

**Notice of Meeting:**

I hereby give notice that an ordinary meeting of the Infrastructure Services will be held on:

**Date:** Monday 14 June 2021  
**Time:** 1.00 pm  
**Venue:** Edinburgh Room, Municipal Chambers,  
The Octagon, Dunedin

Sandy Graham  
Chief Executive Officer

---

## Infrastructure Services Committee

### PUBLIC AGENDA

---

**MEMBERSHIP**

<b>Chairperson</b>	Cr Jim O'Malley	
<b>Deputy Chairperson</b>	Cr Jules Radich	
<b>Members</b>	Cr Sophie Barker	Cr David Benson-Pope
	Cr Rachel Elder	Cr Christine Garey
	Cr Doug Hall	Mayor Aaron Hawkins
	Cr Carmen Houlahan	Cr Marie Laufiso
	Cr Mike Lord	Cr Chris Staynes
	Cr Lee Vandervis	Cr Steve Walker
	Cr Andrew Whiley	

**Senior Officer** Simon Drew, General Manager Infrastructure & Development

**Governance Support Officer** Jennifer Lapham

---

Jennifer Lapham  
Governance Support Officer

Telephone: 03 477 4000  
jenny.lapham@dcc.govt.nz  
[www.dunedin.govt.nz](http://www.dunedin.govt.nz)

**Note:** Reports and recommendations contained in this agenda are not to be considered as Council policy until adopted.



<b>ITEM</b>	<b>TABLE OF CONTENTS</b>	<b>PAGE</b>
1	Public Forum	4
1.1	Public Forum - Greater Dunedin Action Group	4
2	Apologies	4
3	Confirmation of Agenda	4
4	Declaration of Interest	5
5	Confirmation of Minutes	17
5.1	Infrastructure Services Committee meeting - 15 February 2021	17
<b>PART A REPORTS (Committee has power to decide these matters)</b>		
6	Actions From Resolutions of Infrastructure Services Committee Meetings	25
7	Infrastructure Services Committee Forward Work Programme	31
8	Updates from Governance Entities	35
9	Property Services Activity Report for the Quarter Ending 31 March 2021	43
10	Parks and Recreation Activity Report for the Quarter Ending 31 March 2021	56
11	3 Waters Activity Report for the quarter ending 31 March 2021	61
12	Waste and Environmental Solutions activity report for the quarter ending 31 March 2021	72
13	Transport Activity Report for the Quarter ending 31 March 2021	80
14	Land Transport Rule: Setting of Speed Limits 2021 consultation	93
15	Proposed Road Stopping, Neill Street, Abbotsford	182
16	Proposed Road Stopping: Part of Scobie Road, Waverley	189
17	Naming of new roads and private ways	195
18	Items for Consideration by the Chair	220

## **1 PUBLIC FORUM**

### **1.1 Public Forum - Greater Dunedin Action Group**

Lyndon Weggery and Roy McCloud will be in attendance to speak about the proposed 3 Waters Reform.

## **2 APOLOGIES**

At the close of the agenda no apologies had been received.

## **3 CONFIRMATION OF AGENDA**

Note: Any additions must be approved by resolution with an explanation as to why they cannot be delayed until a future meeting.



## **DECLARATION OF INTEREST**

---

### **EXECUTIVE SUMMARY**

1. Members are reminded of the need to stand aside from decision-making when a conflict arises between their role as an elected representative and any private or other external interest they might have.
2. Elected members are reminded to update their register of interests as soon as practicable, including amending the register at this meeting if necessary.

### **RECOMMENDATIONS**

That the Committee:

- a) **Notes/Amends** if necessary the Elected Members' Interest Register attached as Attachment A; and
- b) **Confirms/Amends** the proposed management plan for Elected Members' Interests.

### **Attachments**

	<b>Title</b>	<b>Page</b>
<a href="#">↓A</a>	Register of Interest	7



Infrastructure Services Register of Interest - Current as at 14 June 2021				
Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Aaron Hawkins	Trustee	West Harbour Beautification Trust	Potential conflict WHBT work with Parks and Reserves to co-ordinate volunteer activities	Withdrawal from all West Harbour Beautification Trust/ DCC discussions involving this relationship.
	Trustee	St Paul's Cathedral Foundation	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property Owner - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Thank You Payroll	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	ICLEI Oceania Regional Executive	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Hospital Local Advisory Group	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Green Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Connecting Dunedin (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Board Member	Otago Museum Trust Board (Council appointment)	Duties to Trust may conflict with duties of Council Office. Recipient of Council funding	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	Otago Theatre Trust (Council appointment)	Potential grants recipient	Withdraw from discussion and leave the table. If in confidential leave the room. Seek advice prior to the meeting.
	Member	Otago Polytech's Research Centre of Excellence	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	LGNZ National Council	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Alexander McMillan Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Cosy Homes Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chair	LGNZ Policy Advisory Group	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand Zone 6 Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Sophie Barker	Director	Ayrmed Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Ocho Newco Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various publicly listed companies	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Property Owner	Residential Property Owner - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Beneficiary	Sans Peur Trust (Larnach Castle)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Society (Council appointment)	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Chairperson	Dunedin Heritage Fund Trust (Council appointment)	Duty to Trust may conflict with duties of Council Office	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Trustee	Dunedin Midwinter Carnival	Potential grants recipient	With draw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Committee Member	Otago Anniversary Day Dinner	No conflict Identified	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	Dunedin Gas Works Museum Trust (Council appointment)	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
David Benson-Pope	Owner	Residential Property Ownership in Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee and Beneficiary	Blind Investment Trusts	Duty to Trust may conflict with duties of Council Office	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Yellow-eyed Penguin Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	New Zealand Labour Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Heritage Fund Trust (Council appointment)	Duty to Trust may conflict with duties of Council Office	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	Connecting Dunedin (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Precinct Planning Group (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Delegation holder	Second Generation District Plan (2GP) Authority to Resolve Appeals on behalf of Council (Council appointment)	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Hospital Local Advisory Group	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Regional Transport Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Commissioner (Community Representative)	District Licensing Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Rachel Elder	Owner	Residential Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Greater South Dunedin Action Group	Decisions may be considered on the future of South Dunedin.	Withdraw from discussion and leave the table. If in confidential leave the room. Seek advice prior to the meeting.
	Host Parent	Otago Girls High School	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Advisor/Support Capacity	Kaffelologic	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Trails Networks Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chair	Southern Urban Dunedin Community Response Group	Decisions about emergency response recovery may be conflicted	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Craigieburn Reserve Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Keep Dunedin Beautiful (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Okia Reserve Management Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitu Otago Settlers Museum Board (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Chairperson	Disability Issues Advisory Group	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Christine Garey	Trustee	Garey Family Trust - Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chair	Creative Dunedin Partnership (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Symphony Orchestra Foundation Board of Trustees (Council appointment)	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	Theomin Gallery Management Committee (Olveston) (Council appointment)	No conflict identified	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Chair	Grants Subcommittee (Council Appointment)	No conflict identified	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	External family member is a Principal Security Consultant	Major supplier to DCC	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand Zone 6 Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Doug Hall	Director/Owner	Hall Brothers Transport Ltd	May contract and provide service to DCC	Withdraw from discussion and leave the table. If in confidential leave the room. Seek prior approval from Office of the Auditor General when required.
	Director/Owner	Dunedin Crane Hire	May contract and provide service to DCC	Withdraw from discussion and leave the table. If in confidential leave the room. Seek prior approval from Office of the Auditor General when required.
	Director/Owner	Wood Recyclers Ltd	May contract and provide service to DCC	Withdraw from discussion and leave the table. If in confidential leave the room. Seek prior approval from Office of the Auditor General when required.
	Director/Owner	Dunedin Concrete Crushing Ltd	May contract and provide service to DCC	Withdraw from discussion and leave the table. If in confidential leave the room. Seek prior approval from Office of the Auditor General when required.
	Director/Owner	Anzide Properties Ltd - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	The Woodshed 2014 Limited	May contract and provide service to DCC	Withdraw from discussion and leave the table. If in confidential leave the room. Seek prior approval from Office of the Auditor General when required.
	Owner	Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Farmlands	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Ravensdown Fertiliser	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	PGG Wrightson	Currently no likely conflict	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Silver Fern Farms	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Valley View Development Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Geekfix Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Milburn Processing Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Donor of the use of a building free of charge to the group	Fire Brigade Restoration Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Appellant	2GP	Appellant to the 2GP	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Financial Donor	Dunedin North Community Patrol	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Donor of the use of a building free of charge to the group	North Dunedin Blokes Shed	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Partner	Highland Helicopters	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Supplier	Southweight Truck and Weights for testing Weighbridges Otago & Southland	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Craigieburn Reserve Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Chinese Garden Advisory Board (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Carmen Houlahan	Member	Toitu Otago Settlers Museum Board (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Rental Property - North Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Part Owner	Adobe Group Ltd, Wanaka	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Rotary Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Institute of Directors	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Property Investors Association	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Company Owner/Sole Director	Shelf Company - RU There	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitu Otago Settlers Museum Board (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Acquisitions Committee (Council appointment)	Possible grants recipient	Withdraw from discussion and leave the table. If in confidential leave the room. Seek advice prior to the meeting.
	Shareholder	Startup Business	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Mosgiel Taieri Community Board (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Marie Laufiso	Property Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Community Building Trust - Trust Owner of Property 111 Moray Place	Duty to Trust may conflict with duties of Council Office	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Board Member	Otago Mental Health Trust	Potential grants applicant which would result in pecuniary interest. Duty to Trust may conflict with duties of Council Office	Do not participate in consideration of grants applications. If the meeting is in confidential, to leave the room.
	Trustee	Brockville Community Support Trust	Potential grants recipient	Withdraw from discussion and leave the table. If in confidential leave the room. Seek advice prior to the meeting.
	Trustee	Corso Ōtepoti Dunedin Trust	Potential grants recipient	Withdraw from discussion and leave the table. If in confidential leave the room. Seek advice prior to the meeting.
	Member	Dunedin Manufacturing Holdings Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	National Secretary	P.A.C.I.F.I.C.A Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Dunedin Branch Treasurer	P.A.C.I.F.I.C.A Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Dunedin Branch delegate to Arai Te Uru Marae Council	P.A.C.I.F.I.C.A Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Green Party of Aotearoa New Zealand	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Age Concern (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Abrahamic Interfaith Group (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Refugee Steering Group (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Settlers Association (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Fair Trading Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Deputy Chair	Grants Subcommittee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Social Well Being Advisory Group (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Mike Lord	Trustee	ML Lord Family Trust - Owner of Residential Properties - Dunedin	Duty to Trust may conflict with duties of Council Office	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Fonterra	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Federated Farmers	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Mosgiel Rotary Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Mosgiel RSA	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	National Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Federated Farmers Charitable Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various publicly listed companies	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Otago Rural Support Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Trustee	Otago Youth Adventure Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Strath Taieri Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Hereweka Harbour Cone Trust (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	District Licensing Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Jim O'Malley	Owner	Biocentrix Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Mosgiel Association Football Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Ocho Newco Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Ayrmed Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ice Sports Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Manufacturing Holdings	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ice Sports Dunedin Incorporated (Council appointment)	Potential grants recipient	Withdraw from discussion and leave the table. If in confidential leave the room. Seek advice prior to the meeting.
	Member	Connecting Dunedin (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Okia Reserve Management Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Precinct Planning Group (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Waikouaiti Coast Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Jules Radich	Shareholder	Izon Science Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Taurikura Drive Investments Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Golden Block Developments Ltd	The Auditor General has issued a declaration under section 6(4) of LAMIA allowing Cr Radich to participate on the grounds that it is in the interests of the electors and inhabitants of the area that he be allowed to do so. The declaration applies to the Council meeting on 25 May 2020 and to discussion and deliberations on the Annual Plan 2020/21 up to and including the adoption of the Annual Plan	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Cambridge Terrace Properties Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.



Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Director/Shareholder	Southern Properties (2007) Ltd	<p>The Auditor General has issued a declaration under section 6(4) of LAMIA allowing Cr Radich to participate on the grounds that it is in the interests of the electors and inhabitants of the area that he be allowed to do so. The declaration applies to the Council meeting on 25 May 2020 and to discussion and deliberations on the Annual Plan 2020/21 up to and including the adoption of the Annual Plan</p> <p>The Auditor General has issued a declaration under section 6(4) of LAMIA allowing Cr Radich to participate on the grounds that it is in the interests of the electors and inhabitants of the area that he be allowed to do so. The declaration applies to the Council meeting on 25 May 2020 and to discussion and deliberations on the Annual Plan 2020/21 up to and including the adoption of the Annual Plan</p>	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Golden Centre Holdings Ltd	<p>The Auditor General has issued a declaration under section 6(4) of LAMIA allowing Cr Radich to participate on the grounds that it is in the interests of the electors and inhabitants of the area that he be allowed to do so. The declaration applies to the Council meeting on 25 May 2020 and to discussion and deliberations on the Annual Plan 2020/21 up to and including the adoption of the Annual Plan</p>	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	IBMS Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Raft Holdings Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Otago Business Coaching Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Effectivise Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Athol Street Investments Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Allandale Trustee Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Aberdeen St No2 Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Acquisitions Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Society (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Road Safety Action Plan	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	100% Shareholder/Director	Panorama Developments Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Precinct Planning Group (Council appointment - alternate)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Saddle Hill Community Board (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Chris Staynes	Chairman	Cargill Enterprises	Contractor and service provider to DCC	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room.
	Director	Wine Freedom	Supplier to DCC	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room.
	Patron	Otago Model Engineering Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Balmacewen Lions Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Trustee	Otago Southland Manufacturers Association Trust	Possible co-funder of ED project. Duties to the Trust may conflict with duties of Council	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
	Life Member	Otago Chamber of Commerce	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Deputy Chair	Cancer Society of Otago/Southland	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Board Member	NZ Cancer Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Patearoa Golf Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	President	Balmacewen Lions	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	CJ and CA Staynes Family Trust - Property Owner - Dunedin and Patearoa	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	George Street Wines Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Saddle Hill Investment Trust Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Association of Amateur Radio and Transmitters	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Board Member	Otago Museum Trust Board (Council appointment)	Duties to Trust may conflict with duties of Council Office. Recipient of Council funding	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Trustee	Theomin Gallery Trust (Council appointment)	Duties to Trust may conflict with duties of Council Office. Recipient of Council funding	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Chairman	Grow Dunedin Partnership (Council appointment)	Duties may conflict with duties of Council Office. Recipient of Council funding	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	Dunedin Shanghai Association (Sister City Society) (Council appointment)	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Trustee	For Trades Appreclnticeship Training Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Lee Vandervis	Member	Social Well Being Advisory Group (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand Zone 6 Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Lee Vandervis	Director	Lee Vandervis, Antonie Alm-Lequeux and Cook Allan Gibson Trustee Company Ltd - Residential Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Bunchy Properties Ltd - Residential Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Vandervision Audio and Lighting - Hire, Sales and Service Business	May contract and provide service to DCC	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
Steve Walker	Chairperson	Dunedin Wildlife Hospital Trust	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
	Chairperson	West Harbour Beautification Trust	Potential conflict WHBT work with Parks and Reserves to co-ordinate volunteer activities	Withdrawal from all West Harbour Beautification Trust/ DCC discussions involving this relationship.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Member	Orokonui Ecosanctuary	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
	Member	Port Chalmers Golf Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Keep New Zealand Beautiful	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
	Member	Society of Beer Advocates	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	New Zealand Labour Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Port Chalmers Historical Society	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
	Owner	Residential Property - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various publicly listed companies	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Sea Lion Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Edinburgh Sister City Society (Council appointment)	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	Connecting Dunedin (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Te Ao Turoa Partnership (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Keep Dunedin Beautiful (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Precinct Planning Group (Council appointment - alternate)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	West Harbour Community Board (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Andrew Whiley	Owner/Operator	Whiley Golf Inc and New Zealand Golf Travel Ltd	No conflict identified	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
	Director/Shareholder 22 May 2017	Estate of Grace Limited	No conflict identified	Withdraw from discussion and leave the table. If the meeting is in confidential leave the room. Seek advice prior to the meeting.
	Trustee	Japek (Family Trust) - Property Ownership - Dunedin	Duties to Trust may conflict with duties of Council Office.	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	Otago Golf Club	No conflict identified	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	Dunedin South Rotary Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Board Member	New Zealand Professional Golfers Assn	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Institute of Directors	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	National Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Chairman	Volunteering Otago	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Otaru Sister City Society (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Society (Council appointment)	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	Grow Dunedin Partnership (Council appointment - alternate)	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	NZ Masters Games Trust Board (Council appointment)	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Deputy Chair	Dunedin Community House Executive Committee	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in confidential, leave the room. Seek advice prior to the meeting.
	Member	Puketai Residential Centre Liaison Committee (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Peninsula Community Board (Council appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of +A194:F209interest arises.

## **CONFIRMATION OF MINUTES**

### **INFRASTRUCTURE SERVICES COMMITTEE MEETING - 15 FEBRUARY 2021**


---

#### **RECOMMENDATIONS**

That the Committee:

- a) **Confirms** the minutes of the Infrastructure Services Committee meeting held on 15 February 2021 as a correct record.

#### **Attachments**

	<b>Title</b>	<b>Page</b>
A 	Minutes of Infrastructure Services Committee meeting held on 15 February 2021	18

## **Infrastructure Services Committee**

### **MINUTES**

**Minutes of an ordinary meeting of the Infrastructure Services held in the Edinburgh Room, Municipal Chambers, The Octagon, Dunedin on Monday 15 February 2021, commencing at 1.00 pm**

#### **PRESENT**

<b>Chairperson</b>	Cr Jim O'Malley	
<b>Deputy Chairperson</b>	Cr Jules Radich	
<b>Members</b>	Cr Sophie Barker	Cr David Benson-Pope
	Cr Rachel Elder	Cr Christine Garey
	Cr Doug Hall	Mayor Aaron Hawkins
	Cr Carmen Houlahan	Cr Marie Laufiso
	Cr Mike Lord	Cr Chris Staynes
	Cr Lee Vandervis	Cr Steve Walker
	Cr Andrew Whiley	

#### **IN ATTENDANCE**

Sandy Graham (Chief Executive), Simon Drew (Group Manager Infrastructure Services), Tom Dyer (Group Manager 3 Waters), Robert West (General Manager Corporate Services), David Bainbridge-Zafar (Group Manager Property Services), Scott MacLean (Group Manager Parks), Chris Henderson (Group Manager Waste and Environmental Solutions), Jeanine Benson (Group Manager Transport) and Michael Tannock (Transport Network Team Leader)

**Governance Support Officer** Jennifer Lapham

## **1 PUBLIC FORUM**

### **1.1 Public Forum – Alasdair Morrison, Chairperson Waikouaiti Coast Community Board**

Alasdair Morrison Chairperson of the Waikouaiti Community Board spoke regarding the lead contamination in the Waikouaiti, Karitane and Hawksbury Village Water Supply. Mr Morrison thanked staff, and in particular 3 Waters staff for their efforts to resolve the situation. He commented on the future of water treatment in the Board area and advised the Board will discuss preferences with the community and make submissions to Council as appropriate.

## **2 APOLOGIES**

Apologies for early departure were received from Cr Carmen Houlahan and Cr Sophie Barker.

Moved (Cr Jim O'Malley/Mayor Aaron Hawkins):

That the Committee:

**Accepts** the apologies for early departure from Cr Houlahan and Cr Barker.

**Motion carried**

## **3 CONFIRMATION OF AGENDA**

Moved (Cr Jim O'Malley/Cr Steve Walker):

That the Committee:

**Confirms** the agenda without addition or alteration.

**Motion carried**

## **4 DECLARATIONS OF INTEREST**

Members were reminded of the need to stand aside from decision-making when a conflict arose between their role as an elected representative and any private or other external interest they might have.

Moved (Cr Jim O'Malley/Cr Steve Walker):

That the Committee:

- a) **Notes** the Elected Members' Interest Register; and
- b) **Confirms** the proposed management plan for Elected Members' Interests.

**Motion carried**

## **5 CONFIRMATION OF MINUTES**

### **5.1 INFRASTRUCTURE SERVICES COMMITTEE MEETING - 16 NOVEMBER 2020**

Moved (Cr Jim O'Malley/Cr Sophie Barker):

That the Committee:

**Confirms** the minutes of the Infrastructure Services Committee meeting held on 16 November 2020 as a correct record.

**Motion carried**

## **PART A REPORTS**

### **6 INFRASTRUCTURE SERVICES COMMITTEE FORWARD WORK PROGRAMME**

A report from Civic provided the forward work programme for the 2020-2021 year.

Moved (Cr Jim O'Malley/Cr Chris Staynes):

That the Committee:

- a) **Notes** the Infrastructure Services Committee forward work programme.

**Motion carried**

### **7 ACTIONS FROM RESOLUTIONS OF INFRASTRUCTURE SERVICES COMMITTEE MEETINGS**

A report from Civic provided an update on progress on implementing resolutions made at Infrastructure Services Committee meetings.

Moved (Cr Jim O'Malley/Cr Chris Staynes):

That the Committee:

- a) **Notes** the Open and Completed Actions from resolutions of Infrastructure Services Committee meetings.

**Motion carried**

### **8 LEAD IN WAIKOUAITI, KARITANE, AND HAWKSURRY VILLAGE WATER SUPPLY**

A report from 3 Waters and the Executive Leadership Team advised that on 2 February 2021, the Dunedin City Council and Public Health South advised residents in Waikouaiti, Karitane and Hawksbury Village not to use tap water for drinking, cooking or preparing food until further notice because of elevated levels of lead in the drinking water supply.

The General Manager Infrastructure Services, Simon Drew and Group Manager 3 Waters, Tom Dyer responded to questions.

Councillors spoke to the motion and acknowledged the work of the staff in particular the Chief Executive Officer, Sandy Graham, General Manager Infrastructure Services, Simon Drew and Group Manager 3 Waters, Tom Dyer. Comment was also made regarding the leadership shown by the Waikouaiti Coast Community Board.

Moved (Cr Jim O'Malley/Mayor Aaron Hawkins):



That the Committee:

- a) **Notes** the report of the elevated levels of lead in the Waikouaiti, Karitane and Hawksbury Village water supplies and the actions taken to date.

**Motion carried (ISC/2021/001)**

**9 PROPERTY SERVICES ACTIVITY REPORT FOR THE QUARTER ENDING 31 DECEMBER 2020**

A report from Property Services provided an update on the operations, maintenance and capital work works for the quarter ending 31 December 2020.

The General Manager City Services, Robert West and Group Manager Property Services, David Bainbridge-Zafar spoke to the report.

Moved (Cr Doug Hall/Cr Jules Radich):

That the Committee:

- a) **Notes** the Property Services Activity Report for the quarter ending 31 December 2020.

**Motion carried (ISC/2021/002)**

**10 PARKS AND RECREATION ACTIVITY REPORT FOR THE QUARTER ENDING 31 DECEMBER 2020**

In a report from Parks and Recreation an update was provided on the operations, maintenance and capital works, including contracted out services, for the period 1 October 2020 to 31 December 2020.

The General Manager City Services, Robert West and Group Manager Parks and Recreation Scott MacLean spoke to the report and responded to questions.

Moved (Cr Steve Walker/Cr David Benson-Pope):

That the Committee:

- a) **Notes** the Parks and Recreation Activity Report for the quarter ending 31 December 2020.

**Motion carried (ISC/2021/003)**

**11 WASTE AND ENVIRONMENTAL SOLUTIONS ACTIVITY REPORT FOR THE QUARTER ENDING 31 DECEMBER 2020**

In a report from Waste and Environmental Solutions an update was provided on plans and policies, operations, maintenance and capital works, including contracted services.

Simon Drew and Chris Henderson responded to questions.

Cr Carmen Houlahan left the meeting at 2:50 p.m.

Moved (Cr Doug Hall/Cr Rachel Elder):

That the Committee:

- a) **Notes** the Waste and Environmental Solutions Activity Report for quarter ending 31 December 2020.

**Motion carried (ISC/2021/004)**

## **12 TRANSPORT ACTIVITY REPORT FOR THE QUARTER ENDING 31 DECEMBER 2020**

In a report from Transport an update was provided on operations, maintenance, capital works (including contracted services) and major projects.

The General Manager Infrastructure Services, Simon Drew and Group Manager Transport, Jeanine Benson spoke to the report and responded to questions,

Cr Sophie Barker left the meeting at 3:16 p.m.

Cr Doug Hall left the meeting at 3:19 p.m.

Moved (Cr David Benson-Pope/Cr Rachel Elder):

That the Committee:

- a) **Notes** the Transport Activity Report for the quarter ending 31 December 2020.

**Motion carried (ISC/2021/005)**

## **13 PROPOSED ROAD STOPPING - GREY STREET, ALLANTON**

In a report, Transport advised that the owners' of 4 Peel Street, Allanton, have applied to have a portion of unformed legal road adjoining their property stopped and amalgamated with their property.

The report sought a resolution to publicly notify the Council's intention to stop the road, under section 342 and Schedule 10 of the Local Government Act 1974.

Moved (Cr Lee Vandervis/Cr Steve Walker):

That the Committee:

- a) **Approves** public notification of the Council's intention to stop a portion of legal road adjacent to 4 Peel Street, Allanton, subject to the applicant agreeing to:
  - i) Pay the Council the non-refundable fee for processing the road stopping;

- ii) Pay the Council the actual costs incurred for the road stopping, regardless of whether or not the process reaches a conclusion, AND the market value of the stopped road, assessed by the Council's valuer;
- iii) Amalgamate the portion of stopped road with the title of the adjacent land that is owned by the applicant, namely OT211/41;
- iv) Accept the application of the standards contained within the Dunedin City Council Code for Subdivision and Development to the stopped road; and
- v) Register any easements on the portion of stopped road in favour of utility companies and/or relocate any utilities as required.

**Motion carried (ISC/2021/006)**

#### **14 PROPOSED ROAD STOPPING - HATFIELD STREET, DUNEDIN NORTH**

In a report, Transport advised that the owners' of 6 Balmoral Street Opoho, have applied to have a portion of unformed legal road adjoining their property stopped and amalgamated with their property.

The report sought a resolution to issue public notice of the Council's intention to stop the road, under section 342 and Schedule 10 of the Local Government Act 1974

Moved (Cr Steve Walker/Cr David Benson-Pope):

That the Committee:

- a) Approves** the publishing of a public notice of the intention to stop a portion of legal road adjacent to 6 Balmoral Street Opoho, subject to the applicant agreeing to:
  - i) Pay the Council the non-refundable fee for processing the road stopping;
  - ii) Pay the Council the actual costs involved in the road stopping, regardless of whether or not the process reaches a conclusion, AND the market value of the stopped road, assessed by the Council's valuer;
  - iii) Amalgamating the portion of stopped road with the adjoining owner's land held in Record of Title OT326/228;
  - iv) Accepting the application of the standards contained within the Dunedin City Council Code for Subdivision and Development to the stopped road; and
  - v) Registering any easements in favour of utility companies and/or relocate any utilities as required.

Cr Doug Hall returned to the meeting at 03:26 p.m.

**Motion carried (ISC/2021/007)**

**15 NAMING OF NEW ROADS AND PRIVATE WAYS**

In a report, Transport sought approval of road names for two legal roads and two private ways. The road names proposed by the developers comply with the DCC Road Naming Policy.

The report also sought approval for one road name to be included in the Road Name Register. The proposed name complies with the DCC Road Naming Policy.

Moved (Cr Steve Walker/Cr Marie Laufiso):

That the Committee:

- a) **Names** a private way off Centre Road, Ocean Grove as 'Sunset Terrace'.
- b) **Names** a legal road off Heathfield Drive, Mosgiel as 'Elsie Purnell Place', as part of the Heathfield development.
- c) **Names** a private way within the Heathfield development, Mosgiel as 'Carnea Heights'.
- d) **Names** a legal road off Cemetery Road, Mosgiel as 'Clachan Grange Road'.
- e) **Approves** 'Donald Buchan' to be included in the Road Name Register with the appropriate locality being Fairfield.

**Motion carried (ISC/2021/008)**

**16 ITEMS FOR CONSIDERATION BY THE CHAIR**

There were no items notified.

The meeting concluded at 3.29 pm.

.....  
**CHAIRPERSON**

## **PART A REPORTS**

### **ACTIONS FROM RESOLUTIONS OF INFRASTRUCTURE SERVICES COMMITTEE MEETINGS**

Department: Civic

#### **EXECUTIVE SUMMARY**

- 1 The purpose of this report is to detail the open and completed actions from resolutions of Infrastructure Services Committee meetings from the start of the triennium in October 2019 (Attachment A).
- 2 As this report is an administrative report only, there are no options or Summary of Considerations.

#### **RECOMMENDATIONS**

That the Committee:

- a) **Notes** the Open and Completed Actions from resolutions of Infrastructure Services Committee meetings shown in Attachment A.

#### **DISCUSSION**

- 3 This report will be provided an update on resolutions that have been actions and completed since the last Infrastructure Services Meeting.

#### **NEXT STEPS**

- 4 An updated actions report will be provided at all Infrastructure Services Committee meetings.

#### **Signatories**

Author:	Jenny Lapham - Governance Support Officer
Authoriser:	Clare Sullivan - Manager Governance

#### **Attachments**

	<b>Title</b>	<b>Page</b>
<a href="#">↓A</a>	Action List	27



PUBLIC OPEN ACTIONS - INFRASTRUCTURE SERVICES COMMITTEE RESOLUTIONS 2019-2022						
Meeting Date	Resolution	Report	Resolution or Action to be Taken	Group	Due Date	Status
10/2/2020	ISC/2020/004	3 Waters Activity Report for the two Quarters ending 31 December 2019	Understanding and engaging with the Central Government 3 Waters Review.	3 Waters	ongoing	February 2021: Update will be provided in the June Activity Report.
10/02/2020	ISC/2020/007	Waste and Environmental Solutions Activity Report for the two quarters ending 31 December 2019	Detailed planning, design, and procurement for installation of a second weighbridge at Green Island Landfill.	Waste & Environmental Services	Jun-21	May 2021: Enabling works almost complete and weighbridge installation scheduled for the last week of May. To be followed by calibration and final commissioning during June.
			Detailed design and procurement for the final capping of the Waikouaiti landfill and improvements to the Waikouaiti Transfer Station, Resource Recovery Centre and Closed Landfill, in collaboration with the local community	Waste & Environmental Services	Jun-20	May 2021: Improvements to the Waikouaiti Transfer Station were completed in November 2020. Final capping of Waikouaiti landfill is currently underway, with estimated completion in August (weather dependent).
10/02/2020	ISC/2020/008	Property Services Activity Report for the Two Quarters Ending 31 December 2019	<b>South Dunedin Library &amp; Community Complex:</b> Continue with the co-design process, going from discovery phase to concept stage. Investigations will commence in the existing buildings, looking at asbestos and compliance upgrades. Design team will focus on concept design, project will be staged over a number of years, the staging plan is in development and should be completed by the end of the quarter.	Property	Dec-20	February 2021 An update on this matter is provided in the Activity report from Property being considered at this meeting.
			<b>School Street:</b> The soil asbestos will be removed mid-February 2020 with the remaining flats demolished and site cleared. Foundation works will commence and building of the new housing units and flats will start. With delays due to asbestos works construction to be complete in the second quarter of 2020/21 financial year.	Property	Second quarter of the 2020/21 year	Construction work is underway
12/05/2020	ISC/2020/012	Naming of New Roads and Private Ways	<b>Names</b> a private way off Proposed Trudi Place, Green Island as 'Ella Lane'	Transport	Nov-21	On hold until address of the road is created
			<b>Names</b> a private way off 14 Polwarth Road, Dunedin as 'Redwoods Lane'	Transport	Nov-21	June 2021 Road name has been sent to LINZ and we are waiting for the title to be issues.
3/8/2020	ISC/2020/018	Property	Review of Social Housing Policy 1997 and Social Housing Strategy 2020-2020 is underway	Property	Dec-20	June 2021 Decision made by Council at the meeting on 31 May 2021 as part of the ten year plan deliberations will inform this work. A prioritisation report will be presented to Council in September.

PUBLIC OPEN ACTIONS - INFRASTRUCTURE SERVICES COMMITTEE RESOLUTIONS 2019-2022						
Meeting Date	Resolution	Report	Resolution or Action to be Taken	Group	Due Date	Status
			<b>Edgar Centre:</b> Compliance upgrade works will proceed to construction. This work will include remediating roof leaks and a minor structural improvement to the facility.	Property	Apr-21	Work underway. Work should be completed by June 2021.
			<b>Palmyra:</b> Refurbishment work in block two at Palmyra housing site is due to commence and is due for completion by the end of 2020. The work includes improved insulation, new bathrooms, double glazing, electrical work, and safety improvements. Blocks three and four are due to follow over 2021 and 2022.	Property	Dec-20 (block two) Feb-21 (Block three)	Block two completed, blocks 3 & 4 out for tender. June 2021 Block 3 is nearing completion, and block 4 should be completed by December 2021.
			<b>Dunedin Public Art Gallery:</b> Replacement of the atrium roof structure and membrane is due to commence.	Property	Dec-20	An update on this matter is provided in the Activity report from Property being considered at this meeting.
	ISC/2020/019	Parks and Recreation Activity Report for the Quarter Ending 20 September 2020	<b>Truby King Reserve Management Plan</b> - Collating and Analysing Submissions	Parks and Recreation	Feb-21	June 2021 The hearings were held in April 2021 and the draft management plan is currently being developed.
	ISC/2020/021	Property Services Activity Report for the Quarter Ending 20 September 2020	<b>Dunedin Railway Station</b> - Stage One of a three-stage exterior repair project will start in November 2020.	Property	End 2022	June 2021 Stage one is due for completion in June 2021. Planning for stages 2 and 3 is underway.
	ISC/2020/024	Resolution to Stop a Portion of Willmott Street and Harbour Terrace, Careys Bay	<b>Resolves</b> that under Section 342 of the Local Government Act 1974 the portion of unformed road described as Section 1 SO 543943 is stopped. <b>Authorises</b> a public notice declaring that the road is stopped.	Transport		
	ISC/2002/025	Naming of New Private Way	<b>Names</b> a private way off Hagart Alexander Drive Mosgiel as 'Adler Crescent.'	Transport		June 2021 Road name has been sent to LINZ and we are waiting for title to be issued
	ISC/2020/026	Draft Litter Compliance Policy 2021	<b>Approves</b> the 14-day public notification of the proposed Litter Compliance Policy 2020.	Transport		June 2021 Council adopted the Litter Compliance Policy 2020 at its meeting held on 25 May 2021.
15-Feb-20	ISC/2021/001	Lead in Waikouaiti, Karitane, and Hawksbury Village Water Supply	<b>Notes</b> the report of the elevated levels of lead in the Waikouaiti, Karitane and Hawksbury Village water supplies and the actions taken to date	3 Waters		June 2021 An update will be provided in the June Activity Report.



PUBLIC OPEN ACTIONS - INFRASTRUCTURE SERVICES COMMITTEE RESOLUTIONS 2019-2022						
Meeting Date	Resolution	Report	Resolution or Action to be Taken	Group	Due Date	Status
	ISC/2021/006	Proposed Road Stopping - Grey Street, Allanton	<b>Approves</b> public notification of the Council's intention to stop a portion of legal road adjacent to 4 Peeol Street, Allanton.	Transport		
	ISC/2021/007	Proposed Road Stopping - Hatfield Street, Dunedin North	Approves public notification of the Council's intention to stop a portion of legal road adjacent to 6 Balmoral Street, Opoho.	Transport		
	ISC/2021/008	Naming of New Roads and Private Ways	a) <b>Names</b> a private way off Centre Road, Ocean Grove as 'Sunset Terrace'. b) <b>Names</b> a legal road off Heathfield Drive, Mosgiel as 'Elsie Purnell Place', as part of the Heathfield development. c) <b>Names</b> a private way within the Heathfield development, Mosgiels as 'Carnea Heights'. d) <b>Names</b> a legal road off Cemetery Road, Mosgiel as 'Clachan Grange Road'. e) <b>Approves</b> 'Donald Buchan' to be included in the Road Name Register with the appropriate locality being Fairfield.	Transport		June 2021 For 'Centre Road', 'Elsie Purnell Place', 'Carnea Heights' and 'Sunset Terrace', titles have been issued and addresses have been assigned. 'Donald Buchan' will be added to the Road Name Register when the webpage is next updated.



## **INFRASTRUCTURE SERVICES COMMITTEE FORWARD WORK PROGRAMME**

Department: Civic

### **EXECUTIVE SUMMARY**

- 1 The purpose of this report is to provide the forward work programme for the 2020-2021 year (Attachment A).
- 2 As this is an administrative report only, there are no options or Summary of Considerations.

### **RECOMMENDATIONS**

That the Committee:

- a) **Notes** the Infrastructure Services Committee forward work programme as shown in Attachment A.

### **DISCUSSION**

- 3 The forward work programme is a regular agenda item which shows areas of activity, progress and expected timeframes for decision making across a range of areas of work.

### **NEXT STEPS**

- 4 An updated report will be provided for the next Infrastructure Services Committee meeting.

### **Signatories**

Author:	Jenny Lapham - Governance Support Officer
Authoriser:	Clare Sullivan - Manager Governance

### **Attachments**

	<b>Title</b>	<b>Page</b>
<a href="#">↓A</a>	Forward Work Programme	33



Key	
New item	
Changes to timeframes	
Completed; progress to date update	<b>Bold</b>

Infrastructure Services Committee Forward Work Programme 2021/2022 - June 2021															
Area of Work	Reason for Work	Council role (decision and/or direction)	June	July	August	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June
Outstanding Actions	Report on status of outstanding actions arising from resolutions passed at Council meetings.	Noting the outstanding actions and progress towards their completion.  <b>Progress to date:</b> <i>The first report was being presented to the Committee at its 16 November 2020 meeting and is presented to each meeting thereafter.</i>	Noting		Noting	Noting		Noting							
Property Services Quarterly Activity Report	To update the Committee on the Activities of Property Services.	Noting the Quarterly Activity Report.  <b>Progress to date:</b> Quarterly reporting to the Committee	Noting		Noting	Noting		Noting							
3 Waters Quarterly Activity Report	To update the Committee on the Activities of 3 Waters.	Noting the Quarterly Activity Report  <b>Progress to date:</b> <i>Quarterly reporting to the Committee</i>	Noting		Noting	Noting		Noting							
Waste and Environmental Solutions Quarterly Activity Report	To update the Committee on the activities of Waste and Environmental Solutions	Noting the Quarterly Activity Report  <b>Progress to date:</b> <i>Quarterly report to the Committee</i>	Noting		Noting	Noting		Noting							
Transport Quarterly Activity Report	To update the Committee on the activities of Transport	Noting the Quarterly Activity Report  <b>Progress to date:</b> <i>Quarterly report to the Committee</i>	Noting		Noting	Noting		Noting							

Area of Work	Reason for Work	Council role (decision and/or direction)	June	July	August	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June
Parks and Recreation Quarterly Activity Report	To updated the Committee on the activities of Parks and Recreation	Noting the Quarterly Activity Report  <b>Progress to date:</b> <i>Quarterly report to the Committee</i>	Noting		Noting	Noting		Noting							
Completed work from last schedule:															
Area of Work	Reason for Work														

## UPDATES FROM GOVERNANCE ENTITIES

Department: Transport

### EXECUTIVE SUMMARY

- 1 This purpose of this report is to provide minutes or updates from governance entities that relate to the Committee's area of responsibilities so that elected members are kept informed of matters of interest.
- 2 Attached to this report are the minutes from a meeting of Connecting Dunedin held on 3 December 2020 and the minutes from a meeting of the Otago and Southland Regional Transport Committee held on 19 February 2021.
- 3 As this is an administrative report only, there are no options or Summary of Considerations.

### RECOMMENDATIONS

That the Committee:

- a) **Notes** the outcomes from a meeting of Connecting Dunedin held on 3 December 2020.
- b) **Notes** the minutes from the Otago Southland Regional Transport Committee (RTC) meeting dated 19 February 2021.

### Signatories

Author:	Stacey Hitchcock - Transport Planner
Authoriser:	Simon Drew - General Manager Infrastructure & Development

### Attachments

	Title	Page
<a href="#">A</a>	3 December 2020 - Connecting Dunedin Governance Group Minutes	36
<a href="#">B</a>	19 February 2021- Otago and Southland Regional Transport Committees Minutes	38

---

## Connecting Dunedin Governance Group MINUTES

---

Minutes of a meeting of the Connecting Dunedin Governance Group held in the Plaza Conference Room, Civic Centre, The Octagon, Dunedin on Thursday 3 December 2020, commencing at 11.30 am

### PRESENT

<b>Acting Chairperson</b>	Jim O'Malley	
<b>Deputy Chairpersons</b>	Jim Harland	Cr Alexa Forbes (ORC) via audio link
<b>Members</b>	Cr David Benson-Pope (DCC) Cr Steve Walker (DCC) Cr Andrew Noone (ORC)	<u>Sandy Graham (DCC)</u> Cr Michael Deaker (ORC)
<b>Staff Support</b>	Nick Sargent (DCC) Dougal List (Programme Director) Simon Drew (DCC)	Garry Maloney (ORC) Kelly Blackie (NZTA)
<b>Governance Support Officer</b>	Jennifer Lapham	

---

### 1 APOLOGIES, CONFIRMATION OF MINUTES AND ACTIONS ARISING

- a) Apologies were received from Mayor Aaron Hawkins, Sarah Gardner, Kathryn King, Gavin Palmer and Chad Barker
- b) The minutes of the meeting held on 3 September 2020 were noted.

### 2 MATTERS ARISING

A question was raised regarding the stakeholder engagement including a potential hui and if this had occurred. It was noted that reports were going to the DCC and ORC early December after which stakeholder engagement could occur.

NZTA provided an update on the Safer Streets rules package – that they were awaiting direction from the Minister before this progressed.

Cllr O'Malley asked for an update on progress on the RPTP review. ORC advised that discussions were ongoing with DCC.

### 3 SHAPING FUTURE DUNEDIN TRANSPORT

Nick Sargent provided an overview of the proposed new option 2v2 which tested two way options on the State Highway 1. He advised that the 4-lane option would not work and now it was proposed to further consider an option that included 3 lanes with the 3<sup>rd</sup> lane dedicated to right turning. He advised that the business case to compare this option with retaining the one way system was still to be completed with an aim for this to be wrapped



up by early 2021. The business case needed to be completed so an application for funding can be made.

Discussion took place on the decision-making process with members expressing concern about who is making the decisions and the lack of clarity. There was also concern that reports on the projects for DCC and ORC were going to Council in December but the other Councillors were not aware of the proposals.

Comment was also asked as to who made the decision as the proposals regarding the State Highway also impacted on the City. It was felt that all 3 organisations need to reach agreement.

Jim Harland explained about the business case process and the intent to reach a common position that all three partners could support. Decision making sat with each of the three members in relation to their elements of the programme but that ideally a common direction was reached that all could support.

It was noted that the overall programme was generally agreed, including the various projects for DCC and ORC to lead on, just the issue of resolving the State Highway 1 remained. Members expressed a desire for a more full briefing on the programme options, including the position of the New Dunedin Hospital as this remained unclear. This should precede release of technical documents and a third stakeholder hui.

#### **Action**

It was agreed that a joint briefing be held with the DCC and the Otago Regional Council, prior to replace the scheduled CDGG meeting on 4 March.

#### **4 WIDER TRANSPORT PROGRAMME**

It was noted that the partners would be working on delivering several projects over the next few years and that the emerging programme from Shaping Future Dunedin necessitated closer working arrangements which were being considered. Further information would be circulated when available.

#### **5 NEXT MEETING DATES 2021**

It was agreed that the meetings for 2021 would be held 4 March, 3 June, 26 August, 25 November. It was noted that the attendees from NZTA may change as a result of restructuring.

The meeting closed at 12.33 pm.



**Minutes of the Otago and Southland  
Regional Transport Committees meeting held in  
Otago Regional Council Chambers, Dunedin  
on Friday 19 February 2021 at 10.00am**

**Membership: Otago Regional Transport Committee:**

Cr Alexa Forbes (ORC, RTC Chair)  
Cr Kate Wilson (ORC, RTC Deputy Chair)  
Cr Bruce Graham (CDC)  
Cr Stuart Duncan (CODC)  
Cr Jim O'Malley (DCC)  
Cr Guy Percival (WDC)  
Cr Quentin Smith (QLDC)  
Mr Jim Harland (NZTA)

**Southland Regional Transport Committee:**

Cr Lloyd McCallum (ES, RTC Chair)  
Cr Allan Baird (ES, RTC Deputy Chair)  
Cr Ian Pottinger (ICC)  
Cr John Gardyne (GDC)  
Mr Jim Harland (NZTA)

**In attendance:** Ms Nicki Carter (ES)  
Mr Graeme Hall (NZTA)  
Mr Tony MacColl (NZTA)  
Mr Nick Sargent (DCC)  
Mr Chris Bopp (CDC)  
Ms Stacey Hitchcock (DCC)  
Mr Russell Pearson (ICC)  
Mr Garry Maloney (ORC)  
Dr Gavin Palmer (ORC)  
Mr Russell Hawkes (ES)  
Roy Clearwater (SDC)  
Mike Harrison (WDC)  
Mrs Dianne Railton (ORC – Minute-taker)

**1. Welcome**

Chair Lloyd McCallum welcomed all to the meeting at 10.05am

**2. Apologies**

*Apologies for Cr Alexa Forbes and Cr Ebel Krember were accepted. Cr Quentin Smith and Cr Ian Pottinger joined the meeting electronically. It was also noted that representatives from KiwiRail and DOC were unable to attend.*

Moved: Cr Kate Wilson

Seconded: Cr Allan Baird

CARRIED

### **3. Public Forum, Petitions and Deputations**

No public forum, petitions or deputations were held.

### **4. Confirmation of Minutes**

#### **Resolution**

*That the minutes of the meeting held on 4 February 2020 be received and confirmed as a true and accurate record, without changes.*

Moved: Cr Kate Wilson

Seconded: Cr Bruce Graham

CARRIED

### **5. Actions from Otago Southland Regional Transport Committees' meetings**

There were no actions outstanding from the previous minutes.

### **6. Chairman's Report**

There was no Chairman's Report.

### **7. Staff Report – 21/RTC/10**

- **Item 1 - Prioritisation Projects for Inclusion in the Otago Southland Regional Land Transport Plan 2021-2031**

The report was to allow the combined Otago Southland Regional Transport Committees to prioritise the Improvement Projects to be included in the Draft Regional Land Transport Plan 2021 -2031.

Mr Garry Maloney tabled a spreadsheet detailing projects ranked 1-19 for Otago RLTP Improvement Projects Prioritisation – Projects over \$2m. The list was prioritised by the Technical Advisory Group (TAG) and it was noted that some lines required further information, including descriptions from QLDC who were not at the last TAG meeting. Mr Harland clarified that the Transport Agency's view may not necessarily be the same those listed. It was noted that Dunedin Hospital will be included in the next RLTP as there are still decisions to be made. The phased costs on the list will be split to show clearly what is in the first 3 years.

Cr O'Malley asked what happens if DCC has committed to a project, such as the George Street upgrade, but it is too low for contribution from the Transport Agency. Mr Harland advised that projects will be compared to other national projects and if not funded by the Agency, the Council would either wait or if it is mission critical, the Council may have to proceed alone.

#### **Resolution**

*It is recommended that the Regional Transport Committees resolve to:*

- 1) **Note** the report
- 2) **Confirm** the priorities as recommended by the Technical Advisory Group to be assigned to improvement projects in the draft Regional Land Transport Programme

Moved: Cr Kate Wilson

Seconded: Cr Jim O'Malley

CARRIED

- **Item 2 - Final Review of the Draft Otago Southland Regional Land Transport Plan Prior to Consultation**

Mr Hawkes spoke to the report which provided the Combined Otago Southland Regional Transport Committees the opportunity to have final input to the Draft Regional Land Transport Plan 2021-2031 before consultation. TAG have reviewed the document and it was acknowledged there were formatting and grammatical corrections to be made.

The impact of climate change was discussed and Cr Wilson, having read the Climate Change Commission's recommendations, said the Committees need to look at what can be done to mitigate climate change but acknowledged there won't been time to change the document at this point. The revised Otago & Southland RTC Chairs Forward was tabled. Mr Hawkes advised two additional paragraphs have been added relating to national factors, including reference to Climate Change Commissioner recommendations and Resource Management Act reforms.

KiwiRail and DOC will be formally invited to attend the next meeting to provide an update, including their views of the next 5-10 years with a focus on the Otago Southland region. Mr Hawkes advised that KiwiRail and DOC had been invited to attend this meeting but aren't formal members of the Committees.

Cr O'Malley has sent wording to Mr Hawkes for a small section to be included in the RLTP regarding DCC investigating cycleways north of Dunedin city. Cr Gardyne noted that Gore hasn't been included in the Top Tourist attractions section of the RLTP. Mr Hawkes will include the John Money Art Gallery development, Brown Trout Mataura Fishing, and the Mandeville Heritage Restoration of Tiger Moth aeroplanes.

**Resolution**

*It is recommended that the Regional Transport Committees resolve to:*

- 1) **Note** the report
- 2) **Provide** comment or request any further changes to be included in the Draft RLTP prior to release for consultation

Moved: Cr Kate Wilson

Seconded: Cr Allan Baird

CARRIED

- **Item 3 - Adoption of the Draft Otago Southland Regional Land Transport Plan 2021-2031 for Public Consultation**

Mr Hawkes spoke to the report which requests that the Otago Southland Regional Transport Committees adopt the Draft Regional Land Transport Plan 2021-2031 for public consultation and to confirm the members of the Hearing Panel to consider submissions received as a result of the consultation. He is aware there are some minor editorial changes that need to be made to the RLTP prior to consultation. Notification of the RLTP for public consultation will be on 5 March 2021.

The Committees discussed representation for the Hearing Panel. Hearing dates will be during the week of 19 April 2021 and depending on the number of submitters are likely to be held over three days in Dunedin, Invercargill and Queenstown. Mr Harland advised that as he will be leaving NZTA, he supports the Acting Regional Relationships Director or Mr Graeme Hall to represent NZTA on the panel.

Cr Wilson mentioned that there needs to be focus put on where and how the consultation document is distributed. Mr Maloney confirmed that he will work with the ORC Communications team.

**Resolution**

*It is recommended that the Regional Transport Committees resolve to:*

- 1) **Approve** the draft Regional Land Transport Plans for public consultation to be notified on 5 March 2021;
- 2) **Authorise** the Chairs to approve minor editorial changes prior to consultation;
- 3) **Recommend** to their respective regional council, the proposed composition of the Joint Hearing Committee on the draft Regional Land Transport plans;
- 4) The hearing panel will consist of the respective chairs, Cr Lloyd McCallum and Cr Alexa Forbes; Cr Allan Baird, Southland Representative; Cr Jim O'Malley, Otago Representative; NZTA will nominate their person once known. The Chairs can bring in an alternative if necessary.

Moved: Cr Stuart Duncan

Seconded: Cr Jim O'Malley

CARRIED

• **Item 4 - Southland Regional Public Transport Plan Consultation**

Mr Hawkes spoke to the report to advise the Regional Transport Committees of the Invercargill City Council's intention to consult on the Southland Regional Public Transport Plan. Consultation of the draft Regional Public Transport Plan for the Southland Region will be running in parallel with the Otago Southland Regional Land Transport Plan.

**Resolution**

*It is recommended that the Regional Transport Committees resolve to:*

- 1) **Note** the report

Moved: Cr Kate Wilson

Seconded: Cr Allan Baird

CARRIED

• **Item 5 - Waka Kotahi NZ Transport Agency Update**

Mr Harland spoke to his powerpoint presentation providing an update of the Transport Agency, which covered the 2021-24 National Land Transport Programme development, 30-Year Plan, Project Updates and Speed Reviews. He advised that revenue was impacted last year due to COVID-19. In future revenue will reduce due to more electric vehicles and the Transport Agency are looking at future funding sources.

○ **Heavy Vehicle Permits**

Mr Graeme Hall advised the Committees that NZTA will be approaching each council regarding marked heavy permit roads. Currently the process is too long, with NZTA not receiving responses to their email requests for permits, so would look simplify the permit process for heavy vehicles up to weight 'H'. NZTA propose that they issue permits for roads that are marked green. They would contact Councils regarding permits for roads marked orange. There would be no permit for roads marked red.

Mr Hall suggested that NZTA could update the Committees on their permit process.

Chair McCallum asked that this is included in the agenda for the next TAG meeting, to look at how councils can improve the heavy vehicle permit process at their end.

○ **Emergency Road Closures**

Cr Wilson raised the issue of road closures in emergencies and gave the example of the recent flooding in the Clutha region, where NZTA only showed closures for their roads. Improvement is needed for advising road closures and alternative routes. People found roads closed and difficulties with alternate routes, in part as it was over the holiday period.

Mr Hawkes will draft a letter to Otago and Southland emergency management teams on behalf of the Chairs, asking the teams to establish better ways of working together when roads are closed and informing where alternative routes in place.

On behalf of the Committees, Cr McCallum thanked Mr Jim Harland for his contribution to the Regional Transport Committees and wished him well for the future.

**Resolution**

*It is recommended that the Regional Transport Committees resolve to:*

- 1) **Note** the report and provide any feedback to the Waka Kotahi NZ Transport Agency on the topics included in the presentation.

Moved: Cr Jim O'Malley

Seconded: Mr Jim Harland

CARRIED

• **Item 6 - Next Meeting**

The next meeting of the Otago and Southland Regional Transport Committees will be held on Friday 11 June 2021 and will be a virtual meeting.

**8. Extraordinary and Urgent Business**

**8.1 General Business**

There was discussion about the lack of gravel on roads in the regions and that maintenance on gravel roads is not what it had been in the past. Mr Hawkes will record on behalf of the Regional Transport Committees that there is a lack of supply of aggregate on rural roads and advise councils of this issue. He stated that river gravel is not always suitable for roading.

**9. Public Excluded Business**

No Public Excluded Business was held.

**10. Closure**

There being no further business, the meeting closed at 12.30 pm.

---

Co-Chairperson

## PROPERTY SERVICES ACTIVITY REPORT FOR THE QUARTER ENDING 31 MARCH 2021

Department: Property

### EXECUTIVE SUMMARY

- 1 This report updates the Committee on Property Services operations, maintenance and capital works for the quarter ending 31 March 2021.
- 2 Highlights for this quarter include:
  - a) Community Housing - Refurbishment began on Block Three of the Palmyra housing site; this refurbishment includes improved insulation, new bathrooms, double glazing, and electrical and safety improvements. Block Three is due for completion by July 2021 and the project as a whole is due for completion by December 2021.
  - b) Community Property – Building upgrades, external painting and re-roofing works on 11 community halls was completed in March 2021. This work was worth \$426,000 and was funded by the Provincial Growth Fund.
  - c) Community Property - Construction works continued on the exterior refurbishment of the Dunedin Railway Station. This project began in 2020 and will take three years to complete, starting with the northeast section where the roof is being removed and replaced.
  - d) Investment Property – Occupancy of the Investment portfolio held firm at 94%, with three vacant units advertised for lease and revenue received above budget.

### RECOMMENDATIONS

That the Committee:

- a) **Notes** the Property Services Activity Report for the quarter ending 31 March 2021.

### BACKGROUND

- 3 Property Services aims to provide 'community good' through effective management of property assets for the city of Dunedin. Property Services manages five property portfolios - community housing, investment property, commercial property, operational property and community property. There is also a separate endowment property portfolio.

4 The Property Services activity also includes:

- Land and lease management
- Facilities and asset management
- Project management
- Tenancy management.

## DISCUSSION

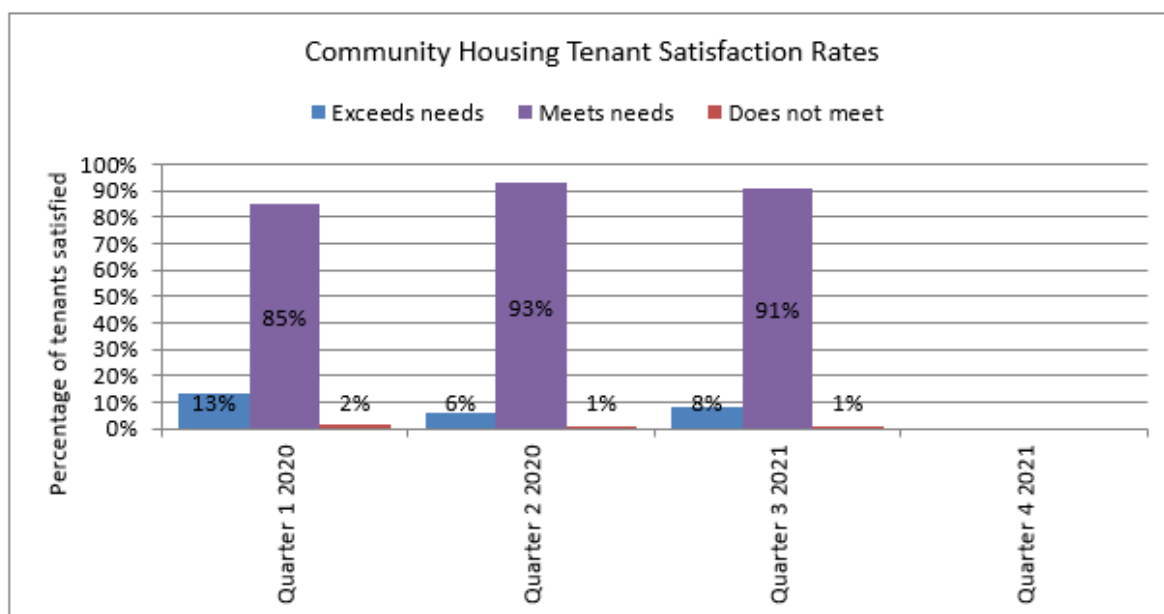
### Management of Property Services

- 5 The Property Services group is responsible for a wide range of Council-owned properties. The group manages land and tenancy, acquisition and disposal of properties to meet the Council's needs, facilities and asset management and management of housing.
- 6 The community housing portfolio provides affordable housing primarily targeted at those on low incomes who are aged 55 and older. In addition to the community housing units, this portfolio includes a small number of residential properties that have been acquired by Council in relation to its operational activities.
- 7 The investment portfolio includes a small number of commercial properties that are owned for the purposes of generating a financial return. They are listed as "investments" for accounting purposes only.
- 8 The commercial portfolio includes a number of commercial properties that are owned for the purposes of generating a financial return. They are managed in the same way as the investment portfolio and treated differently for accounting purposes only.
- 9 The operational portfolio includes property and related land that are required for service administration and delivery purposes by the Council.
- 10 The community portfolio includes a range of properties that are held for community benefit but not directly used in the delivery of Council services; for example, the Dunedin Railway Station, the Regent Theatre, and community halls.



## Community Housing

### *Percentage of tenants satisfied with Council provided rental housing*



*Table 1 – Tenant satisfaction*

- 11 Every tenant is visited annually and surveyed on how well their housing meets their needs. In this survey, tenants are asked to rate how well the housing meets their needs and are invited to provide comments.
- 12 For Quarter 3, between 1 January 2021 and 31 March 2021, 197 tenants were surveyed and 87% completed the survey. Of those that responded 99% said their “housing meets or exceeds their needs”.
- 13 Comments from respondents who indicated the “housing exceeded their needs” provided positive feedback about the level of service they received from Council and commented on the location of their unit and how comfortable their unit was.
- 14 Between 01 January 2021 and 31 March 2021, 1% of tenants indicated their housing did not meet their needs. This was primarily due to disability-related needs which predominantly included a request to have a walk-in shower rather than a shower over a bath.
- 15 Staff investigate and follow up all situations where feedback indicates the housing does not meet the tenants’ needs. Where physical alterations are requested due to disability-related needs, the tenant is asked to make a request to the Ministry of Health for funding.

### *Percentage occupancy of Council provided rental housing*

- 16 The turnover time between tenancies is kept to a minimum to ensure the community housing portfolio is effectively meeting the high demand for housing. The occupancy rate is measured as the number of days a unit is occupied during the period divided by the total number of days in the period.

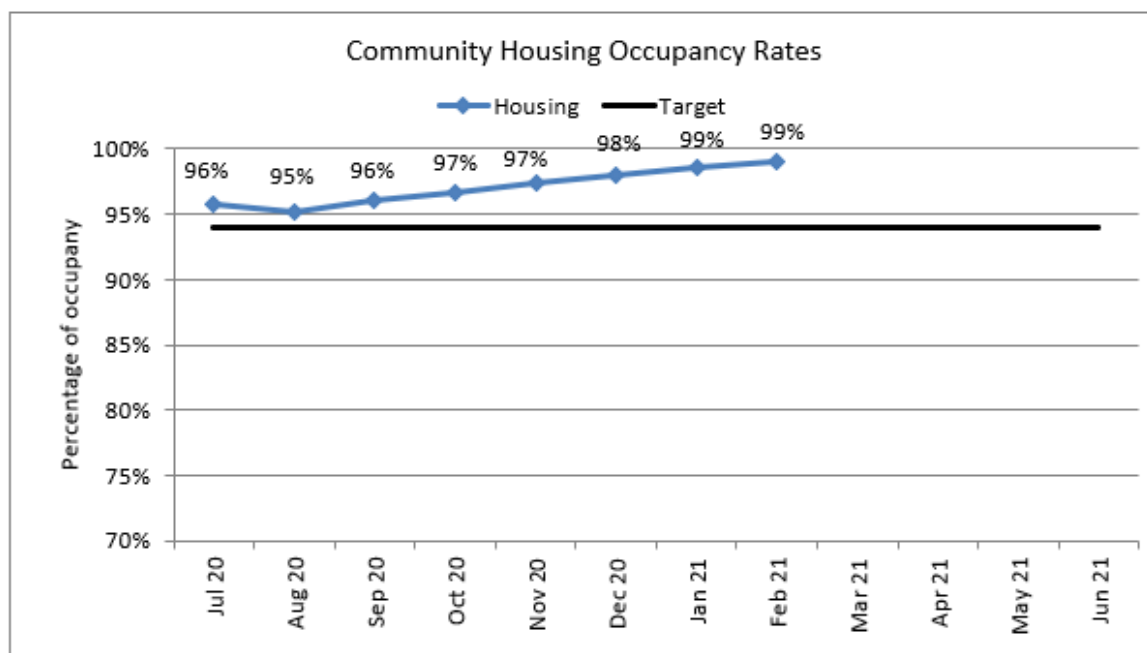


Table 2 - Housing occupancy rates

- 17 Occupancy remains high at 99% as at 31 March 2021.
- 18 There are currently 10 short-term vacant units, of which seven units are under offer to new tenants and three units are undergoing renovations.
- 19 Due to ongoing renovations at the Palmyra housing site and School Street housing site, tenants have been relocated. This will affect occupancy rates over the course of the redevelopment.

*Number of occupancy changes in community housing*

- 20 The number of community housing units that are vacated over time reflects the volume of work for staff when tenancies end - formalising the end of a tenancy, organising changeover work, and placing and settling in the new tenants.

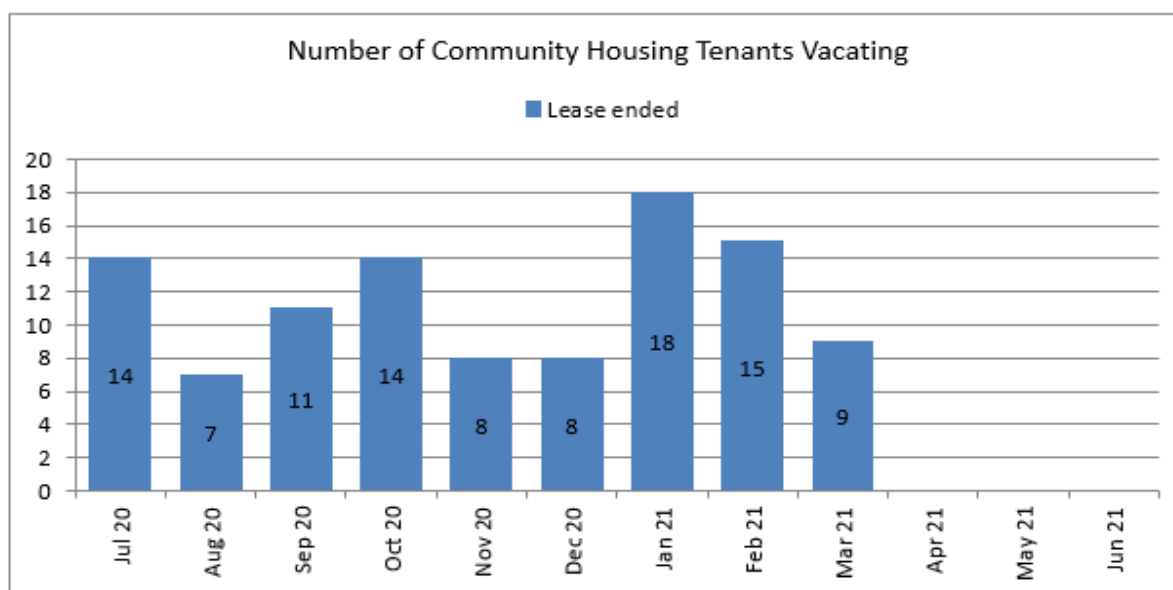


Table 3 – Tenants vacating

- 21 The small spike in the number of tenants vacating in January 2021 is due to the relocation of tenants from block three at Palmyra ahead of the redevelopment work.
- 22 The number of tenants vacating is otherwise in line with previous years and no seasonal trends were identified.
- 23 Evidence indicates most vacancies arise due to the death of a tenant or the tenant going into care.

*Waiting list for community housing*

- 24 The waiting list is measured to understand the demand for community housing. This is taken as the number of applicants currently on the waiting list at the end of each calendar month.

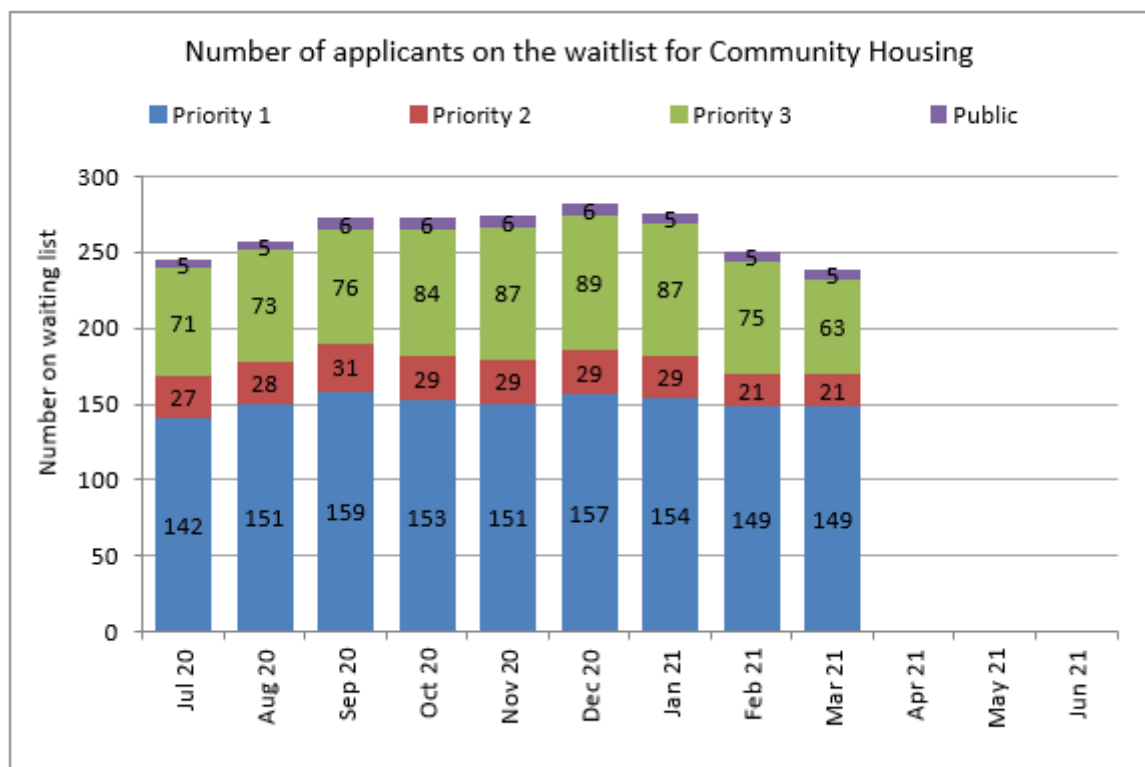


Table 4 - Waitlist

- 25 As at 31 March 2021 the waiting list was 238 with 149 of those applicants considered Priority One (people over the age of 55 on low income, and below the asset threshold).
- 26 An annual review of the waitlist was completed in January 2021 to understand the current circumstances of each applicant and their level of housing need. The review led to a reduction in the number of applicants who still required housing, as reflected in the February and March 2021 figures.
- 27 Approximately half of applicants in the Priority One category of the waitlist have received an offer of housing at some stage which they have declined.

*Community housing rental income*

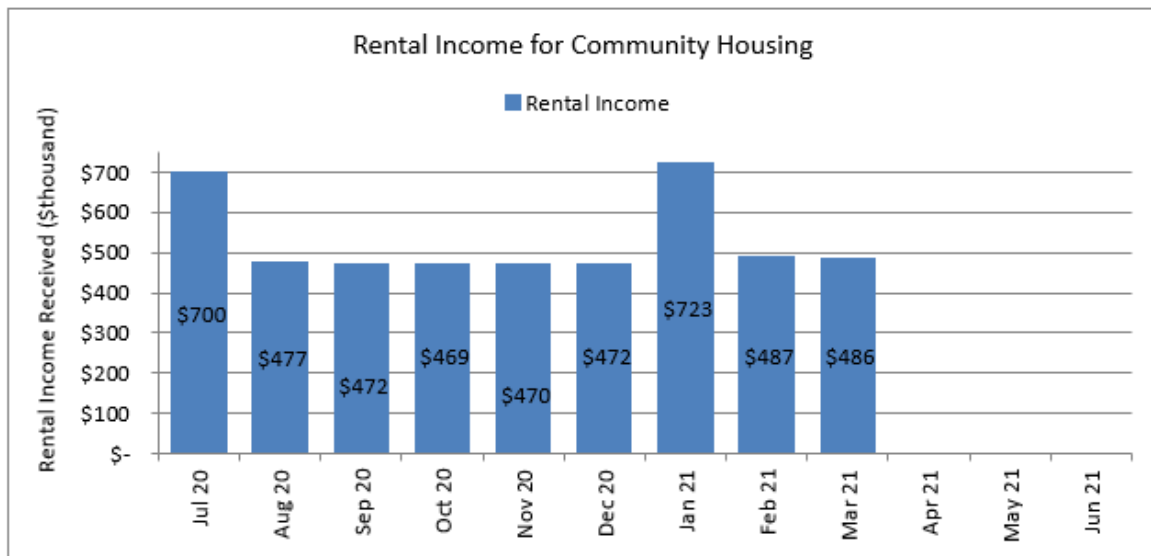


Table 5 – Housing income

- 28 Rental income for Community Housing typically remains steady as the occupancy rate remains steady. The rental income is higher in January 2021 as there were three fortnightly payment cycles in that month.

### Council Investment Properties

*Percentage overall occupancy of Council investment properties*

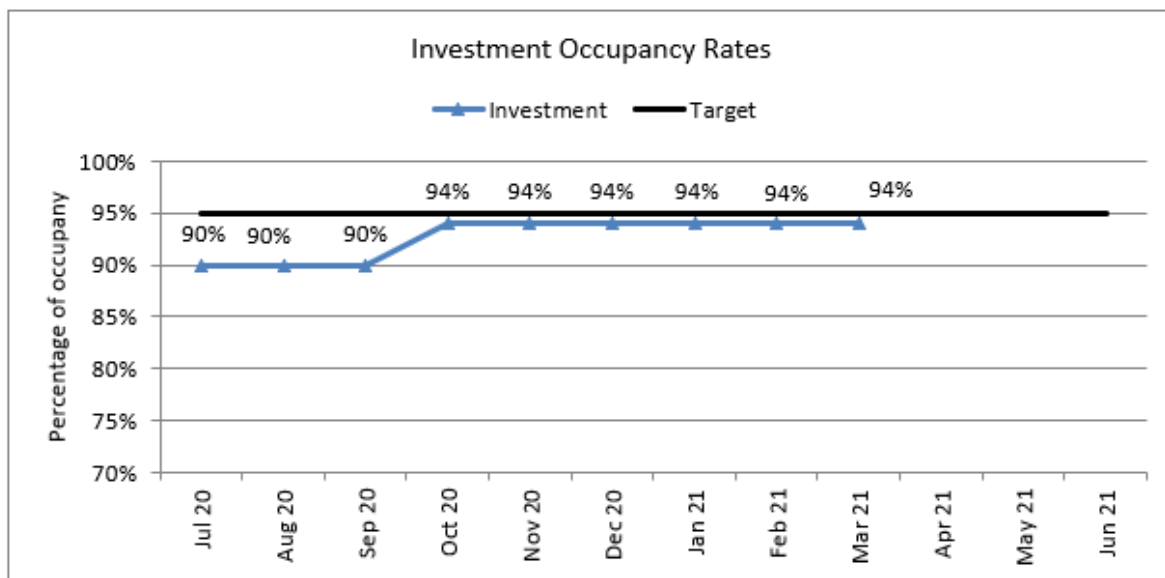


Table 6 - Investment occupancy rates

- 29 The investment portfolio serves as a non-rates revenue stream for Council. The reported occupancy rate is measured as the number of tenanted lease units divided by the total number of lease units within the portfolio.
- 30 The investment portfolio contains 16 properties, comprised of 50 lease units. As at 31 March 2021, 47 of these units are occupied, equating to an occupancy rate of 94%.

- 31 Two vacant units at 54 Moray Place remain advertised for lease following completion of compliance upgrades.
- 32 One retail space vacancy at 211 George Street (Wall Street Mall) is currently advertised for lease. Active enquiry is being received on this space and it is expected that following completion of the Manuka Causeway project a new lease will be achieved.

*Revenue of Commercial and Investment Properties*

- 33 Revenue is generated from commercial and investment properties through rent payments, operational expense recoveries, and rates.

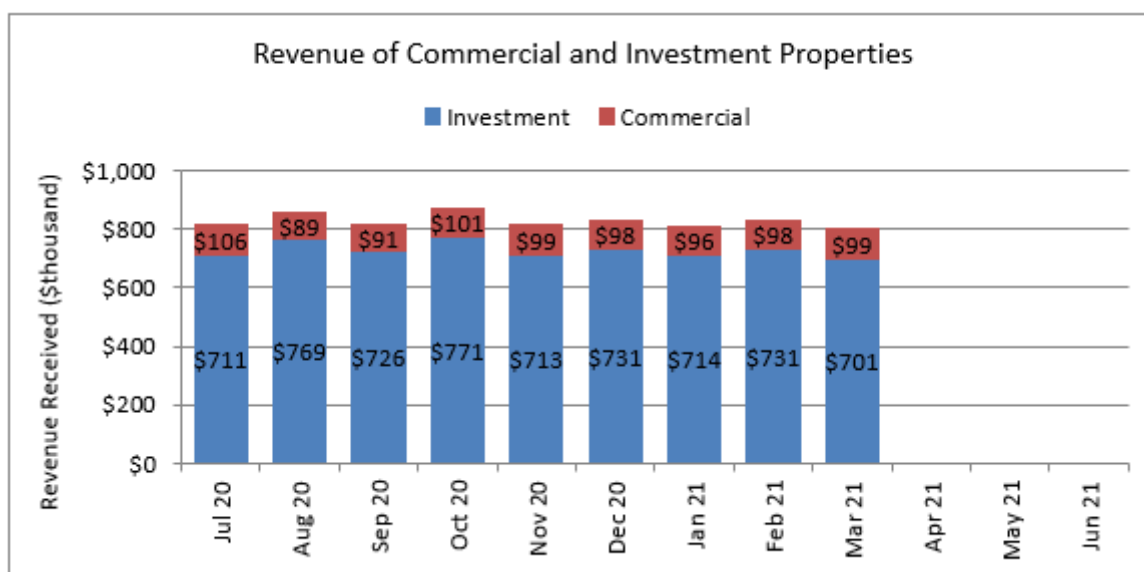


Table 7 – Commercial and Investment income

- 34 Revenue for the year to date is slightly higher than budgeted, this is predominately the result of leasing reviews at both Wall Street Mall and 130 Great King Street returning higher than budgeted returns.

## Operational properties

### Percentage of service request resolution times met

- 35 Resolution times are measured as the number of jobs completed within their target completion time divided by the total number of jobs raised in the period.

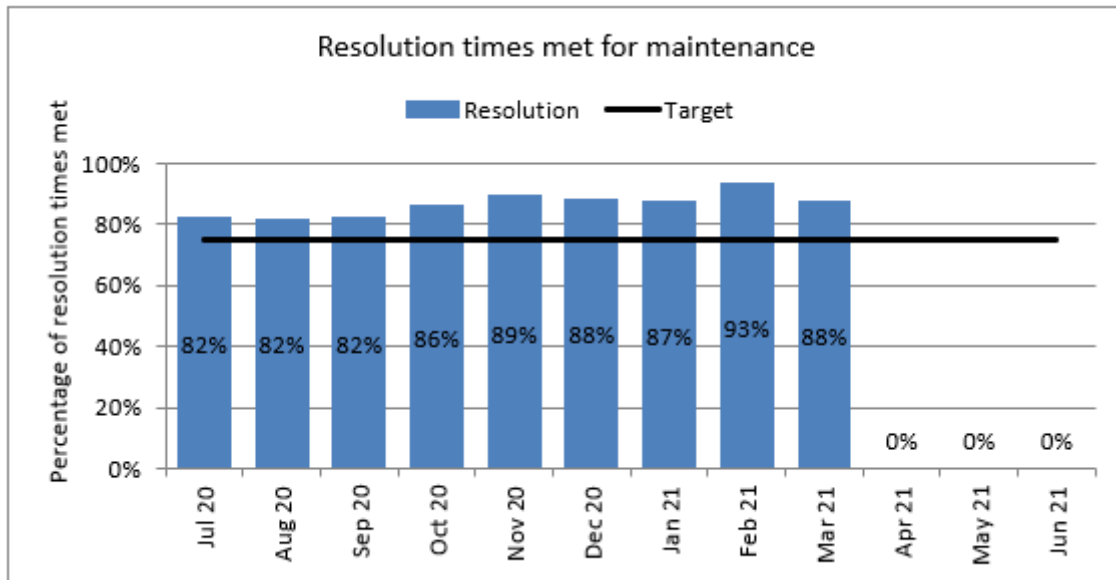


Table 8 - Reactive maintenance resolution

- 36 Overall resolution of scheduled work during the quarter has improved upon the prior quarter results and have continued to perform above target results.

### Number of Reactive Work Initiated

- 37 Reactive maintenance is carried out for all property portfolios. The level of reactive work required is measured by the total number of reactive work orders initiated in a given month.

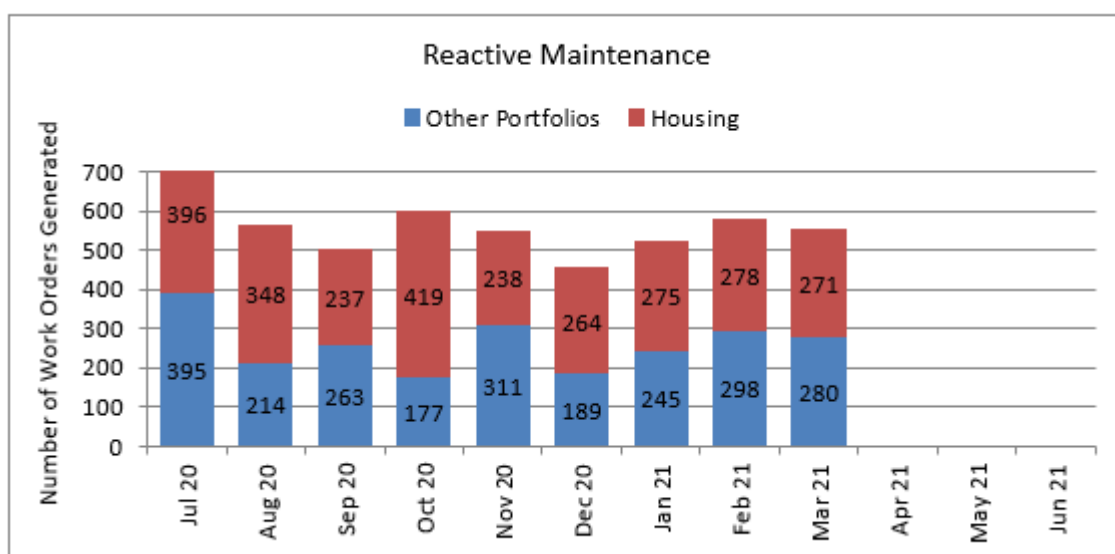
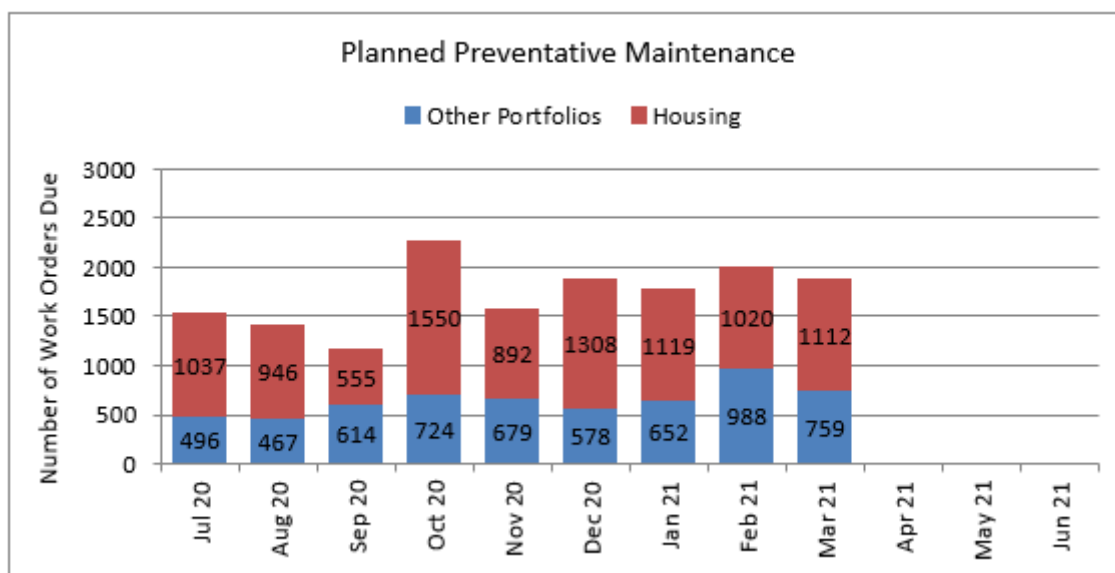


Table 9 – Reactive maintenance volume

- 38 The housing portfolio currently accounts for around half of all reactive work. Within the other portfolios, the bulk of reactive work is at the Civic Centre and at public toilets.

*Number of Planned Preventative Maintenance Work Required*

- 39 Planned preventative maintenance (PPM) is carried out for all property portfolios to maintain the service life of assets. The level of PPM work required is measured by the total number of PPM work orders due in a given month.



*Table 10 – Planned Maintenance volume*

- 40 The overall level of planned work during the first quarter of 2021 represents a 15% increase from the same period last year, reflecting the establishment and roll-out of planned preventive maintenance contracts across various portfolios during 2020.

**Major initiatives**

- 41 Major initiatives for the period include:
- a) Community Housing - Palmyra Housing Site: Refurbishment of Block Three commenced in February 2021 and the construction is progressing ahead of programme. The work includes improved insulation, new bathrooms, double glazing, electrical work and safety improvements. The whole project is scheduled for completion by December 2021.
  - b) Community Housing - School Street: Construction work to build ten new housing units designed to meet Homestar 8 standard continued at School Street. This project is scheduled for completion by December 2021.
  - c) Community Property - Dunedin Railway Station: Stage One of a three-stage exterior repair project at Dunedin Railway Station commenced in November 2020. The first stage concentrates on the north end of the building and includes removal of the roof, replacement of damaged tiles, leadwork and stonework repairs, timber replacement and repainting. This project is scheduled for completion by June 2023.
  - d) Community Property - Edgar Centre: Roof replacement and compliance upgrade works continued at the Edgar centre. The project is scheduled for completion by June 2021.

- e) Operational Property - Civic Centre: Exterior work commenced in January 2021, with scaffolding assembled on the library side of the building. The first stage of this work concentrates on the roof, 7<sup>th</sup> floor balconies and exterior face. This project is scheduled for completion by June 2022.
- f) Operational Property - South Dunedin Library: Planning and design work continued following the decision to demolish rather than adapt existing buildings. Concept design is expected to be complete by June 2021.

## **OPTIONS**

- 42 As this is an update report, there are no options.

## **NEXT STEPS**

- 43 Areas of focus for the next quarter will be:

- a) Community Housing – Submissions relating to housing received through the ten year plan consultation will be analysed and reported to Council as part of the ten year plan deliberation meetings.
- b) Community Housing - Palmyra Housing Site: Refurbishment of Block Three is due to be completed by July 2021 and the refurbishment of Block Four is scheduled to start in July 2021. The whole project is scheduled for completion by December 2021.
- c) Community Housing - School Street: Construction of ten new housing units, designed to meet Homestar 8 standard, is continuing and scheduled for completion by December 2021.
- d) Community Property – Submissions relating to public toilets received through the ten year plan consultation will be analysed and reported to Council as part of the ten year plan deliberation meetings.
- e) Community Property - Dunedin Railway Station: Completion of Stage One is scheduled for June 2021. Stage Two, the central section of the station, should commence in July 2021.
- f) Community Property - The Edgar Centre: Roof replacement and compliance upgrade work at the Edgar Centre will continue and is scheduled for completion by June 2021.
- g) Operational Property - Civic Centre: Repair and renewal work on the Civic Centre exterior will continue. This project is scheduled for completion by June 2022.
- h) Operational Property - Dunedin Public Art Gallery: Repair and renewal work on the roof of the Dunedin Public Art Gallery will commence. This project is scheduled for completion by April 2022.
- i) Operational Property - South Dunedin Library: A main contractor will be procured as the project moves through the design stages. Construction should commence in 2022.
- j) Operational Property - Dunedin Town Hall & Municipal Chambers: Exterior repairs will commence in June 2021. This project is scheduled for completion by June 2025.



- k) All property assets: The three yearly financial and insurance valuations of all property portfolios are due on 30 June 2021. This work is now underway with valuation providers.

**Signatories**

Author:	David Bainbridge-Zafar - Group Manager Property Services
Authoriser:	Robert West - Acting General Manager City Services

**Attachments**

There are no attachments for this report.

**SUMMARY OF CONSIDERATIONS**
***Fit with purpose of Local Government***

This decision promotes the social well-being of communities in the present and for the future.

***Fit with strategic framework***

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arts and Culture Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 Waters Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Spatial Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other strategic projects/policies/plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Property Services portfolio of activities support the outcomes of a number of strategies.

***Māori Impact Statement***

There are no known impacts for tangata whenua.

***Sustainability***

The Property Services team actively contributes positively to the interest of the community by providing and maintaining property required for a wide range of community, housing, Council operations, arts and culture, sport, and heritage purposes.

***LTP/Annual Plan / Financial Strategy /Infrastructure Strategy***

Property Services activities are included in the 10-year plan.

***Financial considerations***

The updates reported are within existing operating and capital budgets.

***Significance***

This report is considered low in terms of significance under the Significance and Engagement Policy.

***Engagement – external***

As this is an update report, no external engagement has been undertaken.

***Engagement - internal***

As this is an update report, no internal engagement has been undertaken.

***Risks: Legal / Health and Safety etc.***

There are no identified risks.

***Conflict of Interest***

There are no known conflicts of interest.

## SUMMARY OF CONSIDERATIONS

### *Community Boards*

There are no specific implications for Community Boards, although aspects of the report may be of interest to them.

## PARKS AND RECREATION ACTIVITY REPORT FOR THE QUARTER ENDING 31 MARCH 2021

Department: Parks and Recreation

### EXECUTIVE SUMMARY

- 1 This report updates the Committee on Parks and Recreation operations, maintenance and capital works (including contracted out services) for the period 1 January 2021 to 31 March 2021.
- 2 Highlights for the quarter include:
  - a) Lodgement of the Mosgiel Pool building consent.
  - b) Completion of a range of sport, recreational and marine asset upgrades.

### RECOMMENDATIONS

That the Committee:

- a) **Notes** the Parks and Recreation Activity Report for the quarter ending 31 March 2021.

### BACKGROUND

- 3 The Parks and Recreation activity provides public access to pools, urban green space, sports fields and facilities, recreation and leisure opportunities and a Botanic Garden of International Significance.
- 4 Parks and Recreation manage Moana Pool, Mosgiel Community Pool, Port Chalmers Community Pool and St Clair Hot Salt Water Pool. The pools support casual swimming, professional swim coaching and Learn to Swim programmes.
- 5 Moana Pool is open year-round, with additional services including a creche, hydro slides, gym, physiotherapy, massage and a retail shop. Mosgiel Community Pool is open for seven months of the year and both the Port Chalmers Community Pool and St Clair Hot Salt Water Pool are open for six months of the year. In addition, the Council provides grants for the community pool at Middlemarch, the Moana Gow Pool and a number of school pools.
- 6 The Botanic Garden has 19 themed-garden collections and an aviary, and is graded as a Garden of International Significance by the NZ Gardens Trust.
- 7 City Sanctuary is Council's operational contribution to the Predator Free Dunedin initiative. It aims to engage the community in predator trapping in backyards and Council reserves, targeting possums, rats and mustelids.

- 8 Council manages a wide range of open spaces providing parks and recreation facilities for both organised and casual use, including playgrounds, sports fields, cemeteries, parks and walkways. The maintenance of these spaces is contracted out with Council staff overseeing operations, including formal and informal lease/use arrangements and the development and implementation of policies and plans relating to parks and recreation.

## **DISCUSSION**

### **Freedom Camping**

- 9 Camper numbers are down 48% for the period ending March 30 2021 compared to the same time last year.
- 10 Infringement notices are down 64% and freedom camping related complaints down 70% compared to the same time last year.

### **Tunnel Beach Carpark**

- 11 Resource consent for the construction of the carpark has been lodged and is currently in the affected party submission phase.
- 12 Procurement for the carpark construction and toilet installation has commenced.

### **Te Rauone**

- 13 The Department of Conservation has issued a Wildlife Permit to enable the relocation of lizards which will then allow for physical works to take place. Specially designed lizard enclosures have been built to house the relocated lizards.
- 14 Planting of native species has also taken place at Te Rauone during this reporting period.

## **Aquatics**

### *Mosgiel Pool*

- 15 Facility design activities have been progressing throughout this reporting period. A detailed design package is due to be ready early July.
- 16 The building consent application has been lodged.

### *Aquatics Network Review*

- 17 Staff have commenced work on the aquatic network strategic review. The review will assess all aquatic facilities in Dunedin, including school pools, to gain an understanding of the level of provision and community need. This will help to guide future investment and funding decisions to ensure strategic outcomes are optimised.

## **Botanic Garden**

- 18 The stakeholder engagement phase of the Botanic Garden development plan continued throughout this reporting period, with seven workshops being held. The final stakeholder workshops will be held, and a first draft of the development plan completed, within the next quarter.

## **Sports and Assets**

- 19 Preparations continue for the ICC Women's World Cup Cricket 2022.
- 20 Procurement for the upgrade of the change facilities at the University of Otago Oval was completed during this reporting period.
- 21 Inground infrastructure upgrades (new ducting and data cabling) were completed at the University of Otago Oval along with the repainting of the media centre, sight screens and caretaker buildings and the Caledonian Sportsground Grandstand.
- 22 The sports field lighting improvement programme continues to progress, with the most recent upgrades being completed at Sunnyvale and Chingford Pavilion.
- 23 Marine asset improvements were completed this reporting period with replacement pontoons installed at Macandrew Bay and Deborah Bay and refurbishment of the Back Beach and Harbour Basin pontoons.

## **Play Spaces**

- 24 Staff worked with the Caversham community to build a natural play area at the Caversham Reserve using timber recycled from a decommissioned play piece at Kew Park. The timber was used to create steppers, climbers and a ground level maze structure.

## **City Sanctuary**

- 25 Rat traps have been installed in a number of student flats throughout North Dunedin during this reporting period.
- 26 North Dunedin is one of three pilot sites which focus on assessing various predator trap types, efficacy and ease of use. This information will inform our understanding of the effectiveness of predator trapping within urban areas.
- 27 Pest control trapping networks targeting possums, rodents and mustelids have been established throughout several priority urban reserves and parks including the Town Belt, Ross Creek, Woodhaugh Gardens, Chingford Park, Chingford Bush, Dalmore Reserve and Signal Hill. These networks are being managed collaboratively with the Parks and Recreation pest control contractors and City Sanctuary volunteers.
- 28 A bird count monitoring project is being established in collaboration with Birds New Zealand at ten sites throughout the Town Belt. The monitoring project includes the development of an educational website to inform users on how to conduct a count as well as providing a place to record data for participants. This collaborative project will encourage regular users of the Town Belt to participate in a citizen science project and to provide data that will contribute to our understanding of bird populations in the Town Belt. It will form part of the City Sanctuary outcome monitoring.

## **OPTIONS**

- 29 As this is an update report, there are no options.

**NEXT STEPS**

30 Areas of focus for the next quarter will be:

- Progress the construction of the Tunnel Beach carpark (pending consent).
- Progress the University of Otago Oval changing room upgrades.
- Complete the first draft of the Botanic Garden Development Plan.

**Signatories**

Author:	Scott MacLean - Acting Group Manager Parks and Recreation
Authoriser:	Robert West - Acting General Manager City Services

**Attachments**

There are no attachments for this report.

**SUMMARY OF CONSIDERATIONS**
***Fit with purpose of Local Government***

This report promotes the environmental and social well-being of communities in the present and for the future.

***Fit with strategic framework***

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arts and Culture Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Integrated Transport Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other strategic projects/policies/plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

***Māori Impact Statement***

There are no known impacts for tangata whenua.

***Sustainability***

The Parks and Recreation activity promotes the social and environmental interest of the community by providing venues and support for sporting and leisure activities, and also provides gardens and open green space that promote the environmental and social interests of the community.

***10YP/Annual Plan / Financial Strategy /Infrastructure Strategy***

The Parks and Recreation activity is included in the 10 Year Plan.

***Financial considerations***

The updates reported are within the existing operating and capital budgets.

***Significance***

This decision is considered of low significance under the Significance and Engagement Policy.

***Engagement – external***

As this is an update report, no external engagement has been undertaken.

***Engagement - internal***

As this is an update report, no internal engagement has been undertaken.

***Risks: Legal / Health and Safety etc.***

There are no known risks.

***Conflict of Interest***

There are no known conflicts of interest.

***Community Boards***

Matters are discussed with the appropriate Community Board.



## 3 WATERS ACTIVITY REPORT FOR THE QUARTER ENDING 31 MARCH 2021

Department: 3 Waters

### EXECUTIVE SUMMARY

- 1 This report updates the Committee on water, wastewater and stormwater operations, maintenance and capital works, including contracted out services.
- 2 Highlights for the quarter include:
  - a) Commencement of long-term 3 Waters pipe renewals contracts.
  - b) A Delivery Plan for \$15.8M of 3 Waters Stimulus Funding was accepted and work to deliver this plan has begun.
  - c) Continued decreasing foul sewer blockage trends.

### RECOMMENDATIONS

That the Committee:

- a) **Notes** the 3 Waters Activity Report for the quarter ending 31 March 2021.

### BACKGROUND

- 3 3 Waters is made up of drinking water, wastewater and stormwater. The water activity delivers the effective collection, treatment and reticulation of the drinking water. The wastewater activity provides the collection, treatment and discharge of the wastewater. The stormwater activity encompasses the collection and safe disposal of stormwater. All three activities are managed in a way that protects the resident's public health and minimises impacts on the environment.

### DISCUSSION

#### Management of 3 Waters services

- 4 The collection, treatment, reticulation and disposal of drinking water, wastewater and stormwater are managed directly by Council. The maintenance of the water, wastewater and stormwater pipe networks is contracted to City Care Limited.
- 5 The Council's water supply service consists of four service areas: metropolitan Dunedin, and the three outlying areas of West Taieri, Outram and the Northern Schemes. The Northern Schemes include some areas that are now fed from Mount Grand as well as the areas of Waitati,

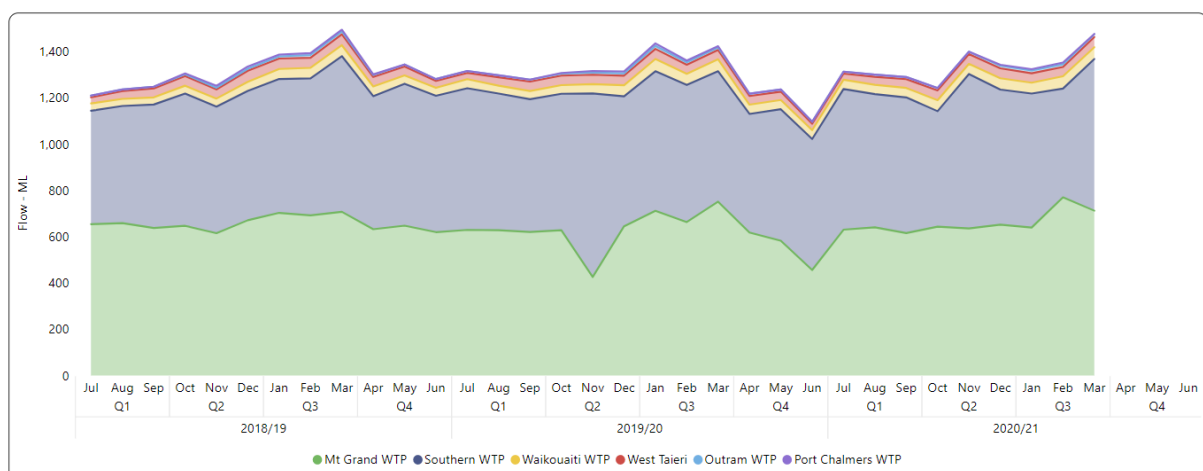
Warrington, Seacliff and Merton, Waikouaiti and Karitane, that are supplied from the Waikouaiti Water Treatment Plant.

- 6 The water supply network includes 21,000 hectares of water catchment; 1,386 km of pipeline; 28 pumping stations; 63 reservoirs (raw and treated) and 10 treatment plants.
- 7 The Council's wastewater service consists of seven service areas including metropolitan Dunedin and six outlying areas: Green Island, Mosgiel, Middlemarch, Seacliff, Waikouaiti/Karitane and Warrington. The Metropolitan system takes the east and west harbour communities of Portobello and Port Chalmers respectively and discharges from Tahuna Wastewater Treatment Plant via the long ocean outfall. Green Island Wastewater Treatment Plant takes the treated Mosgiel effluent and discharges this along with wastes from Green Island, Abbotsford and coastal south Dunedin via the ocean outfall at Waldronville.
- 8 The wastewater network comprises 909 km of pipes, 87 reticulation pumping stations, 115 domestic pumping stations and seven treatment plants. The service is provided to approximately 107,000 residents and 106 trade customers.
- 9 The Council's stormwater service manages the collection and disposal of stormwater to domestic and commercial residents in eight service areas, including metropolitan Dunedin and seven outlying areas: Brighton/Waldronville; Green Island; Mosgiel; Middlemarch; Outram; Port Chalmers; and Waikouaiti/Karitane and Warrington. The stormwater network comprises 372 km of pipes and 11 pumping stations.

## Non-financial performance

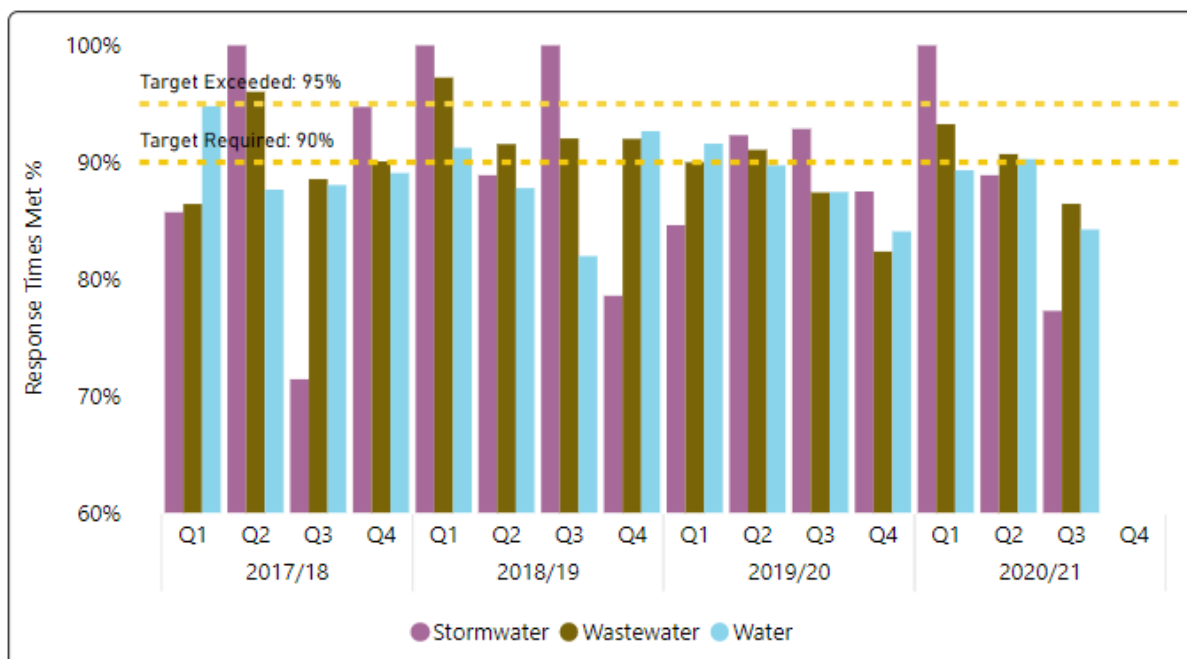
### Service

- 10 Figure 1: Total treated water network demand in millions m<sup>3</sup> (production from all metro treatment plants)



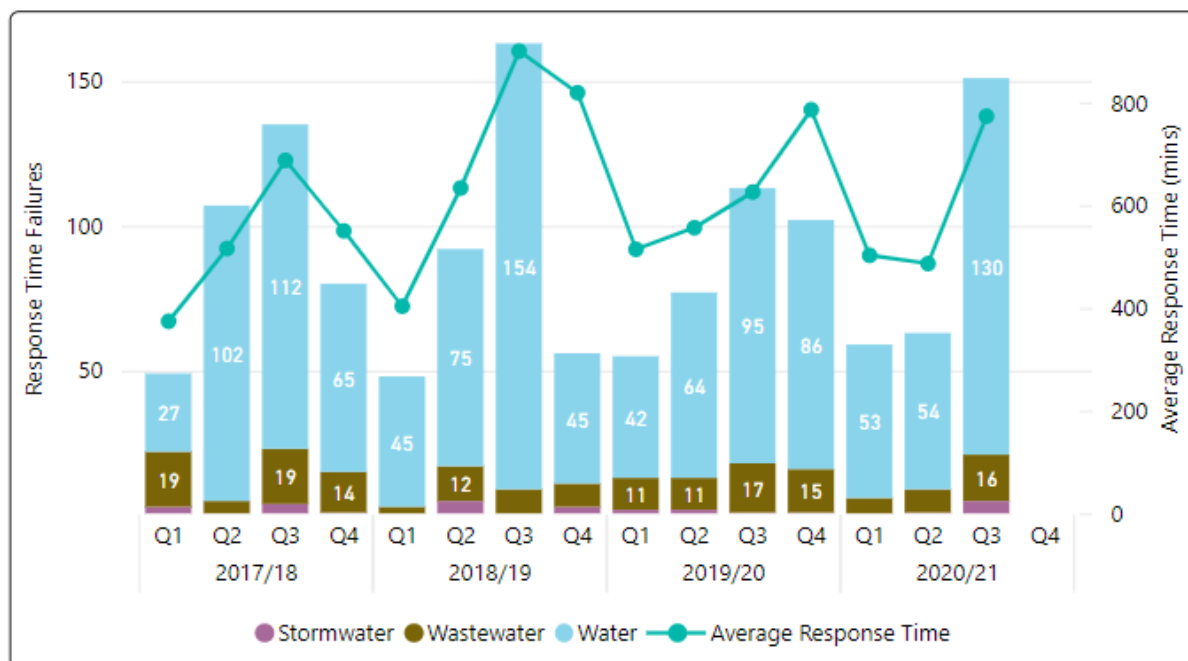
- 11 Treated water consumption across the city was higher than previous quarter, but similar to previous corresponding seasonal periods.

12 Figure 2: Percentage response times met ≤24hours for all 3 Waters customer calls



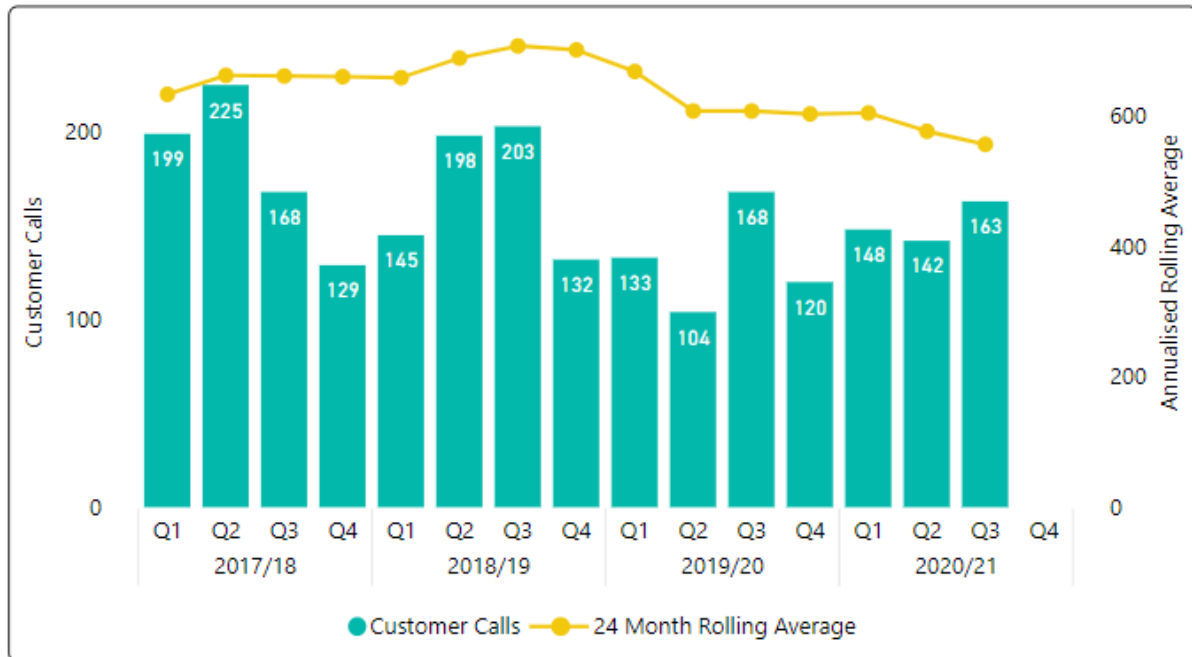
13 There is a reduced response time for Q3. This is partially due to the increase of calls received and the ability of the Contractor to recruit new staff.

14 Figure 3: Response time failures



15 The increased response time for water is partially due to the increase of calls received (868 for Q3 compared to 555 for Q3). These delays did not affect water supply to properties.

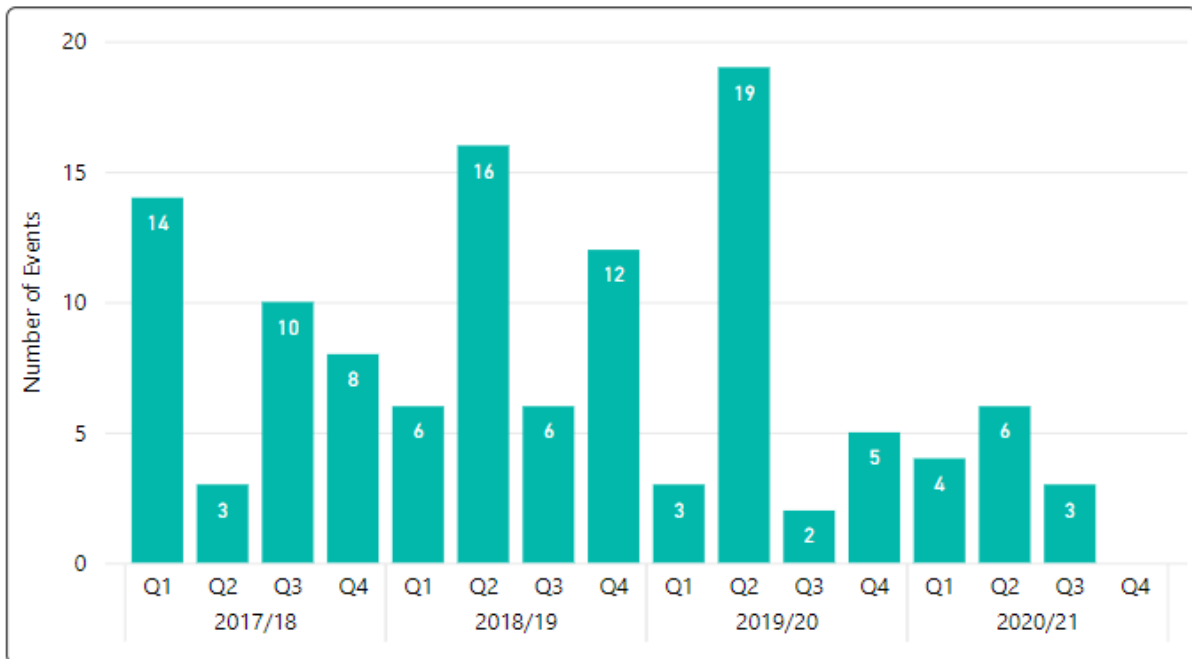
16 Figure 4: Number of customer complaints for drinking water



FY	2020/21				Total
Call Type	Q1	Q2	Q3	Q4	
Clarity	11	8	12		31
Odour			1		1
Pressure	32	38	40		110
Supply	102	95	104		301
Taste	3	1	6		10
<b>Total</b>	<b>148</b>	<b>142</b>	<b>163</b>		<b>453</b>

17 Customer complaint figures were comparable with the previous quarters, with the 24 month rolling average trend continuing to decline.

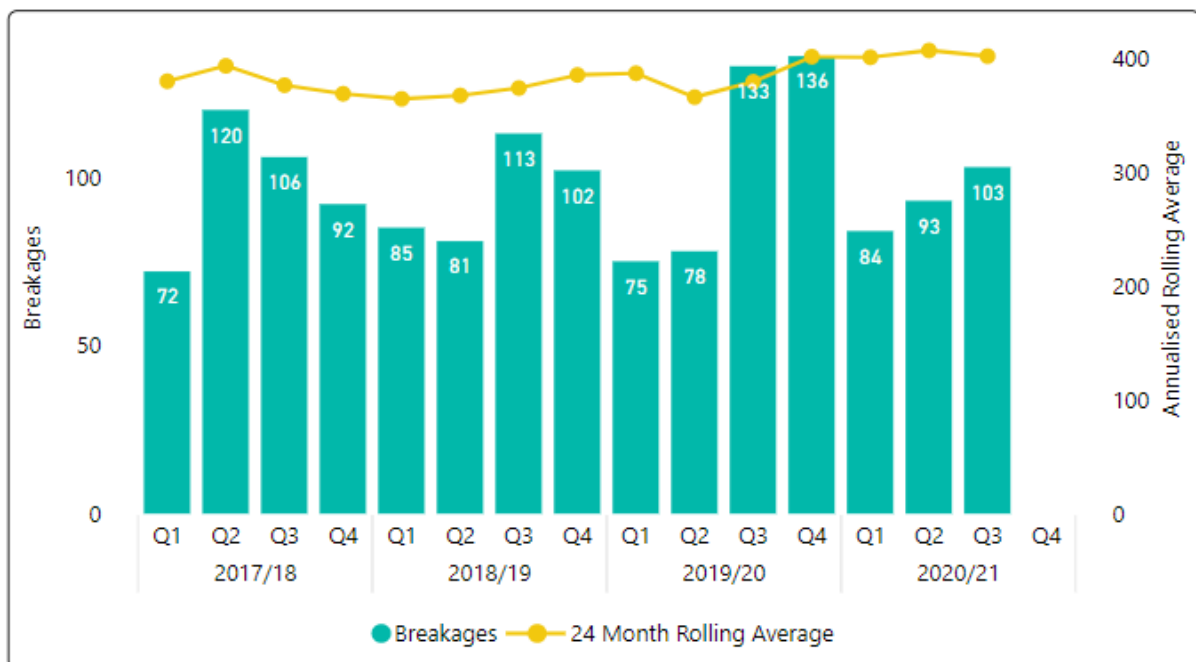
18 Figure 5: Number of wet weather wastewater overflows



19 Three overflows were recorded across the network. Two of these overflows were recorded at Kaikorai Valley Road and one at Lindsay Creek.

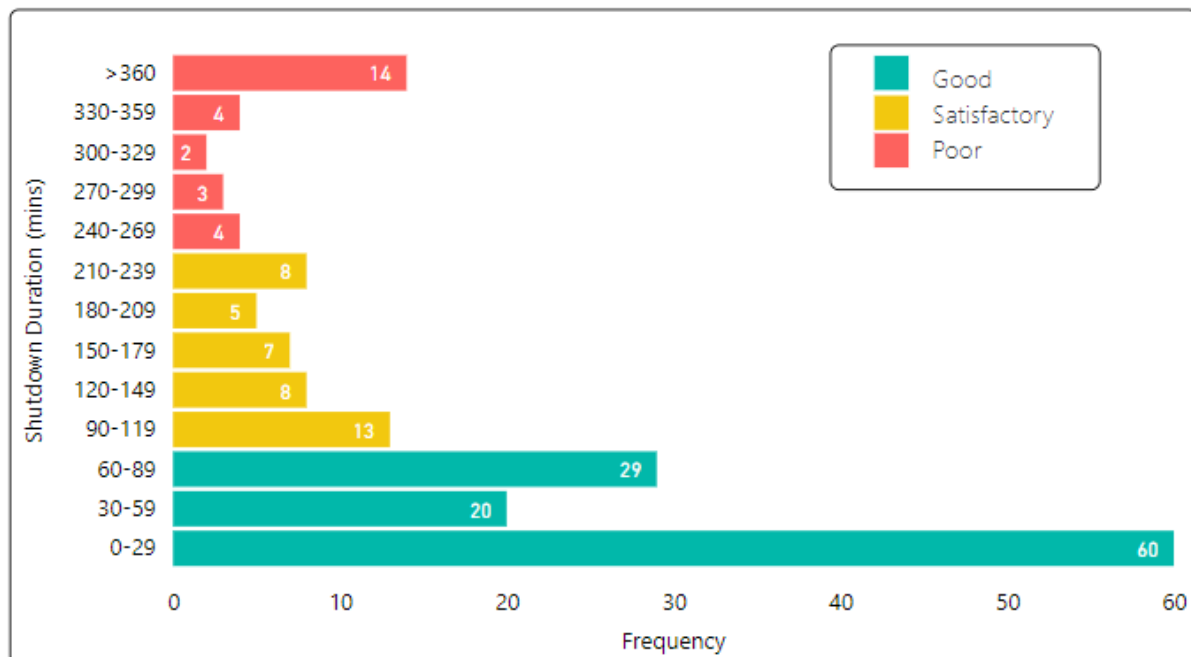
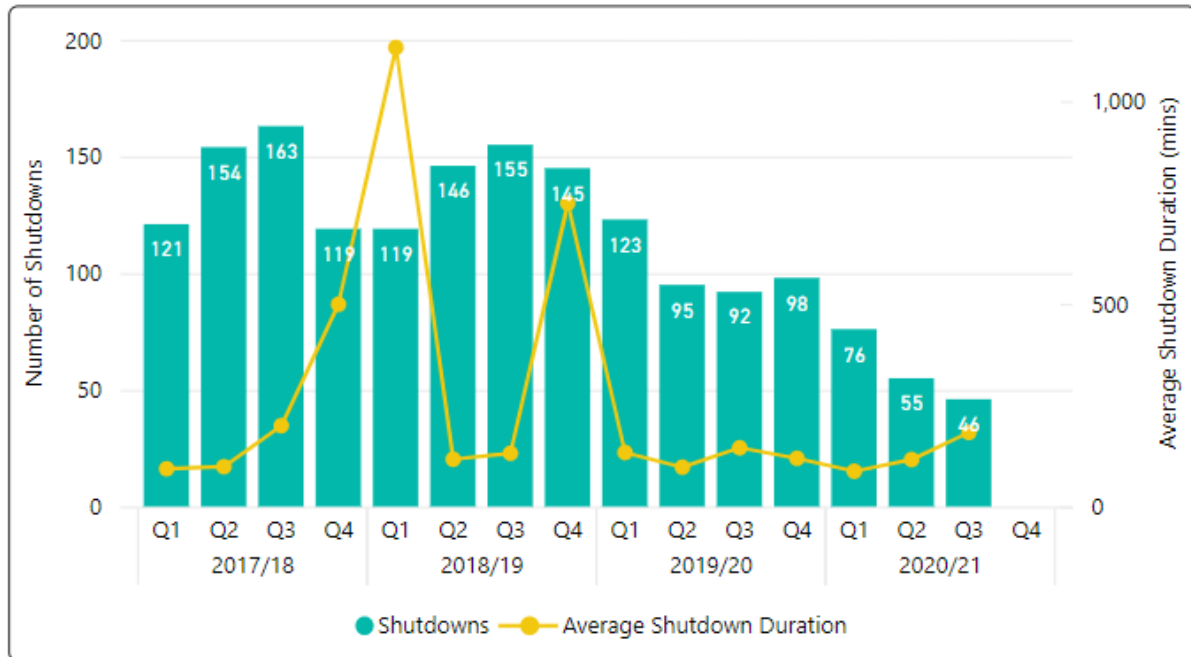
### Value & Efficiency

20 Figure 6: Number of water main breaks (24 month rolling average)



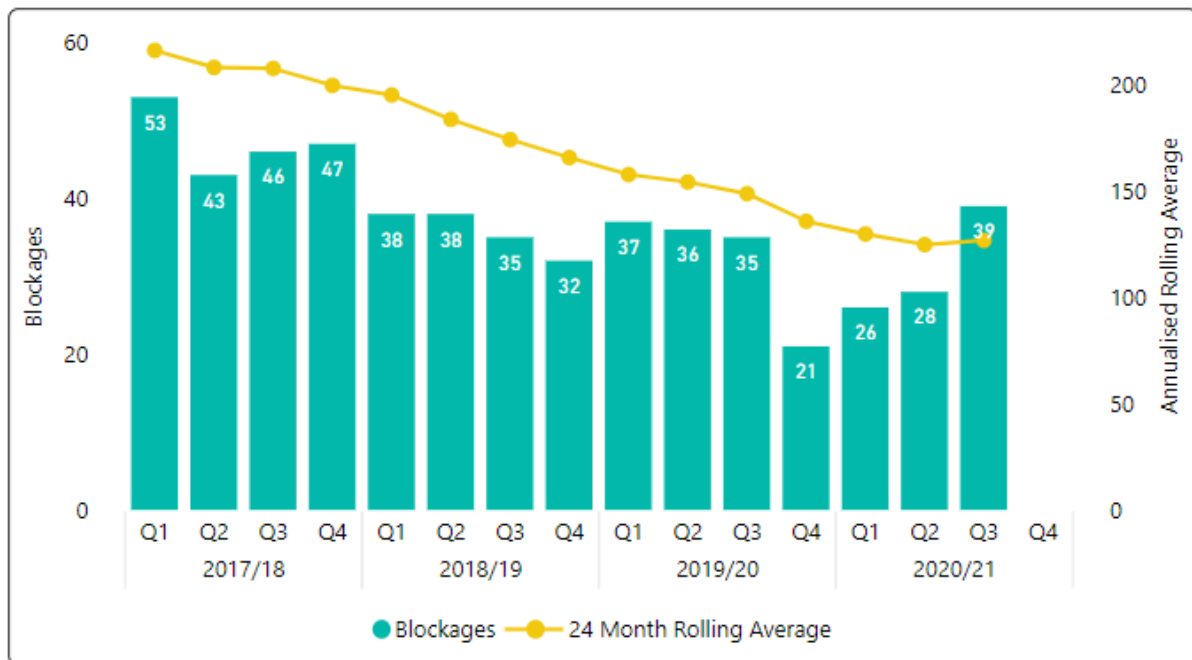
21 The majority of the watermain failures were due to age and condition of the network.

22 Figure 7: Average duration of unplanned watermain shutdowns in minutes



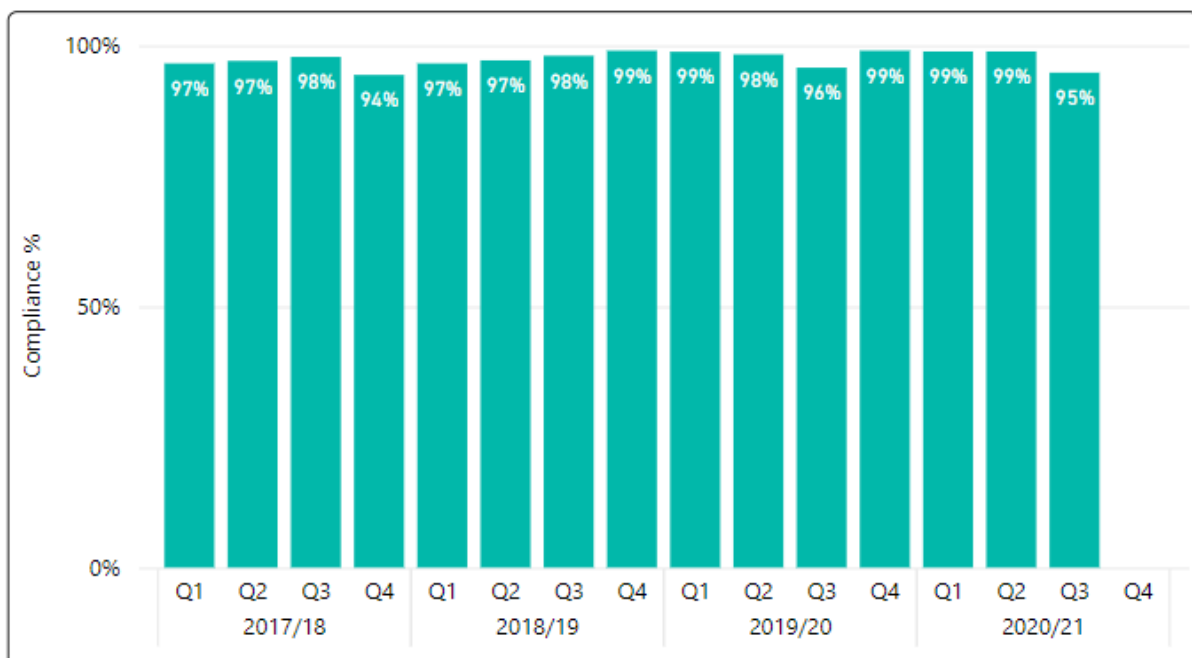
23 The trend of unplanned shutdowns for the year has decreased.

24 Figure 9: Number of foul sewer blockages



25 Proactive cleaning of foul sewer pipelines and targeted renewals programmes have helped to continue to reduce the overall number of blockages in the foul sewer network.

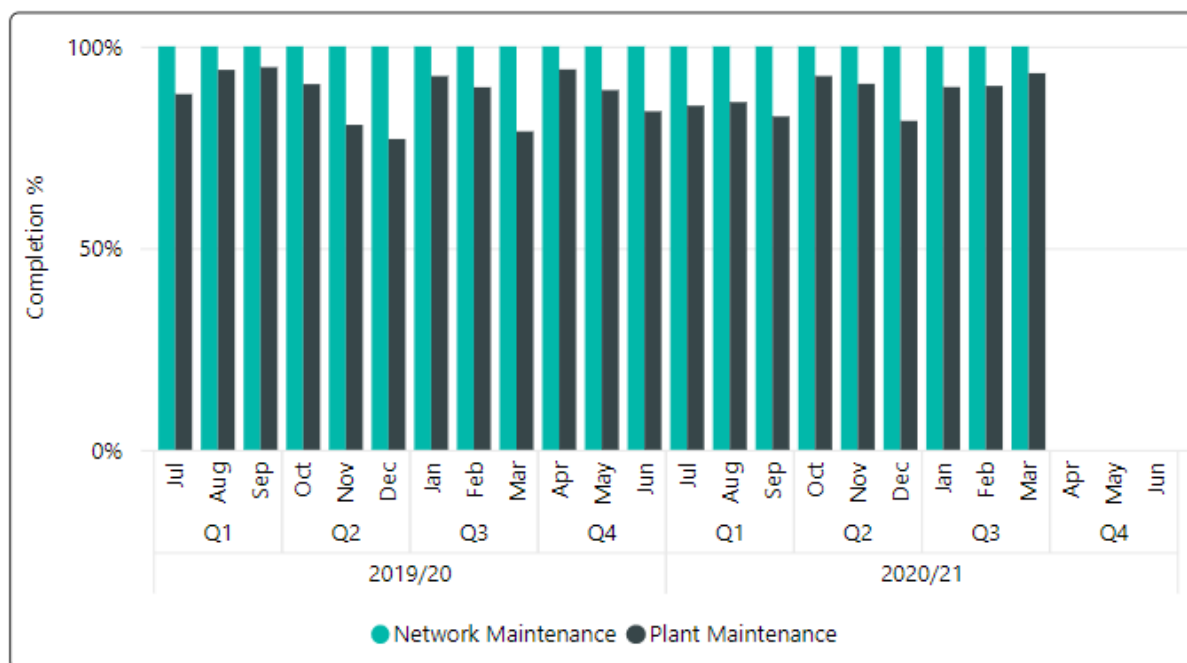
26 Figure 10: Percentage wastewater discharge consent compliance



27 Wastewater discharge compliance for quarter 3 was 94.8%. Non-compliance was mostly caused by missed samples (due to an autosampler failure and missed laboratory sampling), breaches of geomean limits caused by intermittent high results, and an ongoing breach of the nitrogen limit at Warrington that the WWTP cannot meet. Other non-compliance was caused

by enterococci exceedances at beach sites, however these are considered to be caused by external influences such as runoff rather than the Tahuna or Green Island WWTPs.

28 Figure 11: Percentage planned maintenance completed



- 29 In quarter 3, 422 plant planned maintenance work orders were created with 394 completed orders, 23 unfinished orders and 5 cancelled orders within the designated timeframes. City Care completed 100% of the 904 planned network maintenance work orders for quarter 3.

## Major initiatives

- 30 **3 Waters Pipeline Renewals** - Physical works began in Karitane, North East Valley, and Sawyers Bay during November 2020. The allocation of governance stimulus money has triggered the need to procure a third Term Contract (this will be a two year contract initially to match the funding timeframe). The third contract is in the final stages of negotiations with a preferred tenderer and staff expect the contract to be signed June 2021 with the first package beginning construction July 2021. In addition, due to the government's timeframes and market feedback, smaller contracts will be tendered in June - July 2021 to provide opportunities for local medium sized contractors.
- 31 **Edinburgh Street, Waikouaiti, Pipeline Renewals** - Due to a lead contamination in the Waikouaiti drinking water supply, DCC issued a no drink water notice on the 2<sup>nd</sup> February 2021. The 3 Waters response team identified the lead joints in the mains as a potential source of contamination and immediately initiated a project to replace all cast iron and galvanized iron water mains along Edinburgh Street including side streets. Construction activities started in March and the project is on track to have the main pipeline along Edinburgh Street permanently installed and side streets temporarily installed by the end of May. The project team will then proceed with the permanent installation, testing and commissioning of the side streets scheduled for June/July. This hybrid approach ensures that 3 Waters will be able to supply water from the new pipework to residents by the end of May.



- 32 **Waikouaiti Treatment Plant Upgrades** -This project will upgrade the existing water treatment plant at Waikouaiti. Early work to establish design parameters has begun, workstreams include Surveying, Land Procurement and Ecological Assessment.
- 33 **Wastewater Treatment Plants Renewals** – this project aims to renew aging Wastewater Treatment Plant Infrastructure, improving the reliability of performance against wastewater discharge consents and reducing health and safety risks at the plants. An external project manager has been engaged. Early design work has commenced and construction will begin in late 2021.
- 34 **Mosgiel Stormwater** - The Mosgiel Stormwater project consists of three packages of work. The first package is the feasibility of pipeline upgrades in the Reid Ave area to increase flows to the existing pumping station. This work is in progress and design outputs are expected in July. The second package is the modelling work of the reticulation system. This work is also in progress and initial outputs are also expected in July. The last package of work is a minor civil work to construct a new stormwater swale intake at Reid Ave Pump Station. Construction is underway and completion is expected in June.
- 35 **Malvern St Sewer Renewal** - This project will renew the existing sewer under the Leith Stream. The project team includes WSP as designer and Isaacs Construction as contractor. Ground investigation work is underway with construction anticipated to start in July 2021.
- 36 **Smart Water Metering** - This project will replace the existing ‘at end of life’ commercial water meters in the network. AD Riley Ltd have won the contract for this work. The first meters are installed with the main roll out due to start in July. The smart meters will enable automated monthly billing to the customer with a portal which shows their consumption at a 15 minute resolution. This will help with early leak detection and staff will be able to use information to model consumption and leakage on our network.
- 37 **Seacliff Treatment Plant Upgrades** - This project will upgrade the existing water treatment plant at Seacliff. Land acquisition negotiations have been completed. Staff have received a draft copy of the ORC resource consent and been in discussions with DOC to extend the concession application in the event construction is delayed (due to supply chain or Covid levels changes). Tendering for the works will take place June 2021 with construction to begin in late 2021.
- 38 **3 Waters Stimulus Funding** - the Department of Internal Affairs and Crown Infrastructure Partners approved the DCC’s 3 Waters Stimulus Delivery Plan in November 2020. The Delivery Plan sets out how the DCC will spend the \$15.84M Government stimulus grant by 31 March 2022, which is a condition of the funding. The Delivery Plan is made up of 13 projects grouped into four workstreams: capital renewals, water safety and supply, operations and maintenance, and regional collaboration. Capital renewals projects make up 70% of the investment programme (\$11.121 million). The DCC has received the first funding instalment and work to deliver the projects identified in the Delivery Plan is underway.

- 39 **St Clair – St Kilda Coastal Plan** – The St Clair – St Kilda Coastal Plan engagement process is now largely complete, with more than 2000 individuals providing feedback through a range of online, face-to-face and creative engagement methods. The team is now working to draft the plan document and step through a process of review before it is shared with Councillors in mid-2021.

## OPTIONS

- 40 As this is an update report, there are no options.

## NEXT STEPS

- 41 Areas of focus for the next quarter will be:
- a) Completion of the St Clair – St Kilda Coastal Plan.
  - b) Completion of the 2020/21 capital programme.
  - c) Ongoing delivery of the \$15.84M 3 Waters Stimulus Funding package.
  - d) Continue to work with Public Health South to return reticulated drinking water to Waikouaiti, Karitane and Hawksbury Village.
  - e) Continued implementation of 3 Waters Asset Management Improvement Programme.
  - f) Continue a work programme to respond to the Central Government 3 Waters Reform.
  - g) Preparing and implementing changes to comply with impending changes to the Drinking Water Standards.

## Signatories

Author:	Tom Dyer - Group Manager 3 Waters
Authoriser:	Simon Drew - General Manager Infrastructure & Development

## Attachments

There are no attachments for this report.

**SUMMARY OF CONSIDERATIONS**
***Fit with purpose of Local Government***

This report promotes the environmental well-being of communities in the present and for the future.

***Fit with strategic framework***

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environment Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Spatial Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Integrated Transport Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Three waters activities support the outcomes of a number of strategies.

***Māori Impact Statement***

The principals of Te Mana o te Wai are adopted when operating and maintaining the 3 Waters network.

***Sustainability***

The 3 Waters activity contributes positively to the interests of the community by ensuring the provision of safe drinking water, and the safe and sustainable disposal of wastewater and stormwater.

***LTP/Annual Plan / Financial Strategy /Infrastructure Strategy***

The 3 Waters Activities are included in the Long Term Plan.

***Financial considerations***

The updates reported are within existing operating and capital budgets.

***Significance***

This decision is considered of low significance under the Significance and Engagement Policy.

***Engagement – external***

As an update report no external engagement has been undertaken.

***Engagement - internal***

As an update report no internal engagement has been undertaken.

***Risks: Legal / Health and Safety etc.***

There are no identified risks.

***Conflict of Interest***

No conflicts have been identified.

***Community Boards***

Any issues are discussed with the appropriate Community Board.

## WASTE AND ENVIRONMENTAL SOLUTIONS ACTIVITY REPORT FOR THE QUATER ENDING 31 MARCH 2021

Department: Waste and Environmental Solutions

### EXECUTIVE SUMMARY

- 1 This report updates the Committee on Waste and Environmental Solutions plans and policies, operations, maintenance and capital works, including contracted services.
- 2 Highlights for the quarter include:
  - Physical works to accommodate the installation of a second weighbridge at the Green Island Transfer Station began in March 2021
  - The updated Litter Compliance Policy 2020 was publicly notified from 24 March to 6 April 2021
  - A new service to recycle domestic quantities of polystyrene has begun in partnership with Expol and Mitre 10 Mega. This service is now available through the Green Island Resource Recovery area and Mitre 10 Mega Dunedin.

### RECOMMENDATIONS

That the Committee:

- a) **Notes** the Waste and Environmental Solutions Activity Report for quarter ending 31 March 2021.

### BACKGROUND

- 3 The Waste and Environmental Solutions activity provides for effective refuse and recyclables collection, resource recovery, and refuse disposal in a way that protects public health and minimises impact on the environment.
- 4 The Waste and Environmental Solutions activity includes:
  - Planning and policy functions in line with Part Four of the Waste Minimisation Act 2008: “Responsibilities of territorial authorities in relation to waste management and minimisation”

- Administration of Waste Minimisation Grants: Small Project Grants, Community Project/Initiative Grant, and Waste Minimisation Innovation and Development (Commercial) Grant
- Kerbside collection of waste and recycling for most urban and city residents and small businesses
- Disposal Facilities (landfill and transfer station) for waste and Resource Recovery Centre (recycling and reuse store) are provided at Council's Green Island site. The Waikouaiti site has both a transfer station for waste disposal and recycling facilities. Middlesmarch has a transfer station and a hosted community recycling drop-off centre. Waste collected at the community transfer stations is then transferred to Green Island Landfill for disposal. Recycling is sent to the Material Recovery Centre for sorting and transportation to recycling markets
- Public place recycling infrastructure and servicing is provided on the streets in the CBD and Tertiary Precinct, and several satellite locations in the district
- Monitoring the state of the Council's one active and five closed landfills in accordance with the conditions of consents
- Monitoring the usage, capacity, and condition of public place waste and recycling infrastructure, CAA cardboard collection services, and kerbside collection services
- Education programmes promoting "rethinking, reducing, reusing, and recycling" practices; and
- Auditing and enforcement activities aimed at increasing the quality or quantity of recovered materials.

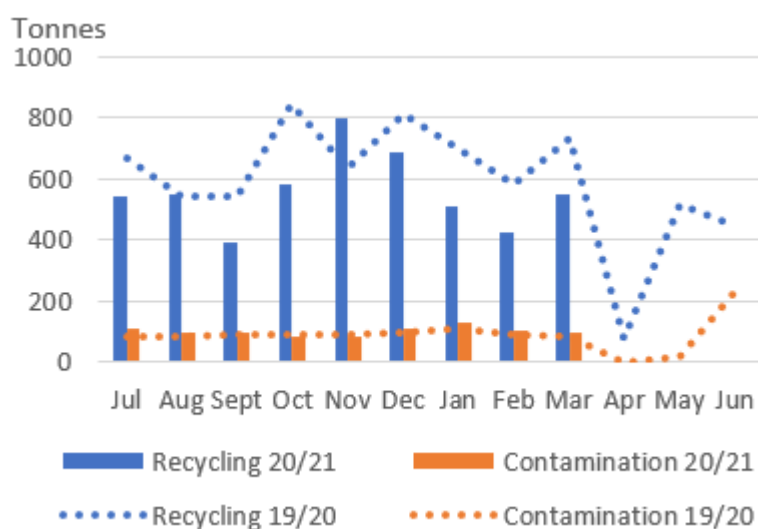
## **DISCUSSION**

- 5 Kerbside collection services (refuse and recyclables) are carried out by Enviroway Ltd. in urban Dunedin. Kerbside collection services in Middlesmarch are carried out by a sub-contractor to Enviroway Ltd.
- 6 The management and operation of the Green Island landfill is carried out by Waste Management Ltd. The Transfer Stations and resource recovery centres at Waikouaiti and Middlesmarch are also managed by Waste Management Ltd.
- 7 The monitoring and reporting for Council's one active and five closed landfills are carried out by GHD Ltd.
- 8 The emptying of street litter bins, including recycling bins and refuse and recycling collection services in the CBD and Tertiary Precinct, and the collection of illegally dumped rubbish, are contracted to McCallum Street Sweeping Services Ltd.

### ***Value and Efficiency***

- 9 The 10 Year Plan performance measures for quantity and quality of diverted material collected via DCC's collection service is for >2% annual growth in diverted material sold.

- 10 In July 2020, in response to reduced markets for recyclable materials and more stringent limits on contamination, DCC introduced changes in the materials accepted for recycling. The changes included no longer accepting specific non-recyclable items with lids, caps, or trigger sprays, as well as no longer accepting 3, 4, 6 and 7 rigid plastics. This has resulted in a decrease in the amount of material collected. The stricter limits on contamination has also resulted in an increase of material being rejected to landfill.
- 11 From January to March 2021 a total of 1483.01 tonnes were diverted. This represents a reduction of 26.3% based on the same period in 2020, when a total of 2012.64 tonnes were diverted. Contamination has increased 15.6% from 285.55 tonnes in 2020 to 330.19 tonnes for the same period in 2021.



### Major initiatives

- 12 **Waste Minimisation Grants** – During this quarter \$1,500 has been awarded for small waste minimisation projects of \$500 or less. The March 2021 round of funding awarded \$39,174.00 to community groups, and \$59,026.20 to Commercial businesses for waste minimisation projects. Waste Minimisation Grants can now also be used to fund the consenting process costs for composting projects which has previously been a barrier for applicants.
- 13 **Green Island Landfill and Transfer Station Management** – The Landfill Gas collection system continues to be improved and expanded as the landfill progresses.
- 14 The second weighbridge was delivered in March 2021 and installation and commissioning is scheduled for completion in May/June 2021. The improvements to the layout of the resource recovery area and Rummage Store are now complete. Ongoing improvements to signage (both directional and information) have also made a significant improvement to the site. Once installation of the weighbridge is complete the final improvements to the traffic layout and signage will be completed.
- 15 **City Recycling Facilities** – The five city recycling facilities diverted 31.4 tonnes of recyclable material during this quarter. A potential new site for an additional facility on Dowling Street has been selected and support is being sought from surrounding landowners.

- 16 **Glass Recycling in the Tertiary Precinct** – The two additional Glass ‘Bintainers’ funded by the Glass Packaging Forum diverted 4.38 tonnes of glass in the Tertiary Precinct area during this quarter.
- 17 **Public Places Recycling Bins** – The procurement of replacement public places recycling bins has been approved and the preferred supplier has been selected. This procurement will involve an ongoing programme of replacing existing bins with new style bins in-line with current best practice and consistent with other districts, including the facility to add remote level monitoring if required.
- 18 **Rural Diversion Days** – In response to an initiative to provide more diversion opportunities for rural communities, DCC supported the Port Chalmers Lions Club and West Harbour Community Board in holding a successful ‘hawk and hurl’ style event in January 2021. The Outram community is currently planning another similar mid-winter event for 2021, and the West Harbour Community Board and Port Chalmers and District Lions Club have also agreed to hold similar events on an ongoing basis.
- 19 **Rural Recycling** – A trial rural recycling collection service was started in Momona but had to be suspended during the Covid-19 lockdown. The trial restarted in August 2020 and was due to end in November 2020; however, due to good patronage this has now been extended to the end of June 2021. The use of this service has been at a similar level to the service offered at Pukehiki.
- 20 **Polystyrene Recycling** – A new service to recycle domestic quantities of polystyrene has been started in partnership with Expol and Mitre 10 Mega. This service is available through the Green Island Resource Recovery area and Mitre 10 Mega Dunedin store. Uptake has been strong, leading to an increase in frequency of servicing from every 6-7 weeks, to a standing weekly collection. During this quarter, 165 m<sup>3</sup> has been diverted from landfill.
- 21 **Otago Regional Council Rural Waste Behaviour Change Programme** – The DCC has agreed to provide \$5,000 of Waste Levy funding to support the Otago Regional Council’s behaviour change programme to increase uptake of product stewardship schemes in rural communities in Otago. This is a collaborative project with each district council in Otago and the Otago Regional Council. The Otago Regional Council is applying to the Ministry for Environment for additional funding to support running the programme.
- 22 **Internal Waste Minimisation** – To reduce the internal waste footprint of the DCC, single use paper towels are being replaced with cotton fabric cabinet towels. This change has been approved by the Health and Safety Committee, to be rolled out in stages, from June 2021. This is expected to reduce the Civic Centre’s waste footprint by 36%. Other DCC facilities have been invited to take up this change.
- 23 **Combined Community Focussed Composting and Sustainable Living Workshop** – A Sustainable Living workshop held in March was well attended. A combined Sustainable Living and Composting workshop was conducted at Sawyers Bay School in early March and was well attended by the surrounding community. Staff attended the 3 day ‘O week’ tent city during February to provide education and information to incoming students, as well as providing education about worm farming for the University’s ‘Sustainable Neighbourhood’ project.
- 24 **Recycling Inspections** – An 8-week recycling bin inspection programme began on 8 March 2021, with an emphasis on new areas not covered by previous inspection programmes. The inspections are an educational opportunity providing advice on household kerbside recycling. This is achieved by means of feedback tags, public engagement, and media coverage. This has

coincided with a media campaign reminding residents to remove caps and lids from all containers and bottles, including glass.

- 25 **Waste Futures Project** – Phase Three of the project is now underway. This phase consists of technical and legal support for the duration of the Smooth Hill resource consent process. A request for additional information (RMA s92 request) has been received and will be completed by 31 May 2021.
- 26 Phase Four of the project is also underway. This phase involves the confirmation of preferred options for waste diversion infrastructure to reduce waste to landfill and support the objectives of both the Waste Futures project and the Waste Minimisation and Management Plan 2020. These options have been included in the 10 year plan 2021-31 draft Capital Expenditure programme.

### **Capital projects**

- 27 Projects include:
- Green Island Landfill - Improvements to Final Cap, Leachate collection system, Gas Collection system, and traffic flow
  - Green Island Landfill – Installation of second weighbridge, updated software, and new CCTV security system
  - Green Island Landfill – Refurbishment of the original landfill gas building located next to the Transfer Station
  - Waikouaiti Landfill – Final capping
  - Middlemarch Transfer Station – redevelopment
  - Staged replacement of Public Place Recycling bins; and
  - Additional City Recycling Facilities

### **OPTIONS**

- 28 As this is an update report, no options are provided.

### **NEXT STEPS**

- 29 Areas of focus for the next quarter will be:
- Public consultation on the kerbside collection services proposed in the draft 10 year plan 2021-21
  - Installation of a second weighbridge at Green Island Landfill, including associated weighbridge software, improvements to traffic flow, and improvements to site security
  - Progressing the Resource Consent process for the proposed Smooth Hill landfill
  - Initial investigation and options analysis in preparation for consent applications for the Green Island landfill and Resource Recovery Park



- Preparation of draft market briefings for the DCC's future waste services operating model contained in the draft 10 year plan 2021-31
- Continued implementation of options for the preservation of capacity at Green Island landfill
- Procurement for the final capping of the Waikouaiti landfill
- Incremental improvements to the Green Island Landfill gas collection system will continue.

### Signatories

Author:	Chris Henderson - Group Manager Waste and Environmental Solutions
Authoriser:	Simon Drew - General Manager Infrastructure & Development

### Attachments

There are no attachments for this report.

## SUMMARY OF CONSIDERATIONS

### ***Fit with purpose of Local Government***

This report promotes the environmental well-being of communities in the present and for the future.

### ***Fit with strategic framework***

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environment Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Integrated Transport Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Waste and Environmental Solutions activity supports the outcomes of a number of strategies.

### ***Māori Impact Statement***

Tangata whenua will continue to be involved in key Waste Futures projects.

### ***Sustainability***

The Waste and Environmental Solutions activity contributes positively to the environmental interests of the community through refuse and recycling collection at the kerbside and public places, educating and promoting environmentally sustainable behaviour and managing landfill and transfer station facilities.

### ***LTP/Annual Plan / Financial Strategy /Infrastructure Strategy***

The Waste and Environmental Solutions activity is included in the Long-Term Plan.

### ***Financial considerations***

The updates reported are within existing operating and capital budgets.

### ***Significance***

This update Activity Report is considered of low significance under the Significance and Engagement Policy.

### ***Engagement – external***

As this is an update report no external engagement has been undertaken.

## SUMMARY OF CONSIDERATIONS

### ***Engagement - internal***

As this is an update report no internal engagement has been undertaken.

### ***Risks: Legal / Health and Safety etc.***

There are no identified risks.

### ***Conflict of Interest***

There are no known conflicts of interest.

### ***Community Boards***

Any issues are discussed with the appropriate Community Board.

## TRANSPORT ACTIVITY REPORT FOR THE QUARTER ENDING 31 MARCH 2021

Department: Transport

### EXECUTIVE SUMMARY

- 1 This report updates the Committee on Transport operations, maintenance, capital works (including contracted services) and major projects.
- 2 Highlights for the quarter include:
  - a) The Peninsula Connection Road Safety Project continues with \$3.2m of work completed in the quarter and \$14.6m in the financial year to 31 March.
  - b) Work continues on the Dunedin Urban Cycleways programme including the Harbour Link (Portsmouth Drive to the Water of Leith Bridge) and the Tunnels Trail (linking Dunedin and Mosgiel).
  - c) The rollout of LED streetlights continued in the quarter.
  - d) Blackhead Road/Tunnel Beach safety works were completed providing safe pedestrian access to Tunnel Beach, including the construction of a roundabout in that area as a safety improvement.

### RECOMMENDATIONS

That the Committee:

- a) **Notes** the Transport Activity Report for the quarter ending 31 March 2021.

### BACKGROUND

- 3 The Transport activity covers planning, construction, maintenance, and upgrading of the transport network. The network includes:
  - Roads
  - Cycleways
  - Footpaths
  - Bridges and retaining walls
  - Street lighting
  - Traffic signals

- Road marking

- Waka Kotahi NZ Transport Agency (Waka Kotahi), the national road funding authority, provides a Financial Assistance Rate (FAR rate) for works that meet agreed criteria via the National Land Transport Programme. The current FAR rate is 54% and reduces 1% each year until it reaches 51% in financial year 2023/24.

## DISCUSSION

- The 10-year transport network maintenance Contract with Fulton Hogan (FH) commenced on 1 May 2020.
- The Contract delivers transport network maintenance activities with additional renewal work covering re-seals and a portion of 3 Waters renewals awarded on the successful delivery of agreed performance targets.
- Contractor performance is measured via some of the following KPIs:

### Contract - Safety

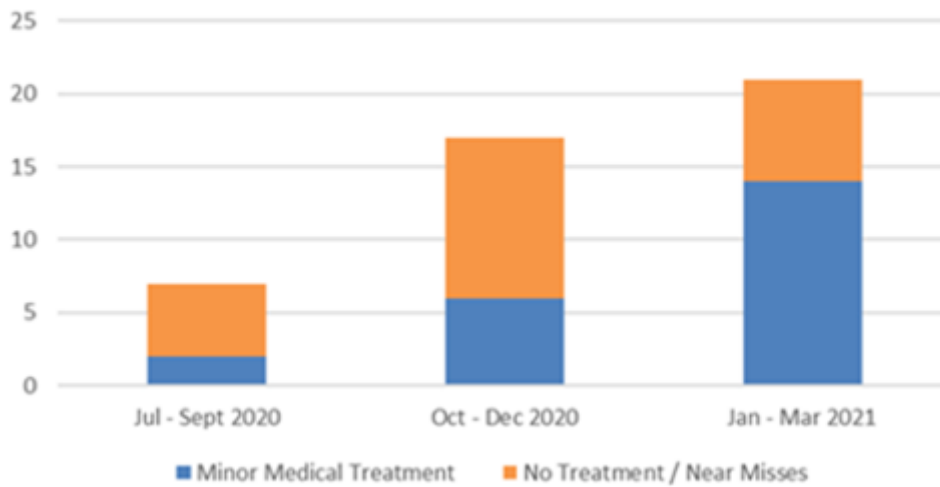
- Safety performance is measured through FH Temporary Traffic Management (TTM) audits and health and safety statistics.
- DCC and FH staff agreed to undertake a minimum of 10 TTM audits each a month. Of the 58 TTM audits undertaken in January, February and March 2021 all passed with no sites deemed dangerous. Seven sites required minor improvements which were rectified at the time of the audit. When dangerous sites are identified they are shut down immediately.

KPI 1.3 – Traffic Management Audits



- All incidents are captured every quarter across DCC, FH and FH's subcontractors. In the last quarter there were no Lost Time injuries (LTI's). 85% of all "minor medical treatment" instances were experienced by Contractors. Of the "no treatment/near miss category" 60% were reported by the DCC team. Most of the instances of "minor medical treatments" have been strains/sprains, vehicles, and vehicle management activities. 50% of the instances below were reported in March, with 30% reported in February and 20% reported in January.

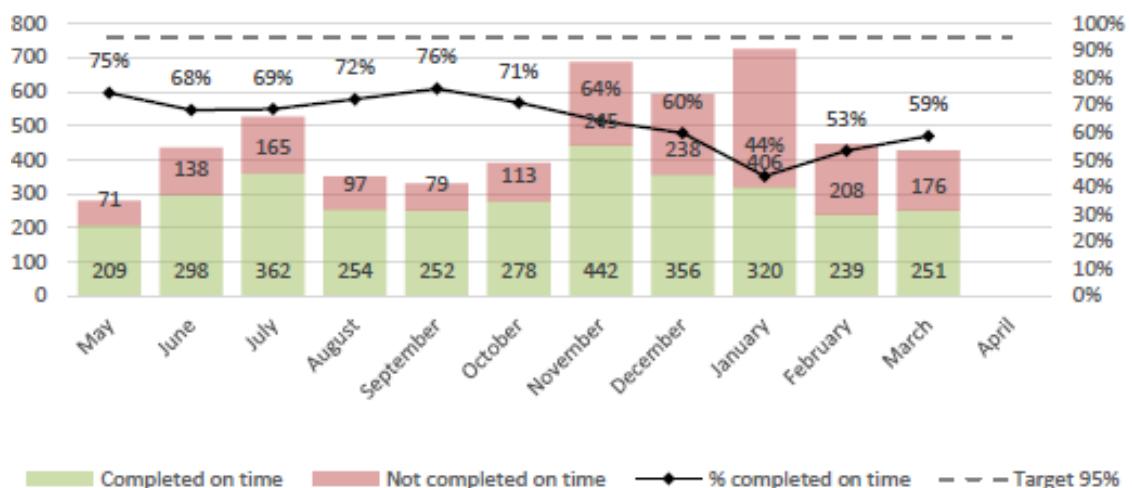
Comparison of incidents between quarters



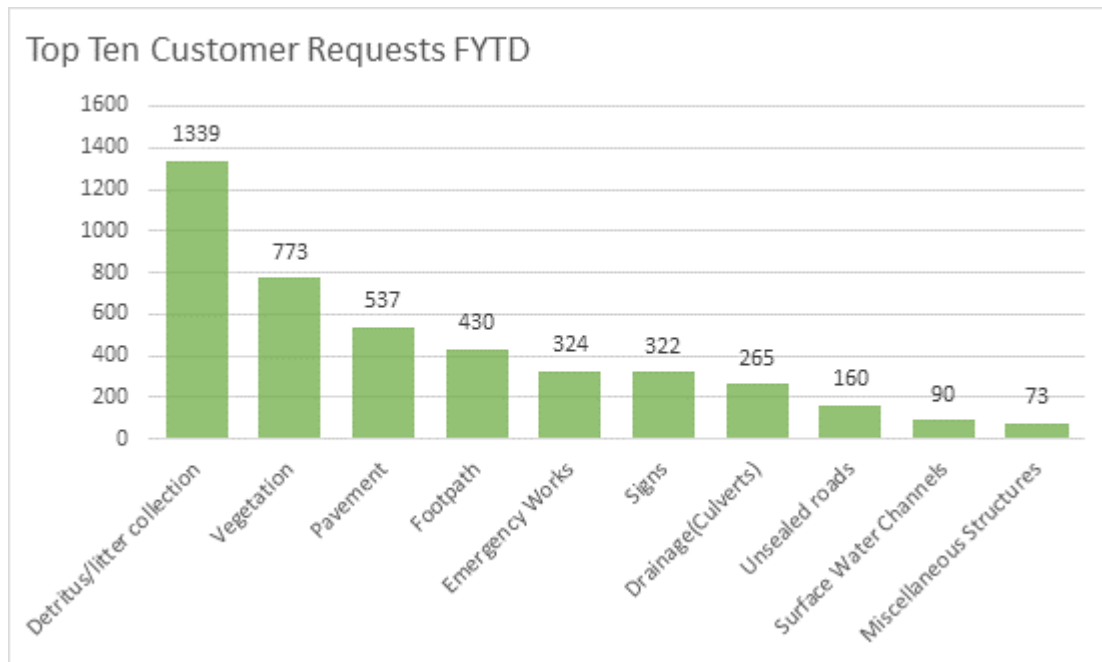
### Contract - Customer Service

- 11 Performance is measured by Customer Service Agency (CSA) response times and volumes. Contractor CSA requests totalled 1,414 (15 per day) in the quarter compared to 1,417 (15 per day) in the previous quarter. The target 7-day response time to CSA requests was achieved approximately 50% of the time. The 7-day target is not applicable to all CSA requests. CSA requests that have potential safety impacts on the network are responded to quicker, while some CSA requests can be left longer. A revised performance framework for CSA requests is being developed.

KPI 2.1 - Customer Response

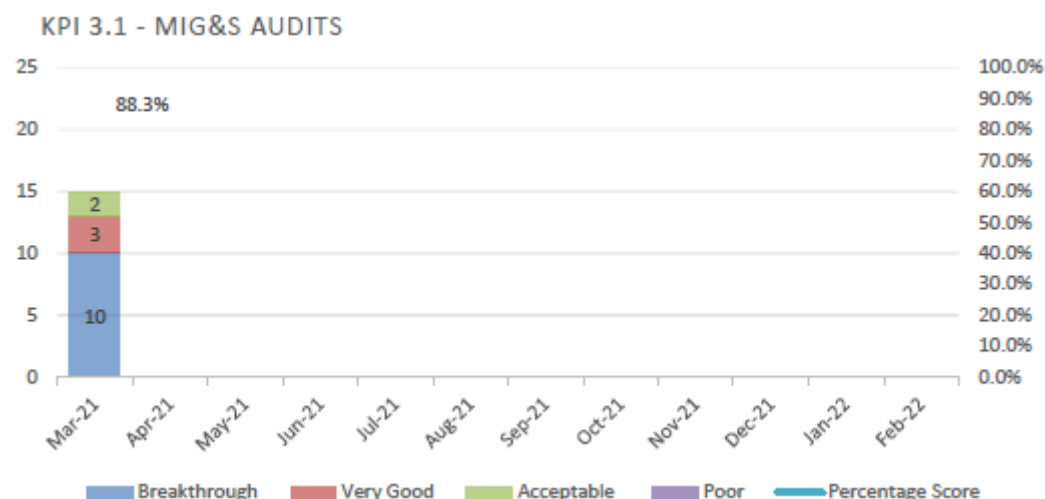


- 12 The largest volumes of service requests were related to clearing detritus, illegal dumping, vegetation, and fixing potholes.



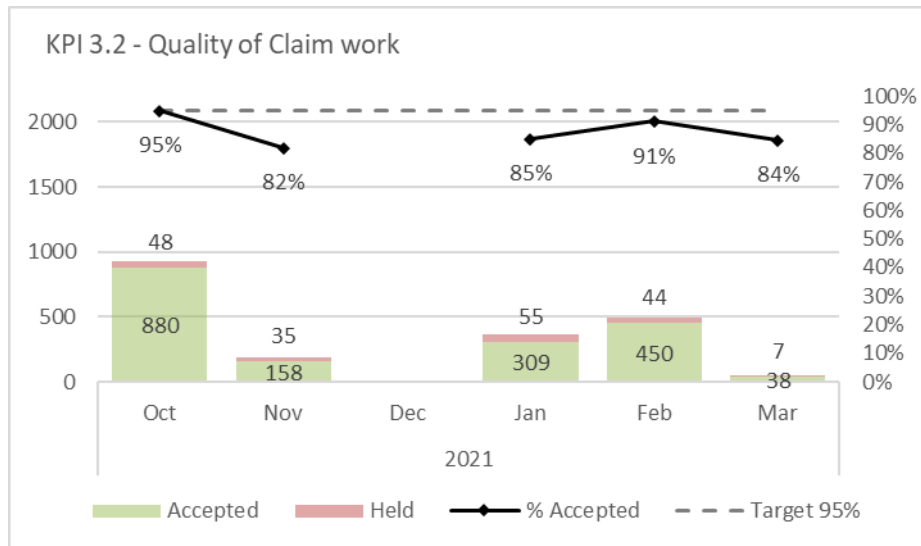
### Contract – Quality

- 13 A Maintenance Intervention Guideline (MIG) has been developed by FH in collaboration with DCC to ensure that there is a consistent approach in the identification and management of defects on the network. DCC and FH staff check that the programmed treatment planned for the asset is appropriate for the fault identified. For example, DCC and FH staff might look at a depression in the road and check that the planned treatment is appropriate. The MIG ensures appropriate and timely intervention of defects results in longer asset lives before renewals are required. Audits began in March 2021. The audit results are shown below.



- 14 The MIG currently incorporates defects on the road carriageway, footpaths and drainage assets but will be expanded to cover other assets.

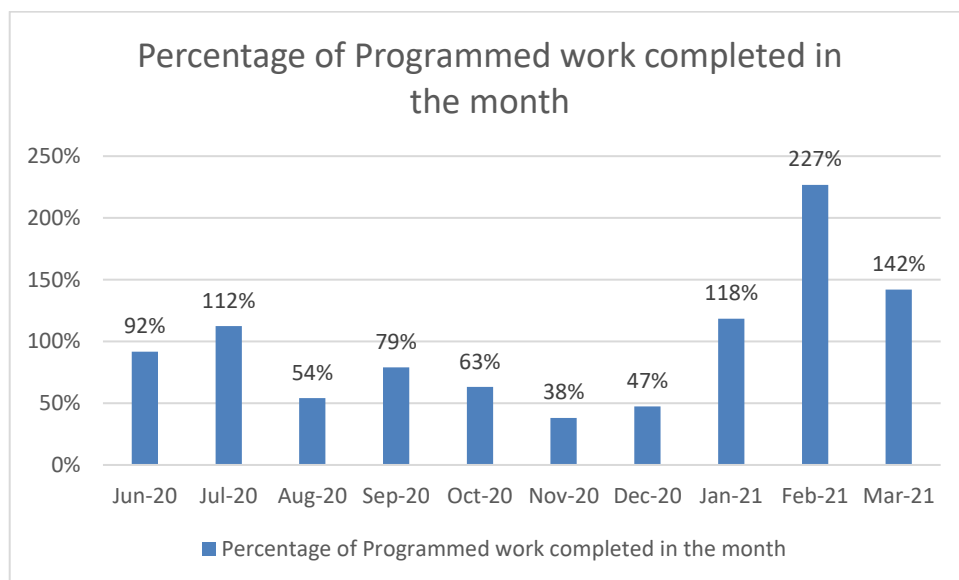
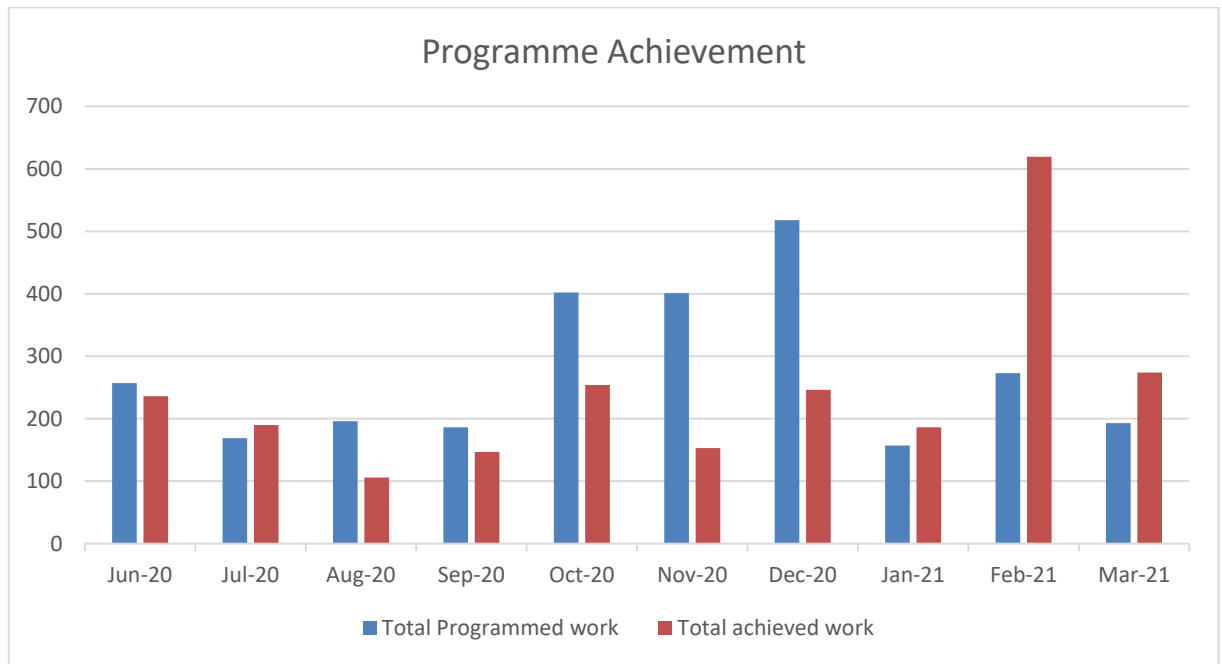
- 15 Contract work payments are claimed on a monthly basis. A sample of approximately 10% of the claimed works is audited for quality and quantity to ensure that work has been completed to an acceptable standard and the correct quantity of work has been claimed. Staff plan to increase the sample size to 30% to more accurately reflect the claim quality. There was no measurement for December's claim due to resourcing over the holiday period.



### Contract – Value and Assurance

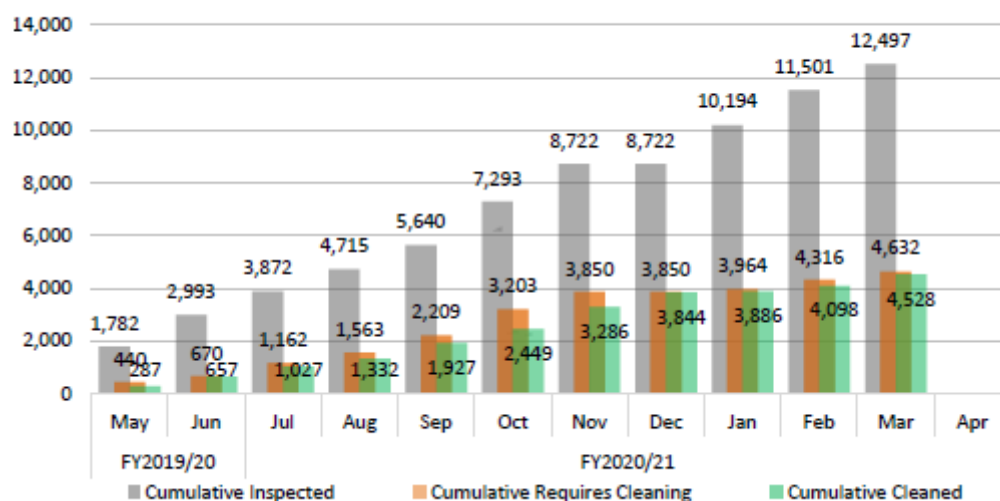
- 16 The graphs below illustrate the delivery of the planned forward work programme against the completed work programme. The graphs illustrate that FH caught up significantly on the forward work programme in February of this year. To date, FH have completed 87% of the year to date programmed forward work programme.





- 17 To make reporting consistent to Waka Kotahi, mudtanks have been renamed catchpits which is consistent with the rest of New Zealand.
- 18 There are 8,600 catchpits across the network.
- 19 By 30 June 2021 all catchpits on the network will have been inspected at least twice within the financial year in line with DCC's contracted level of service requirements. Approximately 90 catchpits are on a priority list and are inspected more frequently. Since the beginning of the Contract in May 2020, 36% of the inspected catchpits have required cleaning, and 98% of those pits have been cleaned.

### Catchpit Cleaning FY2020/21



- 20 Inspections and cleaning for the quarter covered the following areas: South Dunedin, Andersons Bay, Caversham Calton Hill, Waverley, Vauxhall, Tainui, Mosgiel, Kinmont park, East Taieri, St Clair, Corstorphine, Green Island, Concord, Abbotsford and Fairfield areas.

### Contract – Sustainability.

- 21 During the tender, FH committed to contribute to Council's sustainability goals over the duration of the Contract. One of those commitments was to provide two cadet opportunities per annum for Maori and Pacifica. During the year three staff have been employed through Aukaha into the maintenance, three waters and pavement construction teams. FH continue to liaise with Aukaha on candidates for cadet positions.

### Capital Renewals

- 22 Shortfalls in Waka Kotahi funding for the renewal programme remain. These shortfalls are based on the funding available vs the renewals required as identified in the asset management plan provided to Waka Kotahi on a three-yearly basis. Elements of the planned renewal programme have therefore been deferred and budgets adjusted. This will result in asset management renewal targets not being met for kerb and channel, footpaths and reseals as follows:

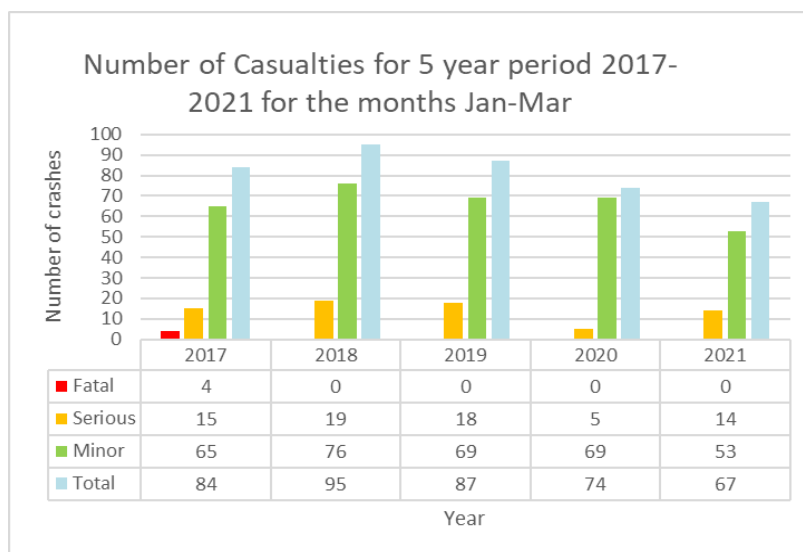
- a) Re-seal forecast 4.82% of the network renewed against a target of 6%.
- b) Footpaths forecast 2.57% of the network renewed against a target of 4%.
- c) Kerb and Channel forecast 0.5% of the network renewed against a target of 1.25%.

- 23 Rehabilitation projects have also been placed on hold, except for Ward Street.

### Road Safety Education and Safe and Sustainable Travel.

- 24 The following section details the activity undertaken by the road safety education and safe and sustainable travel team for the quarter.

- 25 The graph below shows the number of people that have been killed or injured during the months January to March over the past 5 years from 2017 to 2021. Non-injury crashes have not been included in this data set. Dunedin is trending downward in the number of injury crashes.



### Driver Safety

- 26 The high-risk driver programme 'The Right Track' has successfully delivered sessions to young people, adults and recidivist offenders that have been apprehended for driving offences. During the quarter defensive driving courses were delivered to 40 high school students with a 100% pass rate.

### Workplace Travel Planning

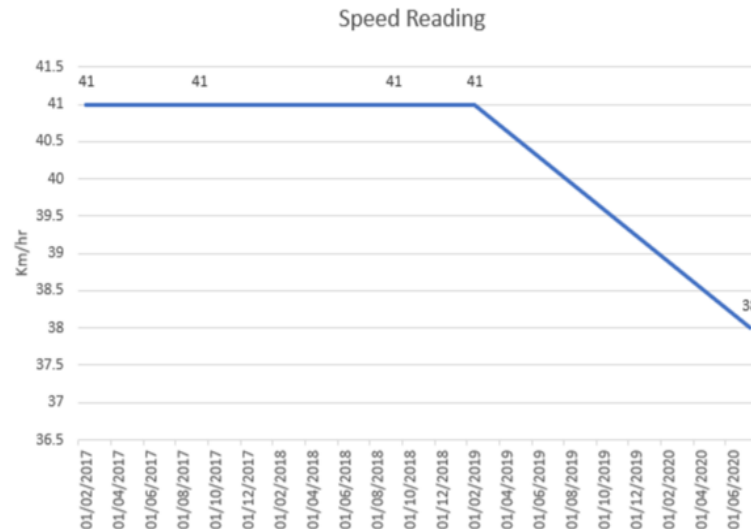
- 27 During the past three months, DCC has been working with the University of Otago, Southern District Health Board and Accident Compensation Corporation to support their workplace travel plans to promote transport choice in Dunedin.

### School Travel Planning

- 28 DCC co-fund "walk and wheel week" which is designed to promote and encourage active transport to and from school. The team have assisted in the organisation of a successful walk and wheel week that was delivered in the quarter. The road safety team have also been providing cycle skills training to teach school students how to ride a bike safely.

### School Safety improvements

- 29 School safety improvements is a nationwide programme that improves safety around schools through speed reduction measures. One site at Smith Street, which is close to a number of schools, including Kavanagh and Otago Girls High Schools, has had school safety interventions installed. Speed monitoring has occurred pre and post implementation of the safety interventions as a result of these works, the results are demonstrated below.



- 30 Motorcyclists, pedestrians and cyclists are overrepresented in death and serious injury statistics on Dunedin roads. Lower speeds are the most important determinant of the severity of an injury or probability of death in an accident.

#### **Waka Kotahi Audit Results.**

- 31 Waka Kotahi is a co-funding partner for all transport activities. It currently provide 54% of the funding required to maintain our network. With this level of funding Waka Kotahi NZTA audit territorial authorities periodically to ensure that its investment is providing value for money and being utilised effectively and appropriately.
- 32 In February 2021, DCC underwent a 2 yearly procedural audit. There were four areas of focus: financial procedures, procurement procedures, contract management and professional services. DCC's rating was as follows:

Subject Areas		Rating Assessment*
1	Previous Audit Issues	N/A
2	Financial Processes	Effective
3	Procurement Procedures	Some Improvement Needed
4	Contract Management	Effective
5	Professional Services	Effective
Overall Rating		Some Improvement Needed

- 33 Audit feedback included ensuring that conflicts of interest registers were maintained through project lifecycles and not just at the procurement phase.
- 34 Audit feedback also suggested a review of procurement procedures to confirm that DCC will comply with Waka Kotahi requirements for direct appointing suppliers with a contract estimate exceeding \$100,000.

## Major Projects

- 35 **Peninsula Connection Road Safety Project** –The construction of section 4 at Company Bay is ongoing, and this section will officially be opened on 27 June 2021. Enabling works for section 9 (Portobello) have commenced and will be complete by the end of July 2021. The design of section 5 at Broad Bay is still under review with two options now being pursued to increase the shared path width to 3m.
- 36 **Our Streets – Harbourlink** – The Harbourlink project covers the cycle path between Portsmouth Drive and the Water of Leith Bridge. This, and the completion of the SH88 cycleway and Peninsula Connection project, are the final sections of cycleway to complete a link from Port Chalmers to the City and to Portobello. Work is underway on upgrading the St Andrew Street rail crossing. Works have been delayed due to design issues associated with land contamination and KiwiRail approvals.
- 37 **City to Waterfront Bridge Connection** – Meetings were held in March with Aukaha to discuss the relationship and project contribution from mana whenua. A report was presented at the May 10 Year Plan Council deliberations meeting, detailing how DCC and mana whenua propose to work together on the project.
- 38 **Central City Project – Retail Quarter (George Street) Upgrade** – Work this quarter has focused on stakeholder engagement and the detailed business case.
- 39 **LED Street Light Installation** – There are approximately 300 lights to be installed by the end of June 2021.
- 40 **Shaping Future Dunedin Transport (SFDT)** – SFDT is a partnership between Waka Kotahi, DCC and the Otago Regional Council to improve how people move into, out of and around central Dunedin. Work has started on scoping the projects for the respective organisations. DCC projects have been included in the Regional Land Transport Plan and in the draft 10 Year Plan. A report was presented at the May 10 Year Plan Council deliberations meeting.
- 41 **Minor Safety Improvement Projects (Low Cost, Low Risk projects)** – Projects planned for completion this financial year are as follows:
  - a) Blackhead Road footpath and roundabouts at Blackhead Road/Tunnel Beach Road and Blackhead Road/Emerson Street have been completed in the quarter.
  - b) 15 schools have been completed as part of the annual school's speed management programme, with 4 delivered in this quarter. This programme addresses safety around our schools by implementing traffic calming measures and improved pedestrian crossings.
- 42 Due to funding constraints the following projects planned for completion this financial year have been deferred:
  - a) Mobility crossings (2021 package).
  - b) Road safety barrier package (2021 package).

## OPTIONS

- 43 As this is an update report, there are no options.

**NEXT STEPS**

44 Areas of focus for the next quarter will be:

- Finish the LED Street Light Installation and transfer the project to an operations and maintenance phase.
- Continue to advance improvements and collaboration opportunities under the 10-year transport maintenance Contract that achieves efficiencies and best for network outcomes.
- Continue to deliver the minor safety improvement programme including 3 temporary roundabouts to be made permanent, upgraded pedestrian safety railings on Pine Hill Road SH1, a new footpath on Gladstone Road and traffic calming measures in Te Ngaru, Aramoana.
- Continue to progress major projects.

**Signatories**

Author:	Simon Smith - Asset and Funding Manager Lara Anderson - Business Performance Co-ordinator
Authoriser:	Jeanine Benson - Group Manager Transport Simon Drew - General Manager Infrastructure & Development

**Attachments**

There are no attachments for this report.

## SUMMARY OF CONSIDERATIONS

### ***Fit with purpose of Local Government***

This report promotes the social, economic and environmental well-being of communities in the present and for the future.

### ***Fit with strategic framework***

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Spatial Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other strategic projects/policies/plans	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Transport network supports a number of objectives across Dunedin City Council's strategic framework.

### ***Māori Impact Statement***

There are no known impacts for tangata whenua.

### ***Sustainability***

A well developed and maintained transport network will contribute to economic, social and environmental sustainability for Dunedin.

### ***LTP/Annual Plan / Financial Strategy /Infrastructure Strategy***

The Transport activities are included in the LTP and the Infrastructure Strategy is informed by the Asset Management Plan which is completed on a yearly basis.

### ***Financial considerations***

There are no financial implications.

### ***Significance***

This report is assessed as having low significance in terms of the Council's Significance and Engagement Policy.

### ***Engagement – external***

There has been no external engagement in the drafting of this report.

### ***Engagement - internal***

There has been internal engagement with the Programme Management office in drafting this report.

### ***Risks: Legal / Health and Safety etc.***

There are no identified risks.

## SUMMARY OF CONSIDERATIONS

### ***Conflict of Interest***

There are no known conflicts identified.

### ***Community Boards***

Community Boards have an interest in the development and maintenance of the transport network within their area.



## LAND TRANSPORT RULE: SETTING OF SPEED LIMITS 2021 CONSULTATION

Department: Transport

### EXECUTIVE SUMMARY

- 1 This report seeks approval for a Dunedin City Council (DCC) submission (Attachment A) to Waka Kotahi NZ Transport Agency (Waka Kotahi) Land Transport Rule: Setting of Speed Limits 2021 consultation (Attachment B).

### RECOMMENDATIONS

That the Committee:

- a) **Approves** the DCC submission, with any amendments, to the Land Transport Rule: Setting of Speed Limits 2021 consultation.

### BACKGROUND

- 2 Waka Kotahi is seeking feedback on a Land Transport Rule: Setting of Speed Limits. The new rule proposes to enable an improved approach to speed management planning on New Zealand roads.
- 3 Speed is a major contributing factor to deaths and serious injuries on New Zealand roads. In the event of a crash, regardless of cause, the speed of impact is the most important determinant of the severity of injuries sustained and the probability of death.
- 4 On 11 November 2019, Cabinet agreed to the wider “Tackling Unsafe Speeds Programme”, which comprises:
  - introducing a new regulatory framework for speed management to improve how speed management changes are planned for, consulted on, and implemented.
  - transitioning to lower speed limits around schools to improve safety and encourage more children to use active modes of transport.
  - adopting a new approach to road safety cameras (also referred to as ‘speed cameras’) to reduce excessive speeds on our highest risk roads.
- 5 The proposed Rule is included as Attachment B, and the overview for consultation of the proposed Rule is included as Attachment C.
- 6 Once approved, this proposed Rule will replace the Land Transport Rule: Setting of Speed Limits 2017.

## DISCUSSION

- 7 Public consultation for the proposed rule opened on Friday 23 April 2021 and closes on Friday 25 June 2021.
- 8 DCC staff have drafted a submission in line with current Council strategies and policies. Input was sought from regulatory subcommittee members and has been incorporated into the submission presented in this report.
- 9 The proposed Rule will give effect to a new regulatory framework, which includes:
  - a) Requiring all Road Controlling Authorities (RCAs) that are territorial authorities (including Waka Kotahi) to include their proposed speed limit changes and safety infrastructure treatments for the coming 10 years into speed management plans.
  - b) Regional Transport Committees (RTCs) will coordinate input from RCAs to create and consult on a regional speed management plan, aligning with the regional land transport planning process.
  - c) Giving the new Director of Land Transport (within Waka Kotahi) the responsibility for certifying regional speed management plans, with functions such as publishing plans, guidance and setting of timelines remaining with Waka Kotahi.
  - d) Establishing an independent Speed Management Committee to certify the Waka Kotahi State highway speed management plan, and to oversee the information and guidance on speed management Waka Kotahi (as regulator).
  - e) Allowing RCAs to develop interim plans to progress speed management changes prior to 2023 (when the full planning process must be implemented).
  - f) Introducing a new process for setting speed limits outside of speed management plans, for RCAs that are not territorial authorities.
  - g) Requiring all speed limits, other than temporary speed limits, to be entered into a national register to give legal effect to all speed limits, other than temporary speed limits. Waka Kotahi (as regulator) will be the Registrar of the register.
  - h) Requiring RCAs to reduce speed limits around both urban school (to 30 km/h with the option of implementing 40 km/h speed limits if appropriate) and rural schools (to a maximum of 60 km/h).
  - i) RCAs will need to reduce 40% of their school speed limits by 2024, with all speed limits completed by 2030.

## OPTIONS

### **Option One – Submit on the Land Transport Rule: Setting of Speed Limits 2021 consultation**

- 10 Approve the DCC submission on the Land Transport Rule: Setting of Speed Limits 2021 consultation, with any amendments.

### *Advantages*

- Aligns with DCC's Integrated Transport Strategy 'Focus on Safety'.
- Enables DCC to provide feedback on the proposed new process for setting speed limits.

*Disadvantages*

- There are no identified disadvantages for this option.

**Option Two – Do not submit on the Land Transport Rule: Setting of Speed Limits 2021 consultation**

11 Do not submit on the Land Transport Rule: Setting of Speed Limits 2021 consultation.

*Advantages*

- There are no identified advantages for this option.

*Disadvantages*

- Does not align with DCC's Integrated Transport Strategy 'Focus on Safety'.
- Does not enable DCC to provide feedback on the proposed new process for setting speed limits.

**NEXT STEPS**

12 If the Council approves the draft submission, it will be sent to Waka Kotahi for consideration by 5pm Friday 25 June 2021.

**Signatories**

Author:	Stacey Hitchcock - Transport Planner Simon Spiers - Team Leader - Regulation Management
Authoriser:	Jeanine Benson - Group Manager Transport Simon Drew - General Manager Infrastructure & Development

**Attachments**

	<b>Title</b>	<b>Page</b>
<a href="#">↓A</a>	DCC Submission - Land Transport Rule: Setting of Speed Limits 2021	98
<a href="#">↓B</a>	Land Transport Rule: Setting of Speed Limits 2021 draft for consultation	101
<a href="#">↓C</a>	Land Transport Rule: Setting of Speed Limits 2021 overview for consultation	157

**SUMMARY OF CONSIDERATIONS**
***Fit with purpose of Local Government***

This decision enables democratic local decision making and action by, and on behalf of communities. This decision promotes the social well-being of communities in the present and for the future.

***Fit with strategic framework***

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environment Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Ensuring Dunedin is a safe city is prioritised in the Social Wellbeing Strategy, Spatial Plan and Long-Term Plan as well as the Integrated Transport Strategy. Safer speeds is one of four pillars under the Safe System approach to reduce the number of fatal and serious injury crashes occurring on Dunedin's road network.

***Māori Impact Statement***

There are no known impacts for tangata whenua.

***Sustainability***

There are no implications for sustainability.

***LTP/Annual Plan / Financial Strategy / Infrastructure Strategy***

There are no known implications.

***Financial considerations***

There are no financial implications.

***Significance***

This decision is considered low in terms of the Council's Significance and Engagement Policy.

***Engagement – external***

There has been no external engagement on the draft submission.

***Engagement - internal***

Staff from the Transport and Policy departments had input into the draft submission.

***Risks: Legal / Health and Safety etc.***

The new rule addresses road safety risks through setting parameters for reducing speed limits in areas where vulnerable road users are more at risk. DCC supports this in the submission.

## SUMMARY OF CONSIDERATIONS

### ***Conflict of Interest***

There are no known conflicts of interest.

### ***Community Boards***

The draft submission has no implications for Community Boards. Staff will work with Community Boards when developing the Speed Management Plans, if the Rule is approved.

15 June 2021

Waka Kotahi NZ Transport Agency  
Victoria Arcade  
50 Victoria Street  
Wellington

By email: [rules@nzta.govt.nz](mailto:rules@nzta.govt.nz)

Tēnā koutou,

#### **DCC SUBMISSION ON LAND TRANSPORT RULE: SETTING OF SPEED LIMITS 2021**

1. The Dunedin City Council (DCC) welcomes the opportunity to submit on Waka Kotahi NZ Transport Agency's (Waka Kotahi) Land Transport Rule: Setting of Speed Limits 2021 consultation.

#### **General comments**

2. DCC shares the view that speed management needs strategic leadership by Waka Kotahi at a national level, rather than a regional level, to ensure the implementation of consistent speed management practices across New Zealand to achieve Road to Zero goals.
3. The DCC seeks more information from Waka Kotahi on the benefits for Speed Management Plans to be completed at a regional level.
4. The DCC supports the intention of the new rule to simplify the process for local authorities to plan and implement safe and appropriate speeds across our networks. However, the DCC would like greater clarity about how the proposed process will simplify the setting of speed limits in practice.

#### **Timing**

5. The DCC sees there is a risk with the timing proposed in the consultation document. Aligning too closely with the RLTP process could overwhelm Road Controlling Authorities (RCAs) when producing inputs for the speed management plan, asset management plans, RLTP and Annual Plan/10 Year Plan processes. Councils also will be trying to coordinate and manage all processes concurrently.
6. The speed management process is related to the regional land transport planning (RLTP) process. To ensure both processes are not overloaded and are well informed, the DCC

recommends that the speed management process should be completed one year in advance of the finalisation of the RLTP process.

### **Funding and Resourcing**

7. The DCC anticipates RCAs and regional councils will require additional resource to ensure that the speed management process results in a comprehensive regional speed management plan, with well thought out and well-timed associated infrastructure, while also delivering effective community consultation and engagement. The DCC submits that there will be a need for government funding and support for organisations with the additional activity.

### **Clarity of proposals**

#### *Proposal 2 – Alternative process for setting speed limits*

8. The DCC seeks clarity on the alternative process to set speed limits outside of the regional speed management plan that is not an emergency or temporary speed limit. The DCC queries what the mechanism will be to set and implement speed limits that have not been identified in the management plan.

#### *Proposal 4 – Speed limits must be entered into the Register*

9. The DCC supports the creation and use of a national register of speed limits as the mechanism to formalise new speed limits.

#### *Proposal 6 – Speed limits around schools*

10. The DCC supports the strong leadership taken within proposal 6 of the new rule regarding consistent speeds and treatments around schools. In particular the implementation of 'school areas' in order to encourage students to be able to safely use active transport to get to and from school. The DCC is currently working with schools to encourage safe walking and cycling through school travel planning and the Safer School Streets.
11. The DCC would like to see a wider definition given to 'school' from a 'registered school within the meaning of section 10(1) of the Education and Training Act 2020' to include Early Childhood Education and Tertiary Education providers.
12. In addition to the definition for schools, the DCC would like some clarity around the differentiation between urban and rural schools to be included in the guidance, to ensure that there are consistent treatments planned. Clear guidance will assist RCAs when communicating with schools and communities proposed changes to speed limits and associated infrastructure.
13. The DCC supports the school implementation timeframes. The DCC is currently planning to deliver six schools per year, and have a programme to deliver schools safety improvements,

including speed reductions. DCC has already completed treatments for 21 schools and plan to deliver the remaining 60 over the next 10 years.

*Proposal 8 – Approval for certain speed limits*

14. The DCC is supportive of the ability to use 70km/h speed limits as one of the nationally approved safe and appropriate speeds.

*Proposal 10 – Speed limit areas*

15. The DCC supports the ability to designate an ‘urban traffic area’ as it enables RCAs to improve safety along built up suburban areas and create slow neighbourhoods.

**Concluding remarks**

16. Thank you for the opportunity to submit on the Land Transport Rule: Setting of Speed Limits 2021 consultation.

Yours faithfully

Aaron Hawkins  
**MAYOR OF DUNEDIN**



## DRAFT FOR CONSULTATION

### **Land Transport Rule Setting of Speed Limits 2021**

#### **Draft for consultation**

Land Transport Rules are law produced by Waka Kotahi NZ Transport Agency for the Minister of Transport. This is the public consultation draft of **Land Transport Rule: Setting of Speed Limits 2021**.

If you wish to comment on this draft Rule, please see the information about making a submission in the accompanying explanatory material. The deadline for submissions is 5pm on Friday 25 June 2021.

*Draft for consultation*

*23 April 2021*



1

## Land Transport Rule

### Setting of Speed Limits 2021

### Contents

<b>Section 1</b>	<b>Preliminary provisions</b>	<b>5</b>
1.1	Title	5
1.2	Commencement	5
1.3	Objective of Rule	5
1.4	Interpretation	5
<b>Section 2</b>	<b>Speed limits</b>	<b>8</b>
	<i>Ascertaining the applicable speed limit</i>	8
2.1	Applicable speed limit for a road	8
	<i>Setting speed limits</i>	9
2.2	Setting speed limits (other than temporary speed limits)	9
2.3	Declaring speed limit areas	9
2.4	Setting temporary speed limits	10
2.5	Method for all road controlling authorities to set speed limits: using a plan	10
2.6	Alternative method for Agency (as RCA) or territorial authorities to set speed limits: Director approval	10
2.7	Additional method for other road controlling authorities to set speed limits: using Section 6 process	12
	<i>Registering speed limits</i>	12
2.8	Land transport record must be created	12
2.9	Submitting information on speed limits to the Registrar	12
	<i>Installing traffic control devices</i>	13
2.10	Traffic control devices installed before speed limits come into force	13
	<i>Change of road controlling authority, and boundary adjustments</i>	13
2.11	Change of road controlling authority, and boundary adjustments	13
<b>Section 3</b>	<b>Planning for speed management</b>	<b>13</b>
3.1	Overview	13
	<i>Speed management plans</i>	14
3.2	Preparing speed management plans	14
3.3	Reviewing, varying and replacing speed management plans	15
3.4	Process for preparing State highway speed management plan	15
3.5	Process for preparing regional speed management plans	16
3.6	Agency may set deadlines	18
3.7	Form and content of plans	19
3.8	Consultation requirements	21
3.9	Māori contribution to creation of plans	22
3.10	Certification of, and comment on, plans	22
3.11	Publication of certified plans	23
	<i>Government road safety strategy</i>	23
3.12	Minister may issue Government road safety strategy	23

*Draft for consultation*

*23 April 2021*

<i>Agency to provide guidance and information to support speed management .....</i>	<i>24</i>
3.13 Guidance on speed management .....	24
3.14 Information about speed management for roads .....	24
3.15 Agency must supply information .....	25
<i>Speed management committee .....</i>	<i>25</i>
3.16 Speed management committee established .....	25
3.17 Purpose and functions of speed management committee .....	25
3.18 Speed management committee oversight of Agency .....	26
<b>Section 4 Technical requirements for speed limits.....</b>	<b>26</b>
4.1 Application of clauses 4.2 to 4.4 .....	26
4.2 Types of speed limit .....	26
4.3 Range of speed limits .....	26
4.4 Director approval required for changes to 110 km/h speed limits.....	27
4.5 Application of clauses 4.6 to 4.8 .....	27
4.6 Road lengths for speed limits .....	28
4.7 Point on road at which a speed limit changes.....	28
4.8 Variable speed limits .....	28
<b>Section 5 Speed limits around schools.....</b>	<b>29</b>
5.1 Interpretation .....	29
5.2 Maximum permitted speed limits outside schools.....	29
5.3 Designated rural schools may have higher speed limits.....	30
5.4 Implementation period for setting speed limits around schools .....	31
<b>Section 6 Speed limits for roads not under the control of the Agency (as RCA) or a territorial authority.....</b>	<b>31</b>
6.1 Application of Section 6 .....	31
6.2 Requirements for setting speed limit under Section 6 .....	31
6.3 Process before setting speed limit under Section 6 .....	31
6.4 Setting speed limit under Section 6 .....	32
<b>Section 7 Temporary speed limits.....</b>	<b>32</b>
7.1 Criteria for, and requirement to consider, setting temporary speed limits ...	32
7.2 How temporary speed limit is set, applies, and is removed.....	33
7.3 Agency or Commissioner may require removal of temporary speed limit...	34
7.4 Setting a temporary speed limit when there is physical work occurring on or adjacent to a road.....	34
7.5 Setting a temporary speed limit when there is an unsafe road surface or structure .....	35
7.6 Setting a temporary speed limit for a special event .....	35
<b>Section 8 Emergency speed limits.....</b>	<b>36</b>
8.1 Meaning of emergency .....	36
8.2 Criteria for, and requirement to consider, setting emergency speed limits ..	36
8.3 Setting an emergency speed limit.....	36
8.4 Setting an emergency speed limit.....	37
8.5 How emergency speed limit is removed.....	37
8.6 Agency or Commissioner may require removal of emergency speed limit .	37

*Setting of Speed Limits 2021*

3

<b>Section 9 Signs .....</b>	<b>38</b>
9.1 Requirement to provide signs at, or near, point where speed limit changes .....	38
9.2 Requirement to provide speed limit signs .....	38
9.3 Specific requirements for permanent, seasonal and variable speed limit signs .....	39
9.4 Agency may direct road controlling authority to install, modify, or remove signage .....	39
<b>Section 10 Review of speed limits by Agency .....</b>	<b>39</b>
10.1 Agency's powers to monitor and direct road controlling authority and to change or modify a speed limit .....	39
10.2 Ability to change speed limit where Agency has previously directed change to speed limit .....	40
<b>Section 11 Revocation, transitional provisions, and consequential amendments ...</b>	<b>40</b>
11.1 2017 Rule revoked .....	40
11.2 Continuation of record keeping obligation under 2017 Rule .....	41
11.3 Transitional provisions .....	41
11.4 Amendments to Land Transport Rule: Traffic Control Devices 2004 .....	41
<b>Schedule 1 Road lengths for speed limits .....</b>	<b>42</b>
<b>Schedule 2 Speed management committee .....</b>	<b>43</b>
1 Appointment of members .....	43
2 Requirements before appointment .....	43
3 Chairperson and deputy chairperson of committee .....	44
4 Procedure of committee .....	44
5 Certain provisions of Crown Entities Act 2004 apply to committee and its members .....	44
<b>Schedule 3 Transitional provisions .....</b>	<b>45</b>
1 Definitions for transitional provisions .....	45
2 Existing speed limits continue to apply .....	45
3 Removing existing temporary and emergency speed limits .....	46
<i>Setting speed limits during transitional period .....</i>	<i>46</i>
4 Speed limits must or may be set during transitional period .....	46
5 Re-setting an existing speed limit during transitional period .....	46
6 Setting an updated speed limit during transitional period .....	47
7 Setting a new speed limit during transitional period .....	47
<i>Setting speed limits during interim period .....</i>	<i>48</i>
8 Overview of interim period .....	48
9 Creating an interim speed management plan .....	48
10 Setting an updated speed limit during interim period .....	49
<i>Interim plans .....</i>	<i>49</i>
11 Preparing interim plans .....	49
12 Form and content of interim plans .....	50
13 Certification of, and comment on, interim plans .....	50
14 Process for interim State highway speed management plan .....	51
15 Process for interim regional speed management plan .....	52

*Draft for consultation*

*23 April 2021*

4

*Land Transport Rule*

16 Process for interim territorial authority speed management plan ..... 53

*Draft for consultation*

*23 April 2021*

*Setting of Speed Limits 2021*

5

## **Section 1 Preliminary provisions**

### **1.1 Title**

This Rule is Land Transport Rule: Setting of Speed Limits 2021.

### **1.2 Commencement**

This Rule comes into force on *[date to be confirmed]*.

### **1.3 Objective of Rule**

The objective of this Rule is to contribute to road safety by—

- (a) empowering or requiring road controlling authorities to set speed limits for roads under their control; and
- (b) setting out requirements road controlling authorities must comply with when setting speed limits; and
- (c) providing for a whole-of-network approach where speed management is considered alongside investment in infrastructure.

### **1.4 Interpretation**

- (1) In this Rule, unless the context otherwise requires,—

**Act** means the Land Transport Act 1998

**Agency (as RCA)** means the Agency when acting as a road controlling authority

**Auckland Transport** has the same meaning as in the Land Transport Management Act 2003

**change**, in relation to speed limits, safety cameras and safety infrastructure, includes to put something in place for the first time or to remove something without any replacement

**cycle** has the same meaning as in the Land Transport (Road User) Rule 2004

**emergency** has the meaning given by clause 8.1

**emergency speed limit** means a speed limit set in accordance with clause 8.2

**financial year** means a period of 12 months commencing on 1 July and ending with 30 June

**Government road safety strategy** has the meaning given by clause 3.12

*Draft for consultation*

*23 April 2021*

**GPS on land transport** has the same meaning as in the Land Transport Management Act 2003

**interim plan** means an interim speed management plan made under Schedule 3 and that has been published

**local road**, in relation to a regional speed management plan, means a road under the control of a territorial authority that is in the region covered by the plan (and, for greater clarity, excludes a State highway)

**mean operating speed** means the mean speed of traffic, including all classes of vehicle, measured in a way that is representative of all traffic speeds on the road over a 7-day period

**mobility device** has the same meaning as in the Land Transport (Road User) Rule 2004

**permanent speed limit** means a speed limit that is in force except when a seasonal, variable, emergency, or temporary speed limit is in force

**plan** means the State highway speed management plan or a regional speed management plan, and includes—

- (a) any variation to any of those plans; and
- (b) except in Section 3, an interim plan or any variation to an interim plan

**regional council** means a regional council within the meaning of section 5(1) of the Local Government Act 2002, and includes a unitary authority and Auckland Council

**regional speed management plan** means a plan published under clause 3.5(7) and, for a given region, is the plan most recently published under clause 3.5(7) for that region

**regional transport committee** has the same meaning as in the Land Transport Management Act 2003, and, in the case of the Chatham Islands, means the Chatham Islands Council

**register** has the same meaning as in section 200A of the Act

**Registrar** has the same meaning as in section 200A of the Act

**relevant plan**, in relation to a road, means—

- (a) in the case of a local road, the regional speed management plan, interim regional speed management plan, or interim territorial authority speed management plan for the region



*Setting of Speed Limits 2021*

7

or area in which the road is located (as the case may be);  
or

- (b) in the case of a State highway, the State highway speed management plan or interim State highway speed management plan

**relevant road**, in relation to a plan, means—

- (a) in the case of a regional speed management plan, interim regional speed management plan, or interim territorial authority speed management plan, a local road; or
- (b) in the case of the State highway speed management plan or interim State highway speed management plan, a State highway

**road** has the same meaning as in the Act and includes a section of a road

**rural school** means a school that has been designated as a rural school under clause 5.3(1)

**safety camera** means a camera used for the primary purpose of detecting offences under transport legislation

**safety infrastructure** means roading infrastructure intended to improve safety (for example, median barriers, rumble strips, raised crossings, and intersection treatments)

**school**—

- (a) means a registered school within the meaning of section 10(1) of the Education and Training Act 2020; and
- (b) in relation to a road controlling authority, means a school that is directly accessed from a road under the control of the road controlling authority

**seasonal speed limit** means a type of speed limit that—

- (a) is the same for all 24 hours during any given day; and
- (b) is different for each of two or more specified periods during each calendar year

**special event** means an event held over a short and defined period which would involve a significantly different use of a road, or affects the use of a road, to the extent that the speed limit in force may not be safe

**speed limit** means a speed limit set under this Rule

*Draft for consultation*

*23 April 2021*

**speed management committee** means the committee established under clause 3.16

**State highway** has the same meaning as in the Land Transport Management Act 2003

**State highway speed management plan** means the plan most recently published under clause 3.4(6)

**temporary speed limit** means a speed limit set in accordance with clause 7.2

**territorial authority** means a road controlling authority that is—

- (a) a territorial authority within the meaning of the Local Government Act 2002 (including a unitary authority); or
- (b) Auckland Transport

**variable speed limit**—

- (a) means a type of speed limit where the speed limit in force on a road changes under certain conditions; and
- (b) excludes a seasonal speed limit.

- (2) A term that is used in this Rule and defined in the Act but not defined in this Rule has the meaning given in the Act (for example, Agency, Commissioner, Director, Minister, motor vehicle, and road controlling authority).

## **Section 2 Speed limits**

### *Ascertaining the applicable speed limit*

#### **2.1 Applicable speed limit for a road**

- (1) The applicable speed limit for a road at any given time is—
  - (a) the speed limit for the road in the register and that is in force at the time; or
  - (b) if paragraph (a) does not apply and a bylaw made before the commencement of this Rule sets the speed limit for the road, the speed limit set by the bylaw and that is in force at the time; or
  - (c) if paragraphs (a) and (b) do not apply, a permanent speed limit of 100 km/h.
- (2) For a variable speed limit or a seasonal speed limit that is in force, the applicable speed limit for the road at any given time is

*Setting of Speed Limits 2021*

9

the speed limit in force at the time in accordance with the details of the speed limit in the register or bylaw (as the case may be).

*Emergency speed limit on register prevails*

- (3) Despite subclauses (1) and (2), if there is an emergency speed limit for a road in the register at any given time, the applicable speed limit for the road at that time is the emergency speed limit (not the underlying permanent, variable or seasonal speed limit for that road in the register).

*Temporary speed limit applies despite register*

- (4) Despite subclauses (1) to (3), the applicable speed limit for a road at any given time is the temporary speed limit, if a temporary speed limit for the road has been set and is in force under Section 7.

### *Setting speed limits*

#### **2.2 Setting speed limits (other than temporary speed limits)**

- (1) A road controlling authority may set a speed limit for a road under its control (other than a temporary speed limit) under this Rule.
- (2) When setting a speed limit under subclause (1), a road controlling authority may specify the date on which the speed limit comes into force.
- (3) If a road controlling authority specifies a date on which the speed limit comes into force, that date must be no earlier than the day after the corresponding land transport record is created.

#### **2.3 Declaring speed limit areas**

- (1) A road controlling authority may set a speed limit (other than a temporary speed limit or an emergency speed limit) for a road or roads under its control by declaring a speed limit area.
- (2) When declaring a speed limit area, a road controlling authority must—
- (a) identify the boundaries of the area to be designated as the speed limit area; and
  - (b) specify the speed limit that applies in the speed limit area; and
  - (c) specify that the speed limit applies to—
    - (i) all existing and any future roads in that area; or

*Draft for consultation*

*23 April 2021*

10

*Land Transport Rule*

- (ii) all existing and any future roads in that area, except for one or more specified existing roads in that area.
- (3) When declaring a speed limit area, a road controlling authority must comply with all provisions of this Rule that apply to a speed limit (other than a temporary speed limit or an emergency speed limit) for a road.
- (4) References in any provisions of this Rule to a speed limit (other than a temporary speed limit or an emergency speed limit) for a road must be taken as also applying to declaring a speed limit area.

#### **2.4 Setting temporary speed limits**

A road controlling authority may set a temporary speed limit for a road under its control in accordance with Section 7.

#### **2.5 Method for all road controlling authorities to set speed limits: using a plan**

A road controlling authority may set a speed limit (other than a temporary speed limit or an emergency speed limit) for a road under its control if—

- (a) the speed limit—
  - (i) is the same as the speed limit proposed for the road in the relevant plan; and
  - (ii) comes into force within the same timeframe as proposed in the relevant plan; and
  - (iii) is set for the same road as the road listed or described in the relevant plan; or
- (b) the speed limit set for the road differs from the speed limit for the road proposed in the relevant plan, but the only differences are the following:
  - (i) the timeframe within which the speed limit comes into force;
  - (ii) a minor difference in the exact point on the road at which the speed limit changes.

#### **2.6 Alternative method for Agency (as RCA) or territorial authorities to set speed limits: Director approval**

- (1) If the circumstances described in clause 2.5 do not apply, the Agency (as RCA) or a territorial authority may set a speed limit (other than a temporary speed limit or an emergency speed

*Draft for consultation*

*23 April 2021*

*Setting of Speed Limits 2021*

11

- limit) for a road under its control only with the Director's approval and after following the process in subclauses (2) to (7).
- (2) The Agency (as RCA) or a territorial authority must—
- (a) seek the Director's approval to set the speed limit for the road; and
  - (b) provide details to the Director of the proposed speed limit, including the information that would need to be submitted to the Registrar under section 200L of the Act.
- (3) Before seeking the Director's approval under subclause (2), the Agency (as RCA) or a territorial authority must—
- (a) when proposing the speed limit, have regard to guidance and information developed and maintained by the Agency under clauses 3.13 and 3.14, including the guidance on the use of mean operating speed when proposing changes to, or setting, speed limits; and
  - (b) when proposing a speed limit for a road that adjoins a road under the control of another road controlling authority (the **adjoining road**), have regard to the desirability of the road under its control and the adjoining road having the same speed limit, unless there is good reason for different speed limits on each of those roads.
- (4) The Director must give their approval if they are satisfied that good reason exists for the proposed speed limit to be set before the next relevant plan is published (including before an interim plan has been published).
- (5) If the Director gives their approval, the Agency (as RCA) or the territorial authority may proceed to set the proposed speed limit only if—
- (a) the Agency (as RCA) or the territorial authority consults on the proposed speed limit in accordance with clause 3.8; or
  - (b) the Agency (as RCA) or the territorial authority considers that the proposed speed limit is only a minor deviation from the speed limit for the road proposed in the relevant plan.
- (6) Clause 3.8 applies to any consultation under subclause (5)(a), with all necessary modifications (including that references to a "regional transport committee" in that clause must be read as references to the "territorial authority").

*Draft for consultation*

*23 April 2021*

12

*Land Transport Rule*

- (7) Before setting the speed limit, the Agency (as RCA) or the territorial authority must consider submissions received during any consultation under subclause (5)(a).
- (8) Once the Agency (as RCA) or the territorial authority, as the case may be, has set the speed limit, the Agency must publish on an Internet site details of the speed limit and whether it was consulted on under subclause (5)(a).

**2.7 Additional method for other road controlling authorities to set speed limits: using Section 6 process**

- (1) A road controlling authority that is not the Agency (as RCA) or a territorial authority (for example, an airport authority or the Department of Corrections) may also set a speed limit (other than a temporary speed limit or an emergency speed limit) for a road under its control in accordance with Section 6.
- (2) To avoid any doubt, this clause may be used whether or not the circumstances described in clause 2.5 would apply.

*Registering speed limits*

**2.8 Land transport record must be created**

- (1) A land transport record must be created for a decision to set a speed limit (other than a temporary speed limit) including, for greater clarity, a decision to declare a speed limit area.
- (2) To avoid any doubt, a speed limit (other than a temporary speed limit) is set once a land transport record has been created for the speed limit.

**2.9 Submitting information on speed limits to the Registrar**

- (1) When setting a speed limit (other than a temporary speed limit) for a road, a road controlling authority must submit to the Registrar the information required under section 200L of the Act.
- (2) When setting a temporary speed limit for a road, a road controlling authority may submit to the Registrar the information required under section 200L of the Act.
- (3) If a road controlling authority has submitted information on an emergency speed limit under subclause (1) or a temporary speed limit under subclause (2), the road controlling authority must submit to the Registrar the information required under *[the Land Transport (Register of Land Transport Records: Speed Limits)]*

*Draft for consultation*

*23 April 2021*

*Setting of Speed Limits 2021*

13

*Regulations 2021*] as soon as practicable after deciding to remove the emergency speed limit or temporary speed limit.

*Installing traffic control devices*

**2.10 Traffic control devices installed before speed limits come into force**

A road controlling authority must, before a speed limit comes into force on a road under its control, ensure that all traffic control devices that are installed on the road and that indicate the speed limit—

- (a) comply with Section 9; and
- (b) comply with Land Transport Rule: Traffic Control Devices 2004.

Compare: Land Transport Rule: Setting Speed Limits 2017, cl 2.11.

*Change of road controlling authority, and boundary adjustments*

**2.11 Change of road controlling authority, and boundary adjustments**

- (1) Where the road controlling authority that has control of a road changes, the speed limit that applied to that road before the change of authority continues to apply, until the new road controlling authority sets a different speed limit for that road.
- (2) Where the boundaries of any region or territory are altered, and any road comes under a different region or under the control of a different road controlling authority, the plan that applied to the road before the alteration of the boundaries continues to apply to that road until a subsequent plan including that road is published.

Compare: 1991 No 69 s 81(1).

**Section 3 Planning for speed management**

**3.1 Overview**

- (1) This clause sets out an overview of the process for preparing and periodically reviewing speed management plans.
- (2) The Agency (as RCA) and each regional transport committee prepares and consults on a draft speed management plan. Among other things, a draft plan proposes any changes to speed limits on relevant roads.

*Draft for consultation*

*23 April 2021*

14

*Land Transport Rule*

- (3) After that consultation, a final draft speed management plan is submitted to the speed management committee or the Director (as the case may be) for certification.
- (4) Once the final draft speed management plan is certified, the Agency publishes it.
- (5) Once a speed management plan is published, the Agency (as RCA) and each regional transport committee reviews its speed management plan as provided in this Rule.
- (6) This clause is only a guide and does not affect the other provisions of this Section.

*Speed management plans*

**3.2 Preparing speed management plans**

- (1) The Agency (as RCA) must prepare a State highway speed management plan in accordance with clause 3.4.
- (2) Each regional transport committee must prepare a speed management plan for its region in accordance with clause 3.5.
- (3) When preparing or providing information for a plan, the Agency (as RCA), each territorial authority and each regional transport committee must have regard to—
  - (a) the road safety aspects of the GPS on land transport and any Government road safety strategy; and
  - (b) the desirability of taking a whole-of-network approach to changing speed limits, safety cameras, and safety infrastructure, including considering a range of speed management interventions; and
  - (c) the guidance and information developed and maintained by the Agency under clauses 3.13 and 3.14, including the guidance on the use of mean operating speed when proposing changes to, or setting, speed limits.
- (4) When preparing or providing information for a plan to propose a change to a speed limit for a relevant road that adjoins a road under the control of another road controlling authority (the **adjoining road**), the Agency (as RCA) and each territorial authority must have regard to the desirability of the road under its control and the adjoining road having the same speed limit, unless there is good reason for different speed limits on each of those roads.

*Draft for consultation*

*23 April 2021*



*Setting of Speed Limits 2021*

15

**3.3 Reviewing, varying and replacing speed management plans**

- (1) The Agency (as RCA) and each regional transport committee must review its plan in accordance with the deadlines set by the Agency.
- (2) Clauses 3.4 to 3.11 apply, with all necessary modifications, as if the review were a new plan.
- (3) In setting deadlines under clause 3.6 for the review of a plan, the Agency must set those deadlines so that, as far as reasonably practicable, each plan is reviewed every 3 years.
- (4) The Agency (as RCA) or a regional transport committee may prepare, during the currency of a plan, a variation to a current plan or a new plan to replace a current plan, with the approval of the Director.
- (5) If the Director has approved the preparation of a variation or a new plan, the process set out in clause 3.4 or clause 3.5 (as the case may be) must be followed as far as it is relevant and with any necessary modifications.

**3.4 Process for preparing State highway speed management plan**

- (1) *Step 1 (first draft):* The Agency (as RCA) must—
  - (a) prepare a first draft State highway speed management plan; and
  - (b) provide the first draft to every territorial authority and every regional transport committee.
- (2) *Step 2 (consultation draft):* The Agency (as RCA) must—
  - (a) consider any comments on the first draft State highway speed management plan received from territorial authorities and regional transport committees; and
  - (b) prepare a consultation draft State highway speed management plan to include the content required by clause 3.7.
- (3) *Step 3 (public consultation):* The Agency (as RCA) must—
  - (a) publish the consultation draft State highway speed management plan on an Internet site; and
  - (b) consult on the consultation draft plan in accordance with clause 3.8.

*Draft for consultation*

23 April 2021

16

Land Transport Rule

- (4) *Step 4 (final draft):* The Agency (as RCA) must—
  - (a) consider any submissions received on the consultation draft State highway speed management plan (or on a consultation draft regional speed management plan, to the extent that the submissions relate to a State highway); and
  - (b) prepare a final draft State highway speed management plan; and
  - (c) submit the final draft plan to the speed management committee for certification.
- (5) *Step 5 (certification):* The speed management committee must consider whether it is satisfied that the final draft State highway speed management plan meets the requirements in clause 3.10(1) and—
  - (a) if the speed management committee is satisfied, it must certify the plan and provide a certificate to that effect; and
  - (b) if the speed management committee is not satisfied—
    - (i) the speed management committee must refer the final draft plan back to the Agency (as RCA) with recommendations for how to meet the requirements in clause 3.10(1); and
    - (ii) the Agency (as RCA) must repeat Step 4, after having regard to the speed management committee's recommendations.
- (6) *Step 6 (publication):* Once the speed management committee has certified the final draft State highway speed management plan, the Agency must publish, on an Internet site—
  - (a) the plan; and
  - (b) the certificate provided under subclause (5)(a).

### 3.5 Process for preparing regional speed management plans

- (1) *Step 1 (territorial authority input):* Each territorial authority must, for the area in which the roads under its control are located, provide the following information to the regional transport committee:
  - (a) the changes (if any) that the territorial authority proposes to speed limits (other than temporary or emergency speed limits), safety cameras, and safety infrastructure on its roads in that region; and

Draft for consultation

23 April 2021

*Setting of Speed Limits 2021*

17

- (b) an implementation programme for at least 3 financial years from the start of the plan that sets out the timeframe within which each change is proposed to come into force; and
  - (c) any explanation required by clause 5.2(4), any proposed designation of a rural school, and the proposed speed limits for any rural schools (*see* Section 5); and
  - (d) for any changes being proposed to a speed limit that do not align with the Agency's estimate of what is the safe and appropriate speed limit for the road, an explanation for why the proposed speed limit differs from the Agency's estimate.
- (2) *Step 2 (consultation draft)*: The regional transport committee for each region must prepare a consultation draft regional speed management plan for its region by—
  - (a) compiling the information received from each territorial authority in Step 1 (and may change the presentation of the information for the purpose of presenting a consolidated single document); and
  - (b) compiling any information received from other road controlling authorities that control roads in the region (for example, an airport authority or the Department of Corrections); and
  - (c) including the other content required by clause 3.7.
- (3) *Step 3 (public consultation)*: Each regional transport committee must—
  - (a) publish the consultation draft plan for its region on an Internet site; and
  - (b) consult on the consultation draft plan in accordance with clause 3.8.
- (4) *Step 4 (territorial authority consideration)*: Each territorial authority must—
  - (a) consider any submissions received on the consultation draft regional speed management plan that relate to the roads under its control; and
  - (b) advise the regional transport committee of any changes that the territorial authority wishes to make to the consultation draft plan in relation to the roads under its control.

*Draft for consultation*

23 April 2021

18

*Land Transport Rule*

- (5) *Step 5 (final draft):* Each regional transport committee must—
- (a) prepare a final draft regional speed management plan for its region by—
    - (i) amending the consultation draft regional speed management plan to reflect any changes that a territorial authority has advised in Step 4, and any changes advised by road controlling authorities that provided information under clause 3.5(2)(b); and
    - (ii) making any other changes, not inconsistent with the information the territorial authorities provided in Step 1 (as amended to reflect any changes advised in Step 4), that the regional transport committee considers necessary or desirable having regard to any submissions received on the consultation draft plan; and
  - (b) submit the final draft plan to the Director for certification.
- (6) *Step 6 (certification):* The Director must consider whether they are satisfied that the final draft regional speed management plan for each region meets the requirements in clause 3.10(1) and—
- (a) if the Director is satisfied, they must certify the plan and provide a certificate to that effect; and
  - (b) if the Director is not satisfied—
    - (i) the Director must refer the final draft plan back to the regional transport committee with recommendations for how to meet the requirements in clause 3.10(1); and
    - (ii) the regional transport committee must repeat Step 5, after having regard to the Director's recommendations.
- (7) *Step 7 (publication):* Once the Director has certified the final draft regional speed management plan for a region, the Agency must publish, on an Internet site—
- (a) the plan; and
  - (b) the certificate provided under subclause (6)(a).
- 3.6 Agency may set deadlines**
- (1) The Agency may set deadlines for any requirements or events mentioned in clauses 3.4 and 3.5.

*Draft for consultation*

*23 April 2021*

*Setting of Speed Limits 2021*

19

- (2) In setting those deadlines, the Agency must have regard to the desirability of aligning any consultation required under this Rule with (to the extent relevant) any consultation on a regional land transport plan under the Land Transport Management Act 2003.
- (3) A person required or permitted to do anything in relation to a requirement or event mentioned in clause 3.4 or clause 3.5 must use reasonable efforts to comply with any deadline set by the Agency for doing that thing.

### **3.7 Form and content of plans**

- (1) A plan must—
  - (a) identify the changes (if any) being proposed to speed limits (other than temporary and emergency speed limits), safety cameras, and safety infrastructure on the relevant roads; and
  - (b) set out the objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan.
- (2) A plan must also include—
  - (a) an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy; and
  - (b) a general explanation of how a whole-of-network approach was taken to changing speed limits, safety cameras and safety infrastructure, including the approach when deciding whether to invest in making a road safer at higher speeds or to set a lower speed limit; and
  - (c) an implementation programme for at least 3 financial years from the start of the plan that sets out—
    - (i) the changes (if any) being proposed to speed limits (including, to the extent practicable, the information that would need to be submitted to the Registrar to set the proposed speed limit), safety cameras and safety infrastructure on the relevant roads; and
    - (ii) the timeframe within which each change is proposed to occur; and
  - (d) any explanation required by clause 5.2(4), any designation of a rural school, and the speed limits for any rural schools (see Section 5); and

*Draft for consultation*

23 April 2021

20

*Land Transport Rule*

- (e) a summary of any changes to speed limits, safety cameras and safety infrastructure that were included in the implementation programme in the previous plan (if any) but that have not yet come into force; and
  - (f) a summary of the extent to which, in the road controlling authority's view, the changes to speed limits, safety cameras and safety infrastructure that were included in the implementation programme in the previous plan (if any) that have come into force have been effective in managing speed; and
  - (g) for any changes being proposed to a speed limit that do not align with the Agency's estimate of what is the safe and appropriate speed limit for the road, an explanation for why, after considering the matters in clause 3.2(3), the proposed speed limit differs from the Agency's estimate.
- (3) A State highway speed management plan—
  - (a) must also include a general explanation of how the Agency (as RCA) has, when proposing a change to a speed limit, had regard under clause 3.2(4) to the desirability of a road under its control and an adjoining road under the control of another road controlling authority having the same speed limit, unless there is good reason for different speed limits; and
  - (b) may also include changes to safety cameras on roads that are not State highways.
- (4) A regional speed management plan must—
  - (a) identify, for any proposed change to a speed limit for a road under the control of a territorial authority (**the first road**) that adjoins a road under the control of another territorial authority (**the second road**), any instances where the speed limit for the first road is different or is proposed to differ from the speed limit for the second road; and
  - (b) include a copy of the State highway speed management plan to the extent that it relates to State highways in the region.
- (5) A plan may include discussion of other matters related to speed management on the relevant roads, including matters regarding temporary and emergency speed limits.
- (6) A plan must be in the form (if any) set by the Agency.

*Draft for consultation*

*23 April 2021*

*Setting of Speed Limits 2021*

21

- (7) This clause applies to the consultation draft and final draft of any plan prepared under the steps in clauses 3.4 and 3.5 (but not to the first draft State highway speed management plan).

**3.8 Consultation requirements**

- (1) When it is required to consult under clause 3.4, the Agency (as RCA) must give a time period of at least 4 weeks, notified on the Internet site where the consultation draft State highway speed management plan is published, for interested parties to make written submissions on the consultation draft.
- (2) When it is required to consult under clause 3.5, a regional transport committee must consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002.
- (3) When it is required to consult on its consultation draft plan under clause 3.5, each regional transport committee—
- (a) must accept written submissions on behalf of the Agency (as RCA) in relation to the consultation draft State highway speed management plan; and
  - (b) must promptly forward any such submissions to the Agency (as RCA), for the Agency (as RCA) to consider.
- (4) If the Agency receives any submissions on a consultation draft regional speed management plan, it must promptly forward any such submissions to the relevant regional transport committee, for the regional transport committee to consider.
- (5) To avoid any doubt, nothing in this Rule requires a regional transport committee to consult in accordance with the principles specified in section 83 of the Local Government Act 2002.
- (6) A regional transport committee may consult on the regional speed management plan in conjunction with—
- (a) the consultation on the region's regional land transport plan under the Land Transport Management Act 2003; or
  - (b) the relevant regional council's consultation on its long-term plan or its annual plan under the Local Government Act 2002.
- (7) When it is required to consult under clause 3.4 or clause 3.5, the Agency (as RCA) or a regional transport committee (as the case may be) must do everything reasonably practicable to separately consult Māori affected by any proposed change in a draft plan that affects or is likely to affect—

*Draft for consultation*

23 April 2021

- (a) Māori land; or
- (b) land subject to any Māori claims settlement Act; or
- (c) Māori historical, cultural, or spiritual interests.

Compare: 2003 No 118 s 18G(1).

**3.9 Māori contribution to creation of plans**

- (1) The Agency (as RCA) and a regional transport committee must, with regard to a plan,—
  - (a) establish and maintain processes to provide opportunities for Māori to contribute to the preparation of the plan; and
  - (b) consider ways in which the Agency (as RCA) or the regional transport committee (as the case may be) may foster the development of Māori capacity to contribute to the preparation of the plan; and
  - (c) provide relevant information to Māori for the purposes of paragraphs (a) and (b).
- (2) Subclause (1) does not limit the ability of the Agency (as RCA) or a regional transport committee to take similar action in respect of any other population group.

Compare: 2003 No 118 s 18H.

**3.10 Certification of, and comment on, plans**

- (1) For the purpose of clause 3.4(5) or clause 3.5(6), the requirements are—
  - (a) the Agency (as RCA) or the regional transport committee (as the case may be) has confirmed that consultation has been carried out in accordance with clause 3.8; and
  - (b) the Agency (as RCA) or the regional transport committee (as the case may be) has confirmed that the plan sets out the objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan; and
  - (c) the plan includes the content required by clause 3.7(2)(c)-(g).
- (2) When assessing a final draft plan under clause 3.4 or clause 3.5, the speed management committee or the Director (as the case may be) may also provide comment in writing on the extent to which, in its or their view, the plan—



*Setting of Speed Limits 2021*

23

- (a) is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy;
  - (b) takes a whole-of-network approach by including consideration of a range of speed management interventions; and
  - (c) sets out the objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan; and
  - (d) has had regard under clause 3.2(4) to the desirability of a road under the control of one road controlling authority and an adjoining road under the control of another road controlling authority having the same speed limit, unless there is good reason for different speed limits; and
  - (e) is likely to lead to compliance with clause 5.4 (Implementation period for setting speed limits around schools).
- (3) The speed management committee or the Director (as the case may be) may, after providing comments under subclause (2) and giving the Agency (as RCA) or the regional transport committee (as the case may be) a reasonable time to consider those comments, publish the comments on an Internet site.

### **3.11 Publication of certified plans**

A plan that is published under clause 3.4(6) or clause 3.5(7) may differ from the final draft plan to correct minor or technical errors or to change the format and visual presentation of its content.

#### *Government road safety strategy*

### **3.12 Minister may issue Government road safety strategy**

- (1) The Minister may, by written notice to the Agency or the Director, require any publicly available document or documents to be treated as the **Government road safety strategy** for the purposes of this Rule.
- (2) To avoid any doubt, the Minister is not required to create a Government road safety strategy.

*Draft for consultation*

23 April 2021

*Agency to provide guidance and information to support speed management*

**3.13 Guidance on speed management**

- (1) The Agency must develop and maintain guidance on speed management, which must include—
  - (a) guidance on the use of mean operating speed when proposing changes to, or setting, speed limits (*see* clause 3.2(3)(c)); and
  - (b) the Agency's estimate of what is the safe and appropriate speed limit for a road under the control of the Agency (as RCA) or a territorial authority (*see* clauses 3.5(1)(d) and 3.7(2)(g)); and
  - (c) guidance on what the Agency considers is a point of obvious change in the roadside development or the road environment for the purposes of clause 4.7; and
  - (d) guidance on setting speed limits around schools (*see* clause 5.2(1)); and
  - (e) guidance on minimum lengths between speed limit signs (*see* clause 9.2(2)).
- (2) The Agency must supply the guidance to road controlling authorities and regional transport committees.  
Compare: Land Transport Rule: Setting Speed Limits 2017, cl 2.1(1)(a).

**3.14 Information about speed management for roads**

- (1) The Agency must develop and maintain information about speed management for roads under the control of the Agency (as RCA) or a territorial authority.
- (2) When developing and maintaining information about speed management for a road under the control of the Agency (as RCA) or a territorial authority, the Agency must have regard to—
  - (a) the function and use of the road; and
  - (b) crash and injury risks for all road users; and
  - (c) the characteristics of the road and roadsides; and
  - (d) adjacent land use; and
  - (e) the number of intersections and property accessways; and
  - (f) traffic volume; and

*Setting of Speed Limits 2021*

25

- (g) any planned physical changes to the road and its infrastructure; and
- (h) the mean operating speed for the road; and
- (i) the principles and outcomes of any Government road safety strategy; and
- (j) any other matter the Agency considers appropriate.

Compare: Land Transport Rule: Setting Speed Limits 2017, cl 2.3.

### **3.15 Agency must supply information**

A road controlling authority or regional transport committee may request from the Agency information about speed management for any road under the control of the Agency (as RCA) or a territorial authority, and the Agency must supply the information to the requester if that information is available.

Compare: Land Transport Rule: Setting Speed Limits 2017, cl 2.4(1) and (3).

#### *Speed management committee*

### **3.16 Speed management committee established**

- (1) As soon as practicable after this Rule comes into force, the Agency must establish a speed management committee.
- (2) However, the Minister, not the Agency, may appoint members of the speed management committee.
- (3) The speed management committee must have no more than 9 members.
- (4) The provisions set out in Schedule 2 have effect according to their terms.

### **3.17 Purpose and functions of speed management committee**

- (1) The purposes of the speed management committee are to—
  - (a) provide assurance that the Agency (as RCA) has developed the State highway speed management plan in accordance with this Rule; and
  - (b) provide oversight of the information and guidance on speed management that the Agency provides under this Rule, to ensure that the information is up to date and is fit for purpose.
- (2) The speed management committee has the functions, duties, and powers provided in clause 3.4, clause 3.10 and clause 3.18.

*Draft for consultation*

*23 April 2021*

26

*Land Transport Rule*

**3.18 Speed management committee oversight of Agency**

- (1) The speed management committee may request that the Agency—
- (a) provide comment to the committee about any information or guidance the Agency has provided; and
  - (b) procure an independent review of any information or guidance the Agency has provided and provide the outcome of the review to the committee.
- (2) The Agency must comply with any requests made under subclause (1).

**Section 4 Technical requirements for speed limits**

**4.1 Application of clauses 4.2 to 4.4**

Clauses 4.2 to 4.4 apply whenever—

- (a) in a plan, a change is proposed to a speed limit for any road; or
- (b) a road controlling authority sets a speed limit for a road.

**4.2 Types of speed limit**

A speed limit must be in one of the following types:

- (a) a permanent speed limit;
- (b) a seasonal speed limit;
- (c) a variable speed limit (*see* also clause 4.8);
- (d) a temporary speed limit (which must be set in accordance with Section 7 and which may or may not be entered on the register);
- (e) an emergency speed limit (which must be set in accordance with Section 8).

Compare: Land Transport Rule: Setting Speed Limits 2017, cl 3.1.

**4.3 Range of speed limits**

A speed limit must be one of the following:

- (a) 10 km/h;
- (b) 20 km/h;
- (c) 30 km/h;
- (d) 40 km/h;

*Draft for consultation*

*23 April 2021*

*Setting of Speed Limits 2021*

27

- (e) 50 km/h:
- (f) 60 km/h:
- (g) 70 km/h:
- (h) 80 km/h:
- (i) 90 km/h:
- (j) 100 km/h:
- (k) 110 km/h (which may not be set contrary to clause 4.4).

Compare: Land Transport Rule: Setting Speed Limits 2017, cl 3.2.

**4.4 Director approval required for changes to 110 km/h speed limits**

- (1) A road controlling authority may not set a speed limit of 110 km/h for a road unless the road controlling authority has requested and obtained the Director's approval under this clause.
- (2) If the Director is satisfied that the road has been designed and constructed, and will be managed and operated, to the standard necessary to safely support 110 km/h travel speeds, the Director—
  - (a) must give approval, and may do so unconditionally or subject to any conditions that the Director considers appropriate; and
  - (b) must set minimum lengths between speed limit signs for the road.
- (3) If the Director is not satisfied, the Director must not give approval.
- (4) The Director must notify the road controlling authority of its decision in writing, including—
  - (a) the conditions to which any approval is subject (if any); and
  - (b) the minimum lengths between speed limit signs for the road.

Compare: Land Transport Rule: Setting Speed Limits 2017, cl 4.6(1)-(5).

**4.5 Application of clauses 4.6 to 4.8**

Clauses 4.6 to 4.8 apply whenever—

- (a) in a plan, a change is proposed to a speed limit for a road, except in the case of—

*Draft for consultation*

*23 April 2021*

- (i) a temporary speed limit or an emergency speed limit; or
- (ii) a road where the road controlling authority is not the Agency (as RCA) or a territorial authority; or
- (b) a territorial authority or the Agency (as RCA) sets a speed limit for a road (other than a temporary speed limit or an emergency speed limit).

#### **4.6 Road lengths for speed limits**

- (1) A road for which a speed limit is set under this Rule must be equal to or exceed the minimum length in the table in Schedule 1, unless one or more of the following applies:
  - (a) the requirement is impracticable for the road;
  - (b) the speed limit is less than 50 km/h;
  - (c) the section of road is a road outside a school;
  - (d) a lower speed limit is applied to a section of road approaching or following an intersection on the road;
  - (e) a lower speed limit is applied to a section of road as part of a variable speed limit.
- (2) A speed limit may apply to short lengths of road adjoining the road that complies with subclause (1), even though those short lengths of road would not comply with the table in Schedule 1.

#### **4.7 Point on road at which a speed limit changes**

- (1) A road controlling authority must be satisfied that the point on a road at which a speed limit changes is at, or close to, a point of obvious change in the roadside development or the road environment.
- (2) For the purposes of this clause, the presence of a school nearby may be treated as an obvious change in the roadside development or the road environment.
- (3) *See also clause 9.1(1).*  
Compare: Land Transport Rule: Setting Speed Limits 2017, cl 3.3(3).

#### **4.8 Variable speed limits**

- (1) The Agency (as RCA) or a territorial authority may set a variable speed limit only if it is satisfied that—
  - (a) the speed limit needs to vary in order to be safe and appropriate for the road; and

*Setting of Speed Limits 2021*

29

- (b) a variable speed limit is necessary to address or manage one or more of the following:
  - (i) different numbers and types of road users or different traffic movements;
  - (ii) the effects of changing traffic volumes, including to ease congestion;
  - (iii) for emergency or temporary traffic management;
  - (iv) a crash risk posed by turning or crossing traffic;
  - (v) changing climatic conditions;
  - (vi) the presence of a school (*see* also Section 5).
- (2) In any other case, the Agency (as RCA) or the territorial authority may set a variable speed limit only with the Director's approval.
- (3) When setting a variable speed limit, the Agency (as RCA) or the territorial authority must install signs as specified by the Director.

Compare: Land Transport Rule: Setting Speed Limits 2017, cl 5.1.

## **Section 5 Speed limits around schools**

### **5.1 Interpretation**

For the purposes of Section 5 and clause 4.6, a road controlling authority may determine—

- (a) what sections of the road under its control are **a road outside a school**, having regard to—
  - (i) typical or expected routes for pedestrians to access the school; and
  - (ii) the purpose of making people feel safer to walk to and from school (or travel to and from school on cycles or mobility devices), and encouraging them to do so; and
- (b) what are the **school travel periods** for a school, having regard to any guidance provided by the Agency about school travel periods for schools.

### **5.2 Maximum permitted speed limits outside schools**

- (1) When setting a speed limit for a road outside a school or when designating a school as a rural school, a road controlling

*Draft for consultation*

23 April 2021

- authority must have regard to any guidance provided by the Agency about speed limits outside schools.
- (2) A road controlling authority must set the speed limit for a road outside a school as—
- (a) a variable speed limit where 30 km/h is the speed limit in force during school travel periods; or
  - (b) a permanent speed limit of 30 km/h.
- (3) Despite subclause (2), a road controlling authority may, if the condition in subclause (4) is satisfied, set the speed limit for a road outside a school as—
- (a) a variable speed limit where 40 km/h is the speed limit in force during school travel periods; or
  - (b) a permanent speed limit of 40 km/h.
- (4) The condition is that the relevant plan includes an explanation for setting the speed limit for the road outside the school at 40 km/h instead of 30 km/h (either permanently or during school travel periods, as the case may be).
- (5) Despite subclause (2), a road controlling authority is not required to set a speed limit in accordance with subclause (2) if, on 23 April 2021 and immediately prior to the commencement of this Rule, the speed limit for the road outside the school was either—
- (a) a variable speed limit where 40 km/h is the speed limit in force during school travel periods; or
  - (b) a permanent speed limit of 40 km/h.
- 5.3 Designated rural schools may have higher speed limits**
- (1) A road controlling authority may designate a school as a rural school, by stating the designation in the relevant plan, if the road controlling authority considers that the school is located in a rural area.
- (2) Despite clause 5.2(2), a road controlling authority may set the speed limit for a road outside a school designated as a rural school as—
- (a) a variable speed limit where 60 km/h or less is the speed limit in force during school travel periods; or
  - (b) a permanent speed limit of 60 km/h or less.



*Setting of Speed Limits 2021*

31

**5.4 Implementation period for setting speed limits around schools**

A road controlling authority must—

- (a) in relation to at least 40% of the schools adjoining roads under its control, set speed limits so that the roads under its control comply with Section 5 by 30 June 2024; and
- (b) use reasonable efforts that all roads under its control have speed limits set that comply with Section 5 by 31 December 2029.

**Section 6 Speed limits for roads not under the control of the Agency (as RCA) or a territorial authority**

**6.1 Application of Section 6**

In Section 6, a reference to a **road controlling authority** means a road controlling authority other than the Agency (as RCA) or a territorial authority.

**6.2 Requirements for setting speed limit under Section 6**

(1) A speed limit set under Section 6 must—

- (a) be a permanent speed limit, a seasonal speed limit, or a variable speed limit; and
- (b) be one of the speed limits in clause 4.3(a) to (j).

(2) Where a road controlling authority sets a variable speed limit under Section 6, the road controlling authority must comply with clause 4.8 as though references in that clause to “territorial authority” included the road controlling authority.

**6.3 Process before setting speed limit under Section 6**

(1) Before setting a speed limit under Section 6, the road controlling authority must be satisfied that the speed limit is safe and appropriate for the road, having regard to—

- (a) the numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders; and
- (b) the level of roadside development; and
- (c) the condition or class of the road; and
- (d) the use to which the road is put; and
- (e) any other matter the road controlling authority considers relevant to public safety; and

*Draft for consultation*

*23 April 2021*

- (f) any guidance provided by the Agency.
- (2) Before setting a speed limit under Section 6, the road controlling authority must consult with—
  - (a) the Commissioner; and
  - (b) the Agency; and
  - (c) any other persons or groups who the road controlling authority considers to be directly affected by the proposed speed limit, allowing those persons or groups a reasonable time to make written submissions on the proposal.

Compare: Land Transport Rule: Setting Speed Limits 2017, cl 8.1(2)–(3).

#### **6.4 Setting speed limit under Section 6**

- (1) Where a road controlling authority sets a speed limit under Section 6, the road controlling authority must comply with clause 2.9.
- (2) To avoid any doubt—
  - (a) a speed limit set under Section 6 must be entered on the register for it to be an applicable speed limit (*see* Section 2); and
  - (b) a road controlling authority can also—
    - (i) set a temporary speed limit for a road under its control in accordance with Section 7; and
    - (ii) set an emergency speed limit for a road under its control in accordance with Section 8.

### **Section 7 Temporary speed limits**

#### **7.1 Criteria for, and requirement to consider, setting temporary speed limits**

A road controlling authority—

- (a) must consider setting a temporary speed limit if, in the opinion of the road controlling authority, there is a risk of danger to a worker or the public, or a risk of damage to a road, due to—
  - (i) physical work occurring on or adjacent to a road that impacts the function of the road (including an ongoing work site outside of the hours of work); or

*Setting of Speed Limits 2021*

33

- (ii) the presence of an unsafe road surface or structure;  
or
- (iii) a special event; and
- (b) may set a temporary speed limit if it considers that there is such a risk.

[Note: 'special event' is a defined term.]

Compare: Land Transport Rule: Setting Speed Limits 2017, cl 6.1.

## **7.2 How temporary speed limit is set, applies, and is removed**

- (1) A temporary speed limit for a road is set and comes into force by installing signs in accordance with Section 7 and a traffic management plan approved in writing by the road controlling authority.
- (2) A temporary speed limit must be—
  - (a) one of the speed limits in clause 4.3(a) to (h); and
  - (b) at least 10 km/h less than any permanent speed limit, or seasonal speed limit or variable speed limit that would otherwise be in force, for the road.
- (3) A temporary speed limit—
  - (a) applies from the point on the road at which a temporary speed limit sign is installed to the point on the road at which a sign indicates that a different speed limit applies; and
  - (b) applies from the time a temporary speed limit sign is installed; and
  - (c) ceases to apply when the temporary speed limit signs are removed; and
  - (d) may apply for no longer than 12 months.
- (4) A road controlling authority that has set a temporary speed limit must take reasonably practicable steps so that the cause of the temporary speed limit is clear to a road user.
- (5) A person who is authorised to install a temporary speed limit sign in accordance with the traffic management plan in subclause (1)—
  - (a) may remove a temporary speed limit sign; and
  - (b) must remove the temporary speed limit signs and equipment used to install or support the signs as soon as

*Draft for consultation*

*23 April 2021*

the person is satisfied that the reason for the temporary speed limit no longer applies.

- (6) Where a land transport record exists for a temporary speed limit, when the temporary speed limit signs are removed the road controlling authority must submit required information to the Registrar (*see* clause 2.9(3)).

**7.3 Agency or Commissioner may require removal of temporary speed limit**

The Agency or the Commissioner may, at any time, require the removal of a temporary speed limit and the removal of accompanying signs and equipment used to install or support the signs, if satisfied that—

- (a) the reason for the temporary speed limit no longer applies; or
- (b) the temporary speed limit is not safe and appropriate for the road in the circumstances for which the speed limit was set.

Compare: Land Transport Rule: Setting Speed Limits 2017, cl 6.2(7).

**7.4 Setting a temporary speed limit when there is physical work occurring on or adjacent to a road**

- (1) Before setting a temporary speed limit due to physical work occurring on or adjacent to a road that impacts the function of the road (including an ongoing work site outside of the hours of work), the road controlling authority must be satisfied that the speed limit is safe and appropriate for the road, having regard to—

- (a) the numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders, that use the road; and
- (b) the nature of the physical work; and
- (c) the nature and level of risk to persons working on or near the road; and
- (d) the nature and level of risk to the public.

- (2) A temporary speed limit that is set due to physical work occurring on or adjacent to a road may apply for—

- (a) the period during which there is physical work occurring on or adjacent to a road that impacts the function of the road; or

*Setting of Speed Limits 2021*

35

- (b) specified times during the period in which there is physical work occurring on or adjacent to a road that impacts the function of the road.

Compare: Land Transport Rule: Setting Speed Limits 2017, cls 6.3 and 6.2(4).

## **7.5 Setting a temporary speed limit when there is an unsafe road surface or structure**

- (1) Before setting a temporary speed limit due to the presence of an unsafe road surface or structure, the road controlling authority must be satisfied that the speed limit is safe and appropriate for the road, having regard to—

- (a) the numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders, that use the road; and
- (b) the nature of the unsafe road surface or structure; and
- (c) the nature and level of risk to the public.

- (2) A temporary speed limit that is set due to the presence of an unsafe road surface or structure may apply for—

- (a) the period during which an unsafe road surface or structure is present; or
- (b) specified times during the period in which an unsafe road surface or structure is present.

Compare: Land Transport Rule: Setting Speed Limits 2017, cls 6.4 and 6.2(4).

## **7.6 Setting a temporary speed limit for a special event**

- (1) Before setting a temporary speed limit for a special event, the road controlling authority must be satisfied that the speed limit is safe and appropriate for the road, having regard to—

- (a) the numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders, that use the road; and
- (b) the nature of the special event; and
- (c) the nature and level of risk to the public.

- (2) A temporary speed limit that is set for a special event may apply for—

- (a) the period of the special event including any period of time before or after, and associated with, the event; or

*Draft for consultation*

*23 April 2021*

- (b) specified times during the period of the special event.

[Note: 'special event' is a defined term.]

Compare: Land Transport Rule: Setting Speed Limits 2017, cl 6.5.

## **Section 8      Emergency speed limits**

### **8.1              Meaning of emergency**

In this Rule, **emergency** means a situation that—

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

Compare: Land Transport Rule: Setting Speed Limits 2017, cl 7.1(1).

Compare: 2002 No 33 s 4 definition of "emergency".

### **8.2              Criteria for, and requirement to consider, setting emergency speed limits**

A road controlling authority—

- (a) must consider setting an emergency speed limit if, in the opinion of the road controlling authority, there is a risk of danger to any person or a risk of damage to a road due to an emergency that affects the use of any road; and
- (b) may set an emergency speed limit if the road controlling authority is satisfied that there is a risk of danger to any person or a risk of damage to a road due to an emergency that affects the use of any road.

Compare: Land Transport Rule: Setting Speed Limits 2017, cl 7.1(2).

### **8.3              Setting an emergency speed limit**

- (1) A road controlling authority may set an emergency speed limit for a road under its control after complying with the requirements of subclauses (2) and (3).
- (2) An emergency speed limit must—

*Setting of Speed Limits 2021*

37

- (a) be one of the speed limits in clause 4.3(a) to (h); and
  - (b) be at least 10 km/h less than any permanent speed limit, or seasonal speed limit or variable speed limit that would otherwise be in force, for the road; and
  - (c) apply for no longer than 12 months.
- (3) Before setting an emergency speed limit, the road controlling authority must be satisfied that the speed limit is safe and appropriate for the road, having regard to—
- (a) the circumstances of the emergency; and
  - (b) the numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders, that use the road; and
  - (c) the needs of a community affected by the emergency; and
  - (d) the nature and level of risk to the public; and
  - (e) any other measures taken to reduce hazards and risks.

#### **8.4 Setting an emergency speed limit**

Where a road controlling authority sets an emergency speed limit, the road controlling authority must—

- (a) record in writing the reasons why it was satisfied that setting an emergency speed limit was necessary; and
- (b) to avoid any doubt, comply with clauses 2.8 and 2.9.

#### **8.5 How emergency speed limit is removed**

When a road controlling authority is satisfied that an emergency speed limit for a road is no longer necessary, it must—

- (a) decide to remove the emergency speed limit; and
- (b) submit required information to the Registrar (*see* clause 2.9(3)).

#### **8.6 Agency or Commissioner may require removal of emergency speed limit**

The Agency or the Commissioner may, at any time, require a road controlling authority to remove an emergency speed limit that it has set, if satisfied that—

- (a) the reason for the emergency speed limit no longer applies; or

*Draft for consultation*

*23 April 2021*

- (b) the emergency speed limit is not appropriate in the circumstances for which the speed limit was set.

## **Section 9 Signs**

### **9.1 Requirement to provide signs at, or near, point where speed limit changes**

- (1) A road controlling authority must install a speed limit sign on the left-hand side of a road under its control at or near, and not more than 50 m from, the point on the road where a speed limit changes.
- (2) If the estimated two-way annual-average daily traffic at the point where a speed limit changes exceeds 500 vehicles, the road controlling authority must also install a speed limit sign on the right-hand side of the road, or on the central median where appropriate, at or near, and no more than 50 m from, that point.
- (3) If a road user might not easily see, or readily understand or react to, a sign that is installed within 50 m of the point on the road where a speed limit changes, a road controlling authority may, despite subclauses (1) and (2), install speed limit signs more than 50 m, but as close to it as reasonably practicable, from that point.
- (4) A speed limit sign may be installed otherwise than as required by subclause (1) if—
  - (a) authorised under this Rule or any other enactment; or
  - (b) a road user might not easily see, or readily understand or react to, a sign that is installed on the left-hand side of the road; or
  - (c) the sign would be more effective if installed above a lane.

Compare: Land Transport Rule: Setting Speed Limits 2017, cl 9.1.

### **9.2 Requirement to provide speed limit signs**

- (1) A road controlling authority must install speed limit signs where they will be easily seen by road users and to which they may readily react.
- (2) When installing speed limit signs a road controlling authority must have regard to the Agency's guidance on minimum lengths between speed limit signs.



*Setting of Speed Limits 2021*

39

**9.3 Specific requirements for permanent, seasonal and variable speed limit signs**

- (1) For a permanent speed limit, a seasonal speed limit or a variable speed limit, the speed limit shown on the associated signs installed by the road controlling authority must not be visible to road users until the speed limit comes into force.
- (2) For a seasonal speed limit, a road controlling authority must ensure that, at any given time, the speed limit on the associated signs installed by the road controlling authority show—
  - (a) the speed limit that is in force at that time under the seasonal speed limit; or
  - (b) the dates on or periods during which the speed limit in force on the road changes under the seasonal speed limit and what speed limit, expressed in km/h, is in force on or between those dates or periods.

Compare: Land Transport Rule: Setting Speed Limits 2017, cl 9.3.

**9.4 Agency may direct road controlling authority to install, modify, or remove signage**

The Agency may direct a road controlling authority to install, modify, or remove a speed limit sign to comply with this Rule.

Compare: Land Transport Rule: Setting Speed Limits 2017, cl 9.7.

**Section 10 Review of speed limits by Agency**

**10.1 Agency's powers to monitor and direct road controlling authority and to change or modify a speed limit**

- (1) The Agency may monitor road controlling authorities and regional transport committees for compliance with this Rule.
- (2) The Agency must notify a road controlling authority in writing if it has reason to believe that the road controlling authority might not have complied with this Rule, and give the road controlling authority a reasonable opportunity to respond to the notification.
- (3) If the Agency is not satisfied by a road controlling authority's response to the notice under subclause (2), the Agency may issue directions to the road controlling authority regarding matters to be addressed.
- (4) A road controlling authority must comply with directions given by the Agency under clause 10.1(3), 10.1(5), or 9.4, or with the

*Draft for consultation*

*23 April 2021*

40

*Land Transport Rule*

requirements of the Agency or the Commissioner under clause 7.3 or 8.6.

- (5) If the Agency reasonably believes that a road controlling authority has not complied with this Rule in setting a speed limit, or proposing to change a speed limit, or that a speed limit set by a road controlling authority does not comply with this Rule, the Agency may direct the road controlling authority to do the following:
- (a) set the speed limit in accordance with the Agency directions:
  - (b) review or change the procedures used by the road controlling authority to set speed limits or to propose to change speed limits to comply with this Rule:
  - (c) carry out the instructions in paragraph (a) and (b) within a stated period.
- (6) If a road controlling authority does not comply with directions given under clause 10.1(3), 10.1(5), or 9.4, or the requirements of the Agency or the Commissioner under clause 7.3 or 8.6, the Agency may exercise the power of the road controlling authority to set the speed limit under this Rule.
- (7) If the Agency exercises powers under subclause (6), the reasonable expenses incurred by the Agency in exercising those powers become a debt due by the road controlling authority to the Agency and may be recovered by the Agency accordingly.

*Compare: Land Transport Rule: Setting Speed Limits 2017, cl 2.10.*

**10.2 Ability to change speed limit where Agency has previously directed change to speed limit**

If the Agency has given a direction under clause 10.1(5) to set a speed limit or exercised the powers of a road controlling authority to set a speed limit under clause 10.1(6), a road controlling authority may not change the speed limit from the speed limit directed or set by the Agency in the five years following the direction or setting, unless it has the Agency's approval.

**Section 11 Revocation, transitional provisions, and consequential amendments**

**11.1 2017 Rule revoked**

Land Transport Rule: Setting of Speed Limits 2017 is revoked.

*Draft for consultation*

*23 April 2021*

*Setting of Speed Limits 2021*

41

**11.2 Continuation of record keeping obligation under 2017 Rule**

Despite clause 11.1, each road controlling authority must continue to retain the details referred to in clause 2.8(7) of Land Transport Rule: Setting of Speed Limits 2017 for at least seven years from the date on which the new speed limit (within the meaning of that clause) came into force.

**11.3 Transitional provisions**

The provisions of Schedule 3 apply according to their terms despite anything else in this Rule.

**11.4 Amendments to Land Transport Rule: Traffic Control Devices 2004**

- (1) This clause amends the Land Transport Rule: Traffic Control Devices 2004.
- (2) In clause 4.2(1), replace “as specified in *section 9 of Land Transport Rule: Setting of Speed Limits 2017*” with “as required by *Section 9 of Land Transport Rule: Setting of Speed Limits 2021*”.

*Draft for consultation*

23 April 2021

42

*Land Transport Rule*

**Schedule 1**  
**Road lengths for speed limits**

Ref: clause 4.6(1)

Speed limit (km/h)	Minimum length (m)
50	500
60	600
70	700
80	800
90	2000
100	2000
110	As approved by the Director under clause 4.4

Compare: Land Transport Rule: Setting Speed Limits 2017, Schedule 1.

*Draft for consultation*

*23 April 2021*

*Setting of Speed Limits 2021*

43

## **Schedule 2**

### **Speed management committee**

Ref: clause 3.16(4)

#### **1 Appointment of members**

- (1) An appointment of a member to the speed management committee must be made by written notice to the member (with a copy to the committee).  
Compare: 2004 No 115 s 28(2).
- (2) The notice must—
  - (a) state the date on which the appointment takes effect which must not be earlier than the date on which the notice is received; and
  - (b) state the term of the appointment.Compare: 2004 No 115 s 28(3).
- (3) The Minister may only appoint a person who, in the Minister's opinion, has—
  - (a) the appropriate knowledge, skills, and experience in relation to speed management and road safety; or
  - (b) the appropriate knowledge, skills, and understanding of the impacts of speed management on local government, motorists, rural communities, vulnerable road users, freight carriers or enforcement matters; or
  - (c) has other appropriate knowledge, skills, and experience to assist the committee to achieve its purposes, perform its functions and duties, and exercise its powers.
- (4) A person is disqualified from being a member of the committee if they would be disqualified from being a member of a statutory entity under section 30(2) of the Crown Entities Act 2004.

#### **2 Requirements before appointment**

- (1) Before a person is appointed as a member of the committee, the person must—
  - (a) consent in writing to being a member; and
  - (b) certify that they are not disqualified from being a member (*see* clause 1(4) of this Schedule); and
  - (c) make a disclosure required by [section 96B](#) of the Land Transport Management Act 2003 (and for that purpose the relevant person is the Minister).

*Draft for consultation*

*23 April 2021*

44

*Land Transport Rule*

- (2) The committee must notify the Minister of a failure to comply with subclause (1)(c) as soon as practicable after becoming aware of the failure.

Compare: 2004 No 115 s 31.

**3 Chairperson and deputy chairperson of committee**

Clauses 1 to 5 of [Schedule 5](#) of the Crown Entities Act 2004 apply as if the committee were a board of a Crown agent and with all other necessary modifications.

**4 Procedure of committee**

Clauses 6 to 14 of [Schedule 5](#) of the Crown Entities Act 2004 apply as if the committee were a board of a Crown agent and with all other necessary modifications.

**5 Certain provisions of Crown Entities Act 2004 apply to committee and its members**

- (1) The following provisions of the Crown Entities Act 2004 apply as if the committee were a board of a Crown agent and with all other necessary modifications:
- (a) section 32 (which relates to the term of office of members):
  - (b) section 34 (which relates to the validity of members' acts):
  - (c) section 35 (which relates to the validity of appointment of members):
  - (d) section 36(1)-(3) (which relates to the removal of members):
  - (e) section 41(a)-(b) (which relates to the process for removal of members):
  - (f) section 44 (which relates to the resignation of members):
  - (g) section 45 (which relates to members ceasing to hold office).
- (2) Clause 15 of [Schedule 5](#) of the Crown Entities Act 2004 applies as if the committee were a committee appointed under clause 14 of that schedule and with all other necessary modifications.

Compare: 2008 No 91 s 85

*Draft for consultation*

*23 April 2021*

*Setting of Speed Limits 2021*

45

### **Schedule 3** **Transitional provisions**

Ref: clause 11.3

#### **1 Definitions for transitional provisions**

In this Schedule,—

**existing speed limit**, in relation to any road, means the speed limit set under an enactment and in force for the road immediately prior to the commencement of this Rule

**interim period** means, in relation to a road controlling authority, the period—

- (a) beginning at the end of the transitional period; and
- (b) ending on the day on which the first relevant plan (that is not an interim plan) is published

**transitional period**, means—

- (a) in relation to the Agency (as RCA) or a territorial authority, the period—
  - (i) beginning on the commencement of this Rule; and
  - (ii) ending on the day on which land transport records have effect under section 200H of the Act in respect of all the roads under the control of the Agency (as RCA) or the territorial authority, as the case may be, for which there is an existing speed limit; and
- (b) in relation to a road controlling authority other than the Agency (as RCA) or a territorial authority, the period—
  - (i) beginning on the commencement of this Rule; and
  - (ii) ending on [a date to be confirmed].

#### **2 Existing speed limits continue to apply**

- (1) An existing speed limit for a road (other than a temporary speed limit) remains the applicable speed limit for the road until a land transport record in respect of a speed limit for that road has effect under section 200H of the Act.
- (2) An existing speed limit for a road that is a temporary speed limit remains the applicable speed limit for the road until either—
  - (a) the temporary speed limit is removed in accordance with this Rule; or

*Draft for consultation*

*23 April 2021*

- (b) a land transport record in respect of the temporary speed limit for that road has effect under section 200H of the Act (in which case the applicable speed limit becomes, in accordance with clause 2.1(1), the speed limit for the road in the register).

### **3 Removing existing temporary and emergency speed limits**

An existing speed limit for a road that is a temporary speed limit or an emergency speed limit must be removed in accordance with this Rule.

#### *Setting speed limits during transitional period*

### **4 Speed limits must or may be set during transitional period**

- (1) During the transitional period the Agency (as RCA) and every territorial authority must, for each road under its control for which there is an existing speed limit, do one of the following:
    - (a) re-set an existing speed limit under clause 5 of this Schedule; or
    - (b) set an updated speed limit under clause 6 of this Schedule; or
    - (c) set a new speed limit under clause 7 of this Schedule.
  - (2) During the transitional period a road controlling authority that is not the Agency (as RCA) or a territorial authority (for example, an airport authority or the Department of Corrections) may, for a road under its control, do one of the following:
    - (a) re-set an existing speed limit under clause 5 of this Schedule; or
    - (b) set an updated speed limit under clause 6 of this Schedule; or
    - (c) set a new speed limit under clause 7 of this Schedule.
  - (3) A road controlling authority must, for all speed limits (other than any temporary speed limits) set during the transitional period, submit to the Registrar the information required under section 200L of the Act.
  - (4) To avoid any doubt, a speed limit set during the transitional period is and must be treated as the valid speed limit once a land transport record has been created for the speed limit.
- ### **5 Re-setting an existing speed limit during transitional period**
- (1) During the transitional period a road controlling authority may decide to set an existing speed limit for a road as the speed limit for the road.
  - (2) A road controlling authority sets a speed limit under this clause by submitting to the Registrar the information required under section 200L of the Act that is consistent with the details of the existing speed limit.



*Setting of Speed Limits 2021*

47

- (3) Where an existing speed limit is based on a bylaw, *see [the Land Transport (Register of Land Transport Records: Speed Limits) Regulations 2021]*.

#### **6 Setting an updated speed limit during transitional period**

- (1) During the transitional period a road controlling authority may seek the Director's approval to set a speed limit (other than a temporary speed limit or an emergency speed limit) for a road—
  - (a) by taking the existing speed limit for the road and making any of the following modifications:
    - (i) changing the location of the start point or end point (or both) of the speed limit to align with the positions of speed limit signs in place on the road at the commencement of this Rule;
    - (ii) changing the speed limit expressed in kilometres per hour to align with that displayed on speed limit signs in place on the road at the commencement of this Rule; or
  - (b) where no bylaw exists or can be found that sets the speed limit for the road, by setting a speed limit for the road that is consistent with speed limit signs in place on the road at the commencement of this Rule.
- (2) The Director must give approval if they are satisfied that the speed limit has been set in accordance with subclause (1).
- (3) A road controlling authority sets a speed limit under this clause by submitting to the Registrar the information required under section 200L of the Act that is consistent with the details of the speed limit approved by the Director.
- (4) Where the existing speed limit in subclause (1)(a) was based on a bylaw, *see [the Land Transport (Register of Land Transport Records: Speed Limits) Regulations 2021]*.

#### **7 Setting a new speed limit during transitional period**

- (1) During the transitional period a road controlling authority may set a speed limit for any road under its control in accordance with—
  - (a) any enactment (other than this Rule) that empowers or requires the road controlling authority to do so; or
  - (b) the Land Transport Rule: Setting of Speed Limits 2017 as if it were in force, despite clause 11.1.
- (2) To avoid any doubt, clause 4(3) of this Schedule applies to any speed limit set under subclause (1).

*Draft for consultation*

*23 April 2021*

48

*Land Transport Rule*

- (3) To avoid any doubt, any road controlling authority may set a speed limit for a road under subclause (1) regardless of whether—
  - (a) an existing speed limit exists for the road; or
  - (b) the road controlling authority has already set a speed limit for the road under clauses 5 or 6 of this Schedule.
- (4) Where the speed limit set under subclause (1) is a bylaw, *see [the Land Transport (Register of Land Transport Records: Speed Limits) Regulations 2021]*.

*Setting speed limits during interim period*

**8 Overview of interim period**

- (1) During the interim period, a road controlling authority may set a speed limit in the following ways:
  - (a) if an interim plan has been published, under clause 2.5:
  - (b) under clause 2.6:
  - (c) under clause 10 of this Schedule.
- (2) This clause is only a guide and does not affect the other provisions of this Rule.

**9 Creating an interim speed management plan**

- (1) During the interim period, the Agency (as RCA), a regional transport committee or a territorial authority may create an interim speed management plan in accordance with this Schedule.
- (2) A territorial authority may create its own interim territorial authority speed management plan even if the relevant regional transport committee is also creating an interim regional speed management plan.
- (3) However, a territorial authority must not publish a consultation draft interim territorial authority speed management plan if the regional transport committee has notified the territorial authority of the committee's intention to publish a consultation draft interim regional speed management plan within the next 28 days, at which point the territorial authority must instead participate in the creation of an interim regional speed management plan.
- (4) The Agency (as RCA), a regional transport committee or a territorial authority may vary its interim speed management plan at any time in the interim period by taking the same steps that are required to create an interim plan, but needs to consult only on the variations proposed to be made to the interim plan.

*Draft for consultation*

*23 April 2021*

*Setting of Speed Limits 2021*

49

- (5) Clause 3.11, with necessary modification, applies to the publication of interim plans.

#### **10 Setting an updated speed limit during interim period**

- (1) During the interim period, the Agency (as RCA) or a territorial authority may seek the Director's approval to set a speed limit (other than a temporary speed limit or an emergency speed limit) for a road by taking the applicable speed limit for the road and making any of the following modifications:
  - (a) changing the location of the start point or end point (or both) of the speed limit to align with the positions of speed limit signs in place on the road at the commencement of this Rule;
  - (b) changing the speed limit expressed in kilometres per hour to align with that displayed on speed limit signs in place on the road at the commencement of this Rule.
- (2) The Director must give approval if they are satisfied that the speed limit has been set in accordance with subclause (1).
- (3) A road controlling authority sets a speed limit under this clause by submitting to the Registrar the information required under section 200L of the Act that is consistent with the details of the speed limit approved by the Director.

#### *Interim plans*

#### **11 Preparing interim plans**

- (1) When preparing or providing information for an interim plan, the Agency (as RCA), each territorial authority and each regional transport committee must have regard to—
  - (a) the road safety aspects of the GPS on land transport and any Government road safety strategy; and
  - (b) the desirability of taking a whole-of-network approach to changing speed limits and safety infrastructure, including considering a range of speed management interventions; and
  - (c) the guidance and information developed and maintained by the Agency under clauses 3.13 and 3.14, including the guidance on the use of mean operating speed when proposing changes to, or setting, speed limits.
- (2) Clause 3.9 also applies in respect of preparing or varying an interim plan.

*Draft for consultation*

23 April 2021

50

*Land Transport Rule*

**12 Form and content of interim plans**

- (1) An interim plan must identify the changes (if any) being proposed to speed limits (other than temporary and emergency speed limits) and safety infrastructure on the relevant roads.
- (2) An interim plan may also include—
  - (a) an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy; and
  - (b) a general explanation of how a whole-of-network approach was taken to changing speed limits and safety infrastructure, including the approach when deciding whether to invest in making a road safer at higher speeds or to set a lower speed limit; and
  - (c) an implementation programme for at least 3 financial years from the start of the interim plan that sets out the changes (if any) being proposed to speed limits and safety infrastructure on the relevant roads and the timeframe within which each change is proposed to occur; and
  - (d) any explanation required by clause 5.2(4), any designation of a rural school, and the speed limits for any rural schools (*see* Section 5); and
  - (e) for any changes being proposed to a speed limit that do not align with the Agency's estimate of what is the safe and appropriate speed limit for the road, an explanation for why, after considering the matters in clause 3.2(3), the proposed speed limit differs from the Agency's estimate.
- (3) An interim plan may include discussion of other matters related to speed management on the relevant roads, including matters regarding temporary and emergency speed limits, and safety cameras.
- (4) An interim plan must be in the form (if any) set by the Agency.

**13 Certification of, and comment on, interim plans**

- (1) For the purpose of clauses 14(2), 15(4) and 16(2) of this Schedule, the requirements are—
  - (a) the Agency (as RCA), the regional transport committee or territorial authority (as the case may be) has confirmed that consultation has been carried out in accordance with clause 3.8; and
  - (b) the plan includes the content required by clause 12 of this Schedule.

*Draft for consultation*

*23 April 2021*

*Setting of Speed Limits 2021*

51

- (2) When assessing a final draft interim plan, the Director or the speed management committee (as the case may be) may also provide comment in writing on the extent to which, in their or its view, the plan—
  - (a) is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy; and
  - (b) takes a whole-of-network approach by including consideration of a range of speed management interventions.
- (3) The Director or the speed management committee (as the case may be) may, after providing comments under subclause (2) and giving the Agency (as RCA), the regional transport committee or the territorial authority (as the case may be) a reasonable time to consider those comments, publish the comments on an Internet site.

#### **14 Process for interim State highway speed management plan**

- (1) To create an interim State highway speed management plan, the Agency (as RCA) must—
  - (a) prepare a consultation draft interim plan to include the content required by clause 12 of this Schedule; and
  - (b) publish the consultation draft interim plan on an Internet site; and
  - (c) consult on the consultation draft interim plan in accordance with clause 3.8 as if the interim plan were the State highway speed management plan; and
  - (d) consider any submissions received on the consultation draft interim plan; and
  - (e) prepare a final draft interim plan and submit it to the Director for certification (unless the Minister confirms in writing to the Director that the speed management committee is established and able to act).
- (2) The Director or the speed management committee (as the case may be) must consider whether it is satisfied that the final draft interim plan meets the requirements in clause 13(1) of this Schedule and—
  - (a) if it is satisfied, it must certify the plan and provide a certificate to that effect; and
  - (b) if it is not satisfied—
    - (i) it must refer the final draft interim plan back to the Agency (as RCA) with recommendations for how to meet the requirements in clause 13(1) of this Schedule; and

*Draft for consultation*

23 April 2021

52

*Land Transport Rule*

- (ii) the Agency (as RCA) must repeat the step at subclause (1)(e), after having regard to the recommendations of the Director or the speed management committee (as the case may be).
- (3) Once the Director or the speed management committee (as the case may be) has certified the final draft interim plan, the Agency must publish, on an Internet site—
  - (a) the interim plan; and
  - (b) the certificate provided under subclause (2)(a).

**15 Process for interim regional speed management plan**

- (1) In this clause, **participating territorial authorities** means territorial authorities that—
  - (a) have elected to participate in the creation of an interim regional speed management plan; or
  - (b) have already published interim speed management plans for their area by the time the regional transport committee takes Step 1 to create an interim regional speed management plan.
- (2) To create an interim regional speed management plan, a regional transport committee and each participating territorial authority must follow Steps 1 to 4 in clause 3.5(1) to (4) with the following modifications:
  - (a) the plan only relates to roads under the control of participating territorial authorities;
  - (b) any reference to a “territorial authority” in clause 3.5 only applies to a participating territorial authority;
  - (c) in Step 2 (at clause 3.5(2)), the regional transport committee must also compile the information from territorial authorities in the region that have already published interim speed management plans.
- (3) Following Step 4, the regional transport committee must—
  - (a) prepare a final draft interim plan, by—
    - (i) amending the consultation draft interim plan to reflect any changes that a territorial authority has advised in Step 4, and any changes advised by road controlling authorities that provided information under clause 3.5(2)(b); and
    - (ii) making any other changes, not inconsistent with the information the territorial authorities provided in Step 1 (as amended to reflect any changes advised in Step 4), that the regional transport committee considers necessary or desirable

*Draft for consultation*

*23 April 2021*

*Setting of Speed Limits 2021*

53

- having regard to any submissions received on the consultation draft plan; and
    - (b) submit the final draft interim plan to the Director for certification.
  - (4) The Director must consider whether they are satisfied that the final draft interim plan meets the requirements in clause 13(1) of this Schedule and—
    - (a) if they are satisfied, they must certify the plan and provide a certificate to that effect; and
    - (b) if they are not satisfied—
      - (i) they must refer the final draft interim plan back to the regional transport committee with recommendations for how to meet the requirements in clause 13(1) of this Schedule; and
      - (ii) the regional transport committee must repeat the step at subclause (2), after having regard to the Director's recommendations.
  - (5) Once the Director has certified the final draft interim plan, the Agency must publish, on an Internet site—
    - (a) the interim plan; and
    - (b) the certificate provided under subclause (4)(a).

**16 Process for interim territorial authority speed management plan**

- (1) To create an interim territorial authority speed management plan for roads in its area, a territorial authority must—
  - (a) prepare a consultation draft interim plan to include—
    - (i) the content required by clause 12 of this Schedule; and
    - (ii) any relevant information received from road controlling authorities that are not the Agency (as RCA) or a territorial authority and that control roads in the area; and
  - (b) subject to clause 9(3) of this Schedule, publish the consultation draft interim plan on an Internet site; and
  - (c) consult on the consultation draft interim plan in accordance with clause 3.8 as if the interim plan were the regional speed management plan; and
  - (d) consider any submissions received on the consultation draft interim plan; and
  - (e) prepare a final draft interim plan and submit it to the Director for certification.

*Draft for consultation*

*23 April 2021*

54

*Land Transport Rule*

- (2) The Director must consider whether they are satisfied that the final draft interim plan meets the requirements in clause 13(1) of this Schedule and—
  - (a) if they are satisfied, they must certify the plan and provide a certificate to that effect; and
  - (b) if they are not satisfied—
    - (i) they must refer the final draft interim plan back to the territorial authority with recommendations for how to meet the requirements in clause 13(1) of this Schedule; and
    - (ii) the territorial authority must repeat the step at subclause (1)(e), after having regard to the Director's recommendations.
- (3) Once the Director has certified the final draft interim plan, the Agency must publish, on an Internet site—
  - (a) the interim plan; and
  - (b) the certificate provided under subclause (2)(a).

*Draft for consultation*

*23 April 2021*





## LAND TRANSPORT RULE: SETTING OF SPEED LIMITS 2021

Overview for Consultation

23 APRIL 2021

[New Zealand Government](#)

**Copyright information**

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

**Disclaimer**

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

**More information**

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

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

[New Zealand Government](#)

## Contents

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

[New Zealand Government](#)

## PROCESS FOR MAKING RULE CHANGES

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

### What are Land Transport Rules?

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

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

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

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

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

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

### Matters the Minister must have regard to when making Rules

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

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

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

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

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

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

**Assisting achievement of strategic objectives for transport:**

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

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

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

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



## CONSULTATION ON PROPOSED RULE CHANGES

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

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

This consultation has two parts:

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

These documents can be found here: [www.nzta.govt.nz/speedrule2021](http://www.nzta.govt.nz/speedrule2021)

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

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

## WHAT ARE WE SEEKING YOUR FEEDBACK ON?

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

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

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

Wherever possible, please provide examples to illustrate your point.

## HOW THE PROPOSED RULE CHANGE WILL FIT WITH OTHER LEGISLATION

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

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

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

### Offences and penalties

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

### Fees

No changes to fees and charges are required.

### Publication and availability of Rules

#### Access to consultation material

This consultation document is available online at:

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

#### Availability of Rules

The Rules are available online at:

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

#### Information about Rules

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

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

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

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

## MAKING A SUBMISSION

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

### Before making your submission

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

### Please include the following information in your submission

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

### Sending your submission

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

[www.nzta.govt.nz/speedrule2021](http://www.nzta.govt.nz/speedrule2021)

### Please note the deadline for submissions

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

### Your submission is public information

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

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

## INTRODUCTION

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

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

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

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

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

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

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

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

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



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

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

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

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

## WHY ARE RULE CHANGES BEING PROPOSED?

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

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

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

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

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

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

## PROPOSED CHANGES

### Proposal 1 – Speed management plans

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

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

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

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

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

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

- Changes to speed limits (other than temporary and emergency speed limits)
- Road safety cameras<sup>1</sup>
- Safety infrastructure

Plans will be updated and consulted on every three years.

Principles could include the following:

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

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

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

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

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

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

It is proposed Plans must:

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

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

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

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

*Proposed Rule reference: Section 3, and clause 2.5*

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

### ***Transitioning to the new framework***

RCA's will be encouraged to incorporate the new speed management framework into the 2021 National Land Transport Programme<sup>3</sup> and RLTP processes.

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

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

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

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

*Proposed Rule reference: Clause 11.3 and Schedule 3*

## **Roles in the development of regional speed management plans**

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

RTC's are made up of two representatives of the relevant regional council, one representative of each territorial authority (local council) and one representative of Waka Kotahi<sup>4</sup>. It is proposed RTC's will provide a forum to:

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

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

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

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

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

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

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

*Proposed Rule reference: Clause 3.5 and 3.13 to 3.15*

#### Consultation requirements

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

The LGA sets out six guiding consultative principles:

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

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

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

*Proposed Rule reference: Clauses 3.8 and 3.9*

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



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

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

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

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

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

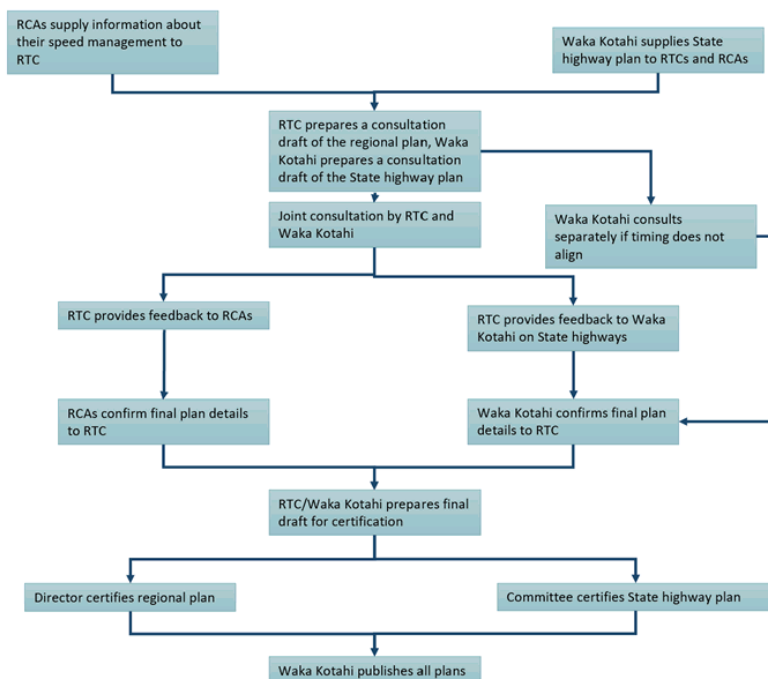
*Proposed Rule reference: Clauses 3.8 and 3.9*

### Interactions with the State highway speed management plan

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

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

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



## Proposal 2 – Alternative process for setting speed limits

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

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

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

### *Out of cycle speed limit changes*

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

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

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

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

### *Non-territorial authorities*

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

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

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

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

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

### Proposal 3 – Formal certification of speed management plans

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

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

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

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

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

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

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

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



## Proposal 4 – Speed limits must be entered into the register

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **Correction of anomalies between bylaws and signs**

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

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

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

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

## Proposal 5 – Establishment of an independent speed management committee

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

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

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

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

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

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

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

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

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

## Proposal 6 – Speed limits around schools

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

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

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

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

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

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

This would also apply to schools on State highways.

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

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

### **Speed limits around urban and rural schools will have different requirements**

#### **Urban schools**

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

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

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

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

#### **Rural schools**

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

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

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

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

### **Consideration of school speed limits**

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

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

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

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

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



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

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



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

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

## **Proposal 7 – Temporary and emergency speed limits**

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

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

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

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

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

### **Emergency speed limits**

Emergency speed limits <sup>5</sup>continue to be defined as a situation that:

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

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

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

### **Temporary speed limits**

Temporary speed limits continue to be used in circumstances that:

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

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

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

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

*Proposed Rule reference: Sections 7 and 8*

### **Proposal 8 – Approval for certain speed limits**

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

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

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

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

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

*Proposed Rule reference: Clauses 4.3 and 4.4*

### **Proposal 9 – Use of variable speed limits**

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

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

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

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

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

*Proposed Rule reference: Clause 4.8*

## **Proposal 10 – Speed limit areas**

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

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

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

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

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

*Proposed Rule reference: Clause 2.3*

## **Proposal 11 – Other proposals**

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

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

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

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

*Proposed Rule reference: Section 10*

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

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

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



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

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

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

*Proposed Rule reference: Clause 4.6*

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

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

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

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

## PROPOSED ROAD STOPPING, NEILL STREET, ABBOTSFORD

Department: Transport

### EXECUTIVE SUMMARY

- 1 The owners of 26 Neill Street Abbotsford have applied to have a portion of unformed legal road adjoining their property stopped and amalgamated with their property.
- 2 This report seeks a resolution to publicly notify the Council's intention to stop the road, in accordance with section 342 and Schedule 10 of the Local Government Act 1974.

### RECOMMENDATIONS

That the Committee:

- a) **Approves** the public notification of the intention to stop a portion of legal road adjacent to 26 Neill Street, Abbotsford, subject to the applicants agreeing to:
  - i) Pay the road stopping processing fee;
  - ii) Pay the Council the actual costs involved in the stopping, regardless of whether or not the stopping reaches a conclusion, and the market value of the stopped road, assessed by the Council's valuer,
  - iii) Amalgamate the stopped portion of the road with the adjacent land that is owned by the applicant, being the land contained within Record of Title OT324/122,
  - iv) Accept the application of the standards contained within the Dunedin City Council Code for Subdivision and Development to the stopped road,
  - v) Register easements over the stopped portion of road in favour of utility companies and/or relocate any utilities as required.

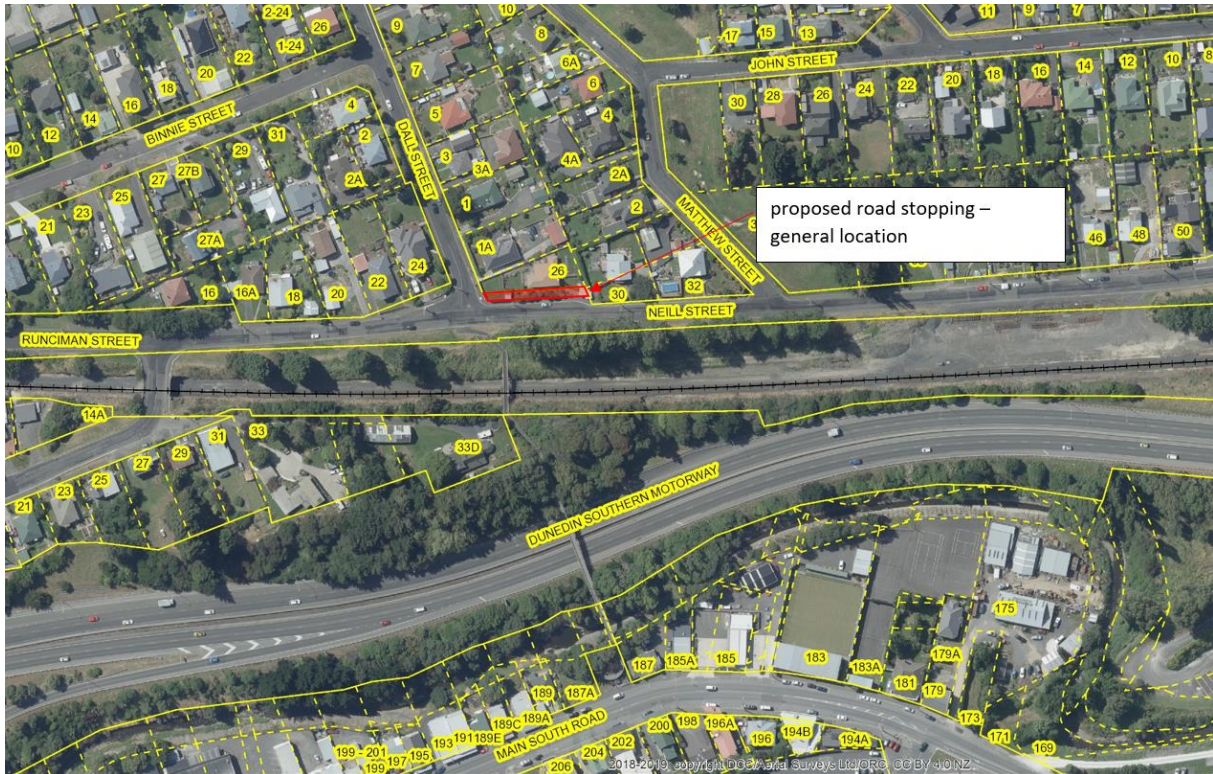
### BACKGROUND

- 3 The owners of 26 Neill Street have a retaining wall, part of a garage, shed and items of landscaping encroaching onto the Neill Street legal road corridor at the frontage to their property. There is a Licence to Occupy in place for the existing occupation of the road, in accordance with the Council's Road Encroachment Policy.
- 4 The owners have plans to develop a large new garage within the area of road.

- 5 The owners have applied for a road stopping to adjust the road boundary so their new and existing improvements are able to be contained entirely within private property.

## DISCUSSION

- 6 The proposed road stopping is located on the Neill Street side of the property as shown in the aerial photographs that follow.





- 7 The portion of road proposed to be stopped measures approximately 200m<sup>2</sup> (subject to survey).
- 8 The road stopping will result in a narrowed legal road width of Neill Street, down to approximately 17 metres. While this does not meet the Dunedin City Council Code of Subdivision requirement for this category of road (which would be 20 metres), Neill Street is narrower (approximately 13 metres wide) on either side near to this proposed road stopping. This proposal retains as much legal road width as practicable for future management of this portion of the road corridor.
- 9 Neill Street is a 'collector road' and Dall Street is a 'low volume' road in the 2GP. Neill Street and Dall Street are estimated to have traffic volumes of 1560, and 20 vehicles per day on average respectively.
- 10 The stopping will not result in any change to the existing formed road layout.
- 11 The impact of the proposed stopping on the road network is considered less than minor.
- 12 Preliminary consultation has been conducted with adjacent property owners, Utility Operators, and relevant Council departments. This has not raised any likely objections. Aurora and Chorus have identified the need for easements to protect existing assets, and this will be confirmed when the survey work is undertaken.
- 13 If the recommendation in this report is approved:
  - The applicant will be charged the road stopping fee and will be required to sign a conditional sale and purchase agreement.
  - In accordance with Schedule 10 of the Local Government Act 1974 the Council will procure a survey and market valuation of the land.

- Council will publicly notify the proposed stopping for a period of 40 days.
- A report will be prepared for Council advising the outcome of the public notification process and recommending whether the stopping should proceed.
- If the stopping is concluded successfully the land will be transferred to and amalgamated with the applicant's adjoining land. Applicable adjustments to the applicant's rates account will be made from the start of the financial year following the issue of the new amalgamated title.

## OPTIONS

- 14 As there appears to be no impediments to the proposal, Council may proceed to public notify the proposed road stopping.

### Option One – Proceed with publicly notifying proposed road stopping

- 15 Council resolves to proceed with public notification of the proposal to stop the road.

#### *Advantages*

- The proposal would enable the property owners to develop their property and contain their improvements within private property, while increasing the rateable area of their land.
- Access to the property by utility companies is retained for existing utilities with appropriate registration of easements on the property title.

#### *Disadvantages*

- The land may be unavailable for future use by the general public and new utilities without the consent of the property owners. The actual level of public interest in the proposal will be considered during the public notification process.

### Option Two – Status Quo

- 16 Council resolves not to proceed with publicly notifying the proposal to stop the road.

#### *Advantages*

- The land would remain available for existing use by the property owner (subject to the terms and conditions of the Licence to Occupy), and potentially available to other members of the public or utility companies if it is needed in the future.

#### *Disadvantages*

- The property owners will be restricted in further developing their property beyond their existing boundary.
- Staff time will be required to manage the on-going encroachment and Licence to Occupy.
- The non-rateable status of the land would continue.

## NEXT STEPS

- 17 If approved, the applicant will be required to pay the road stopping processing fee and enter into a conditional sale and purchase agreement. Staff will manage valuation and survey work and publicly notify the proposal before reporting back to Council.

**Signatories**

Author:	Michael Tannock - Transport Network Team Leader
Authoriser:	Jeanine Benson - Group Manager Transport Simon Drew - General Manager Infrastructure & Development

**Attachments**

There are no attachments for this report.



## SUMMARY OF CONSIDERATIONS

### ***Fit with purpose of Local Government***

This decision enables democratic local decision making and action by, and on behalf of communities.

### ***Fit with strategic framework***

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Economic Development Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environment Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Integrated Transport Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

There is no contribution relating to the strategic framework.

### ***Māori Impact Statement***

There are no known impacts for tangata whenua.

### ***Sustainability***

Proactive management of the transportation network supports social and economic sustainability.

### ***LTP/Annual Plan / Financial Strategy /Infrastructure Strategy***

There are no implications.

### ***Financial considerations***

There are no financial impacts as the process is cost neutral and proceeds of sale are expected to be modest in this case.

### ***Significance***

This decision is considered of low significance under Council's Significance and Engagement Policy.

### ***Engagement – external***

Initial consultation has been undertaken with Chorus NZ, Vodafone NZ, 2degrees Mobile, Aurora Energy Limited, Vocus Communications (FX Networks) and adjacent landowners. No objections have been received at this time.

### ***Engagement - internal***

Transport, Parks, Customer and Regulatory Services, City Development, Property, and 3 Waters have been consulted.

### ***Risks: Legal / Health and Safety etc.***

There are no identified risks.

### ***Conflict of Interest***

There is no known conflicts of interest.

## SUMMARY OF CONSIDERATIONS

### *Community Boards*

There are no implications for Community Boards. Neill Street is not included in a community board area.



## PROPOSED ROAD STOPPING: PART OF SCOBIE ROAD, WAVERLEY

Department: Transport

### EXECUTIVE SUMMARY

- 1 The owners of 97 Doon Street, 103 Doon Street, 198 Portobello Road, 199 Portobello Road, 203 Portobello Road, and 203A Portobello Road, Waverley, have jointly applied to have a section of unformed legal road adjoining their properties stopped, parcelled into six sections and amalgamated with their respective adjoining properties.
- 2 This report seeks a resolution to issue public notice of the Council's intention to stop the road, under section 342 and Schedule 10 of the Local Government Act 1974.

### RECOMMENDATIONS

That the Committee:

- a) **Approves** public notification of the Council's intention to stop a portion of legal road adjacent to 97 Doon Street, 103 Doon Street, 198 Portobello Road, 199 Portobello Road, 203 Portobello Road, and 203A Portobello Road, Waverley, subject to the applicants agreeing to:
  - i) Pay the road stopping processing fee.
  - ii) Pay the Council the actual costs involved in the stopping, regardless of whether or not the stopping reaches a conclusion, and the market value of the stopped road, assessed by the Council's valuer.
  - iii) Amalgamate the stopped portions of road with the titles of the adjacent land that is owned by the applicants respectively, being the land contained within Records of Title OT18A/144, OT14D/316, OT313/180, OT14A/526, OT8A/1327, and OT14A/522.
  - iv) Accept the application of the standards contained within the Dunedin City Council Code for Subdivision and Development to the stopped road.
  - v) Register easements over the stopped portion of road in favour of utility companies.
  - vi) Register easements over the stopped portion of road in favour of private property owners where rights of way and/or rights for private services are required over the stopped road.

## BACKGROUND

- 3 The owners of 97 Doon St, 103 Doon St, 198 Portobello Road, 199 Portobello Road, 203 Portobello Road, and 203A Portobello Road have identified an area of unformed legal road fronting each of their properties which they wish to own in order to better utilise this land.

## DISCUSSION

- 4 The proposed road stopping is an unformed portion of Scobie Road, as shown in the aerial photograph below.



- 5 This unformed road runs from Portobello Road up a very steep bank and steep hillside for a distance of about 128m. It is 16m wide with an area of approximately 2105m<sup>2</sup>. At its upper end the road has no legal connection to Doon Street.
- 6 The unformed road is crossed by privately formed driveways, pipelines and services (both private and utility services). There is a watercourse that also crosses this road.
- 7 The steepest portion of the road occurs at the Portobello Road end, and over the length of the road, the gradient averages out to steeper than 40%. Due to this topography it would be technically unfeasible to form as a road or path.
- 8 There is no known public use of the road in question for through access. There are safer and more accessible routes nearby for walking, and no 'desire-line' or 'short-cut' to any sort of facility that needs to be considered.
- 9 For these reasons the road is not required for current or future transportation needs.

- 10 Preliminary consultation has been conducted with adjacent property owners, Utility Operators, and relevant Council departments. This has not raised any likely objections. The Otago Peninsula Community Board has been informed of the proposed road stopping.
- 11 DCC 3 Waters and Chorus have identified the need for easements to protect existing assets, and this will be confirmed when the survey work is undertaken. Private accessways, drains and pipelines will also be identified during survey work and easements will be created where necessary.
- 12 The aerial photograph below indicates the preliminary allocation of stopped road between the adjacent property owners. This layout and the layout of any rights of way, and other easements will be further defined through the survey process and detailed in each of the sale & purchase agreements.



- 13 If the recommendation in this report is approved:
  - The applicants will be charged the road stopping fee and will each be required to sign a conditional sale and purchase agreement.
  - In accordance with Schedule 10 of the Local Government Act 1974 staff will:
    - i) procure a survey and valuation of the land; and
    - ii) publicly notify the proposed road stopping for a period of 40 days.
  - A further report will be prepared for Council advising on the outcome of the public notification process and recommending whether the road stopping should proceed.
  - If the road stopping is concluded successfully the land will be transferred to, and amalgamated with, each of the applicant's adjoining land. Applicable adjustments to the applicants' rates accounts will be made from the start of the financial year following the issue of the new amalgamated titles.



## OPTIONS

### Option One – Proceed with road stopping process

- 14 As there appears to be no impediments to the proposal, Council may proceed to publicly notify the proposed road stopping.

#### *Advantages*

- The proposal enables each of the applicants to own the adjoining area of unformed legal road, which improves land utilisation and increases the area of rateable land.
- The extent of public interest in the land will be considered during the public notification process.

#### *Disadvantages*

- The land would be unavailable for any potential future public use or as a utility corridor, other than for those utilities whose existing assets will be protected by easements or by landowner permission.

### Option Two – Status Quo

- 15 Council resolves not to proceed to publicly notify the intention to stop the road.

#### *Advantages*

- The land would retain its legal road status and remain available for potential future public or utility use if required.

#### *Disadvantages*

- The land would retain its legal road status but would remain unformed unless required for a road purpose. Land utilisation would be restricted, and the land would remain non-rateable.

## NEXT STEPS

- 16 If the recommendation is approved, the applicants will be required to pay the road stopping processing fee and enter into conditional sale and purchase agreements. Staff will manage valuation and survey work and will publicly notify the proposal before reporting back to Council.

## Signatories

Author:	Michael Tannock - Transport Network Team Leader
Authoriser:	Jeanine Benson - Group Manager Transport Simon Drew - General Manager Infrastructure & Development

## Attachments

There are no attachments for this report.

## SUMMARY OF CONSIDERATIONS

### ***Fit with purpose of Local Government***

This proposal relates to providing a regulatory function and it is considered good-quality and cost-effective.

### ***Fit with strategic framework***

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Economic Development Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environment Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Integrated Transport Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

There is no contribution specifically relating to the strategic framework. However as per paragraph 3, the application seeks to efficiently use land which will contribute to economic development.

### ***Māori Impact Statement***

There are no known impacts for tangata whenua.

### ***Sustainability***

Proactive management of the transportation network supports social and economic sustainability.

### ***LTP/Annual Plan / Financial Strategy /Infrastructure Strategy***

There are no implications.

### ***Financial considerations***

There are no financial impacts as the process is cost neutral and proceeds of sale are expected to be reasonably modest in this case.

### ***Significance***

This decision is considered of low significance under Council's Significance and Engagement Policy.

### ***Engagement – external***

Initial consultation has been undertaken with Chorus NZ, Vodafone NZ, 2degrees Mobile, Aurora Energy Limited, Vocus Communications (FX Networks), Genesis Energy (gas) and adjacent landowners. No objections have been received at this time.

### ***Engagement - internal***

Transport, Parks, Regulatory Services, City Development, Property, and 3 Waters have been consulted.

### ***Risks: Legal / Health and Safety etc.***

No known significant risks.

**SUMMARY OF CONSIDERATIONS**

***Conflict of Interest***

There is no conflict of interest.

***Community Boards***

The Otago Peninsula Community Board has been informed.

## NAMING OF NEW ROADS AND PRIVATE WAYS

Department: Transport

### EXECUTIVE SUMMARY

- 1 This report seeks the approval of road names for one new public road and four new private ways. The road names proposed by the developers comply with the DCC Road Naming Policy.
- 2 The approval is also sought for one road name to be included in the Road Name Register. The proposed name complies with the DCC Road Naming Policy.

### RECOMMENDATIONS

That the Committee:

- a) **Names** a new road off Dukes Road North, Mosgiel, as 'Tarakihana Drive'.
- b) **Names** a private way off Cemetery Road, East Taieri, Mosgiel, as 'Jollie Lane'.
- c) **Names** a private way off Kaikorai Valley Road, Bradford, Dunedin, as 'Field View'.
- d) **Names** a private way off Hocken Street, Kenmure, Dunedin, as 'Craigellachie Lane'.
- e) **Names** a private way off Winifred Street, Concord, Dunedin, as 'Rose Drive'.
- f) **Approves** 'Richard Skinner' to be included in the Road Name Register

### BACKGROUND

- 2 The Road Naming Policy provides the framework for timely and consistent naming of roads that reflect the identity of the local community. For reference, the Road Naming Policy and Road Naming Procedure can be accessed on the DCC website at [www.dunedin.govt.nz/road-naming](http://www.dunedin.govt.nz/road-naming).
- 3 The Road Naming Policy requires staff to consult with Community Boards where road names are proposed for Community Board areas. Consultation with the relevant Community Board has been undertaken for two road names, as detailed below:
  - Mosgiel-Taieri Community Board agreed to support naming a new road off Dukes Road North, Taieri as 'Tarakihana Drive' at its meeting of 14 April 2021.
  - Mosgiel-Taieri Community Board will consider naming a private way off Cemetery Road, East Taieri, Mosgiel, as 'Jollie Lane' at its meeting of 9 June 2021. An update on the

Community Board's decision will be provided at the Infrastructure Services Committee meeting on 14 June 2021.

- 5 The Road Name Register provides a list of road names pre-approved by the Infrastructure Services Committee and is available to the public on the DCC website. The proposed inclusion of the name 'Richard Skinner' for the Road Name Register is shown in attachment A-Road Name Register.

## DISCUSSION

- 6 The table presented below provides a summary of the road names proposed by property developers or surveyors, and their compliance with the Road Naming Policy. Additional details, including a full assessment for each proposed road name and the location/map of the new roads are provided in attachments B to Q.

### Summary of proposed road names

Location of Road	Proposed Road Name	Alternative Road Name	Recommended Road name
New Road off Dukes Road North, Mosgiel.	Tarakihana Drive	Rail Road	Tarakihana Drive
Private way, off Cemetery Road, East Taieri, Mosgiel.	Jollie Lane	Redwood Lane	Jollie Lane
Private way, off Kaikorai Valley Road, Bradford, Dunedin.	Cricket Avenue or Field View	Harry Lane	Field View
Private way off Hocken Street, Kenmure, Dunedin.	Craigellachie Lane	There is no alternative name	Craigellachie Lane
Private way off Winifred Street, Concord, Dunedin.	Rose Drive	Opre Drive	Rose Drive

- 7 Henry Richard Wain Skinner's widow has requested a road be named after him, and this proposal is also supported by his daughters.
- 8 Henry Richard Wain Skinner (12 February 1923 - 25 May 2013), who was known as 'Richard Skinner', was a prominent Dunedin businessman as well as an important tourism and heritage advocate for the city. He was a former member of the Otago Museum Trust Board and was also involved with the Otago Peninsula Trust Committee. He operated a small tourism company, which he successfully used to promote cruise ship tourism for Dunedin. Other important



contributions to the community were the support he provided to fence off the albatross colony and helping to establish the Taieri Gorge Railway.

- 9 Richard Skinner was the son of Dr Henry Devenish Skinner (H.D. Skinner), who is recognised as an integral part of the development of the Otago Museum and a key contributor to the humanities collection. This proposal is expected to acknowledge the contributions made by the Skinner family to the Dunedin community.
- 10 Staff consider that adding 'Richard Skinner' to the Road Naming Register is consistent with the Road Naming Policy. (Road Name assessment can be found in attachment Q).

## **OPTIONS**

### **Options for the naming of the roads**

#### **Option One – The Committee approves naming of the one legal road and the four private ways**

##### *Advantages*

- The roads will be named, and landowners gain a street address allowing them to progress with building and access to services.

##### *Disadvantages*

- There are no significant disadvantages identified with this option.

#### **Option Two – Status Quo– The Committee does not approve the naming of the one legal road and the four private ways**

##### *Advantages*

- There are no advantages identified with this option.

##### *Disadvantages*

- A further report with an alternative name will need to be provided.

### **Options for the Road Name Register**

#### **Option One – The Committee approves the inclusion of 'Richard Skinner' to the Road Name Register**

##### *Advantages*

- The Public will benefit from more options being available in the Road Name Register when naming roads.

##### *Disadvantages*

- There are no significant disadvantages identified with this option.

## **Option Two – Status Quo– The Committee does not approve the inclusion of ‘Richard Skinner’ to the Road Name Register**

### *Advantages*

- There are no advantages identified with this option.

### *Disadvantages*

- The Road Name Register will not benefit from more alternatives for the public to choose from when naming new roads.

## **NEXT STEPS**

- 11 If the new road names are approved, staff will process the required documentation and advise the developers and Land Information New Zealand of the new road names.
- 12 If the name ‘Richard Skinner’ is approved, staff will update the Road Name Register.

## **Signatories**

Author:	Paula Barragan - Policy Analyst - Transport Regulation Simon Spiers - Team Leader - Regulation Management
Authoriser:	Jeanine Benson - Group Manager Transport Simon Drew - General Manager Infrastructure & Development

## **Attachments**

	<b>Title</b>	<b>Page</b>
<a href="#">A</a>	Road Name Register-Richard Skinner	201
<a href="#">B</a>	175 Dukes Road- Map	202
<a href="#">C</a>	Assessment of proposed road name for Tarakihana Drive	203
<a href="#">D</a>	Assessment of proposed road name for Rail Road	204
<a href="#">E</a>	22 Cemetery Road-Map	205
<a href="#">F</a>	Assessment of proposed road name for Jollie Lane	206
<a href="#">G</a>	Assessment of proposed road name for Redwood Lane	207
<a href="#">H</a>	500 Kaikorai Valley Road-Map	208
<a href="#">I</a>	Assessment of proposed road name for Cricket Drive	209
<a href="#">J</a>	Assessment of proposed road name for Field View	210
<a href="#">K</a>	Assessment of proposed road name for Harry Lane	211
<a href="#">L</a>	91A Hocken Street-Map	212
<a href="#">M</a>	Assessment of proposed road name for Craigellachie Lane	215
<a href="#">N</a>	2 Winifred Street-Map	216
<a href="#">O</a>	Assessment of proposed road name for Rose Drive	217
<a href="#">P</a>	Assessment of proposed road name Opre Drive	218
<a href="#">Q</a>	Assessment of proposed road name for road name register-Richard Skinner	219

## SUMMARY OF CONSIDERATIONS

### ***Fit with purpose of Local Government***

This decision supports the social, environmental and cultural well-being of communities in the present and for the future.

### ***Fit with strategic framework***

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Economic Development Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environment Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

This is an administrative function.

### ***Māori Impact Statement***

There are no known impacts for tangata whenua.

### ***Sustainability***

There are no implications for sustainability.

### ***LTP/Annual Plan / Financial Strategy /Infrastructure Strategy***

There are no implications

### ***Financial considerations***

There are no financial implications as the costs of installing the road signs will be charged to the developers.

### ***Significance***

The significance of this decision is considered low in terms of the Council's Significance and Engagement Policy.

### ***Engagement – external***

There has been engagement with the developers. Family members of Richard Skinner have been consulted and support the inclusion of his name in the Road Name Register.

## SUMMARY OF CONSIDERATIONS

### ***Engagement - internal***

There has been no internal engagement.

### ***Risks: Legal / Health and Safety etc.***

There are no known risks.

### ***Conflict of Interest***

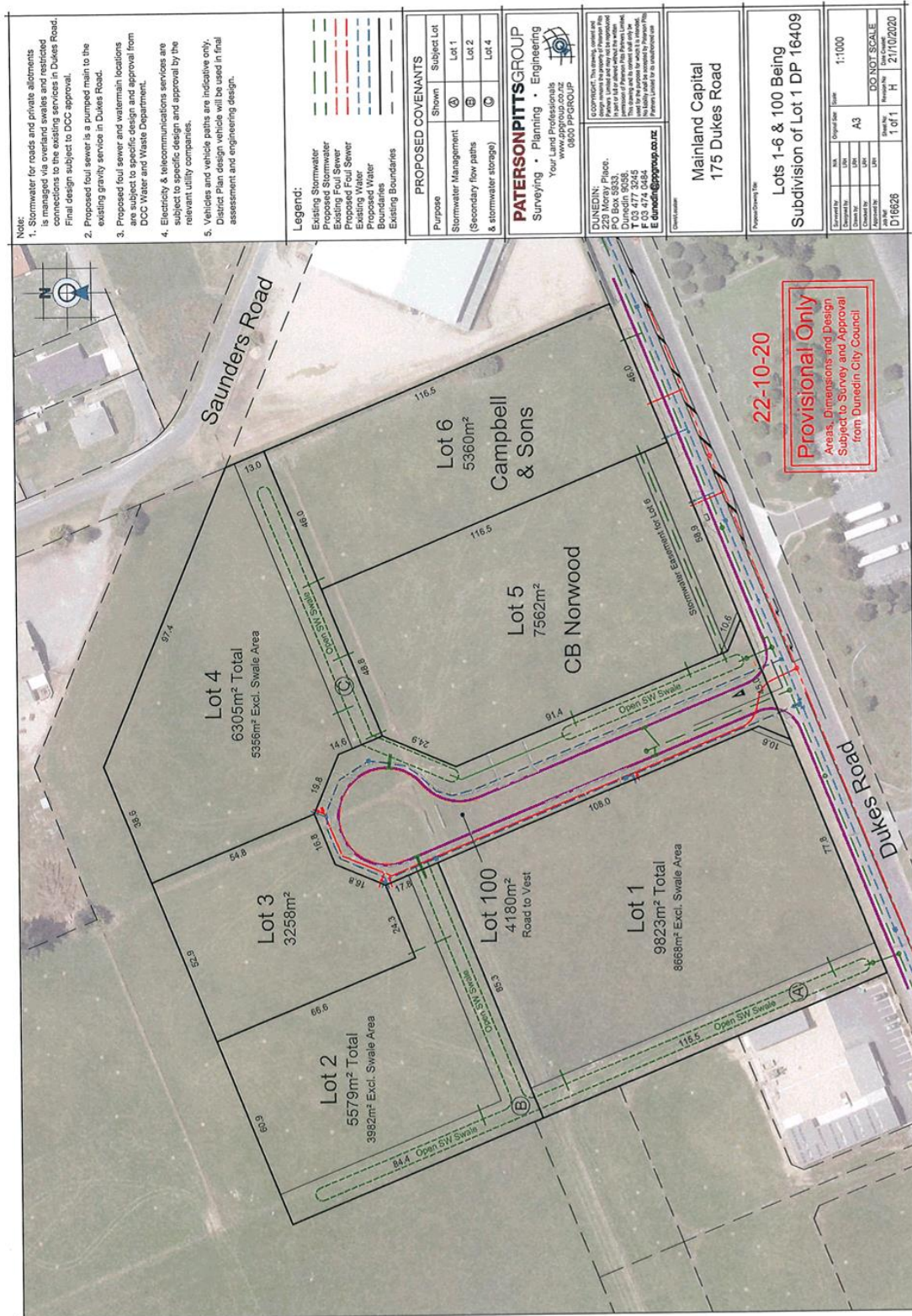
There are no known conflicts of interest.

### ***Community Boards***

The Mosgiel-Taieri Community Board has been consulted and supports the proposed name of 'Tarakihana Drive'.

The Mosgiel-Taieri Community Board will be consulted on the name 'Jollie Lane' at its meeting of 9 June 2021.

DCC ROAD NAMING REGISTER				
	NAME	DETAILS	AVAILABILITY	LOCALITY
47	<b>Polish Settlers</b>	Polish settlers began arriving in the South Island of New Zealand during the 1870s, as part of an influx of immigrants from the United Kingdom and other parts of Europe. Many of these settlers worked and lived in the Taieri Plain area, undertaking farming and infrastructure work. Notably, many early Polish settlers worked on drainage infrastructure to enable increased agricultural use of the Taieri Plain area. While many Polish settlers worked and lived in the Taieri Plain area, many others were involved in settling other parts of the city.	Yes-Available	
48	<b>Pomerania</b>	The geographic region of Poland where many of the early Polish Settlers emigrated from. Many of these settlers were involved with agricultural and infrastructural work in the Taieri Plain area and settling other parts of the city.	Not available-Name assigned	Pomerania Way off 212 Gladstone Road, Mosgiel
49	<b>Richard Skinner</b>	Henry Richard Wain Skinner (12 February 1923 - 25 May 2013), who was known as 'Richard Skinner', was a prominent Dunedin businessman as well as an important tourism and heritage advocate for the city. He was a former member of the Otago Museum Trust Board and was also involved with the Otago Peninsula Trust Committee. He operated a small tourism company, which he successfully used to promote cruise ship tourism for Dunedin. Other important contributions to the community were the support he provided to fence off the albatross colony and helping to establish the Taieri Gorge Railway.		
50	<b>Robert Slatter</b>	(1850-1931). Born in England, he came to Dunedin in 1879 and immediately began to organise trade unions. He was prominently involved in the maritime strike of 1890 and helped to organise Labour Day, now a national holiday. In 1895 he elected the worker assessor in the new Arbitration Court, which he helped develop into a body to legislate wages and work conditions.	Yes-Available	
51	<b>Ruth Dallas</b>	(1919-2008). Poet. Born Ruth Mumford in Invercargill, she adopted Dallas as her pen name. Her first book of poetry was published in 1953 and she moved to Dunedin in 1954. She was awarded the 1968 Robert Burns Fellowship at the University of Otago and was made an honorary Doctor of Literature in 1978. In 1989 she was appointed a Commander of the Order of the British Empire.	Yes-Available	
52	<b>Samuel Lister</b>	(1832/3-1913). Printer, newspaper proprietor and editor. Born in Scotland, he immigrated to Auckland in 1865 and by 1868 he had moved to Dunedin. Over the next 20 years he was involved in the engraving and printing trades. In 1887 he started the "Otago Workman", a weekly newspaper that soon took a major role in shaping the working class identity and the strategy of the new unions.	Yes-Available	
53	<b>Samuel Mirams</b>	(1837-1911). Born in England, he emigrated to Australia in 1856 and on to Dunedin in 1862. He worked for the Provincial Government as a draughtsman and then had a private practice as an engineer and architect. In 1866 he was appointed to City Surveyor, in which capacity he was responsible for the city's drainage, and water supply schemes. He was also responsible for cemeteries, reserves and the forming of many of Dunedin's streets. He retired in 1901.	Yes-Available	
54	<b>Shirefie Coory</b>	(1864/65-1950). Businesswoman and matriarch. Born in Lebanon, she married in 1880/81 and three years later the family moved to Australia, setting up business in Melbourne. In 1892 they moved to Dunedin and opened a fancy goods store and later moved into importing. She dominated the business and became a substantial landowner in the city.	Yes-Available	
55	<b>Shona McFarlane</b>	(1929-2001). Artist, journalist and broadcaster. Born in Gore and educated at Otago Girls High School and then Dunedin Teachers College. She taught art before moving to London in the mid-1950s. Returning to Dunedin, she was a journalist from the 1960, served on the QE II Arts Council, the Otago Art Society and the Dunedin Public Art Gallery, amongst many other groups. She is probably best known for being a panelist on "Beauty and the Beast" from 1976-85.	Yes-Available	
56	<b>Sir Arnold Nordmeyer</b>	(1901-1989). Born in Dunedin, he studied Theology at Knox College and was ordained a minister in 1925. Working in North Otago from 1925-35, the harsh conditions endured by workers on the Waitaki Valley dams inspired him to get involved in politics. He was elected Labour MP for Oamaru in 1935 and finally retired from politics in 1969. He helped introduce many of New Zealand's social policies, but is probably best known for his "Black Budget" of 1958.	Yes-Available	





**Dunedin City Council proposed road name assessment**
**Assessment for legal road off Dukes Road North, North Taieri**

<b>Proposed road name</b>	Tarakhiana Drive
<b>Description</b>	The name is proposed as a symbolic link with the original agricultural use of the land.

<b>Road Naming Policy criteria</b>	<b>Complies</b>	<b>Transport comment</b>
New road names shall not be the same as, or similar to, existing road names within the city.	Yes	'Tarakhiana' is not the same as, or similar to any other road names in Dunedin.
Roads are to have only one name.	Yes	'Tarakhiana' complies. The road has no other name.
Roads names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person.	Yes	'Tarakhiana' is translated from Te Reo to English, as 'tractor'. This name is proposed as a symbolic link with the original agricultural use of the land. It also signifies a link with the first tenant of the business park which is 'Norwood Farm Machinery.
Roads should not be named after any commercial organisation or any living or recently deceased person.	Yes	'Tarakhiana' is not named after any commercial organisation, or after a recently deceased person.
Road names must not be anagrams, amalgamations or derivatives of people's names.	Yes	'Tarakhiana' is not an anagram, amalgamation or derivative of people's names.
Names should be 15 characters or less including spaces but excluding suffix.	Yes	'Tarakhiana' is 11 characters long including the space but excluding the suffix.
Short names should be proposed for short streets for mapping purposes.	N/A	N/A
Road name suffix.	Yes	Applicant proposes 'Drive' as the suffix, which is defined in the Road Naming Policy as "An especially scenic road or street. A main connecting route in a subdivision or suburb". Staff consider this suffix appropriate for the name proposed.
Community Board	Yes	The Mosgiel-Taieri Community Board supports the name proposed.
Consultation	Yes	There are no other parties affected under the Road Naming Policy.  Applicant has advised that due to the stage and characteristics of the development, the naming of this road will not affect other residents nearby.

<b>Overall assessment</b>	<b>'Tarakhiana Drive' complies with the Road Naming Policy.</b>
---------------------------	---

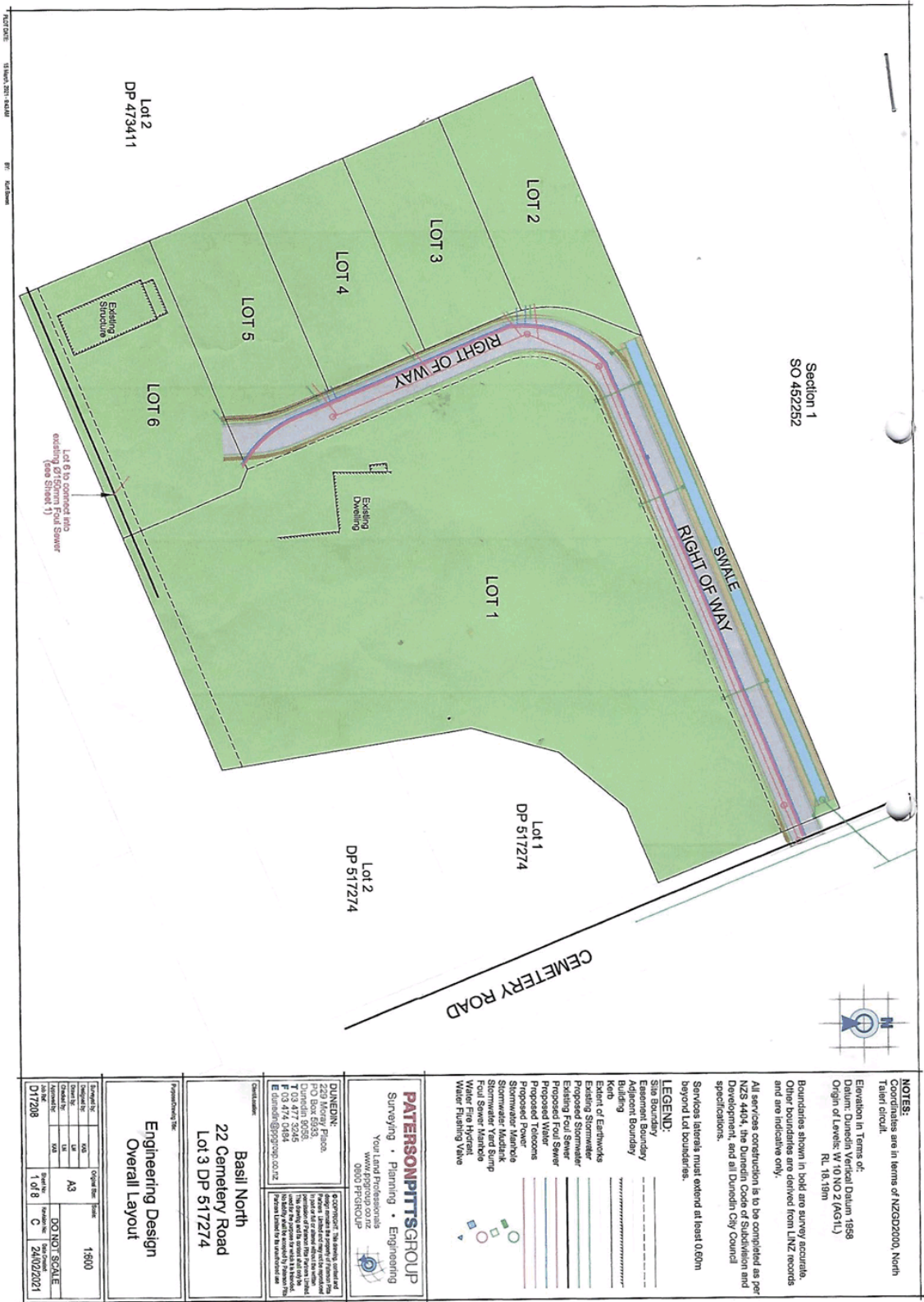
**Dunedin City Council proposed road name assessment**
**Assessment for legal road off Dukes Road North, North Taieri**

<b>Proposed road name</b>	Rail Road
<b>Description</b>	The lot historically had an easement granted in favour of Kiwi Rail. The easement has been extinguished from the legal title, but the developer would like to acknowledge the historic intent of the site.

<b>Road Naming Policy criteria</b>	<b>Complies</b>	<b>Transport comment</b>
New road names shall not be the same as, or similar to, existing road names within the city.	Yes	'Rail' is not the same as, or similar to any other road names in Dunedin.
Roads are to have only one name.	Yes	'Rail' complies. The road has no other name.
Roads names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person.	Yes	The name reflects the historic value of the area. In 1982, a rail siding easement across 175 Dukes Road, was granted in favour of Kiwi Rail presumably to encourage a future industrial development in the area. The rail easement was never physically used and Kiwi Rail established that it was a surplus to their requirements at the time that the developer acquired the property. The easement has been extinguished from the legal title. The developer's intention is to acknowledge the historic intent of the site.
Roads should not be named after any commercial organisation or any living or recently deceased person.	Yes	'Rail' is not named after any commercial organisation, or after a recently deceased person.
Road names must not be anagrams, amalgamations or derivatives of people's names.	Yes	'Rail' is not an anagram, amalgamation or derivative of people's names.
Names should be 15 characters or less including spaces but excluding suffix.	Yes	'Rail' is 5 characters long including the space but excluding the suffix.
Short names should be proposed for short streets for mapping purposes.	N/A	N/A
Road name suffix.	Yes	Applicant proposes 'Road' as the suffix, which is defined in the Road Naming Policy as "a route or way between places. General usage. Defined in the Local Government Act". Staff consider this suffix appropriate for the name proposed.
Community Board	Yes	The Mosgiel-Taieri Community Board has been consulted. It has raised no objections to the name.
Consultation	Yes	There are no other parties affected under the Road Naming Policy.  Applicant has advised that due to the stage and characteristics of the development, the naming of this road will not affect other residents nearby.

<b>Overall assessment</b>	<b>'Rail Road' complies with the Road Naming Policy.</b>
---------------------------	--





**Dunedin City Council proposed road name assessment**
**Assessment for legal road off Cemetery Road East Taieri, Mosgiel**

<b>Proposed road name</b>	Jollie Lane
<b>Description</b>	The name refers to Edward Jollie (1825-1894) who was a pioneer land surveyor in New Zealand, initially as a cadet surveyor with the New Zealand Company.

<b>Road Naming Policy criteria</b>	<b>Complies</b>	<b>Transport comment</b>
New road names shall not be the same as, or similar to, existing road names within the city.	Yes	'Jollie' is not the same as, or similar to any other road names in Dunedin.
Roads are to have only one name.	Yes	'Jollie' complies. The road has no other name.
Roads names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person.	Yes	The name refers to Edward Jollie (1825-1894) who was a pioneer land surveyor in New Zealand, initially as a cadet surveyor with the New Zealand Company.
Roads should not be named after any commercial organisation or any living or recently deceased person.	Yes	'Jollie' is not named after any commercial organisation, or after a recently deceased person.
Road names must not be anagrams, amalgamations or derivatives of people's names.	Yes	'Jollie' is not an anagram, amalgamation or derivative of people's names.
Names should be 15 characters or less including spaces but excluding suffix.	Yes	'Jollie' is 7 characters long including the space but excluding the suffix.
Short names should be proposed for short streets for mapping purposes.	N/A	'Jollie' is a short name that can be used for the road proposed.
Road name suffix.	Yes	Due to the narrow width of the road, applicant proposes 'Lane' as the suffix.  The Road Naming Policy defines 'Lane' as "A narrow way, path, country road or street. A narrow passage between hedges or buildings. Also used for service lanes". Staff consider this suffix appropriate for the name proposed.
Community Board	Yes	The Mosgiel-Taieri Community Board will consider 'Jollie Lane' at its meeting of 9 June 2021.
Consultation	Yes	There are no other parties affected under the Road Naming Policy.  Applicant has advised that due to the stage and characteristics of the development, the naming of this road will not affect other residents nearby.

<b>Overall assessment</b>	<b>'Jollie Lane' complies with the Road Naming Policy.</b>
---------------------------	--

**Dunedin City Council proposed road name assessment**

**Assessment for private way off Cemetery Road, East Taieri, Mosgiel**

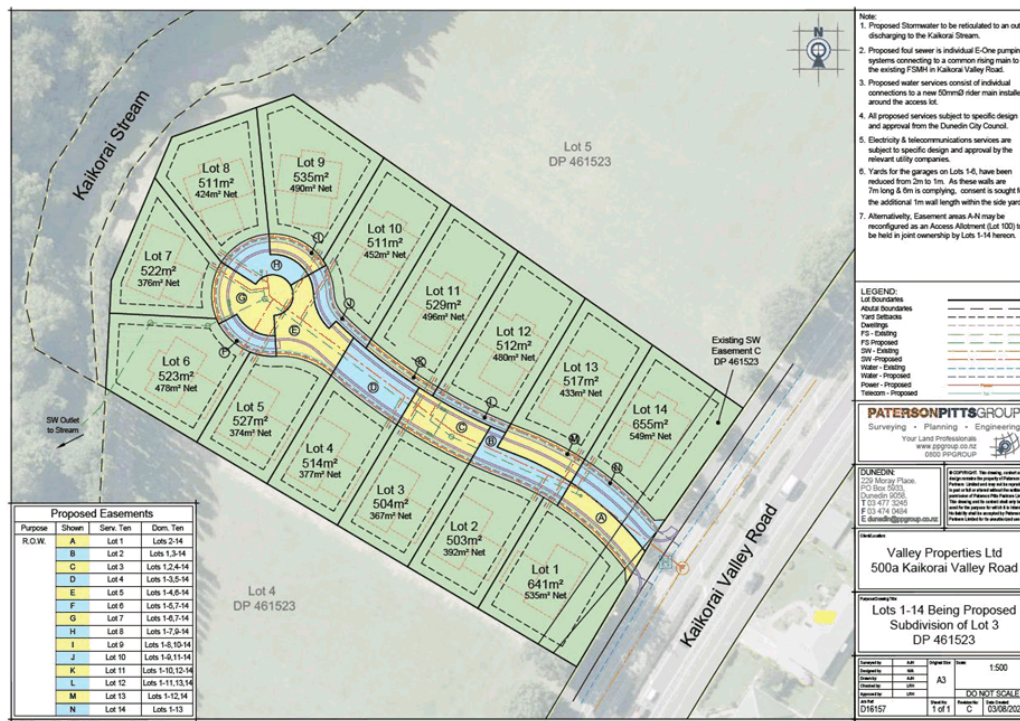
<b>Proposed road name</b>	Redwood Lane
<b>Description</b>	The name is proposed due to the presence of a big tree that is characteristic of the property and which the owner planted on the land some decades ago.

Road Naming Policy criteria	Complies	Transport comment
New road names shall not be the same as, or similar to, existing road names within the city.	No	'Redwood Lane' is almost the same as another road name that was approved by the Infrastructure Services Committee on the 12/05/2020 for a private way off 14 Polwarth Road, Dunedin.
Roads are to have only one name.		
Roads names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person.		
Roads should not be named after any commercial organisation or any living or recently deceased person.		
Road names must not be anagrams, amalgamations or derivatives of people's names.		
Names should be 15 characters or less including spaces but excluding suffix.		
Short names should be proposed for short streets for mapping purposes.		
Road name suffix.		
Community Board		
Consultation		

<b>Overall assessment</b>	'Redwood Lane' does not comply with the Road Naming Policy.
---------------------------	---

**Appendix One: Approved Plans for SUB-2020-105 (scanned image, not to scale)**

Unit layout superseded by Appendix Two plans.



**Dunedin City Council proposed road name assessment**
**Assessment for Private Road off Kaikorai Valley Road, Bradford, Dunedin**

<b>Proposed road name</b>	Cricket Avenue
<b>Description</b>	The name is proposed since the new subdivision is built on a former cricket ground.

<b>Road Naming Policy criteria</b>	<b>Complies</b>	<b>Transport comment</b>
New road names shall not be the same as, or similar to, existing road names within the city.	Yes	'Cricket' is not the same as, or similar to any other road names in Dunedin.
Roads are to have only one name.	Yes	'Cricket' is the only name proposed.
Roads names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person.	Yes	The name proposed as 'Cricket' refers to the popular sport and links the new subdivision with the historical use of the land as a former cricket ground.
Roads should not be named after any commercial organisation or any living or recently deceased person.	Yes	'Cricket' is not named after any commercial organisation, or after a recently deceased person.
Road names must not be anagrams, amalgamations or derivatives of people's names.	Yes	'Cricket' is not an anagram, amalgamation or derivative of people's names.
Names should be 15 characters or less including spaces but excluding suffix.	Yes	'Cricket' is 8 characters long including the space but excluding the suffix 'Avenue' proposed
Short names should be proposed for short streets for mapping purposes.	Yes	N/A
Road name suffix.	Yes	Applicant proposes 'Avenue' as the suffix.  Some possible suffixes for this road according to the Road Naming Policy, are:  <b>'Avenue'</b> which corresponds to "A generally broad straight roadway with trees or other objects at regular intervals", <b>'Close'</b> as "A short enclosed road; cul-de-sac", <b>'Drive'</b> as "An especially scenic road or street. A main connecting route in a subdivision or suburb."  Staff considers <b>'Drive'</b> to be the most appropriate suffix for this road.
Community Board	N/A	Not within a Community Board area.
Consultation	Yes	No consultation needed

<b>Overall assessment</b>	<b>'Cricket Drive' is suggested instead of 'Cricket Avenue'. 'Cricket Drive' complies with the Road Naming Policy.</b>
---------------------------	--

**Dunedin City Council proposed road name assessment**
**Assessment for Private Road off Kaikorai Valley Road, Bradford, Dunedin**

Proposed road name	Field View
Description	The name is proposed since the new subdivision has a clear view over the Kaikorai School sports' field.

Road Naming Policy criteria	Complies	Transport comment
New road names shall not be the same as, or similar to, existing road names within the city.	Yes	'Field' is not the same as, or similar to any other road names in Dunedin.
Roads are to have only one name.	Yes	'Field' is the only name proposed.
Roads names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person.	Yes	The name 'Field' is proposed referring to the view that the subdivision has over the Kaikorai School sports field.
Roads should not be named after any commercial organisation or any living or recently deceased person.	Yes	'Field' is not named after any commercial organisation, or after a recently deceased person.
Road names must not be anagrams, amalgamations or derivatives of people's names.	Yes	'Field' is not an anagram, amalgamation or derivative of people's names.
Names should be 15 characters or less including spaces but excluding suffix.	Yes	'Field' is 6 characters long including the space but excluding the suffix 'View' proposed
Short names should be proposed for short streets for mapping purposes.	Yes	N/A
Road name suffix.	Yes	Applicant proposes 'View' as the suffix.  Road Naming Policy defines ' <b>View</b> ' as "A roadway commanding a wide panoramic view across the surrounding areas", which is considered an appropriate suffix for the name proposed.
Community Board	N/A	Not within a Community Board area.
Consultation	Yes	No consultation needed

Overall assessment	'Field View' complies with the Road Naming Policy.
--------------------	--

**Dunedin City Council proposed road name assessment**

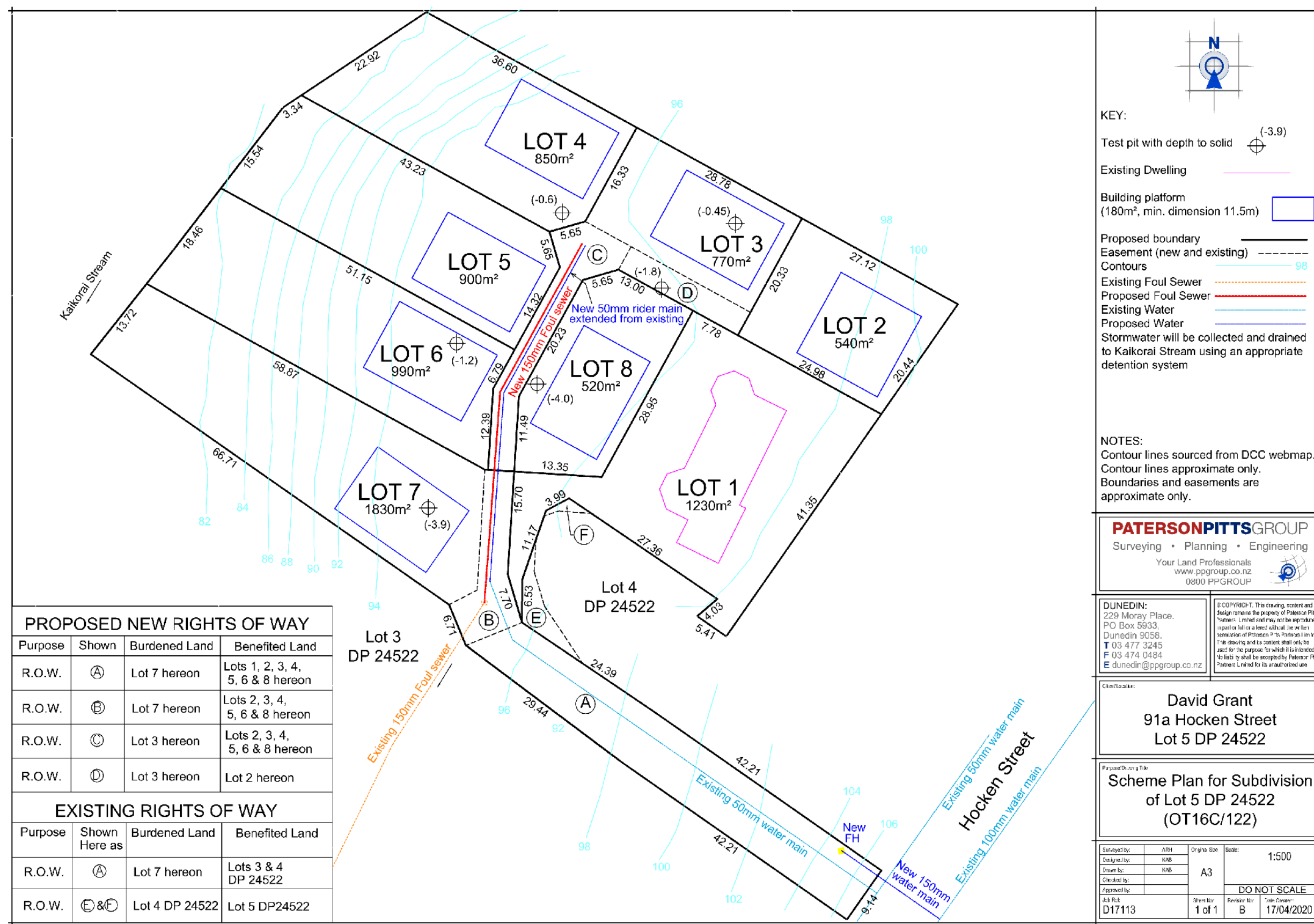
**Assessment for Private Road off Kaikorai Valley Road, Bradford, Dunedin**

<b>Proposed road name</b>	Harry Lane
<b>Description</b>	The name is proposed to keep consistency with existing road names in the area

Road Naming Policy criteria	Complies	Transport comment
New road names shall not be the same as, or similar to, existing road names within the city.	No	'Harry Lane' is similar to another road name in Hindon, inside the Dunedin City Council boundaries. This means the name does not comply with the Road Naming Policy.
Roads are to have only one name.		
Roads names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person.		
Roads should not be named after any commercial organisation or any living or recently deceased person.		
Road names must not be anagrams, amalgamations or derivatives of people's names.		
Names should be 15 characters or less including spaces but excluding suffix.		
Short names should be proposed for short streets for mapping purposes.		
Road name suffix.		
Community Board		
Consultation		

<b>Overall assessment</b>	<b>'Harry Lane' does not comply with the Road Naming Policy.</b>
---------------------------	--











**Dunedin City Council proposed road name assessment**

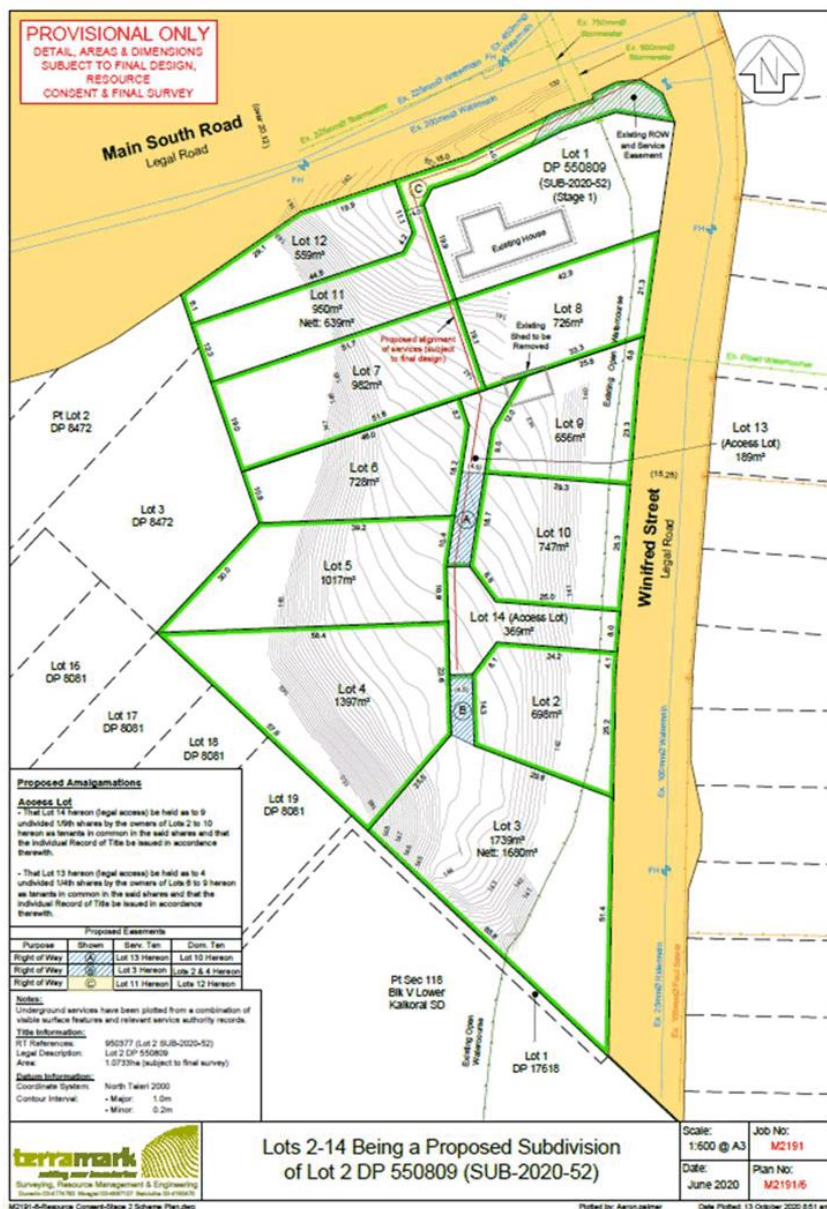
**Assessment for legal road off Hocken Street, Kenmure, Dunedin**

<b>Proposed road name</b>	Craigellachie Lane
<b>Description</b>	The name refers to the symbolic link between the family that owns the land and the region of Otago.

Road Naming Policy criteria	Complies	Transport comment
New road names shall not be the same as, or similar to, existing road names within the city.	Yes	'Craigellachie' is not the same as, or similar to any other road names in Dunedin.
Roads are to have only one name.	Yes	'Craigellachie' complies. The road has no other name.
Road names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person.	Yes	'Craigellachie' was proposed by the owner of the land. It is the name of a small village in Scotland from where the Grant family (owner) originates and is proposed as a symbolic link between the place of origin of this family and the region of Otago, where the family business (Otago Engineering), operates providing iron and steel products.
Roads should not be named after any commercial organisation or any living or recently deceased person.	Yes	'Craigellachie' is not named after any commercial organisation, or after a recently deceased person.
Road names must not be anagrams, amalgamations or derivatives of people's names.	Yes	'Craigellachie' is not an anagram, amalgamation or derivative of people's names.
Names should be 15 characters or less including spaces but excluding suffix.	Yes	'Craigellachie' is 14 characters long including the space but excluding the suffix.
Short names should be proposed for short streets for mapping purposes.	N/A	
Road name suffix.	Yes	Due to the narrow width of the road, applicant proposes 'Lane' as the suffix.  The Road Naming Policy defines 'Lane' as "A narrow way, path, country road or street. A narrow passage between hedges or buildings. Also used for service lanes". Staff consider this suffix appropriate for the name proposed.
Community Board	Yes	Not within a Community Board area.
Consultation	Yes	There are two other parties affected under the Road Naming Policy.  Applicant has engaged with relevant affected properties (89 and 91 Hocken Street) for the naming of this road, presenting evidence of support for the change.

<b>Overall assessment</b>	<b>'Craigellachie Lane' complies with the Road Naming Policy.</b>
---------------------------	---

Appendix One: Approved Plan for SUB-2020-110/A (scanned image, not to scale)



**Dunedin City Council proposed road name assessment**

**Assessment for Private Road off Winifred Street, Concord, Dunedin**

<b>Proposed road name</b>	Rose Drive
<b>Description</b>	The name refers to the rose plant.

Road Naming Policy criteria	Complies	Transport comment
New road names shall not be the same as, or similar to, existing road names within the city.	Yes	'Rose' is not the same as, or similar to any other road names in Dunedin.
Roads are to have only one name.	Yes	'Rose' is the only name proposed.
Roads names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person.	Yes	The name proposed as 'Rose' refers to the very well-known perennial flowering plant of the genus Rosa, in the family Rosaceae.  It is a personal preference of the family that owns that land.
Roads should not be named after any commercial organisation or any living or recently deceased person.	Yes	'Rose' is not named after any commercial organisation, or after a recently deceased person.
Road names must not be anagrams, amalgamations or derivatives of people's names.	Yes	'Rose' is not an anagram, amalgamation or derivative of people's names.
Names should be 15 characters or less including spaces but excluding suffix.	Yes	'Rose' is 5 characters long including the space but excluding the suffix 'Drive' proposed
Short names should be proposed for short streets for mapping purposes.	Yes	N/A
Road name suffix.	Yes	Applicant proposes 'Drive' as the suffix.  Road Naming Policy defines ' <b>Drive</b> ' as "An especially scenic road or street. A main connecting route in a subdivision or suburb", which is considered an appropriate suffix for the name proposed.
Community Board	N/A	Not within a Community Board area
Consultation	Yes	No consultation needed

<b>Overall assessment</b>	<b>'Rose Drive' complies with the Road Naming Policy.</b>
---------------------------	---

**Dunedin City Council proposed road name assessment**
**Assessment for Private Road off Winifred Street, Concord, Dunedin**

<b>Proposed road name</b>	Opre Drive
<b>Description</b>	The name is composed of the four initials of the owner's children

Road Naming Policy criteria	Complies	Transport comment
New road names shall not be the same as, or similar to, existing road names within the city.	Yes	'Opre' is not the same as, or similar to any other road names in Dunedin.
Roads are to have only one name.	Yes	'Opre' is the only name proposed.
Roads names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person.	Yes	The name proposed is an amalgamation of the first four initials of the owner's children: Ollie, Paddy, Rosie and Elsie.
Roads should not be named after any commercial organisation or any living or recently deceased person.	Yes	'Opre' is an amalgamation of the names of four living people and does not comply with the Road Naming Policy, however, the owner has requested we consider the proposed name given the private nature of the road.
Road names must not be anagrams, amalgamations or derivatives of people's names.	Yes	'Opre' is an amalgamation or derivative of people's names and does not comply with the Road Naming Policy, however, the owner has requested we consider the proposed name given the private nature of the road.
Names should be 15 characters or less including spaces but excluding suffix.	Yes	'Opre' is 5 characters long including the space but excluding the suffix 'Drive' proposed
Short names should be proposed for short streets for mapping purposes.	Yes	N/A
Road name suffix.	Yes	Applicant proposes 'Drive' as the suffix.  Road Naming Policy defines ' <b>Drive</b> ' as " <i>an especially scenic road or street. A main connecting route in a subdivision or suburb</i> ", which could be considered an appropriate suffix for the name proposed.
Community Board	N/A	Not within a Community Board area
Consultation	Yes	No consultation required

<b>Overall assessment</b>	<b>'Opre Drive' does not comply with the Road Naming Policy.</b>
---------------------------	--

**Dunedin City Council proposed road name assessment**  
**Road name assessment for a the DCC road name register**

<b>Proposed road name</b>	Richard Skinner
<b>Area (if stated)</b>	
<b>Description</b>	Prominent Dunedin businessman and tourism and heritage advocate.

Road Naming Policy criteria	Complies	Transport comment
New road names shall not be the same as, or similar to, existing road names within the city.	Yes	Richard Skinner is not the same as, or similar to any other road names in Dunedin.
Roads are to have only one name.	Yes	Richard Skinner is only one name.
Roads names must be spelled correctly, interpreted correctly, and not be offensive. Names must reflect historical, geographical or cultural significance associated with the area, a common or established theme in the area or the name of a noteworthy person.	Yes	Richard Skinner was a former member of the Otago Museum Trust Board and was also involved with the Otago Peninsula Trust Committee. He run a small tour company, which he used to advocate and successfully bring cruise ships to Dunedin, contributing significantly to the growth of this type of tourism for the city. Other important contributions to the community were the support he provided to fence off the albatross colony and setting up of the Taieri Gorge Railway.
Roads should not be named after any commercial organisation or any living or recently deceased person.		Richard Skinner is not a name related to any commercial organisation. It is not a recently deceased person. (12 February 1923 - 25 May 2013)
Road names must not be anagrams, amalgamations or derivatives of people's names.	Yes	Richard Skinner is not an anagram, amalgamation or derivative of people's names.
Names should be 15 characters or less including spaces but excluding suffix.	Yes	Richard Skinner is 15 characters (including the space).
Short names should be proposed for short streets for mapping purposes.	N/A	N/A
Community Board	N/A	N/A
Consultation	N/A	Mr. Skinner's widow and daughters were consulted on the inclusion of his name into the Road Name Register.

<b>Overall assessment</b>	'Richard Skinner' complies with the Road Naming Policy
---------------------------	--

## **ITEMS FOR CONSIDERATION BY THE CHAIR**