



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

Kaupapataka Agenda

NOTICE OF AN ORDINARY MEETING OF INFRASTRUCTURE AND ENVIRONMENT COMMITTEE

Date: Wednesday 1 November 2023

Time: 9.30am

Venue: Council Chamber

MEMBERSHIP

Chair	Cr Barker
Deputy Chair	Cr Wang
Members	Mayor Tapsell Cr Brown Cr Kai Fong Cr Kereopa Cr Lee Cr Maxwell Cr O'Brien Cr Paterson Cr Waru
Quorum	6

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NGĀ TUKUNGA HAEPAPA A TE KAUNIHERA COUNCIL DELEGATIONS

Infrastructure and Environment

Type of Committee	Whole of Council Committee
Subordinate to	N/A
Subordinate Committees	N/A
Legislative Basis	Schedule 7, clause 30 (1) (a), Local Government Act 2002.
Purpose	To develop, implement, monitor and review strategies, policies, plans and functions associated with Infrastructure and environment activities.
Reference	01-15-018
Membership	Mayor Deputy Mayor All councillors
Quorum	6
Meeting frequency	Monthly
Delegations	<ol style="list-style-type: none"> 1. Oversee the management of council's infrastructure assets, utility services and public facilities including: 2. Transportation 3. Three waters 4. Land drainage 5. Laboratory services 6. Waste collection, landfill, recycling 7. Sports, Reserves and Recreation 8. Cemetery 9. Civil Defence Emergency Management 10. Accountable for the development and implementation of the Infrastructure Strategy, Asset Management Plan and inputs on infrastructure related projects associated with Development Contributions Policy 11. Oversight of progress of design and build projects such as, but not limited to: <ul style="list-style-type: none"> • Waste water treatment plant • Sewerage schemes (Rotoiti/Rotoma/Rotoehu, Tarawera • Development of major facilities for example Museum, Aquatic Centre, Libraries • Water storage and drainage for growth • Infrastructure provision for growth • Major transport projects, cycleways • Reticulation of water supplies 12. Undertake master planning of strategic facilities and spaces

	<p>13. Encourage engagement with organisations within the sector to consider environmental matters including:</p> <ul style="list-style-type: none"> ○ Climate change response, both mitigation and adaptation ○ Biodiversity ○ Waste Minimisation ○ Environmentally sustainable practices ○ Environmental aspects of energy, transport and water ○ Monitoring and reporting against action within the Climate Action Plan ○ Monitor Council’s contribution to the Te Arawa Vision (specifically in relation to Infrastructure and Environment outcomes) ○ 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 ○ 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 ○ The leasing of recreational land for commercial recreational purposes ○ The beautification of public gardens and parks ○ Street trees <p>14. 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</p> <p>15. Make appointments and authority to remove appointments to Council-Controlled Organisations (CCO’s).</p>
Relevant Statutes	All the duties and responsibilities listed above must be carried out in accordance with the relevant legislation.

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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

5.1 Infrastructure and Environment Committee Meeting Minutes (Draft) 4 October 2023

19995815

Minutes (draft)

Infrastructure and Environment Committee Meeting
held Wednesday 4 October 2023 at 9.30am
Council Chamber, Rotorua Lakes Council

MEMBERS PRESENT:	Cr Barker (Chair) Cr Wang (Deputy Chair), Mayor Tapsell, Cr Kai Fong, Cr Kereopa, Cr Maxwell, Cr O'Brien, Cr Paterson
MEMBERS PRESENT VIA AUDIO VISUAL:	Cr Brown
APOLOGIES:	Cr Lee Cr Kai Fong and Cr Kereopa for lateness
NO ATTENDANCE:	Cr Waru
IN ATTENDANCE:	Chair Doug Leeder, Cr Kevin Winters, Cr Te Taru White, Cr Lyall Thurston, Reuben Fraser (General Manager - Regulatory Services) and Namouta Poutasi (General Manager- Strategy and Science)- Bay of Plenty Regional Council.
STAFF PRESENT:	G Rangī, Interim Chief Executive; T Collé, Group Manager, Corporate Services; J.P Gaston, Group Manager, Strategy & Community; S Michael, Group Manager, Infrastructure & Environmental Solutions; O Hopkins, Executive Director, Corporate Planning and Governance; I Tiriana, Manager, Council Communications; D Cossar, Governance & Democracy Manager; G Kieck, Corporate Planning and Strategy Manager; R Pitkethley, Manager, Active and Engaged Communities; L Johnston, Civil Defence and Emergency Management Co-ordinator; B Horne, Civil Defence and Emergencies Readiness Co-ordinator; N Michael, Executive of Communications, Mayor's Office; R Griffith, Governance & Democracy Advisor; G Konara, Governance & Democracy Co-ordinator.

The meeting opened at 9.34am

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

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**1 KARAKIA WHAKAPUAKI
OPENING KARAKIA**

Cr Maxwell opened the meeting with a Karakia.

**2 NGĀ WHAKAPĀHA
APOLOGIES**

Resolved;

- 1. That the apologies from Cr Lee and Cr Kai Fong and Cr Kereopa for lateness be accepted.**

Moved: Mayor Tapsell

Seconded: Cr O'Brien

CARRIED

**3 WHAKAPUAKITANGA WHAIPĀNGA
DECLARATIONS OF INTEREST**

None

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

Cr O'Brien requested an update regarding the closure of Lake Ōkātaina. The Chair advised that this matter would be discussed under infrastructure and Environmental solutions progress report.

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

5.1 MINUTES OF INFRASTRUCTURE AND ENVIRONMENT COMMITTEE MEETING HELD 6 SEPTEMBER 2023

19960301

Resolved

- 1. That the minutes of the Infrastructure and Environment Committee meeting held 6 September 2023 be confirmed as a true and correct record.**

Moved: Mayor Tapsell

Seconded: Cr Paterson

CARRIED

**5.1 MINUTES OF INFRASTRUCTURE AND ENVIRONMENT COMMITTEE EXTRAORDINARY MEETING HELD
13 SEPTEMBER 2023**

19974715

Resolved

- 1. That the minutes of the Infrastructure and Environment Committee Extraordinary meeting held 13 September 2023 be confirmed as a true and correct record.**

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Moved: Mayor Tapsell
Seconded: Cr O'Brien
CARRIED

6. NGĀ TĀPAETANGA PRESENTATIONS

6.1 BAY OF PLENTY REGIONAL COUNCIL ANNUAL PLAN PRIORITIES -29 JUNE 2023

Bay of Plenty Regional Council's Chair Doug Leeder, Cr Winters, Cr White, Cr Thurston, Reuben Fraser, General Manager, Regulatory Services and Namouta Poutasi, General Manager, Strategy and Science spoke to a presentation titled "2023-2024 Annual Plan and 2024-2034 Long Term Plan" (Attachment 1).

Attendance: - Cr Kai Fong joined the meeting at 10.08am.

7. PŪRONGO KAIMAHI STAFF REPORTS

7.1 PROGRESS REPORT - INFRASTRUCTURE AND ENVIRONMENTAL SOLUTIONS

19937755

Resolved

1. **That the report titled "Progress Report - Infrastructure and Environmental Solution" be received.**

Moved: Cr Wang
Seconded: Cr O'Brien
CARRIED

Attendance: - Cr Kereopa joined the meeting at 10.41am.

In addition to the report, Stavros Michael:

- provided an update for the Committee on the response received from the Director- General of Health in regard to Councillors recent queries on water fluoridisation, and
- provided an update on Taumata Arowai's instructions to Queenstown District Council with regard to water supply following the Cryptosporidium outbreak.

Action Point

- Cr Paterson requested concept plans for Baxendale Esplanade.

The meeting adjourned at 10.50 am and resumed at 11.05am.

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Rob Pitkethley provided an update regarding the closure of Lake Ōkātina following the discovery of a Golden Clam infestation in May this year in the Waikato River.

Stavros Michael and Rob Pitkethley overviewed the report and spoke to a presentation titled “Stormwater Services” (Attachment 2).

7.2 CIVIL DEFENCE AND EMERGENCY MANAGEMENT: LEGISLATION, ROLES, STRUCTURE, AND AUDIT RESULTS

19983962

Resolved

- 1. That the report titled “Civil Defence and Emergency Management: Legislation, Roles, Structure, and Audit Results” be received.**

Moved: Mayor Tapsell

Seconded: Cr Kai Fong

CARRIED

Stavros Michael, Linda Johnston and Bruce Horne overviewed the report and spoke to a presentation titled “Civil Defence and Emergency Management” (Attachment 3).

Action Point

- Cr Kereopa requested for the contact details of the person who put together the CDEM review findings.

Further resolved

- 2. That the Committee notes the contents of the report and instructs officers to continue optimisation efforts.**

Moved: Cr Barker

Seconded: Mayor Tapsell

CARRIED

The meeting adjourned at 1pm and resumed at 1.42pm.

Attendance: - Cr Maxwell left the meeting at 1 pm.

7.3 COMMENCEMENT OF PROCESS TO REVOKE THE RESERVE CLASSIFICATION OF LAND UNDER THE PURURU SOUTH RECREATION RESERVE

19989327

Resolved

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- 1. That the report titled “Commencement of process to revoke the reserve classification of land under the Pururu South Recreation Reserve” be received.**

Moved: Cr Kai Fong

Seconded: Cr Wang

CARRIED

Rob Pitkethley overviewed the report. Maps attached – Attachment 4.

Further resolved

- 2. That the Committee resolves to commence the process to revoke the reserve status of the Council owned Pururu South Recreation Reserve at 35 Tarewa Road, being Tarewa 7B Block (ML 19324), pursuant to Section 24 of the Reserves Act 1977.**

Moved: Cr Wang

Seconded: Cr Brown

CARRIED

8 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: Mayor Tapsell

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 FROM INFRASTRUCTURE AND ENVIORNMENT COMMITTEE MEETINGS HELD 6 AND 13 SEPTEMBER 2023	Please refer to the relevant clause/s in the open meeting minutes.	Good reason for withholding exists under Section 48(1)(a).

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
CONTRACT FOR UPGRADING FILTRATION AND TREATMENT PLANT AT THE ROTORUA AQUATIC CENTRE	<p>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.</p> <p>Enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities.</p>	<p>Section 48(1)(a) Section 7(2)(b)(ii)</p> <p>Section 48(1)(a) Section 7(2)(h)</p>

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

13 TE KARAKIA WHAKAMUTUNGA CLOSING KARAKIA

Cr Wang closed the meeting with a Karakia.

The meeting closed at 2.24pm

To be confirmed at Infrastructure and Environment Committee meeting on 1 November 2023

.....
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.

6. Ngā Tāpaetanga - Presentations

6.1 Presentation – Geothermal Management Plan – Bay of Plenty Regional Council

7. Pūrongo Kaimahi - Staff Reports

Doc ID: 20015314

ROTORUA LAKES COUNCIL

Mayor
Members
INFRASTRUCTURE AND ENVIRONMENT COMMITTEE

7.1 Speed Management Planning 2023 Deliberations Report (Decision Required)

Report prepared by: Darryl Robson, Manager – Transport Infrastructure Networks

Report reviewed by: Stavros Michael, Group Manager Infrastructure and Environmental Solutions

Report approved by: Gina Rangī, Interim Chief Executive

1. TE PŪTAKE PURPOSE

The purpose of this report is to appraise the Committee of the results of the draft Speed Management Planning consultation process and to propose a strategy for establishing the approach for setting the speed limits within Rotorua. This strategy encompasses the prioritisation of reduced speed limits in proximity to educational institutions and the Central Business District (CBD).

Furthermore, this report seeks the Committee's endorsement to empower Council officers in drafting a definitive Territorial Speed Management Plan (SMP) based on insights derived from the consultation process. This SMP will be submitted to the Director of Land Transport for certification, cementing our commitment to implementing safe and efficient speed management within the Rotorua community.

2. TE TUHINGA WHAKARAPOPOPOTANGA 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 vehicle speed.

National crash data indicates 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 in New Zealand.

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 aim to address safe and appropriate speed limits and providing the supporting infrastructure.

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Under section 3.5 of the new 'Rule', Territorial Authorities (TAs) as a Road Controlling Authorities (RCA), are required to develop, and consult on, a draft Territorial Speed Management Plan (TASMP) for their district. Following consultation, TAs are required to submit a final draft TASMP to the Director of Land Transport at Waka Kotahi – NZ Transport Agency for certification.

The Regional Transport Committee (RTC) compiles certified TASMPs to create a consolidated draft Regional Speed Management Plan (RSMP) 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 process. Once the RTC is satisfied of consistency in these proposed plans it will submit the final RSMP to the Director of Land Transport at Waka Kotahi – NZ Transport Agency for certification.

The involvement of the RTC enables the alignment of the speed management process with the three-year National Land Transport Programme cycle to more effectively link funding with speed management and general infrastructure planning.

After a thorough review of 1,718 submissions on the draft Speed Management Plan (SMP), the following approach it is proposed in order to shape the final draft Rotorua SMP for certification:

- Apply variable (30km/h) speed limit for all urban schools (subject to local detail)
- Apply variable (30km/h) speed limits for all rural schools (subject to local detail)
- Retain permanent (50km/h) speed limit approaching all school zones (*refer page 4 RE: defining zones*)
- Apply permanent (30km/h) speed limit for the CBD
- Phasing out of all permanent (100km/h) rural speed limits

These recommendations, informed by a comprehensive review of community input, prioritise practical safety and aim to create a more efficient and secure environment within urban and rural areas. They reflect the Council's commitment to apply responsible speed management and are integral to the finalisation of the SMP for certification.

3. NGĀ TŪTOHUNGA RECOMMENDATIONS

- 1. That the report 'Speed Management Planning 2023 Deliberations Report' be received.**
- 2. That the Committee note the community feedback arising from the consultation process and accepts the recommended approach to setting speed limits for Rotorua and the use of this approach to create a final draft Territorial Authority Speed Management Plan.**
- 3. That the Committee authorises officers to prepare and submit a final draft Territorial Authority Speed Management Plan to the Director of Land Transport for certification.**

4. TE TĀHUHU BACKGROUND

On 10 May 2023 the I&E Committee authorised officers to develop a draft Speed Management Plan (SMP) based on the recommended approach (Land Transport Rule: Setting of Speed Limits 2022) and to undertake public consultation.

As a result of that public consultation;

1,718 submissions were received in the period (17 July - 18 August).

- 1632 surveys received through the online Kōrero mai | Let's talk platform
- 44 hard copy submissions
- 42 email submissions
- More than 400 comments on the Council's Facebook page posted.

A series of questions, based on localities and different speed reduction options, were asked by Council to elicit community responses on the draft proposed changes that would address the requirements of the LTR 2022. Eighty eight per cent (88%) of all submitters did not support the draft SMP – this percentage is from the total number of online and hard copy survey responses. The general themes below have been summarised from the received submissions.

Key issues identified from submissions:

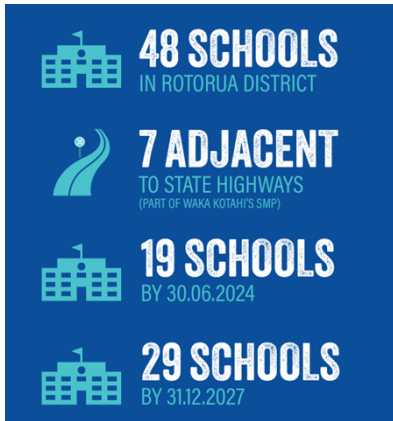
- 30km/h on widespread residential streets is too slow, lowering speed will negatively impact the community. Potential traffic congestion and increased traffic is a concern.
- Widespread lowering of speeds will not produce the desired safety effect. Slower speeds limits will increase driver frustration, more incidents of road rage and drivers making unsafe decisions. The widespread lowering of speed limits penalises the responsible majority of road users who drive safely according to the road conditions.
- Blanket and widespread speed reductions across Rotorua are not necessary. Current residential speeds limits feel safe, although lowering speed limits directly outside schools and within a specific part of the CBD for the safety of children and vulnerable pedestrians makes sense.
- Encouragement of a shift towards other modes of transport rather than being vehicle centric is a positive move. We need to provide improved public transport options to reduce cars reliance and offer alternative safe and practical transport options.
- A concern of the potential cost to the economy in terms of slower goods and services delivery times and in people not wanting to visit Rotorua because of a restrictive movement environment.
- More traffic policing is needed of the current speed limits and in targeting dangerous driving, more speed cameras and cameras at traffic lights are better alternative suggestions.
- On-going driver education is a key theme, stating that speed is not the issue, it's distracted and unsafe drivers that is the issue.
- Better maintenance and upgrading of our roading network is needed, particularly fixing potholes and general driving conditions that would make roads safer.
- Concern that emergency services would take longer travelling at slower speeds to respond to emergencies.
- Modern cars have more safety features making them safer to drive. Lower speeds shouldn't be needed as safety technology continues to improve.

It is important to note that the objective of reducing harm and the risk of harm for all road users particularly vulnerable children, pedestrians and cyclists was an important consideration for the community.

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Speeds round schools

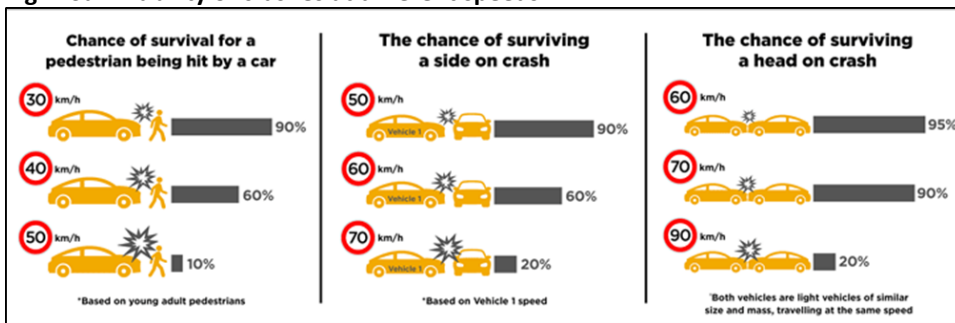
Under the government’s ‘Road to Zero’ national road safety strategy and the Transport Rule, Road Controlling Authority’s (RCAs) must use reasonable efforts to implement what are considered to be appropriate safe speed limits round all schools, by 31 December 2027, with an interim target of progressing such limits at least on 40% of all schools by 30 June 2024. These changes must be built into the proposed speed management plans of the RCAs.



The rationale for setting safe speed limits around all schools, as recommended by the national framework, is based on the need to improve actual and perceived safety, to encourage and enable more active travel to and from school that is important for healthy communities. It also reduces the potential risk to tamariki and whānau, as vulnerable road corridor users, of being killed or seriously injured while travelling to or from school.

International best practice assessments indicate 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.

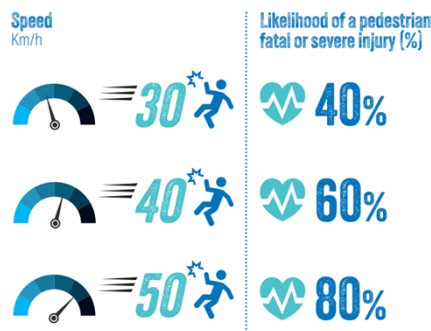
Fig 1. Survivability of crashes at different speeds



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

- Require a safe and appropriate speed limit to be set on the roads within the identified school zone at 30 km/h (permanent or variable).
- Are more likely to be in areas with existing 50km/h 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.

Survivability of crashes at different speeds



The chances of surviving a crash vary significantly based on different factors and scenarios. RLC's preventative approach reducing speeds will give people the best chance of survival without serious injury. These values were obtained by incorporating pedestrian fatal and pedestrian severe injury data as collated by Scott and Mackie, "Speed/injury risk curves", Mackie Research & Consulting, 2018.

School 'zones'

In considering the extent of the speed limit, an RCA is required to define the 'road/s in the periphery of 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 - factors for consideration are:

- the location of the main entrance and any other entrances
- the advice from the school 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.

Consultation feedback: 500m outside school entrances

The submissions received were divided over reducing the speed limit to 30km/h for a 500m radius from the front entrances of all urban and rural schools. Forty eight percent of submitters agreed, and fifty two percent did not agree. Variable speed limits were in general, supported during the peak demand times outside schools. Ultimately, the safety of children outside schools is demonstrably important to the broader community.

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 2020¹, using the One Network Framework (ONF). Three options were considered at that time:

- Option 1 - maintaining the status quo of the existing transport corridors network.
- Option 2 - interim measures/low level improvements; this option identified 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 identified a universal **CBD speed limit reduction to 30km/h** (This option most effectively reflects current government policy direction).

¹ Inner City Review June 2020, WSP Opus, Project Number: 2-89476.01

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

Consultation feedback: 30km/h speed limit in the CBD

Seventy five per cent (75%) of submissions did not support reducing speed limits to 30km/h in the CBD with many suggesting reducing speed limits in a smaller area of the CBD. This area includes the busier areas of the CBD close to main shopping areas and eateries. This is where most current pedestrian levels are present. The map provided with the consultation documents showed a wider area of the CBD which is not as widely supported by the submitters.

Many submitters suggested the streets are not suited to driving 50km/h due to the amount of pedestrians and current street layout. Some suggestions were that lowering the speed limit makes sense while some believe there is no need to change the limit because people already likely travel at 30km/h.

Key CBD issues identified from the submissions:

- Change is unnecessary. Drivers currently self-regulate and drive to the conditions. Most drive slower than 50km/h. Lowering the speed limit penalises responsible drivers. It was proposed that those who drive in an unsafe manner will continue to do so regardless of the speed limits.
- Lowering speeds could be harmful to the economy as it could cause congestion, taking longer to get into and around the CBD, discouraging people to visit and shop.
- 30km/h is too slow, 40km/h could be a better option. Having limits too low will increase driver frustration and the risk of road rage as people become impatient, angry and frustrated.
- Lowering the CBD speed will not support a vibrant inner city. Issues of crime, lack of shops and feelings of unsafety are issues within the CBD, not the speed limit.
- The issue of safety is key, creating a safer environment for all users of the CBD is important. Lowering CBD speeds could encourage more people to walk and cycle and to spend more time shopping. Making the space people-centric rather than focusing on vehicles is a positive.

Rural speed limits

Council is required to implement speed limit reductions around both urban and rural schools under the Rule. There are no local rural roads in the Rotorua District where a speed limit of 100km/h is considered to be the safe and appropriate speed limit. A two-step implementation process was proposed, firstly reducing speed around schools and in rural hubs (e.g. Mamaku, Reporoa), then phasing implementation of new speed limits for the rest of rural roads.

Consultation feedback: 80km/h and 60km/h mix for rural roads

Seventy five percent (75%) did not support reducing speed limits in rural areas. Some supported 80km/h as being reasonable in areas but not 60km/h that is deemed to be too slow. Ten percent of submitters remained neutral and a key theme was the need to consider the state of the specific road and area rather than supporting a blanket approach to speed limits reduction.

Key rural issues identified from submissions:

- Speed limits reductions are not needed as rural roads are usually travelled by those that know them, locals drive to the conditions and reduce speed appropriately when needed.
- Prioritising the upgrading and the regular maintenance of infrastructure and roading network is what's needed to improve rural road safety, decreasing speeds is not the real answer.

- Better and more visible monitoring and enforcement of existing speed limits is needed to improve road and community safety.
- A blanket speed limit reduction is not needed. The speeds are safe as they are. Driving behaviour is an issue, reducing speed penalises good drivers and will not stop unsafe drivers.

Partnership with Māori

The Rule requires engagement with Māori in the development of Speed Management Plans. Council has reached out to Māori partners early in the planning process and will continue to work with iwi through our Te Amorangi Unit to help identify iwi views on how to reduce the impacts of unsafe speed limits on Māori communities.

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

Community Engagement

The level of community opposition to a broad approach to lowering speed limits across the city, is not surprising. Council officers propose a more gradual and phased approach is undertaken with an initial focus on schools and the CBD.













CBD

Whilst the majority of submissions did not support lowering the speed limit in the CBD to 30km/h, the volume of activity and pedestrian movements justify a lower speed limit. Current mean operating speeds range between 18-37 km/h with the highest mean operating speed on Fenton Street. Therefore, many streets in the CBD have already a mean operating speed less than 30km/h that negates the concerns expressed in the submissions. The lowering of speed limits in the CBD will simply formalise the actual practice and make traffic enforcement more practical to administer.

Urban speed limits

- *Urban connectors (larger and busier streets)*
- *Local streets (predominantly residential and where more people, especially children should be able to walk and cycle safely)*

The following options under consideration for setting the **urban speed limits**:

	Option 1	Option 2	Option 3
Urban connectors e.g. Sunset Rd, Iles Rd, Clayton Rd			
Local streets e.g. Pandora Ave, Warwick Dr			
Schools			
CBD			

NB. The few existing 20km/h speed limits are to be retained.

Option 1

Urban speed limits will remain the same i.e. 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)

The One Network Framework (ONF) guide advises the safe and appropriate speed limit for local streets is 30km/h - it is likely this option would be the first step in a two-step process, i.e. firstly addressing the required speed reduction round schools and the CBD, and then reviewing the rest of the local streets at a future date and in response to emerging evidence.

Benefits	Costs and other considerations
<ul style="list-style-type: none"> • Gives the community a chance to get used to the speeds limits being lowered gradually. • Consistent with the general theme of submissions to the draft SMP consultation. 	<ul style="list-style-type: none"> • The cost of changing posted speed limit signs twice. • 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). • Potential requirement for two lots of community engagement and education.

Option 2

‘Urban connectors’ remain mainly 50km/h and ‘Local streets’ change to 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)

The ONF guide advises the safe and appropriate speed limit for local streets is 30km/h - it is likely this option would be the first step in a two-step process, i.e. firstly addressing the required speed reduction round schools and the CBD, and then at a future date addressing the rest of the local streets. However, this option (2) was not the supported approach in the consultation.

Benefits	Costs and other considerations
<ul style="list-style-type: none"> • Gives community the better chance to gradually get used to the speed limits being lowered. • More palatable to keep 50km/h speed limit on urban connectors that carry more dense traffic. 	<ul style="list-style-type: none"> • The cost of changing the posted speed limit signs twice. • 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). • Potential requirement for two lots of community engagement and education • 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

Option 3

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

Benefits	Costs and other considerations
<ul style="list-style-type: none"> • Speed limit changes can be undertaken in one go, removing the need for two changes for most posted speed limit signs. • In the main, consistent with ONF for safe and appropriate speeds. • Relatively fewer variable speed signs and threshold signs to remind and encourage drivers to adhere to speed limits outside schools. • Relatively easier to convey the idea of having a 50km/h limit on urban connectors (vis à vis a universal 30km/h). 	<ul style="list-style-type: none"> • Significant community opposition (88%) received as submissions.

Preferred and recommended option








The preferred option for urban speed limits is Option 1.

Under Option 1, it is proposed that:

- A variable (rather than permanent) speed limit reduction applied outside schools. The exact road demarcation of these changes to be discussed with school authorities on a case by case basis.
- The speed limit reduction prioritised for 40% of schools on local roads by 30 June 2024, then the rest of schools by June 2027, with funding for signage sourced from existing budgets and the provision made in the 2024-34 LTP.
- 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 final Speed Management Plan, would need to be programmed under the Council’s future transport management programme/s in the LTP / NLTP.

Rural speed limits

The following options considered the rural speed limits:

	Option 1	Option 2
Rural roads e.g. Waikite Valley Rd, Bryce Rd, Cookson Rd		
Rural residential (minor) roads e.g. Gisborne Point, Mourea		
Rural settlement hubs e.g. Reporoa, Mamaku		
Schools		

Option 1

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

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

The ONF guide advises 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, i.e. firstly addressing the required speed reduction round schools and the CBD, and then at a future date addressing the 100km/h speed limits (and possibly some 80km/h).

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

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 limit under the ONF guide. Rural speeds are to be set at 80km/h or 60km/h, except for:

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

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

Preferred option

The preferred and recommended option for rural speed limits is Option 2 i.e. phasing out all 100km/hr speed limits.

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.

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 adopted this approach in Rotorua to ensure thorough, targeted engagement with our community to inform the Council's decision making.

Communications and engagement on speed management has contributed to a better public understanding and informed awareness of the reasons for considering 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 has been transparent and has encouraged significant participation in the engagement process, enabling stakeholders and communities to understand and consider the full picture. Now that the SMP consultation process is complete, consultation and engagement will fall to the Regional Transport Committee as they are required to prepare a consolidated draft Regional Speed Management Plan.

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. Funding for new speed limit signage will be sourced from existing business budgets. However, funding 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 need to be considered and programmed under the Council's future transport management programme in the LTP and NLTP.

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 transport network management.

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

8.3 Ngā Tūraru Risks

Traffic 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 the Council to justify any decisions made under the Rule.

The consultation process required under the Rule attracted diverse community and stakeholder views and significant opposition (88%) to the proposed wide speed limit reduction Speed Management Plan.

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Whilst the rationale was presented for consultation for a broad approach to lowering speed limits across the city, the subsequent lack of community support for this approach is significant. This could present reputational risk should Council pursue the original proposed approach without community 'buy in'.

This risk has now been considered and will be mitigated through a more gradual and phased approach to informing the final Speed Management Plan, as now recommended.

8.4 Te Whaimana Authority

The authority to approve the decision to submit a final draft Territorial Authority Speed Management Plan to the Director of Land Transport for certification is with Council.

9 NGĀ ĀPITI HANGA ATTACHMENTS

Attachment 1- Submission Catalogue – Volume 1 – (Redacted Version) – DOC ID- 20022794

Attachment 2- Submission Catalogue – Volume 2 – (Redacted Version) – DOC ID- 20022795

Attachment 3- Submission Catalogue – Volume 3 – (Redacted Version) – DOC ID- 20022793

7.2 Progress Report - Infrastructure and Environment (Information Only)

Progress Report



To:	Mayor, Chair and Members – Infrastructure and Environment Committee
Meeting Date:	1 November 2023
Group:	Infrastructure and Environment
Group Manager:	Stavros Michael
Report approved by:	Gina Rangj, Interim Chief Executive
Components:	Network performance – Transport; Network performance – Waters; Environmental Performance; Emergency Management; Active and Engaged Communities

Stats and Facts

SEPTEMBER
2023

Storm damage road repairs:
Cyclone Gabrielle – 95% complete
May storms – 4 sites under design

8,000 refuse
collections per
day

Wastewater:

Rotomā – 100% STEP units installed
East Rotoiti - >70% Biolytix units installed
Tarawera – 14/430 boundary connections

Connection applications in September 2023:

Water	38
Stormwater	0
Wastewater	22

Tarawera Retaining Wall



Before



After

Approx. 6,700
spectators at 5
sports events

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Ohu: Waka | Network Performance - Transport

Transport Capital Projects:

Programme	Projects	Progress
Subsidised renewals	Resurfacing (critical for maintaining integrity of road condition)	Finalising sites for 2024 reseal programme.
Subsidised renewals	Pavement rehabilitation (about 0.3% of network targeted per year)	2024 sites Yankee Rd and Whirinaki Valley Rd under construction. King St tender closed.
Subsidised renewals	Footpaths (Approx. 600kms of footpaths in Rotorua in total)	2024 programme now underway with 0.87km completed to date.
Subsidised Minor Improvements (LOS)	Cycleways	Programming priorities for 2024 with additional CERF-funding. Aim to encourage more active transportation to reduce emissions and contribute to community health.
Subsidised Minor Improvements (LOS)	Local Road Improvements and Road to Zero projects	Programming priorities for 2024. Traffic calming for Jervis St and Huia St in design. Speed management plan consultation complete. Results and recommendations to be reported in November.
Subsidised Emergency Works	Emergency works repairs to restore LOS resulting from storm damage.	Galatos Rd complete. Valley Rd – expected completion Oct 2023. Preliminary site investigation assessments in progress at new sites on Paradise Valley, Te Waerenga, Pongakawa Valley and Puaiti Rd.
Unsubsidised Renewals	Parks road renewals to maintain integrity of road condition	Sites programmed for 2024 resealing programme.
Unsubsidised Street Improvements (LOS)	Improvements to enhance the LOS to Rural and Urban areas	Umuroa St (Mamaku) Rural Street Improvements and King St Urban Street Improvements tenders closed. Kokako St carpark design now complete.
Unsubsidised Rural Seal Extension (LOS)	Sharp Rd	Sharp Rd seal extension tender closed. Design and investigation underway for Tawhero St West.
Unsubsidised Growth (LOS)	Upgrades to support growth	Wharenui Rd upgrade under construction. Geddes Rd and Airport/Eastgate intersection in design, to be tendered once final detailed design and final estimates are finished.
CIP-funded	Eastside cycleways and pedestrian crossing facilities (Central govt. Economic stimulus package)	Morey St completed, Vaughan Rd (RFH to Te Ngae Rd) under construction. Porikapa Rd design to be tendered.
CERF-funded Transport Choices	Shared paths and zebra crossing upgrades (various)	Pre-implementation phase complete (detailed designs etc submitted to Waka Kotahi for Project approval). Now awaiting Waka Kotahi decision on implementation funding (\$2.18m).
	BOPRC Enhancing Public Transport in Rotorua	New bus stops/shelters proposed on Amohau St to facilitate new bus routes. Landmark bus shelters. Bus shelter improvements programme.

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Transport Operations:

- Programmed seal maintenance is in planning phase.
- Unsealed road metalling programme is underway.
- Storm damage works: clean-up and reinstatement from cyclones 95% complete (excludes Valley Rd sites). Some repairs were delayed until after fish spawning.
- May storm damage: new sites Paradise Valley, Te Waerenga and Puaiti roads require specific design solutions. Liaising with BOPRC to undertake repairs near lake edge on Pongokawa Valley Rd.
- Environmental maintenance - mowing to start in spring.
- Traffic services maintenance - annual re-marking in planning phase. Streetlight maintenance ongoing.
- Network and Asset Management - annual condition surveys planned to start in October.
- Waka Kotahi technical and investment audit completed. Results will be reported to Council.

Waka Kotahi State Highways

- **SH30 Eastern Corridor Stage 2:** Multiple active work sites ongoing with various traffic management in place.
- **SH30/SH33 Te Ngae Junction:** Construction completed on new roundabout.
- **SH33 Te Ngae Junction to Paengaroa:** Work on safety improvements continues between Sun Valley Curves and Okere Falls.
- **SH5/Old Taupo Road:** Work to strengthen Utuhina Bridge foundations progressing, on track for mid-October completion.
- **State Highway Investment Proposal (SHIP):** The SHIP is a key input for our Regional Land Transport Plans (RLTPs). It takes a national-level, whole-of-system view, describing the work needed in maintenance, operations and renewals, and the improvements needed to make the state highway network safer, more resilient and accessible, and protects routes for urban growth. It takes a 10-year view with a focus on the first three years. This SHIP responds to the recently released draft Government Policy Statement (GPS 2024). The six strategic priorities build on the previous GPS, including improving safety and freight connections, reducing the impact of travel on our environment and supporting mode shift. It also strengthens the focus on resilience, recognising the recent floods and cyclones and the need to enhance the resilience of our infrastructure.

Our Activities with Waka Kotahi

- Work with Waka Kotahi continues to lodge strategic Investment cases for SH5 (safety improvements, including through Ngongotahā Village) and the intersection improvements at Waipa/SH30 and Peka.
- Revocation process for SH30A (Amohau St) has been included in Waka Kotahi’s National Land Transport Plan priorities and will support Council’s central zone intensification plans.

Ohu: Wai | Network Performance - Water

Water Capital Projects:

Taniwha Springs Pump Station

Background	Progress
<p>Taniwha Springs (specifically Te Waro Uri Spring) supplies water to Ngongotahā and in emergencies also to Koutu. Mana whenua engaged re consent renewal and conditions required removal of existing pump station sited over the spring and construction of new pump station.</p>	<p>Construction of the new water supply pump station is now complete. Engagement with mana whenua regarding site restoration is now underway.</p>

Tarawera Reservoir Construction

Background	Progress
<p>New 1500 cubic metre reservoir beside top reservoir on Tarawera Rd to ensure water supply sustainability and resilience, provide for growth.</p>	<p>New reservoir in service ready for the summer water demand. Earthworks to backfill behind new reservoir and site reinstatement now underway</p>
	

Water Main Renewals/ Upgrades

Background	Progress
<p>Renewal and upgrade of water mains is essential for ensuring sustainability and resilience of the water supply network.</p>	<ul style="list-style-type: none"> • Diamond St and Matipo Ave now complete. • Old Quarry Rd to Clayton Rd - bulk water main is complete. • Hancock Rd to Reporoa Rd along SH5 is complete. • Te Ngae Rd is managed by Waka Kotahi as part of road upgrades and is continuing. • Aquarius Dr is complete • Kawaha Point Rd is underway. • Old Taupo Rd (Devon to Malfroy) scheduled for 2023/24 year.

Morey Street Stormwater Detention Dams (Funded by Crown Infrastructure Partners (CIP) Shovel Ready fund)

Background	Progress
<p>Two detention dams to reduce potential occurrence/impacts of flooding in lower catchment and provide for growth.</p>	<p>Construction will continue until April 2024. Construction of both primary spillways is almost complete, enabling contractor to do main dam earthworks into the summer earthwork period.</p>

Background	Progress
	

Linton Park Dam

Background	Progress
<p>Existing detention dam below current safety standards and at risk of failure. Project will enhance capacity in line with western stormwater management plan and mitigate against flooding in Mangakakahi/Utuhina catchments.</p>	<p>Construction of earth dam progressing and due to be completed by December 2023. There will then be a settlement period before a lunit wall is installed at top of dam. The dam will provide for attenuation of about 400,000 cubic metres of stormwater, reducing downstream flood risk in heavy weather events.</p>

Victoria Street – Wastewater Treatment Plant (WWTP) sewer main upgrade

Background	Progress
<p>Trunk sewer main between Victoria Street and city wastewater treatment plant (WWTP) conveys sewage from western areas. Capacity under-sized for increased demand, resulting in overflows in rain events. Duplicate main will increase capacity and allow rehabilitation of existing main.</p>	<p>Project is in design phase with a contract to be recommended in the 2023/24 financial year. Geotechnical and site investigations have been completed.</p>

East Rotoiti/Rotomā Sewerage Scheme

Background	Progress
<p>Scheme continues to progress with aim to remove adverse environmental effects of property septic tanks and improve health of lake and community.</p> <p>Biolytix pre-treatment units being installed on properties, connecting to underground network leading to Rotoiti Wastewater Treatment Plant (WWTP).</p>	<ul style="list-style-type: none"> • 100% of Rotomā and more than 70% of East Rotoiti units are installed and now operating. • Wastewater treatment plant operating in compliance with resource consent conditions. • Significant impacts on project costs from high lake levels. At least 40-60% of all installations now require dewatering and sheet pile protection vs earlier estimate of 10%. • Mana whenua and marae installations are slow as legal agreements and consents to install require trustee consensus and Māori Land Court decisions. • Design for marae installations to progress at slow pace to ensure optimum capacity for current and future demand at reasonable cost and in compliance with consent conditions.

Background	Progress
	<ul style="list-style-type: none"> • Final capital funding plan to be considered as part of Long-term Plan following clarification on Minister’s decision regarding the \$10M Deed Funds. • Project has been extended to December 2023 and some properties will not be completed until June 2024 (plus marae installations) consideration to do installations under SP2 Maintenance.

Wastewater Treatment Plant (WWTP) Upgrade

Background	Progress
<p>Upgrade will greatly enhance treatment capacity and quality to meet new consent requirements and projected future growth demand.</p> <p>Upgrade comprises membrane bioreactor technology with full UV disinfection. Completion in 3-4 years will reduce need for forest irrigation.</p>	<p>Construction contract awarded and preloading underway with design due to be completed in October and construction to start in January 2024. In parallel, work ongoing with Mana whenua and BOPRC to identify discharge point for reduced forest footprint. A new discharge system design will then be finalised and consented.</p>

Water Planning Projects:

Resource consent renewal of four water supply takes

Background	Progress
<p>Resource consents for the major urban supplies expire by 2026: Karamū Tākina (Central), Waipā and Hemo (Eastern), Rewarewa (Hamurana).</p> <p>Require technical assessments as well as iwi/hapu engagement needed to support applications and enable cultural impact assessments.</p>	<ul style="list-style-type: none"> • Most technical assessments to support the applications have been completed. • The application for the Waipā/Hemo water take consents renewal has been accepted by BoPRC and existing use rights have been granted until a new consent is approved. • Cultural Values and Impacts Assessments on the Karamū/Tākina water take consent application is underway. This is the main water source for the central zone and application is scheduled for submission in June 2024. • Cultural Values and Impacts Assessment on the Rewarewa (Hamurana) water take consent is underway. The application is scheduled for submission in December 2024

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Rotorua Urban Area – Comprehensive Stormwater Resource Consents

Background	Progress
<p>BOPRC requires RLC to consolidate its 39 stormwater discharge resource consents for urban Rotorua and applies for a single comprehensive consent for whole urban catchment. Will be managed through comprehensive catchment management plan for streamlined, consistent management of stormwater discharge and associated works.</p> <p>Iwi/hapu engagement necessary for cultural impact assessment.</p>	<ul style="list-style-type: none"> • Updated Assessment of Effects to the Environment (AEE) and all required supporting information has been submitted to BOPRC. The application must consider climate change effects, lower-than-stated capacity of the receiving streams and high lake water levels. This information will become the basis of the public notification. • Application being publicly notified by BOPRC. • Iwi/hapu engagement continues in parallel with the public notification process.

Climate Change and High Lakes Levels

Background	Progress
<p>Emerging weather patterns with high rainfall (three times the annual average) together with limited streams and lakes discharge capacity are currently causing severe impacts on infrastructure and properties.</p>	<p>Joint report presented to Rotorua Te Arawa Lakes Strategy Group (RTALSG) by RLC and BOPRC in June, recommending working group to consider current effects and identify long-term viable options to mitigate and adapt to impacts of high lake levels and improving community resilience.</p> <p>Terms of Reference for Working Group approved by the RTALSG 22 September. First meeting of the Working Group is planned for mid-October.</p>

Tarawera Sewerage Scheme

Background	Progress
<p>Approved implementation: Stage 1 - street mains construction, trunk mains, pump station, including connection to Ōkāreka scheme. Stage 1 is programmed to align with \$6.5m MfE Deed of Funding commitments. Stage 2 will be construction of individual LPGP units to connect properties to the reticulation system.</p> 	<p>Directional drilling is encountering rocks along the main line. 5390m of 16402m drilled. 14 of 430 boundary installations completed.</p> <p>Tenders for Stage 2 LPGP on-site systems presented to Council 6 September 2023 with next recommended steps/actions adopted.</p> <p>In line with the Committee’s direction and resolutions, additional feedback is being sought from the community in October before a contract is executed.</p>

Water Operations:

Stormwater

- After some years of preparation, RLC has lodged an application with BOPRC for a comprehensive stormwater resource consent to authorise the discharge of stormwater throughout the Rotorua Urban area. This application will be publicly notified and subject to a public submissions process.
- Repairs completed on stormwater outlet in Mangakakahi Stream (near Goldie St) that was damaged by erosion.

Water Supplies:

- Ongoing leak detection is being carried out in the Lake Ōkāreka water network. As soon as this is completed, teams will be heading out to Mamaku zone.
- Manawa Gardens Booster pump station was successfully commissioned. This is the second booster set-up for this area to allow for higher subdivisions to continue to be built out.

Wastewater:

- Staff attended a meeting of the Regional Wastewater Management Group arranged by BOPRC. The Regional Wastewater Overflow Guidelines are being reviewed and we will have the opportunity to provide input into the review.
- The rising main from the Parawai Road pump station to the city is due for replacement. Staff and TRILITY have been working on investigations and planning for its renewal.

Ohu: Taio | Environmental Performance

Safe and Sustainable Journeys:

- Work continues on a) Bikes in Schools at Rotorua Intermediate School; b) improving Rotorua Intermediate bike shed and c) building a bike/scooter storage facility at the Malfroy/Ranolf Kāinga Ora development intersection (funded by the Transport Choices Package).
- Work continues to establish new or update existing bus stops and shelters to support BOPRC's public transport network refresh. Promotion and activation activities will also be delivered and are currently being planned in partnership with the regional council (funded by the Transport Choices Package).
- Programme delivery with Police and other partners has included road safety education for 43 recidivist or high-risk drivers in August and September, Car Seat Clinic funding for delivery of clinics and checks.
- Public submissions on the draft Speed Management Plan are currently being collated.

Waste Management

Landfill

The regime of scheduled inspections, monitoring and routine maintenance is ongoing.

Refuse Collection

Refuse collections are operating well with approximately 8,000 collections per day.

Recycling

Recycling collections are operating well but contamination remains an issue. Efforts continue to seek the community's assistance in reducing these levels.

Procurement planning for food and organic waste collection services has begun. Public education about how to get the best out of recycling and FOGO collections to reduce contamination will be included in overall costings for this project.

Water Quality

A draft Rotorua urban water quality monitoring programme is progressing through detailed mapping to support the Comprehensive Urban Stormwater Consent (CSC). Proposed sites monitoring has started. This will inform freshwater quality condition, management, identify stream contaminants and inform and ensure appropriate mitigation action plans.

The planned wetland creation and restoration at Waikawau (Hannahs Bay) continues to progress. Remaining work includes restoration of adjacent smaller areas, planting, finalising track formation and wooden bridge. Infrastructure has worked collaboratively with Open Spaces and in consultation with tangata whenua to deliver this project, which is an offset requirement for the airport runway extension. We are informed there are fish in the wetland.

Revised trade waste consent and audits during past two years have worked well to help protect the wastewater network and we now see a reduction in fats and oils in the wastewater treatment plant influent and lower contamination risk.

Climate Change

Climate change effects cause significant cumulative impacts on infrastructure and core services. While undertaking various mitigation actions such as enabling and encouraging active modes of transport and waste reduction to reduce emissions, lower energy consumption, the focus of current efforts is on predicting impacts and designing improvements to networks that would, as far as possible, help reduce risk to properties and our receiving environment.

Emergency Management

Updates

- RLC CDEM team participated in a natural hazards forum on 1 September. A multi-agency forum designed to provide links to those agencies and groups supporting hazard risk management. While more work takes place to review regional hazardscape, this forum was intended to engage and familiarise the various partner agencies and lifelines to this process.
- A workshop was held at the Rotorua Airport on 2 September in conjunction with Lakes Community Board members with representatives from lakes Ōkātaina, Rotomā, Rotoiti, Rotoehu and Tarawera in attendance. The workshop offered information on the benefits of community emergency plans and provided assistance to start new or further develop existing plans. There has been real progress with Ōkātaina and Rotoiti with some areas struggling to engage the wider community and provide input.
- CDEM staff attended a regional CDEM training on 13 September to practice erecting the inflatable emergency shelter. This is available as an alternate facility to set up an EOC control centre should other buildings be compromised or inappropriate for the response, or as a welfare evacuation shelter.
- Improved interagency communication supported by increased availability of VHF radio interactions with emergency services, with the addition of a FENZ base set radio in council civic centre radio desk.

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- RLC CDEM team participating in development of a Caldera Advisory Group (CAG) emergency plan for future caldera unrest. Working alongside GNS, Waikato and BoP CDEM Groups identifying clear response roles, prioritising actions, identifying local and regional support agencies with a focus on Taupo volcanic region and Te Ahi Tupua (Okataina) caldera.
- Work continues in support of local marae identifying needs, accessing funding, to better engage with emergency planning, increase access to resources prior to offering emergency shelter or welfare assistance to affected communities. A local funders workshop was held which included key local and central government funding agencies to share the vision and to seek financial and other support for the continuation of earlier work made possible with NEMA resilience funding.
- RLC CDEM staff attended regional meeting on 26 September, briefed on hazard resources from partner agencies including EQC, GNS and NEMA. Key learnings included the importance of transition planning from response to recovery and set-up of recovery office with discussion including availability of professional development for these roles and future requirements.
- **Update Lakes water levels**

Welfare assistance request received for provision of an AED for Lake Rotoehu. Ensuring communications regarding road closure, access for visitors and boats, set up of strategic planning group etc. is ongoing to ensure impacted communities are well informed.



Regional Civil Defence Emergency Management Team field trip and training - set up of regional resource-inflatable emergency shelters.

Ohu: He Hapori Kaikaha | Active and Engaged Communities

Open Space Capital Projects

Reserve Improvements

Pavement realignment of Kuirau St through Kuirau Park has been completed to fix road damage from the late 2021 Aquatic Centre bore failure. The parking and turn-around area at the Tarewa Rd end of Kuirau St is due to be completed by early November.

As part of the upgrades to the City to Forest Great Ride connection, construction of the Motutara Point walkway that will connect the lakefront to Motutara Point is out to tender and the continued replacement of bridges and boardwalk sections through Sanatorium Reserve is ongoing. The shared pathway also runs alongside the Puarenga Stream, which has a number of bridges across side tributaries that are being upgraded with work on this beginning in late October.

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Realigned road pavement works completed on Kuirau Street

Sports Facility Improvements

Pricing for the new Stadium Field No 2 light poles, luminaries and installation, is being obtained and due back mid-October. A Building Consent exemption has been obtained for the work, so once the supplier has been engaged, we expect that installation can be undertaken in early 2024.

Sport Surface Design and Management are proceeding through their work at Titoki Place on Ray Boord Park to understand requirements for potential sports fields at this site. Vegetation has been cleared and a high detail topographic survey by drone has been carried out. Environmental investigations of soil and fill on the site are being done and potential field layout options prepared.

Playground Renewals

The Haumingi playground relocation and renewal at Lake Rotoiti is continuing and on schedule for completion in mid-October, in time for the club's Labour Weekend centenary celebrations. Engagement will be starting on renewal of the Boyes Park playground at the end of October with a letter and survey sent to the community to gather play space ideas.



Haumingi Playground at Lake Rotoiti under construction.

Toilet Block Renewals

Final pricing has been received for toilet block replacements at Lake Okaro and Guy Road Reserve at Lake Rerewhakaaitu. BOPRC Consents are not required for these dry-vault units but Outline Plan waivers are being prepared to cover District Plan requirements. Final pricing is being confirmed for refurbishment of the eastern Hamurana toilet block and the supplier is preparing the documentation for a Building Consent which will be lodged by early November.

Rotorua Lakefront

Construction of the Lakefront whare waka is underway with the roof to be completed in mid-October. Open Spaces staff and Kingi Biddle are organising a kura experience on October 19 to hear about the whare waka and prepare for a community celebration in February when the students will play a part. (Te Kuru Kaupapa o Te Koutu, Te Kuru Kaupapa o te Hurungaterangi, Te Rangihakahaka and Rotorua Primary).

Open Space Operations

Corbicular – Gold Clam

The discovery of Gold Clam in the Waikato River in May 2023 has led to significant concerns about the potential spread of this invasive species to the Rotorua Te Arawa lakes. Ngāti Tarāwhai requested Biodiversity NZ (MPI) put controls in place to prevent the possible spread to Lake Ōkataina and on 1 October, a Controlled Area Notice was put in place for one month to prohibit boats entering the lake. Staff have been working with MPI, TALT, Fish and Game and Ngāti Tarāwhai on a site for a watercraft wash-down station on Lake Ōkataina Road. This is a rapidly evolving response so a more current update can be given at the Committee meeting.

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Sports Facility Use and Events

Spring turf maintenance on the fields has been completed and staff have held a forum with sports clubs and codes to discuss field maintenance periods, allocations and user agreements for the coming season. As part of the sport field user agreement preparation for the 2023-24 summer season, we have worked on improving the consistency between charges for field use and the users' understanding of third party costs (line marking, bins etc.). This has resulted in some fee increases for field use that clubs can build into their external funding applications for the season.

Events held across sports facilities for September include two Bay of Plenty Steamers games at Rotorua Stadium, attracting 1,258 fans for the game against Otago and 1,125 for the game against Wellington. Puarenga Park has hosted the WaiBOP Youth Football Festival (800 px) and Puketawhero Park the Premiere men's Rugby League finals (1,500 px) and the NZ Rugby League National Youth Tournament (2,000 px).

Open Space Maintenance

Annual boat ramp maintenance began late September for upcoming summer use. Work has been required at the Waipuna ramp to repair damage caused in recent rainfall event and other ramps and jetties are being maintained as necessary. Significant work is required at the Reeme St jetty, Lake Rotorua, due to high water level damage and we are seeking approval from the Department of Conservation to carry this out as soon as possible within restrictions relating to native species breeding times.

Infracore's mowing team have increased their capacity in time for spring growth. Pest plant control on reserves and road corridors also started in September with the first operations at Ōkāreka. Park audits continue with all audits in September scoring above the 95% level for meeting maintenance standards.

Community work in open spaces has included working with Aorangi School students to paint "play-on-the-way" markings through the alleyway between their kura and Clayton Road. This is a highly used route for school students that will now be a little more fun and promote creative movement and play. Council staff are considering other locations where these stencil markings could be used e.g. newly upgraded Scott Avenue playground or pop-up play activations in the CBD.

On Saturday 30 September, 1500 plants were planted along the bank of the Waitawa Stream at Neil Hunt Park. The project was completed with a number of community members and partners including local residents, members of the Puna Ora care group and staff from BOPRC, TALT and RLC.



Works have been completed at Butchers Pool in Reporoa to tidy up the overall state of the facilities and create better and safer access to the site and pool. Burnt out sections of the pool's surrounds have been repaired, fences replaced and new bollards and rocks installed to prevent illegal vehicle access.

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ROTORUA LAKES COUNCIL

Mayor
Chair and Members
INFRASTRUCTURE AND ENVIRONMENT COMMITTEE

7.3 Confidential Items to be Released

Report prepared by: Rick Dunn, Governance & Democracy Advisor

Report reviewed by: Debbie Cossar, Governance & Democracy Manager

Report approved by: Gina Rangī, Interim Chief Executive

**1. TE PŪTAKE
PURPOSE**

The purpose of this report is to provide an update on confidential items which are to be released since the previous Infrastructure and Environment Committee meetings.

**2. HE TŪTOHUNGA
RECOMMENDATION**

That the report “Confidential items to be released” be received.

**3. TE TĀHUHU
BACKGROUND**

3.1 Council’s Standing Orders, Clause 18.5 ‘Release of information from public excluded’ states:

“A local authority may provide for the release to the public of information which has been considered during the public excluded part of a meeting.

Each public excluded meeting must consider and agree by resolution, what, if any, information will be released to the public. In addition the chief executive may release information which has been considered at a meeting from which the public has been excluded where it is determined the grounds to withhold the information no longer exist. The chief executive will inform the subsequent meeting of the nature of the information released.”

**4. HE WHAKARAPOPOPOTANGA O NGĀ WHAKATAUNGA MATATAPU KUA PUTAINA
SUMMARY OF CONFIDENTIAL DECISIONS RELEASED**

ITEM NO.	ITEM	MEETING
5.1.1	Extension of contract value for contract 21/024 Bulk Stormwater Enabling Works	Infrastructure & Environment Committee – 06.09.23

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ITEM NO.	ITEM	MEETING
5.1.2	'Extension of contract value for contract 17/031 Professional Services for Infrastructure Projects 2017-2022	Infrastructure & Environment Committee – 06.09.23
5.1.3	Te Whare Taonga O Te Arawa – Procurement	Extraordinary Infrastructure & Environment Committee 13.09.23

5. NGĀ WHAKATAUNGA KIA PUTAINA KI TE MAREA DECISIONS RELEASED

5.1 The following recommendations were resolved at the Infrastructure & Environment Committee meeting (Confidential items) held on 6 September 2023.

5.1.1 EXTENSION OF CONTRACT –BULK STORMWATER ENABLING WORKS (DECISION REQUIRED)

Resolved

1. That the report 'Extension of contract value for contract 21/024 Bulk Stormwater Enabling Works' be received.

Moved: Cr O'Brien
Seconded: Cr Brown
CARRIED

Further resolved

2. That the Committee approve the extension of the contract value for Contract 21/024 by \$1.16M to \$8.21M.
3. That this report not be made publicly available.
4. That the minutes relating to this be made publically available following this Committee meeting (6 September 2023).

Cr Lee moved an amendment

3. That the minutes relating to this item be made publicly available following this Committee meeting (6 September 2023). That the report be made publically available subject to commercial sensitive redaction.

Moved: Cr Lee
Seconded: Cr Kereopa
CARRIED

Further resolved

2. That the Committee approve the extension of the contract value for Contract 21/024 by \$1.16M to \$8.21M.
3. That the minutes relating to this item be made publicly available following this Committee meeting (6 September 2023). That the report be made publically available subject to commercial sensitive redaction

Moved: Cr Waru
Seconded: Cr Brown
CARRIED

5.1.2 EXTENSION OF CONTRACT – PROFESSIONAL SERVICES FOR INFRASTRUCTURE PROJECTS 2017-2022 (DECISION REQUIRED)

Resolved

1. That the report 'Extension of contract value for contract 17/031 Professional Services for Infrastructure Projects 2017-2022 be received.

Moved: Cr O'Brien
Seconded: Mayor Tapsell
CARRIED

Further resolved

2. That the Committee approve the extension of the contract value for Contract 17/031 by \$1.674m to \$8.676m.
3. That the Committee approve the extension of the Contract period from October 2024 until December 2024
4. That this report not be made publicly available
5. That the minutes relating to this item be made publicly available following this Committee meeting (6 September 2023).

Cr Waru moved an amendment.

Amendment

4. That the report be made publically available subject to commercial sensitive redaction.

Moved: Cr Waru
Seconded: Cr O'Brien
CARRIED

Further resolved

2. That the Committee approve the extension of the contract value for Contract 17/031 by \$1.674m to \$8.676m.

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3. That the Committee approve the extension of the Contract period from October 2024 until December 2024.
4. That the report be made publically available subject to commercial sensitive redaction.
5. That the minutes relating to this item be made publicly available following this Committee meeting (6 September 2023).

Moved: Cr Wang

Seconded: Cr O'Brien

CARRIED

5.1.2 TE WHARE TAONGA O TE ARAWA - PROCUREMENT (DECISION REQUIRED)

Resolved

1. That the report 'Te Whare Taonga o Te Arawa – Procurement' be received.

Moved: Mayor Tapsell

Seconded: Cr Lee

CARRIED

Further resolved

2. That the Committee approve terminating the negotiations under Council's pre-construction contract with Hawkins.
3. That the Committee approve a closed tender process with up to three (3) appropriately-qualified main contractors.
4. Redacted
 - a. Redacted
 - b. Redacted
5. That this report not be made publicly available.
6. That the minutes relating to procurement process (clauses 1-3 along with 5-6) be made publicly available once Hawkins has been notified, and the minutes relating to contract adjustments (clause 4 along with 5-6) be made publicly available on completion of the construction contract.

Moved: Cr Waru

Seconded: Cr Lee

CARRIED

Request for vote of abstention be recorded: Cr O'Brien

6. HE WHAKARAPOPOPOTOTANGA O NGĀ WHAKATAUNGA MATATAPU KUA PUTAINA SUMMARY OF CONFIDENTIAL REPORTS RELEASED (REDACTED)

ITEM NO.	ITEM	MEETING
7.1.1	Extension of contract value for contract 21/024 Bulk Stormwater Enabling Works	Infrastructure & Environment Committee – 06.09.23
7.1.2	'Extension of contract value for contract 17/031 Professional Services for Infrastructure Projects 2017-2022	Infrastructure & Environment Committee – 06.09.23

7. NGĀ WHAKATAUNGA KIA PUTAINA KI TE MAREA REPORTS RELEASED (REDACTED)

7.1 The following reports were introduced to the Infrastructure & Environment Committee meeting (Confidential items) held on 6 September 2023.

7.1.1 ROTORUA LAKES COUNCIL ID: 19995740

Mayor
Chairperson and Members
Infrastructure & Environment Committee

EXTENSION OF CONTRACT – BULK STORMWATER ENABLING WORKS – SUMMARY REPORT

Report prepared by: Eric Gurden, Three Waters Capital Programmes Manager

Report reviewed by: Stavros Michael, Group Manager Infrastructure and Environmental Solutions

Report approved by: Geoff Williams, Chief Executive

1. TE PŪTAKE PURPOSE

The purpose of this report is to recommend that Council approve an extension of the original contract value so that the necessary engineering works associated with the bulk stormwater enhancements can be completed.

2. HE TŪTOHUNGA RECOMMENDATION

1. That the report 'Extension of contract value for contract 21/024 Bulk Stormwater Enabling Works' be received.
2. That the Committee recommends to Council approve the extension of the contract value for Contract 21/024 by REDACTED

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3. REDACTED

- 4. That the minutes relating to this item be made publicly available following the Council meeting on 27 September 2023.**

**3. TE TĀHUHU
BACKGROUND****3.1 INTRODUCTION**

To enable the achievement of the housing objectives articulated in the Council's LTP, some \$150M of stormwater capacity improvement through bulk works and retention/treatment enhancements are necessary over the next 10 years. This investment includes optimised renewals, CIP and DIA Funding Grants and funding from the IAF (Infrastructure Accelerated Fund).

A necessary prerequisite for these works is the detailed modelling, ground investigations, retention and conveyance design of various options in the Eastern, Central and Western catchments. The estimated engineering design and investigation component of the proposed \$150M works for the stormwater capacity enhancements in the Western (PC2 areas) and Eastern (Wharenui development) sectors of the urban area is in the vicinity of \$12M.

Officers are progressing these design requirements in a phased approach in order to ensure that each phase is fully validated and to maintain quality and delivery incentives for the specialist services provider. The Council approved on 29 April 2021 Phase 1 of a negotiated contract with REDACTED. The Council subsequently approved on 23 September 2021, the extension of the Contract value to REDACTED to enable progress towards Phase 2 of the wider project. Council then approved Phase 3 of the project to complete detailed design, stakeholder engagement, consenting and construction supervision of the 2 Morey Street dams and a wetland.

Phase 4 will cover the remaining contract supervision until the completion of the project. Council approved an extension of the Construction Contract 21/031 of the Linton Park detention Dam in Feb 2023. This covered an increase in construction works to allow for an increase in the Dam capacity.

The two Morey St dams and Linton Park dam have PIC (Potential Impact Classification) of high. This means they require constant professional supervision while under construction. Delays in construction due to the wet 2022/2023 earthworks period has resulted in extra supervision costs not anticipated in the Phase 3 extension.

3.2 PROJECT PHASES, SCOPE OF WORK AND PROGRESS

Project Phase	Scope of Work	Progress to date
Phase 1	Preliminary design of bulk stormwater enabling works to enable development at the Western area (PC2) and Eastern area (Wharenui development)	Western area (PC2) preliminary design completed. Eastern area (Wharenui development) substantially completed.
Phase 2	Detailed design, consenting and construction supervision of the Linton Park East detention dam (Western area).	Detailed design completed. Construction of Linton Park Detention Dam is underway.

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Phase 3	Detailed design, stakeholder engagement, consenting and construction supervision of the 2 Morey Street dams and Linton Park East dam.	Construction is progressing and will continue with the extension approval.
Phase 4	Construction Supervision for the Completion of the Linton Park Detention dam and two Morey Street dams and wetland.	The subject of this proposed contract value extension. Will proceed once contract extension is approved.

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

Options for Council consideration are:

- (a) Approve the recommended extension to the existing contract sum in line with delegations.
- (b) Not approve the recommended extension to the contract value and to seek to secure separate services to complete the works. This would involve a fresh procurement process for the specialist professional services required to complete the works. The process would considerably delay the work and put at risk the funding subsidy/grant, the release of which is conditional to meeting funding deadlines. Officers do not expect to secure a better offer for these services than the one the already established provider has offered.

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

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

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

Mana whenua, specifically with Ngāti Whakaue and Ngāti Unenukukopako as part of the Tatau Pounamu Collective (TPC), has been extensively engaged with during the development phase of the project. They are currently involved in the co-design of the wetland. Further engagement with other stakeholders will be undertaken as part of the consenting process.

7. **HE WHAIWHAKAARO CONSIDERATIONS**

7.1 **Mahere Pūtea Financial/budget considerations**

The decision does not affect the Annual Plan Programme budgets. There is available budget within the REDACTED Shovel Ready funding for the Morey St Dam costs. The additional costs for Linton Park detention dam can be included in the 2023/2024 Annual Capital Work Delivery Programme.

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

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There are no planning or policy implications.

7.3 Tūraru Risks

Council is committed to this project as it is a significant contribution element for the implementation of the full housing objectives articulated in the Council's LTP. The greatest risk is not completing the work on the tight deadline set by the funding agency as it may result to loss of the available grant funding.

7.4 Te Whaimana Authority

Council has the authority to approve the recommendation of this report as per Council Delegations Register.

7.1.2

ROTORUA LAKES COUNCIL

ID: 19995702

Mayor
Chairperson and Members
Infrastructure & Environment Committee

EXTENSION OF CONTRACT – PROFESSIONAL SERVICES FOR INFRASTRUCTURE PROJECTS 2017-2022 – SUMMARY REPORT

Report prepared by: Eric Gurden/3 Waters Capital Programme Manager

Report reviewed by: Stavros Michael/DCE - Environmental & Infrastructure Solutions

Report approved by: Geoff Williams, Chief Executive

1. TE PŪTAKE PURPOSE

The purpose of the report is to recommend and seek Council approval to confirm an extension of the Professional Services contract sum and timeframe to finish delivering projects within the 2021-24 LTP.

2. HE TŪTOHUNGA RECOMMENDATION

1. That the report 'Extension of contract value for contract 17/031 Professional Services for Infrastructure Projects 2017-2022 be received.
2. That the Committee recommends to Council approve the extension of the contract value for REDACTED.
3. That the Committee recommends to Council approve the extension of the Contract period from October 2024 until December 2024

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4. REDACTED

- 5. That the minutes relating to this item be made publicly available following the Council meeting on 27 September 2023.**

**3. TE TĀHUHU
BACKGROUND****3.1 INTRODUCTION**

Rotorua Lakes Council utilises a balanced resource approach to manage infrastructure assets of a replacement value of about \$1.4 billion and the related networks services. Within that approach, the services of consultants to provide targeted augmented specialist engineering design and advice to the Infrastructure Group are procured to assist in the delivery of anticipated annual work programmes. Council's internal, directly employed, resources are focussed onto strategic network management, services performance monitoring and on liaison with partner agencies such as Waka Kotahi, the BOPRC and others as well as with the general community.

Council, under the prevailing sector conditions, is not able to have the full spectrum of in-house technical expertise and resources to cover the wide range of specialist skills required on a fluctuating basis. The full schedule of specialist services provided by consultants are set out in contracts and broadly cover the detailed design and in some instances, the management of capital projects where in-house specialist resources are not available. The significant recent Government funding received for the Crown's Infrastructure Programme, the Infrastructure Acceleration Programme, the Ministry of Business and Employment and Waka Kotahi, is a good example of Council having the flexibility to deploy readily resources through a Professional Services contract already in place to manage an enhanced workload.

This initial contract was competitively tendered and awarded to REDACTED in 2017 for a five year term with the final two years awarded subject to performance. The two year performance based extension was approved by Council in 2020 but at the time, it was based on the existing LTP projections as they were known.

In 2021 a further contract extension was granted though to October 2024 to line up with the 2021-24 LTP. This extension was put forward due to the planned work ahead and REDACTED excellent performance.

A final contract sum extension is proposed to cover REDACTED providing professional services to complete projects commenced within the 2021-24 LTP. The initial extension for 2021-24 did not allow for all works and costs due to the extra projects RLC are delivering as a result of receiving government funding, which we were unaware of at the time.

Procurement of new professional services will then be sought in line with the 2024-27 LTP and the approved by Council programme of work.

3.2 PROJECT PHASES, SCOPE OF WORK AND PROGRESSCurrent Projects Requiring Specialist Support

- Sewer Main Upgrade from Ranolf St to the WWTP
- Tarawera #3 Reservoir Construction

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- Tarawera #4 Reservoir Construction
- Water Source Consenting (Rewarewa Spring, Waipa Spring, Hemo Spring, Karamu Takin Springs, Wharepapa Spring)
- Taniwha Springs Pump Station Upgrade and Restoration
- Utuhina Water Supply Pump Upgrade
- Fluoridation Implementation
- Rotoiti Marae Treatment Requirements
- Diana Place Stream Bank Stabilisation

A time extension from October 2024 to December 2024 is recommended as resource consent applications for the renewal of several drinking water supplies is due in November 2024 which REDACTED have been working on.

4. TE MATAPAKI ME NGĀ KŌWHIRINGA DISCUSSION AND OPTIONS

Options for Council consideration are:

- (a) Approve the recommended extension to the existing contract sum and timeframe in line with delegations.
- (b) Not approve the recommended extension to the contract value and timeframes and to seek to secure separate services to complete the works. This would involve a fresh procurement process for the specialist professional services required to complete the works. The new provider would need to invest significant time to acquire the same level of IP for the current projects. Officers do not expect to secure a better offer for these services than the one the already established provider has offered.

5. TE TINO AROMATAWAI ASSESSMENT OF SIGNIFICANCE

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

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

This is for a professional Services contract. Mana whenua and Community engagement will occur on a project-by-project basis.

7. HE WHAIWHAKAARO CONSIDERATIONS

7.1 Mahere Pūtea Financial/budget considerations

The decision does not affect the Annual Plan Programme budgets. Professional Services are only provided to projects with allocated budgets.

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7.2 Kaupapa Here me ngā Hiraunga Whakariterite Policy and planning implications

There are no planning or policy implications.

7.3 Tūraru Risks

Professional Services are required where Council does not have the internal expertise or resources to deliver a project.

7.4 Te Whaimana Authority

Council has the authority to approve the recommendation of this report as per Council Delegations Register.

8. 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 4 OCTOBER 2023	Please refer to the relevant clause/s in the open meeting minutes.	Good reason for withholding exists under Section 48(1)(a).
CROWN INFRASTRUCTURE PARTNERS STORMWATER CONVEYANCE INTERIM LOAN APPROVAL	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)
	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)

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.