



**ROTORUA  
LAKES COUNCIL**  
Te Kaunihera o ngā Roto o Rotorua

# Kaupapataka Agenda

NOTICE OF AN ORDINARY MEETING  
OF

## INFRASTRUCTURE AND ENVIRONMENT COMMITTEE

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**Date:** Wednesday 10 May 2023

**Time:** 9.30am

**Venue:** Council Chamber

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### MEMBERSHIP

**Chair** Mayor Tapsell

**Deputy Co-Chairs** Cr Barker  
Cr Wang

**Members** Cr Brown  
Cr Kai Fong  
Cr Kereopa  
Cr Lee  
Cr Maxwell  
Cr O'Brien  
Cr Paterson  
Cr Waru

**Quorum** 6

## NGĀ TUKUNGA HAEPAPA A TE KAUNIHERA COUNCIL DELEGATIONS

### Infrastructure and Environment

<b>Type of Committee</b>	Whole of Council Committee
<b>Subordinate to</b>	N/A
<b>Subordinate Committees</b>	N/A
<b>Legislative Basis</b>	Schedule 7, clause 30 (1) (a), Local Government Act 2002.
<b>Purpose</b>	To develop, implement, monitor and review strategies, policies, plans and functions associated with Infrastructure and environment activities.
<b>Reference</b>	01-15-018
<b>Membership</b>	Mayor Deputy Mayor All councillors
<b>Quorum</b>	6
<b>Meeting frequency</b>	Monthly
<b>Delegations</b>	<ul style="list-style-type: none"> <li>• Oversee the management of council's infrastructure assets, utility services and public facilities including: <ul style="list-style-type: none"> <li>• Transportation</li> <li>• Three waters</li> <li>• Land drainage</li> <li>• Laboratory services</li> <li>• Waste collection, landfill, recycling</li> <li>• Sports, Reserves and Recreation</li> <li>• Cemetery</li> <li>• Civil Defence Emergency Management</li> </ul> </li> <li>• Accountable for the development and implementation of the Infrastructure Strategy, Asset Management Plan and inputs on infrastructure related projects associated with Development Contributions Policy</li> <li>• Oversight of progress of design and build projects such as, but not limited to: <ul style="list-style-type: none"> <li>○ Waste water treatment plant</li> <li>○ Sewerage schemes (Rotoiti/Rotoma/Rotoehu, Tarawera)</li> <li>○ Development of major facilities for example Museum, Aquatic Centre, Libraries</li> <li>○ Water storage and drainage for growth</li> <li>○ Infrastructure provision for growth</li> <li>○ Major transport projects, cycleways</li> <li>○ Reticulation of water supplies</li> </ul> </li> <li>• Undertake master planning of strategic facilities and spaces</li> </ul>

	<ul style="list-style-type: none"> <li>• Encourage engagement with organisations within the sector to consider environmental matters including: <ul style="list-style-type: none"> <li>○ Climate change response, both mitigation and adaptation</li> <li>○ Biodiversity</li> <li>○ Waste Minimisation</li> <li>○ Environmentally sustainable practices</li> <li>○ Environmental aspects of energy, transport and water</li> <li>○ Monitoring and reporting against action within the Climate Action Plan</li> <li>○ Monitor Council’s contribution to the Te Arawa Vision (specifically in relation to Infrastructure and Environment outcomes)</li> <li>○ The provision and maintenance of facilities and space for the general use of the public for recreation of all kinds including sporting activities, passive enjoyment, open spaces, play areas, toilets and changing sheds, flower beds, trees and shrubs, and display areas</li> <li>○ The production of Management Plans and the general management of reserves in compliance with the Reserves Act 1977 and the general administration of the Reserves Act 1977 with the exception of the Hearings of Objections to the Classification of Reserves and Management Plans</li> <li>○ The leasing of recreational land for commercial recreational purposes</li> <li>○ The beautification of public gardens and parks</li> <li>○ Street trees</li> </ul> </li> <li>• Council controlled organisations (CCO’s) - advising on the content of the annual Statement of Expectations, agreement on Statement of Intent, monitoring against the Statement of Intent the financial and non-financial performance of CCO’s</li> <li>• Make appointments and authority to remove appointments to Council-Controlled Organisations (CCO’s).</li> </ul>
<b>Relevant Statutes</b>	All the duties and responsibilities listed above must be carried out in accordance with the relevant legislation.

# Order of Business

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## 1. Karakia Whakapuaki - Opening Karakia

### TŪTAWA MAI

Tūtawa mai i runga  
Tūtawa mai i raro  
Tūtawa mai i roto  
Tūtawa mai i waho  
Kia tau ai te mauri tū  
Te mauri ora, ki te katoa  
Hāumi e. Hui e. Tāiki e!

### TŪTAWA MAI

I summon from above  
I summon from below  
I summon from within  
I summon the surrounding environment  
The universal vitality and energy to infuse  
and enrich all present  
Enriched, unified and blessed

## 2. Ngā Whakapāha - Apologies

The Chair invites notice from members of:

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

## 3. Whakapuakitanga Whaipānga - Declarations of interest

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

## 4. Ngā Take Whawhati tata kāore i te Rārangi Take - Urgent Items not on the Agenda

### Items of business not on the agenda which cannot be delayed

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

Matters Requiring Urgent Attention as Determined by Resolution of Rotorua Lakes Council

The Chair shall state to the meeting.

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

The item may be allowed onto the agenda by resolution of the Rotorua Lakes Council.

s.46A (7), LGOIMA

### Discussion of minor matters not on the agenda.

Minor Matters relating to the General Business of the Rotorua Lakes Council.

The Chair shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Rotorua Lakes Council for further discussion

s.46A (7), LGOIMA

## 5. Te Whakaū i ngā Meneti - Confirmation of Minutes

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### 5.1 Infrastructure and Environment Committee Meeting Minutes (Draft) 5 April 2023

01-15-018  
RDC-1374728

## Minutes (draft)

**Infrastructure and Environment Committee Meeting held  
Wednesday 5 April 2023 at 9.30am  
Council Chamber, Rotorua Lakes Council**

MEMBERS PRESENT:	Mayor Tapsell (Chair) Cr Barker and Cr Wang (Deputy Co-Chairs), Cr Brown, Cr Kai Fong, Cr Kereopa, Cr Lee, Cr Maxwell, Cr O'Brien, Cr Paterson, Cr Waru
APOLOGIES	Cr Waru (lateness)
STAFF PRESENT:	G Williams, Chief Executive; T Collé, Deputy Chief Executive, Organisational Enablement; J.P Gaston, Deputy Chief Executive, District Development; O Hopkins, Deputy Chief Executive, District Leadership & Democracy; S Michael, Deputy Chief Executive. Infrastructure & Environmental Solutions; A Pewhairangi, Deputy Chief Executive, Community Wellbeing; G Rangi, Deputy Chief Executive, Te Arawa Partnership; I Tiriana, Manager, Council Communications; D Cossar, Governance & Democracy Manager; G Kieck, Corporate Planning and Strategy Manager; T Rutherford, Executive of Communications, Mayor's Office; I Brell Governance Support Advisor.

The meeting opened at 9.31am.

The Chair, Mayor Tapsell welcomed elected members, media, staff and members of the public.

#### 1 KARAKIA WHAKAPUAKI OPENING KARAKIA

Cr Wang opened the meeting with a Karakia.

#### 2 GĀ WHAKAPĀHA APOLOGIES

**Resolved**

- 1. That the apologies from Cr Waru for lateness be accepted.**

Moved: Cr Kai Fong

Seconded: Cr Brown

**CARRIED**

**3 WHAKAPUAKITANGA WHAIPĀNGA  
DECLARATIONS OF INTEREST**

None

**4 NGĀ TAKE WHAWHATI TATA KĀORE I TE RĀRANGI TAKE  
URGENT ITEMS NOT ON THE AGENDA**

None

**5 TE WHAKAŪ I NGĀ MENETI  
CONFIRMATION OF MINUTES**

**5.1 MINUTES OF INFRASTRUCTURE AND ENVIRONMENT COMMITTEE MEETING HELD 22 MARCH  
2023**

RDC-1372165

**Resolved**

- 1. That the minutes of the Infrastructure and Environment Committee meeting held 22 March 2023 be confirmed as a true and correct record.**

Moved: Cr Kai Fong

Seconded: Cr O'Brien

**CARRIED**

Attendance: Cr Waru joined the meeting at 9.37am.

**6. PŪRONGO KAIMAHI  
STAFF REPORTS**

**6.1 PROPOSED PROCUREMENT PLAN FOR STAGE 2 AND PROGRESS REPORT ON STAGE 1  
IMPLEMENTATION OF THE TARAWERA SEWERAGE SCHEME**

RDC-1368180

**Resolved:**

- 1. That the report titled "Proposed Procurement Plan for Stage 2 and Progress Report on Stage 1 Implementation of the Tarawera Sewerage Scheme" be received.**

Moved: Cr Wang

Seconded: Cr Lee

**CARRIED**

Stavros Michael overviewed the report and spoke to a presentation titled "Tarawera Sewerage Reticulation Scheme – Stage 2 Procurement Plan."

**Further resolved:**

- 2. That the Committee note the background context of the Tarawera Sewerage Scheme.**

3. That the Committee consider the procurement options outlined and approve the recommendation to procure the contract for Stage 2 of the Tarawera Sewerage Scheme in accordance with Option 2 – Public open tender for the full scope of work of Stage 2:
- The supply and installation of low pressure grinding pumps.
  - The supply and installation of pipes, valves and boundary assemblies.

Moved: Cr Kai Fong

Seconded: Cr Wang

**CARRIED**

Against: Cr Lee, Cr Kereopa and Cr Paterson

## 7 HE WHAKATAUNGA KIA HOKI ATU TE ARONGA O TE HUI HAI HUI TŪMATAWHĀITI RESOLUTION TO MOVE INTO PUBLIC EXCLUDED

**Resolved:**

1. That Committee move into Public Excluded session.

Moved: Cr Brown

Seconded: Cr Kai Fong

**CARRIED**

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 are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for passing of this resolution
CONFIDENTIAL MINUTES OF PREVIOUS MEETING HELD 22 MARCH 2023	Please refer to the relevant clause/s in the open meeting minutes.	Good reason for withholding exists under Section 48(1)(a).
ADMISSION FEE INCREASES - WAIKITE VALLEY THERMAL POOLS COMPLEX.	Protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.	Section 48(1)(a) Section 7(2)(b)(ii)

This resolution is made in reliance on Section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Sections 6 or 7 of the Act or Sections 6, 7 or 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as shown above (in brackets) with respect to each item.



OPEN SESSION

**12. TE KARAKIA WHAKAMUTUNGA  
CLOSING KARAKIA**

Cr Wang closed the meeting with a Karakia.

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The meeting closed at 10.36am

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To be confirmed at the Infrastructure and Environment Committee meeting on 10 May 2023

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Chair

Note 1: Rotorua Lakes Council is the operating name of Rotorua District Council

Note 2: Attachments to these minutes are available on request or on Council's website: [click here](#)

## 6. Pūrongo Kaimahi - Staff Reports

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### 6.1 InfraCore monitoring report (7 months to 31 January 2023)



**Report prepared by:** Emma Murray, Chief Executive InfraCore

**Report approved by:** John McRae, Chair InfraCore

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## Purpose (as per Statement of Intent FY23)

InfraCore will deliver the services as outlined in the service level agreements (SLAs) within a business model that is commercially sustainable, able to generate the appropriate surplus to service InfraCore's existing liabilities, and ongoing asset investment and business growth requirements. InfraCore and RLC will work in partnership to offer an unprecedented level of flexibility towards delivering all existing services, and any other that may be deemed appropriate by both parties into the future.

Rotorua Lakes Council are committed in supporting InfraCore to deliver the commercial and sustainable outcomes in partnership, as outlined in this statement of intent. InfraCore is committed to operating with purpose in alignment with the 7 goals of the Rotorua Lakes Council, contributing to the overall thriving community.

1. Tiakana to taiao | Enhanced Environment
2. He huarahi hōu | Employment Choices
3. He hāpori pūmanawa | A Resilient Community
4. Kāinga noho kāinga haumaruru | Homes that match needs
5. Whakawhanake pākihi | Business Innovation + Prosperity
6. Waahi pūmanawa | Vibrant City Heart
7. Papa whakatupi | Outstanding places to play

In addition to the commercial viability of the company, InfraCore is committed to delivering sustainable outcomes in accordance with the intent of Te Tiriti o Waitangi, best business practice, and the United Nations sustainable development goals framework<sup>1</sup>. RLC support this direction of travel and support InfraCore's continued efforts to deliver upon this purpose. This is to include:

- Deepen our relationships with Māori through early and meaningful engagement, protect taonga tuku iho, and provide opportunities for Māori at Infracore [TToW Article 1, 2, 3; UN Goal 8; RLC Goal 1, 2 and 3]
- Create full and productive employment; pay our employees in accordance with fair and reasonable rates [TToW Article 3; UN Goal 1,8; RLC Goal 2]
- Promoting good health and wellbeing of our staff, and to value the diversity of the communities in which we operate [TToW Article 1, 2; UN Goal 3, 10; RLC Goal 5,6]
- Explore opportunities to increase community resilience with employment and training pathways through partnership/working agreements [TToW Article 1, 3; UN Goal 11; RLC Goal 6]
- Achieving gender equality, and valuing equal participation in decision making within InfraCore [TToW Article 1; UN Goal 5; RLC Goal 3, 5]

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<sup>1</sup> United Nations Sustainable Development Goals <https://sdgs.un.org/goals>

## Highlights From FY23 (July 2022 – January 2023)

### Finalist in 3 awards – Tompkins Wake Business Awards

We were announced as the finalist in three categories at the Tompkins Wake Business Awards.

- Employer of the Year
- Workplace Safety
- Innovation & Technology (excellence award)

This was a great opportunity for InfraCore to showcase the exceptional work we have done in the technology and health and safety spaces, as well as to back up our win in the Employee of the Year category from the previous year. We were the only entity to be a finalist in all three categories.

### Training and Apprenticeships

We continue to develop and encourage the future development of our staff. We currently have 23 formal training agreements in place with our employees. This equates to 18.3% of our staff.

### Staff Success

One of our apprentice arborists entered into the National Climbing competition in Wellington in November last year. He was placed third, only by 0.1 of a point and was interviewed on 1 News. We are all so proud of Liam's achievements on a national level and it has also given our other apprentices exposure to the event and drive to progress their success. It was a success for Rotorua, drawing attention to the opportunities we can provide.

### Employment Partnerships

We continue to develop our relationship with various entities to provide employment opportunities for all. Through our partnership with Department of Corrections, we have successfully employed 5 staff on a full time basis. We were also recognised by Corrections with a "Manaaki" award for the mahi we do in this space. It was an honour to be recognised and also to be able to host this multi-business event.

We also signed another bilateral agreement with Ministry of Social Development for Upskilling for Employment. This provides MSD clients the opportunity to complete a two week industry experience to gain an understanding of types of roles and career opportunities at InfraCore and the wider sector, whilst experiencing first-hand the culture and working environment of Infracore.

In conjunction with this agreement, we have engaged with WERA Aotearoa Charitable Trust (WACT) to support these candidates through a "work ready" programme where WACT provide the peripheral support and pastoral care. Through both of these programmes we have had 4 cohorts through and we successfully placed 4 candidates into employment at InfraCore. We are continually making contact with MSD and WERA to send through more candidates, but there currently are none available.

### Internal Development & Training

We are currently focussing on the upskilling and development of our leadership roles. We have developed a comprehensive internal programme where we will be rolling out a three phase approach to people management. This process endeavours to give our managers and supervisors the simple tools to make our staff feel valued and give everyone the same grounding around expectations at InfraCore. Alongside this, we have engaged with our people in the redevelopment of our Values. Making them more meaningful for our staff but tying them into all that we do. We have done this work without the need for any consultant support, and

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are very proud of our People and Culture Team.

## INFRACORE VALUES

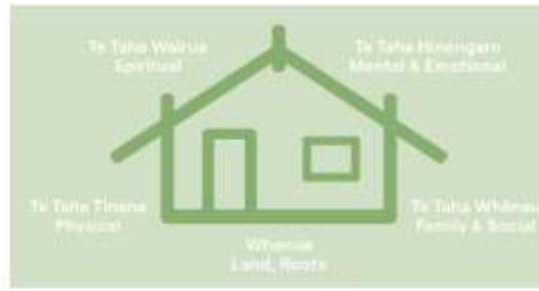


We were recently asked to present all that we are doing in this space at a local EMA meeting where there were over a dozen different employers present. This was very well received and we had a lot of positive feedback, with many reaching out and asking for us to share our resources so they could implement in their workplaces. Knowing we have this capability inside InfraCore is a huge asset and extremely positive knowing we are delivering internally robust training sessions for our people.

### H&S & Wellbeing Development

In November we undertook a Health and Safety audit to obtain an independent view on how we were doing in this space. Interviews were undertaken throughout the entire organisation, from field staff through to Directors. This report highlighted a number of items of excellence, but as with all audits undertaken, opportunities for development. In December we appointed our Kaihautū – Safety and Wellbeing role and have seen many of the recommendations from this audit be implemented.

A key focus was also in the Wellbeing space. In January we rolled out our Safety and Wellbeing calendar. This calendar is based on the Te Whare Tapu Whā model, to provide a Te Ao Māori perspective on wellbeing. The basis is on a wharenui with four walls, each wall representing Te Taha Wairua (spiritual wellbeing), Te Taha Hinengaro (mental and emotional wellbeing), Te Taha Tinana (physical wellbeing) and Te Taha Whānau (family & social wellbeing). Each month focusses on a different area with a toolbox talk dedicated to the topic along with the National Awareness campaign.

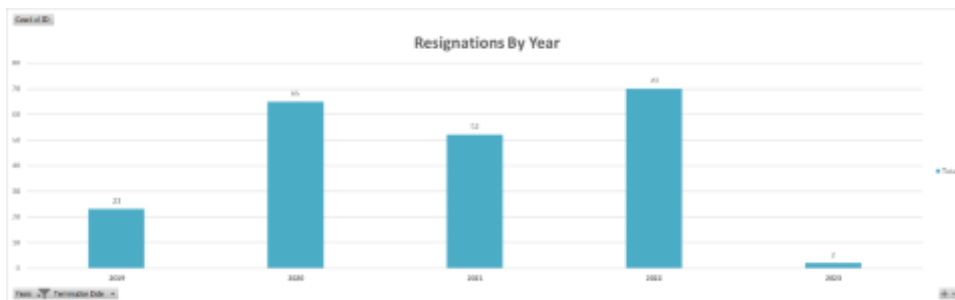


**Financial Audit**

The financial audit for the year ending 30 June 2022 was completed and signed off in December 2022. This audit was completed remotely and provided an unmodified opinion. It was another successful audit for InfraCore and the first entity in the group to be signed off.

**Current Challenges**

- *Vacancies* - like all entities, we are struggling with filling vacancies. Our analysis shows that the replacement factor of our vacancies has been down 23% on previous years. The lag in replacing vacancies is having an impact on our ability to fulfil our contract obligations to our normal high standard in some areas and also to obtain additional revenue which helps contribute to our bottom line. The new People and Culture team have made a significant impact on this statistic over the last month and we have seen a substantial increase in not only the quality of our applicants, but also the filling of vacancies. We have seen the on-boarding of 11 operational roles in March alone. While we were able to change our notice period clause from our collective agreement in the last round of negotiations, this also has an impact on operational delivery. A 2 week notice period often does not give the required handover needed in the current market. This has an impact on our replacement strategy.



- *Increase costs* – Increases to operational expenditure such as wages, fleet leasing and repairs, [Back to index](#)

materials and external contractors are all contributing to our negative impact on the bottom line. These fall in line with current inflationary pressures.

- *Additional Revenue* - InfraCore had budgeted to have much higher project revenue than what has eventuated. A combination of skill availability, labour shortage and reduction to variable components have meant InfraCore is not in a position to tender for and deliver additional project opportunities in addition to core maintenance requirements as outlined in the service level agreements. This is not uncommon in the market, with a number of large corporate entities unable to tender for work due to labour shortage.
- *Green Space* – this year’s unseasonably wet yet warm weather has caused a significant impact on our ability to service the contract to specification. The fast growth rate and staff shortages caused a negative public opinion that impacted the perception of both organisations. We put an organisation wide call to help, where we saw everyone from Executive to staff from both divisions, step up to help in this situation.

## What’s Happening In February to June 2023?

- Change of direction and focus – operationalising for FY24.

## Financial Performance

For the period 1 July 2022 – 31 January 2023

	Actual \$'000	Budget \$'000	\$ Variance \$'000
<b>Core operations including revenue from Rotorua Lakes Council</b>	<b>7,200</b>	<b>6,949</b>	<b>251</b>
Nursery Revenue	349	424	(75)
Project Revenue	519	2,046	(1,527)
Other Revenue	542	1,064	(522)
<b>Total Revenue</b>	<b>8,610</b>	<b>10,483</b>	<b>(1,873)</b>
<b>Operating Expenditure</b>	<b>7,683</b>	<b>9,237</b>	<b>1,555</b>
Administration Expenditure	1,362	1,193	170
<b>Total Expenditure</b>	<b>9,045</b>	<b>10,430</b>	<b>(1,385)</b>
<b>YTD Net Surplus/(Deficit)</b>	<b>(435)</b>	<b>53</b>	<b>(488)</b>



## Financial Position as at 31 January 2023

	June 2022 (Audited Position) \$'000	January 2023 (Unaudited Position) \$'000
<b>Current Assets</b>		
Cash and Cash Equivalents	1,550	370
Other Current Assets	2,971	2,727
Non-Current Assets	2,048	2,133
<b>Total Assets</b>	<b>6,570</b>	<b>5,230</b>
Current Liabilities	2,364	1,741
Long term RLC Borrowings & other non-current liabilities	1,873	910
<b>Total Liabilities</b>	<b>4,237</b>	<b>2,651</b>
Share Capital	2,366	2,366
Retained Earnings	(33)	213
<b>Total Equity</b>	<b>2,333</b>	<b>2,579</b>

## Performance Measures

### Summary of progress against performance measures versus Statement of Intent

The first table below summarises the overall status of the measures set for the year as featured in the FY23 Statement of Intent. The second table sets out the performance for each specific measure.

4	2	1	3
On Track	Measures in place to ensure On Track	Off Track	Not Measured

	Performance measure	Target for FY23	Status & Commentary
1	To achieve financial budget	To achieve financial budget allowing any future surpluses to be used to clear long-term debt and to enhance business capability.	<p>Given the inflationary pressures and reduction to project work availability, InfraCore is seeing a negative budget impact. We had signalled this at the start of the financial year (April 2022).</p> <p>We have seen significant increases to:</p> <ul style="list-style-type: none"> <li>• Fleet costs (lease, maintenance)</li> <li>• Fuel</li> <li>• Materials and Consumables</li> </ul> <p>We have provided a forecast report to RLC executive, and will be working to reduce the deficit as much as practicably possible leading to the end of financial year. The presentation includes financial position to March 2023, which will be discussed.</p>
2	To work in partnership with RLC to grow the InfraCore capability into new commercially sustainable work streams.	To secure additional revenue streams within the financial year that increases EBITDA compared to budget. This will be measured upon project completion, and monitored on a monthly basis.	Given the current landscape, this is not measured and is on hold.
3	Consolidated KPI scoring Parks and Open Spaces	83%	<p><i>Not Measured</i> - Given vacancies within the RLC team, there were no formal KPI scores provided.</p> <p>As per the challenges summary, vacancies and finding skilled labour continues to be a challenge. We are doing everything we can to attract talent into the business.</p> <p>There has been significant media attention across the country in relation to mowing and vegetation control. InfraCore sent an urgent SOS to all members of staff to get the mowing pathway back on track after exponential growth. While this media attention has been uncomfortable and upsetting for the teams, InfraCore acknowledge that the standard of mowing has not been to the standard and are working to ensure this is maintained moving forward.</p>

	Performance measure	Target for FY23	Status & Commentary
4	Consolidated KPI Utilities	83%	<p><i>December 2022 – Average 50%, January and February KPI scores TBC</i></p> <p>Work to address the downfall in KPI scoring is underway with current resourcing options heavily limiting our ability to respond to demands. We are operating with a significant reduction in FTE counts for the utilities team. Alongside many other businesses in NZ, we are feeling the effects of labour shortage as well a general lack of employment candidates in the water industry. We continue to encourage training and apprenticeships across all our staff.</p> <p>Work programming practices have been changed to provide more consistency to the delivery of services. InfraCore continues to upskill managers and supervisors. Through these continuous improvement procedures, we will enable our key staff to streamline works planning and prioritise reactive work response with a more coordinated approach. This will ensure we cause minimal impacts to our routine maintenance works and as little disruption to existing priority work.</p> <p>KPI monthly results for March have shown a reasonable recovery between 5 – 15 % across reactive work. Signalling a positive response to implemented changes, it is also prudent to mention a higher number of works are been completed as well as making significant advances on previously outstanding work levels.</p> <p>The KPI scoring mechanism is a “Compliance/Non-Compliance” scoring methodology. Therefore, there is no scoring for the jobs that did meet the particular KPI. We have discussed this with the engineers, and hope we are able to adapt the KPI’s as we move forwards.</p>
5	Targeting full employee engagement with health and safety.	80%	InfraCore has rolled out a wellbeing calendar as well as the health and safety topics each month. We have seen great engagement with these.
6	Employee net promoter score percentage increase on a year on year basis. Assists with overall retention and satisfaction. <i>How likely are you to recommend our business as a place to work for your whānau and friends?</i>	Increase by 20%	This will be measured at the end of the financial year, but we are receiving great feedback from our people with how InfraCore is currently operating.
7	Annualised turnover target	47%	<p>InfraCore has always had a high turnover % based upon the industry.</p> <p>At 1 July 2022, this percentage was 57%. As at 1 April, this has <i>reduced to 50%</i>.</p> <p>We gather all exit information upon resignation, and use this to constantly improve our employee experience.</p>
8	Partner with Te Arawa (contributing towards Te Arawa Vision 2050) through collaboration with a number of Te Arawa trusts or entities.	2 Entities	With our current operating environment, we have not had the opportunity to expand any partnership arrangements. Therefore this measure is on hold.

	Performance measure	Target for FY23	Status & Commentary
9	Number of employees engaged in external qualifications supported by InfraCore as a percentage of total headcount.	15%	18.33% of staff are currently engaged in external training.  There are currently 22 Apprentices within the InfraCore business.
10	Commitment to Rotorua Reorua. Increased cultural awareness within our organisation.	2 x initiatives	<ul style="list-style-type: none"> <li>• Values refresh to reflect the current organisation and delivery.</li> <li>• Wellbeing calendar (based upon the principles of Te Whare Tapa Whā).</li> </ul>

ROTORUA LAKES COUNCIL

Mayor  
Members  
INFRASTRUCTURE AND ENVIRONMENT COMMITTEE

## 6.2 Organic waste collection – consultation outcome

**Report prepared by:** Niki Carling, Environmental Health Performance Manager

**Report reviewed by:** Stavros Michael, Deputy Chief Executive - Infrastructure & Environmental Solutions

**Report approved by:** Oonagh Hopkins, Acting Chief Executive

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### 1. TE PŪTAKE PURPOSE

The purpose of this report is to inform the Infrastructure and Environment Committee on the outcome of public consultation on the introduction of a proposed kerbside organic waste collection service in Rotorua, and to seek approval to plan and enable the service in Rotorua.

### 2. TE TUHINGA WHAKARĀPOPOTOTANGA EXECUTIVE SUMMARY

Organic waste collection is identified as a priority in Council's Waste Management and Minimisation Plan (WMMP) 2022-28 and Climate Action Plan 2020. The roll-out of an organic waste collection service was indicated in the LTP 2021-2031.

Between 16 May and 16 June 2022, public consultation was held to assess community support for kerbside organics collection in Rotorua. The community was provided with five options:

- Option 1 - continue business as usual
- Option 2 (GO only) - green/garden organics collection only
- Option 3 (FO only) - food organics collection only
- Option 4 (FO & GO) - combination of Options 2 and 3
- Option 5 (FOGO) - mixed collection of both food and garden waste in one bin.

A total of 371 submissions were received and 317 (85%) favoured kerbside organics collection. 236 respondents (64%) supported Option 5 (FOGO). The majority of the respondents who supported diversion of both food and garden waste (71%), supported a proposal to change rubbish collection frequency from weekly to fortnightly.

Based on the results of the consultation, the recommendation to Council is to adopt Option 5 (FOGO) as the preferred option, and instruct officers to prepare procurement and implementation plans.

### 3. NGĀ TŪTOHUNGA RECOMMENDATIONS

1. That the report “Organic Waste Collection – consultation outcome” be received.
2. That the Committee endorse a Food Organics Green Organics (FOGO) collection, with fortnightly collection of rubbish, as the preferred option.
3. That Committee approves officers to prepare procurement and implementations plans to enable the roll-out of a Food Organics Green Organics (FOGO) waste collection service.

### 4. TE TĀHUHU BACKGROUND

Under the Waste Minimisation Act 2008, territorial authorities are required to reduce waste to landfill. Recent kerbside waste audits in Rotorua have indicated that up to 55% of municipal waste is comprised of food or garden organics, whereas compostable materials make up over 60%. Organics diversion was included as a priority in the Waste Management & Minimisation Plan (WMMP) 2022-28 and Climate Change Action Plan 2020.

Diversion of organic waste aligns well with Council’s Infrastructure priority of ‘Protecting and restoring our natural environment’. The outcomes of organics diversion are also aligned with the aspirations of Te Arawa, outlined in Te Ara ki Kōpū. The initiative is expected to provide several environmental, financial and economic benefits, including a 50% reduction in municipal waste to landfill and an 80% reduction in the municipal waste carbon footprint.

To encourage the diversion of waste from landfills, the New Zealand government announced changes to the landfill levy and emissions trading scheme (ETS) in 2020. These regulatory changes have resulted in an increase in landfill taxes. The diversion of organic waste is a significant step in mitigating the financial risks to landfills arising from the regulatory changes.

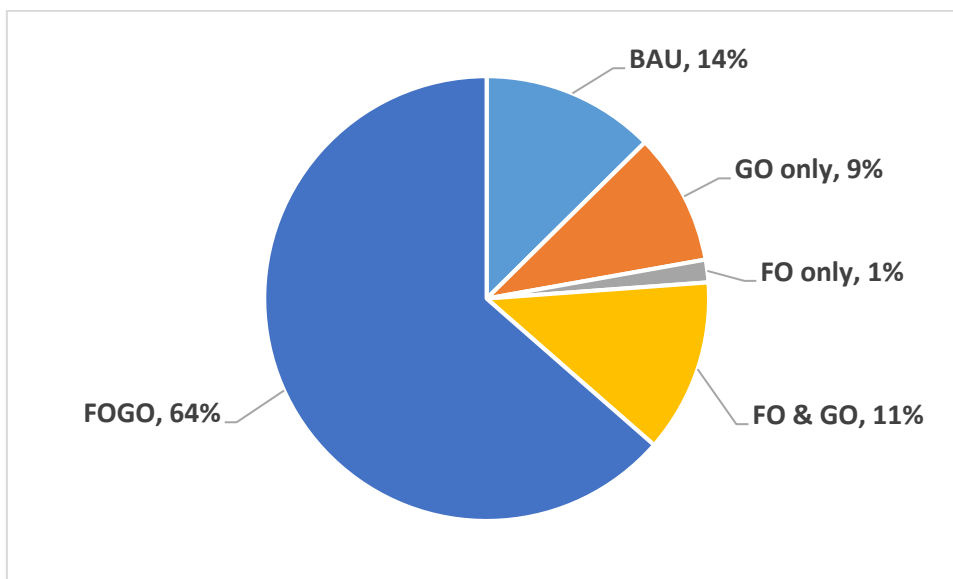
In April 2022, Council approved public consultation on kerbside organics waste collection to assess community feedback. Public consultation was held between 16 May and 16 June 2022. The community was offered five different options to choose from, and a few additional questions to answer.

### 5. TE MATAPAKI ME NGĀ KŌWHIRINGA DISCUSSION AND OPTIONS

Five different options were considered and consulted on:

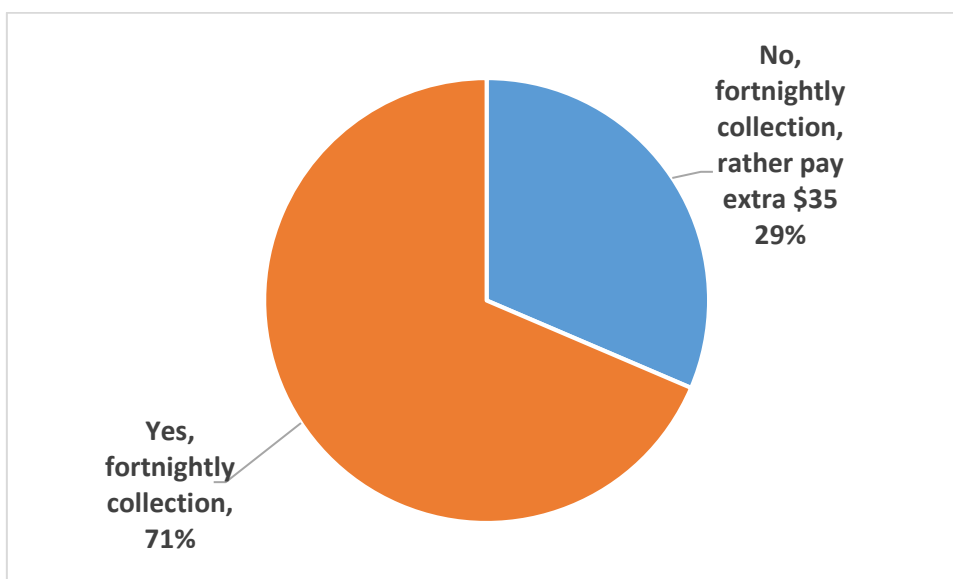
1. **Business as usual (BAU):** No changes in rubbish and recycling collection and no organics diversion. Council will face full impact of the changes in landfill levy and emissions trading scheme.
2. **Garden Organics (GO) only:** Fortnightly kerbside collection of GO. Weekly collection of rubbish.
3. **Food Organics (FO) only:** Weekly kerbside collection of FO. Weekly collection of rubbish.
4. **Food Organics and Green Organics (FO and GO):** Weekly kerbside collection of FO. Fortnightly kerbside collection of GO. Fortnightly collection of rubbish.
5. **Food Organics Green Organics (FOGO) collection:** Weekly kerbside collection of mixed FOGO. Fortnightly collection of rubbish.

A total of 371 submissions were received with 85% of respondents supporting one of the organics diversion options (Options 2-5). 75% of the respondents supported collection of all organics (Option 4 or 5), and 64% of the respondents supported Option 5 (FOGO), as shown in Figure 1 below.



**Figure 1** Community response on the preferred organics diversion option

Those respondents with a preference for Option 4 or 5, which included a change in rubbish collection frequency from weekly (at present) to fortnightly (when organics collection is commenced), were asked if they were comfortable with the change in frequency of rubbish collection. The majority of these respondents (71%) supported a reduction in rubbish collection frequency. On the other hand, 29% of these respondents were willing to pay an extra \$35 per year to avail of a weekly rubbish collection service, as shown in Figure 2 below.



**Figure 2** Response on the preferred frequency of rubbish collection by those favouring Option 4 or 5

14% of the total respondents preferred business as usual. The following reasons were cited for not supporting kerbside organics collection:

- Home composting is a better option: About half the people supporting Option 1 (BAU) actively compost at home, and according to them, home composting should be the preferred option for Council.
- Increase in rates: About half the respondents choosing Option 1 (BAU) cited an increase in the rates as a reason to not support kerbside organics collection.
- Other reasons: Some people cited the challenges experienced by people in other districts offering kerbside organics collection, and/or the challenges of managing organics bins, including smell and pests. A couple of respondents highlighted bin crowding as an issue and another respondent highlighted the inability of the owner of holiday homes to support this service.

While an increase in rates to support the service is unavoidable, most of the bin management issues and other operating challenges can be minimised via education and awareness campaigns. For example, Christchurch Council has been offering FOGO collection for 15 years and the rate of compliance is high.

A number of people who actively compost at home still supported kerbside collection of organic waste:

*"We compost at home & get regular green waste removals, so this won't change much for us, and arguably will cost us more in our rates. However, I believe it's necessary for those who don't have the same systems we do - it has to be easy or people won't do it. We have to make a change & redirect organic waste from landfill before it's too late."*

*"I personally compost and feed hens our scraps... but for the majority of our city, I'd be happy to pay the extra so it's easier for those with limited waste refuse options, to have access to sustainable options."*

*"I have 2 worm farms and a compost. There is a lot of food groups that can't go in compost, bones, onion, orange peels for example, and they go in the red bin at the moment. It'd be great to have a collection for that sort of food. I have too much garden waste to manage. I feel bad putting it in the red bin."*

Two major takeaways from the survey were:

1. Rotorua community (85% of the respondents) supports kerbside collection of organic waste
2. FOGO (with 64% support) was clearly the preferred option for organics diversion.

FOGO offers the best value for money (low cost, high diversion) and can offer a one-step solution to all the organic waste. Additionally, those respondents who indicated a preference for Option 2 (GO only), can easily use the FOGO bin for garden waste disposal only, with the advantage of a weekly collection.

Please refer to attachment 2 for qualitative analysis of feedback

## **6. TE TINO AROMATAWAI ASSESSMENT OF SIGNIFICANCE**

The decisions or matters of this report are considered insignificant in accordance with Council's Significance and Engagement Policy.

## **7. NGĀ KŌRERO O TE HAPORI ME TE WHAKATAIRANGA COMMUNITY INPUT/ENGAGEMENT AND PUBLICITY**

Public consultation was held between 16 May and 16 June 2022, including:

- Kōrero Mai page set up for online information and submissions. Included consultation document and presentation slides/ recordings



- Four public meetings (Ngongotaha, Lynmore, Western Heights and Library) and three webinars to inform the community and answer any queries
- Daily Post advertising and Weekender article
- Further advertising including posters, back of bus, Customer Centre display and community newsletters
- Letters to kerbside green waste collection companies
- Significant social media to improve the reach of the consultation (this was very productive, with over 60% of respondents learning about the survey this way).

## 8. HE WHAIWHAKAARO CONSIDERATIONS

### 8.1 Mahere Pūtea Financial/budget considerations

A summary of the costs is given in the table below:

<u>Option area</u>	<u>Option 1</u> BAU	<u>Option 2</u> GO	<u>Option 3</u> FO	<u>Option 4 (2+3)</u> FO & GO	<u>Option 5</u> FOGO
<b>Waste type</b>	None	Garden waste	Food waste	Most organics	All organics
<b>Max diversion</b>	-	25%	25%	55%	55%
<b>Organics collection</b>	-	Fortnightly	Weekly	Weekly/ fortnightly	Weekly
<b>Rubbish collection</b>	Weekly	Weekly	Weekly	Fortnightly	Fortnightly
<b>New collection to add</b>	-	Fortnightly	Weekly	Weekly	Fortnightly
<b>Cost (\$/household/year)</b>	+17	+43	+94	+91	+51
<b>Targeted rate (\$/household/year)</b>	238	264	315	312	272

FOGO, the preferred option, is expected to cost about \$1.3 million in the first year (FY 24/25) and \$13 million over the first 10 years. This estimate include the costs of collection and processing capital expenses, as well as savings from landfill diversion. This will result in an average targeted rate of about \$51 per household per year.

The modelling of these costs is based on several assumptions and variations in the assumptions may result in a change in FOGO costs. Therefore, a comprehensive sensitivity analysis was conducted to assess cost variations. The table below shows the results:

<b>Scenario</b>	<b>Description</b>	<b>Targeted rate (per household per year)</b>
Base case	Base assumptions	\$50
Best case scenario	Conditions generally favourable	\$39
Worse case scenario	Conditions generally unfavourable	\$66
Worst case scenario	Completely unfavourable conditions	\$80
Expected range	Most likely scenario	\$52 ± 6 (\$46-58)

The cost for FOGO diversion was budgeted in the LTP 2021-31.

## **8.2 Kaupapa Here me ngā Hiraunga Whakariterite Policy and planning implications**

Organics diversion is aligned with the adopted Waste Management & Minimisation Plan 2022-28 and the adopted Climate Action Plan 2020.

## **8.3 Tūraru Risks**

There are no major risks associated with the decisions or matters.

## **8.4 Te Whaimana Authority**

The Deputy Chief Executive Infrastructure and Environment has the authority to make the required decision or to carry out the course of action recommended in the report.

## **9. NGĀ ĀPITI HANGA ATTACHMENTS**

Attachment 1: Organic Waste Collection Power Point (RDC-1383208)

Attachment 2: Organic Waste Comment Analysis (RDC-1383961)

Attachment 3: Organic Waste Complete Submissions Catalogue (RDC-1383971)

All attachment distributed separately

ROTORUA LAKES COUNCIL

Mayor  
Members  
INFRASTRUCTURE AND ENVIRONMENT COMMITTEE

**6.3 Change the sub-category of the Hulme Place local purpose reserve to roadway**

**Report prepared by:** Rob Pitkethley, Active and Engaged Communities Manager

**Report reviewed by:** Anaru Pewhairangi, Deputy Chief Executive - Community Wellbeing

**Report approved by:** Oonagh Hopkins, Acting Chief Executive

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**1. TE PŪTAKE  
PURPOSE**

The purpose of the report is to seek a resolution to change to the land classification of part of the Hulme Place Local Purpose Reserve from Local Purpose Reserve 'Utility and Plantation' to Local Purpose Reserve 'Road' pursuant to s.24A (3) of the Reserves Act.

**2. NGĀ TŪTOHUNGA  
RECOMMENDATIONS**

1. That the report 'Change the sub-category of the Hulme Place Local Purpose Reserve to roadway' be received.
2. That the Committee recommends that it resolves to change the sub-category of the Hulme Place Local Purpose Reserve to roadway, pursuant to Section 24A (3) of the Reserves Act 1977.

**3. TE TĀHUHU  
BACKGROUND****Land Status**

The land comprising the Hulme Place Local Purpose Reserve (Plantation and Utility) is legally described as Lot 75 Deposited Plan South Auckland 91110 and is contained in computer freehold register SA72A\622 (as shown in Attachment 1). Hulme Place Local Purpose Reserve is a thin parcel of land located behind residential properties to the north of Hulme Place, Owhata.

The land is subject to an existing Right of Way specified in Easement Certificate B675439.6, providing legal access to Lot 4 DPS 86406, being private land to the north of Hulme Place. The part of the Hulme Place Local Purpose Reserve subject to the sub-category change fits within the footprint of this ROW (as shown in Attachment 2).

The former Eastern Arterial highway vested as road lies between the Local Purpose Reserve and Lot 4 DPS 86406. The highway (road) was stopped, and the site has since been amalgamated with Lots 3 & 4 DPS 86406.

### **Land History**

The reserve classification provides for two different purposes, plantation and utility. The reserve currently accommodates a utility associated with storm water management and this utility is located outside of the part of reserve where the classification change is being sought. The plantation aspect provided future potential for an amenity break between residential housing and the proposed eastern arterial highway, however given the eastern arterial highway no longer exists, the “plantation” role is no longer relevant. As such the proposal will not affect the values of the reserve or the reserve function.

### **Sub-category reserve classification change**

The classification change is governed by section 24A of the Reserves Act 1977. This Act requires that Council follows a specific process to change the purpose of a Local Purpose Reserve that involves a resolution by Council to effect the change of sub-category particular to local purpose reserve administered under the Act. Under section 24A(2) this would trigger a public notification process, however section 24A(3) states that the notification provisions contained in section 24A(2) do not apply where the proposed change of purpose is to bring the specific purpose for which the reserve is classified into conformity with a resource consent, which includes a subdivision consent.

### **Housing Development**

In 2022 Council received a resource consent application from Buena Vista Ltd to subdivide Lot 41 DPS 91110 and Lots 2-4 DPS 86406 located at 43 Duggan Drive, Owhata, Rotorua. The subdivision will create 14 residential lots (Lots 1-14), 2 lots to be vested as road (Lots 16 -17) and one lot as a residual balance area (Lot 15). The total area of the proposed plan is 8.4537ha.

The resource consent is currently being processed by Council, both processes are occurring in tandem.

In due course Council will be asked to pass a further resolution under section 111 of the Reserves Act changing the Local Purpose Reserve (roadway) to Road Reserve to support the subdivision development.

Buena Vista Ltd have prepared a separate survey plan for part of the Local Purpose Reserve affected by the proposal to delineate the affected parcel of land to be classified as Local Purpose Reserve (roadway). (As shown in Attachment 2.)

## **4. TE MATAPAKI ME NGĀ KŌWHIRINGA DISCUSSION AND OPTIONS**

The change of reserve sub-category classification will enable the housing development to continue, which will provide 14 residential properties within the Owhata suburb.

The proposed change is to bring (in part) the specific purpose for which the reserve is classified into conformity with the associated resource consent RC18143 granted by Council in accordance with Part 6 of the Resource Management Act.

The part of the Local Purpose Reserve concerned is currently subject to a ROW associated with the adjoining property (this property is subject to RC18143). This ROW easement would be surrendered under s243(e) of the Resource Management Act 1991, as the ROW easement would no longer be necessary to provide legal access to Lot 4 DPS 86406.

Following the completion of the subdivision, a resolution by Council to vest the Local Purpose Reserve (roadway) as public road under section 111 of the Reserves Act would be requested. Legal and physical access shall be provided for the subdivision from Duggan Drive across 43 Duggan Drive, through to Lot 4 DPS 86406 (as shown in Attachment 3).

The activities, utility and plantation associated with the Reserve will remain unaffected by this reserve classification change.

**Option 1: Status Quo**

Retaining the Status Quo would mean that subdivision is unable to proceed.

**Option 2: Change the sub-category of the Hulme Place Local Purpose Reserve from Utility and Plantation to Road**

Option 2 is the preferred option as the land is subject to an existing ROW and this reserve classification change will not material affect the Council's existing activities on the reserve and enable development of the subdivision on the adjoining lot.

**5. TE TINO AROMATAWAI  
ASSESSMENT OF SIGNIFICANCE**

The decisions or matters of this report are not considered significant in accordance with the Council Significance and Engagement Policy.

**6. NGĀ KŌRERO O TE HAPORI ME TE WHAKATAIRANGA  
COMMUNITY INPUT/ENGAGEMENT AND PUBLICITY**

Public consultation is not required in accordance with the provisions of section 24A(3) of the Reserves Act 1977.

**7. HE WHAIWHAKAARO  
CONSIDERATIONS****7.1 Mahere Pūtea  
Financial/budget considerations**

There is a minor cost to process the registering of the reserve classification and this is anticipated to be no greater than \$4000. Apportioning of this cost will be discussed with the subdivision developer.

**7.2 Kaupapa Here me ngā Hiraunga Whakariterite  
Policy and planning implications**

As the land subject to the proposal is not of strategic importance to Council, the change of reserve classification to roadway and eventual road designation of this land is not considered to be inconsistent with the wider policies and goals of Council.

**7.3 Tūraru  
Risks**

There are no major risks associated with the decisions or matters covered in this report.

**7.4 Te Whaimana  
Authority**

Authority for Council to determine any recommendation made in this report stems from the provisions of the Local Government Act 2002 and the Reserves Act 1977.

## **8. NGĀ ĀPITI HANGA ATTACHMENTS**

Attachment 1: Map of Hulme Place Local Purpose Reserve

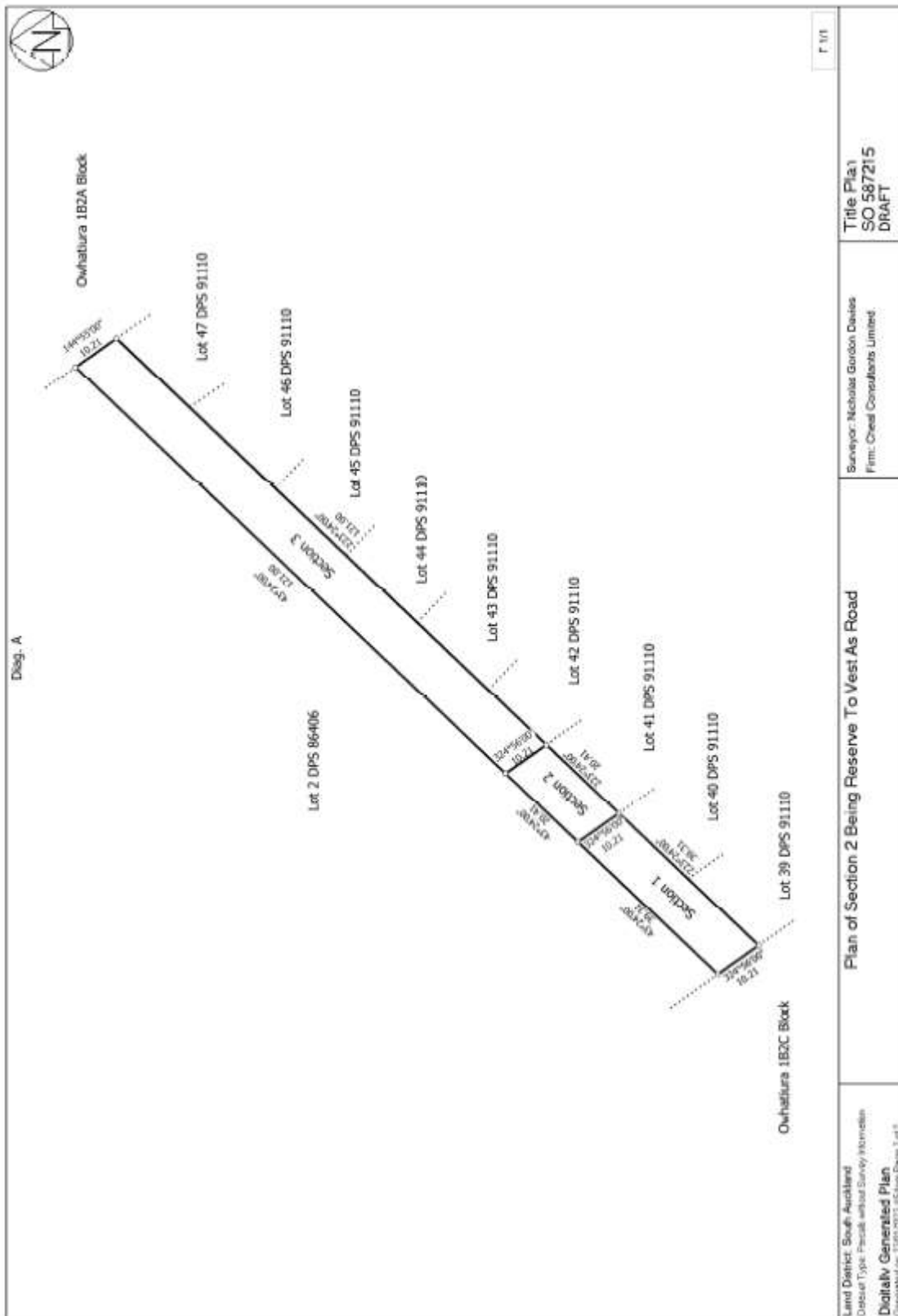
Attachment 2: Survey Plan delineating the portion of reserve subject to the proposal

Attachment 3: Proposed Road associated with the subdivision

**Attachment 1 Map of Hulme Place Local Purpose Reserve**



**Attachment 2 Survey Plan delineating the portion of reserve (Section 2) subject to the proposal**





**Attachment 3 Proposed Road associated with the subdivision**



ROTORUA LAKES COUNCIL

Mayor  
Members  
INFRASTRUCTURE AND ENVIRONMENT COMMITTEE

## 6.4 Speed Management Planning 2023

**Report prepared by:** Niki Carling, Environmental Health Performance Manager

**Report reviewed by:** Stavros Michael, Deputy Chief Executive - Infrastructure & Environmental Solutions

**Report approved by:** Oonagh Hopkins, Acting Chief Executive

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### 1. TE PŪTAKE PURPOSE

The purpose of this report is to inform the Committee of the new legislative requirements for speed management planning, and to recommend the approach for setting urban speed limits for Rotorua, including the prioritisation of reduced speeds round schools and in the Central Business District.

The report also requests authority to commence public consultation on a draft speed management plan as required by the relevant legislation and based on the recommended approach.

The report also seeks approval to revoke the existing Speed Limit Bylaw.

### 2. TE TUHINGA WHAKARAPOPOTOTANGA EXECUTIVE SUMMARY

Evidence and New Zealand road safety statistics indicate that more people die on New Zealand's roads per head of population than in similar countries. The Government has, through its National Policy Statements, signalled that these trends are unacceptable and actions must be taken to address the phenomenon. Road crashes occur because of three main factors - road condition, vehicle condition and speed.

The national crash data indicate that inappropriate speeding contributes to about 60% of fatal crashes and 71% of injury crashes nationally. The social and economic effects of traffic crashes are calculated to be around \$4.6b per annum.

The new Land Transport Rule: Setting of Speed Limits 2022 ('the Rule') provides a revised framework for setting speed limits across New Zealand through the formation of speed management plans that address safe and appropriate speed limits and the supporting infrastructure.

Under the new rule process, road controlling authorities (RCAs) are required to develop speed management plans for their districts and provide these plans to the Regional Transport Committee (RTC), which compiles the plans to create a consolidated regional speed management plan. The RTC, RCAs and regional council coordinate to publish a draft consolidated regional speed management plan which will be made available by Bay of Plenty Regional Council, for public comment and input. The RTC may need to facilitate consideration and harmonisation of any identified regional inconsistencies between the RCAs' plans during this part of the process. Once the RTC is satisfied on consistency, it submits the plan to the Director of Land Transport at Waka Kotahi – NZ Transport Agency for final certification. The involvement of the RTC enables the potential alignment of the speed management consultation process with the 3-

year National Land Transport Programme cycle to effectively link funding and speed/infrastructure planning.

The Rule also requires the migration of all speed limit data to the National Speed Limit Register maintained by Waka Kotahi. This central source is now the legal instrument for speed limits, removing the need for individual speed bylaws.

### **3. NGĀ TŪTOHUNGA RECOMMENDATIONS**

- 1. That the report 'Speed Management Planning 2023' be received.**
- 2. That the Committee accepts the recommended approach to setting speed limits for Rotorua and the use of this approach to create a draft Speed Management Plan.**
- 3. That the Committee authorises officers to undertake public consultation on the draft Speed Management Plan.**
- 4. That the Committee approves the revocation of the Speed Limit Bylaw 2014.**

### **4. TE TĀHUHU BACKGROUND**

Evidence and New Zealand road safety statistics indicate that more people die on New Zealand's roads per head of population than in similar countries. The Government has, through its National Policy Statements, signalled that these trends are unacceptable and actions must be taken to address the phenomenon. Road crashes occur because of three main factors - road condition, vehicle condition and speed.

In terms of actual vehicle speeds, Waka Kotahi – NZ Transport Agency identifies through its research that the main causal factor of crashes is drivers exceeding legal speed limits which in many cases are considered to be inappropriately high. Waka Kotahi argues that New Zealand has not kept up with changes to speed limits ordained in the rest of the world, based on clear evidence supporting safe and appropriate speed levels.

The crash data indicates that inappropriate speeding, contributes to about 60% of fatal crashes and 71% of injury crashes nationally. The social and economic effects of traffic crashes are calculated to be around \$4.6b per annum.

Vehicle speed plays a major role in the ability of people to safely and conveniently travel around cities and towns, on rural roads and on highways. Establishing safe and appropriate speeds on all types of road will, according to research from Waka Kotahi.

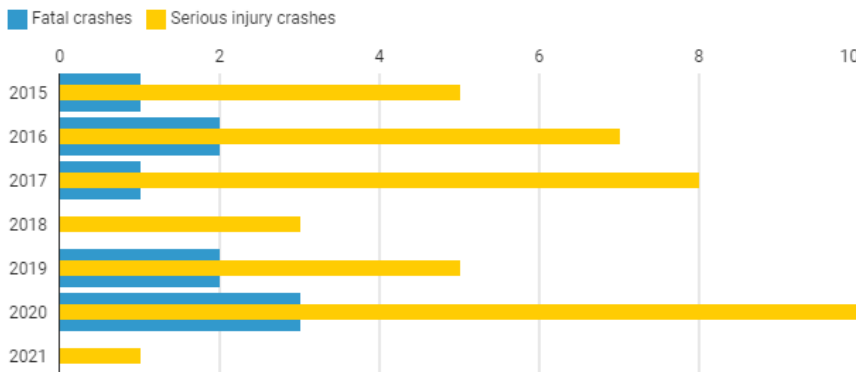
- Help people live more active lives.
- Help people use their preferred transport option more safely
- Support New Zealand's emissions reduction goals, and
- Help reduce the number of fatal and serious injuries and their economic impacts.

The approach suggested by Waka Kotahi to setting speed limits draws on four principles:

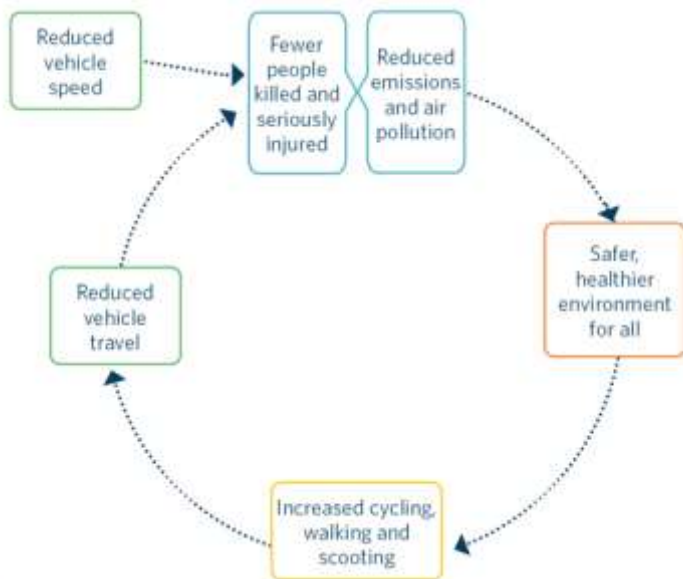
- **Safety.** Set speed limits that minimise the risk of fatal and serious injury to all road users by reducing the impact of speed and crash forces.

As an example of the observed impact of speed limit reduction, data for SH6, between Blenheim and Nelson shows no fatalities and a significant drop in serious crashes since the introduction of reduced speed limits in 2020.

### Crashes on SH 6 between Blenheim and Nelson



- **Community wellbeing.** Speed limits should be set at a level that enables equitable access to a range of safe, healthy transport options choices and generate co-benefits such as a shift to more active transport modes; improved traffic flow; reduced traffic volumes; improved perceptions of safety by all road users, reduced noise and air pollution and a contribution to mitigating overall relative transport emissions.

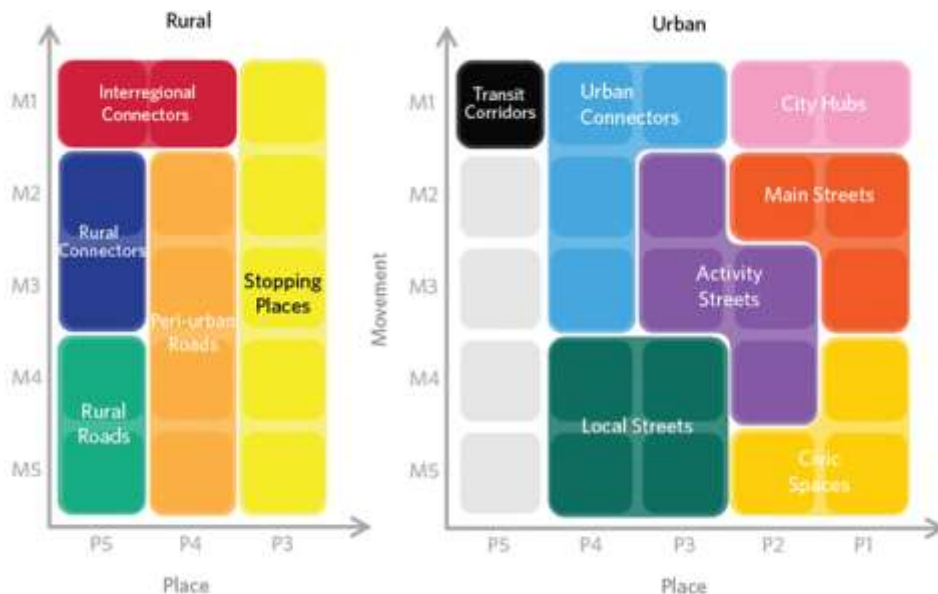


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- **Movement and place (One Network Framework (ONF)).** Speed limits should be set in accordance with the intended movement and the place function of roads as well as the standard of the transport safety infrastructure. A direct correlation exists between the function of a road and the safe speed limit, e.g. rural highways are often intended to support vehicle movement at higher speeds, while city centres are places where pedestrians need to be considered and made to feel and be safe when sharing the street with vehicles.

<sup>2</sup> Adapted from Welle, B, et al (2018). Sustainable and Safe: A Vision and Guidance for Zero Road Deaths, World Resources Institute, Washington DC

**Fig 2. Movement and place function elements to determine an overall classification for a road**



- Whole of system.** The combination of safe and appropriate speed limits with an integrated, consistent and balanced approach to regulation and through the use of regulatory tools such as road traffic enforcement, community engagement and safety education, supported by monitoring effects and flexible adaptation.

Waka Kotahi has integrated and aligned the intended movement and the place function of roads with safe and appropriate speed limit ranges, as per MegaMaps<sup>3</sup> to provide the following framework:

**Table 1. One Network Framework urban street categories and safe speed limit ranges**

Category	Description	Safe and appropriate speed limit*
Civic spaces	These streets have a higher place classification than other urban street categories, representing a higher level of on-street activity and higher-density adjacent land use generating that activity. These streets have a lower movement classification because they are mainly intended for localised on-street activity with little or no through movement.	10-20km/h
Local streets	These streets provide quiet and safe residential access for people of all ages and abilities and foster community spirit and local pride. They are part of the fabric of Aotearoa New Zealand neighbourhoods, and they facilitate local community access.	30km/h
Activity streets	These streets provide access to shops and services by all modes. They have a significant movement demand as well as place, so competing demands need to be managed within the available road space.	30-40km/h
Main streets	These streets have an important place function and a relatively important movement function. They support businesses, on-street activity and public life and connect with the wider transport network.	30-40km/h
City hubs	These are dense and vibrant places that have a high demand for people movement.	30-40km/h
Urban connectors	These streets provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities.	40-60km/h
Transit corridors	These streets provide for the fast and efficient long-distance movement of people and goods within the urban realm. They include motorways and urban expressways.	80-100km/h

<sup>3</sup> MegaMaps is an interactive digital platform that presents the safe and appropriate speeds for all roads and streets in NZ

**Table 2. One Network Framework rural street categories and safe speed limit ranges**

Category	Description	Safe and appropriate speed limit*
Interregional connectors	These roads provide safe, reliable and efficient movement of people and goods between regions and strategic centres in a rural context.	60-110km/h
Rural connectors	These roads provide the link between rural roads and interregional connectors.	60-100km/h
Rural roads	These roads primarily provide access to rural land for people who live there and support the land-use activity being undertaken.	60-80km/h
Peri-urban roads	These roads primarily provide access from residential property on the urban fringe, where the predominant adjacent land use is residential, but usually at a lower density than in urban residential locations.	50-80km/h
Stopping places	These are where people gather in a rural setting. Adjacent land use generates on-street activity, and people are likely to be crossing the road.	40-80km/h

### **Change in legislation**

The 2017 Land Transport Rule required road controlling authorities (RCAs) to set speed limits through local bylaws and did not require integration between speed limit decisions and other transport safety investments.

The new Land Transport Rule: Setting of Speed Limits 2022 ('the Rule') removes the need for a bylaw and provides a new framework for setting speed limits across New Zealand through speed management plans that address recommended safe and appropriate speed limits, related transport infrastructure, and speed monitoring cameras. A speed management plan sets out the objectives, policies and measures for speed management for at least 10 financial years and includes a 3-year implementation programme.

Under the new rule process, RCAs are required to develop and provide their speed management plans to the Regional Transport Committee (RTC), which compiles the plans to create a consolidated regional speed management plan. The RTC, RCAs and regional council coordinate to publish a draft regional speed management plan which will be made available by Bay of Plenty Regional Council, for public comment and input. The RTC may need to facilitate consideration and harmonisation of any identified regional inconsistencies between the RCAs' plans during this part of the process. Once the RTC is satisfied on consistency, it submits the plan to the Director of Land Transport at Waka Kotahi for final certification. The involvement of the RTC enables the potential alignment of the speed management consultation process with the 3-year National Land Transport Programme cycle to effectively link funding and speed/infrastructure planning.

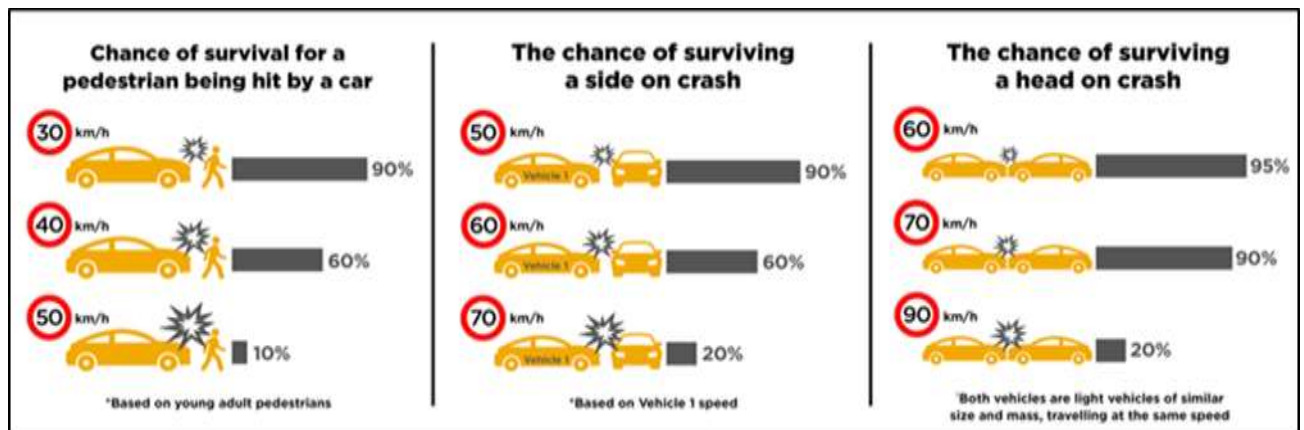
### **Speeds round schools**

Under the government's 'Road to Zero' national road safety strategy and the Rule, RCAs must use reasonable efforts to implement appropriate safe speed limits round all schools, by 31 December 2027, with an interim target of at least 40% of all schools completed by 30 June 2024. These changes must be built into the proposed speed management plans.

There are a total of 48 schools in the Rotorua district, of which 7 are located adjacent to State Highways and will be considered as part of Waka Kotahi's speed management planning. With regard to schools on local district roads, Council is required to have implemented recommended safer speed limits in the vicinity of at least 40% (19 schools) by 30 June 2024, with the remaining 29 to be addressed by 31 December 2027.

The rationale for setting safe speed limits around all schools, as recommended by the national framework, is founded on the need to improve actual and perceived safety, to encourage and enable more active travel to and from school which is important for healthy communities. It also reduces the risk to tamariki and whānau, as vulnerable road corridors users, of being killed or seriously injured while travelling to or from school. International best practice indicates that 30km/h is the desirable safe and appropriate vehicle speed on roads where high numbers of active road users, especially children, are present or desired.

**Fig 1. Survivability of crashes at different speeds**



Under the Rule, all Rotorua schools are classified as Category 1, which means that they:

- Require a safe and appropriate speed limit to be set on the roads outside the schools at 30 km/hr (permanent or variable).
- Are more likely to be in areas with existing 50km/hr speed limits.
- Potentially have high numbers of more vulnerable road users in the vicinity (adult/child pedestrians, cyclists, micro-mobility users) with consequently higher risk. This may be from more housing in the school vicinity, making it more suitable to use active transport modes.

In considering the extent of the speed limit, an RCA is required to define the 'road/s outside a school'. This may be a road or roads immediately adjacent to a school, or a road that includes a key access corridor for the school. The factors to be considered are:

- The location of the main entrance and any other entrances
- The advice from the school itself regarding the use of entrances
- The typical or expected routes used for active travel to school
- The overarching objective of making people feel safe walking or using other active modes to and from school.

When determining how far to extend speed limits round schools, international evidence shows that a reasonable walking catchment to school for high school students ranges between 1 and 3 km. Those distances are shorter for primary school children (up to 1 km for walking in some studies). Area-wide speed management approaches necessary to support active transport to school would also likely benefit a diversity of other users and local destinations in neighbourhoods.

In defining its school catchment areas, Wellington City Council recently undertook analysis based on a 1 km radius buffer for primary and intermediate schools and a 2.25 km buffer for secondary schools. This resulted in coverage of approximately 80% of Wellington city's urban street network.

### **CBD speed limit**

Through the provision of better travel transport choices and by supporting a greater share of travel being made by public transport, walking and cycling, mode shift can be a powerful means to achieving a more vibrant and liveable inner city. This is consistent with the Council's strategic objectives and especially so if we anticipate higher future residential share in the CBD, increased visitor numbers, enhanced hospitality services, offices and general recreational activities.

A high-level review of the form and function of the Rotorua CBD transport network was undertaken in 2020<sup>4</sup>, using the framework of the ONF. Three options were considered:

- Option 1 - maintaining the status quo of the existing transport network.
- Option 2 - interim measures/low level improvements; this option was identified as requiring a reduction in CBD operating speeds **to a multi-modal acceptable speed of less than 50km/h**.
- Option 3 - meeting desired/target levels of service; this option was identified as requiring a universal **CBD speed limit reduction to 30km/h** (This option most effectively reflects government policy direction).

The Operations & Monitoring Committee resolved in July 2020 that the recommendations in this review should be incorporated into the revitalisation plans for the inner city.

### **Speed Limit Bylaw revocation**

The National Speed Limit Register (NSLR) maintained by Waka Kotahi provides an online, map-based, central source of speed limits for all roads in New Zealand. Over the past 12 months, RCAs have been required to migrate their speed limit data into the Register as 'land transport records'. These records in the NSLR are now the legal instrument for all established speed limits. The NSLR enables RCAs to more easily comply with the Rule and Land Transport Regulations, as it allows them to record, update and share speed limit data.

**Waka Kotahi advises that speed limit bylaws will need to be formally revoked as soon as practicable after the data has been migrated to the NSLR.**

### **Partnership with Māori**

The Rule requires engagement with Māori on the development of speed management plans and separate consultation with Māori on draft plans. Elements of the Rule also aim to improve Māori road safety outcomes and reduce the impacts of unsafe speed limits on Māori communities.

## **5. TE MATAPAKI ME NGĀ KŌWHIRINGA DISCUSSION AND OPTIONS**

Council officers have been working to ascertain the safe and appropriate speed limits of all local roads for the production of a draft Speed Management Plan, as required by the Rule.

A comparison of current speed limits for all Rotorua roads with the safe and appropriate speeds (SaAS) in Megamaps shows:

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<sup>4</sup> Inner City Review June 2020, WSP Opus, Project Number: 2-89476.01















	Percentage of road lengths with current speed higher than SaAS
All district roads	93 %
Roads with proposed speed limit of 20-50 km/h	89 %

Work has also been undertaken to identify the realistic catchment areas round all Rotorua schools in which a 30km/h speed limit is required to be applied. **Using a catchment of only 1 km radius from each urban school results in coverage of over 75% of the Rotorua urban street network needing to be modified to 30km/h.** See Appendix 1 – Rotorua schools buffer.

**Urban speed limits**

The following options have been considered for **urban speed limits**:

	Option 1	Option 2	Option 3
Urban connectors eg. Sunset Rd, Iles Rd, Clayton Rd			
Local streets eg. Pandora Ave, Warwick Dr			
Schools <sup>5</sup>			
CBD			

**NB. It is proposed that the few existing 20km/h speed limits will be retained.**

**Option 1**

Urban speed limits remain the same as they are currently, ie. mainly 50km/h, except for:

- 30km/h on roads outside schools (which are required to be a 30km/h permanent or variable)
- 30km/h for CBD (in line with transport network review recommendations)

Given that the ONF guide is that the safe and appropriate speed limit for local streets is 30km/h, it is likely that this option would be the first step in a two-step process, ie. firstly addressing the required speed reduction round schools and the CBD, and then at a future date addressing the rest of the local streets.

<sup>5</sup> To avoid creating community confusion, Council officers are proposing to look at speed limits round all schools by December 2024.

Benefits	Disbenefits
<ul style="list-style-type: none"> <li>• Gives community the chance to get used to speeds limits being lowered gradually.</li> </ul>	<ul style="list-style-type: none"> <li>• The cost of changing the posted speed limit signs twice</li> <li>• Potential need for variable speed signs and threshold signs to remind and encourage drivers to adhere to speed limits outside schools (confusion of 'stop-start' speed limits along a single road)</li> <li>• Potential requirement for two lots of community engagement/education</li> <li>• Creation of school speed catchments effectively leaves only 25% of the city with a 50km/h speed limit, which may seem nonsensical and inconsistent to the public (see Appendix 1).</li> </ul>

**Option 2**

Urban connectors remain mainly 50km/h and

Local streets change to mainly 40km/h, except for:

- 30km/h on roads outside schools (which are required to be a 30km/h permanent or variable)
- 30km/h for CBD (in line with transport network review recommendations)

Given that the ONF guide is that the safe and appropriate speed limit for local streets is 30km/h, it is likely that this option would be the first step in a two-step process, ie. firstly addressing the required speed reduction round schools and the CBD, and then at a future date addressing the rest of the local streets.

Benefits	Disbenefits
<ul style="list-style-type: none"> <li>• Gives community the chance to gradually get used to speeds being lowered</li> <li>• More palatable to keep 50km/h speed limit on urban connectors that carry more dense traffic.</li> </ul>	<ul style="list-style-type: none"> <li>• The cost of changing the posted speed limit signs twice</li> <li>• Potential need for variable speed signs and threshold signs to remind and encourage drivers to adhere to speed limits outside schools (confusion of 'stop-start' speed limits along a single road)</li> <li>• Potential requirement for two lots of community engagement/education</li> <li>• Creation of school speed areas effectively leaves only 25% of the city with a 40km/h or 50km/h speed limit, which may seem nonsensical and inconsistent to the public (see Appendix 1).</li> </ul>

**Option 3**

Urban connectors are set as 50km/h and  
Local streets; roads outside schools; and CBD are 30km/h.

Benefits	Disbenefits
<ul style="list-style-type: none"> <li>• Speed limit changes can be undertaken in one go, thus removing the need for two changes for most posted speed limit signs</li> <li>• In the main, consistent with ONF for safe and appropriate speeds</li> <li>• Relatively fewer variable speed signs and threshold signs to remind and encourage drivers to adhere to speed limits outside schools</li> <li>• Relatively easier to convey the idea of having a 50km/h limit on urban connectors (viz à viz a universal 30km/h).</li> </ul>	<ul style="list-style-type: none"> <li>• Community negative reaction and pushback against the majority of local streets having a 30km/h speed limit.</li> </ul>

Preferred option

**The preferred option for urban speed limits is Option 3.**

Under Option 3, it is proposed that:











- A permanent (rather than variable) speed limit reduction is implemented around schools, taking into account the proposed school walking catchment distances.
- The speed limit reduction is prioritised for all schools on local roads and the CBD, then the rest of the local streets, with funding for signage found from within existing budgets.
- A budget to address any future infrastructural improvements in support of reduced speed limits (e.g. raised pedestrian crossings, speed indication devices, etc) identified in the Speed Management Plan, would need to be programmed under Council's future transport management programme/s in the LTP.

There are likely to be questions with regard to the potential impact that a proposed 30km/h speed limit will have on travel times on local roads. The following journeys have been estimated as examples:

Increase in travel time		
From	To	Seconds
78 Blomfield St	Redwood Visitor Centre	76
133 Iles Rd	Mokoia Intermediate School	63
129 Basley Rd	Queens Dr	74
12 Wallingford Pl	Rotorua Intermediate School	32
15 Thomas Crescent	Rotorua Library	37
54 Aquarius Dr	Rotorua Central	11

**Rural speed limits**

The following options have been considered for **rural speed limits**:

	Option 1	Option 2
Rural roads eg. Waikite Valley Rd, Bryce Rd, Cookson Rd	  	 
Rural residential (minor) roads eg. Gisborne Point, Mourea	 	
Rural settlement hubs eg. Reporoa, Mamaku		
Schools <sup>6</sup>		

**Option 1**

Existing rural speeds are a mixture of 100km/h, 80km/h and 60km/h, except for:

- existing 50km/h and 40km/h speed limits on minor rural roads
- proposed 30km/h on roads outside schools (which are required to be a 30km/h permanent or variable) and in rural settlement hubs.

Given that the ONF guide for setting the safe and appropriate speed limit for rural connectors and rural roads is between 60 and 100km/h, it is likely that this option would be the first step in a two-step process, ie. firstly addressing the required speed reduction round schools, and then at a future date addressing the 100km/h speed limits (and possibly some 80km/h).

Benefits	Disbenefits
<ul style="list-style-type: none"> <li>• Status quo on higher speed roads means less chance of community negative pushback in the short-term.</li> </ul>	<ul style="list-style-type: none"> <li>• The cost of changing the posted speed limit signs twice</li> <li>• Potential requirement for two lots of community engagement/education</li> <li>• Potential need for variable speed signs and threshold signs to remind and encourage drivers to adhere to speed limits outside schools.</li> </ul>

**Option 2**

There are no local roads in the Rotorua District for which a speed limit in excess of 80km/h is considered to be the safe and appropriate speed limit under the guide. Rural speeds are 80km/h or 60km/h, except for:

- proposed 40km/h on minor rural roads
- proposed 30km/h outside schools (which are required to be a 30km/h permanent or variable) and 30km/h for rural settlements eg. Reporoa.

<sup>6</sup> To avoid creating community confusion, Council officers are proposing to look at speed limits round all schools by December 2024.

Benefits	Disbenefits
<ul style="list-style-type: none"> <li>• In the main, consistent with ONF guidance on safe and appropriate speeds</li> <li>• Speed changes can be undertaken in one go, thus removing the need for two changes for some posted speed limit signs.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential need for variable speed signs and threshold signs to remind and encourage drivers to adhere to speed limits outside schools.</li> </ul>

#### Preferred option

**The preferred option for rural speed limits is Option 2.**

Appendix 2 provides some sample urban and rural maps showing proposed speed limit reductions.

## 6. **TE TINO AROMATAWAI ASSESSMENT OF SIGNIFICANCE**

The matters of this report are considered significant in accordance with the Council's Significance and Engagement Policy, as: they will affect a large portion of the community.

As a significant decision or matter, the Council must apply greater diligence to the decision making requirements of the Local Government Act 2002 section 76-82. This includes, but is not limited to, the extent to which community views are considered, including whether consultation is required.

## 7. **NGĀ KŌRERO A TE HAPORI ME TE WHAKATAIRANGA COMMUNITY INPUT/ENGAGEMENT AND PUBLICITY**

In determining the speed management planning process, a territorial authority may choose to create and engage with its community on its own speed management plan ahead of participating in the compulsory regional speed management plan process. Council officers have chosen to adopt this approach in Rotorua to ensure thorough, targeted engagement with our community.

Communications and engagement on speed management is more likely to build better public understanding and informed awareness of the reasons for safe and appropriate speed limits, the wider speed management plan development process, and the finalisation and implementation of these plans. The speed management planning process is expected to be transparent and encourage widespread participation in the engagement process, so stakeholders and communities understand and consider the full picture. The proposed engagement period will be 17 July 2023 – 18 August 2023.

NB. With regard to engagement with Māori, the Rule requires separate consultation with Māori on the development of draft plans. This has been undertaken with the help of the Te Amorangi Unit.

## 8. **NGĀ WHAIWHAKAAROTANGA CONSIDERATIONS**

### 8.1 **Ngā Whaiwhakaarotanga Mahere Pūtea Financial/budget considerations**

The pertinent financial impact in the setting of new speed limits will be the new signage required. The budget for the signage required to revise speeds will be sourced from within existing budgets. However, budget to address any future infrastructural improvements in support of reduced speed limits (e.g. raised pedestrian crossings, speed indication devices, etc) identified in the Speed Management Plan, will

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need to be considered and programmed under Council's future transport management programme in the LTP (with the relevant Crown (Waka Kotahi) subsidy).

Considerable staff time is required through the process, ie. planning, community engagement and the adopted implementation.

## **8.2 Ngā Kaupapa Here me ngā Hiraunga Whakariterite Policy and planning implications**

Speed management is a key road safety regulation and consideration directly aligned with national, regional and local road safety strategies and an outcome required under the Asset Management Plan that would guide assets design and on-going management.

It is directly aligned with Council's priority of delivering safe communities and reliable infrastructure.

## **8.3 Ngā Tūraru Risks**

Speed management on local district roads is a core function of Council as the road controlling authority. The consideration and setting of final speed limits is subject to oversight by Waka Kotahi who retain the authority to require Council to justify any decisions made under the Rule.

The consultation process required under the Rule is likely to attract diverse community and stakeholder views and expectations. This will have to be managed with reasoned communication of the rationale for the proposed changes and how the programme is supportive of the strategic objectives of improved road safety and helping to create more liveable neighbourhoods.

## **8.4 Te Whaimana Authority**

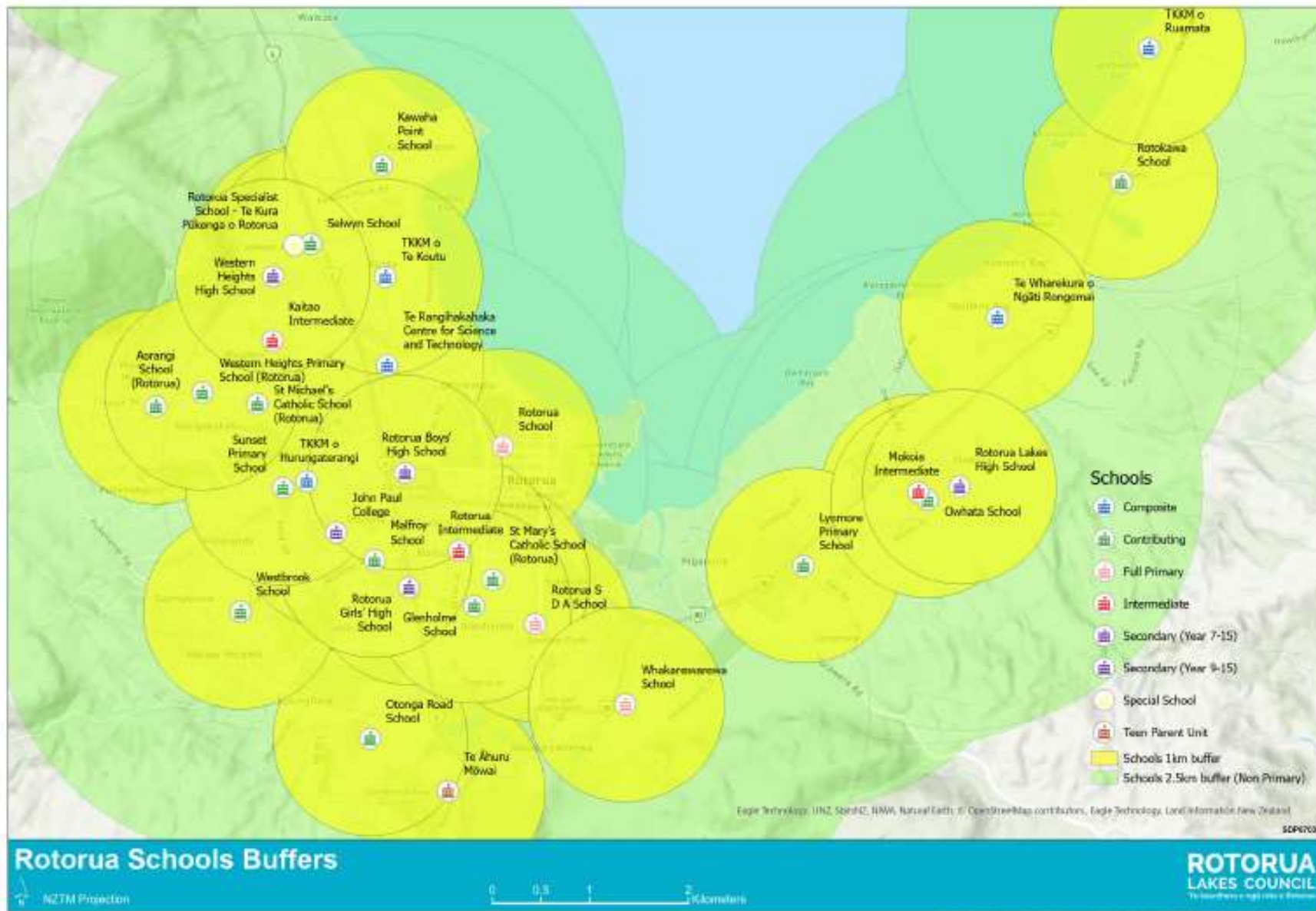
The authority to approve the decision to consult is with Council.

## **9. NGĀ ĀPITI HANGA ATTACHMENTS**

Appendix 1 – Rotorua schools buffer

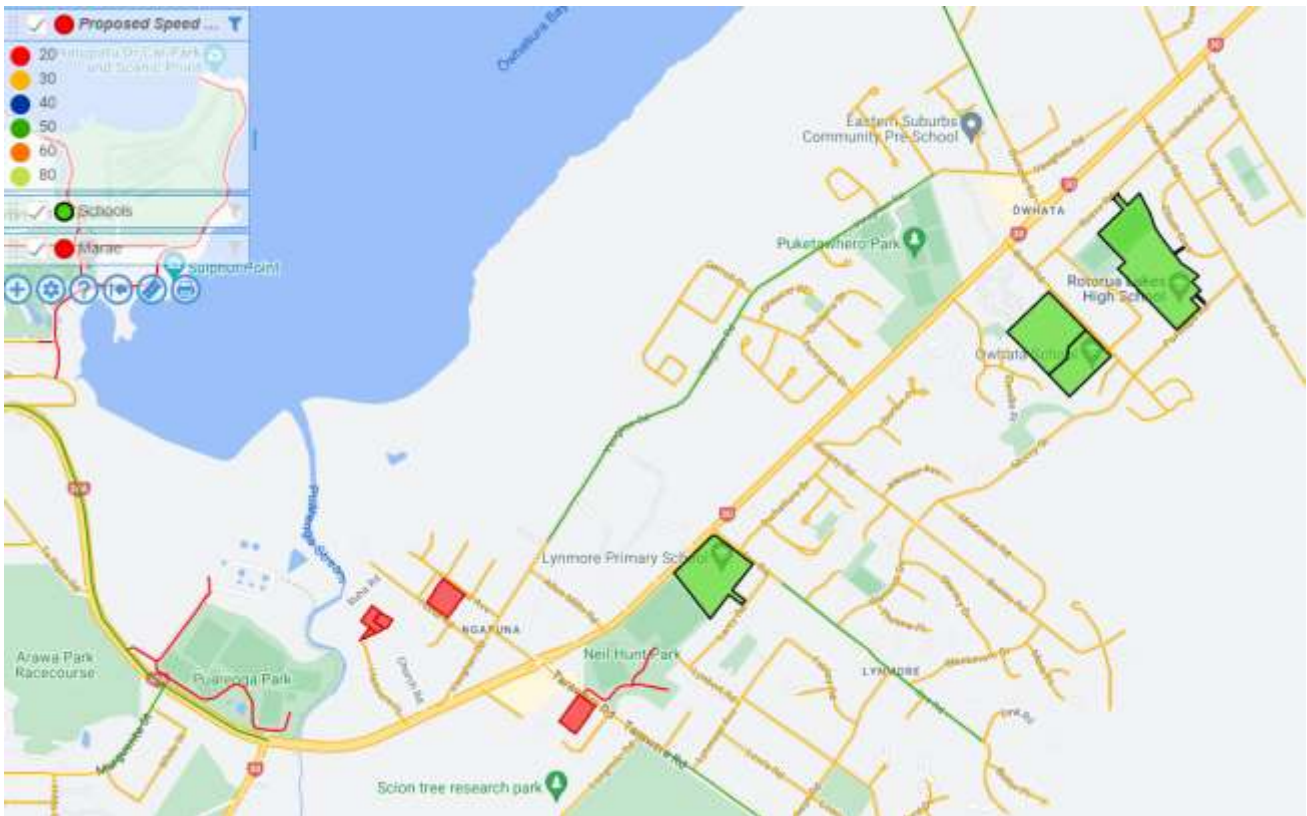
Appendix 2 - Sample urban and rural maps showing proposed speed limit reduction

### Appendix 1 – Rotorua schools buffer



### Appendix 2 -- Sample urban and rural maps showing proposed speed limit reduction

#### Ngapuna/ Lynmore



#### CBD

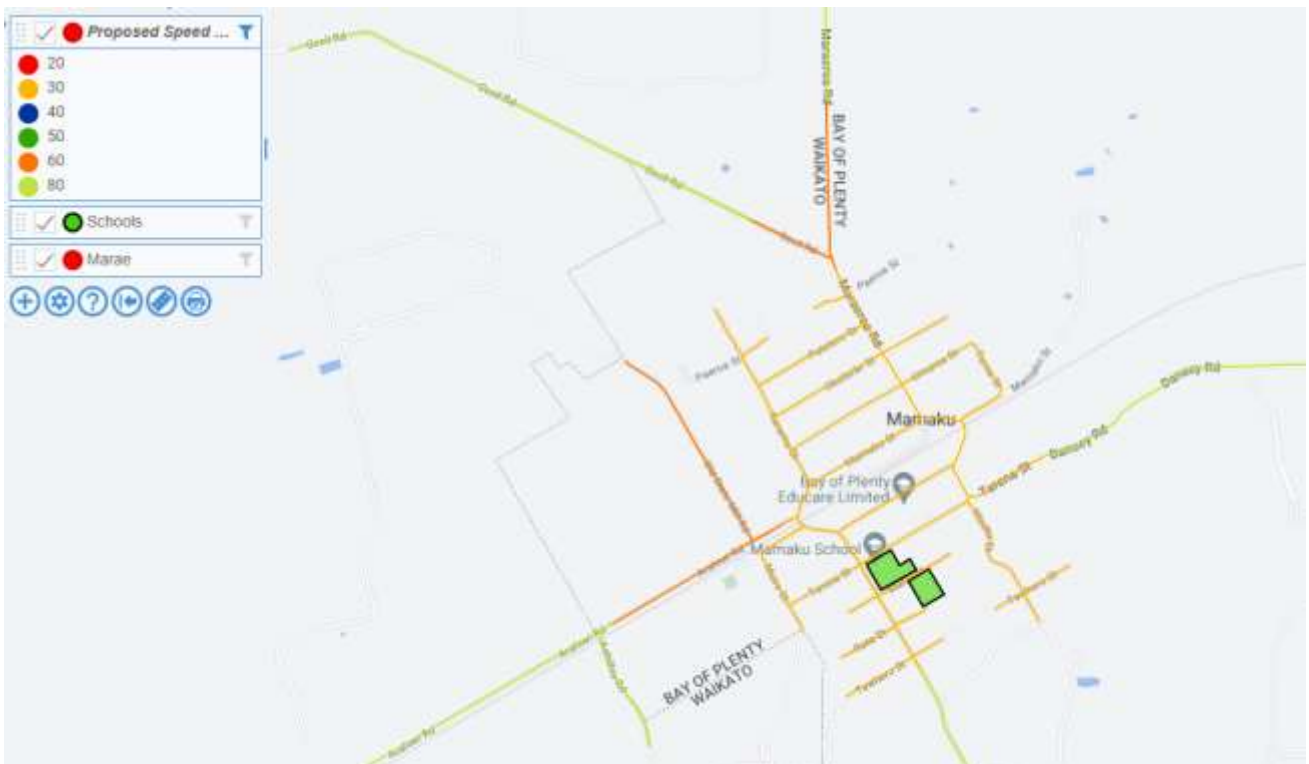




### Reporoa



### Mamaku



01-15-018  
RDC-1385898

ROTORUA LAKES COUNCIL

Mayor  
Members  
INFRASTRUCTURE AND ENVIRONMENT COMMITTEE

**6.5 Te Whare Taonga strengthening and restoration options**

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Report will be available as a separate document to this agenda prior to the meeting

## 7. He whakataunga kia hoki atu te aronga o te hui hai hui tūmatawhānui - Resolution to move into public excluded (to consider and adopt confidential items)

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 are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for passing of this resolution
Confidential Minutes of previous meeting held 5 April 2023	Please refer to the relevant clause/s in the open meeting minutes.	Good reason for withholding exists under Section 48(1)(a).
OneCouncil Phase Two – Contract Approval – 16-037-ERP System Implementation - TechnologyOne	Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	Section 48(1)(a) Section 7(2)(i)
Recommendation to award contract 20-047 - Vaughan Road shared path - package 02 (Te Ngae Road to Rotorua Forest Haulage), and stormwater renewals	Protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.	Section 48(1)(a) Section 7(2)(b)(ii)

This resolution is made in reliance on Section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Sections 6 or 7 of the Act or Sections 6, 7 or 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as shown above (in brackets) with respect to each item.

