

Mā tō tātou takiwā
For our District

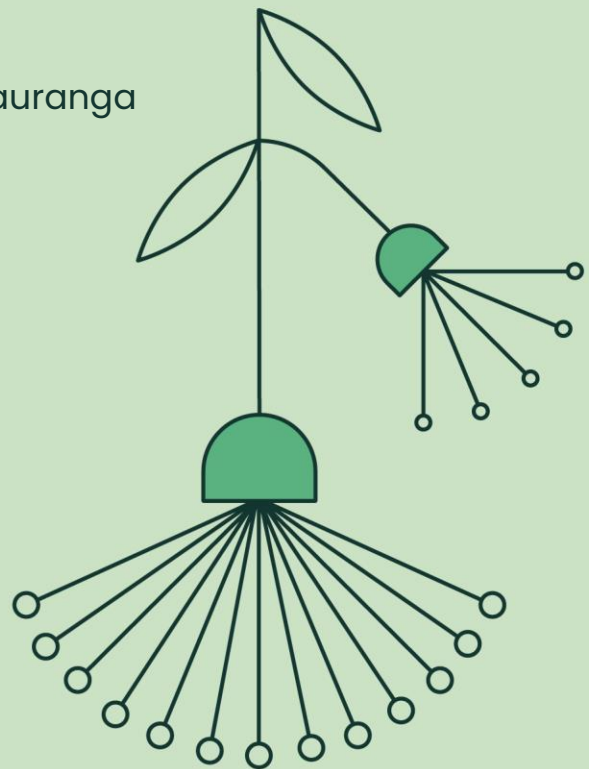
Projects and Monitoring Committee

Kōmiti Whakakaupapa me Aroturuki

PMC24-1

Tuesday, 27 February 2024, 9.30am

Council Chambers, 1484 Cameron Road, Tauranga



Projects and Monitoring Committee

Membership:

Chairperson	Cr Don Thwaites
Deputy Chairperson	Cr Allan Sole
Members	Cr Tracey Coxhead Cr Richard Crawford Cr Grant Dally Mayor James Denyer Cr Murray Grainger Cr Anne Henry Cr Rodney Joyce Cr Margaret Murray-Benge Deputy Mayor John Scrimgeour Cr Andy Wichers
Quorum	Six (6)
Frequency	Quarterly

Role:

- To monitor and review the progress of the Council's activities, projects and services.

Scope:

- To monitor the effectiveness of Council and agency service agreements / contracts.
- To monitor the implementation of Council's strategies, plans and policies, and projects as contained in the Long Term Plan or Annual Plan.
- To monitor agreements between Tauranga City Council and Western Bay of Plenty District Council and recommend to the respective Councils any changes to agreements, as appropriate.
- To monitor the on-going effectiveness of implemented joint projects, plans, strategies and policies with Tauranga City Council.
- To monitor performance against any Council approved joint contracts with Tauranga City Council and/or other entities.

- Monitor performance against the Priority One approved contract.
- Subject to agreed budgets and approved levels of service, make decisions to enable delivery of the operational and capital programme of Council.

Power to Act:

To make decisions to enable and enhance service delivery performance, in accordance with approved levels of service and subject to budgets set in the Long Term Plan or any subsequent Annual Plan.

Power to Recommend:

To make recommendations to Council and/or any Committee as it deems appropriate.

Power to sub-delegate:

The Committee may delegate any of its functions, duties or powers to a subcommittee, working group or other subordinate decision-making body, subject to the restrictions on its delegations and provided that any sub-delegation includes a statement of purpose and specification of task.

Notice is hereby given that an Projects and Monitoring Meeting will be held in the Council Chambers, 1484 Cameron Road, Tauranga on:
Tuesday, 27 February 2024 at 9.30am

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1 KARAKIA

Whakatau mai te wairua	Settle the spirit
Whakawātea mai te hinengaro	Clear the mind
Whakarite mai te tinana	Prepare the body
Kia ea ai ngā mahi	To achieve what needs to be achieved.
Āe	Yes

2 PRESENT

3 IN ATTENDANCE

4 APOLOGIES

5 CONSIDERATION OF LATE ITEMS

6 DECLARATIONS OF INTEREST

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

7 PUBLIC EXCLUDED ITEMS

8 PUBLIC FORUM

A period of up to 30 minutes is set aside for a public forum. Members of the public may attend to address the Board for up to five minutes on items that fall within the delegations of the Board provided the matters are not subject to legal proceedings, or to a process providing for the hearing of submissions. Speakers may be questioned through the Chairperson by members, but questions must be confined to obtaining information or clarification on matters raised by the speaker. The Chairperson has discretion in regard to time extensions.

Such presentations do not form part of the formal business of the meeting, a brief record will be kept of matters raised during any public forum section of the meeting with matters for action to be referred through the customer relationship management system as a service request, while those requiring further investigation will be referred to the Chief Executive.

9 PRESENTATIONS

10 REPORTS

10.1 TE PUNA STATION ROAD TRAFFIC RESTRICTIONS

File Number: A5949137

Author: Calum McLean, Senior Transportation Engineer

Authoriser: Cedric Crow, General Manager Infrastructure Services

EXECUTIVE SUMMARY

The purpose of this report is to seek a decision on a proposal to extend the temporary prohibition of vehicular traffic from a 600m section of Te Puna Station Road until such time that the long-term future of the road section has been decided.

RECOMMENDATION

1. That the Senior Transportation Engineer's report dated 27 February 2024 titled 'Te Puna Station Road Traffic Restrictions' be received.
2. That the report relates to an issue that is considered to be of **low** significance in terms of Council's Significance and Engagement Policy.
3. That the Project and Monitoring Committee approves Option A being that a section of Te Puna Station Road remains closed to vehicular traffic.

OR

That the Project and Monitoring Committee approves Option B being temporary reopening of the closed section of Te Puna Station Road to one-way, one lane, eastbound vehicular traffic.

BACKGROUND

A storm event in October 2022 triggered over-slips and under-slips on Te Puna Station Road. Soil and debris from over-slips was cleared from the carriageway however further storms in January 2023 exacerbated the effects of the under-slips on the shared path and carriageway, necessitating closure of a 600m long section of the road to all users. In May 2023 works were undertaken to allow the road to be safely opened to pedestrians and cyclists.

The effect of the road closure has been to increase the volume of traffic using Clarke Road as summarised below.

Date	Count/Estimate	Vehicles Per Day (vpd)	% Heavy Vehicles	Heavy Vehicles Per Day (hvpd)
31/12/2021	Estimate	315	3%	9
11/05/2023	Count	956	15.7%	150

The carriageway on Clarke Road is not wide enough to accommodate this increase in heavy vehicles, that mainly travel south towards SH2. The effect has been to push northbound road users to the edge of the carriageway and consequently there has been a significant increase in edge break, edge rutting and pothole faults.

On 8 August 2023 staff presented a report to the P&M Committee with a recommendation to temporarily reopen Te Puna Station Road to one-way, one-lane, eastbound vehicular traffic under Temporary Traffic Management for an estimated period of 6 – 12 months. The P&M Committee directed that staff consult with the Te Puna community and wider district on the future of the closed section of Te Puna Station Road.

In response to feedback provided by Tangata Whenua and the wider Te Puna community, staff recommend that the temporary road closure remain in place until Council has considered options for the long-term future of the road as part of the 2024-2034 Long-Term Plan deliberations.

SIGNIFICANCE AND ENGAGEMENT

In terms of the Significance and Engagement Policy this decision is considered to be of low significance because:

- a) The decision will not require a Long-Term Plan amendment.
- b) There is no legislative requirement to carry out a special consultative procedure in relation to the decision.
- c) The decision relates to capital expenditure less than \$5 million.
- d) The views of the Te Puna community and the wider district have been sought.

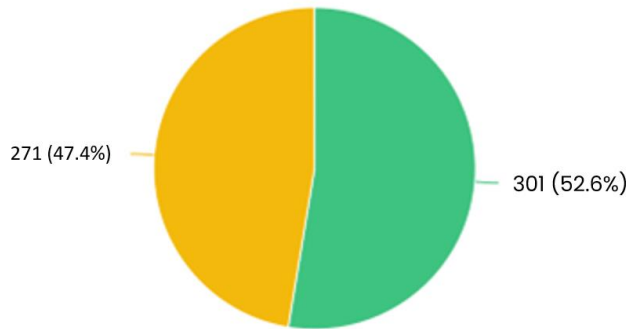
ENGAGEMENT, CONSULTATION AND COMMUNICATION

Interested/Affected Parties	Completed	Completed
Name of interested parties/groups	Waka Kotahi (NZTA) has expressed no preference on whether Te Puna Station Road remain closed to vehicular traffic or reopened.	
Tangata Whenua	The future of this part of Te Puna Station Road has been discussed with local hapū, including the Kauae Kaumatua of Te Pirirakau who support the option to close it. The land is adjacent to Pukewhanake, which is a historical Pā that was inhabited by Ranginui, the eponymous ancestor of Ngāti Ranginui, one of the three iwi of Tauranga Moana. The land at Pukewhanake has been heavily impacted by the construction of this part of Te Puna Station Road and the hapū see it's closure as an opportunity to recognise the significance of Pukewhanake and to work with Council to make it better.	
Te Puna community and wider district	A media release was issued inviting the public to tell us what they want for the future of Te Puna Station Road via 'have you say' webpage survey between 17 August and 8 September.	

Total 572 responses were received from submitters.

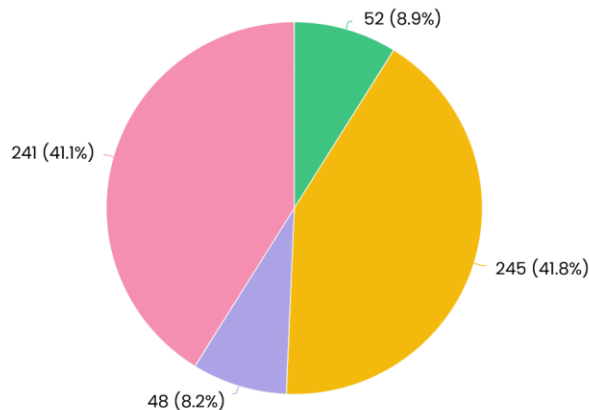
Q1 – What is your preferred option for traffic on Te Puna Station Road for the short term (next 6 months)?

- **Open one-lane under traffic management for eastbound vehicles**
- **Keep it closed to vehicles (i.e., pedestrians and cyclists only)**



Q2 – What is your preferred option for traffic on Te Puna Station Road long term (12 months and beyond)?

- **One way, one-lane traffic (eastbound)**
- **Two-way, two-lane traffic (i.e., full reinstatement)**
- **Two-way, one-lane traffic (with traffic signals controlling priority)**
- **Closed to vehicles (i.e., pedestrians and cyclists only)**



The majority of written submissions commented on how traffic flow has improved on SH2 without rat-runners merging with SH traffic at the Te Puna Station Road intersection.

Other common themes in support of leaving the road closed to traffic were:

- It provides a safer, more pleasant environment for pedestrians and cyclists.
- It will be expensive and difficult to reinstate the road. The money would be better spent elsewhere.
- It is likely that further slips in the future will close the road again.

Common themes in support of re-opening the road included:

- It provides a detour route when SH2 is closed.

	<ul style="list-style-type: none"> • It provides the Te Puna community with an alternative route to SH2. • Re-opening the road will reduce traffic volumes on Clark Road and Te Puna Road. 	
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ISSUES AND OPTIONS ASSESSMENT

Option A	
That the Project and Monitoring Committee approves Option A being that a section of Te Puna Station Road remains closed to vehicular traffic.	
Assessment of advantages and disadvantages including impact on each of the four well-beings	<p>Advantages</p> <ul style="list-style-type: none"> • Both Ngāti Taka and Pirirākau have previously expressed support for leaving Te Puna Station Road closed to vehicular traffic. • The risk to road users from future slips or deterioration of existing slips is greatly reduced. • Minimal work will be required to maintain the closure. • Pedestrians and cyclists will be unaffected. <p>Disadvantages</p> <ul style="list-style-type: none"> • An alternative solution must be sought for the traffic issues on Clarke Road.
Costs (including present and future costs, direct, indirect and contingent costs).	\$1,000 Maintenance of existing traffic management apparatus/12 months.
Option B	
That the Project and Monitoring Committee approves Option B being temporary reopening of the closed section of Te Puna Station Road to one-way, one lane, eastbound vehicular traffic.	
Assessment of advantages and disadvantages including impact on each of the four well-beings	<p>Advantages</p> <ul style="list-style-type: none"> • Reopening the road will mitigate the traffic issues on Clarke Road. <p>Disadvantages</p> <ul style="list-style-type: none"> • A geotechnical assessment will be necessary to confirm that the loading from of heavy vehicles will not contribute to further ground movement at the slip sites. It may be necessary to undertake ground stabilisation works. • Both Ngāti Taka and Pirirākau have previously expressed support for leaving Te Puna Station Road closed to traffic. • Reopening the road is likely to encourage rat running which may increase traffic volumes on Te Puna local roads and create delays for eastbound traffic on SH2. • A shared path must be provided for pedestrians and cyclists around the under-slips.
Costs (including present and future costs, direct, indirect and contingent costs).	<p>\$15,000 Supply and installation of new traffic management apparatus.</p> <p>\$5000 Maintenance of new traffic management apparatus/12 months.</p>

STATUTORY COMPLIANCE

The recommendation(s) meets:

- Local Government Act

FUNDING/BUDGET IMPLICATIONS

Budget Funding Information	Relevant Detail
	Local road emergency works

ATTACHMENTS

1. **Te Puna Station Road Survey Responses**  



Te Puna Station Road - have your say

SURVEY RESPONSE REPORT

16 August 2023 - 09 September 2023

PROJECT NAME:

What's the future of Te Puna Station Road?



The Future of Te Puna Station Road?



REGISTRATION QUESTIONS

The Future of Te Puna Station Road?



Q1 | First name:

Screen Name Redacted

11/29/2021 03:40 PM

████

Screen Name Redacted

██████████

████

Screen Name Redacted

8/22/2023 02:37 PM

██████

Mandatory Question (3 response(s))

Question type: Single Line Question

Q2 | Surname:

Screen Name Redacted

11/29/2021 03:40 PM

████████

Screen Name Redacted

9/27/2022 01:17 PM

████████

Screen Name Redacted

8/22/2023 02:37 PM

██████

Mandatory Question (3 response(s))

Question type: Single Line Question

Q3 | Organisation (only if submitting on behalf):

Screen Name Redacted

11/29/2021 03:40 PM

████████████████████

Screen Name Redacted

9/27/2022 01:17 PM

██████

Optional question (2 response(s), 1 skipped)

Question type: Single Line Question

The Future of Te Puna Station Road?



Q4 | Postal address:

Screen Name Redacted

11/29/2021 03:40 PM

[Redacted]

Screen Name Redacted

9/27/2022 01:17 PM

[Redacted]

Screen Name Redacted

8/22/2023 02:37 PM

[Redacted]

Optional question (3 response(s), 0 skipped)

Question type: Essay Question

The Future of Te Puna Station Road?

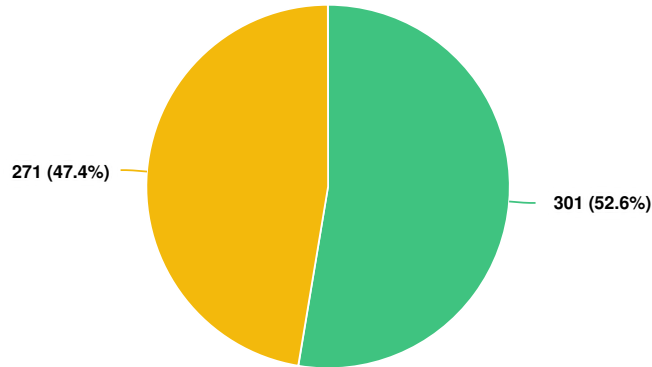


SURVEY QUESTIONS

The Future of Te Puna Station Road?



Q1 | What is your preferred option for traffic on Te Puna Station Road for the short term (next six months)?



Question options

- Open one-lane under traffic management for eastbound vehicles
- Keep it closed to vehicles (i.e. pedestrians and cyclists only)

*Optional question (572 response(s), 19 skipped)
Question type: Radio Button Question*

Q2 | If you'd like to give any further comments on this, please specify below.

Screen Name Redacted
8/16/2023 04:20 PM

The closure of Te Puna Station Road has made a huge positive impact with the traffic flow on SH2. A number of residents use the back roads and come off Te Puna Station road during the peak traffic period in the day. The closure has stopped this happening and has improved the flow of traffic on SH2 as well as the congestion at the Te Puna roundabout.

Screen Name Redacted
8/17/2023 01:59 PM

test

Screen Name Redacted
8/17/2023 02:23 PM

TESTING

Screen Name Redacted
8/17/2023 04:33 PM

With it closed, traffic flow on State Highway 2 has improved immensely.

Screen Name Redacted

Nice riding down here without worrying about cars and trucks



The Future of Te Puna Station Road?

8/17/2023 04:38 PM

Screen Name Redacted

8/17/2023 04:47 PM

Rat runners using Station Road cause traffic to build up on SH2
There is a perfectly good roundabout at Te Puna for heavy traffic

Screen Name Redacted

8/17/2023 04:49 PM

Keep it closed.

Screen Name Redacted

8/17/2023 05:04 PM

It is a road that is difficult and expensive to maintain due to slips on one side and falling river banks on the other.

Screen Name Redacted

8/17/2023 05:12 PM

Repair it properly not half a job

Screen Name Redacted

8/17/2023 05:22 PM

Traffic is flowing much better since it was closed, so please keep it closed to vehicles.

Screen Name Redacted

8/17/2023 05:38 PM

Roading is limited at times of emergency, how many accidents happen on the stretch from Wairoa to Te Puna closing or limiting the road an alternate route is logical. And once the bypass is completed there will be no need for rat-runners and the issues that they create. Re-open the road once the bypass is complete and allow us locals to use the road once more.

Screen Name Redacted

8/17/2023 06:04 PM

Since it's closure traffic flows well on S H 2

Screen Name Redacted

8/17/2023 06:21 PM

The road will keep slipping. Don't waste rate payers money by trying to open to vehicular traffic

Screen Name Redacted

8/17/2023 06:43 PM

If you open it put a stop sign up..Police this with cctv. If vehicles don't completely stop then fine them...

Screen Name Redacted

8/17/2023 07:12 PM

While the intersection onto SH2 remains so congested, it should remain closed. It is not a safe intersection.

Screen Name Redacted

8/17/2023 07:18 PM

It is safer to keep closed till the new 4 lane road is built ' if"



The Future of Te Puna Station Road?

Screen Name Redacted
8/17/2023 07:21 PM

Clarke road is a better option. Ban heavy traffic to all except property and business owners and widen Clarke road

Screen Name Redacted
8/17/2023 08:45 PM

Flows better when it's closed

Screen Name Redacted
8/17/2023 10:04 PM

Traffic flows much better in the morning with the road closed.

Screen Name Redacted
8/18/2023 09:00 AM

I have lived in Te Puna West for 30 years and have travelled Te Puna Station Road over this period. It's is an important access for the community and should be kept open

Screen Name Redacted
8/18/2023 09:07 AM

Traffic definitely flowing better I have lived here for the last 8 years and the traffic since this was closed is a million times better.

Screen Name Redacted
8/18/2023 10:23 AM

Long-term would like it to be two-way, when funds available and can be made safe.

Screen Name Redacted
8/18/2023 10:23 AM

The traffic flow on SH2 appears to have improved since the closure of Te Puna Station Road. Also, its closure has taken the strain off some of the local, country roads which may then have a longer life and be safer for local travel. I am also concerned that if the road is opened that slips are likely to continue and this will in turn cause disruption and increased cost to Waka Kotahi.

Screen Name Redacted
8/18/2023 10:26 AM

I think reopening will impact all the roads in Te Puna and rat running will become as massive a problem as it was prior to the closure. Rat running impacts Snodgrass Road, Borrell Road, Te Puna Road (next to the school) and Te Puna Station Road. I would be keen to see further discouragement for the use of Clarke Road. Maybe knock that down to a 30km limit and get a speed camera to discourage speeding rat runners

Screen Name Redacted
8/18/2023 10:37 AM

No heavy vehicles allowed here or on Clarke Rd except if they are permitted

Screen Name Redacted
8/18/2023 10:51 AM

It would have helped if you provided what the cost differentials were



The Future of Te Puna Station Road?

Screen Name Redacted
8/18/2023 10:55 AM

Please get it open as soon as possible.

Screen Name Redacted
8/18/2023 11:01 AM

We need it open but only tepuna residents to use it.

Screen Name Redacted
8/18/2023 11:01 AM

We have used this road for the past 25 years of living in Te Puna. It has a large impact as i work up Wairoa road but now im forced to go to Te Ouna roundabout and fight the traffic just to turn off at station road and go under the bridge. Alot of people are affected by this and for now at least east bound traffic would be a huge help for people getting to the hospice or onto wairoa road without adding congestion to SH2. Please re open our road for us locals. Thanks

Screen Name Redacted
8/18/2023 11:05 AM

Traffic flow on SH2 is better without rat run

Screen Name Redacted
8/18/2023 11:09 AM

Keep Te Puna Station road closed at the slip area this allows access into the Hospice from the main road. Opening the road will congest the main road even more than it is now with the rat runners etc using it and then pushing onto the main road causing traffic to stop. It's the stop / starting of traffic that has a major effect on the flow of traffic on the main road. It doesn't take much to stop traffic flow.

Screen Name Redacted
8/18/2023 11:15 AM

Te Puna Rd traffic has tripled since closing TSR dangerous as traffic is travelling faster

Screen Name Redacted
8/18/2023 11:17 AM

Mitigate damage to Clarke Rd by allowing traffic flow on Te Puna Station road sounds reasonable.

Screen Name Redacted
8/18/2023 11:52 AM

If you open one way. It won't stop the idiots driving the wrong way up the road. I saw what happened before they put the concert barriers there

Screen Name Redacted
8/18/2023 11:53 AM

I would also request Te Puna Station Road remains two-laned westbound from SH2 to the impacted slip area so we can still access our farm entrance and stock yards located in between the Waipuna Hospice and the closed of section.

Screen Name Redacted
8/18/2023 11:55 AM

Why would you need traffic management for just one lane open ? Unnecessary I think.

The Future of Te Puna Station Road?



Screen Name Redacted
8/18/2023 11:56 AM

Open it westbound ASAP as there are hundreds of families from Wairoa Rd, Crawford Rd etc that use it to take children to Te Puna School, Rugby Club etc. They have been forced to either use SH2 or use Junction Rd and The Minden which has added significant pressure to those roads.

Screen Name Redacted
8/18/2023 12:13 PM

The traffic on State Highway 2 has been flowing a lot better since closure. Increased traffic Clarke Rd. a small price to pay

Screen Name Redacted
8/18/2023 12:17 PM

Get it back to normal asap. And get a better dumpsite for the fill than the reserve by the bridge. The road has been there for 100+ years. Fix it!

Screen Name Redacted
8/18/2023 12:22 PM

Traffic on sh2 has been much better since it was closed.

Screen Name Redacted
8/18/2023 12:33 PM

Traffic on that road is the number one reason for congestion on SH2 first thing in the morning. So many people try and short cut there or Clarke Rd.

Screen Name Redacted
8/18/2023 12:47 PM

It was mainly used as a rat run for traffic avoiding the congestion on the highway.

Screen Name Redacted
8/18/2023 12:48 PM

It has made it better for main road traffic with it closed.

Screen Name Redacted
8/18/2023 12:48 PM

This needs to be done as soon as possible both Te Puna and Clarke roads have become more dangerous speed limits need to be reduced this may help with the rat runner problem as well

Screen Name Redacted
8/18/2023 12:53 PM

East bound would help the locals and would stop the rats jumping the que, the traffic is moving much better with it closed

Screen Name Redacted
8/18/2023 01:01 PM

The traffic now flows from Te Puna to Bethlehem (albeit slowly) because the rat runners aren't able run around the back roads. Prior to this the traffic barely crawled.

10.2 OPERATIONAL RISK AND SCORECARD REPORT QUARTERLY UPDATE ENDING 31 DECEMBER 2023.

File Number: A5949929

Author: Rod Barnett, Management Accountant

Authoriser: Cedric Crow, General Manager Infrastructure Services

EXECUTIVE SUMMARY

The purpose of this report is to present the Scorecard report for Quarter 3 ending 31 December 2023, and to advise the Projects and Monitoring Committee on Infrastructure and Regulatory matters.

RECOMMENDATION

That the Management Accountant's report, dated 27 February 2024 titled 'Operational Risk and Scorecard Report Quarterly Update Ending 31 December 2023' be received.

BACKGROUND

SCORECARD REPORT

The Scorecard report for the period ending 31 December 2023 is attached, refer **Attachment 1**. The executive summary of that report notes trends and provides commentary. The first section of the Scorecard provides growth monitoring statistics and additional lots. Part two provides a summary on progress with the work programme. Note this Scorecard Report does not include financial information as that is being reported to the Audit and Risk Committee.

We are interested in feedback on the format of the Scorecard report and the information that it contains to make changes to provide the level and type of performance reporting that the Committee requires. We note that improved detail is required in the narrative in each section, and this will be improved in the next iteration.

OPERATIONAL RISK AND STATUS TABLE

The operational risk table has been developed to show:

- Project or activity;
- Brief description of the risk and why it has arisen;
- Type of risk (e.g., timing, financial, service delivery);
- Project or topic status update;
- Items that the Committee needs to be aware of; and
- Traffic light system:
 - Green:** Operational item, for information;
 - Orange:** Potential to escalate, Council needs to be aware; and
 - Red:** High risk, Council direction may be required.

This is an up-to-date status and forward-looking report and may supersede the comments in the Scorecard Report. Additional information and topics may be provided at the meeting.

<p>TOPIC AND DESCRIPTION</p>	<p>RISK TYPE & RISK LEVEL</p>
<p>Transportation Maintenance Activity</p> <p>Steady progress is being made with the short-term maintenance and delivery strategy. Cyclic and emergency resources are well established now and there has been a 40% reduction (on average) in customer requests. Capital programmes are slowly being developed with resealing and rehab packages to be awarded in February 2024. However, there is a risk that LCLR budget may be underspent.</p> <p>Staff are still working on the close out of the previous ONMC contract. With some challenges relating to design information and data sharing which has impacted some of the transportation projects, such as No1 Road. Planning is well underway for the 24/25 construction season to ensure that we meet programme and catch up on any projects that were subject to delay caused by the previous ONMC contract and contractor.</p> <p>The S17a review is nearing completion and will be presented to Council in March 2024. From there, further workshops with elected members will be required to work through levels of service, contract models and performance frameworks.</p> <p>All procurement plans have now been approved by NZTA for the short-term strategy. Staff will start drafting the overall procurement strategy for the transportation activity upon completion of the S17a and contract workshops.</p>	<p>LCLR – Underspend Design Delays</p>
<p>No. 1 Road</p> <p>Pavement reconstruction and widening of 1630m long section of No 1 Road between RP300 and RP1930.</p> <p>Physical works were originally programmed to be carried out over two years (2023/24 and 2024/25) however delays have been incurred because of:</p> <p>Consenting issues associated with increased stormwater discharge.</p> <ul style="list-style-type: none"> The Westlink contract coming to an end and necessitating procurement of an alternative professional services supplier. 	<p>Supplier Availability Service Delivery Timing</p>

<p>These delays and tight construction timeframes (in order to minimise the impact to kiwifruit traffic) may require that the project be delivered over three construction seasons as follows:</p> <ul style="list-style-type: none"> • Year 1 (2023/24): Finalise design and resolve stormwater discharge issues. Procure physical works contractor. • Year 2 (2024/25): Construction of stormwater upgrades and pavement reconstruction and widening between RP650 and RP1930 • Year 3 (2025/26): Construction of pavement reconstruction and widening, RP300 – 650 <p>The risk of further pavement deterioration has been mitigated by the heavy maintenance treatments implemented last year. Further maintenance will be undertaken prior to the onset of winter.</p>	
<p>No. 4 Road Bridge Reinstatement</p> <p>In January 2023, an extreme storm event destroyed the former bridge that spanned Te Raparaoa-ā-hoe stream on No. 4 Road. A temporary Bailey bridge was installed to restore access to road users and investigation and evaluation of four options for permanent reinstatement of the bridge was undertaken.</p> <p>At the meeting on 14 December Council approved option 1 being a 30m long single span bridge located 5-10m upstream of the Bailey bridge, subject to appropriate geometric alignment being achieved.</p> <p>A local engineering consultancy Beca has been engaged to undertake design of the replacement bridge and assist in procurement and delivery of the physical works.</p> <p>Construction commencement is programmed for early July to avoid impacting kiwifruit traffic.</p>	<p>On-Track</p>
<p>SH2 Omokoroa Road Interim Intersection Upgrade</p> <p>Works</p> <p>Physical works has started with the removal of trees and some site clearance. The project team is working on methodology and programme noting the concerns below. Beca to provide a programme end of March once the team has a better handle on the external elements.</p> <p>Land Purchase</p> <p>Two land parcels are required. Staff are in discussion with the owners’ agents around details and costs.</p> <p>Stormwater Discharge</p> <p>The project requires a stormwater discharge consent from BOP Regional Council now and land is required for a treatment pond. Staff are progressing discussions with landowners for acquisition of land. This is causing a delay.</p>	<p>Land Purchase</p> <p>Network Utility (PowerCo)</p> <p>Consents</p>

<p>Property Access/Procurement The alternative Youngson Road property access is currently unresolved, and the designers have been tasked to look at feasibility of alternatives based on the affected landowners' feedback.</p> <p>Overhead Power Supply There is a risk associated with the relocation of the existing overhead power lines, which are conflicting with the planned earthworks, as they may require temporary relocation into private properties. PowerCo are working on designs for the temporary relocation of overhead lines, the planned undergrounding of existing lines and working with Council to secure a potential new substation site on Omokoroa Road. Unfortunately, PowerCo has indicated a 12-week delay which has significantly impacted the project.</p>	
<p>Waihi Beach Stormwater Significant progress has been made on the maintenance programme. Sites are in the concept and design phase, as agreed with the community liaison group. Modelling continues to assist with option analysis, concept design and feasibility. Regular meetings are held with the Community liaison group to ensure we are developing a joint approach. Once the modelling is complete, staff will need to workshop with elected members – modelling vs levels of service. An overarching procurement plan will be developed and tendered once the projects are approved by elected members.</p> <p>Waihi Beach Waste Water Treatment Plant Staff continue to work through the detail for the repair and upgrade of the Waihi Beach Waste Water Treatment Plant. Steady progress has been made on the design, which includes re-establishment of a single cell HDPE lined SAS lagoon with improved aeration and refurbished decant facility. Further to this, various upgrades to optimize the plant and improve the risk profile. Progress has been made with the insurer, with a likely outcome in two months time.</p>	<p>Further Site Deterioration</p> <p>Weather</p>
<p>Katikati Wastewater Treatment Plant (WWTP) Outfall Pipeline Council has a consent to discharge wastewater to the ocean at its Katikati WWTP. A pipe runs from the plant underneath Tauranga harbour, Matakana Island and then out to sea. The pipe has had three failures since 2018, with two of these occurring in the last 12 months. The consequence of the pipe failure is that treated effluent leaks into the harbour. This is an unconsented activity and may lead to legal action from BOP Regional Council. The discharge of treated effluent is also a culturally sensitive issue.</p>	<p>Financial Timing</p> <p>Regulation Enforcement</p>

<p>A condition assessment report on the recent break suggests the pipeline has less than 5 years of remaining useful life, and further failures can be expected in this time. Previous reports (2019) suggested this pipe would not fail again prior to 2050. Water Services have engaged Beca to provide a cost estimate for replacement of the pipe and to consider alternatives.</p> <p>Staff will also be liaising with the Katikati Wastewater Advisory Group (WWAG) to discuss the issues and available options. Land discharge options are currently being investigated for potential future discharge, however, following consultation with WWAG, Water Services will be in a better position to make recommendations on the most appropriate solution.</p> <p>An IOP will be discussed with Council as part of the LTP process to agree a way forward.</p>	
<p>Te Puke Wastewater Treatment Plant (WWTP)</p> <p>The project is under pressure with the project team working to resolve various concerns and to get the project back on track.</p> <ul style="list-style-type: none"> • Budget – High construction escalation over the last couple of years and availability of material as resulted in a need to increase the budget. • Consultant Performance – There are concerns with the designer’s performance and their ability to keep to programme. Staff working diligently with the designer to get them back on track and resolve outstanding variations. • Consent – The consent is currently delayed, Council is working with Iwi to gain their support and address regional council concerns. • Iwi – The relationship with Iwi is strained and is impacting the programme. A meeting is planned to reset the relationship and ensure a collaborative relationship is developed and aligns with Council strategic priorities. <p>This will have an impact on project completion and cost. Adjustments has been made in the proposed LTP budgets to accommodate the high construction escalation and other delays.</p>	<p>BOPRC – Compliance Iwi – Relationship</p>
<p>Rangiuru Business Park</p> <p>Quayside Properties Ltd continue to progress development of the Rangiuru Business Park. Quayside delivered contracts on behalf of Council which are well established and underway. Positive progress has been made with the interchange, wetland, utilities and internal road corridor within RBP.</p> <p>Staff continue in discussions with Quayside Properties Ltd regarding the Rangiuru Financial Contributions methodology and other requirements outlined in the district plan. Further to this, staff are taking an active role in supporting Quayside with other funding opportunities at both regional and sub-regional levels.</p>	<p>On-Track</p>

<p>Drinking Water Compliance The implementation of new legislation regarding drinking water has required Council to improve various components of the drinking water system, including its treatment.</p> <p>A number of actions and projects are underway to bring the system up to standard, with a long-term strategy being implemented through the LTP. A robust communication plan has been developed to bring the community along for the journey.</p>	<p>Regulation Enforcement</p> <p>Financial Timing</p>
<p>Heron Crescent The tender for the 26 units to be built at Heron Crescent has been awarded to iLine Construction. Detailed design work is underway and is progressing well. The resource consent has been issued.</p> <p>A project team and structure is now fully in place to manage the physical build and ensure we meet both internal and external requirements. Including funding from central government.</p>	<p>Timing</p>
<p>Seasonal Monitoring- Waihi Beach and District-Wide Freedom Camping The annual seasonal monitoring programme completed on Waitangi weekend. There was good interaction by freedom camping ambassadors with campers across the district on the upcoming changes to self containment requirements.</p> <ul style="list-style-type: none"> • There were increased numbers of dogs on beaches issues identified this season. • Funding for the monitoring was provided by MBIE through a grant to Council for the 2023/24 summer period. • A full report and breakdown of activities will be presented at the next Projects and Monitoring Committee meeting, prior to reporting to Waihi Beach Community Board. 	<p>Public Interest</p>
<p>Resource Consents of Interest</p> <ul style="list-style-type: none"> • Te Puna Industrial Ltd- Notified Land use application (joint BOPRC and WBOPDC). Joint hearing to be heard by Independent Commissioners, has been deferred until June 2024. • Wolfbrook Residential Ltd - Several Land use applications for 4-6 residential units in Te Puke, being processed or recently granted. • AP Properties Tauranga 2016 LP – Land use and subdivision consents for a five-lot subdivision Seddon Street, Te Puke. • Western Bay of Plenty District Council – Heron Crescent Elder housing Land use consent granted by Independent Commissioner 12 January 2024. 	<p>Public Interest</p>

ATTACHMENTS

1. **Scorecard Report - 31 December 2023** 