

Document No: A350380

Report To: Council



Meeting Date: 7 June 2017

Subject: Progress Report: Monthly Report for Water, Sewerage and Stormwater

Type: Information Only

1.0 Purpose of Report

- 1.1 The purpose of this business paper is to provide a progress report on the three Waters activities, including contracted services.

2.0 Background

- 2.1 The three Waters activities (Water Supply, Wastewater and Stormwater) provide for the environmentally safe extraction, treatment and distribution of water. Collection, treatment and disposal of wastewater and the collection and disposal of storm water within Council's stated parameters.

- 2.2 Water Supply networks are provided by Council at:

- Te Kuiti
- Mokau
- Piopio
- Benneydale

- 2.3 Wastewater networks are provided by Council at:

- Te Kuiti
- Benneydale
- Piopio
- Te Waitere

- 2.4 WDC's only reticulated Stormwater disposal network serves Te Kuiti and any exceptions will be reported on for the other areas as these arise.

- 2.5 There are three activities under each of the three Waters activities:

- 1 **Planned Maintenance:** Operations and maintenance is the planned servicing of the three waters infrastructure – reticulation, pump stations, cleaning reservoirs, replacing old water meters, hydrants and valves.
- 2 **Emergency Repairs:** Emergency Repairs are dealt with as they occur. They are usually dealt with immediately, and at times this impacts on the delivery of Planned Maintenance and Service Requests, which is postponed to a later time.
- 3 **Service Requests:** Service Requests are initiated by Ratepayers or Businesses across the District and are phoned in, emailed or they could be provided to the Customer Services by means of walk-in. Service Requests are logged and forwarded to the Water Services Unit to resolve with the Contractor as a resource as needed.

2.6 Capital Works

2.7 Progress reporting on Capital Works will predominantly focus on Renewals and Upgrades.

2.8 Water Rates and Charges

2.9 Residential and small business water rates are charged quarterly. Extraordinary water user meters are read half yearly. The two major Trade Wastewater user meters are read monthly and charged monthly.

3.0 Commentary

3.1 Drinking Water Standards 2005 (Amended 2008)

3.2 The Health (Drinking Water) Amendment Act 2007 amended the Health Act 1956. This impose a duty on all water suppliers to ensure their water is safe to drink.

3.3 Drinking water supplies must meet the standards as set out by the Drinking Water Standards 2005 (Amended 2008).

3.4 These Standards are to ensure a minimum safe standard for drinking water, appropriate for the level of population and compliance with statutory monitoring requirements.

3.5 Treatment Process and Log Reduction

3.6 The supply of treated of drinking water is a process that takes place from the abstraction from the source through to the final consumption. To mitigate the risk for public health a number of barriers against risk of potential contaminant are introduced to eliminate, or at least minimise, the risk to acceptable levels.

3.7 There are 3 dominant levels of potential contaminants that may cause harm to public health, namely:

3.7.1 Protozoa with the standard organism determining the level of treatment being Cryptosporidium.

3.7.2 Bacteria with the standard organism determining the level of treatment being Escherichia Coli (E.Coli).

3.7.3 Pollutants that occur with specific treatment for the type of environmental, chemical or other pollutants.

To take account of the additive effect of a series of cumulative treatment processes on the removal of protozoa, 'Log Credits' are used, Cryptosporidium being used as the reference organism. The level of treatment and the resultant "Log Credits" are detailed in the DWS NZ 2005 (2008). The log credit for a treatment process is related to the percentage of the protozoa the process can remove, by the expression:

$$\text{log credit} = \log_{10}[1/\{1-(\text{percentage removal}/100)\}]$$

3.8 The Drinking Water Assessor appointed by the District Health Board assigns the Log Credits after an assessment is made of the raw water source and abstraction location.

- 3.9 The level of treatment is determined by the Log Reduction required with resulting Credits obtained to assign a score to the treatment barriers provided.
- 3.10 Treatment processes range from:
- Bores – secure, interim and non-secure.
 - Coagulation / flocculation – chemical treatment to settle out heavier contaminants by attracting particles together for easier removal.
 - Filtration - this can be through various types of filters with sand being the most common type.
 - Disinfection – can either be chemical (chlorine, ozone, etc) or by means of irradiation (ultra-violet light).
 - A combination of the above.
- 3.11 Each treatment process, or barrier, reduces the risk of harm to public health. To test for the effectiveness of the treatment, the water quality is tested and monitored for compliance both with operational and regulatory requirements. The regulatory compliance results are reported to the District Health Board.
- 3.12 The appropriate level of monitoring is determined by the population size of the drinking water scheme. The smaller the population the lower the risk of a major outbreak of disease with a resultant smaller impact. The drinking water schemes in the Waitomo District under Council's control fall in a small scale range:
- Te Kuiti – Minor (permanent population less than 5,000)
 - Benneydale – Small (permanent population less than 500)
 - Piopio – Small (permanent population less than 500)
 - Mokau – Small (permanent population less than 500)
- 3.13 The DWS NZ prescribes the number, frequency and maximum period of days between sampling for various compliance criteria. The test has to be performed to strict standards at an accredited laboratory. WDC currently send all compliance samples to Watercare Laboratories in Auckland. Operational sampling is done by means of portable analysers and on-line instrumentation.
- 3.14 **Te Kuiti Water Supply**
- 3.15 In accordance with the DWS NZ, the Te Kuiti water supply is classified as a Minor Water Supply due to Te Kuiti's permanent population being less than 5,000 residents.
- 3.16 At this time, the water treatment process does not meet the standard which requires Log 4. This is due to a technicality (each water filter within the TKWTP (4) must be fitted with its own turbidity meter). Currently there is only one turbidity meter to measure the operation of all four filters, resulting in technical non-compliance for Protozoa treatment, although the physical barrier for actual protozoa removal is in place.
- 3.17 The Te Kuiti Water Treatment Plant upgrade project will address this in that each filter will have a separate turbidity meter. In addition the upgrade will introduce an additional contaminant barrier through the introduction of Ultra Violet disinfection to ensure protection for Protozoa contamination.

- 3.18 During this period the Te Kuiti treated reticulated water complied with bacteriological standards.
- 3.19 During this period the Ultraviolet disinfection reactors were commissioned and brought on line, adding another barrier to protozoa compliance.
- 3.20 The Te Kuiti water supply has been confirmed safe to drink and the supply is continuously monitored for compliance utilising on-line analysers for direct compliance reporting.
- 3.21 The WDC sampling and testing regime is more than the minimum required by the DWS NZ to manage any potential risk as a result of potential failure of one of the treatment processes.
- 3.22 Although technically not compliant in accordance with the New Zealand Drinking Water Standards, the treated drinking water is safe to drink, as it undergoes the following treatment barriers:
- Coagulation, sedimentation and filtration
 - Ultraviolet disinfection through multi-wave UV reactors
 - Chlorination
- 3.23 The Te Kuiti WTP is performing well | its current configuration with only part of the WTP Upgrade complete.
- 3.24 The quality of the water is very good and conforms to both bacteriological and protozoa treatment compliance with all the log credit components operating.
- 3.25 Log credits cannot yet be established, but the Waikato District Health Board is being kept updated on progress and all the water sample results confirm that the water is safe for drinking purposes.
- 3.26 The old carbon dosing unit, for the control of taste and odour, has been completely disconnected and the old building removed from above the clarifiers.
- 3.27 The new carbon dosing unit will be commissioned in due course.
- 3.28 Te Kuiti Wastewater**
- 3.29 Heavy rain and the subsequent soggy ground conditions are contributing to an increased volume of water entering the WWTP.
- 3.30 The treatment process is robust and coping well.
- 3.31 WDC is considered one of the few local authorities that show a limited non-compliance due to all the rain with most local authorities faring much worse.
- 3.32 A reticulation overflow to the road reserve and thence to the neighbouring property at during Hurricane Cook was traced back to a surcharge in the volume of storm water inflow at the Waitomo District Landfill. This was contained successfully with the most recent heavy rains experienced when 90 mm of rain fell in Te Kuiti.
- 3.33 A flow controlling valve will be permanently installed in the pipe to control the rate at which landfill storm water can enter into the sewer line at this point.
- 3.34 Presently a "restrictor" has been inserted to control the flow out of the landfill by means of a 15mm orifice until the control valve work can be completed.

3.35 Te Kuiti Storm Water

- 3.36 The Waitomo District again received a heavy rain event 90 mm of rain that fell around 12 May.
- 3.37 No major flooding occurred during this event.
- 3.38 A storm water entrance in Julian Street has been upgraded and is working well.

3.39 Piopio Water Supply

- 3.40 The water source was assessed to require treatment to Log 4 (due to the raw water source being a river/stream with a certain level of contaminants and potential disease causing organisms). There have been no issues with the Piopio water supply and the water is safe to drink.
- 3.41 The Piopio Water Supply is classed as a Small Water Supply.
- 3.42 Piopio's treated reticulation water supply complies with the Log 4 treatment requirements.
- 3.43 The Piopio treated reticulation water supply is compliant with the bacteriological requirements and is safe to drink.
- 3.44 A Backwash Water Discharge Resource Consent change has been lodged with the Waikato Regional Council to bring the backwash discharge into line with the current (new) plant operation. The plant operated under the existing Resource Consent that is no longer valid due to operational changes to the plant.
- 3.45 There were no issues with the Piopio drinking water during this reporting period.

3.46 Piopio Wastewater

- 3.47 The high water table ground conditions, with surface flooding evident, is contributing to the inflow volume exceeding the Resource Consent limit.
- 3.48 An inspection of the area immediately after the heavy rain event around 12 May has not provided any conclusive areas where inflow and infiltration occur.
- 3.49 The investigation is being continued to identify and remedy these areas of inflow.

3.50 Benneydale Water Supply

- 3.51 The water source was assessed to require treatment to Log 3 (due to the raw water source being a river/stream with a certain level of contaminants and potential disease causing organisms).
- 3.52 The current configuration of the treatment process does not deliver the required Log reduction. WDC is in discussion with the Waikato District Health Board to address compliance with the required barrier arrangements. These restrictions are technical in nature that prevents log credits being obtained for treatment barriers in place.
- 3.53 The Benneydale reticulated treated water supply is compliant for bacteriological requirements and is tested safe to drink.
- 3.54 There were no problems with the Benneydale water supply.

3.55 Benneydale Wastewater

3.56 During the very heavy rain that the district has experienced, the discharge volume was non-compliant with the Discharge Consent.

3.57 Mokau Water Supply

3.58 The water source was assessed to require treatment to Log 4 (due to the raw water source being a river/stream with a certain level of contaminants and potential disease causing organisms)

3.59 Water quality of Mokau is good and within limits of the Drinking Water Standards.

3.60 The Mokau Water Supply is classed as a Small Water Supply.

3.61 The WTP does not currently achieved the Log 4 requirement. The plant incorporates both chlorine and Ultra-Violet disinfection treatment processes to disinfect the treated water that allows safe drinking water to the community. The source water has a high concentration of iron and the treated water is aesthetically affected by colour, taste and odour.

3.62 Good progress has been made with the WTP modifications.

3.63 Although work is on-going, reports from residents have been positive with many residents commenting that the water taste and odour problems are a thing of the past.

3.64 The pump supplying the high level tanks has been installed and the tanks have been filled with chlorinated water to disinfect them.

3.65 The coagulation, sedimentation and filtration option for treatment of the Mokau water has been chosen as the best option to proceed with.

3.66 This is also the temporary solution that has been trialed and that is resulting in good quality water being produced.

3.67 A meeting with a Ministry of Health representative has been held and a technical group will inspect the plant soon to see for themselves the progress made.

3.68 Te Waitere Wastewater

3.69 Te Waitere Wastewater Boathouse pump stations pump faulted during a recent inspection.

3.70 A new pump has been ordered and will be installed shortly.

3.71 The Boathouse pump station has an emergency soakage field adjacent to it for just such incidents and is coping with the limited inflow into it.

3.72 The Te Waitere Waste Water Discharge Consent is due for renewal and the process has begun to apply for this.

3.73 The renewal application has been received by the Waikato Regional Council.

4.0 Capital Projects

The Te Kuiti WTP Upgrade Phase 2 civil contract has been postponed due to the persistent high water level in the river. Some of the electrical work, as well as ancillary works, can however proceed so as not to delay the completion too much. Equipment has been procured, as well as some parts of Phase 3, that are not dependent on good weather, have been rescheduled to be started in the next few months.

The wet weather has had an adverse effect on the small water, sewer and storm water contracts with some delays and postponements. However, progress is being made with these contracts.

1. Water

Description of Project	Estimate	Project Start	Progress	Current Expenditure
Water Treatment Plant Upgrade – Pipe Work Installation	\$850,000 (Engineer Estimate - \$737,311 original estimate) plus variations to date \$775,784	August 2015	Work has been delayed due to the replacement of the filters. This contract can now resume. The commissioning of the UV disinfection units is scheduled to be completed before the end of February 2017.	\$812,709.51
Water Treatment Plant Upgrade Electrical, SCADA & Telemetry	Tender plus variations \$1,324,379	April 2015	Progress is maintained as civil works progress	\$1,232,794.80
Water Treatment Plant Phase 2: New Raw Water Intake	\$594,867	January 2017	Delayed until January 2018 due to high river water level	
Te Kuiti Phase 2: Electrical Work	\$316,315	July 2017	Rescheduled to earliest start due to Phase 2 delay in civil construction.	
Hetet Street water main replacement	\$60,000	May 2017	Tenders received and evaluation in progress.	\$3,005.00
Awakino / Blackmans water main replacement	\$35,000	March 2017	Scheduled to start after Hill Street Storm Water is completed.	\$3,005.00
Henderson / Earl Street water ring main	\$35,000	April 2017	Tenders received and evaluation in progress.	\$1,995.00

2. Wastewater

Description of Project	Estimate	Project Start	Progress	Current Expenditure
Te Kuiti River Crossing	\$95,000	Tentatively January 2018	Construction has been delayed due to the high water level of the river.	\$8,079.00
Carroll Street Pipe Insertion	\$45,000	June	Scheduled to be started after Awakino / Blackmans water main is completed.	\$17,879.00
Nettie Street Pipe Reroute	18,000	March 2017	Completed. Awaiting practical completion request.	\$4,087.50

Benneydale Sewer Rehabilitation	\$35,000	Due to current work load this has been delayed and will be completed before the end of April 2017	Completed.	\$21,485.00
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3. Stormwater

Description of Project	Estimate	Project Start	Progress	Current Expenditure
Edwards Street 450 mm	\$80,000	March 2017	Awaiting payment claim	\$5,292.50
Hill Street Storm Water	\$42,000	April 2017	In progress.	\$1,500.00


Suggested Resolution

The Progress Report: Monthly Report for Water, Sewerage and Stormwater be received.

A handwritten signature in black ink, appearing to read 'Kobus Du Toit', with a large, stylized initial 'K'.

KOBUS DU TOIT
GROUP MANAGER - ASSETS

April 2017

Document No: A350379		File No:qA551	
Report To: Council			
	Meeting Date:	7 June 2017	
	Subject:	Progress Report: WDC Resource Consent – Compliance Monitoring	
	Information Only		

1.0 Purpose of Report

- 1.1 The purpose of this business paper is to brief Council on compliance reporting against Resource Consent conditions.

2.0 Local Government Act S.11A Considerations

- 2.1 Section 11A of the LGA reads as follows:

11A Core services to be considered in performing role

In performing its role, a local authority must have particular regard to the contribution that the following core services make to its communities:

- (a) *network infrastructure;*
- (b) *public transport services;*
- (c) *solid waste collection and disposal;*
- (d) *the avoidance or mitigation of natural hazards;*
- (e) *libraries, museums, reserves, and other recreational facilities and community amenities.*

- 2.2 Compliance and monitoring against Resource Consent conditions is consistent with Section 11A of the Local Government Act 2002.

3.0 Risk Considerations

- 3.1 This is a progress report only, and as such no risks have been identified in regards to the information contained in this business paper.

4.0 Commentary

- 4.1 WDC is required to report on Resource Consent compliance to the Waikato Regional Council (WRC) in accordance with the conditions that regulate the various Resource Consents held by WDC.
- 4.2 The following tables set out details of the compliance reporting requirements for WDC's Resource Consents.

RESOURCE CONSENT	REPORT DUE
Monthly	
No. 112639 - Te Kuiti Wastewater Treatment Plant Conditions 7 to 19 (Discharge) Condition 30 (Reasonable Mixing)	Monthly
No. 116844 - Benneydale Water Treatment Plant Condition 9 (Surface Water Take)	Monthly
No. 117290 - Piopio Wastewater Treatment Plant Condition 26 (Discharge)	Monthly
Quarterly	
No. 101753 - Rangitoto Quarry Landfill, William Street, Te Kuiti Condition 11 TEKLR 20	February, May, August, November
No. 124718 - Rangitoto Quarry Landfill, William Street, Te Kuiti Conditions 7 and 14 (SW2) TEKLR 32	February, May, August, November
Six Monthly	
No. 133317 - Te Kuiti Water Treatment Plant Condition 11 (Water Take)	January/July
No. 118813 - Benneydale Wastewater Treatment Plant Condition 16 to 23	January/July
No. 120048 - Te Kuiti Wastewater Treatment Plant Condition 6 (Groundwater b1 to b7)	February and August <i>(also include in Annual Report 30th September)</i>
No. 117945 - Benneydale Water Treatment Plant (Backwash)	April/October
No. 124718 - Te Kuiti Landfill (William Street) Condition 6 and 14 DH2/3/4/7 (Oct to March, April to Nov)	April/October
No. 107477 - Piopio Water Treatment Plant Conditions 6 and 9 (Water Take) (Nov-April, May-Oct)	May/November
No. 107478 - Piopio Water Treatment Plant (Backwash) (Nov-April, May-Oct)	May/November
No. 101753 - Rangitoto Quarry Landfill, William Street, Te Kuiti Condition 10 TEKLR10 (*)	May/October

RESOURCE CONSENT	REPORT DUE
Annually	
No. 118813 - Benneydale Wastewater Treatment Plant Condition 26 (Discharge to Land and Water)	31st March
No. 124718 - William Street, Te Kuiti Conditions 7 & 14 (SW1,SW2, SW3, SW4, SW5)	April or May
No. 120340 - Mokau Closed Landfill Condition 3, 6 & 10	May
No. 113038 - Te Kuiti Water Treatment Plant Conditions 1 & 2 (Ground Water Take)	1st of May
No. 105054/55/56/57/58/59/60 - Waitomo Stormwater Schedule A (22) Conditions 4,5 & 6	31st May
No. 105054 - Te Kuiti Stormwater Condition 6	31st May
No. 116274 - Benneydale Water Treatment Plant Conditions 2, 3, 4 & 7 (Groundwater Take)	1st of June
No. 113544 - Mokau Water Treatment Plant (Water Take)	July
No. 113545 - Mokau Water Treatment Plant (Backwash)	July
No. 101753, 101754 and 124718 - Rangitoto Quarry Landfill, William Street, Te Kuiti Annual Report Condition Schedule 1(5) and 13	1st August
No. 101753, 101754 - Rangitoto Quarry Landfill, William Street, Te Kuiti Annual Report Consents Schedule 1 (6) <i>Independent Peer Reviewer</i>	1st September
No. 112639 - Te Kuiti Wastewater Treatment Plant Condition 20 (Discharge)	September 30th
No. 103287, 103288 and 103289 - Te Kuiti Walker Road - Closed Landfill Discharge to Land, Air and Divert (Nov, Jun)	November <i>(within two months of sampling)</i>
No. 103193 - Benneydale Closed Landfill SH30 Conditions 2, 3 and 5	November <i>(within two months of sampling)</i>
No. 103194 - Conditions 2 and 3	

RESOURCE CONSENT	REPORT DUE
No. 103196 - Piopio Closed Landfill Condition 2, 3 and 4	November <i>(within two months of sampling)</i>
No. 103198 - Aria Closed Landfill Conditions 2 and 4	November <i>(within two months of sampling)</i>
Biennial	
No. 120048 - Te Kuiti Wastewater Treatment Plant Condition 7 (Groundwater b1 to b7)	December 2016
No. 117290 - Piopio Wastewater Treatment Plant Condition No 7 and 9 (Discharge) (Operations and Management)	September 2014, 2016, 2018, etc.
No. 112639 - Te Kuiti Wastewater Treatment Plant Condition 24	June 2015 <i>(and every two years after)</i>
No. 118813 - Benneydale Wastewater Treatment Plant Condition 27 (Management Plan Review)	from 2010 every two years
Other	
No. 112639 - Te Kuiti Wastewater Treatment Plant Condition 28 (after 3 years Fish Passage/Migration Barrier Assessment)	Monday, 18 December 2017
No. 133317 - Te Kuiti Water Treatment Plant Condition 10 (Telemeter)	1st July 2018

4.3 The following Resource Consent Compliance Reports have been made to WRC:

1. RC 116844 – Benneydale WTP – Surface Water take – May 2017 (Doc A348467)
 - Compliance Achieved.
2. RC 117945 – Benneydale WTP – Backwash Discharge – 1st October to 31st March 2017 (Doc A348206)
 - Compliance Achieved.
3. RC 117290 - Piopio WWTP – Effluent Discharge - Monthly Reports for March to April 2017 (Doc A349058).
 - There were no breaches of the 135.4 m³/day maximum discharge limit during the month of March 2017 (see Appendix A -Table 2).
 - There were four breaches of the 135.4 m³/day maximum discharge limit between the 6th and the 9th of April 2017 inclusive.
 - The Breaches were due to the intensive rainfall during the first week of April as a consequence of Cyclone Debbie affecting most of New Zealand's North Island. Around 120 mm of rain were recorded on the 4th of April, 80 mm on the 5th of April and 11 mm on the 6th of April, totalling around 210 mm of rain in three days Near Piopio.
 - In order to cope with those high inflow volumes the plant operated at its maximum capacity exceeding the limits of 135.4 m³ per day. It's important to mention that although the inlet volumes were high, it was probably highly diluted by rain, and therefore all parameters were very low in comparison with normal operational circumstances, resulting in a discharge even more diluted and clean than usual.
 - A sample taken on the 11th of April showed an exceedance of the Faecal Coliform concentrations at 79000 MPN/100ml. The unusual high concentration was probably due the previous rain washing away the farm lands influencing the Faecal Coliform concentrations above normal values. This result reflected the malfunction of the UV sensor that was noticed during sampling.
 - The UV sensor was fixed and another sample was taken on the 29th of April 2017, there were no breaches of any parameters on that sample.
4. RC 113038 - Te Kuiti WTP – Groundwater take – 1st May 2016 to 30th April 2017 (Doc A348743).
 - Compliance achieved. The Bore has been disconnected from the pipe supplying the reservoir.
5. RC 101753 - Te Kuiti Landfill – Quantities and type of refuse – May 2016 to April 2017 (Doc A348632).
 - Compliance achieved.

6. RC 101753 - Te Kuiti Landfill – Leachate Monitoring, Ring drain – October 2016 to March 2017 (Doc A348083).
 - Compliance achieved
7. RC 124718 - Te Kuiti Landfill – Leachate monitoring, Stormwater - Annual report 2016/2017 (Doc A348193).
 - Compliance achieved
8. RC 124718 - Te Kuiti Landfill – Leachate monitoring, Stormwater monitoring SW2 – 1st October 2016 to 31st March 2017 (Doc A348009).
 - Compliance achieved.
9. RC 124718 - Te Kuiti Landfill – Leachate monitoring, Groundwater – 1st November 2016 to 30th April 2017 (Doc A347959).
 - Compliance achieved.

Suggested Resolution

The Progress Report: Resource Consent – Compliance Monitoring be received.



KOBUS DU TOIT
GROUP MANAGER – ASSETS

Document No: A350472

Report To: Council



Meeting Date: 7 June 2017

Subject: Progress Report: Solid Waste Activity

1.0 Purpose of Report

1.1 The purpose of this business paper is to brief Council on Solid Waste operations, maintenance and capital development activities. This business paper is set out under the following headings:

- 1.0 Purpose of Report
- 2.0 Local Government Responsibilities
- 3.0 Risk Considerations
- 4.0 Introduction
- 5.0 Background
- 6.0 Service Requests / Complaints
- 7.0 Te Kuiti

2.0 Local Government Responsibilities

- 2.1 The Waste Minimisation Act encourages a reduction in the quantity of waste generated and disposed of in landfills, with the aim of reducing the environmental harm of waste while providing economic, social and cultural benefits.
- 2.2 WDC is meeting its obligations under the 2008 Waste Minimisation Act and the Solid Waste (asset) Management and Minimisation Plan (SWaMMP), by providing a weekly Kerbside Refuse and Recyclables Collection Service and disposal thereof in parts of the district and Transfer station for the remainder of the district.

3.0 Risk Considerations

- 3.1 This is a progress report only, and as such no risks have been identified in regards to the information contained in this business paper.

4.0 Introduction

- 4.1 This business paper focuses on the operations of the Solid Waste activity, refuse and recyclable collection and disposal, and the promotion of recycling.

5.0 Background

- 5.1 Solid Waste Management is the combination of asset management, financial, engineering and technical practices to reduce and dispose of general refuse and the promotion of waste minimisation.

5.2 The Solid Waste Activity provides for education on waste minimisation, collection and separation of recyclables, and the disposal of residual waste to landfill.

5.3 **Solid Waste Services**

5.4 WDC is meeting its obligation under the 2008 Waste Minimisation Act and SWaMMP by providing:

1 **Weekly Kerbside Refuse and Kerbside Recyclables Collection Services** for the communities of -

- Te Kuiti
- Piopio
- that part of the Rural Ward between Te Kuiti and Waitomo Village
- Mokau
- Waitomo Village

2 **Waste Transfer Stations** in the communities of –

- Benneydale
- Piopio
- Marokopa
- Kinohaku
- Mokau/ Awakino

3 **Street Side Recycling Stations** at –

- Waitomo Village
- Piopio
- Mokau
- Marokopa

5.5 **Management of Solid Waste Services**

5.6 Collection Services (both Refuse and Recyclables) are carried out under contract. The present Contractor is Envirowaste.

5.7 Management of the refuse at **Te Kuiti Landfill** is carried out under contract. Envirowaste also holds this contract.

5.8 **Piopio Litter Bins** are serviced by Envirowaste on Tuesdays and Saturdays.

5.9 **Te Kuiti and Waitomo Village Litter Bins** are serviced through WDC's Road Maintenance Contract.

5.10 **Mokau Litter Bins** are serviced by the Council Transfer station operator.

5.11 **Marokopa Litter Bins** are serviced by the Marokopa Community Trust under a long standing agreement with WDC.

5.12 **Benneydale Litter Bins** are serviced by the Council Transfer station operator.

6.0 Service Requests / Complaints

6.1 Service requests are initiated by ratepayers or businesses across the District. The Service Requests are then followed up by WDC staff.

6.2 It must be noted that almost all Service Request complaints received for kerbside refuse or recyclables not being collected are due to the person placing the bag or recycle bin out too late.

6.3 Service Requests or complaints relating to Solid Waste operations and/or Solid Waste Assets for 2016/2017 include:

Description	Jul 2016	Aug 2016	Sep 2016	Oct 2016	Nov 2016	Dec 2016
Kerbside Refuse not collected	1	1	2	2	0	0
Landfill Complaint	0	0	0	2	0	0
Transfer Station Complaint	0	0	0	0	0	0
Litter Bins not being emptied	1	0	0	2	1	0
Request for additional service					1	0

Description	Jan 2017	Feb 2017	Mar 2017	Apr 2017	May 2017	Jun 2017
Kerbside Refuse not collected	0	3	0	0		
Landfill Complaint	0	0	0	1		
Transfer Station Complaint	0	0	0	0		
Litter Bins not being emptied	0	1	1	0		
Request for additional service	1	1	0	0		

7.0 Te Kuiti

7.1 The Waitomo District Landfill has a consented volume of 232,000 tonne and the Resource Consent expires in 2032.

7.2 Emissions Trading Scheme

7.3 The Government has started on a review of New Zealand's carbon footprint and this may have a more significant impact on the cost of disposing rubbish in the future.

7.4 The impact of this review will be taken into account during the assessment of the future of the Landfill in preparation of the next LTP.

7.5 Landfill Volumes

7.6 Landfill Consented Volume: 232,000 Tonnes

Description	Tonnes Deposited July 2016	Tonnes Deposited Aug 2016	Tonnes Deposited Sept 2016	Tonnes Deposited Oct 2016	Tonnes Deposited Nov 2016	Tonnes Deposited Dec 2016
Deposited to Date	172,293.78	173,114	173,970	174,823.41	175,694.21	176,536.76
WDC Bags Collected	1.95	1.94	1.98	1.72	1.51	2.70
Total over Weighbridge	806.91	890.68	933.01	912.02	913.80	899.43
Less Diverted Recycle	-21.53	30.40	52.67	30.14	33.44	38.68
Less Stock out Gate	-28.33	42.03	26.32	30.16	11.07	20.90
Total To Landfill	759.00	820.19	856.00	853.44	870.80	842.55
Tonnage Space Available	59,706.22	58,886.03	58,030.03	57,176.59	56,305.79	55,463.24

Description	Tonnes Deposited Jan 2017	Tonnes Deposited Feb 2017	Tonnes Deposited Mar 2017	Tonnes Deposited Apr 2017	Tonnes Deposited May 2017	Tonnes Deposited Jun 2017
Deposited to Date	177,341.75	178,101.09	178,956.19	179,811.29		
WDC Bags Collected	1.96	1.99	1.86	1.40		
Total over Weighbridge	936.41	810.40	962.77	803.65		
Less Diverted Recycle	120.17	39.82	64.69	34.78		
Less Stock out Gate	13.21	13.23	42.98	19.58		
Total To Landfill	804.99	759.34	855.10	750.69		
Tonnage Space Available	54,658.25	53,898.91	53,043.81	52,293.12		

7.7 Recyclables

Diverted recyclables = April 2017 = 34.78 tonnes

7.8 Capital Projects

Description	Estimate / Budget	Actual July 2016	Actual August 2016	Actual September 2016	Actual October 2016	Actual November 2016
Development Cell 3	\$774,000.00	\$641,686.20	\$641,686.20	\$641,686.20	\$641,686.20	\$641,686.20
High Wall Safety Work	\$25,650	\$0.00	\$0.00	\$ 0.00	\$ 5000.00	\$0.00
Recycling Shed	\$	\$	\$	\$	\$	\$

Description	Actual November 2016	Actual December 2016	Actual January 2017	Actual February 2017	Actual March 2017	Actual April 2017
Development Cell 3	\$641,686.20	\$641,686.20	\$641,686.20	\$641,686.20	\$641,686.20	\$641,686.20
High Wall Safety Work	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Recycling Shed	\$	\$	\$	\$	\$	\$

7.9 Development of the Cell 3

7.10 Development of Cell 3 is complete. A total of \$41,580.00 excl. GST has been retained for repairs. This was included as an addendum to the practical completion certificate. The contract is now in the retention period. The retention amount of \$37,704.97 excl. GST. Was released

7.11 The final contract value for this project was \$720,971.17 excl. GST.

7.12 High Wall Shaping

7.13 High wall shaping involves the removal and shaping of earth above the landfill space and is carried out for safety purposes to prevent landslides and manage water ingress into the landfill area. Whilst this work has been completed and the desired outcomes have been achieved for now, the area remains unstable and future works are likely to be required to ensure ongoing safety.

7.14 Recycling Shed

7.15 In order to promote recycling and provide a customer friendly, all weather recycling service, a roof over the recycling area has been constructed.

7.16 This project has been completed and has been well received by the public utilising the facility.

Suggested Resolution

The Progress Report: Solid Waste Activity be received.



KOBUS DU TOIT
GROUP MANAGER – ASSETS

Document No: A350859

Report To: Council



Meeting Date: 7 June 2017

Subject: Progress Report: Monitoring Against 2015-2025 Long Term Plan – Land Transport

For Information

1 Purpose of Report

1.1 The purpose of this business paper is –

- To brief Council on the implementation of the Work Plan for the Land Transport activity as contained in the current year of the 2015-2025 Long Term Plan (LTP)
- To establish a framework for monitoring the on-going implementation of the 2015-25 LTP as part of the Road Map Work Programme.

1.2 This business paper is set out under the following headings:

- 1 Purpose of Report
- 2 Local Government Act S.11a Considerations
- 3 Risk Considerations
- 4 Introduction
- 5 Background
- 6 Roothing Subsidies
- 7 2016/2017 Maintenance Expenditures Budget
- 8 Road Safety Promotion
- 9 2016/17 Operating Expenditure
- 10 2016/17 Capital Expenditure
- 11 Summary of Network Issues
- 12 REG and the One Network Road Classification (ONRC)
- 13 RATA (Road Asset Technical Accord)
- 14 Streetlighting (LED)
- 15 The Road Maintenance Contract – Progression Report

2 Local Government Act S.11a Considerations

- 2.1 Waitomo District Council, in performing its role as a Local Authority, must have particular regard to the contribution that the network infrastructure makes to the community.
- 2.2 The provision and maintenance of the roading infrastructure, is consistent with section 11A Local Government Act 2002 (including amendments).

3 Risk Considerations

- 3.1 This is a progress report only, and as such no risks have been identified in regards to the information contained in this business paper.

4 Introduction

- 4.1 This business paper focuses on informing the Council on the operational and maintenance activities of the Roading division. The Roading capital works programme is reported separately, except for the Roading Capital Works budget, which is reported with this business paper.

5 Background

- 5.1 The scope of Land Transport activities in the Waitomo District is almost entirely related to the roading assets. This includes:
- Roads (excluding state highways),
 - Footpaths, bridges,
 - Traffic services,
 - Street lights
- 5.2 There are no passenger transport services available other than the inter-regional bus connections operating on the state highway network.
- 5.3 The nature of Council's roading activity is:
- Managing and maintaining the District's road network.
 - Undertaking road rehabilitation and upgrading of the roading structure and ancillary systems such as street lights, signs and road markings.

6 Roading Subsidies

- 6.1 New Zealand Transport Agency (NZTA), the national road funding authority, provides a financial assistance subsidy (currently at 63% FAR rate) for works that meet agreed subsidy criteria via the Land Transport Programme.
- 6.2 Commentaries detailing progress on activities currently subsidised by NZTA in the 2016/17 year of the LTP are provided below. (Please note that these budgets are current and differs from the budgets in the original 2012-22 LTP due to transfers from one budget to another as required.)

7 2016/2017 Maintenance Expenditures Budget

- 7.1 The 2016/17 FY Maintenance budget is \$5,325,000 (including Loss on Asset Disposal budget of \$100,000) and also including the total Road Safety Promotion budget of \$120,000 (The corresponding NZTA budget is \$130,000, which is the budget used for the current driver training program).

8 Road Safety Promotion

- 8.1 **Introduction**
- 8.2 Waitomo DC and Otorohanga DC are working together on this activity and share the allocated budget.
- 8.3 The Road Safety Promotion activities for 2015-18 are guided by the NZTA/Waikato Bay of Plenty Investment section.

8.4 At present there is no Road Safety coordinator for the Waitomo District Council. The Road Safety Action Plan is limited to the Driver License Training program. Otorohanga District Council has obtained the temporary use of a Road Safety Coordinator for specific activities they were committed to.

8.5 **Road Safety Funding**

8.6 The Road Safety Promotion activity started out at a higher FAR-rate funding than the rest of the NZTA funding. It started at 100% and was reduced each year until from 1 July 2015 it is at the WDC standard FAR rate (63% for 2016/17, but changing each year if the FAR rate changes). It is noted that the ODC FAR rate is not the same as for WDC.

8.7 **Future Situation**

8.8 Because the changes in the FAR funding rate required a higher local share, it was deemed opportune to review the future delivery model options in order to fit a delivery solution to best match the needs of the communities in the two councils.

- The following considerations forms part of this review: To bring all the stakeholders, both agencies and our local community together in developing a delivery plan.
- To establish stronger governance arrangements in developing programmes and in overseeing delivery.
- Assess opportunities to deliver part of the promotion effort through local providers and to target our local youth in particular.
- Assess opportunities to use a grants funding arrangement to encourage both local community engagement and targeted grass roots delivery.

8.9 WDC and ODC have developed a 3-year program with a primary focus on young driver training outcomes.

8.10 The proposal was developed by a joint WDC and ODC team, assisted by Hillary Karaitiana - the Social Sector Trials manager and also the NZTA. The primary objective is to reduce road accidents by creating the best practice model for driving training in rural New Zealand towns. A Service Delivery Agreement has been signed between the Te Kuiti Community House, WDC and ODC.

8.11 The Program is now on-going and quarterly reports will be provided by Community House as the WDC/ODC Contractor.

9 2016/17 Operating Expenditure

9.1 **Budget Update**

9.2 The over expenditure of some sub-categories in this Maintenance expenditure budget is balanced for by under expenditures on other Maintenance sub-categories.

DESCRIPTION OF SERVICE	2016/17 BUDGET	PROJECTION	EXPENDITURE TO DATE	COMMENTS
			By end of April 2017	
Total Maintenance Expenditures (excluding Loss on Asset Disposal)	\$5,325,552	5,684,736	4,443,566	Expenditure to date = 85% of original 2016/17 Budget and 80% of the Projection Budget
Road Safety Promotion 431 – 433	\$120,000	130,000	54,167	Driver Training Program is delivered under contract by Community House for WDC and ODC. Received payment from Otorohanga during April.
Emergency First Response 106 (GL = 730 31 715)	\$180,000	250,000	503,332	Unforeseen weather events requiring emergency first response works under this category (include trees blown down, slips, and erosion).
Environmental Maintenance 121	\$300,000	428,000	443,770	The NZTA has changed their criteria. Emergency Work is now funded under this Environmental Category. Other work includes Hazardous Trees, Pest Plant Control, Mowing, etc.
Environmental Maintenance 121 For Stock Effluent Facility	\$30,000	42,000	23,199	On-going Maintenance of the Stock Effluent facility, including water, electricity and trade waste levies.
Level Crossings	\$15,000	15,000	4,453	Kiwi Rail determines repairs and does the work required and then invoices WDC.
RBU Unit Costs	\$719,440	730,192	704,868	Salaries, overheads and some consultant fees
Routine Drainage Maintenance 113	\$380,000	440,000	279,675	Water table maintenance and Culvert maintenance.
Sealed Pavement Maintenance 111	\$1,400,000	1,400,000	1,232,845	Pre-reseal repairs and general sealed pavement maintenance.
Structures Maintenance 114	\$133,000	170,000	119,110	Routine maintenance on guardrails and bridge decks.
Traffic Services Maintenance 122	\$50,000	150,000	58,721	District wide maintenance of signs and road furniture.
Street Lights Maintenance 122	\$320,000	320,000	217,971	Cyclic maintenance and electricity costs. The maintenance of street lights are affected by the amount of lights that has to be replaced.
Unsealed Pavement Maintenance 112	\$1,000,000	1,000,000	332,264	Re-metalling of unsealed roads.
Asset Management Plans	0	0	6,422	As required every 3 rd year.
Minor events: NZTA Budget	0	0	0	NZTA Budget item, not in WDC Budget
Administration Services for Rooding	\$578,112	509,544	462,769	New item in budget.
Loss on Asset Disposal	100,000	100,000	0	This is a Finance Dept. Item

9.3 **Spending and Budgeting Advisory**

9.4 In general, it is of note that the current budget falls within the 3-Year GOP budget grouping of 2015/16 to 2017/18. This means that the NZ Transport Agency allows flexibility in the budget so that funding can be carried over between the different financial years.

9.5 The current budget for Emergency First Response is \$180,000 with a "Projection budget" of \$250,000 and while the emergency works cannot be forecasted due to it being responsive to weather events, we expect to spend up to about \$400,000 by the end of this financial year based on historic requirements. Actual spending now exceeds \$500,000 after the April weather events, mainly due to including about

\$190,000 for estimated accruals, which will be journalled to the Capital Emergency works GL once approved by NZTA.

- 9.6 Current budget for Environmental Maintenance is only \$300,000 with a "Projection budget" of \$428,000 and we expect to spend up to about 550,000 by the end of this financial year due to the reason that works that previously qualified under Emergency works, now has to be done under this category. The shortfall will be funded from the unspent portion of other maintenance categories like Structures Maintenance and Unsealed Pavement Maintenance and any available Emergency funds.
- 9.7 The current budget for Stock Effluent is \$30,000 with a "Projection budget" of \$42,000. The Regional Council contributes a maximum of \$15,000 to this and NZTA pays the FAR rate on the full amount.
- 9.8 The current budget for Level Crossings is \$15,000 and we expect to spend up to about \$15,000 by the end of this financial year due to Kiwirail costs for repairs which they pass on. Any shortfall will be funded from the unspent portion of other maintenance categories like Structures Maintenance and Unsealed Pavement Maintenance.
- 9.9 The current budget for Routine Drainage Maintenance is \$380,000 with a "Projection budget" of \$440,000 and we expect to spend up to about \$440,000 by the end of this financial year due to having to do more culverts cleaning.
- 9.10 The current budget for Structures Maintenance is \$133,000 with a "Projection budget" of \$170,000 and we expect to spend up to about that amount on this activity by the end of this financial year.
- 9.11 The current budget for Street Lights is \$320,000 and we expect to spend up to about that amount on this activity by the end of this financial year.
- 9.12 The current budget for Unsealed Pavement Maintenance is \$1,000,000 and we expect to spend up to about \$650,000 by the end of this financial year due to this being rated as a relatively lower maintenance priority to allow for a balance to be used to fund other higher priority maintenance categories.

10 2016/17 Capital Expenditure

- 10.1 The available Capital budget for 2016/17 is \$6,500,000 (including the budget of \$820,000 for Emergency Projects), with a "Projection budget" of \$5,450,700.
- 10.2 It should be noted that although the Emergency Projects budget is fully subsidised, there are several conditions for this subsidy and the NZTA does not allocate a specific budget for the Emergency Works category. NZTA allows for subsidy of such projects as and when they are approved upon applications received on a case by case basis for "qualifying" events, which means that they are over \$100,000 per event, and meets some other approval qualification thresholds. WDC has recently submitted a report to NZTA after the April Weather events to register storm damages estimated at a total amount of \$1,440,000 and the repairs are intended to be funded over more than one financial year.
- 10.3 The combined budget of \$345,000 for Minor Improvements is included here, but is noted that this is separately grouped under the NZTA budget. Also included, are the two budgets for the Maraeroa Road Seal Extension (original budget = \$505,000, but the revised budget = \$843,000 plus about \$37,000 for consultants and variations) and the Oparure Road Retaining Structure (\$380,000), but we have not received separate funding for these two projects from NZTA and these projects will

have to be sharing NZTA FAR rate from other capital budgets. Since the Oparure Retaining Structure is put on hold, the corresponding budget can make up for other budgets like the increased budget of Maraeroa Seal Extension.

- 10.4 There are a number of mismatches between the WDC budget items compared with the NZTA categories. In some cases the NZTA has changed the description slightly or the budget is different. This has occurred due to the fact that the WDC budgets were finalised more than six months before NZTA finalised their budget.
- 10.5 The over-expenditure of some sub-categories in this Capital expenditure budget is balanced for by under expenditures on other Capital expenditure sub-categories.
- 10.6 A separate report to Council serves to report progress details on the Major Capital Works projects. The Reseals Project has is now under way. Some work categories like Drainage Renewals, Traffic Services Renewals and Unsealed Road Metalling had also been delayed until 1 March 2017, mostly due to a NZTA funding agreement requirement.

DESCRIPTION OF SERVICE	2016/17 BUDGET	PROJECTION	EXPENDITURE TO DATE	COMMENTS
Total Capital Expenditures (excluding Capitalisable Overheads)	\$6,500,000	5,450,700	2,659,358	Expenditure to date = 40% of original 2016/17 Budget and 49% of Projection Budget
Minor Safety Improvements 341	\$240,000	208,960	168,843	Identified and NZTA approved minor projects to improve hazards like sharp curves, slip prone cuttings, etc.
Preventative Maintenance 241	\$250,000	0	0	
Associated Improvements for Renewals 231	\$80,000	0	1,244	In association with Rehabs or other projects.
Drainage Renewals 213	\$400,000	315,700	144,882	Upgrading of Network wide drainage issues.
Minor Improvements 341	\$105,000	0	249	In association with other projects.
Pavement Rehabilitation 214	\$1,400,000	1,200,000	30,725	The annual Pavement Rehabilitation Contract, Totoro Rd (km 8 to 11)
Sealed Road Surfacing 212	\$1,300,000	1,300,000	1,282,946	Completed
Structures Components Replacement 215	\$300,000	300,000	59,659	Annual replacing of structural bridge components on various bridges.
Traffic Services Renewals 222	\$120,000	120,000	69,777	Annual Traffic Signs replacement and the District wide Line Remark project.
Unsealed Road Metalling 211	\$600,000	193,040	183,432	Unsealed Road Metalling is done under the Maintenance Contract, during the wet season.
Emergency Reinstatements Projects 141	\$820,000	603,000	4,867	To be prioritised as they happen.
Maraeroa Rd Seal Extension	\$505,000	843,000	459,649	ICL busy to complete the seal extension this financial year.
Structures Maintenance - Oparure Rd Ret Wall	\$380,000	0	0	New item, not for this year.
Kawhia Harbour Rd under Slips	0	150,000	208,125	Completed. NZTA FAR funding from Minor Improvements
Te Waitere Rd Slips	0	17,000	13,560	Design completed. NZTA FAR funding from Minor Improvements.
Mangatoa Rd Underslip	0	200,000	9,120	Option Report completed. NZTA FAR funding from Minor Improvements.
Kumara Rd Slip Repair	0	0	22,280	Completion Payments to ICL for this project.

11 Summary of Network Issues

- 11.1 Kawhia Harbour Road Slip Sites: - Thirteen Slip sites have been identified along this section of road. All but two of them consist of both Underslips/Washouts on the lagoon side and Fretting/Over slips on the opposite side. These sites have been inspected and measured up and prioritised. Mass concrete blocks have been installed along some sections of the over slip sites in order to reduce the effects of continuing fretting from the cutting side. Further sections will be completed over time as funding allows. This method is proving to be effective in reducing the problem of small rocks and stones landing on the road with risk to the traffic. A slip repairs contract has been completed and is reported under the Major Capital Works Report.
- 11.2 Potentially hazardous trees are an issue. These are dealt with under the emergency reaction budget. Work is on-going on a priority basis as it is identified.
- 11.3 The Totoro Road pavement rehabilitation: Phase 1 was completed in 2014/15. Phase 2 was split in two separable portions, due to consent issues and budget considerations. This has since been resolved and Inframax has been appointed to complete both Separable Portion 1 (- between RP 8,378 and RP 9,800) and Separable Portion 2 (- between RP 9,800 and RP 11,316) as project 500/15/013. This project is currently underway.
- 11.4 The structural Bridge Maintenance Contract was awarded and the starting date is imminent.
- 11.5 The recent Stormy Weather events of 4 to 6 April 2017 and 12 to 14 April 2017 has caused extensive damages to the Network. A full assessment report was compiled for NZTA and submitted during the first week of May 2017. Assessments are showing a total of about 150 slip sites with a total repair cost estimate of about \$1,44 million. The WDC Emergency Funding budget for the current year is only \$603,000 and we are prioritising the works in order to delay some works until next financial year's Emergency budget is available. This would ease the local share funding burden.

12 REG and the One Network Road Classification (ONRC)

- 12.1 The Road Efficiency Group (REG) is a collaborative initiative by the road controlling authorities of New Zealand. Its goals are to drive value for money and improve performance in maintenance, operations and renewals throughout the country.
- 12.2 REG focuses on three key areas:
- A One Network Road Classification (ONRC) to standardize data and create a classification system which identifies the level of service, function and use of road networks and state highways
 - Best Practice Asset Management to share best practice planning and advice with road controlling authorities
 - Collaboration with the industry and between road controlling authorities to share information, staff and management practices.
- 12.3 The ONRC has three elements.
- The first element is classifying roads into categories based on their function in the national network. This was completed in December 2014.

- The second element is the Customer Levels of Service (CLoS), defining the “fit for purpose outcomes” for each category in terms of mobility, safety, accessibility and amenity.
 - The third element is the development of the performance measures and targets, which effectively determine how the categories and customer levels of service translate into specific maintenance, operational and investment decisions.
- 12.4 The process of applying performance measures to our network, meanwhile, is underway. WDC will need to consider the ONRC CLoS and performance measures when applied in the local context to the network, and assess current performance in relation to the REG provisional targets.
- 12.5 Definition and clarification around the meaning of "Fit for Purpose" is still being worked on by NZTA. It is expected to be implemented over the period 2015 – 2018.
- 12.6 A number of required actions have been identified over the coming three year period to ensure that the ONRC is embedded fully by 2018. This is in line with the expectation from REG that all funding applications for the 2018-2021 National Land Transport Plan will be based on a fully implemented ONRC - enabling investment in outcomes that are consistent and affordable throughout the country. The actions identified to be relevant for WDC have been documented into a preliminary “Transition Plan”.
- 12.7 **Financial Status**
- 12.8 As evaluated there are no specific financial implications on the current budget other than an administrative cost for managing all of the extra activities that is required by NZTA through the likes of REG. We are in the process to measure this additional time requirements.
- 12.9 The regional roading collaboration for strategic asset management (RATA - Road Asset Technical Accord) is supporting the work being undertaken to implement the ONRC within the Waikato. Various work items such as the development of Emergency Procedures and Response Plan(s), Network Resilience, Maintenance, Monitoring and Priority Improvement Plan(s), benchmarking of performance measure outcomes, are anticipated as being completed by RATA with support from each participating Council.
- 12.10 **Assessment of Significance and Engagement**
- 12.11 The issues discussed in this report have a medium degree of significance because this work will affect the delivery of future levels of service on the roading network. Community feedback will be gauged as a part of embedding the ONRC into the strategic and tactical asset management planning and delivery. The purpose of the ONRC is to develop consistent levels of service across the country. This will have to be communicated with the public in order to manage expectations. The final LoS may or may not be affordable or appropriate when applied in the local context.
- 12.12 **Maintenance and renewing sealed pavements under ONRC**
- 12.13 The customer focused service levels of the ONRC require a modified approach to traditional asset management if they are to be delivered effectively and efficiently. This is because they focus effort on customers and outcomes and not on outputs, requiring outputs to be sufficient to minimise long term life cycle costs and meet service level targets.

- 12.14 The One Network Road Classification framework has customer levels of service related to:
- Effective access
 - Pavement safety
 - Ride comfort, and
 - Cost effective provision.
- 12.15 The level of service targets and performance measures essentially require that there should be no pavement defects that, at the operating speed :
- Impede access
 - Are unsafe
 - Are uncomfortable
 - And that Maintenance and renewal of the surface and pavement should be cost effective and efficient.

13 RATA (Road Asset Technical Accord)

- 13.1 RATA (Road Asset Technical Accord) is the Centre of excellence for road asset planning in Waikato. It is the vehicle by which Waikato's councils co-operate over roading expenditure issues. Its work is carried out under the auspices of the Waikato Mayoral Forum, involving the region's mayors and regional chair.
- 13.2 WDC is participating in the RATA Multi-Party Data Collection services contract for the core Services (Roughness Survey and RAMM Condition Rating Survey), as well as two additional Services, namely Footpath Condition Rating and Traffic Counting.
- 13.3 The RAPT report (report on road maintenance and renewal practices across the region) was first made available by January 2015. Good practical information was received based on best industry practices in road maintenance and pavement rehabilitation. A RAPT Tour was done on the 13 October 2016 with the intention to inspect our selection of roads identified for the upcoming Reseals programme and for the Pavement Rehabilitation programme. The discussions included a review of the business case approach for the selected treatments. Some recent projects were visited to "showcase" good examples of how we dealt with specific challenges.
- 13.4 In February 2015 a Road Asset manager's forum was formed under the auspices of RATA. The group is meeting once month to discuss RAMM, ONRC Transition Planning, ONRC Performance Measures (the Customer Outcome Measures, Technical Outcome Measures and Cost Efficiency Measures) and the Transition Plan. Monthly meetings are scheduled to share developments and learning about a range of topic including Seal age, ONRC, Forward Works Programmes, treatment selection decision making, Data use in asset management and RAMM.
- 13.5 WDC is participating in the RATA managed traffic counting program. This work is currently contracted to BECA. BECA has prepared program to include a list of specific sites that WDC requires to include quarry and logging sites.
- 13.6 The Business Case methodology, which the NZTA now requires the new Activity Management Plans to be prepared by mid-2017, is currently a main focus at RATA to develop understanding and best practice.
- 13.7 A new Multi-Party Funding Agreement for the next 3 Year is now in place.
- 13.8 RATA has offered the option to WDC and other councils to participate in the joint procurement of services for a Bridge Inspections Contract. This contract will

include the tendering and Contract Management of the Bridge Structural Maintenance Repairs to cover all the outcomes that our current contract delivers. In light of this the tender subcommittee has approved the procurement plan as submitted by RATA for the procurement of these services. This will also ensure the same standard is applied compared with other Districts. The current contract is up for renewal by 1 July 2017. This tender is now at award stage.

14 Streetlighting (LED)

- 14.1 The current Street Light Maintenance Contract was signed with Alf Downs. This document allows for the option to accommodate LED Replacements and incorporates an adjustment to allow for the expected reduced maintenance cost requirement of LED lights.
- 14.2 A business Case Report to motivate this work was presented as a separate report for a previous Council meeting.
- 14.3 The proposed upgrading to LED technology over the next financial year was recommended and accepted by Council. This option is expected to reduce costs significantly through reduced electricity consumption and reduced maintenance requirements. The main benefit of this option is that it allows for the use of a NZTA LED conversion support package to Councils with a Financial Assistance Rate of 85% available until June 2018.
- 14.4 In order to access NZTA support, a business case developed by Power Solutions Limited (PSL) was submitted to NZTA. Through co-operation with the Waikato LASS Energy Management Programme (part of the Energy Efficiency and Conservation Authority Collaboration Agreement) WDC can access funding to offset a part of the cost of the business case.
- 14.5 This LED conversion is now planned for the next Financial Year. Our current Street Light Maintenance Contract made allowance for the LED replacement by the incumbent contractor under that procurement. This option was recommended and subsequently approved by the Tenders Subcommittee.
- 14.6 PSL is investigating the LED Selection and will provide direction on the best product options for the WDC district.

15 The Road Maintenance Contract – Progress

- 15.1 The new maintenance contract started on the 1st of March 2017 with the entered agreement between Inframax Contractors Limited and Waitomo District Council.
- 15.2 The maintenance contract has been divided into 24 maintenance zones. The zonal maintenance work to give an equal distribution of ratepayer funding to the entire roading network. This ensures that there is a measure of attention given to general maintenance of the entire network
- 15.3 An annual routine (zonal) road maintenance programme is based on two complete maintenance cycles of the entire network per year.

- 15.4 Monthly routine maintenance programmes will be drawn from 24 roading zones of approximately 40km each (sealed and unsealed) based on geographical sequence and asset planning data.
- 15.5 Full compliance with all the zonal requirements was not achieved (the target threshold performance scores for October and November were not met.) The main issues being the new zonal requirements for full compliance rather than the historical general physical works outcomes. The indication so far is that the new zonal format is resulting in an improving outcome on the whole.
- 15.6 An average score of 400 over the next two and a half years will be required in order for the Contractor to qualify for an extension to the Contract term. They have caught up on the zonal works program and their Service Requests achievements have improved in terms of significantly reducing the number of overdue items. Some issues are still to be improved on, for example the safety maintenance of paved sidewalks, the depth control maintenance of side drains, etc.
- 15.7 The monthly scores for the previous Road Maintenance and Reseals Contract (500/14/001) are as follows:

	2015	2016	2017
January		325	480
February		355	460
March		385	End of Contract
April		400	
May		400	
June		410	
July		410	
August		360 *	
September		460	
October	305	460	
November	315	460	
December	330	480	

* (This lower score was a direct outcome of the funding uncertainty during this period)

- 15.8 The monthly scores for the current Road Maintenance and Reseals Contract (500/16/028) are as follows:

	2017	2018	2019
January			
February			
March	Start of Contract		
April	tbc		
May			
June			
July			
August			
September			
October			
November			
December			

- 15.9 The NZTA/Broadspectrum has asked if the WDC Road Maintenance Contractor could maintain the Kerb and Channel, the Sumps/catch pits and lead pipes and sweeping on State Highways inside the urban areas of the Waitomo District on

their behalf and then WDC invoice them accordingly. A price for this work was requested from ICL. This is not decided by Broadspectrum yet.

- 15.10 NZTA is also working on a revised MOU Corridor Agreement to clarify the split of responsibilities for maintenance works on urban sections of State Highways. We have requested several changes to a draft document that they presented during a meeting at NZTA offices on 14/10/2016. NZTA is still working on the new MOU draft.

Suggested Resolution

The Progress Report: Monitoring Against 2015-2025 Long Term Plan – Land Transport be received.



KOBUS DU TOIT
GROUP MANAGER – ASSETS

Document No: A350496

Report To: Council



Date: 7 June 2017

Subject: New Zealand Transport Agency - Setting of Speed Limits Rule 2017

1.0 Purpose of Report

- 1.1 The purpose of this report is to inform Council of the NZ Transport Agency (NZTA) 'Setting of Speed Limits Rule' proposal which is currently out for consultation.
- 1.2 A draft submission has been prepared for consideration and approval.

2.0 Background

- 2.1 The NZTA is proposing changes to Land Transport Rule: Setting of Speed Limits 2003 which is currently out for consultation with the submission period closing on Friday 16 June 2017 and a targeted implementation period in late 2017.
- 2.2 The purpose and intent of the new rule is to:
 - i. Replace out-of date methodology for managing speed
 - ii. Introduce a nationally consistent and evidence-based approach to speed management
 - iii. Ensure communities and stakeholders are able to meaningfully contribute to decisions to make travelling more efficient and safe
- 2.3 The main changes proposed will enable:
 - i. Road Controlling Authorities (RCAs) to target speed management to areas with the highest safety and efficiency benefit opportunities
 - ii. A maximum speed of 110km/h to be set, subject to approval, on the very best roads
 - iii. Flexibility to the requirements for the placement of repeater / reminder speed limit signs
 - iv. Introduce an option for emergency speed limits
 - v. NZTA to require approval before new 70km/h limits can be set.
- 2.4 WDC is the RCA for this Waitomo District and as such will be affected by the proposed changes.
- 2.5 As an affected party it is appropriate to lodge a submission.

3.0 Discussion

- 3.1 The proposed changes are supported. The changes are designed make the rules framework better “fit for purpose” and enhance decision making capability. The goal of providing a nationally consistent approach to speed management also has merit.
- 3.2 The most significant change relates to a proposal to increase the speed limit to 110km/hour, however this will only apply to specific motorways and expressways. NZTA is the RCA for these roads not WDC.
- 3.3 There will be a new requirement to seek NZTA approval for setting new 70km/hour speed limits, however this new rule will not affect existing 70km/hour zones and as such is a relatively immaterial amendment for WDC.
- 3.4 Other changes will see increased levels of guidance and the requirement to consider information provided by NZTA, however the non-binding nature of any recommendations ensures WDC’s decision making discretion is retained.
- 3.5 NZTA is seeking feedback via an online submission. The submission format provides a summary of each proposed amendment and identifies the key focus areas for the NZTA. The form has been used to draft our submission.
- 3.6 The draft submission is attached for Council’s consideration. WDC comments are made in red.

Suggested Resolutions

- 1 The business paper on New Zealand Transport Agency - Setting of Speed Limits Rule 2017 be received.
- 2 The draft Submission on the New Zealand Transport Agency - Setting of Speed Limits Rule 2017 be approved.



KOBUS DU TOIT
GROUP MANAGER – ASSETS

Attachments:

A350503 – Draft Submission

A350509 – Supporting information from NZTA – Overview to the Rule

A350508 – Supporting information from NZTA – Frequently asked Questions

Online submission form – Land Transport Rule: Setting of Speed Limits 2017

Please enter ALL your details. You need to supply information in all fields unless noted.

Title (Mr, Mrs, Miss, Ms, Dr)		Mr
Name		Kobus du Toit
Street address (or P.O box if you have one)		Queen Street
Rural delivery code (if applicable)		
Suburb		
Town or city		Te Kuiti
Postcode		3941
Email address		kdt@waitomo.govt.nz
Name of organisation (if applicable)		WAITOMO DISTRICT COUNCIL

Confidential information

Rule submissions are public information. Please note that the NZ Transport Agency may publish any information that you submit, and may identify you as the submitter should it publish your submission or provide it to a third party. Please indicate clearly, therefore, if your comments are commercially sensitive or, if for some other reason, they should be not be disclosed, or the reason why you should not be identified as the submitter.

Your comment about confidential content

Rule amendment proposals

Making your comments

Your comments are sought on proposed content as summarised in the Overview to Land Transport Rule: Setting of Speed Limits 2017.

You are welcome to make your comments below on the proposals. When referring to a provision in the Rule, please **quote the provision number**.

Please note that you don't have to comment on all the proposals.

PROPOSAL 1 *Establish a new speed-setting mechanism that focuses on assisting RCAs to achieve safe and appropriate travel speeds, in particular for areas where there are high benefit opportunities to optimise safety outcomes, economic productivity or both.*

The fundamental obligation of an RCA is to set safe and appropriate speed limits whenever it reviews a speed limit.

To assist RCAs in meeting this obligation, the proposed Rule requires the Transport Agency to provide to RCAs guidance on speed management and how this Rule is to apply.

In practice, the Transport Agency will issue guidance to RCAs through the Speed Management Guide (the Guide) and RCAs must have regard to any relevant guidance provided when reviewing a speed limit.

The proposed Rule also requires the Transport Agency to provide to RCAs information about safe and appropriate speeds for roads in New Zealand. In doing so it must prioritise information about roads where achieving safe and appropriate travel speeds is likely to deliver the highest benefits in terms of safety outcomes, economic productivity, or both.

In practice, this information will be provided to RCAs by enabling them to access regional maps that provide a range of data about all roads within the RCA's jurisdiction and highlight the top 5-10 % 'high benefit' speed management opportunities. These maps also highlight for RCAs appropriate interventions for these high benefit opportunities based on road function, which may include safety improvements or changes to speed limits or a combination of both.

The proposals require an RCA to have regard to the information on the maps when setting speed limits, but do not oblige an RCA to follow any recommendations the Transport Agency may give.

Proposal 1: new criteria for setting speed limits

Support the intent of Proposal 1.

Stronger guidance and enhanced information systems will help to ensure better and more consistent outcomes. It is important for RCAs to retain decision making discretion and as such the non binding nature of any recommendations is also supported

PROPOSAL 2 *Enable the setting of a 110 km/h speed limit on roads where it is safe and appropriate to do so.*

It is proposed to enable an RCA to set 110 km/h speed limits on roads that can be shown to be designed, constructed, maintained and operated to safely support 110km/h travel speeds. Before doing so, the RCA must seek the approval of the Agency.

There is no proposal to raise the default (100 km/h) speed limit on rural roads and motorways.

Proposal 2: enable the setting of 110 km/h limits on appropriate roads

Support the intent of Proposal 2

WDC is the RCA for the rural roads in our district. It is appropriate that the proposal to increase the default speed to 110km/hr would not apply to these rural roads.

PROPOSAL 3 *Allow for a more flexible, efficient and outcomes-based approach to the requirements for permanent repeater speed limit signs.*

The 2003 Rule requires a regular repeater sign at 2-3 km spacing where the permanent speed limit is over 50 km/h and is not the default rural speed limit of 100 km/h.

The proposed Rule establishes a more flexible approach to repeater sign requirements.

Under the proposed Rule an RCA is not obliged to install repeater signs if:

- the nature of the length of road is such that a road user would reasonably understand that the speed limit displayed on the last speed limit sign remains the speed limit throughout the whole length of the road; and
- the “mean operating speed” is less than 10% above the speed limit for that length of road.

The provision is intended to be used, for example, on a particularly bendy stretch of road with a speed limit of 80 km/h, where providing repeater signs at the prescribed distance would be superfluous given the nature of the road and actual travel speeds.

Proposal 3: allow a more flexible approach for repeater speed limit signs

Support is given for the increased flexibility and outcome focused intent of Proposal 3. The new approach is also a better fit for the 'drive to the conditions' campaign.

PROPOSAL 4 *Enable an RCA to set emergency speed limits on roads directly and indirectly affected by an emergency.*

The proposed Rule introduces a new category of speed limit, for situations where an emergency affects the condition or use of any road.

The proposed ability to set speed limits in emergency situations has been developed following the recent Kaikoura earthquakes.

Under the proposed Rule an RCA can set an emergency speed limit by installing speed limit signs in accordance with the Rule. Within 10 working days, the RCA must publish a notice in the New Zealand Gazette with details of the emergency speed limit, including the RCA’s reasons for considering that the emergency speed limit is necessary.

An emergency speed limit may be in force for no longer than 6 months. Your comment on proposal 4: enable an RCA to set emergency speed limits

Proposal 4: enable an RCA to set emergency speed limits

Support the intent of Proposal 4. It is a practical and efficient approach for dealing with emergency situations.

PROPOSAL 5 Clarify the grounds upon which an RCA may set a temporary speed limit.

The 2003 Rule contains only two grounds upon which an RCA can set a temporary speed limit: where there is a construction site or work programme creating a risk of danger, or where there is a special event.

The proposed Rule clarifies these provisions. “Construction site or work programme” from the 2003 Rule has been split out into 2 replacement grounds—

- where physical work occurring on or adjacent to a road impacts the function of the road; and
- where an unsafe road surface or structure is present.

Proposal 5: clarify grounds for setting temporary speed limit

Support is given for the clarifying intent of Proposal 5. The changes are practical and will increase consistency and efficiency.

PROPOSAL 6 Approval from the Transport Agency is required before an RCA may set a speed limit of 70 km/h on a road.

The 2003 Rule allows an RCA to set a speed limit of 70 km/h without requiring approval from the Transport Agency.

However, the Speed Management Framework and Guide do not recommend the use of a permanent speed limit of 70 km/h (or 90km/h) and direct that these speed limits be used as interim measures until the road is improved to support higher travel speeds or until there is support to reduce speed limits.

The proposed Rule requires an RCA to obtain approval from the Transport Agency before a speed limit of 70 km/h can be set on a road.

In this way the Transport Agency can work with RCAs to ensure that speed limits of 70 km/h are set only in appropriate situations.

Over time, it is envisaged that 60, 80 or 100 km/h will be the standard speed limits outside urban areas. The 20 km/h difference between these limits will make it easier for drivers to distinguish the safe speed limit, according to the characteristics of the road.

The new requirements only apply to the setting of new 70 km/h speed limits and do not affect any existing 70 km/h speed limit.

Proposal 6: Transport Agency must approve a (new) 70 km/h speed limit

Support the intent of Proposal 6. It is appropriate that the proposed changes will only apply to new roads, not to the existing 70km/hr zones across our district.

PROPOSAL 7 *Require an RCA to notify the Transport Agency of any proposal to set a variable or 70 km/h, 90 km/h or 110 km/h speed limit.*

The proposed Rule requires an RCA to notify the Transport Agency before proposing a variable, 70 km/h, 90 km/h, or 110 km/h speed limit.

If, after consultation, an RCA comes to a conclusion that a speed limit of 70 km/h, 90 km/h or 110 km/h or a variable speed limit is appropriate, the RCA must then apply to the Transport Agency for approval of the speed limit before the RCA can set that limit.

For speed limits in excess of 50 km/h the intention is to work towards 60 km/h, 80 km/h and 100 km/h being the predominant limits across the network. This is expected to, over time, to result in greater distinction between different speed limits, making the safe and appropriate speed easier to recognise for road users.

All speed limits set before the commencement of the proposed Rule will remain in effect until an RCA or the Transport Agency changes them in accordance with the proposed Rule.

Proposal 7: an RCA must advise the Transport Agency prior to proposing a variable or 70 km/h, 90 km/h, or 110 km/h speed limit.

Support the intent of Proposal 7.

It is understood that this requirement is necessary to achieve the desired national consistency.

Land Transport Rule Setting of Speed Limits [2017]

Overview to the Rule

*This overview accompanies, and sets in context, the public consultation (yellow) draft of **Land Transport Rule: Setting of Speed Limits [2017]**.*

The proposed Rule will replace Land Transport Rule: Setting of Speed Limits 2003. It will remove Speed Limits New Zealand (SLNZ) as the methodology for determining speed limits in New Zealand.

The proposed Rule will establish a new speed setting mechanism that is focussed on assisting road controlling authorities to set safe and appropriate speed limits, in particular in areas where there are high-benefit opportunities for the optimisation of safety and efficiency.

In addition, the proposed Rule will enable the setting of a 110km/h speed limit on roads where it is safe and appropriate to do so and establish a more flexible approach to signage requirements.

*If you wish to comment on this proposed Rule, please see the information under the heading 'Making a submission'. The deadline for submissions is **5pm, Friday 16 June 2017**.*

Consultation on proposed Rule changes

The purpose of this publication is to consult on a proposed *Land Transport Rule: Setting of Speed Limits [2017]* (the proposed Rule). It is intended to replace *Land Transport Rule: Setting of Speed Limits 2003* (the 2003 Rule).

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

This publication, for your comment, has two parts:

- (a) an overview, which sets proposed Rule changes in context; and
- (b) the consultation (yellow) draft of *Land Transport Rule: Setting of Speed Limits [2017]*—also referred to as the proposed Rule.

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

To assist in setting the proposed changes in context, the New Zealand Transport Agency (Transport Agency) will include, on its consultation web page, a comparison table that shows equivalent provisions between the 2003 Rule and the proposed Rule, and a list of key changes.

The consultation web address is: www.nzta.govt.nz/setting-of-speed-limits-rule.

The proposed Rule is likely to come into effect in the fourth quarter of 2017.

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 the overview.

Please include the following information in your submission

- the title of this document
- your name, and title if applicable
- your organisation's name if applicable
- your address – postal, and email if applicable

Sending your submission

If possible, send your submission by using the online submission form or you can send it by email to rules@nzta.govt.nz and, if you wish, follow this up with a signed copy. The online submission form is available at:

www.nzta.govt.nz/setting-of-speed-limits-rule.

If posting your submission, address it to

Setting of Speed Limits Rule [2017]

Rules Team

NZ Transport Agency

Private Bag 6995

WELLINGTON 6141

Please note the deadline for submissions

The deadline for submissions is **5pm on Friday 16 June 2017**.

Your submission is public information

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

Please indicate clearly, therefore, 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*.

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Summary of proposed Rule changes

This summary explains the purpose and intent of *Land Transport Rule: Setting of Speed Limits [2017]* (the proposed Rule). The proposed Rule enables a new approach to speed management on New Zealand roads.

Under the *Land Transport Act 1998* (the Act), the power to manage speed and set speed limits is given to bodies known as road controlling authorities (RCAs). Generally, local authorities are the RCA for local roads. The New Zealand Transport Agency (Transport Agency) is the RCA for state highways.

The existing *Land Transport Rule: Setting of Speed Limits 2003* (the 2003 Rule) sets out the requirements and processes for RCAs to follow when managing and setting speed limits.

The 2003 Rule incorporates Speeds Limits New Zealand (SLNZ) as the methodology for calculating speed limits. However, this methodology is now out of date and the practice for assessing safe speeds has improved.

The Transport Agency has recently produced the Speed Management Guide (the Guide), which modernises the approach to managing speed in New Zealand. The Guide is underpinned by the Safe System approach and One Network Road Classification (ONRC). These approaches are discussed further in this overview.

The Guide has been developed in association with the transport sector including RCAs, New Zealand Police, and the Automobile Association. A demonstration was carried out in the Waikato region over 2015 and 2016.

The design of the proposed Rule enables key elements of this new approach to speed management. In particular, the proposed Rule—

- requires the Transport Agency to provide guidance to RCAs on how to set safe and appropriate speeds for roads within their respective jurisdictions and that RCAs must have regard to this guidance when reviewing speed limits ; and
- encourages a consistent approach to speed management throughout New Zealand; and
- replaces the methodology of SLNZ with assessment criteria and outcome statements based on the approach in the Guide.

This consultation document seeks your feedback on the following key proposed changes to the current approach:

- a new requirement for the Transport Agency to develop and maintain information about the safe and appropriate speed (which is a travel speed that optimises safety and efficiency outcomes) for each road:

- a new requirement for the Transport Agency to supply safe and appropriate speed information to RCAs, and prioritise information about roads where achieving safe and appropriate speeds is likely to deliver the highest benefits in terms of safety outcomes, economic productivity, or both:
- the replacement of SLNZ with a set of mandatory criteria in the proposed Rule that the Transport Agency must consider when developing safe and appropriate speed information, and that RCAs must have regard to when reviewing speed limits:
- allowing for a more flexible approach for speed limit signage requirements, where RCAs will not be required to place repeater speed limit signs at the prescribed maximum distances in certain circumstances:
- enabling the setting of a 110km/h speed limit on roads where it is safe and appropriate to do so, and requiring Transport Agency approval for this speed limit:
- requiring RCAs to notify the Transport Agency of any proposal to set a variable speed limit or a speed limit of 70 km/h, 90km/h, or 110km/h before carrying out the process of setting a speed limit:
- a new requirement for an RCA to get approval from the Transport Agency before it may set a new 70km/h speed limit on a road:
- enabling RCAs to set emergency speed limits where an emergency has affected the use of any road and has caused a risk of danger to the public or a risk of damage to a road. Examples of an emergency situation include earthquake, tsunami, land movement, flood, storm, or technological failure:
- clarifying the grounds upon which an RCA may set a temporary speed limit.

The consultation document also seeks your feedback on elements of the 2003 Rule that have been updated and modernised in the proposed Rule. These proposed changes are summarised in the table under the heading Minor Changes to the Speed Setting Regime on page 18.

Why are Rule changes being proposed?

To support the Safer Journeys Strategy goal of a sustained reduction in deaths and serious injuries on New Zealand roads, the Government has endorsed a new approach to managing speed, including the setting of speed limits. The proposed Rule will give effect to this new approach.

The 2003 Rule

Land Transport Rule: Setting of Speed Limits 2003 (the 2003 Rule), sets out the current requirements and processes for setting a speed limit. It creates a default speed limit of 100 km/h for rural or open roads and 50 km/h for urban roads.

The 2003 Rule incorporates Speeds Limits New Zealand (SLNZ) as the methodology for calculating speed limits.

Although SLNZ takes into account factors such as urban development and roadside activity when setting speed limits, it does not incorporate all the elements of the 'Safe System approach' to setting speed limits. Furthermore, SLNZ does not take into account One Network Road Classification (ONRC). Both approaches have been developed since SLNZ was formulated and are explained further below.

Under the *Land Transport Act 1998* (the Act), the power to set speed limits is given to bodies known as road controlling authorities (RCAs). RCAs include—

- local authorities, which set speed limits for local roads:
- the New Zealand Transport Agency (Transport Agency), which sets speed limits for state highways:
- other bodies, such as airports, which set speed limits on the roads they control.

As the practice for assessing safe speeds has advanced, RCAs have often, in recent years, used the exception clause (*clause 3.2(5)*) in the 2003 Rule) to set speed limits that differ from the limits calculated using the SLNZ methodology. While this ensures that the speed limit set is safe and appropriate for the road in question it is procedurally inefficient for RCAs.

In addition, because elements of the 2003 Rule and SLNZ are open to interpretation and allow for considerable discretion there has been an inconsistent application of speed limits by RCAs across the country.

A modernised approach to speed management

The Government has been working to improve road safety through the Safer Journeys Strategy (Safer Journeys) launched in 2010. Safer Journeys embeds the Safe System approach to improve road safety.

The Safe System approach recognises the role human errors play in causing many crashes and the limits to what the human body can endure in a crash. It aims to create a forgiving road system that minimises human errors, and the trauma resulting from crashes.

In terms of speed management, the Safe System approach takes into account factors including the road classification, the strategic function and use of the road, and the presence and absence of safety features such as median barriers.

Another development is One Network Road Classification (ONRC). ONRC is a classification method which categorises roads based on the functions they perform as part of an integrated national network. ONRC considers factors such as road function, design, and traffic volumes and is a key input to calculating safe and appropriate travel speeds.

A key initiative of Safer Journeys was the production of the Speed Management Guide (the Guide). The Guide contains a Speed Management Framework, which combines the Safe System approach and the ONRC to create a framework for safe and appropriate travel speeds across the national road network.

The Speed Management Framework recognises that for some roads, where current travel speed or speed limits may be too high, changes are necessary. These changes could include improving the road design or lowering the speed limit to ensure that the speed limit set is a safe and appropriate one. The Speed Management Framework also recognises that in some cases, with appropriate investment, speed limits could be increased without compromising safety on roads.

The new approach recognises that not all roads are the same. This is reflected in the proposed Rule, which will allow for speed limits of 110 km/h on some very high quality roads, and a less prescriptive approach to repeater signage where the actual travel speeds are lower than the speed limit due to the nature of the road.

Need for new speed setting Rule

The change in speed management methodology from SLNZ to the Speed Management Framework is significant and, as such, a new Rule is required rather than an amendment to the 2003 Rule.

What are we seeking your feedback on?

The Transport Agency welcomes your comments on the proposed changes set out in this overview and in the proposed Rule.

The proposals that follow focus on the changes within the proposed Rule that set out different responsibilities, or envisage new processes, than those in the 2003 Rule.

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

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

Wherever possible, when making your comments please provide examples to illustrate your point.

What changes are proposed?

PROPOSAL 1

Establish a new speed-setting mechanism that focuses on assisting RCAs to achieve safe and appropriate travel speeds, in particular for areas where there are high benefit opportunities to optimise safety outcomes, economic productivity or both.

The proposed Rule reflects the Government's revised approach to speed management, embedded in the Speed Management Guide (the Guide).

The fundamental obligation of an RCA is to set safe and appropriate speed limits whenever it reviews a speed limit.

To assist RCAs in meeting this obligation, the proposed Rule requires the Transport Agency to provide to RCAs—

- guidance on speed management and how this Rule is to apply; and
- information about safe and appropriate speeds for roads in New Zealand and in doing so to prioritise information about roads where achieving safe and appropriate travel speeds is likely to deliver the highest benefits in terms of safety outcomes, economic productivity, or both.

In practice, the Transport Agency will issue guidance to RCAs through the Guide.

The Guide has been created as a part of the Safer Journeys Strategy and incorporates the Safe System approach and One Network Road Classification (ONRC), linking travel speeds to levels of safety and road classification. It aims for higher speeds on higher classification, economically important routes, and managing safety through low cost improvements or lowering the speed limit where necessary on lower classification routes. The Guide modernises the approach to managing speed in New Zealand to ensure a more consistent network-wide approach to speed management.

The proposed Rule specifies the following criteria that must be considered by RCAs and the Agency in assessing the safe and appropriate speed for a road when carrying out their respective functions under the Rule:

- the function and use of the road
- crash risk for all road users
- the characteristics of the road and roadsides
- adjacent land use
- number of intersections and property accessways
- traffic volume.

RCA's must also have regard to any relevant guidance on speed management provided by the Transport Agency, (the Guide).

The Transport Agency will develop and maintain information about the safe and appropriate speed for each road¹ in New Zealand and will provide that information to RCA's about roads under their respective jurisdictions, focusing on roads where achieving safe and appropriate travel speeds is likely to deliver the highest benefits in terms of safety outcomes, economic productivity, or both.

In practice, this information will be provided to RCA's by enabling them to access regional maps that provide a range of data about all roads within the RCA's jurisdiction and highlight the top 5-10 % 'high benefit' speed management opportunities. These maps also highlight for RCA's appropriate interventions for these high benefit opportunities based on road function, which may include safety improvements or changes to speed limits or a combination of both.

It is up to RCA's to make decisions about whether to review and change speed limits. However, under the proposed Rule, if an RCA chooses to review a speed limit it must have regard to any safe and appropriate speed information for that particular road provided by the Transport Agency and any relevant guidance on speed management provided by the Transport Agency, (the Guide).

In addition to this requirement, an RCA must assess the information provided by considering local factors, such as areas of high growth and where their primary networks are for specific modes (e.g. public transport and cycling), and take into account the views of their road users and communities.

An RCA must consult in accordance with the Rule and any other enactment the RCA may operate under, and have regard to the views of interested parties in making its final decision.

The proposals require an RCA to have regard to the information on the maps when setting speed limits, but do not oblige an RCA to follow any recommendations the Transport Agency may give.

In setting a permanent or holiday speed limit, an RCA must aim to achieve a mean operating speed less than 10% above that speed limit.

[Reference: proposed clauses 1.3, 2.1, 4.2, 4.3, 4.4].

¹ "road" has a very broad meaning in legislation – the Transport Agency will maintain data on formed roads available for public use.

PROPOSAL 2

Enable the setting of a 110 km/h speed limit on roads where it is safe and appropriate to do so.

The Speed Management Framework recognises that not all roads are the same and for economically important routes it can be viable to make improvements to support higher travel speeds without compromising safety. By allowing speed limits of 110 km/h on roads where it is safe and appropriate, travelling times for road users will be reduced, although not significantly.

It is proposed to enable an RCA to set 110 km/h speed limits on roads that can be shown to be designed, constructed, maintained and operated to safely support 110 km/h travel speeds. Before doing so, the RCA must seek the approval of the Agency.

The Transport Agency may approve the setting of a 110 km/h speed limit. Before doing so, it will consider a range of factors, including whether the road—

- is a high volume national road
- is median divided with at least two travel lanes in each direction
- has no direct property access
- has grade-separated intersections
- has measured crash risks of low to medium for personal risk and no more than medium-high for collective risk²
- has a low road structure risk

Some of the most heavily used sections of the national road network meet the criteria for a 110 km/h speed limit. The Transport Agency is the RCA for these stretches of road, which include the Upper Harbour Motorway (SH18), parts of the Waikato Expressway (SH1), and the Tauranga Eastern Link (SH2). Some other sections of road are likely to be eligible for 110 km/h in the near future.

RCAs other than the Transport Agency may also set speed limits at 110 km/h if given approval to do so by the Transport Agency.

There is no proposal to raise the default (100 km/h) speed limit on rural roads and motorways.

[Reference: proposed clauses 3.2, 4.5, 5.3]

² Personal risk is the number of fatal and serious injury crashes per 100 million vehicle kilometres travelled and is usually lowest on higher standard roads; collective risk is the number of fatal and serious injury crashes per kilometre of road and is usually highest on busier roads.

PROPOSAL 3

Allow for a more flexible, efficient and outcomes-based approach to the requirements for permanent repeater speed limit signs.

The 2003 Rule has prescriptive requirements for notifying road users of the speed limit. In particular, the 2003 Rule requires a regular repeater sign at 2-3 km spacing where the permanent speed limit is over 50 km/h and is not the default rural speed limit of 100 km/h.

The general obligation to install these repeater signs is carried over into the proposed Rule. However, this prescriptive approach to repeater signs is not always cost-effective for RCAs. In particular, repeater signs may be unnecessary on roads where the actual travel speeds are lower than the speed limit due to the nature of the road. The speed limit on those roads is self-explaining to drivers and riders.

The proposed Rule establishes a more flexible approach to repeater sign requirements for roads with permanent and holiday speed limits.

Under the proposed Rule an RCA is not obliged to install repeater signs if:

- (a) the length of road is such that a road user would reasonably understand that the speed limit displayed on the last speed limit sign remains the speed limit throughout the whole length of the road; and
- (b) the mean operating speed is less than 10% above the speed limit for that length of road.

This proposed Rule change only applies to roads with permanent and holiday speed limits. It does not affect the obligation of an RCA setting a temporary speed limit to install regular repeater signs.

The provision is intended to be used, for example, on a particularly bendy stretch of road with a speed limit of 80 km/h, where providing repeater signs at the prescribed distance would be superfluous given the nature of the road and actual travel speeds.

The Transport Agency will be supplying maps to all RCAs showing the mean actual travel speeds (in 5 km/h bands) for all roads within the RCA's respective jurisdiction.

In addition, in order to create roads that are more self-explaining to drivers, the Guide provides RCAs with information on a broader range of options to convey information to drivers including—

- alternative methods of indicating safe and appropriate travel speeds such as road markings and other road-edge marker devices;
- Speed Threshold Treatments – these are a combination of a speed limit sign, place name sign and other road markings, side island or plantings; and
- the re-allocation of road space to narrow the appearance of the lanes for motor vehicles.

These options will convey messages to a reasonable road user, enabling ready comprehension of a speed limit, which will enable the RCA to avoid the use of repeater signs at the prescribed distances.

[Reference: proposed clause 9.2]

PROPOSAL 4

Enable an RCA to set emergency speed limits on roads directly and indirectly affected by an emergency.

The proposed ability to set speed limits in emergency situations has been developed following the recent Kaikoura earthquakes. After those earthquakes, State Highway 1 was blocked by a number of slips. Various inland roads from Blenheim, through Renwick, St Arnaud, Murchison, Springs Junction, and Waipara south to Christchurch became the only practicable route through the top part of the South Island. These roads are generally not as high quality as State Highway 1 was prior to the earthquakes, and ordinarily carry a low volume of traffic.

The diversion significantly increased traffic volume along these routes, in particular the number of heavy vehicles. The increased traffic volume made the operating speeds pose a significant safety risk. Reducing the speed limits on those roads was the primary measure used to mitigate the risk.

However, as the need for lowered speed limits was not based on the presence of a construction site or work programme, or a special event (which are the only grounds for installing a temporary speed limit under the 2003 Rule), RCAs could not set temporary speed limits. Instead, the Transport Agency used section 162 of the *Land Transport Act 1998* to make an emergency rule lowering speed limits on these roads.

The proposed Rule introduces a new category of speed limit, for situations where an emergency affects the condition or use of any road. The definition of emergency is based on that used in the *Civil Defence Emergency Management Act 2002* and covers major disasters and emergencies, such as, floods, technological failures, and epidemics where those events endanger the safety of the public or cause damage to a road.

Under the proposed Rule an RCA can set an emergency speed limit by installing speed limit signs in accordance with the Rule. However, within 10 working days, the RCA must publish a notice in the *New Zealand Gazette* with details of the emergency speed limit, including the RCA's reasons for considering that the emergency speed limit is necessary.

An emergency speed limit may be in force for no longer than 6 months.

The proposed ability to set speed limits in emergency situations will allow an RCA to rapidly address speed management concerns where an emergency has affected the use of a road.

[Reference: proposed section 7]

PROPOSAL 5

Clarify the grounds upon which an RCA may set a temporary speed limit.

The 2003 Rule contains only two grounds upon which an RCA can set a temporary speed limit: where there is a construction site or work programme creating a risk of danger, or where there is a special event.

The proposed Rule clarifies these provisions. “Construction site or work programme” from the 2003 Rule has been split out into 2 replacement grounds—

- where physical work occurring on or adjacent to a road impacts the function of the road; and
- where an unsafe road surface or structure is present.

The Transport Agency intends to issue guidance to RCAs on how and when these new temporary speed limit powers may be used.

[Reference: proposed clauses 6.1, 6.4]

PROPOSAL 6

Approval from the Transport Agency is required before an RCA may set a speed limit of 70 km/h on a road.

The 2003 Rule allows an RCA to set a speed limit of 70 km/h without requiring approval from the Transport Agency. SLNZ outlines particular situations in which a speed limit of 70 km/h may be appropriate.

However, the Speed Management Framework and Guide do not recommend the use of a permanent speed limit of 70 km/h or 90 km/h and direct that these speed limits be used as interim measures either until the road is improved to support travel speeds of 80 km/h or 100 km/h respectively, or until there is support to reduce the speed limits to 60 km/h or 80 km/h respectively.

There are various policy reasons that underlie this approach—

- at higher travel speeds drivers have trouble differentiating speed differences of just 10 km/h:
- by using 20 km/h increments for speed limits between 60 km/h and 100 km/h there are fewer and more recognisable speed limit categories for people to understand and recall:
- by limiting the use of different speed limits, a more consistent and intuitive speed management system can be created across the network, where people have a greater understanding and appreciation of risk and what a safe and appropriate speed is on a particular stretch of road.

The proposed Rule will require RCAs to obtain approval from the Transport Agency before a speed limit of 70 km/h can be set on a road, reflecting the recommendations of the Guide. In this way the Transport Agency can work with RCAs to ensure that speed limits of 70 km/h are set only in appropriate situations.

The new requirements only apply to the setting of new 70 km/h speed limits and do not affect any existing 70 km/h speed limit.

As in the 2003 Rule, RCAs are required to obtain approval from the Transport Agency before a speed limit of 90 km/h can be set. The criteria for approval have been updated in the proposed Rule to match those applying to new 70 km/h speed limits.

[Reference: proposed clauses 2.11, 5.2,]

PROPOSAL 7

Require an RCA to notify the Transport Agency of any proposal to set a speed limit of 70 km/h, 90 km/h, 110 km/h, or a variable speed limit.

For speed limits in excess of 50 km/h the intention is to work towards 60 km/h, 80 km/h and 100 km/h being the predominant limits across the network. This is expected to, over time, result in greater distinction between different speed limits, making the safe and appropriate speed easier to recognise for road users.

Consequently, an RCA may not propose a variable, 70 km/h, 90 km/h, or 110 km/h speed limit without first notifying the Transport Agency.

It is important that an RCA is aware of the circumstances in which one of these speed limits may receive Transport Agency approval before they consult on a proposal. Similarly, it would be beneficial for RCAs to have an indication from the Transport Agency about whether the Transport Agency is likely to approve the speed limit proposed.

If, after consultation, an RCA comes to a conclusion that a speed limit of 70 km/h, 90 km/h or 110 km/h or a variable speed limit is appropriate, the RCA must apply to the Transport Agency for approval of the speed limit before the RCA can set that limit.

The steps of notifying the Transport Agency and gaining Transport Agency approval are additional to the usual procedure set out in section 4 of the proposed Rule in accordance with which an RCA may set a permanent, holiday, or variable speed limit and must occur before the RCA sets the speed limit.

All speed limits set before the commencement of the proposed Rule will remain in effect until an RCA or the Transport Agency changes them in accordance with the proposed Rule.

[Reference: proposed clauses 2.11, 4.5, 5.1, 5.2, 5.3]

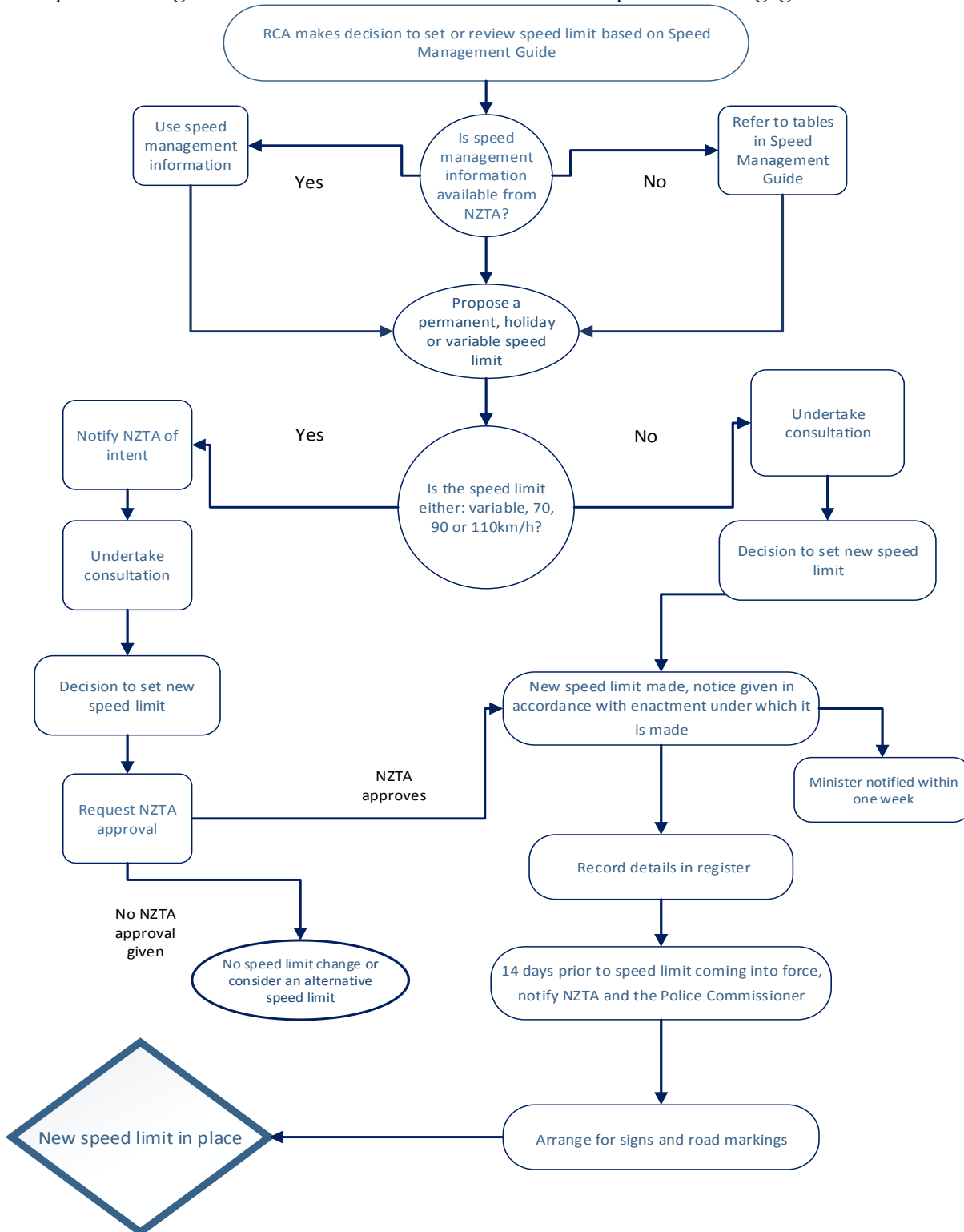
Minor changes to the Speed Setting regime

There are a number of other elements of the current speed setting regime that will be updated and modernised through the proposed Rule. These changes include:

Proposed change	Explanation
Removal of provision for minimum speed limits	This provision was never used under the 2003 Rule
Express reference to motorcyclists included in list of road users to be considered when setting temporary speed limits	To clarify that this is a distinct group of road users with a specific risk profile
Clarifying that an RCA may take measures other than setting a new speed limit if it decides that the existing speed limit is not safe and appropriate for the road	To align with the general principles of the Speed Management Guide
Some definitions deleted: “Calculated speed limit”, “limited speed zone”, “minimum speed limit”, “rural area”, “rural speed limit”, “urban speed limit”, “urban traffic area”	Definitions either unnecessary under the proposed Rule or already defined in the <i>Land Transport Act 1998</i>
Table 2 of Schedule 2 updated: <ul style="list-style-type: none"> in the row relating to 80 km/h, replaced “2.6km” with “2.7km” a row relating to 90 km/h inserted 	To align with the rest of Table 2 and other proposed provisions
Replacement of “audit” of RCA by Transport Agency with “investigation”	Auditing is an official inspection of an RCA’s accounts and documentation. Investigating is a formal inquiry into the activities of an RCA
Requiring the Agency to notify an RCA if, following investigation, it considers that the RCA is not compliant with the Rule, and giving the RCA a reasonable opportunity to respond	To comply with the rules of natural justice, and as a result of the wider power of the Agency to “investigate” rather than “audit” an RCA for compliance with the Rule
Clarifying that the point at which a speed limit changes must be at, or close to, a point of “obvious” change (rather than “significant” change)	To clarify the policy intent

Proposed Setting of Speed Limits process - flowchart

The flowchart below details the statutory steps for the review of speed limits under the proposed Rule. Pre-engagement with communities would be encouraged prior to a review and the Speed Management Guide includes some advice on options for engagement.



Clause-by-clause analysis

Section 1 of the proposed Rule sets out the purpose of the Rule and revokes the 2003 Rule. The purpose of the proposed Rule is to—

- produce a nationally-consistent and evidence-based approach to speed management; and
- provide a mechanism for road controlling authorities to set safe and appropriate speed limits for roads in their jurisdictions; and
- encourage road controlling authorities to prioritise roads where achieving safe and appropriate travel speeds is likely to deliver the highest benefits in terms of safety outcomes, economic productivity or both.

Section 2 of the proposed Rule sets out the general procedure for setting speed limits. Much of this section is carried over from the 2003 Rule.

Clause 2.1(1), a new provision, requires the Transport Agency to provide guidance to RCAs on how the proposed Rule is to apply, and information about safe and appropriate speeds for roads in New Zealand. A safe and appropriate speed is a travel speed that optimises safety and efficiency outcomes. *Clause 2.1(2)* preserves the Transport Agency's power to change, or modify the application of, speed limits, and to carry out any function necessary to ensure that RCAs comply with the proposed Rule when reviewing and setting speed limits.

Clause 2.2 sets out the primary powers, duties, and functions of RCAs. An RCA must review and set speed limits in accordance with the Rule and must consider the safe and appropriate speed limit for a road in accordance with the proposed Rule.

Clause 2.3 sets out consultation requirements. *Clause 2.4* sets out additional information required when consulting on certain speed limits.

Clause 2.5 contains decision-making procedures and provides for the notification of set speed limits, and designated urban traffic areas, to the Transport Agency and the Commissioner of Police. Speed limits are set, and urban traffic areas are designated, by bylaw. Notably, *clause 2.5(2)* provides that a consultation process undertaken in accordance with the proposed Rule may be carried out at the same time as, or as part of, any consultative procedure required under another enactment. For example, a road controlling authority that is a local authority has consultation requirements under both the proposed Rule and the Local Government Act 2002. *Clause 2.5(2)* allows the RCA to combine these processes.

Clause 2.6 is carried over from the 2003 Rule. It requires RCAs to continue maintaining the registers of speed limits and urban traffic areas established under the 2003 Rule. Registers must be available for inspection by members of the public, at reasonable times, on request.

Clause 2.7 is carried over from the 2003 Rule. It relates to record-keeping and provides that an RCA must keep certain material relating to the setting of a speed limit for 7 years after the speed limit is set.

Clause 2.8 is carried over, with some modification, from the 2003 Rule and—

- requires an RCA to have processes to ensure quality control of its procedures for reviewing and setting speed limits:
- gives the Transport Agency a power to investigate RCAs for compliance with the proposed Rule:
- requires the Transport Agency to notify an RCA if it considers that the RCA has not complied with the proposed Rule, and gives the RCA a reasonable opportunity to respond:
- gives the Transport Agency a power, if it is not satisfied with an RCA's response to notification of non-compliance, to issue directions:
- requires RCAs to comply with any directions given by the Transport Agency or the Commissioner of Police under the proposed Rule:
- gives the Transport Agency a power to exercise the appropriate responsibilities of an RCA if an RCA fails to comply with directions given by the Transport Agency, and provides that the RCA is then responsible for any reasonable expenses incurred by the Transport Agency in doing so.

Clause 2.9 is carried over from the 2003 Rule. It requires all traffic control devices installed on a road to be safe, effective, and appropriate for the speed limit before that speed limit comes into force.

Clause 2.10 is carried over from the 2003 Rule. It is a technical provision that establishes when speed limits are set or changed and when they come into force.

Clause 2.11 is a new provision. It provides that a speed limit set before the commencement of this Rule remains in effect until an RCA or the Agency changes it in accordance with this Rule.

Section 3 of the Rule is largely carried over from the 2003 Rule. Clauses 3.1-3.4 —

- set out the categories of speed limits that may be set in accordance with the proposed Rule:
- set out the range of possible speed limits, including 110 km/h:
- provide that a road (or part of a road) for which a speed limit is set must be of a reasonable and safe length:
- provide that the point at which a speed limit changes must be at, or close to, a point of significant change in the roadside development or the road environment:
- provide that the speed limit in an urban traffic area is 50 km/h and in a rural area or on a motorway is 100 km/h unless otherwise set in accordance with any enactment.

Clause 3.5 is carried over from the 2003 Rule with some modification. The clause allows an RCA to designate an area as an urban traffic area or vary the boundaries of an existing urban traffic area. In doing so, an RCA must have regard to the relevant factors set out in *clause 4.4(2)* and may set a speed limit other than 50 km/h for a road in that area. This clause does not require an RCA to review a road that was in an existing urban traffic area prior to the variation.

Section 4 replaces the mechanism of the 2003 Rule for the setting of permanent, holiday, and variable speed limits.

Clause 4.1 is an application provision.

Clause 4.2 requires the Transport Agency to develop (having regard to a number of mandatory criteria) safe and appropriate speed information (which is information that supports travel speeds that optimise safety and efficiency outcomes) for roads throughout New Zealand.

Clause 4.3 requires the Transport Agency to supply an RCA with information about the safe and appropriate speed for roads within that RCA's jurisdiction. The Transport Agency must, in supplying this information, prioritise information about roads where achieving safe and appropriate travel speeds is likely to deliver the highest benefits in terms of safety outcomes, economic productivity, or both. In addition, an RCA may request information about any road in its jurisdiction, and the Transport Agency must supply any such available information.

Clause 4.4 provides that, in reviewing permanent, holiday, or variable speed limits, an RCA must have regard to mandatory criteria relevant to the roads under review. This allows an RCA to thoroughly review any information given by the Transport Agency, adding in any planned modifications an RCA might have for specific roads and their environment and, based on that information, coming to a different view about the safe and appropriate speed for a road than that suggested by the Transport Agency.

An RCA must also have regard to any relevant guidance on speed management provided by the Transport Agency.

Clause 4.5 requires an RCA to consult on a proposed speed limit in accordance with *clauses 2.3* and *2.4*. An RCA must notify the Agency before consulting on a proposed variable, 70 km/h, 90 km/h, or 110 km/h speed limit.

Clause 4.6 gives RCAs the power to set speed limits. In doing so, an RCA must—

- take account of submissions received during consultation:
- have regard to any other factor the RCA considers relevant to achieving the safe and appropriate speed of a road (this provision is the equivalent of *clause 3.2(5)* of the 2003 Rule, commonly known as the exceptions clause):
- aim to achieve a mean operating speed less than 10% above the speed limit.

Section 5 of the proposed Rule provides that certain types of speed limit, require the additional step of Transport Agency approval before they can be set by an RCA. These speed limits are 70 km/h, 90 km/h, and 110 km/h and variable speed limits.

Section 5 also allows 110 km/h speed limits to be introduced to New Zealand. Speed limits of 110 km/h will only be approved for roads that have been designed and constructed, and will be managed and operated, to the standard necessary to support travel speeds of 110 km/h.

The requirements for Transport Agency approval and the criteria for the application of variable and 90 km/h speed limits are carried over from the 2003 Rule.

The requirement for Transport Agency approval of new 70 km/h speed limits, in *clause 5.2*, is introduced. Speed limits of 70 km/h set before the commencement of this Rule are not affected by this provision.

Clause 5.2 sets out the considerations the Transport Agency must take into account in considering a proposed 70 km/h or 90 km/h speed limit. These have changed from the criteria for 90 km/h speed limits under the 2003 Rule.

Section 6 sets out the rules relating to temporary speed limits, which are largely carried over from the 2003 Rule. There are three grounds for setting a temporary speed limit, being:

- where physical work is occurring on or adjacent to a road in a way that impacts the function of the road (which is the equivalent to the “construction site” ground in the 2003 Rule):
- where there is an unsafe road surface or structure present (which is equivalent to the “work programme” ground in the 2003 Rule):
- where there is a special event (which is carried over without modification from the 2003 Rule).

A temporary speed limit is set by installing signs in accordance with a traffic management plan approved in writing by an RCA, may be in force for no more than six months, and must be lower than the prevailing speed limit. The signs must be removed as soon as there is no longer any need for the temporary speed limit.

Section 7 is new and provides for emergency speed limits. RCAs will be able to set emergency speed limits, which must be lower than the prevailing speed limit, when an emergency that affects the use of any road creates a risk of danger to the public or a risk of damage to a road. The definition of emergency is based on that used in the *Civil Defence Emergency Management Act 2002*. An RCA can set an emergency speed limit by installing speed limit signs in accordance with *section 9* of the proposed Rule, but must, within 10 working days of doing so, place a notice in the *New Zealand Gazette* explaining what the emergency speed limit is, where the emergency speed limit applies, and the reasons for the emergency speed limit.

Section 8 sets out the rules relating to designated locations, which are largely carried over from the 2003 Rule. Certain locations will continue to be designated locations within the meaning of the proposed Rule. The effect of designation is that the relevant RCA may follow a shorter review and consultation process under the Rule before setting a speed limit on a road at that location. Designated locations include, for example, commercial and industrial facilities, airports, cemeteries, car parks, and camping grounds. Roads in designated locations tend to have low traffic volumes and speed limits and only provide access to the particular facility, rather than being through roads.

Section 9 provides for signs and road markings relating to speed limits. These rules are largely carried over from the 2003 Rule and prescribe where speed limit signs must be installed. This includes repeater signs, which are speed limit signs that must be installed at specified regular intervals to remind road users when the speed limit is above 50 km/h but below the default rural speed limit of 100 km/h.

New in this proposed Rule is *clause 9.2(2)*, which provides that an RCA is not obliged to comply with the requirements for repeater signs if the nature of a particular length of road makes the speed limit clear to road users and the measured mean operating speed is less than 10% above the speed limit for that length of road. This provision might be used, for example, on a particularly bendy stretch of a road with a speed

limit of 80 km/h, where providing repeater signs at the prescribed distances is unnecessary given the nature of the road and actual travel speeds.

Clauses 9.3 and 9.4 set out specific requirements for certain types of speed limit signs.

Part 2 of the proposed Rule sets out definitions of terms used in the proposed Rule. Key new definitions include **emergency speed limit** and **safe and appropriate speed**. The definition of **mean operating speed** has been changed from the 2003 Rule.

Process for making Rule changes

The Land Transport Act 1998 (the Act) provides the legal framework for making Land Transport Rules. *Section 161* states the procedures by which the Minister makes ordinary Rules.

What are Land Transport Rules?

Land Transport Rules (Rules) are legislation made by the Minister of Transport or his 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. Among the outcomes that Rules aim to achieve are: safeguarding and improving land transport safety and security, improving access and mobility, assisting economic development, protecting and promoting public health and ensuring environmental sustainability.

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

Most Rules are drafted by the Transport Agency, by an arrangement with the Chief Executive of the Ministry of Transport, working closely with the Ministry of Transport's policy and legal advisors.

Rules are drafted in plain language to be easily understood. The Transport Agency undertakes consultation on proposed changes to Rules on behalf of the Minister. The issues that are raised in submissions on the proposed Rule will be analysed and taken into account in preparing the Rule for the Minister to sign.

Subject to the approval of the Minister, the proposed Rule would take effect later this year.

Application of Rule-making criteria

Proposed activity or service

Section 164(2) of the Act sets out the matters that the Minister must have regard to when making a rule. This includes the nature of the proposed activity or service for which the Rule is being established.

The proposed Rule will set out criteria, requirements and procedures to be followed by road controlling authorities when reviewing and setting speed limits for roads within their respective jurisdictions.

Risk to land transport safety

Section 164(2)(a), (c) and (d) require the Minister to take into account 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, and the need to maintain and improve land transport safety and security.

Safer speeds are one of the (four) fundamental building blocks of the Safe Systems approach, which guides government initiatives to manage safety on our roads. The new Rule requires RCAs to take a wider look at the context for each road, including its function and form. This should result, over time, in a more consistent application of speed limits across the country, working from a common database of information about safe and appropriate speeds.

The Rule also emphasises that road improvements (or other interventions) may be a treatment option, and that merely setting a speed limit (without reference to anticipated behaviour by drivers) is not in itself sufficient to create safety gains.

The Rule is designed to improve safety through more effective speed management.

Assisting achievement of strategic objectives for transport.

Section 164(2)(e) of the Act requires that the Minister have regard, and give such weight as he or she considers appropriate in each case, to whether a proposed Rule (i) assists economic development; (ii) improves access and mobility; (iii) protects and promotes public health; and (iv) ensures environmental sustainability.

Assists economic development

The Rule is expected to encourage economic development by encouraging a consistent approach to speed management across the network, thus making the network more efficient, and by facilitating speed limits of 110 km/h on certain high-quality roads.

Improves access and mobility

The Rule is not expected to have any effect on access and mobility.

Protects and promotes public health

The Rule is expected to protect and promote public health by promoting a Safer Speeds approach to speed limits, which will encourage RCAs to focus on roads where a change to the speed limit or investment in road improvements is likely to have the highest benefits in terms of safety outcomes, economic productivity, or both.

Ensure environmental sustainability

The Rule is not expected to have any effect on environmental sustainability.

Costs of implementing the proposed changes

Section 164(2)(ea) of the Act requires that the Minister have regard to the costs of implementing measures proposed in a Rule.

A summary of the costs and benefits of the proposed changes can be found on page 29.

International considerations

Section 164(2)(eb) and (f) of the Act requires that, in making a Rule, the Minister must have regard to New Zealand's international obligations concerning land transport safety, and the international circumstances in respect of land transport safety.

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

How the Rule fits with other legislation

The proposed Rule will be made under *sections 152 and 157(d) and (e)* of the *Land Transport Act 1998*. Under those sections, the Minister of Transport 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 road controlling authorities when they set speed limits.

The Transport Agency is both the regulatory Agency under the proposed Rule, responsible for ensuring that RCAs comply with the Rule, and itself an RCA with respect to state highways. These functions are operated separately by different parts of the Transport Agency.

Where a speed limit imposed by another enactment, such as 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.

Bylaws

RCAs are empowered under *section 22AB* of the *Land Transport Act 1998* to make bylaws that set speed limits for roads within their jurisdiction.

The proposed Rule requires RCAs to set permanent, holiday, and variable speed limits through their ordinary bylaw-making process.

Most RCAs are local authorities under the *Local Government Act 2002* and will make any bylaws that set speed limits in accordance with the bylaw-making procedures in that Act. Certain other RCAs must act in compliance with other enactments such as the *Airport Authorities Act 1966*.

Offences and penalties

Land Transport Rules do not contain offences and penalties for breaches of Rule requirements. These provisions are set out in regulations. The proposed Rule is a procedural Rule and does not affect the obligations of the public to comply with speed limits nor does it affect the maximum speed limit that applies to particular categories of vehicle.

There are no offence provisions proposed for breach of the road-controlling authority's obligation to comply with provisions of this Rule. The Rule makes provision for administrative steps to be taken if a RCA fails to fulfil its obligations. The Transport Agency will be able to both change and modify speed limits for particular roads or all roads under the jurisdiction of an RCA.

Fees

No changes to fees and charges are required.

Publication and availability of Rules

Access to consultation material

Copies of this consultation document may be obtained by calling the Transport Agency Contact Centre on 0800 699 000. It is also available on the Transport Agency's website at:

www.nzta.govt.nz/about-us/consultations/

Availability of Rules

Land Transport Rules can be purchased from selected bookshops throughout New Zealand that sell legislation. They are also available to be read free of charge at the National Office and regional offices of the Transport Agency. Rules are also available on the Transport Agency's website at:

www.nzta.govt.nz/resources/rules/

Information about Rules

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

www.nzta.govt.nz/resources/rules/about

If you have not registered your interest in the Setting of Speed Limits Rule (or other Land Transport Rules), you can do so by contacting the Transport Agency at our addresses shown in the *Making a submission* section at the front of this publication, or at:

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

This includes a form for registering an interest in Rules.

Regulatory impact of proposed Rule

A summary of the benefits and costs/risks of the Rule proposals are set out in the following table.

Proposal	Benefits	Costs
<p>1. Enable the setting of a 110km/h limit.</p>	<p>Reduced journey times.</p> <p>For large scale infrastructure investments there could be wider economic implications such as more economic concentration and specialisation of business activities.</p> <p>The estimated benefit cost ratios are marginal for some individual road sections tested. However, roads identified for speed limits of 110km are our busiest and as more roads are built to meet the criteria for a 110km/h speed limit, the estimated travel time benefits should increase and the full economic benefits should be realised.</p> <p>Enabling 110km/h speed limits is part of an overall safety programme for signalling safe and appropriate speeds across the network. There is a benefit to road users by providing more points of difference between roads of different function and level of safety.</p>	<p>Additional safety features may need to be added to roads to bring them up to the required standard for 110km/h travel speeds. In addition, roadside infrastructure such as wider, sealed shoulders may be needed to support Police enforcement activity.</p> <p>The main risk of an increase to 110km/h travel speeds is that if there is a crash, the impact speeds could be higher, which could result in greater trauma.</p>
<p>2. Allow RCAs a broader range of options for indicating open road non-default speed limits.</p>	<p>Reduced cost to RCAs as they are not required to install repeater signs every 2–3 km where drivers understand the safe and appropriate travel speed for the road.</p>	<p>No additional costs have been identified with this proposal.</p>
<p>3. Replacing Speed Limits New Zealand (SLNZ) with the Speed Management Guide.</p>	<p>High benefit maps will be provided to RCAs by the Transport Agency at no cost to the RCAs. This enables national consistency, and means RCAs can start speed limit reviews at the point of testing their</p>	<p>The costs to the Transport Agency of generating the maps were not significant (less than \$14,000 per region), were included in business-as-usual baselines, and were a one-off, as the process has</p>

	high benefit maps, and developing their community engagement and future work programmes without the cost of doing the network assessments themselves.	been automated for future use.
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Land Transport Rule Setting of Speed Limits 2017

Frequently asked questions – yellow draft consultation

This document provides answers to questions relating to the proposed *Land Transport Rule: Setting of Speed Limits [2017]* (the proposed rule).

Background

QUESTION	ANSWER
Why is the current rule being replaced?	<p>The practice for managing speed has improved. We now have a more consistent approach to speed management that ensures communities and stakeholders are able to meaningfully contribute to decisions to make travelling safer and more efficient.</p> <p>The proposed rule will replace the current speed setting methodology developed in the 1960s with an approach incorporating new technology and data that assesses the risk on the road. This new approach to speed management is outlined in the Speed Management Guide.</p> <p>The changes proposed in the new rule are part of a broader package of measures included as part of the <i>Safer Journeys Strategy</i>. This aims to reduce the number of people being killed and seriously injured on New Zealand's roads.</p>
Where can I get a copy of the consultation document?	<p>The yellow draft consultation document is available on the NZ Transport Agency website: www.nzta.govt.nz/setting-of-speed-limits-rule.</p> <p>This includes the proposed rule, as well as an overview document providing information on the changes to the current rule and why they are being proposed. The overview is intended to summarise the proposed changes and help put them into context.</p> <p>For a physical copy of the consultation documents, or if you have any queries please phone the</p>

	Transport Agency contact centre on 0800 699 000 or email rules@nzta.govt.nz .
How can I make a submission?	<p>We value your feedback and encourage you to make a submission in a way that suits you. You can either:</p> <ol style="list-style-type: none"> 1. Make an online submission using the form provided at www.nzta.govt.nz/setting-of-speed-limits-rule and submit your response. 2. You can email your response to rules@nzta.govt.nz with 'Setting of Speed Limits Rule submission' in the subject line. 3. Send us a written submission. Post it to: Setting of Speed Limits Rule submissions, Rules Team, NZ Transport Agency, Private Bag 6995, Wellington, 6141.
When do submissions close?	Submissions close at 5pm on Friday 16 June 2017.
What happens following public consultation?	<p>Submissions received during the consultation period will be analysed and considered when preparing the final draft of the rule. In some cases there may be further consultation, or parts may be redrafted in response to issues raised in submissions.</p> <p>If it is to go ahead, the finalised rule will be sent to the Associate Minister of Transport for signing.</p> <p>The signing of the rule will then be notified in the Gazette.</p> <p>We will work to ensure communities and stakeholders affected by the rule change know about it and understand what the changes mean for them.</p>
When will the rule change be implemented?	Once it has been signed off and published. We expect this will happen in the fourth quarter of 2017 (October to December 2017) however depending on the outcome of the consultation period this may change.

Details of the proposed rule

A new approach to speed management

QUESTION	ANSWER
<p>What is speed management?</p>	<p>Speed management is the way we control speed on the roads.</p> <p>We need to make sure drivers and other road users understand the right speed for the road. We do this through a variety of ways, for example, setting speed limits, or designing roads so they encourage safer speeds. We can also set variable speed limits that change throughout the day (outside schools for example).</p> <p>Speed management encourages efficiency, while contributing to a better and safer experience on our roads.</p>
<p>What do you mean by a new approach?</p>	<p>We need to change the way we implement speed management. To do this we have developed a new way of assessing roads, as well as introduced an emphasis on engaging and involving communities.</p> <p>This new approach provides consistency to the management of speed across New Zealand. It ensures communities and stakeholders are able to contribute meaningfully to decisions to make travelling more efficient and safe.</p> <p>This new approach is outlined in the Speed Management Guide.</p>
<p>What is the Speed Management Guide?</p>	<p>The Guide includes new assessment and engagement frameworks for speed management, including a new approach to setting speed limits.</p> <p>It helps Road Controlling Authorities (known as RCAs – the authorities that manage roads in your community, often councils) identify and prioritise roads where better speed management will contribute to reducing deaths and serious injuries, while supporting network efficiency.</p> <p>It also helps RCAs to have good conversations and engage positively with their communities. This will help RCAs understand priorities and perspectives on local roads, as well as improving a community’s understanding of speed management initiatives.</p> <p>The Guide is underpinned by the “Safe System approach” to improving road safety and One Network Road Classification (ONRC) a classification method that categorises roads based on the functions they perform.</p>

<p>What is the Safe System approach?</p>	<p>The Safe System approach recognises the role human error and mistakes play in causing crashes and the limits the human body can endure. By taking the Safe System approach we aim to create a forgiving road system that minimises trauma.</p>
<p>What is One Network Road Classification?</p>	<p>One Network Road Classification (ONRC) is a classification method which categorises roads based on the functions they perform as part of an integrated national network.</p> <p>ONRC considers factors such as road function, design, and traffic volumes and is a key efficiency input to calculating safe and appropriate travel speeds.</p>
<p>What are the benefits of the Speed Management Guide over the current methodology outlined in Speed Limits NZ (SLNZ)?</p>	<p>The Guide introduces a modern approach for setting speed limits. It replaces SLNZ, an out-of-date methodology developed in the 1960s, with an approach based on new technology and data.</p> <p>This approach uses an assessment framework that produces evidence-based maps using nationally-consistent data sets showing travel speeds, road risk and road classification.</p> <p>The evidence-based maps support RCAs to have more informed and proactive engagement with their communities. It encourages a measured pace, focusing first on the highest benefit opportunities (the changes that will make the greatest difference). It aims to build community understanding and support.</p> <p>The Guide is already receiving interest internationally for its holistic, data-driven and inclusive approach to speed management.</p>
<p>What tools are included in the Guide to support the setting of speed limits?</p>	<p>The Transport Agency has produced regional evidence-based maps for RCAs that identify the top 5 – 10% high benefit opportunities for speed management. RCAs will be encouraged to target speed management to areas with the highest safety and efficiency benefits.</p> <p>A set of resources, including an Engagement Handbook, has been provided to RCAs to help guide engagement.</p> <p>These resources work to ensure future speed management efforts are targeted to risk and applied consistently across the country.</p>
<p>What does ‘high benefit opportunity’ mean?</p>	<p>A ‘high benefit opportunity’ is a situation where speed management will provide the best safety and/or efficiency benefit.</p>

<p>Does this mean a lot of speed limits are going to change?</p>	<p>There is no expectation there will be wholesale changes to speed limits. The Guide encourages RCAs to work at their own pace, and at a pace that works for their communities.</p> <p>The Guide encourages changes where current travel speeds or speed limits are demonstrably too low or too high. That is, where travel speeds do not match the risk on the road.</p> <p>Speed limits set prior to the commencement of the rule will remain in effect until the Road Controlling Authority either modifies the speed limit on the road (going through the set process) or varies the urban traffic area.</p>
<p>Can RCAs access information on roads outside of the 5 – 10% identified as high benefit opportunities?</p>	<p>Yes. Under the proposed rule, the Transport Agency must provide guidance on the safe and appropriate speed for any existing road, as long as it falls within jurisdiction of the requestor and the information is held by the Agency.</p>
<p>What do RCAs do while waiting for the new rule to be introduced?</p>	<p>Continue to follow the methodology set out in Speed Limits New Zealand (SLNZ). However, we would encourage you to start using the engagement techniques outlined in the Guide. Please see the Transport Agency’s Speed Management Resources page for more details, including a link to the Engagement Handbook for RCAs.</p>

Introduction of 110km/h limit

QUESTION	ANSWER
<p>What are the criteria for setting a 110km/h speed limit?</p>	<p>The 110km/h speed limit proposal recognises some very modern roads of national significance have been built to a standard where an increase to the speed is both safe and appropriate.</p> <p>The Transport Agency needs to grant approval to the relevant RCA before any speed limit can be set at 110km/h.</p> <p>The Transport Agency will consider a range of factors in determining whether to grant approval. These include whether:</p> <ul style="list-style-type: none"> • it is a high volume national road • it is median-divided with at least two lanes in each direction • there is any direct access to any property • intersections are grade-separated (these are intersections where one direction is

	<ul style="list-style-type: none"> elevated, for example by an overpass). it has a low crash risk for both personal risk and for collective risk¹.
What roads have been identified as currently meeting the criteria for 110km/h speed limits?	<p>Some of the most heavily used sections of the national road network meet the criteria for a 110km/h speed limit. These include:</p> <ul style="list-style-type: none"> The Waikato Expressway (SH1), Cambridge, Rangiriri, Ohinewai, Ngaruawahia and Te Rapa sections. The Tauranga Eastern Link (SH2) Auckland Motorway network: <ul style="list-style-type: none"> Johnstone’s Hill Tunnels to Lonely Track section of the Northern Motorway (SH1); Upper Harbour Motorway (SH18); Takanini to Bombay section of the Southern Motorway (SH1). <p>These are all roads that are part of the Roads of National Significance programme (RoNS).</p>
Are there any other roads that might change to a 110km/h speed limit in the long term?	<p>Future sections of the Waikato Expressway are likely to be eligible for 110km/h in the next few years. These include:</p> <ul style="list-style-type: none"> Longswamp section (scheduled for completion by 2018) Huntly and Hamilton sections (scheduled for completion by (2019). <p>Other likely possibilities include:</p> <ul style="list-style-type: none"> Kapiti Expressway, SH1 Transmission Gully, SH1 (scheduled for completion 2020) Northern Section of Christchurch Motorway, SH1 (scheduled for completion 2020) Southern Section of Christchurch Motorway, SH1 (scheduled for completion 2020).
How much of the road network currently meets the 110km/h criteria?	Right now, 155kms of our most heavily used roads meet the criteria. In some cases the road may need a small amount of work so we can be absolutely sure it is safe at 110km/h.
Will all new highways be built to the 110km/h standard?	New multi-lane highways will be designed to 110km/h standards where possible and practical. This applies to roads currently being built.
What is the process for increasing the speed limit to 110km/h?	The application process for a 110km/h speed limit is the same for all roads. You can find a flowchart

¹ Personal risk is the number of fatal and serious injury crashes per 100 million vehicle kilometres travelled and is usually lowest on higher standard roads; collective risk is the number of fatal and serious injury crashes per kilometre of road and is usually highest on busier roads.

	<p>explaining this process here.</p> <p>If a 110km/h speed limit is proposed, the Transport Agency will ensure the road has been designed and constructed, and will be managed and operated to a standard that will safely support 110km/h travel speeds.</p> <p>Once it has been determined that the road meets the criteria for 110km/h an approval will be issued. This would be followed by the process for setting a speed limit, which includes a period of community engagement and consultation.</p>
<p>Can an RCA propose a 110km/h speed limit for any road in its jurisdiction?</p>	<p>While it is possible for an RCA to propose a 110km/h speed limit on any road, it is unlikely that any roads other than state highways would meet the criteria for 110km/h for the foreseeable future.</p> <p>As the RCA for State Highways, the Transport Agency will lead the process for these roads.</p>
<p>When will the speed limits change to 110km/h on the roads that meet the criteria?</p>	<p>Once the proposed rule comes into force (late 2017) the Transport Agency will follow the process set out in the rule to set the speed limit on qualifying roads to 110km/h.</p> <p>This will include a period of engagement and consultation to change the state highway speed limit bylaw.</p> <p>In some cases minor treatments will be required for the identified roads. These improvements would begin after the proposed Rule comes into force, consultation and engagement is complete and any issues resolved.</p>
<p>Will the community be consulted on the 110km/h roads?</p>	<p>Yes, any speed limit change (whether it is for 110km/h or not) requires all RCAs (including the Transport Agency) to consult with anyone who could be affected by the proposed speed limit. It is important communities are able to meaningfully contribute in any decision to make roads more efficient and safe.</p> <p>This includes any local community affected by the speed limit, as well as other entities including other RCAs, the NZ Automobile Association, and any road user groups.</p>
<p>What do I do if I think a road in my community should be increased to 110km/h?</p>	<p>You can approach your RCA (usually your local Council) and ask. They will provide you with information on how speed limits are set in your community.</p>
<p>What speed can heavy vehicles travel on 110km/h roads?</p>	<p>The speed limit for heavy vehicles and towing vehicles will remain at 90km/h on 110km/h roads.</p>

	All 110 km/h roads will have at least two lanes in each direction, so other road users should be able to easily pass slow-moving vehicles.
Will the new default speed limit be 110km/h?	No. There is no proposal to raise the default (100 km/h) speed limit on rural roads and motorways to 110km/h.
Can you assure me 110km/h roads will be safe?	Roads supporting 110km/h travel speeds have been built with the Safe System approach in mind. They will be engineered, designed and maintained to a level that supports an increase in the speed limit.
Will other road users (for example cyclists) be able to use the 110km/h roads?	<p>If it is a motorway, cyclists will be excluded from using the road, as is currently the case</p> <p>Expressways, for example the Kapiti Expressway, have been designed to accommodate cyclists, with ample shoulder width provided for safe cycling.</p> <p>In both cases, separate cycleways or shared pathways are often available and we encourage cyclists, pedestrians, horse-riders and others to use these alternate routes.</p>
What will be done to ensure other road users (for example cyclists) are safe on the 110km/h roads?	Except for motorways, we have designed and built roads to accommodate cyclists. This will not change. We encourage cyclists who choose to use these roads to keep themselves safe by keeping as far left as possible, and we encourage drivers to take care and act considerately when passing them.

Other proposed changes

QUESTION	ANSWER
What is the new emergency speed limit?	<p>The proposed rule introduces a new category of speed limit for situations where an emergency affects the condition or use of any road and there is a risk to the public or of damage to a road.</p> <p>This emergency speed limit will allow RCAs to change speed limits quickly following a crisis, such as an earthquake or storm.</p> <p>An emergency speed limit may be in force for no longer than 6 months.</p>
Why is the emergency speed limit being proposed?	After the 2016 Kaikōura earthquakes SH1 was blocked by a number of very large landslides. Smaller inland roads became the only way through the top part of the South Island. These roads were

	<p>not built to carry the usual amount of SH1 traffic, much of it freight.</p> <p>The traffic volume meant the posted speed limit posed a significant safety risk. Speed limits on those roads needed to be reduced quickly to lower the risk.</p> <p>However, the current rule meant RCAs could not set temporary speed limits for the emergency. Instead, the Transport Agency used the Land Transport Act 1998 to make an emergency rule lowering speed limits on particular roads.</p> <p>As a result, the Transport Agency recognised a need for emergency speed limits. Under the proposed rule an RCA will be able to respond to a crisis immediately by lowering speed limits and ensuring the roads are safe.</p>
How is an emergency defined?	<p>The definition of emergency is based on the Civil Defence Emergency Management Act 2002 definition. This includes major disasters and emergencies such as earthquakes, floods, storms, technological failures, and epidemics where there is a situation that endangers the safety of the public.</p>
What is a repeater or reminder speed limit sign?	<p>A speed limit sign reminding people of the existing speed limit. This proposal does not affect the placement of signs at the point where a speed limit changes.</p>
How will the way speed limit signs are placed change?	<p>Currently, repeater speed limit signs must be placed at a minimum of every 2 –3 kilometres where the speed limit is over 50km/h and is not the default rural speed limit of 100km/h.</p> <p>The proposed rule introduces some flexibility in the requirements for repeater signs, particularly where a driver could reasonably understand the speed limit has not changed, and the average speed of all road users on that stretch of road reflects the posted speed limit.</p>
Why have you changed the way these signs are placed?	<p>Sometimes the signs are unnecessary because actual travel speeds are lower than the speed limit. This is usually because the nature of the road means the safe speed is easily understood. We want to encourage road-users to read the road and adjust their speed accordingly, and not put pressure on them to travel at a speed they are not comfortable with.</p> <p>In some cases, the current approach is not cost-effective for RCAs.</p>
Will RCAs still be able to set 70km/h and 90km/h speed limits under the proposed rule?	<p>The current rule allows RCAs to set a speed limit of 70km/h without requiring approval from the</p>

	<p>Transport Agency. Speed limits of 90km/h currently require Transport Agency approval.</p> <p>The proposed rule will require RCAs to obtain approval from the Transport Agency before a speed limit of 70km/h or 90km/h can be set on a road.</p> <p>This step reflects the approach to these speed limits in the Guide.</p> <p>The Guide does not recommend the use of these speed limits generally and directs that they only be used as interim measures:</p> <ul style="list-style-type: none"> • until the road is improved to support travel speeds of 80km/h or 100km/h respectively, or • until there is support to reduce the speed limits to 60km/h or 80km/h respectively.
<p>Why do RCAs need approval to set 70km/h and 90km/h speed limits?</p>	<p>There are several reasons for this approach:</p> <ul style="list-style-type: none"> • At higher travel speeds drivers have trouble differentiating speed differences of just 10 km/h. • By using 20 km/h increments for speed limits between 60 km/h and 100 km/h there are fewer and more recognisable speed limit categories for people to understand and recall. • By limiting the use of different speed limits, we will see a more consistent and intuitive speed management system. <p>By requiring approval, the Transport Agency can work with RCAs to ensure that speed limits of 70 km/h and 90km/h are set only in appropriate situations.</p>
<p>Will speed limits already set at 70km/h and 90km/h stay?</p>	<p>Yes, however RCAs will be encouraged to change existing 70 and 90km/h speed limits over time.</p>
<p>What is the new notification process for variable, 70km/h, 90km/h and 110km/h speed limits?</p>	<p>A notification requirement is proposed to be in place for the setting of variable speed limits and speed limits of 70km/h, 90 km/h and 110km/h.</p> <p>An RCA may not propose these speed limits without first notifying the Transport Agency.</p> <p>For speed limits in excess of 50 km/h the intention is to work gradually towards 60 km/h, 80 km/h and 100 km/h being the predominant limits across the network. This is expected to result in greater distinction between different speed limits, making the safe and appropriate speed easier to recognise</p>

	<p>for road users.</p> <p>By requiring notification for these speed limits an RCA can be made aware or reminded of the circumstances in which one of these speed limits may receive Transport Agency approval before it consults on a proposal. It would also be beneficial for RCAs to have an indication from the Transport Agency about whether approval is likely.</p> <p>The steps of notifying the Transport Agency and gaining Transport Agency approval are additional to the usual process for setting a speed limit.</p>
<p>How will the rules for setting temporary speed limits change?</p>	<p>The current rule contains two grounds upon which an RCA can set a temporary speed limit:</p> <ul style="list-style-type: none"> • where there is a construction site or work programme creating a risk of danger, or • where there is a special event. <p>The proposed rule clarifies these provisions.</p> <p>“Construction site or work programme” has been split out into two replacement grounds—</p> <ul style="list-style-type: none"> • where physical work occurring on or adjacent to a road impacts the function of the road; and • where an unsafe road surface or structure is present.

Document No: A351118

File No:

Report To: Council

Date: 7 June 2017

Subject: New Zealand Transport Agency – New Heavy Vehicle Weight Limits

1.0 Purpose of Report

- 1.1 The purpose of this report is to inform Council of the new Vehicle Dimension and Mass (VDAM) Rule 2016 and the implications of that to the safety and capacity of WDC's roading network.

2.0 Background

- 2.1 The new Vehicle Dimension and Mass (VDAM) Rule 2016 came into effect on 1 February 2017.
- 2.2 The main changes introduced by the new rule include:
- i. Width (from 2.50m to 2.55m) and height changes (from 4.25m to 4.30m)
 - ii. Reduced weighing tolerances
 - iii. Changes to management of over-dimension vehicles and loads
 - iv. Increased mass loads, from 44 tonnes (currently) to up to 45 tonnes for seven axle and 46 tonnes for 8 axles combination vehicles of specified lengths (phased introduction)
 - v. Introduction of specialist vehicle permit category (passenger service vehicles, rubbish trucks with compactors, concrete trucks and ground spreader trucks)
 - vi. Increased axle mass for some buses operating on public transport routes (delayed introduction)
- 2.3 Historically, WDC has operated selective 50 MAX routes to accommodate higher productivity motor vehicles (HPMV). In addition, WDC has established designated state highway bypass routes for use in the event of road crashes etc. The latter routes do not automatically include bridges and structures capable of 50MAX loading.
- 2.4 The new VDAM rule extends the 45/46 tonne mass loading limit to all bridges and structures on the network as the new maximum (in place of 44 tonnes), unless otherwise posted, beyond which permits are required.

3.0 Discussion

- 3.1 The change that will have greatest potential impact on the WDC network is the increased mass loads of 45/46 tonnes.
- 3.2 In the case of the majority of WDC's road bridges and structures, the increase from 44 tonnes (the previous legal standard for Class 1 roads) to 45/46 tonnes is expected to have only minor impact on the capacity of these assets. Bridges and structures currently not having this capacity will remain posted.
- 3.3 Very little of WDC's rural network, however, is constructed to a minimum standard, including carriageway width and pavement thickness. Some of the older sealed carriageways were constructed on an "as-is" basis, with little or no additional pavement strengthening applied before surfacing work was completed. With the increasing incidence of 50MAX vehicles now accessing the network, there is an expectation that there will be consequential increased demand for expenditure on road maintenance and strengthening/rehabilitation programmes. With the new maximum legal heavy vehicle gross weight increasing from 44 tonnes to 45/46 tonnes from 1 February 2017, on routes approved by WDC, this can be expected to place further stress on already under-strength pavements. The scale of this has yet to be determined.
- 3.4 The new mass loads are to be phased in. From 1 February 2017 until 30 November 2017, vehicles utilising the new gross mass limits will still require Road Controlling Authority (RCA) approval – that includes WDC - to use approved routes, which can now be published on the NZ Transport Agency website. From 1 December 2017, such vehicles will have general access on all local roads and state highways unless any such roads and bridges are restricted and posted to exclude them from general access for such vehicles.
- 3.5 The above phasing provides a lead-in time for bridge assessments to be completed, route restrictions identified and bridge postings put in place, prior to the new limits otherwise affording general access from 1 December 2017.
- 3.6 All bridges and structures must now be assessed by WDC (and other RCAs) for the increased gross mass loads. Any bridge or structure not capable of carrying the 45/46 tonne loads will be posted at 44 tonnes (unless already posted) or alternatively, must be upgraded to accommodate the new loads.
- 3.7 The 45/46T network assessment process will initially be the same as the most recent 50MAX assessment completed in 2013 and so no significant work is expected. Bridges assessed as restrictive under 50MAX loading will also be restrictive under 45/46 tonne loading.
- 3.8 The current list of WDC bridges assessed in 2013 as inadequate for 50MAX loading is as follows:

Road name	Bridge No.	Reason for Restriction
King Street East	262	Span >25m
Mangaorongo Road	110	Span >25m
Mangaotaki Road	86	Span >25m
Mill Road	264	Posted bridge
Mokau Valley Road	121	Posted bridge
Paraheka Road	254	Posted bridge
Sheridan Street	261	Span >25m
Te Anga Road	7	Continuous

- 3.9 WDC's bridging consultant has advised that there might be one or two additional bridges that need to be added to the above list of restrictive bridges – to be confirmed.

- 3.10 To support the assessment process, NZTA will provide 100% funding for:
- bridge screening and posting process; and
 - selective investigations of individual bridges where this is seen to be a critical restriction; and
 - physical posting of restrictive bridges
- 3.11 NZTA funding eligibility for bridge screenings and postings is dependent on use of one of three of its pre-approved consultants. RCAs may use their own consultant, but that work would not be eligible for NZTA subsidy.
- 3.12 NZTA funding for the rule change does not cover any upgrade work required for bridges or structures to support the increased loading. Additional funding for such necessary work will be considered separately.
- 3.13 Similarly, NZTA funding does not automatically extend to additional pavement strengthening work as a consequence of the heavier mass loads. RCAs are advised to make their own assessments of these effects on pavements when considering permit applications and determining what access they will permit across the different parts of the network.
- 3.14 Public transport buses wanting to operate at axle limits above the current general access limit of 8.2 tonnes will require a permit from 1 February 2017. From 1 December 2018, buses with a twin-tyred single axle operating on a public transport route identified in a regional public transport plan will be able to operate up to 9 tonne axle limit without a permit. A similar, 100% NZTA funded, screening process will be followed as for bridges and structures
- 3.15 Specialist Vehicles (SVs) are new and have their own unique characteristics. The new rule allows for significant increased axle mass limits for SVs under permit. While increases are permitted for single and tandem axles, there is no provision for increase in allowable gross masses.

4.0 Summary of Actions Required of WDC

- 4.1 Implementation of the new VDAM Rule requires a number of actions to be completed by WDC.
- 4.2 The first action involves consideration of route defined access for vehicles complying with the new 45/46 tonne loads from 1 February 2017. Access to all routes will require permit from the relevant RCA, unless using routes specified on a new map to be hosted by NZTA. The map will show approved routes, initially just for approved state highways, based on the current 50MAX network.
- 4.3 NZTA has sought authorisation from RCAs for their current 50MAX routes to be shown on its 45/46 tonne route map. In WDC's instance, however, it will be prudent to wait until the bridge and structures screening process has been completed before authorising this request. WDC's current permit process is considered safer as it allows screening of overweight applications as they are submitted and facilitates opportunity to discuss specific issues with applicants.
- 4.4 The second action involves assessment of all bridges and structures for general access under the new 45/46 tonne mass limits (i.e. without heavy vehicle permit) to ensure road safety is maintained, and to post any restrictions by 1 December 2017. WDC has made contact with one of the designated consultants to arrange for

the take up of the NZTA offer to fund the VDAM bridge and structure screenings in preparation for the general access to 45/46 tonne vehicles by 1 December 2017.

- 4.5 Once WDC is satisfied with the assessed condition of its bridges and no changes are required to the restriction list, and is managing the condition of the structures to maintain live-load capacity, it can advise NZTA that it wishes to allow 45-46t, with the exception of the 50MAX bridges.
- 4.6 The third requirement entails assessments of bridges and structures on public transport networks for the new passenger service axle limits to ensure road safety is maintained, and to post any restrictions by 1 December 2018. Passenger service vehicles operating up to 9 tonne axle limits on public transport networks become general access from 1 December 2018. WDC has included bridge screenings and postings in preparation for the new axle limits on passenger service vehicles in its brief to the designated consultant. Full NZTA funding is also available for this work.
- 4.7 The fourth requirement involves understanding and preparing for the new permit process for specialist vehicles wishing to operate at the increased axle mass limits from 1 February 2017 and to make changes to WDC's permitting information and processes as required by 1 February 2017. The new permit process is underway and WDC will ensure that its internal processes are aligned with the rules as required.

Suggested Resolutions

- 1 The business paper on New Zealand Transport Agency – New Heavy Vehicle Weight Limits be received.
- 2 Council note that:
 - a. From 1 December 2017 vehicles utilising the new gross mass limits will have general access on all local roads and state highways unless any such roads and bridges are restricted and posted to exclude them from general access.
 - b. The financial impact of the additional mass loads on WDC's road bridges and structures is not yet known as the impact on the cost of maintaining and rehabilitation of the local roads network has yet to be determined.



GREG BOYLE
SPECIAL PROJECTS COORDINATOR

Document No: A349896

Report To: Council



Meeting Date: 7 June 2017

Subject: Hearing of Submissions on 2017/18 Fees and Charges

Type: Information Only

Purpose

- 1.1 The purpose of this business paper is to present the outcome of the Special Consultative Procedure undertaken for Council's proposed changes to the 2017/18 Fees and Charges for functions under the Food Act 2014 (FA 2014) and the Resource Management Act 1991 (RMA).

Background

- 2.1 At its meeting on 2 May 2017 Council adopted the Statement of Proposal for changes to the 2017/18 fees and charges for functions under the FA 2014 and the RMA for public consultation.
- 2.2 The proposed fees and charges were open for public feedback from Thursday 4 May 2017 to Friday 2 June 2017, 5pm.
- 2.3 During the consultation period the opportunity to make a submission was advertised on Council's website and through other media, including on Council's Facebook page and in the Waitomo News.
- 2.4 Consultation material was made available at the i-site, the Library and at Council's main reception.

Commentary

- 3.1 At the time of preparing this agenda, no submissions have been received (Wednesday, 31 May 2017).
- 3.2 If submissions are received between the close of the agenda and the meeting date, these will be circulated to Councillors separately.
- 3.3 In the event there are no submissions received before this meeting, or if no one wishes to be heard, there will be no Hearing required for this consultation process (scheduled to occur at this meeting, Wednesday 7 June 2017).
- 3.4 Council is scheduled to deliberate and adopt the proposed 2017/18 Fees and Charges for functions under the FA 2014 and RMA, at its meeting on Tuesday 27 June 2017.

Late Submissions

- 3.5 If any late submissions are received, they will be circulated to Council under separate cover. Council can decide whether or not to accept and include any late submissions for consideration as part of its deliberations, as per usual practice.

Suggested Resolutions

- 1 The business paper on Hearing of Submissions on 2017/18 Fees and Charges be received.

If submissions are received and a hearing takes place -

- 2 Council note the verbal submissions made by the following submitters and refer these submissions for consideration to the Deliberations Meeting on Tuesday 27 June 2017.

If late submissions are received –

- 3 Council accept/not accept the late submission(s) and include them for consideration as part of the deliberations at the Council Meeting on Tuesday 27 June 2017 and the submitters be advised accordingly.



Vibhuti Chopra
Group Manager - Corporate Services

30 May 2017

Document No: A350547

Report To: Council



Meeting Date: 7 June 2017

Subject: Motion to Exclude the Public for the Consideration of Council Business

Purpose of Report

- 1.1 The purpose of this business paper is to enable the Council to consider whether or not the public should be excluded from the consideration of Council business.

Commentary

- 2.1 Section 48 of the Local Government Official Information and Meetings Act 1987 gives Council the right by resolution to exclude the public from the whole or any part of the proceedings of any meeting only on one or more of the grounds contained within that Section.

Suggested Resolutions

- 1 The public be excluded from the following part of the proceedings of this meeting.
- 2 Council agree the following staff, having relevant knowledge, remain in attendance to assist Council with its decision making: ...
- 3 The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General Subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Section 48(1) grounds for this resolution
1. Civic Financial Services Limited – 2017 Annual General Meeting	7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	48(1)(a)
2. Audit Planning Report and Timeline for the 2016/17 Annual Report	7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	48(1)(a)
3. Progress Report: Waikato Mayoral Forum Work Streams – Waikato Plan	7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	48(1)(a)

General Subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Section 48(1) grounds for this resolution
4. Progress Report: Wool Storage Facility	7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	48(1)(a)
5. Progress Report: NZTA Investment Audit Report	7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	48(1)(a)
6. Progress Report: Health and Safety	7(2)(a) Protect the privacy of natural persons, including that of deceased natural persons;	48(1)(a)
7. Progress Report CCTV Cameras – Te Kuiti Central Business District	7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	48(1)(a)
8. Te Kuiti Campground	7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	48(1)(a)
9. Sir Colin Meads Statue and Meads Brothers Exhibition	7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	48(1)(a)
10. Progress Report: Waitomo Village Water and Wastewater Services	7(2)(i) Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	48(1)(a)

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act or Section 6, Section 7 or Section 9 of the Official Information Act 1982 as the case may require are listed above.



MICHELLE HIGGIE
EXECUTIVE ASSISTANT