Rule, Plan development will be relatively resource intensive. However, it is anticipated once Plans have been finalised, it will be much simpler for RCAs to make changes to individual speed limits during the life of a Plan.

There will be costs for Waka Kotahi in establishing, migrating existing speed limits onto, and then operating and maintaining the Register of Land Transport Records (Register). The Register will become the single source of truth for all speed limits (other than temporary speed limits). A speed limit will become legal when it is entered into the Register (other than temporary speed limits). Most of those costs arise from the Regulations rather than the proposed Rule but have been considered in this overall policy process.

International considerations: The proposed Rule is consistent with New Zealand's international obligations in respect of land transport.

CONSULTATION ON PROPOSED RULE CHANGES

The purpose of this publication is to consult on changes contained in the proposed Rule.

Consultation on the proposed Rule is being carried out to ensure legislation is sound and robust and the Rule development process takes account of the views of, and the impact on, people affected by the proposed changes.

This consultation has two parts:

- (a) This overview, which sets the proposed amendments
- (b) The consultation draft of the proposed Rule

These documents can be found here: www.nzta.govt.nz/speedrule2021

Please read the overview carefully and consider the effects the proposed Rule changes would have on you or your organisation.

Subject to the approval of the Minister, the proposed Rule changes are expected to come into effect in 2021.

WHAT ARE WE SEEKING YOUR FEEDBACK ON?

Waka Kotahi welcomes your comments on the proposed changes set out in this overview and in the consultation draft of the proposed Rule.

When you provide your feedback, it would be helpful if you consider and comment on the following:

- What impact would the proposals have, and on whom? Waka Kotahi is particularly interested in your comments on any costs (to you or to your organisation) of implementing the proposals.
- Would any groups or individuals be disadvantaged by the proposals, and how?
- Would any groups or individuals benefit from the proposals, and how?
- Are there any implementation or compliance issues that would need to be considered?

Wherever possible, please provide examples to illustrate your point.

HOW THE PROPOSED RULE CHANGE WILL FIT WITH OTHER LEGISLATION

The proposed Rule will be made under sections 152; 157(d), (e) and (g); and 159A of the Act. Under those sections, the Minister is empowered to make rules that provide for the setting of speed limits, and set out criteria, requirements, and procedures to be complied with by RCAs when they set speed limits; provide for the design and operation of traffic control devices; and provide for the establishment of committees.

The Rule affects Waka Kotahi in two ways. The Director of Land Transport – a statutory officer that is an employee within Waka Kotahi – is responsible for ensuring RCAs comply with the Rule. Waka Kotahi itself is also an RCA with respect to State highways. These functions are operated separately by different parts of Waka Kotahi.

Where a speed limit imposed by another enactment (for example, the maximum speed for heavy vehicles set out in Land Transport (Road User) Rule 2004), differs from a speed limit set in accordance with the proposed Rule, the lowest applicable speed limit applies. For example, even though a section of modern designed motorway may have a maximum speed limit of 110 km/h, a heavy motor vehicle would continue to be restricted to a maximum speed limit of 90 km/h (applied under clause 5.5 of the Land Transport (Road User) Rule 2004).

Offences and penalties

Rules do not contain offences and penalties for breaches of Rule requirements. These provisions are set out in regulations. The proposed Rule does not affect the obligations to comply with speed limits, nor does it affect maximum speed limits applicable to particular categories of vehicle.

Fees

No changes to fees and charges are required.

Publication and availability of Rules

Access to consultation material

This consultation document is available online at:

<https://nzta.govt.nz/consultations/>

Availability of Rules

The Rules are available online at:

<https://nzta.govt.nz/rules/>

Information about Rules

Further information about Rules and the Rule-making process is available online at:

<https://nzta.govt.nz/resources/rules/about>

If you have not registered your interest in Rules, you can do so by contacting Waka Kotahi at:

<https://nzta.govt.nz/registration-of-interest-in-land-transport-rules/>

MAKING A SUBMISSION

If you wish to make a submission on the proposed changes, please read the information below.

Before making your submission

Please read the information provided in this overview and the consultation draft of the proposed Rule.

Please include the following information in your submission

- The title of the proposed Rule you are commenting on
- Your name, and title if applicable
- Your organisation's name if applicable
- Your email address

Sending your submission

You can send your submission via the online submission form or by email to rules@nzta.govt.nz. The online submission form is available at:

www.nzta.govt.nz/speedrule2021

Please note the deadline for submissions

The deadline for submissions is 5pm on Friday 25 June 2021.

Your submission is public information

Please note your submission may become publicly available. Waka Kotahi may publish any information you submit and may identify you as the submitter should it publish your submission or provide it to a third party.

Please therefore clearly indicate if your comments are commercially sensitive or, if for some other reason, they should not be disclosed, or the reason why you should not be identified as the submitter. Any request for non-disclosure will be considered in terms of the *Official Information Act 1982*.

INTRODUCTION

This summary explains the purpose and intent of the proposed Rule. The proposed Rule would replace the existing 2017 Rule and implement a new approach to speed management planning on New Zealand roads.

Speed continues to be a major contributing factor to deaths and serious injuries on New Zealand roads.

Evidence shows travelling too fast for the conditions is consistently one of the highest contributing factors in fatal and serious injury crashes. In the event of a crash, regardless of cause, the speed on impact is the most important determinant of the severity of injuries sustained and the probability of death.

On 11 November 2019, Cabinet agreed to the wider *Tackling Unsafe Speeds* programme. The programme includes three components. These are:

1. Introducing a new regulatory framework for speed management to improve how RCAs plan for, consult on and implement speed management changes
2. Transitioning to lower speed limits around schools to improve safety and encourage more children to use active modes of transport
3. Adopting a new approach to road safety cameras (for example, cameras commonly referred to as "speed cameras" and "red light cameras") to reduce excessive speeds on our highest risk roads.

Under the 2017 Rule, the power to manage and set speed limits is given to RCAs, which can be territorial authorities (councils) or non-territorial authorities (e.g. supermarkets or the Department of Corrections). RCAs that are territorial authorities are then members of a Regional Transport Committee (RTC), who have traditionally managed the RLTP process, with RCA input. RTCs have no involvement in the current speed limit setting process. Waka Kotahi is the RCA for the State highways.

The current process for setting speed limits under the 2017 Rule has been costly and inefficient. It has led to poorly coordinated speed limit changes across the network that often lack infrastructure changes. It has also caused some RCAs to delay or avoid making speed management changes due to uncertainty around when and how to amend, replace or revoke current speed limits, as well as on when to consult on speed limit changes.

The proposed Rule will give effect to a new regulatory framework. This includes the following:

- Bringing together infrastructure investment decisions and speed management decisions by creating a speed management planning process aligned with the RLTP process
- Requiring all RCAs that are territorial authorities to include their proposed speed limit changes and safety infrastructure treatments (which will include proposed placement of road safety cameras) for the coming 10 years into Plans
- RTCs will coordinate input from RCAs to create a regional Plan
- Providing a new consultation process to help align Plans with the RLTP process
- Giving the new Director of Land Transport (within Waka Kotahi) the responsibility for certifying regional Plans
- Establishing an independent Speed Management Committee to:

- certify the Waka Kotahi State highway Plan
- oversee the information and guidance on speed management that Waka Kotahi (as regulator) provides all RCAs
- Introducing a new process for setting speed limits outside of Plans, and for RCAs that are not territorial authorities
- Requiring all speed limits (other than temporary speed limits) to be entered into a national Register. Waka Kotahi (as regulator) will be the Registrar of the Register. The Register will give legal effect to all speed limits (other than temporary speed limits).
- Requiring RCAs to reduce speed limits around:
 - urban schools to 30 km/h (variable or permanent speed limits), with the option of implementing 40 km/h speed limits if appropriate
 - rural schools to a maximum of 60 km/h (variable or permanent speed limits)

This consultation document also seeks feedback on the following proposed changes:

- A new process for setting an emergency speed limit, which involves registering the speed limit
- Consideration of 70 and 90 km/h speed limits and making these speed limits more widely available, either permanently or for an interim (three-year) period
- Removing the requirement for RCAs to seek Waka Kotahi approval before setting variable speed limits
- Changes to minimum length requirements over which a speed limit may be applied
- Changes to the way 'mean operating speed' is considered when setting a speed limit

To support the proposed Rule, a new *Speed Management Guide* will be released, following a period of engagement with stakeholders. This will occur once the proposed Rule is finalised. The Speed Management Guide will provide RCAs and RTCs further detail on the new process and matters to be considered when planning for and implementing speed management changes.

WHY ARE RULE CHANGES BEING PROPOSED?

To support the *Road to Zero* vision of a New Zealand where no one is killed or seriously injured in road crashes, the Government has endorsed a new, more coordinated and transparent approach to speed management. This framework will also mandate lower speed limits outside schools, creating a safer travel environment.

The proposed changes support a new, more co-ordinated approach to speed management

The current process for setting speed limits (requiring all RCAs to make bylaws) is resource-intensive, time-consuming and complex. Many RCAs have raised concerns about this process and are supportive of a better process for setting safer speed limits. The proposed changes aim to address this feedback, through providing a mechanism for RCAs to take a more co-ordinated approach to reviewing speed limit changes, rather than the road-by-road approach the bylaw process encourages.

The changes will also provide role clarity within Waka Kotahi, where Waka Kotahi was previously acting as both a regulator and an RCA, through the establishment of an independent speed management committee to certify the State highway Plan. In relation to speed management, the Director of Land Transport will carry out any approval functions such as the certification of regional Plans, with functions such as publishing plans, guidance and setting of timelines remaining with Waka Kotahi.

A new Setting of Speed Limits Rule is required to give effect to the new regulatory framework

The proposed changes to the framework are significant and, as such, a new Rule is required rather than an amendment to the 2017 Rule.

PROPOSED CHANGES

Proposal 1 – Speed management plans

The current bylaw making process will be replaced by a new speed management plan (Plan) process. This will be used by all RCAs that are territorial authorities.

RCAs will prepare Plans on proposed changes to speed limits, road safety cameras and speed management-related infrastructure for the 10 financial years from the start of the plan.

The current bylaw process for setting speed limits, made under section 22AB of the Act and the 2017 Rule, is administratively burdensome and does not effectively support regional collaboration. The proposed Rule would substitute a new regulatory framework for speed management to improve how RCAs plan for, consult on and implement speed management changes.

RTCs would be responsible for collating input from RCAs that are territorial authorities within their region and developing regional Plans. This will support better engagement with communities, as well as collaboration between RCAs within regions. RCAs will be expected to take a 'whole-of-network' approach to considering speed management changes. Waka Kotahi will support RCAs in this process.

Waka Kotahi (as an RCA) will be responsible for producing a State highway Plan, which will be certified by an independent speed management committee. More information on the speed management committee can be found on page 18.

Plans would set out the objectives, principles and measures for speed management on relevant roads for at least 10 financial years from the start of the plan and include the following treatments:

- Changes to speed limits (other than temporary and emergency speed limits)
- Road safety cameras¹
- Safety infrastructure

Plans will be updated and consulted on every three years.

Principles could include the following:

- Moving towards specific speed limits around schools and in urban areas
- Ensuring new and existing roads are built or upgraded to reflect the purpose of the road and to create a safe environment
- Consistency in speed management approaches in residential areas
- Focus on where the biggest accessibility and safety improvements will be gained

It is expected Plans will outline a detailed summary of the specific speed management treatments on the roads covered by the first three years of the Plan. For the following seven years, RCAs may choose to provide a high-level indication of the roads where RCAs will carry out speed management reviews if specific treatments are not yet known.

The intent is to align the speed management planning and RLTP processes to bring together speed management and infrastructure investment decisions. Waka Kotahi, in its role as regulator, will be responsible for determining specific deadlines for each planning cycle. The expectation is Waka Kotahi would work with RTCs in setting the deadlines to align consultation with the RLTP process.

As noted above, it is anticipated Waka Kotahi's *Speed Management Guide* (2nd edition) will help RCAs step through the process to develop a Plan described in the proposed Rule. Waka Kotahi will engage with RCAs on the next edition of the *Speed Management Guide* once the proposed Rule is

¹ While Waka Kotahi will be responsible for the safety camera network, it will work collaboratively with RCAs on the placement of cameras.

finalised, focusing in particular on the content required for the Plans and the most appropriate form for presenting it. The proposed Rule will require each RTC and Waka Kotahi (as RCA) to have regard to the guidance and information developed and maintained by Waka Kotahi (as regulator) when preparing a Plan.

It is proposed Plans must:

- Identify the changes (if any) being proposed to speed limits (other than temporary and emergency speed limits), safety cameras, and safety infrastructure on the relevant roads over the next three years; and
- Set out the objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan.

The proposed Rule sets out content requirements for Plans, which must include:

- An explanation of how the Plan is consistent with the road safety aspects of the Government Policy Statement on land transport (GPS)² and any Government road safety strategy (e.g. *Road to Zero* for 2020-30)
- A general explanation of how a whole-of-network approach was taken when proposing speed limit changes and safety infrastructure changes
- An implementation programme for at least three financial years from the start of the Plan, setting out the changes (if any) being proposed to speed limits, safety cameras and safety infrastructure on the relevant roads and the timeframe within which each change is proposed to occur
- Information on speed management treatments around schools, including a rationale for why any speed limits outside schools during school travel periods would be above 30 km/h in urban areas
- Designation of rural schools, and the speed limits for any rural schools (which must be 60 km/h or less)
- A summary of any changes to speed limits, safety cameras and safety infrastructure included in the implementation programme in the previous Plan (if any) that have not yet come into force
- A summary of the extent to which, in the RCA's view, the changes to speed limits, safety cameras and safety infrastructure included in the implementation programme in the previous Plan (if any) that have come into force have been effective in managing speed
- For any changes being proposed to a speed limit that do not align with the Waka Kotahi estimate of what is the safe and appropriate speed limit for the road, an explanation for why the proposed speed limit differs from the Waka Kotahi estimate. The RCA must consider the road safety aspects of the GPS and any Government road safety strategy, the desirability of taking a whole-of-network approach to speed management, and the guidance developed by Waka Kotahi.
- A description of the conditions under which a variable or seasonal speed limit will operate.

Plans are also intended to describe the interactions where speed management proposals affect roads interacting across RCA responsibilities. This could include the interactions between local roads and State highways, and boundaries where speed limits on the same road do not align.

Proposed Rule reference: Section 3, and clause 2.5

² The GPS sets out the Government's strategic direction for the land transport system over the next 10 years and is updated every three years. It provides guidance on how Waka Kotahi invests the National Land Transport Fund, and how Waka Kotahi assesses and prioritises activities for Regional Land Transport Plans and the National Land Transport Programme.

Transitioning to the new framework

RCA's will be encouraged to incorporate the new speed management framework into the 2021 National Land Transport Programme³ and RLTP processes.

Waka Kotahi will work with RCA's and RTC's to develop interim Plans during 2021 and 2022. RCA's and RTC's can consider using interim Plans to progress speed management changes during this period. Interim Plans could form the basis of the first formal plan, which RTC's would be encouraged to align with the GPS and RLTP processes. While it is intended that interim Plans have similar content and process requirements, there are some key differences:

- Content requirements are a 'may', which will mean that, as an example, safety camera placement and setting out the following 10 years objectives, policies and measures will not be required;
- All interim Plans will be certified by the Director, including any proposed changes to the State highway network, if the independent speed management committee is set up;
- Interim Plans need to be in a form approved by Waka Kotahi; however, consideration will be given if an alternative form is proposed by an RCA or RTC, and
- An RCA will be able to prepare an interim Plan separate from the relevant RTC. However, an RCA must participate in the interim regional Plan if notified in writing of the intent of the RTC to publish a consultation draft interim regional Plan within the next 28 days.
- If there is an interim regional Plan prepared without input from an RCA in that particular region, and an interim Plan is prepared by the RCA at a later date, Waka Kotahi will publish these together to provide clarity for viewers of the Plans.

RCA's could still individually consult on and set speed limits using this process. This process is described further on page 15.

RCA's will continue to use the current bylaw process until their existing speed limits have been migrated onto the Register of Land Transport Records (the Register). The migration programme is expected to be completed for all RCA's by the end of 2021, after which speed limits will only be set through the Register (and the proposed planning process). From 2023, RCA's and RTC's will be required to follow the full planning process alongside the 2024 GPS and RLTP process.

Proposed Rule reference: Clause 11.3 and Schedule 3

Roles in the development of regional speed management plans

RCA's would be responsible for collating input from RCA's within their region and developing regional speed management plans.

RTC's are made up of two representatives of the relevant regional council, one representative of each territorial authority (local council) and one representative of Waka Kotahi⁴. It is proposed RTC's will provide a forum to:

- Encourage consistency across the network through consideration of speed management treatments across an entire region, rather than just on a road-by-road basis
- Manage interactions and timing across RCA's, including interactions between local roads and the State highway network, and through boundary issues with bordering regions
- Encourage alignment with the GPS and RLTP processes

³ The National Land Transport Programme is a three-yearly investment package that ensures transport can be delivered nationally, regionally and on a local authority level.

⁴ For a Regional Council that is a unitary authority (i.e. Auckland Transport or the Chatham Islands), the committee consists of four representatives of the unitary authority and one representative of Waka Kotahi.

- Allow RCAs that are not territorial authorities (e.g. supermarkets or Department of Corrections) to participate in the planning process

In developing Plans, the RTC and RCA each have specific roles under the proposed Rule:

RTC roles	RCA roles
<ul style="list-style-type: none"> • Collate input from RCAs within a region and develop, consult on and finalise regional Plans • Provide a forum to encourage consistency across the network, managing interactions and implementation timing across RCAs, and working through any boundary issues with bordering regions • Carry out consultation on the regional Plan with input from RCAs • Provide the final draft Plans for certification to Waka Kotahi 	<ul style="list-style-type: none"> • Continue to make decisions about speed management treatments on their roads • Provide input into the regional Plan to the RTC • Receive, consider and respond to consultation responses forwarded by the RTC

When RTCs are preparing the regional Plan, Waka Kotahi will provide guidance, information and geospatial tools to assist RTCs with preparing, consulting on and finalising regional Plans.

Proposed Rule reference: Clause 3.5 and 3.13 to 3.15

Consultation requirements

The proposed Rule will require RTCs to follow the consultation requirements as set out in section 82 of the *Local Government Act 2002* (LGA). This is the current consultation process used for the RLTP process.

The LGA sets out six guiding consultative principles:

- Councils must provide anyone who will or may be affected by the decision, or anyone who has an interest in the decision, with reasonable access to relevant information
- These people should also be encouraged to express their views to council
- People invited to present their views to council should be given clear information about the purpose of the consultation and the scope of the decisions being made
- People who wish to present their views must be given reasonable opportunity to present them
- Councils should receive these views with an open mind and give them due consideration when making a decision
- The council should provide people presenting their views with information relevant to decisions and the reasons for them

RTCs would also be required to separately consult with Māori affected by any proposed change, if the change is likely to impact on:

- Māori land; or
- Land subject to any Māori claims settlement Act; or
- Māori historical, cultural, or spiritual interests.

Proposed Rule reference: Clauses 3.8 and 3.9

Acknowledging the intent to enable a more co-ordinated approach to speed management, RTCs and Waka Kotahi (as RCA) will be encouraged to align consultation processes. The proposed Rule will enable Waka Kotahi (as RCA) to consult separately on the State highway network if the relevant RTC does not have a regional Plan prepared in time. This will ensure the wider State highway Plan process will not be impeded by any regional RTC Plan delays.

In practice, it is expected that during the two-year transition phase, RTCs and Waka Kotahi will engage to determine what level of support and input is required to run a combined consultation process.

When consulting separately, the proposed Rule sets out high level obligations for Waka Kotahi (as RCA) to follow when consulting on the State highway Plan. In setting these obligations, it is acknowledged the overall coverage of this plan is extensive and Waka Kotahi (as RCA) needs to have the flexibility to carry this process out in a way that will be effective for all communities and stakeholders involved.

The requirements, when running consultation on the State highway Plan, will be as follows:

- Interested parties given a minimum four-week time period to make submissions
- Consideration of any submissions
- Publication on an internet site

Similar to RTCs, Waka Kotahi (as RCA) will be required to carry out separate consultation with Māori.

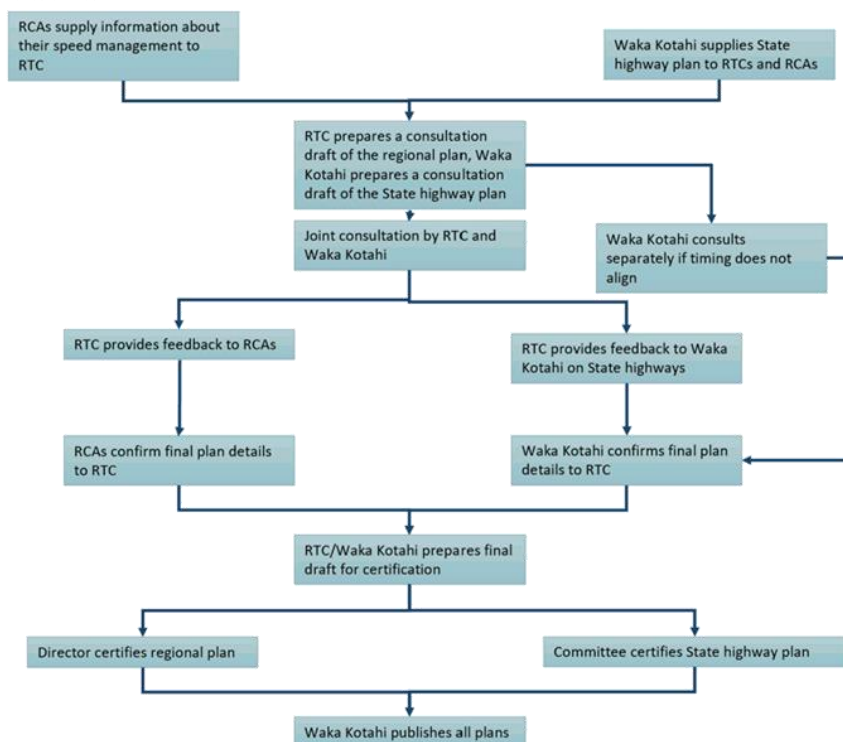
Proposed Rule reference: Clauses 3.8 and 3.9

Interactions with the State highway speed management plan

The proposed Rule will encourage a combined consultation process. This will enable RTCs to receive submissions on behalf of Waka Kotahi (as RCA) in relation to the State highway Plan.

RTCs and Waka Kotahi (as RCA) should endeavour to provide a single consultation process for submitters where possible. How this will work in practice will be an operational decision between the RTC and Waka Kotahi (as RCA), as the support required to run a combined consultation process could vary from region to region.

Figure 1: Proposed regional and State highway speed management plan process interactions



Proposal 2 – Alternative process for setting speed limits

A process for setting speed limits outside of the speed management planning cycle will be introduced. The proposed Rule will also clarify how RCAs that are not territorial authorities will be able to set speed limits.

The proposed Rule will also introduce an alternative process to serve three purposes, allowing:

- Speed limit changes to occur in circumstances where an RCA cannot wait for the next relevant Plan, such as a sudden change in road use
- To provide a mechanism for non-territorial authorities (e.g. supermarkets) to set speed limits
- To provide a mechanism for any urgent speed limit changes before an interim Plan is available, or if the speed limit change has not been included in the interim Plan.

Out of cycle speed limit changes

If an RCA needs to change a speed limit, and it's not stipulated in their Plan, they would still have the ability to do so. The Director must give approval that the alternative process could be used if it is satisfied a good reason exists for making the change before the next relevant Plan.

If the Director gives its approval, an RCA may consult on the proposed speed limit change. The RCA will not need to consult if the change is consistent with the relevant plan and the RCA considers it only a minor deviation from the speed limit. The RCA will determine what it considers to be a minor deviation.

When finalising the proposal, the RCA must take account of submissions received during consultation.

To implement the change, the speed limit must be entered on the Register, and the RCA will need to install appropriate speed limit signs.

Non-territorial authorities

The proposed Rule will provide the ability for non-territorial authorities that allow vehicle access in areas under their control, to set speed limits (e.g. supermarkets or the Department of Corrections). This can be done in two ways.

They can make a submission to the relevant RTC for proposed speed limits to be included in the relevant regional Plan. Consultation on the proposed speed limit will be done as part of the consultation on the regional Plan. They can set speed limits in accordance with the Plan.

They can also use the process in Section 6 of the proposed Rule, which recognises that they may not have engaged in the Plan making process. The Section 6 process involves consulting with the Police, Waka Kotahi and groups the RCA considers to be directly affected by the proposed speed limit.

To implement the change, the speed limit must be entered on the Register, and the non-territorial authority will need to install appropriate speed limit signs.

Proposed Rule reference: Clauses 2.6 and 2.7, and Section 6

Proposal 3 – Formal certification of speed management plans

The Director will formally certify regional speed management plans against criteria in the proposed Rule. An independent speed management committee will formally certify the Waka Kotahi State highway speed management plan against the same criteria.

The formal certification process for Plans will provide an independent check that the planning process and content requirements set out in the proposed Rule have been followed.

For certification, the Director or the speed management committee would need to be satisfied the content requirements for Plans have been met.

In submitting a Plan, the RTC or Waka Kotahi (as an RCA) will need to provide a declaration the required consultation process has been followed.

If the Director or the speed management committee is not satisfied the criteria in the proposed Rule has been followed, Plans will be referred back to the RTC or Waka Kotahi (as an RCA) with recommendations on how the Plan should be varied.

During the certification process, the Director or the speed management committee will have the opportunity to comment on the extent to which a Plan:

- takes a whole-of-network approach by including a consideration of a range of speed management interventions
- shows consistency with road safety aspects of the GPS and any Government road safety strategy (currently *Road to Zero*)
- sets out the objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan
- considers the desirability of a road under the control of one RCA and an adjoining road under the control of another RCA having the same speed limit, unless there is good reason for different speed limits
- is likely to lead to compliance with targets in relation to setting speed limits around schools.

Proposed Rule reference: Clauses 3.4(5), 3.5(6) and 3.10

Proposal 4 – Speed limits must be entered into the register

A speed limit will be set by entering the speed limit into the Register of Land Transport Records (the Register). The register will give legal effect to all permanent, variable, emergency and seasonal speed limits. Existing speed limits will be migrated into the Register.

The new speed management framework would remove the current bylaw-making requirements. All speed limits (other than temporary speed limits) would formally come into force through inclusion on a national register.

The *Land Transport (NZTA) Legislation Amendment Act 2020* inserted the provisions establishing the Register and associated regulation-making powers into the Act. The Register is intended to be the single source of truth for, and give legal effect to, certain land transport decisions. Speed limits are expected to be the first category of decisions included in the Register.

The proposed Land Transport (Register of Land Transport Records) Regulations 2021 (the proposed Regulations) will be made under sections 167(1)(mf) and 168AAA of the Act. This empowers regulations that provide for the information requirements and operational use of the Register of Land Transport Records. The regulations will give effect to the below and will be available when the final Rule is signed by the Minister.

The regulations will require the creation of a land transport record for existing speed limits. Any conflicts and overlaps between bylaws and land transport records can be managed during the transitional phase.

The intention is for bylaws to no longer form part of the speed limit-setting process. Waka Kotahi is working with all RCAs to transfer all existing permanent, variable and seasonal speed limits into the Register. As part of this process, Waka Kotahi will create land transport records in the Register. The effect of creating a land transport record will not automatically revoke the previous bylaw. RCAs will be required to pass a resolution to revoke the bylaw, or part of the bylaw.

RCAs will be required by land transport rules to continue to hold records for relevant bylaws for 7 years following the date the original bylaw was created. They may have other record-keeping obligations that apply as well.

All future permanent, variable, seasonal and emergency speed limits would be given legal effect through inclusion on the Register. Once live, the Register will be publicly searchable via the Waka Kotahi website.

Waka Kotahi (as regulator) will be the Registrar of the Register. When an RCA wants to implement a permanent, variable, emergency or seasonal speed limit change, it will be required to provide the following information to the Registrar:

- Geospatial information about the location of the start and end of the speed limit
- The speed limit in km / h
- The date on which the speed limit enters into force (which must not be earlier than the date the speed limit is entered in the register)
- The category of speed limit (i.e. permanent, seasonal, variable, emergency or temporary speed limit)
- For seasonal speed limits, the relevant dates and corresponding speed limits
- For variable speed limits, the relevant conditions and corresponding speed limits
- The speed limit's ending date, if known at the point of registration.
- A declaration that any legal requirements in relation to setting the speed limit have been satisfied
- Any other information required by the Registrar

RCAs can still set speed limits for whole areas, by identifying on a map an area where the speed limit on all roads is the same, such as 50 km/h or 30 km/h (see Proposal 10 discussed on page 24).

The form in which information is to be received will be set by the Registrar and communicated to RCAs.

Speed limits will have legal effect from the in-force date on the Register and the RCA will be required to ensure signs are installed in line with this date. General signage requirements are intended to remain consistent with the 2017 Rule and the *Land Transport Rule: Traffic Control Devices 2004*. However, the type of variable speed limit signs will be specified by the Director. The Registrar will be required to create a land transport record for each speed limit and include the record on the Register.

Unlike emergency speed limits, temporary speed limits will *not* be required to be entered on the Register. It is expected that, in the longer term, the Register will be able to accommodate temporary speed limits and this requirement will change. Any future requirement to lodge temporary speed limits in the Register will be subject to further consultation and future amendment Rules.

Where the Registrar does not have any speed limit information about a road from an RCA, the road will have the default 100 km/h speed limit. This ensures it will be an offence to travel faster than 100 km/h on these roads (unless a lower speed limit applies to the type of vehicle anyway).

Proposed Rule reference: Section 2 and clause 4.8(3)

Correction of anomalies between bylaws and signs

The Registrar will be working with RCAs to migrate existing speed limit data into the Register. As part of this process, the Regulations will allow for any inconsistency in bylaws to be corrected. This will mean that either the bylaw can take precedence (meaning speed limit signs will need to be updated) or the speed limit as reflected on the sign can take precedence (meaning the bylaw/land transport record will change).

Any inconsistency between a bylaw and the speed limit signs in place, no matter the size, can be corrected through the migration process.

It is proposed that the requirement to provide signs at, or near, the point where speed limit changes is extended to 50 metres (this is currently 20 metres). This is in recognition that in the future there may continue to be minor discrepancies between the location of a speed limit sign and the coordinates recorded in the Register. 50 metres may be necessary to allow signs to be situated appropriately in most roadside environments.

Proposed Rule reference: Clause 9.1, and Schedule 3, clauses 6 and 10

Proposal 5 – Establishment of an independent speed management committee

An independent speed management committee will be established to formally certify the State highway speed management plans against set criteria and provide oversight of the information and guidance on speed management.

Waka Kotahi (as an RCA) will be responsible for preparing Plans for the State highway network. To ensure independent oversight, a speed management committee will be established.

It is proposed the speed management committee role will be to certify State highway Plan compliance with the Rule and to have oversight of the information and guidance on speed management provided by Waka Kotahi, including the *Speed Management Guide*.

In carrying out its role, the speed management committee may request Waka Kotahi (as regulator) to:

- Provide comment about any information or guidance the regulator has provided
- Procure an independent review of any information or guidance the regulator has provided

Speed management committee members are expected to have knowledge, skills and experience in relation to road safety and speed management, and/or an understanding of the impact of speed management on the wider community, such as motorists, rural communities, vulnerable road users, freight carriers or enforcement.

Speed management committee appointments will be made by the Minister, on advice from MOT. Administrative support and advice to the speed management committee will be provided by Waka Kotahi.

The intent is the first speed management committee will be in place as soon as practicable after the signing of the Rule.

Proposed Rule reference: Clauses 3.16-3.18, and Schedule 1

Proposal 6 – Speed limits around schools

RCA's will be required to introduce safer speed limits around schools, with an initial 40% of changes to be completed by 30 June 2024 and use reasonable efforts to complete the remaining by **31 December 2029**.

Speed limits will be reduced to 30 km/h (or 40 km/h in some circumstances) around urban schools and a maximum of 60 km/h around rural schools. These speed limits can either be permanent or variable.

One of the key action items in the current road safety strategy, *Road to Zero*, is the intent to transition to safer speed limits around all schools by 31 December 2029. In particular, current speed limits outside most urban schools do not make walking, cycling and scooting appealing modes of transport, both for children and their parents.

In line with *Road to Zero*, RCA's will be required to have 40% of school speed limit changes completed by 30 June 2024.

The 2017 Rule does not set any requirements for speed limits around schools, and guidance only encourages RCA's to consider lower speed limits. The current *Speed Management Guide* and *Safer Journeys for Schools Guide* encourage:

- 40 km/h permanent or variable outside urban schools
- 60 km/h variable speed limits outside rural schools where there is an identified turning traffic risk

This would also apply to schools on State highways.

If an RCA has previously set a speed limit of 40 km/h around any of its schools, on or prior to 23 April 2021, the proposed Rule sets out the circumstances under which these may remain in place and do not require further attention.

The requirement for speed limit changes at, or close to, a point of obvious change in the roadside development or the road environment remains unchanged. The proposed Rule determines that the presence of a school nearby will meet this requirement. Waka Kotahi will provide guidance to encourage RCA's to implement safe and appropriate speed management solutions outside schools.

Speed limits around urban and rural schools will have different requirements

Urban schools

RCA's must set the speed limit outside an urban school as:

- A variable speed limit of 30 km/h during school travel periods; or
- A permanent speed limit of 30 km/h.

Or, RCA's may, if there is an explanation of why this decision has been made in the relevant Plan, set the speed limit outside an urban school as:

- A variable speed limit of 40 km/h during school travel periods; or
- A permanent speed limit of 40 km/h.

Rural schools

If an RCA considers a school to be located in a rural area, it must designate this through the relevant Plan. The process of designating a school as 'rural' will provide the local community an opportunity to provide feedback on the appropriateness of the designation through public consultation. This will mean if an RCA wants to set a speed limit greater than 40 km/h, it will need to take the active step of designating a school as rural.

Waka Kotahi (as regulator) will provide guidance, in line with information from Statistics New Zealand, on what is considered rural in the first instance.

RCAs must set the speed limit outside a rural school as:

- A variable speed limit of 60 km/h or less during school travel periods; or
- A maximum permanent speed limit of 60 km/h.

Consideration of school speed limits

The proposed Rule will allow an RCA to define what it considers 'a road outside a school' to identify roads where lower speed limits will apply. Consideration will need to be given to several factors, all of which will be outlined in guidance material provided by Waka Kotahi (as regulator) to support the decision-making process. These factors will include elements such as the typical or expected routes for pedestrians to access the school, mean travel speeds, the number of vehicles on a road, pedestrian counts and the road classification. As part of the consideration, the access for disabled pedestrians, both children and adults, should be considered.

Consideration of appropriate speed management interventions in the wider vicinity of a school requires more planning than simply reducing the speed limit on the road outside a school entrance.

RCAs will be encouraged to consider speed management treatments in the broader area around a school (e.g. road narrowing and raised platforms). The intent is this will help improve safety and access for children who may use active modes of transport to get to and from school.

RCAs will have until the end of 2029 to make necessary changes.

Below is an example of a possible infrastructure treatment to help encourage motorists to comply with lower speed limits around schools on roads.



Image 1: Speed management treatment using a raised platform with kea crossing, and road narrowing.

If an RCA wishes to use a variable speed limit, it will have the ability to determine the school travel time periods this will apply to but must have regard to guidance from Waka Kotahi (as regulator). In doing this, RCAs will need to have regard to a number of factors, including typical or expected

times and days at which pedestrians access the school, when the school is open, and how to best encourage families to use active modes. Waka Kotahi (as regulator) will provide guidance on the applicability of variable speed limits.

Proposed Rule reference: Section 5, and clause 4.7(2)

Proposal 7 – Temporary and emergency speed limits

The process for setting emergency speed limits would change to require emergency speed limits to be lodged in the Register.

The criteria and process for setting temporary speed limits would remain the same.

Under the proposed Rule, RCAs will be required to lodge emergency speed limits in the Register to give effect to these speed limits. Temporary speed limits will continue to be set using temporary speed management plans and appropriate signage.

While the Register is able to accommodate emergency speed limits, it is expected that, in the longer term, the Register will be able to accommodate temporary speed limits. Further amendments to legislation will be made to enable this.

Temporary and emergency speed limits are not intended to be included in Plans. When in place, temporary and emergency speed limits would take precedence over permanent, variable or seasonal speed limits in the Register.

Emergency speed limits

Emergency speed limits⁵ continue to be defined as a situation that:

- Is the result of any happening, whether natural or otherwise (including, without limitation, any explosion, earthquake, eruption, tsunami, land movement, flood, storm, tornado, cyclone, serious fire, leakage or spillage of any dangerous gas or substance, technological failure, infestation, plague, epidemic, failure of or disruption to an emergency service or a lifeline utility, or actual or imminent attack or warlike act); and
- Causes or may cause loss of life or injury or illness or distress or in any way endangers the safety of the public in any part of New Zealand.

It is proposed RCAs will be required to enter the information into the Register. Information would include the date when the emergency speed limit takes effect. Once the RCA installs emergency speed limit signage and has notified the Registrar, the Register will show the emergency speed limit as the enforceable speed limit.

RCAs would need to make another lodgement with the Register to remove the emergency speed limit when the emergency speed limit signage is taken down. The Register will have the capability to notify an RCA when the emergency speed limit is due to expire.

Temporary speed limits

Temporary speed limits continue to be used in circumstances that:

- In the opinion of the road controlling authority, present a risk of danger to a worker or the public, or a risk of damage to a road, due to:
 - physical work occurring on or adjacent to a road that impacts the function of the road (including an ongoing work site outside of the hours of work); or
 - the presence of an unsafe road surface or structure; or
 - a special event.

The process for temporary speed limits will remain the same as under the 2017 Rule.

⁵ As an example, an emergency speed limit was used along State Highway 1 in Kaikoura for a period of one year to minimise the risk of death and serious injury once portions of the road had been reopened.

This means to set a temporary speed limit, installation of signs in accordance with a traffic management plan approved by the relevant RCA must occur. In a practical sense, this often means an RCA will have delegated this ability to a contractor, who would be carrying out the relevant works.

Proposed Rule reference: Sections 7 and 8

Proposal 8 – Approval for certain speed limits

RCAs will have the ability to set 70 and 90 km/h speed limits without Waka Kotahi's approval. 110 km/h speed limits will require the Director of Land Transport's approval.

Under the proposed Rule, RCAs will have the ability to set 70 and 90 km/h speed limits without Waka Kotahi approval. In doing so, RCAs should have regard to the guidance provided by Waka Kotahi (as regulator) on appropriate situations where these speed limits could apply.

Waka Kotahi is seeking feedback on whether you support this proposal. Alternatively, 70 and 90 km/h speed limits could be used by RCAs as interim speed limits only. For example, RCAs could be required to review these speed limits every three years and indicate in their relevant Plan whether they will retain them.

If these speed limits were used as an interim measure, this would allow RCAs time to either carry out the required speed management treatment (for example, making infrastructure changes to support the current speed limit, or reducing the speed limit).

110 km/h speed limits would still require approval, with guidance on when this approval should be sought provided in the *Speed Management Guide*.

Proposed Rule reference: Clauses 4.3 and 4.4

Proposal 9 – Use of variable speed limits

RCAs will have the ability to set variable speed limits without the Director of Land Transport's approval, except in circumstances outside those listed in the proposed Rule.

It is proposed RCAs will be able to set variable speed limits through the relevant Plan without approval from the Director in the following circumstances:

- Different numbers and types of road users or different traffic movements; or
- The effects of changing traffic volumes, including to ease congestion (e.g. the Wellington Urban Motorway which uses technology to inform the speed limit according to the volume of traffic); or
- For emergency or temporary traffic management; or
- A crash risk posed by turning or crossing traffic (i.e. Intersection Speed Zones); or
- Changing climatic conditions (i.e. as currently carried out on the Kaimai Ranges); or
- The presence of a school.

The proposed new framework will provide greater flexibility and transparency when RCAs are setting variable speed limits. Waka Kotahi (as regulator) will continue to provide guidance on best practice use for variable speed limits in the listed circumstances to encourage national consistency and aid RCAs in their decision making.

If a situation falls outside of the circumstances listed above, the Director's approval will be required prior to lodging the variable speed limit in the Register. This applies to both Waka Kotahi (as an RCA) and all other RCAs.

Proposed Rule reference: Clause 4.8

Proposal 10 – Speed limit areas

Speed limit areas will be introduced to replace urban traffic areas.

The 2017 Rule gives RCAs the ability to designate an 'urban traffic area', allowing RCAs to only set an urban speed limit of 50 km/h on roads within that area. In the proposed Rule, urban traffic areas will be replaced by 'speed limit areas', allowing an RCA to set speed limits through any designated area (i.e. not just urban) and for any particular speed limit.

This change will make it easier to designate an area as a single speed limit and provide more speed limit options for that designated area, other than just the current 50 km/h. For example, this change could enable an RCA to set a 60 km/h speed limit on a number of roads surrounding an arterial road with an 80 km/h speed limit. Similarly, it could enable an RCA to set a 30 km/h on a number of roads within a central business district, within a broader 40 km/h speed limit area.

By introducing a more flexible concept of speed limit areas, it is intended RCAs will be able to more easily address concern in urban areas with high numbers of active mode users.

The process to designate a speed limit area will be the same as that for permanent, seasonal and variable speed limits, as the designation is expected to be included in Plans and then lodged with Waka Kotahi (as Registrar of the Register).

Proposed Rule reference: Clause 2.3

Proposal 11 – Other proposals

RCAs will not be able to change a speed limit for a period of five years, if directed to change the original speed limit by Waka Kotahi (as regulator).

It is proposed Waka Kotahi (as regulator) will continue to have the ability to investigate and direct an RCA to change or modify a speed limit if it considers the RCA has not complied with the Rule.

Under the proposed Rule, if an RCA does not comply with Waka Kotahi (as regulator) directions, Waka Kotahi may exercise the appropriate responsibilities of the RCA and change or modify the application of a speed limit in the area concerned, by changing it in the Register.

Where this occurs, the proposed Rule prevents an RCA from changing the speed limit directed by Waka Kotahi (as regulator) in the five years following the direction, unless it has Waka Kotahi approval.

Proposed Rule reference: Section 10

Minimum road length requirements will be amended for 50, 60, 70 and 80 km/h speed limits. Exceptions will apply for permanent speed limits outside schools, all variable limits and approaching intersections.

The proposed Rule will amend the minimum road length requirements to provide for an average 36-second travel time but recognises RCAs will need flexibility in certain circumstances. The proposed Rule will apply an exception to minimum road length requirements to the following circumstances:

- A permanent speed limit outside a school (rural or urban)
- All variable speed limits
- Approaching an intersection

- It is impracticable for the road
- Short lengths of adjoining roads

Outside of the exceptions, RCAs will continue to be required to gain Waka Kotahi approval to amend any road length requirement in contradiction to Schedule 1.

The guidance for minimum repeater sign requirements will remain consistent with the 2017 Rule.

Proposed Rule reference: Clause 4.6

RCAs will need to have regard to guidance on the use of mean operating speed in preparing speed management plans.

Waka Kotahi (as regulator) will continue to provide guidance on how RCAs should consider mean operating speeds when setting speed limits.

The proposed Rule will require RCAs to have regard to this guidance when preparing their Plan.

Proposed Rule reference: Clause 3.2(3)(c)



SETTING OF SPEED LIMIT RULE 2021

Questions and answers

23 APRIL 2021

SETTING OF SPEED LIMITS RULE

The Setting of Speed Limits Rule 2021 proposes a new, more co-ordinated and transparent approach to speed management.

What is the Setting of Speed Limits Rule 2021?

The Setting of Speed Limits Rule 2021 proposes a new, more co-ordinated and transparent approach to speed management. Decisions about engineering upgrades, speed limit changes and the placement of safety cameras are made together and clearly set out in speed management plans.

These plans bring together infrastructure investment and speed management decisions and would be coordinated by regional transport committees (RTCs) and set out in regional speed management plans. This approach supports a whole-of-network, rather than a road-by-road, approach.

The proposed Rule would also mandate lower speed limits outside schools, creating a safer travel environment and enabling more children to walk, cycle and scoot to school. The proposed Rule will require all school speed limits to be reduced by 2030.

The changes also include the establishment of an independent Speed Management Committee to certify the State highway plan, developed by Waka Kotahi (in its capacity as RCA for the State highway network).

For speed management, the Director of Land Transport¹ would certify regional plans, with functions such as publishing plans, guidance and setting of timelines remaining with Waka Kotahi.

What are the key proposals in this Rule?

The proposed Rule will give effect to a new regulatory framework, which includes:

- Requiring all RCAs that are territorial authorities (including Waka Kotahi) to include their proposed speed limit changes and safety infrastructure treatments (which will include proposed placement of safety cameras) for the coming 10 years into speed management plans
- RTCs will coordinate input from RCAs to create and consult on a regional speed management plan, aligning with the regional land transport planning process
- Giving the new Director of Land Transport (within Waka Kotahi) the responsibility for certifying regional speed management plans, with functions such as publishing plans, guidance and setting of timelines remaining with Waka Kotahi
- Establishing an independent Speed Management Committee to certify the Waka Kotahi State highway speed management plan, and to oversee the information and guidance on speed management Waka Kotahi (as regulator) provides to RCAs

¹ The Director of Land Transport role was created under the *Land Transport (NZTA) Legislation Amendment Act 2020* to strengthen Waka Kotahi's regulatory leadership.

- Allowing RCAs to develop interim plans to progress speed management changes prior to 2023 (which is when RCAs and RTCs will be required to follow the full planning process)
- Introducing a new process for setting speed limits outside of speed management plans, as well as for RCAs that are not territorial authorities
- Requiring all speed limits, other than temporary speed limits, to be entered into a national register to give legal effect to all speed limits, other than temporary speed limits. Waka Kotahi (as regulator) will be the Registrar of the register.
- Requiring RCAs to reduce speed limits around:
 - urban schools to 30 km/h (variable or permanent speed limits), with the option of implementing 40 km/h speed limits if appropriate
 - rural schools to a maximum of 60 km/h (variable or permanent speed limits).
- RCAs will need to reduce 40% of their school speed limits by 2024, with all speed limits completed by 2030.

What does this mean when it comes to setting speed limits on roads?

- RTCs would be responsible for collating input from RCAs and developing regional speed management Plans. RCAs will be expected to take a 'whole-of-network' approach to considering speed management changes. Waka Kotahi will support RCAs in this process.
- Plans would set out the objectives, principles and measures for speed management on relevant roads for at least 10 financial years from the start of the Plan. Plans will be developed every six years and updated and consulted on every three years.
- Waka Kotahi (as an RCA) will be responsible for producing a State highway speed management Plan, which will be certified by an independent speed management committee.

Will there be blanket reductions to speed limits?

No. RCAs are expected to take an incremental, risk-based approach to speed management. Speed management reviews will be focussed on high risk roads and roads where communities have expressed strong support for safer speed limits. In these areas, RCAs will be required to consider whether engineering improvements and speed limit adjustments make the most sense. There will be no change to default speed limits on the network, although there will be new requirements for safer speed limits outside all schools.

How will I have input into what speed limit will be set on the road outside my gate, around my child's school, or a road I use every day to get to work?

As part of the speed management planning process, RCAs will be required to consult on their proposed plans. You will be able to make submissions on any speed limits at this time.

If RCAs no longer need to set speed limit bylaws, when will speed limits become legal?

All speed limits (other than temporary speed limits) will become legal when they are entered into the Register of Land Transport Records (the register). To ensure all legal speed limits are in the register, RCAs must ensure all existing speed limit bylaws are migrated into the register.

Who determines which schools are considered ‘rural’ and which are ‘urban’?

If an RCA considers a school to be located in a rural area, it must designate this through the relevant Plan. Designating a school ‘rural’ will provide the local community an opportunity to provide feedback through public consultation. This will mean if an RCA wants to set a speed limit greater than 40 km/h, it will need to take the active step of designating a school as ‘rural’.

What’s the role of safety cameras when it comes to regional speed management plans?

Speed Management Plans would bring together infrastructure investment and speed management decisions across the network, including proposals for the placement of safety cameras. Waka Kotahi will be responsible for the overall safety camera network and will work with RCAs on camera placement. These will be targeted to risk, based on deaths and serious injuries on our roads.

Will there be more safety cameras on New Zealand roads?

Currently, there are about 100 safety cameras in the network (not including those cameras owned and operated by Auckland Transport). Waka Kotahi will be considering investment in increasing the number of safety cameras on the highest risk parts of the network, alongside investment in other safety interventions.

What if an RCA wants to make a speed limit change outside of the three-yearly consultation cycle?

- If an RCA wants to change a speed limit, and it’s not stipulated in their speed management Plan, they still can – so as long as Waka Kotahi (as regulator) agrees good reason exists for making the change before the next relevant Plan.
- The RCA will not need to consult if the change is consistent with the relevant Plan and the RCA considers it only a minor deviation from the speed limit. If the RCA does need to consult, the RCA must take account of submissions received during consultation when finalising the proposal.
- As part of the transition, RCAs will also be able to develop interim Plans to progress speed management changes prior to 2023 (which is when RCAs and RTCs will be required to follow the full planning process).
- The Rule will also allow an RTC to progress an interim Plan, which can include any RCAs in their area that are ready to progress speed limit changes. If any RCA is not wishing to progress speed limit changes during this period, the RTC would still be able to progress an interim Plan with other interested RCAs in their area.

Will there be guidance or support to develop regional speed management plans?

Yes. To support the proposed Rule, a new *Speed Management Guide* will be released, following a period of engagement with stakeholders. This will occur once the proposed Rule is finalised. The *Speed Management Guide* will provide RCAs and RTCs further detail on the new process and matters to be considered when planning for and implementing speed management changes.

What are the specific roles of relevant parties under this framework?

Body	Responsibilities
Waka Kotahi (as an RCA)	<ul style="list-style-type: none"> Works with regional transport committees to develop, consult on, finalise and publish State highway speed management plans.
Regional transport committees	<ul style="list-style-type: none"> Collate input from RCAs within a region and develop, consult on and finalise regional speed management plans. Provide a forum to encourage consistency across the network, managing interactions and implementation timing across RCAs, and working through any boundary issues with bordering regions.
Waka Kotahi (as regulator)	<ul style="list-style-type: none"> Certifies regional speed management plans prepared by regional transport committees to ensure they comply with requirements in the rule. Approves speed limit changes that are done outside the speed management planning cycle. Provides information and guidance on speed management to RCAs. Provides support and advice to the speed management committee, as well as playing an administration role.
Speed management committee	<ul style="list-style-type: none"> Certifies State highway speed management plans prepared by Waka Kotahi (as an RCA) to ensure they comply with the rule. Provides oversight of the information and guidance on speed management that Waka Kotahi (as regulator) provides under the rule, to ensure that the information is up to date and is fit for purpose.

How will the new regulatory framework affect road users?

The new framework will primarily affect councils and Waka Kotahi in terms of how they plan, consult on and implement speed management changes. The aim is to improve the process by removing some of the confusion and encouraging regional collaboration.

However, the new process will also improve transparency for the public. Speed management plans will provide road users with better information, allowing them to see and comment on all speed management and infrastructure proposals for the next 10 years.

Can consultation on regional speed management plans and the State highway speed management plans be combined?

To support a more coordinated approach to speed management, regional transport committees and Waka Kotahi (as RCA) will be encouraged to align consultation processes.

Why are you focusing on implementing lower speed limits around schools when deaths and serious injuries around schools are relatively low?

The motivation for focusing on lower speed limits around schools is to improve safety and to encourage more children to take active modes of transport to and from urban schools. While crashes tend to be relatively low around schools, they still occur. Motorists should be travelling at safe speeds past schools, particularly during peak hours in the morning and afternoon.

Implementing safer speed limits on roads around schools can lower actual travel speeds, making these areas safer, more attractive and more accessible for children to walk and cycle. This is an important factor in determining whether parents and children are comfortable making use of active modes of transport getting to and from school.

Adopting a new approach to safety cameras is an initiative under the Tackling Unsafe Speeds programme. Will the new rule impact this initiative?

NZ Police and Waka Kotahi are in the process of implementing this initiative. However, it does not require a rule change so feedback on this is not being sought through consultation on this draft rule.

How can I make a submission?

You can send your submission via the online form or by email to rules@nzta.govt.nz. The online submission form is available at www.nzta.govt.nz/speedrule2021

What is the timeline for making a submission?

Public consultation runs from 23 April – 25 June 2021, this includes meetings with RCA and other key stakeholders in 9 locations around New Zealand during May.

Exclusion of the Public: Local Government Official Information and Meetings Act 1987

The following motion is submitted for consideration:

That the public be excluded from the following part(s) of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution follows.

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

C1 Power Co Easement - Te Miro Forest Outdoor Adventure Park

Reason for passing this resolution in relation to each matter	Particular interest(s) protected (where applicable)	Ground(s) under section 48(1) for the passing of this resolution
The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	s7(2)(i) - The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). Negotiations with the private land owners are still on going..	s48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.