

Mā tō tātou takiwā
For our District

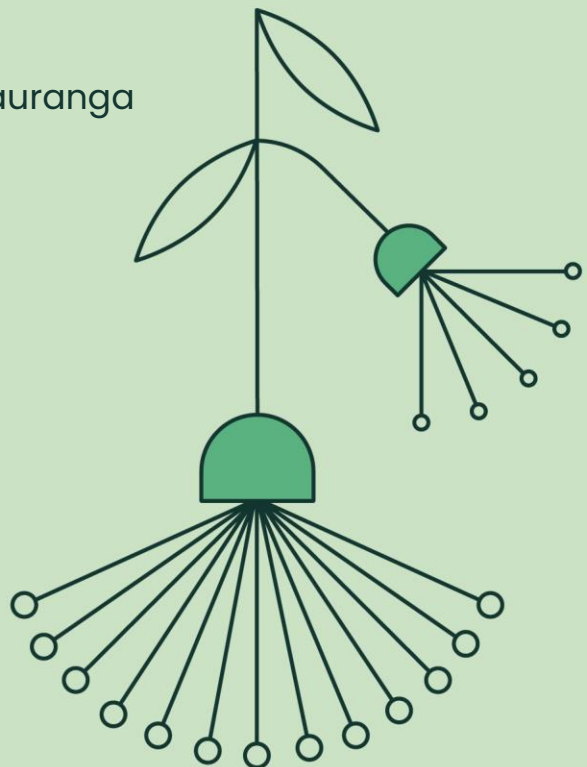
Projects and Monitoring Committee

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

Order Of Business

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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.


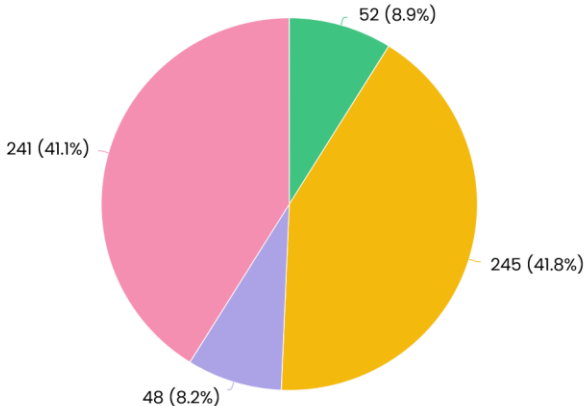
SIGNIFICANCE AND ENGAGEMENT

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	
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.	Completed
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.	

	<p>Total 572 responses were received from submitters.</p> <p>Q1 – What is your preferred option for traffic on Te Puna Station Road for the short term (next 6 months)?</p> <ul style="list-style-type: none"> • Open one-lane under traffic management for eastbound vehicles • Keep it closed to vehicles (i.e., pedestrians and cyclists only)  <p>Q2 – What is your preferred option for traffic on Te Puna Station Road long term (12 months and beyond)?</p> <ul style="list-style-type: none"> • 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)  <p>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.</p> <p>Other common themes in support of leaving the road closed to traffic were:</p> <ul style="list-style-type: none"> • 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. <p>Common themes in support of re-opening the road included:</p> <ul style="list-style-type: none"> • It provides a detour route when SH2 is closed. 	
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	<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 <ul style="list-style-type: none"> Economic Social Cultural Environmental 	Advantages <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. Disadvantages <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 <ul style="list-style-type: none"> Economic Social Cultural Environmental 	Advantages <ul style="list-style-type: none"> Reopening the road will mitigate the traffic issues on Clarke Road. Disadvantages <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).	\$15,000	Supply and installation of new traffic management apparatus.
	\$5000	Maintenance of new traffic management apparatus/12 months.

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
[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 [redacted]
11/29/2021 03:40 PM

Screen Name Redacted [redacted]
9/27/2022 01:17 PM

Screen Name Redacted [redacted]
8/22/2023 02:37 PM

Optional question (3 response(s), 0 skipped)
Question type: Essay Question

The Future of Te Puna Station Road?

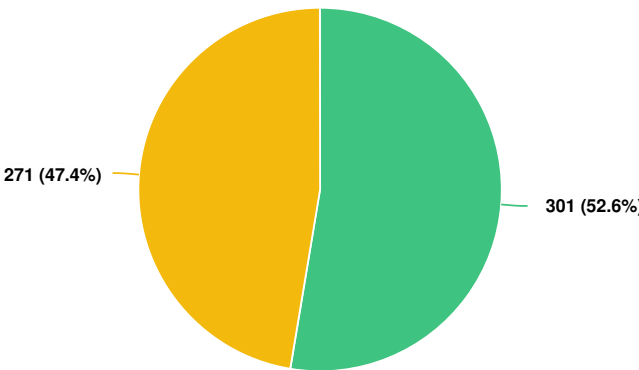


SURVEY QUESTIONS

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 queue, 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.

The Future of Te Puna Station Road?



Screen Name Redacted

8/18/2023 01:02 PM

when the road is open to vehicles it causes more congestion on the SH2, with some idiots (and i call them itdiots because they obviously dont know the road code) actually stopping on the SH2 and giving way to people on Te Puna Station Road, which if in the UK you would be booked for causing and obstruction on a main highway but no in New Zealand the police continue to allow it to happen.

Screen Name Redacted

8/18/2023 01:13 PM

The push to have Te Puna Station open is only valid until TNL opens - after that there will be no need for the route to relieve the congestion. And so it's not only wasteful to reinstate but also would be harder to then close again after TNL opens. What people have forgotten is how much better SH2 runs with TSR closed.

Screen Name Redacted

8/18/2023 01:21 PM

Traffic flow along SH2 has improved so much since the road has been closed.

Screen Name Redacted

8/18/2023 01:42 PM

A little access for those living there while works take place is better than the longer alternative route

Screen Name Redacted

8/18/2023 01:48 PM

Keep it open please!!

Screen Name Redacted

8/18/2023 02:02 PM

The traffic on SH2 flows better when ratracers can't join at Station Road junction

Screen Name Redacted

8/18/2023 02:05 PM

Tear up thee tarseal. Conyour it to fredh grass with a ped/cycleway beside the river.

Screen Name Redacted

8/18/2023 02:09 PM

Close Clarke road too to through traffic should be using Te Puna Road and come out at roundabout.

Screen Name Redacted

8/18/2023 02:30 PM

It is important for resilience purpose

Screen Name Redacted

8/18/2023 02:38 PM

This part of Te Puna Station road is a key part of the cycleway and is so dangerous which trucks or any vehicle, as it has also been a popular walking area and cyclist and foot traffic in that small area do not make it safe, little lone adding back traffic. The area is also so vulnerable when it come to land stability that why waste the money, it being closed will also stop the rat runners no matter which way it is

The Future of Te Puna Station Road?



open. I believe there is a lot of local historical iwi value in the area as well as beautiful trees that have been damaged due to the slips and this should also be protected, whereas currently it seems the road takes priority over history and the environment.

Screen Name Redacted

8/18/2023 02:41 PM

Opening up Eastbound would be a disaster for traffic, and would only encourage the rat runners again.

Screen Name Redacted

8/18/2023 02:41 PM

I come down from Wairoa Road and there is no way of turning right onto SH1. Going under the bridge and into Te Puna Station Road is the only option. Keeping the road closed keeps out the 'Rat Runners' that fill up the road.

Screen Name Redacted

8/18/2023 02:43 PM

Having it open clogs up the flow of traffic on the main Rd. The traffic flows do much better currently with it closed.

Screen Name Redacted

8/18/2023 02:44 PM

Having the road open encourages rat runners from Omok and beyond to literally hurtle down Snodgrass, Armstrong, Borrell and Te Puna Roads to beat the slow-moving traffic on the SH. This poses a significant risk to students biking to Te Puna School and pedestrians crossing at the Borrell Rd Corner especially. Local traffic management and control is bad enough without these additional speedsters who are not necessarily invested in keeping Te Puna Rds safe. The other issue is the extra delay in traffic movement on the SH created by having extra vehicles merging, or trying to, out of Station Rd.

Screen Name Redacted

8/18/2023 02:54 PM

Just get on with it, it should not take 6 months to think on what to do. It was broken so fix it.

Screen Name Redacted

8/18/2023 02:55 PM

More positive measures to control slip material, keep water table clear and stop untreated discharge across the road into the river.

Screen Name Redacted

8/18/2023 03:10 PM

Suggest trial with pedestrians and cyclists for the next 12 months.

Screen Name Redacted

8/18/2023 03:11 PM

Clarke Rd has been badly damaged and is very dangerous due to the high traffic load and high speeds. Exciting driveways is especially dangerous.

The Future of Te Puna Station Road?



Screen Name Redacted
8/18/2023 03:25 PM

Morning commuter traffic to Bethlehem flows much more freely now with no merging "rat runners" on Station Rd.

Screen Name Redacted
8/18/2023 03:38 PM

Opening to west bound only would lessen the impact of the rat runners and remove traffic off SH2 when busy

Screen Name Redacted
8/18/2023 03:51 PM

With the land being as unstable as it is, it would be more cost effective to close the road both ways.

Screen Name Redacted
8/18/2023 03:55 PM

When the Station Road rat run was available there was always terrible congestion at the Wairoa Bridge.

Screen Name Redacted
8/18/2023 04:40 PM

We need this. As a Te Puna resident it would make a huge difference.

Screen Name Redacted
8/18/2023 04:49 PM

It needs to be useable

Screen Name Redacted
8/18/2023 04:51 PM

Too many vehicles trying to take a short cut and holds up traffic along SH2, since the road has been closed, it has been fantastic, have not been held up with traffic merging

Screen Name Redacted
8/18/2023 05:06 PM

And drop the speed restriction of Clarke Road to 50km/hr

Screen Name Redacted
8/18/2023 05:18 PM

Keep it closed to give time for full re-instatement

Screen Name Redacted
8/18/2023 06:06 PM

I live in Whakamarama and believe the merging of traffic at the bridge is inefficient (cars through per hr). Merging using the 2 lane tTe Puna round about is more effective/efficient giving a steady stream of traffic to the bridge and into Bethlehem

Screen Name Redacted
8/18/2023 06:44 PM

Clarke Rd has been converted into a highway with heavy traffic destroying the road, berms and creating undue H&S risks due to using a small 1.5 lane road a main throughfare.

Screen Name Redacted
8/18/2023 06:48 PM

One lane for a short term solution as trucks will still have to use Clarke Road until two lanes are reinstated

The Future of Te Puna Station Road?



Screen Name Redacted

8/18/2023 07:25 PM

Pukewhanake - the hill which is slipping onto the road - is an ancient Pā site of Ranginui and a wāhi tapu. It was desecrated in the 20th century when it was quarried for materials used to build the Wairoa Bridge. Trucks carrying material from Pukewhanake were seen to contain human bones from burial sites on the Pā. Any further work on the sides of Pukewhanake to try and stabilise it for the road and cycleway to reopen could endanger this wāhi tapu further. In terms of the road, it concerns me the sense of entitlement that vehicle drivers have to access the route despite the obviously unsafe state of the road. If WBOPDC has the funds and expertise to develop a safe way for a permanent pedestrian and cycle path to be rebuilt along the river, that could be considered in time. But no road for other vehicles.

Screen Name Redacted

8/18/2023 08:21 PM

Te Puna station road, Traffic holds up the highway traffic. Don't let vehicles use this road anymore. Keep it open only for cyclists and pedestrians only.

Screen Name Redacted

8/18/2023 08:48 PM

Since this road has been closed, I have felt unsafe parking in the carpark to walk/cycle or run. There have been a number of homeless living in their cars with bully-breed dogs roaming. The incidence of rubbish littered has increased, the other day on a walk someone had moved all the rocks to the middle of the carpark. I am certain with the road open again the rate of homeless parking and vandalism will drop. When the road was open none of this unpleasantness happened.

Screen Name Redacted

8/18/2023 08:49 PM

Short term solutions set an expectation of greater improvement in long term. A long term solution for this road will be very expensive - probably more than upgrading Clarke Rd. Let nature continue to reclaim Te Puna Station Rd

Screen Name Redacted

8/18/2023 10:32 PM

Open it asap. Stop wasting my rates money on token cultural gestures and supposedly sacred sites.

Screen Name Redacted

8/18/2023 10:37 PM

I heard thru the grapevine a story about maori bones in the area. It's a greedy happy not looking after my peeople again. I'm 10th generation and all Urupe are on high ground so our spirits are set free.

Screen Name Redacted

With Te Puna Station Rd being closed travel time from the north to



The Future of Te Puna Station Road?

8/19/2023 12:47 AM

Tauranga has improved significantly - no more traffic leaving at Snodgrass and rejoining at Te Puna. Improve or repair Clark Road, but by all means keep the traffic on SH2

Screen Name Redacted

8/19/2023 06:29 AM

If it can be used , use it. A no brainer.

Screen Name Redacted

8/19/2023 07:58 AM

Would work for locals to reopen plus those of us going to the garden Centre and brewery.

Screen Name Redacted

8/19/2023 08:00 AM

It will slip further

Screen Name Redacted

8/19/2023 08:25 AM

Our Pā site (Pukewhanake) needs to be returned to Māori Ownership so that any further slips at the site can be resolved sooner.

Screen Name Redacted

8/19/2023 08:33 AM

Doing a good job who evers doing this

Screen Name Redacted

8/19/2023 09:10 AM

We need a resolution to the dire traffic congestion.

Screen Name Redacted

8/19/2023 09:16 AM

Traffic flows so much better at peak times , we don't want more slips with heavy traffic volumes

Screen Name Redacted

8/19/2023 10:08 AM

It should remain closed to vehicles until the TNL is open to reduce congestion and accidents on SH2.

Screen Name Redacted

8/19/2023 10:13 AM

Open to heavy traffic only and stop heavy traffic using Clarke Rd thereby preserving the integrity of Clarke Rd and removing a major cause of congestion.

Screen Name Redacted

8/19/2023 10:15 AM

As a local we need this road open urgently!!

Screen Name Redacted

8/19/2023 12:09 PM

Cars & Cyclist's 1 lane only.

Screen Name Redacted

The best thing to have 4 to 5 lanes

The Future of Te Puna Station Road?



8/19/2023 12:13 PM

Screen Name Redacted

We live in the Te Puna harbour area and are not rat runners.

8/19/2023 12:28 PM

Screen Name Redacted

Allow only east bound vehicles only. i.e. from SH2 only, making sure that vehicles cant come throught the slip area from the other direction.

8/19/2023 04:18 PM

Screen Name Redacted

I live on Lindoch Avenue and would use this daily to drop my daughter off to school and get to the office in town. We have been using Clarke Road instead

8/19/2023 04:20 PM

Screen Name Redacted

When it was open traffic was terrible in the mornings. Much better closed.

8/19/2023 04:46 PM

Screen Name Redacted

Essential Te Puna Station Road is reopened to traffic

8/19/2023 05:04 PM

Screen Name Redacted

If there was some kind of way to stop the rat runners would be great, so only locals can use the road and benefit from it reopening

8/19/2023 05:12 PM

Screen Name Redacted

Need to help clear Clark road

8/19/2023 05:20 PM

Screen Name Redacted

Have travelled tga to Katikati many times over the years, people from Katikati direction turn left as early as snodgrass rd, down te Puna station on to the highway. Just adding to the congestion.

8/19/2023 05:44 PM

Screen Name Redacted

If there was a major incident on the stretch of SH2 from Snodgrass Road to just before Te Puna Station Road at SH2, having at least one lane flows fit for traffic movement would maintain an access from the north into Tauranga and the port. The one lane could, in this scenario have traffic signals controlling direction priority to maintain flow in both directions.

8/19/2023 07:35 PM

Screen Name Redacted

Am a Clarke Road resident and our road is getting ruined by trucks and speeding. Berms being chewed up with mud everywhere. Road too narrow for large vehicles that would normally go down TePuna Station Road. Road is also becoming dangerous for cyclists and pedestrians at times.

8/19/2023 08:22 PM

The Future of Te Puna Station Road?



Screen Name Redacted

8/20/2023 08:37 AM

Makes sense. As a local from Wallace Road using Clarke Road is dangerous because of trucks

Screen Name Redacted

8/20/2023 10:16 AM

Heavy Traffic on Clarke road had damaged the road badly. If this situation continues there is a high risk the road will become impassable in places leaving almost no options for access to residents.

Screen Name Redacted

8/20/2023 10:44 AM

I object to being officially referred to as a rat runner. Totally a derogatory term.

Screen Name Redacted

8/20/2023 01:10 PM

Use the money for this elsewhere cause it's just going to have another slip at the next serious weather event

Screen Name Redacted

8/20/2023 01:26 PM

No pedestrians and cyclists etha. If cars cant use it then nether can cyclists

Screen Name Redacted

8/20/2023 02:53 PM

To avoid main Rd traffic using Station Rd as a detour during peak traffic times close Station Rd to right turning traffic off Te Puna Rd.

Screen Name Redacted

8/20/2023 04:39 PM

This is so needed for the local residents.

Screen Name Redacted

8/20/2023 05:51 PM

>Closing the road will significantly reduce ongoing cost to ratepayers. >Ideal opportunity to preserve and restore this important area for local Hapū by way of Reserve/Park >Provides quiet enjoyment to Waipuna Hospice

Screen Name Redacted

8/20/2023 06:08 PM

There are many roads in the Western Bay that need money spent on them. Better to spend money on roads where there is no alternative route. The damage already incurred to Pukewhanake is serious, any additional vibration from traffic may exacerbate that. With climate change there will be an increased threat to Te Puna Station Rd alongside the river, especially near the hospice as it is very lowlying across marshland. The trees adjacent to Pukewhanake are old and well-established. They should be treasured not put at any further risk. As a cycleway/ walkway the area is peaceful, can be respected and will become a real treasure for the Western Bay. Reopening for the short term is an expense that will lead to false expectations for the long term.

The Future of Te Puna Station Road?



Screen Name Redacted

8/20/2023 07:33 PM

Why open it to eastbound traffic that's just going to make people take shortcuts thru te puna to station rd to the bridge, that won't help it should be open to westbound traffic which should jus be the locals and keep all other cars on the main road, to cause less hassle.

Screen Name Redacted

8/20/2023 11:09 PM

Keeping it closed now will save money (no immediate traffic management costs) which could be put towards the cost of a full reopening in the future

Screen Name Redacted

8/21/2023 07:17 AM

Traffic flow in the mornings has been a lot better without all the rat-runners forcing SH2 traffic to stop and let them out in the mornings

Screen Name Redacted

8/21/2023 08:48 AM

The present alternative run through Clarke Road is a health and safety hazard.

Screen Name Redacted

8/21/2023 08:53 AM

Too much interference with HW2 traffic flow unless you stop thru road access from Snodgrass road

Screen Name Redacted

8/21/2023 09:49 AM

Is it not open because you are spending money else where?? I think it is poor and unsafe that its not open.

Screen Name Redacted

8/21/2023 10:55 AM

Just fix the road, stabilize the bank, and open the road fully as quickly as possible. It is an important road and it is not like this has not been done before.

Screen Name Redacted

8/21/2023 12:30 PM

The genuine users of the road (such as the residents of Te Ara O Tahataharoa) would avoid the congestion on Clarke Road and would be willingly to wait periodically for access. One would expect that the traffic management aspects would be a disincentive for "rat runners"

Screen Name Redacted

8/21/2023 12:34 PM

It would get us local residents off the highway sooner when we head out of the city. Those living further out of the city are saying keep it shut as they think station road slows the highway however this is eastbound only, it takes us off the highway & is much more direct for us accessing our houses down te Puna road.

Screen Name Redacted

It's a danger to all users of the pathway

The Future of Te Puna Station Road?



8/21/2023 12:38 PM

Screen Name Redacted

8/21/2023 12:38 PM

I get annoyed with traffic holdups in the mornings, its chronic.

Screen Name Redacted

8/21/2023 12:44 PM

Concerned with speeding traffic from further north coming down Snodgrass Road where we live to use station road and Clarke Road as a shortcut. Their actions make traffic worse for all of us living in Te Puna. Snodgrass Road could be residents only at peak traffic times to eliminate the increased use of Clarke Road. Clarke Road could also be made light vehicles only to reduce concerns of heavy traffic using it, as those trucks can use Te Puna Road.

Screen Name Redacted

8/21/2023 01:10 PM

It's a waste of time. Constantly adding roadworks on roadworks is just causing traffic overload

Screen Name Redacted

8/21/2023 01:18 PM

Traffic flow on SH2 much improved eithout this rat runners avenue!

Screen Name Redacted

8/21/2023 01:20 PM

This is our main route for people living out in the TePuna area. I know there are frustrations from people living Whakamarama and Omok etc as people take short cuts in the morning but I'm not even sure why they get a say. We pay the rates out in this area and this forms part of our roading. Their rates pay part of their roading and I wouldn't be commenting on their roads!!!

Screen Name Redacted

8/21/2023 01:30 PM

Open one lane to westbound vehicles. My ute can't tow much tractor on the main road fast enough up the hill

Screen Name Redacted

8/21/2023 01:33 PM

It's so much safer for me being able to go from Wairoa Road out to Te Puna under the bridge and along Station Road. I used this way a lot visiting family and friends.

Screen Name Redacted

8/21/2023 01:50 PM

The roading is not capable of any traffic at this stage.

Screen Name Redacted

8/21/2023 03:47 PM

One way traffic management for both ways

Screen Name Redacted

8/21/2023 06:24 PM

Traffic flowed much better when Te Puna Station Rd was open

The Future of Te Puna Station Road?



Screen Name Redacted

8/21/2023 06:37 PM

Road should be opened in both directions. This would relieve congestion on other roads and maximize people's option for travel.

Screen Name Redacted

8/21/2023 07:20 PM

This is important access to the area, and by opening in one direction it will spread the traffic load.

Screen Name Redacted

8/22/2023 09:41 AM

Keep it closed to pedestrians and cyclist also, if it is unsafe then it is a safety issue for everyone! What happens when a slip comes down on a cyclist or person keep that in mind!

Screen Name Redacted

8/22/2023 11:18 AM

Keeping it closed would work just as well as the time taken sitting and waiting for the lights is no different than accessing my property by going around and accessing via Clark or Te Puna road.

Screen Name Redacted

8/22/2023 11:36 AM

Keep it closed

Screen Name Redacted

8/22/2023 11:52 AM

As a Te Puna resident I miss not being able to use Te Puna Station Road but I want it closed for cultural and safety reasons.

Screen Name Redacted

8/22/2023 12:13 PM

This is Maori Land, leave as it is..u cannot fix this

Screen Name Redacted

8/22/2023 01:46 PM

So far it is currently working well, and traffic is almost better without it

Screen Name Redacted

8/22/2023 02:11 PM

What do you mean eastbound? the road runs north-south. The photo diagrams are very hard to read.

Screen Name Redacted

8/22/2023 02:33 PM

Open one lane to ease the heavy traffic on Clark Road, my daughter nearly got taken out by a Truck & Trailer unit as the truck did not slow down but pushed her off the road onto the grass, she got a hell of a fright, really shook her, it was totally unnecessary. The road is not built for Truck & Trailer units it is too narrow.

Screen Name Redacted

8/22/2023 02:42 PM

Clark road is too small for heavy vehicles, my daughter nearly got taken out by a Truck & Trailer unit where they ran her off the road, it gave her the biggest fright, it was unnecessary of the driver,

The Future of Te Puna Station Road?



especially when she was 50mtrs from the end of the road to the highway.

Screen Name Redacted

8/22/2023 03:40 PM

Dont even open it at all. Not even for cyclists and pedestrians.

Screen Name Redacted

8/22/2023 05:06 PM

By keeping it closed it allows the main road to flow better

Screen Name Redacted

8/22/2023 05:50 PM

Cost, impact on SH2, ongoing slip issues anyway, urupa land above.

Screen Name Redacted

8/22/2023 06:11 PM

Not sure what you mean by east bound ? Is that towards the rail bridge or away from it?

Screen Name Redacted

8/22/2023 06:14 PM

The traffic on sh2 flows a lot better with that road closed.

Screen Name Redacted

8/22/2023 06:35 PM

Resilience

Screen Name Redacted

8/22/2023 07:03 PM

Once the northern highway is open, then and only then reopen as the rat runners who slow the traffic will hopefully be gone.

Screen Name Redacted

8/22/2023 08:20 PM

The traffic from Te Puna roundabout to Bethlehem is significantly faster and smoother with it closed. the congestion on Clarke Road is minimal. If you want to reduce traffic on Clarke Road - beef up the traffic calming measures already installed.

Screen Name Redacted

8/22/2023 08:22 PM

Need more car access options when main road closed with accidents or congestion. No pedestrians and few cyclists.

Screen Name Redacted

8/22/2023 08:44 PM

This is a critical route for local Te Puna traffic.

Screen Name Redacted

8/22/2023 08:52 PM

Open one lane in next months. Boths in a years time. Get it done.

Screen Name Redacted

8/23/2023 09:15 AM

Please get this road open asap, but if need be, to get the works completed quicker and safer, keep the road shut and reinstate both

The Future of Te Puna Station Road?



lanes and cycleway and reopen them all at once!

Screen Name Redacted

8/23/2023 09:34 AM

Keep this shut if it makes it quicker and safer to reinstate the two lanes and cycle way

Screen Name Redacted

8/23/2023 12:18 PM

People just use this as a rat run, I know they now go down Clarke Road or Te Puna road now, but it seems to have minimised a little since the road closure. The road services very little residents realistically, there are good alternative routes to those that live on Te Puna road and it is largely only used as a rat run. The cost it must take to maintain with the continuous storm events (which are only going to be more frequent with Climate Change) must not be worth it if it is largely only serving those skipping the traffic (and subsequently causing most of the traffic issues).

Screen Name Redacted

8/23/2023 02:46 PM

Just fix it, too many roads damaged or not maintained properly in Western BOP

Screen Name Redacted

8/23/2023 11:22 PM

Not sure which way is east looks like north to me but have traffic coming into Tepuna not out.

Screen Name Redacted

8/24/2023 09:18 AM

Traffic from Tepuna station road and Clarke road are safer joining SH2 at Clarke rd, the road is wider and straight giving better visibility for all drivers. Traffic turning right into SH2 from Wairoa rd are safer using the underpass , therefore merging from the left, and the same for people trying to turn right onto SH2 from the hospice end of Te Puna station rd. Both roads that intersect with the highway and Wairoa bridge are dangerous enough especially at 90k speed

Screen Name Redacted

8/24/2023 12:37 PM

Closing Te Puna Station Road has resulted in better traffic flow o the SH2

Screen Name Redacted

8/25/2023 07:27 AM

Need to be open for safety there's currently only one way in and out what if it closes and then what

Screen Name Redacted

8/25/2023 09:15 AM

This is a vital key route for Te Puna residents and would be a huge help in reducing traffic congestion in and out of the village.

Screen Name Redacted

Why isn't one lane, Westbound an option? That way Te Puna Station

The Future of Te Puna Station Road?



8/25/2023 01:13 PM

Road isn't used as a short cut in peak times (slowing down traffic from drivers joining back on SH2 just before the bridge).

Screen Name Redacted

8/25/2023 07:50 PM

Two way access from SH2 to Waipuna Hospice. One way access continuing from Waipuna Hospice to Te Puna Station Road Reserve being the section of the road that is currently closed. The objective is to limit eastbound traffic turning left onto SH2 at the intersection close to Wairoa River bridge. Review this restriction following completion of TNL Stage1.

Screen Name Redacted

8/26/2023 08:41 AM

Leave it closed permanently. It will take traffic pressure off the te puna station road/ sh2 intersection. The continued cost of maintaining the slip can't be justified as it not a significant road. If you are worried about traffic pressure on Clark road.block the entrance to sh2 off. Residents will have to travel back to tepuna road to access sh2, This would mean better traffic flow on sh2 because of one less intersection and less maintenance costs on Clark road because of no heavy traffic. Sure it may take residents a couple of extra minutes to access sh2., But the financial and safety benefits must override that inconvenience

Screen Name Redacted

8/27/2023 04:18 PM

I would be happy to close it so they can work on it for a long term solution.

Screen Name Redacted

8/28/2023 03:27 PM

No right hand turn out of Te Puna Station Road. Right turning traffic to use under bridge pass. No right hand turn off SH2 into Te Puna Station Road. Traffic to use under bridge pass. No traffic turning right out of Te Puna Station Road onto SH2

Screen Name Redacted

8/29/2023 12:27 PM

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Screen Name Redacted

8/29/2023 12:27 PM

no

Screen Name Redacted

8/29/2023 12:28 PM

opening a one lane going either way would be better than having a two lane because of the land below the road being to weak and easy to give out and cause another slide with 2 lanes of different cars one lane would be better

Screen Name Redacted

i think that it should keep close as there is a pa coud pukewhanake



The Future of Te Puna Station Road?

8/29/2023 12:37 PM

thats is right on top of were the slips are and it could harm the people of te puna

Screen Name Redacted

8/30/2023 08:21 PM

As a frequent commuter from Omokoroa (almost always on the bus) I would love to see Te Puna Station road stay closed. The morning traffic heading to Tauranga has flowed much better, there are almost never queues any more. Please keep it closed

Screen Name Redacted

8/31/2023 01:53 PM

It is only used as a rat run and that impedes traffic flow on SH2. The highway runs much more smoothly and efficiently when Te Puna Station Road is shut off. This was plainly evident when it was temporarily shut during construction of the cycle lane and is evident ever since the slip closed it again. PLEASE KEEP IT CLOSED PERMANENTLY.

Screen Name Redacted

8/31/2023 06:12 PM

A/Hs just push in. We are usually on slow mode for over an hour before we reach there. Causes Road Rage so i would like to T-bone them.

Screen Name Redacted

8/31/2023 07:55 PM

This road needs opening to minimise the horrendous traffic we have experienced of late on SH2.

Screen Name Redacted

8/31/2023 08:09 PM

Improved traffic flow on State Highway 2 since it has been closed.

Screen Name Redacted

9/01/2023 01:53 AM

Closed until the new expressway opens

Screen Name Redacted

9/01/2023 03:34 AM

Clarke Road has become a mess and a hazard to vehicle suspensions since the closure of Te Puna Station Road.

Screen Name Redacted

9/01/2023 07:13 AM

Fix cycle lane and get it off the road corridor and open the road both lanes each way and keep it open

Screen Name Redacted

9/01/2023 07:15 AM

Another option - open 2 way in the short term and have the cyclists share the road on that small piece of road if there isn't room or fix it in its entering.

Screen Name Redacted

You should be consulting all people from the Bay of Plenty not just

The Future of Te Puna Station Road?



9/01/2023 09:39 AM

Maori. Clarke Road is getting excessive wear because of those traffic islands blocking the road in two section. Clarke Road is a rural service road and you should expect heavy transport and related vehicle movements as horticultural blocks are serviced.

Screen Name Redacted

9/02/2023 06:47 AM

Never open it for vehicles - until SH2 bypass is completed.

Screen Name Redacted

9/02/2023 09:08 AM

Open both ways immediately

Screen Name Redacted

9/02/2023 09:52 AM

This will alleviate the considerable damage and health and safety issues on Clarke Road caused by all vehicles.

Screen Name Redacted

9/03/2023 10:07 PM

Clarke Rd has become extremely unsafe and should not be a main thoroughfare. It is a lovely country road that has been destroyed.

Screen Name Redacted

9/04/2023 06:41 AM

Over the time the road has been closed and traffic required to go via the SH Roundabout, with the exception of rat runners coming through Clarke Road, the traffic has been more free flowing than in the past. Any repairs to the road now would likely be impacted by further weather events - keep it for walkers and cyclists only

Screen Name Redacted

9/04/2023 08:10 AM

Rat running will most likely happen, but it is already through Clark and Armstrong roads.

Screen Name Redacted

9/04/2023 11:17 AM

Traffic is being diverted down Clarke Road which is not built for heavy trucks, is a residential road and is a healthy and safety hazard.

Screen Name Redacted

9/04/2023 11:33 AM

It is the logical route for traffic from certain parts of Te Puna.

Screen Name Redacted

9/04/2023 12:56 PM

No Brainer these a industrial area that needs good access so pull finger out and get on with it instead of all this rubbish just get both lanes open as soon as possible.

Screen Name Redacted

9/04/2023 04:38 PM

This will make it much nicer for people who live in the Te Puna west area who have been impacted by the road closure.



The Future of Te Puna Station Road?

Screen Name Redacted

9/04/2023 07:34 PM

See comments in #4

Screen Name Redacted

9/04/2023 08:27 PM

To support local residents and relieve traffic on main highway

Screen Name Redacted

9/04/2023 09:29 PM

The "rat runners" who used Te Puna Station Rd in the past contributed to very significant traffic congestion on SH2. Since it has been closed, there has been minimal congestion in the mornings and I strongly support keeping the road closed to traffic

Screen Name Redacted

9/04/2023 09:34 PM

Since Station Rd has been closed there has been a noticeable improvement in traffic flow for those travelling into the city, including schools related traffic (other than when Road works were occurring on eastern side of the Wairoa bridge).

Screen Name Redacted

9/04/2023 10:16 PM

Opening causes a rat run on Te Puna road and slows down traffic on SH2 due to merging traffic from station road onto SH2. Traffic flows a lot better with it closed.

Screen Name Redacted

9/04/2023 10:18 PM

It's not suitable for large trucks.

Screen Name Redacted

9/05/2023 11:00 AM

In conjunction with the temporary one-lane re-opening of Te Puna station road, I would like to see Clarke road closed to all heavy through traffic. This could be enforced by upgrading the northern chicane to form a sharper S-bend and installing bollards or similar deterrents to heavy vehicles driving over the chicane. Heavy vehicles servicing Clarke road orchards/agriculture could still use the southern end for entry and exit.

Screen Name Redacted

9/05/2023 11:43 AM

Please see Te Puna Heartlands letter, submitted separately

Screen Name Redacted

9/05/2023 02:52 PM

This should have been fixed years ago as we could all see the river was eating into the bank ...after a large tree went into river.. but nothing was done to retain that edge.

Screen Name Redacted

9/06/2023 11:13 AM

Could have lights on it for both way traffic or open for traffic going into town in morning and open for traffic on way home. 1 way for morning other way for afternoon

The Future of Te Puna Station Road?



Screen Name Redacted

9/06/2023 11:31 AM

Keeping it closed in the short term will greatly assist the re-instatement work. It will either be wear and tear on Clarke Road or Te Puna Station road, so Clarke Road (as a public road) should continue to take the short term impact for the longer term community benefit.

Screen Name Redacted

9/06/2023 12:14 PM

Enhanced traffic flow on SH2 due to lack of Ratrunners trying to reenter near Wairoa Bridge.

Screen Name Redacted

9/06/2023 01:59 PM

Station Road has become a queue jumping lane for morning city bound traffic which further compounds the issue of congestion between Te Puna and Bethlehem. The traffic coming from the Wairoa Road access should have free access onto Station Road. They current have to give way to Hospice traffic which is virtually nil. That is put the give way sign on the Hospice traffic and a free turn for the Wairoa bridge underpass traffic.

Screen Name Redacted

9/06/2023 02:20 PM

What I would like to know is when the council is going to get rid of all the crap that came from the slip that has been dumped on Wairoa Road in the parking area close to the bridge, that has now become a dumping area for lazy people to dump their rubbish and a place for some people to live in their cars ans vans and tents. You can reply to this on [REDACTED]

Screen Name Redacted

9/06/2023 03:50 PM

It is so much nicer cycling around the area. A lagre percentage of the users are trying to beat the holdups on the main road, and travel very quickly on this stretch of road.

Screen Name Redacted

9/06/2023 06:54 PM

Please open the road ASAP

Screen Name Redacted

9/07/2023 12:36 PM

Mr Cedric Crow Western Bay of Plenty Council Group manager Infrastructure Group Dear Mr Crow I am pleased to hare my views on Te Puna Station Road. Whilst it is a regret that damage has been caused by storms to the WBoP roading network, the fact is it has happened during what were heavy rainfall events and that these are more than likely to be repeated in the future as the climate changes more and more bringing warmer, wetter weather. Together with natural river dynamics, specifically the lateral erosion associated with the bend in the Wairoa River at the worst of the slippage, I believe there will be no stopping further such erosive events in the future. We will need to live with the reality of human induced climate change and

The Future of Te Puna Station Road?



the subsequent effects on land instability, sea level rise, peak river flows and so on. Therefore the only cost effective and forward looking strategy is to close Te Puna Station Road to traffic on a permanent basis. In support of this permanent closure I suggest the following are sound reasons for the permanent closure: 1: The really significant cost of major erosion barriers to the river on this bend and restorative road works which may well be to no avail in further storm events 2: Alternative projects in the WBoP could use such monies - alternative roads, a Te Puna library and museum, parks, public services 3: The alternative, that of closure of this part of the road (Waipuna Hospice to the railway bridge reserve) offers walkers, cyclists fishermen and women and picnickers the rare opportunity in our busy district to enjoy peace, views, meditative opportunities that simply are ceasing to exist in built up areas. 4: That the environment would also benefit is also of great significance. On my regular walks along the river I see bird life increasing since the road closure: grey and white herons, ducks, hawks, sea birds including nesting Kawau, all of which we as residents and decision makers have a responsibility of care to preserve and protect. 5: The bigger picture here could be that rarest of opportunity - a natural corridor linking ocean to range from Tauranga Harbour to the Kaimais - now that would be a jewel in the Western Bay of Plenty crown! 6: Clark Road issues of congestion (really?) could be resolved by restricting access to Clarke Road residents only cutting off through traffic so that access to upper Station Road is via Te Puna Road only - a road and intersection with SH2 far better designed to deal with traffic volumes. 7: With the Takitimu North roading project visible to us all becoming a second route into Tauranga city from the north, a third along Station road is unnecessary and irresponsible. There is no need for a third route which will immediately revert to a rat run as it was before the slips occurred. As well as on the completion of Takitimu North extension, transportation money would be far better spent on cycle, rail and water alternatives to reduce vehicle use. I trust these arguments help determine the opportunities that the permanent road closure of Te Puna Station Road offers to the local and natural community, as well as to the Western Bay. [REDACTED]

Screen Name Redacted

9/07/2023 03:50 PM

C

Screen Name Redacted

9/07/2023 05:12 PM

When it is open it causes serious traffic delays on SH2 at. Rush hour. This is due to rat running. Over the last few years when it has been closed SH2 traffic at rush hour has been minimal. Every time it opened rush hour traffic snarled up.

Screen Name Redacted

Traffic flows better on SH2 and cuts out all the commuters trying to

The Future of Te Puna Station Road?



9/07/2023 05:17 PM

cut through the back roads.

Screen Name Redacted

Put a vehicle weight limit on Clarke rd so they use te Puna road.

9/07/2023 06:48 PM

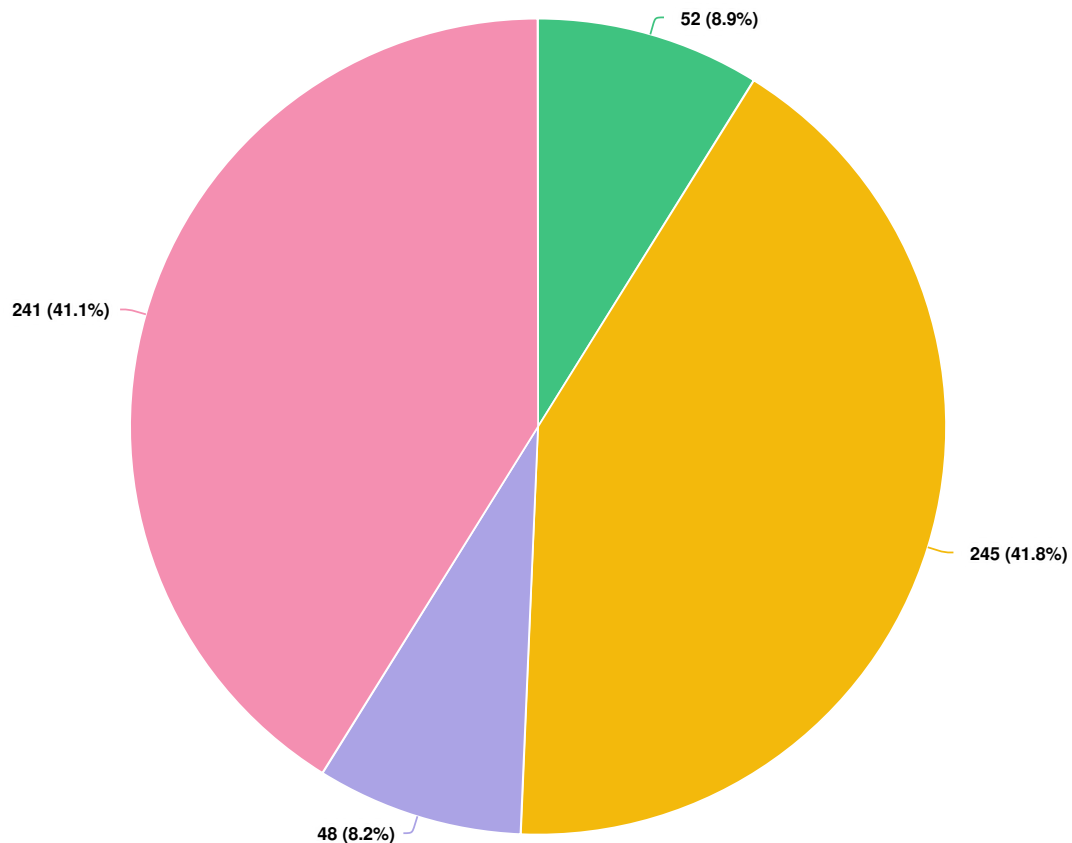
Optional question (215 response(s), 376 skipped)

Question type: Essay Question

The Future of Te Puna Station Road?



Q3 What is your preferred option for traffic on Te Puna Station Road long term (12 months and beyond)?



Question options

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

Optional question (586 response(s), 5 skipped)
Question type: Radio Button Question

The Future of Te Puna Station Road?

**Q4 | If you'd like to give any further comments on this, please specify below.**

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 04:49 PM

Keep it closed.

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

Close Clark Road to through Heavy Motor vehicles or all traffic and direct it to use the roundabout at TePuna to access part of TePuna station Road

Screen Name Redacted

8/17/2023 06:21 PM

same comment as #2

Screen Name Redacted

8/17/2023 07:12 PM

The intersection with Te Puna Station Rd and Wairoa Road is not safe and the traffic should be limited to the Wairoa Road traffic to get onto the SH safely under the bridge. Even this traffic flow has a temporary look despite being the council's solution for many years. Let's hope the Northern Link eases the problem soon. Maybe the Te Puna Station road needs to be re-aligned to merge the traffic better and maybe Clarke Road needs to be upgraded to a local road. I think the Council could do more to help people who pay Western Bay rates but work in Tauranga.

Screen Name Redacted

8/17/2023 07:18 PM

Leave the decision till after Hiway 2 upgrade has been given

Screen Name Redacted

8/17/2023 07:46 PM

There needs to be significant planning around slip control as well as widening and underpinning of the sections collapsing due to erosion or slips. This is a road that should not be closed or ignored as it is

The Future of Te Puna Station Road?



extensively used by residents and the wider community. Traffic diverted via Te Puna road that would normally use Te Puna station road causes congestion and frustration that is unnecessary.

Screen Name Redacted
8/17/2023 11:09 PM

We use this road to commute between our orchards with our hydra ladder. Safer than main road

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

Same as above

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

This is a beautiful scenic road travelling along part of Te Puna Station Road and I personally would like to see all of Te Puna Station Road beautified so that it becomes a scenic road thru Te Puna. This would enhance our Waipuna Hospice and help keep this Hospice financially sustainable.

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

This is now potentially a pretty and interesting addition to the cycleway. opening this to traffic would detract from the overall riding experience . From a local perspective - I cannot see any benefit to opening this road, even though this would reduce my personal journey time to Tauranga.. There is also an environmental benefit to keeping the road closed. This will assist the Wairoa to flourish by reducing silt, vibration etc.

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

I think if there were lights there and two way traffic then it would be used more as a way home for Te Puna people rather than a rat run for town bound drivers trying to avoid SH2. I also think that it should have a weight and size limit put on it so that heavy or oversize vehicles rumbling past the pa site don't do any further damage to it.

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

Road closed to heavy transport and also on Clarke Rd unless permitted

Screen Name Redacted
8/18/2023 10:39 AM

The road services the wider community and businesses. Given the potential growth and expansion of the community both residential and commercial I believe a full restore needs to happen.

Screen Name Redacted
8/18/2023 10:50 AM

Please show common sense leadership and keep it closed. Rat runners put locals/cyclists/pedestrians and dogs at huge risk. Enforce slower speeds on Clarke rd. Speed humps are effective.

The Future of Te Puna Station Road?



Screen Name Redacted

8/18/2023 10:51 AM

Once again the cost estimates for each option should have been provided and then since there were not in fact Council is trying to slip something thru as they have already decided There is no mention to be able to comment about this increase of heavy traffic .Te Puna Station Road has for years been subject to heavy wear and tear and I have not experienced heavy traffic on Clarke Road unless you are referring to all traffic count not just heavy vehicles So your third to last paragraph basically says to me regardless what we say you are going to decide. What a complete waste of ratepayer money, just another where you can say "beating your chest" we have consulted AND who has this been sent to, because I have lived in Te Puna for most of my life I am 70, and I was not sent it but got via a third party

Screen Name Redacted

8/18/2023 10:55 AM

Te Puna Station Road is an integral part of access in and out of Te Puna for residents. It is my hope that it is reopened to full reinstatement .

Screen Name Redacted

8/18/2023 11:01 AM

Yes it is important to open this road up as the main highway is impossible to travel on as above only for TePuna Residents from Snodgrass Road to TePuna Road and in between Roads. Any more traffic would make it a main thoroughfare for everybody.

Screen Name Redacted

8/18/2023 11:04 AM

The road is situated in a location that will require increasing ongoing investment as storms and slips increase due to climate change. The hill above the site needs protection as does the river path next to the road site.

Screen Name Redacted

8/18/2023 11:05 AM

Improve Clark road. Further slips will occur on TS Road in future

Screen Name Redacted

8/18/2023 11:15 AM

Didn't realise how important station Rd was until we didn't have it. Needs to be open only to locals. Not sure how that would be monitored. Stop traffic coming of snoggrass road.

Screen Name Redacted

8/18/2023 11:17 AM

It is a useful road for locals and needs reinstatement. Clarke Rd is NOT a suitable substitute for Te Puna Station Rd.

Screen Name Redacted

8/18/2023 11:48 AM

Te Puna Station Road needs to be reopened as it is used for the flow of cars in and out of te puna. It is also regularly used when there is an accident on the State Highway for traffic diversion. I live on Clarke Road and the traffic has destroyed our road as the locals now use our

The Future of Te Puna Station Road?



road to get to town, which is understandable but Clarke Road isn't wide enough for this.

Screen Name Redacted

8/18/2023 11:52 AM

I feel the traffic flows better with te Puna Station Rd closed. Then you only get Wairoa Rd traffic coming out of the road

Screen Name Redacted

8/18/2023 11:53 AM

Keeping the road as one lane eastbound still leaves the question around how heavy vehicles coming from SH2 will access the business park on Station Road. They will still need to use Clarke Road or Te Puna Road. Station Road worked well as it had very little disruption for Te Puna residents

Screen Name Redacted

8/18/2023 11:55 AM

This is a must! Traffic congestion is beyond what just the main road can take. With more subdivisions opening up around the district and all Omokoroa etc - it is a no brainer. Cut out some of your 'nice to haves' and do what is needed.

Screen Name Redacted

8/18/2023 11:56 AM

Why is it taking so long? Its a major inconvenience it being closed

Screen Name Redacted

8/18/2023 11:58 AM

Sh2 intersection is safer with out the traffic volume

Screen Name Redacted

8/18/2023 12:11 PM

We pay for the roads through our taxes. It's convenient to take this road rather than struggle with bumper to bumper traffic on SH2

Screen Name Redacted

8/18/2023 12:13 PM

See above

Screen Name Redacted

8/18/2023 12:17 PM

Get it back to normal asap. Fix and maintain OUR (the peoples) roads They do NOT belong to you. They belong to us. Don't close them. Who do you think you are? You get the money from US to fix and maintain them.

Screen Name Redacted

8/18/2023 12:19 PM

It must stay closed until at least the new northern link is operational. Opening it will result in all the SH2 congestion caused by rat runners that commuters experienced when it was open. Should have been closed years ago. SH2 traffic Has been flowing smoothly since it's closure. Don't even think about opening it.

The Future of Te Puna Station Road?



Screen Name Redacted

8/18/2023 12:22 PM

Minor inconvenience to locals but big benefit to other traffic. Also will enhance the omokoroa to Tauranga cycleway.

Screen Name Redacted

8/18/2023 12:33 PM

as above. Keep it closed and see if it prevents traffic build up first thing in the morning

Screen Name Redacted

8/18/2023 12:35 PM

Having the road closed is a huge safety improvement, a fact demonstrated over the past 6 months. There is also a benefit to the traffic flow as it stops the 'rat-run' cars clogging up the intersection with SH2. In addition to this, as the geotechnical engineer that assessed these slips 5 years ago from Opus, I can confidently say that there will be further erosion to the road and further landslips that will require additional investment from WBOPDC to fix. Open to cyclists and pedestrians is good but to keep in full service may be uneconomical. Access to the hospice however, will be an issue.

Screen Name Redacted

8/18/2023 12:47 PM

Safe for visitors/staff to Waipuna Hospice.

Screen Name Redacted

8/18/2023 12:53 PM

Helps the locals and keeps the traffic moving on the highway without stop starts

Screen Name Redacted

8/18/2023 01:01 PM

Leave the road permanently closed. The money that would have been used to open the road could be better spent on improvements to SH2

Screen Name Redacted

8/18/2023 01:02 PM

as per my commetn above. previously the road was closed for a traffic trial and the SH2 flowed more smoothly than it had done when the road was open but the decision was made to reopen the road and cause traffic chaos.

Screen Name Redacted

8/18/2023 01:03 PM

I would like to see it closed to vehicle but am also mindful that there is a residential area that the residents may like to have access to SH without going to Te Puna Road although they could use Clark Road.....

Screen Name Redacted

8/18/2023 01:13 PM

The push to have Te Puna Station open is only valid until TNL opens - after that there will be no need for the route to relieve the congestion. And so it's not only wasteful to reinstate but also would be harder to then close again after TNL opens. What people have forgotten is how much better SH2 runs with TSR closed.

The Future of Te Puna Station Road?



Screen Name Redacted
8/18/2023 01:21 PM

Traffic flow along SH2 has improved so much since the road has been closed.

Screen Name Redacted
8/18/2023 01:42 PM

If thinking of closing to traffic on Te Puna Station Road - It is of most importance you still allow vehicles to access the Waiora under bridge so they can pass between Te Puna Station Road and Waiora Road to safely access SC2 in a safe manner, turning left to join the flow of traffic (either way towards Te Puna or towards Bethlehem). Trying to pull (right) out in front of oncoming traffic is a dangerous maneuver on such a fast paced road.

Screen Name Redacted
8/18/2023 01:48 PM

It's a very conveniently used road. Just reinstate as it was!

Screen Name Redacted
8/18/2023 01:58 PM

This will alleviate the rat runners. As they will have to wait longer, if traffic signal was timed during am rush hour.

Screen Name Redacted
8/18/2023 02:02 PM

The traffic on SH2 flows better when ratracers can't join at Station Road junction

Screen Name Redacted
8/18/2023 02:09 PM

Is there a way to enhance the current cycleway to make it safer and the condition of the track better?

Screen Name Redacted
8/18/2023 02:30 PM

It is important for resilience purpose, at least for the time until the TNL is operating. It will also reduce traffic at the Te Puna round about. You may though add a traffic light on east west direction, turning red each morning between 6.30 and 8.30 avoiding slowing down traffic on SH2 for those looking at rat race.

Screen Name Redacted
8/18/2023 02:38 PM

As above and repeated below This part of Te Puna Station road is a key part of the cycleway and is so dangerous which trucks or any vehicle, as it has also been a popular walking area and cyclist and foot traffic in that small area do not make it safe, little lone adding back traffic. The area is also so vulnerable when it come to land stability that why waste the money, it being closed will also stop the rat runners no matter which way it is open. I believe the is a lot of local historical iwi value in the area as well as beautiful trees that have been damaged due to the slips and this should also be protected, whereas currently it seems the road take priority over history and the environment. There is better places to spend the

The Future of Te Puna Station Road?



money, there are alternatives

Screen Name Redacted

8/18/2023 02:41 PM

your missing one option that could work better for actual locals - one way, one -lane (westbound)

Screen Name Redacted

8/18/2023 02:43 PM

It's works better now with it shut

Screen Name Redacted

8/18/2023 02:44 PM

West bound traffic would benefit Te Puna better. It would allow people returning to Te Puna to get off the SH quicker

Screen Name Redacted

8/18/2023 02:55 PM

Needs to be fully reinstated to provide more resilience in the local road network and stop some much traffic concentrating on Te Puna Road. Speed and traffic volumes on Te Puna Rd are a real safety concern, particularly between SH2 and Te Puna Station Rd intersection. Cleaning out rubbish from the side drains on Te Puna Station Rd is long over due, its a disgrace and ends up in the river. Safety improvements for cyclists on Te Puna Station Rd from Te Puna Rd to the river required, plus review speeds on Both roads. Far too many vehicles speeding to the rugby grounds

Screen Name Redacted

8/18/2023 03:10 PM

Consider reopening to one lane for cars (no trucks) when the new motorway is completed. Should be easy to enforce with height restriction.

Screen Name Redacted

8/18/2023 03:11 PM

Council needs to consider ithat this example of its response to bad weather events is to simply close a road because there is a cost to repairing it does not bode well for the western bay community at large.

Screen Name Redacted

8/18/2023 03:29 PM

Cycle route!

Screen Name Redacted

8/18/2023 03:51 PM

From SH2, there should be a cul-de-sac at Waipuna Hospice and from Teihana Road end, from the cycleway car park should be another cul-de-sac and extend the car park to allow more people to have the option of parking there and riding into town.

Screen Name Redacted

8/18/2023 03:55 PM

Add some traffic management to Clarke Rd to force or encourage that excess traffic to use the roundabout. It was provided for TePuna

The Future of Te Puna Station Road?



residents at great cost ahead of other intersections along SH2 which are still waiting for upgrading. Stop the rat runners who are delaying the whole highway.

Screen Name Redacted

8/18/2023 04:29 PM

Please dont open it to east bound traffic. Consider westbound only.

Screen Name Redacted

8/18/2023 04:49 PM

It's an incredibly important and convenient route especially for school families, it needs to be fully reinstated

Screen Name Redacted

8/18/2023 04:51 PM

Please keep the road closed as not getting held up in traffic at Te Puna due to cars taking short cuts.

Screen Name Redacted

8/18/2023 04:59 PM

The signals should be set to allow only a tiny amount of traffic to SH2 in the rush hour to make it slower than staying on SH2, with normal flow all other times. I would like to see a heavy and oversize vehicle ban past the hospice and pa site

Screen Name Redacted

8/18/2023 06:17 PM

We are very keen to restore 2 way use of the road. Our strong preference is for 2 way 2 lane, but at a minimum, 2 way one lane with traffic lights (sensitive to traffic density - not just time driven). We were a very frequent user prior to closure.

Screen Name Redacted

8/18/2023 06:40 PM

Money could well be spent on SH2 instead.

Screen Name Redacted

8/18/2023 06:48 PM

Rat runners using the puna station road during rush hour cause massive tail backs on SH2. Please don't open to traffic until Takitimu North Link Stage One is complete.

Screen Name Redacted

8/18/2023 06:48 PM

Full reinstatement would be the optimum but two way one lane would suffice if it comes down to budget. A lot of decisions will hinge on the outcome of the industrial park ruling.

Screen Name Redacted

8/18/2023 07:25 PM

See above about cultural and environmental risk of any road in this area.

Screen Name Redacted

8/18/2023 08:00 PM

I accept that full reinstatement to 2 lane 2 way may be too costly. If so I would vote for One-way, one-lane eastbound.

The Future of Te Puna Station Road?



Screen Name Redacted
8/18/2023 08:21 PM

Don't let vehicles use it anymore. That's how I feel about it. Vehicles are a nuisance on that stretch of road.

Screen Name Redacted
8/18/2023 08:48 PM

It is the large trucks doing the damage as they wreck the roads not cars. This road should not be open to any industrial, large vehicle.

Screen Name Redacted
8/18/2023 08:49 PM

Short term solutions set an expectation of greater improvement in long term. A long term solution for this road will be very expensive - probably more than upgrading Clarke Rd. Let nature continue to reclaim Te Puna Station Rd and plan accordingly.

Screen Name Redacted
8/18/2023 09:48 PM

It needs to be open how many times is this used when state highway is closed.. we need it .

Screen Name Redacted
8/18/2023 10:32 PM

This city will continue to grow...don't copy TCC with backwards roading plans.

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

Fully reinstate our roads please

Screen Name Redacted
8/19/2023 06:29 AM

Sort out the bank , from slipping properly this time. Station road is needed, there are a lot of local residents that would that use this road. I'm one of many .

Screen Name Redacted
8/19/2023 07:29 AM

Traffic flows much better before wairoa bridge with te puna road closes. Much nicer to jog along te puna road without cars.

Screen Name Redacted
8/19/2023 07:44 AM

If you open it eastbound we will have issues like we used to have with the "rat" runners holding up traffic heading into Tauranga

Screen Name Redacted
8/19/2023 07:58 AM

Just get it open. The whole road is full of nasty bumps and pot holes. Fix it. Also... please open SH29 left turn into Carmichael rd.

Screen Name Redacted
8/19/2023 08:25 AM

Local Māori of the area need to have more say and be part of the process on this matter due to where the areas of concern (slips/erosion) happen.

The Future of Te Puna Station Road?



Screen Name Redacted

8/19/2023 08:30 AM

Instead of blowing money on stupid stadium's, cycling lanes that arnt working cause there's basically no cyclists!! Lol. And now ideas to blow 400 million on a downtown that no one cares about!! Put it into infrastructure that we all need!! Not hard is it..lol

Screen Name Redacted

8/19/2023 09:01 AM

Te Puna Station Road causes huge congestion on SH2 with cars coming in and out interrupting the flow of SH2. It should remain closed to ease congestion on the main road which impacts many more road users. It could be split with traffic from the hospice etc coming onto SH2 and on the other side, traffic heading onto Te Puna road to exit via the roundabout.

Screen Name Redacted

8/19/2023 09:10 AM

If you can build a bridge and road ways for bicycles then why not cars.

Screen Name Redacted

8/19/2023 09:10 AM

cyclists contribute nothing towards roading

Screen Name Redacted

8/19/2023 09:16 AM

This is the best option, stop the rat runners

Screen Name Redacted

8/19/2023 10:08 AM

It should remain closed to vehicles until the TNL is open to reduce congestion and accidents on SH2.

Screen Name Redacted

8/19/2023 10:15 AM

OPEN IT PLEASE

Screen Name Redacted

8/19/2023 10:20 AM

Having heavy traffic on Clarke rd is a danger to pedestrians and also has negative effects on an area used by pedestrians for recreation.

Screen Name Redacted

8/19/2023 12:13 PM

The best thing is to have walking tracks

Screen Name Redacted

8/19/2023 02:11 PM

Properly reconstruct affected land slip area to ensure there is no further risk to the affected section of the road. Ensure pa site above is protected from any further erosion when such weather events we've experienced reoccur.

Screen Name Redacted

8/19/2023 04:18 PM

West bound traffic have made this area a hazard because of all the rat runners (all those vehicles that leave SH2 at Snodgrass Road or

The Future of Te Puna Station Road?



at Te Puna). They don't give way at the intersection, instead just pushing their way into the main stream traffic which then backs up traffic along SH2 which makes the honest ones slower to their destination.

Screen Name Redacted

8/19/2023 04:20 PM

Locals use this road regularly. It is a key transport option for many residents that live in Te Puna. It is also a popular road for cyclists, people walking and camping. The council did such a wonderful job of upgrading the walking path and the reserve. It is such a shame to see it closed down. We used to affectionately refer to it as our "scenic route" to town. Please reinstate it to two lanes.

Screen Name Redacted

8/19/2023 04:46 PM

Open it fully once the new highway is open so no rat runners use it to block traffic flow in the AM

Screen Name Redacted

8/19/2023 05:12 PM

I wouldn't mind either one or two way, but the traffic signals were very frustrating last time so would definitely not prefer that option

Screen Name Redacted

8/19/2023 05:20 PM

Two ways, two lanes would be best option but one way priority east bound would be best in my opinion

Screen Name Redacted

8/19/2023 06:28 PM

Having this road re-open is essential to spreading the load of traffic through Te Puna Rd and Clarke Road, and easing traffic congestion on SH2

Screen Name Redacted

8/19/2023 07:35 PM

This road is, as is Clarke Road, not built for high volume and heavy traffic road use. Maintaining one lane in easterly direction will allow this to be used with traffic signal if SH2 section is not passable.

Screen Name Redacted

8/19/2023 09:25 PM

Hopefully with the new motorway going in this will stop the traffic dodgers using it as they will surely be on the motorway!

Screen Name Redacted

8/20/2023 08:37 AM

It is a far more convenient option for local residents. And safer! The access under the Wairoa Bridge is excellent. Plus helps get traffic off SH2 safely.

Screen Name Redacted

8/20/2023 10:16 AM

2 lanes will just be too expensive. It's a rural area, there are plenty of access options for light vehicle traffic

The Future of Te Puna Station Road?



Screen Name Redacted

8/20/2023 10:44 AM

I don't believe when a problem arises with a road the road should be abandoned. Surely as motorists we pay heavily both in dollar terms and scorn by the powers that be. Happy motoring!

Screen Name Redacted

8/20/2023 03:14 PM

Or 2 way one land traffic lights control if too costly

Screen Name Redacted

8/20/2023 05:51 PM

See above.

Screen Name Redacted

8/20/2023 06:08 PM

As above, The area is culturally rich and needs to be respected, large trucks and rat runners literally driving through the edge of the pa site is very inappropriate, alongside ratepayer funds are better employed for roads elsewhere.

Screen Name Redacted

8/20/2023 08:50 PM

Close Snodgrass Rd to s/h 2 traffic

Screen Name Redacted

8/20/2023 11:09 PM

As long as the traffic controlling signals does not negatively impact the traffic flow on SH2

Screen Name Redacted

8/21/2023 07:17 AM

Open it fully once the new TNL is completed

Screen Name Redacted

8/21/2023 08:48 AM

Need to be mindful of costs

Screen Name Redacted

8/21/2023 09:49 AM

We have added to the use of Clarke Road because Station Road is closed. This is not safe as the large trucks run us off the road. i met a guy in the coffee shop advising he lost his wing mirror hitting the bumper of a truck (too close for comfort) on Clarke Road recently. Not sure why you've taken so long to reopen to be honest. It's a public road so open it back up.

Screen Name Redacted

8/21/2023 10:31 AM

This is a main feeder road for all types of business and community events, including Railway maintenance, the council has a responsibility to reinstate and restore the road network

Screen Name Redacted

8/21/2023 10:55 AM

Just fix the road, stabilize the bank, and open the road fully as quickly as possible. It is an important road and it is not like this has not been done before.

The Future of Te Puna Station Road?



Screen Name Redacted

8/21/2023 11:30 AM

I personally would like to see full te-instatement(no heavy vehicles which would be detrimental to the roading system)but I also realise the cost may be too exhorbitant!!! So maybe one way traffic only which hopefully would ease the load/usage and alleviate traffic usage

Screen Name Redacted

8/21/2023 11:36 AM

Scenic route for many to use along the Wairoa River, Hospice and Freedom Camping Area, others fish in this area

Screen Name Redacted

8/21/2023 12:30 PM

The traffic management option is cost effective and more likely to be introduced in a timely manner. This option meets the needs of residents of Te Ara O Tahataharoa, whilst minimising the impact to users of Clarke Road

Screen Name Redacted

8/21/2023 12:34 PM

2 lanes again would be amazing, it keeps our highway traffic lower as we hop on & off the highway closer to the city by using station road instead of Te Puna road.

Screen Name Redacted

8/21/2023 12:38 PM

Shouldnt even be open to anyone...there's a high risk of this embankment slip reoccurring...Te puna is my home and when ever it is or has been raining or windy it's common knowledge that your safety is completely compromised in these times

Screen Name Redacted

8/21/2023 01:10 PM

No thank you.

Screen Name Redacted

8/21/2023 01:18 PM

Make Clarke road and Snodgrass road local traffic only!

Screen Name Redacted

8/21/2023 01:20 PM

As I mentioned above this is our main route no matter whether there is issues with traffic. With the new highway opening in a few years, the ones who are vocal about not reopening who don't use this as their main thoroughfare won't impact them as they will use that. I think you need to narrow your feedback response down to the ones who actually use this road and who actually pay for it.

Screen Name Redacted

8/21/2023 01:50 PM

Opening the road allows the rat runners to abuse our area. They speed down te Puna road to get there. Have always loved our local Te Puna Station road.. Always been a problem with slips and water coming out of the banks. Can't see it being safe to take traffic as it is

The Future of Te Puna Station Road?



now.

Screen Name Redacted
8/21/2023 03:48 PM

The road needs to be reopened for us that live in Te Puna and travel this multiple times of the day

Screen Name Redacted
8/21/2023 05:38 PM

I am a local Te Puna West resident and prefer this road to only be used by local residents, not those looking to shortcut SH2 or any commercial vehicles.

Screen Name Redacted
8/21/2023 06:24 PM

Traffic flowed much better when Te Puna Station Rd was open

Screen Name Redacted
8/21/2023 06:37 PM

As Te Puna grows more pressure will occur on the roads. We need to spread that traffic out as best as we can. The bulk of the road is there. A small repair and congestion will be relieved

Screen Name Redacted
8/21/2023 07:20 PM

Access both ways through Te Puna Station Road for local traffic will be essential as the commercial traffic associated with the container activities increase on the other associated roads. Perhaps prohibit heavy vehicles to reduce the reinstatement cost.

Screen Name Redacted
8/22/2023 07:09 AM

If you don't want traffic going through Clarke Rd, close the Station Rd end of Clarke Rd.

Screen Name Redacted
8/22/2023 09:41 AM

KEEP IT CLOSED ALL TOGETHER! OUR PĀ AND LAND HAS SACRIFICED ENOUGH TO BENEFIT FOR HUMANS!

Screen Name Redacted
8/22/2023 11:18 AM

If closing the road, it would be ideal to allow vehicles to still access the river in terms of recreational pursuits such as putting in an esplanade, picnic tables etc....

Screen Name Redacted
8/22/2023 11:52 AM

As a Te Puna resident I want it closed for reasons stated above.

Screen Name Redacted
8/22/2023 01:46 PM

Again, it's not like this road has been missed. I would rather the money be put to double laneing, a roundabout by the Wairoa bridge for those coming from the other road.

The Future of Te Puna Station Road?



Screen Name Redacted

8/22/2023 02:11 PM

This road causes too many issues with rat runners creating congestion on SH2. One-way, one-lane northbound (away from SH2) would be good for local residents.

Screen Name Redacted

8/22/2023 02:33 PM

Two lanes open so traffic isn't such a nightmare, so sick of people driving on Clarks road and not being considerate of other coming towards them, they don't slow down, and they don't move to the side to make room.

Screen Name Redacted

8/22/2023 02:42 PM

To take Truck & Trailer units away from Clark Road it's not made for them too narrow.

Screen Name Redacted

8/22/2023 05:06 PM

As above

Screen Name Redacted

8/22/2023 05:50 PM

Cost, impact on SH2, ongoing slip issues anyway, urupa land above.

Screen Name Redacted

8/22/2023 06:11 PM

There has been a huge increase in the number of cyclist using the cycle way to Omokaroa. If the road stays closed there is potential to develop the riverside with more parking and sitting areas for picnics etc. access to the river could be explored perhaps with a pontoon. Having the whole road space would allow more development of public amenities.

Screen Name Redacted

8/22/2023 06:14 PM

As above

Screen Name Redacted

8/22/2023 06:35 PM

Resilience, but adding red light 6.30 to 8.30am at entrance of te puna station road to avoid traffic in morning slowing down at level of Te Puna station road entering SH2. There is enough traffic coming from Crawford road area already.

Screen Name Redacted

8/22/2023 07:03 PM

Rat runners are the problem, now they have moved to Clark Rd.

Screen Name Redacted

8/22/2023 08:20 PM

Qu 3 is not long term. The opening of the TNL is the trigger to fully open of Te Puna Station Road.

Screen Name Redacted

Make more road options not less. Live in the real world and we are



The Future of Te Puna Station Road?

8/22/2023 08:22 PM

not Netherlands with cycle ways as all too hilly here.

Screen Name Redacted

8/22/2023 08:44 PM

Both lanes need to be fully reinstated immediately. There is no reasons not to do this without delay.

Screen Name Redacted

8/22/2023 08:52 PM

Open it right up to two lanes. In the next 12 months. No brainer.

Screen Name Redacted

8/23/2023 06:46 AM

Close it because I live on Kuka Rd just off Tangitu Rd and council needs to look at restructuring here as we have children walking home from school and we have no footpaths, lights (maybe 1). Our tamariki will resort to walking on the road and we have cars that speed (probably not living here). Tangitu Rd has not had any upgrade sine I've lived here for over 40 years. CLOSE IT AND FIX OUR ROAD FIRST FOR OUR TAMARIKI TO BE SAFE.

Screen Name Redacted

8/23/2023 09:06 AM

Hurry up

Screen Name Redacted

8/23/2023 09:15 AM

Please get this road open asap, but if need be, to get the works completed quicker and safer, keep the road shut and reinstate both lanes and cycleway and reopen them all at once!

Screen Name Redacted

8/23/2023 09:34 AM

Full reinstatement is a must as this is a much needed alternative route especially in case of road closures due to accidents between the wairoa bridge and tepuna roundabout

Screen Name Redacted

8/23/2023 12:18 PM

People just use this as a rat run, I know they now go down Clarke Road or Te Puna road now, but it seems to have minimised a little since the road closure. The road services very little residents realistically, there are good alternative routes to those that live on Te Puna road and it is largely only used as a rat run. The cost it must take to maintain with the continuous storm events (which are only going to be more frequent with Climate Change) must not be worth it if it is largely only serving those skipping the traffic (and subsequently causing most of the traffic issues).

Screen Name Redacted

8/23/2023 11:22 PM

If you open the road up heading to Tauranga you are opening it up to the people that take the shortcut in the morning and causing congestion.

The Future of Te Puna Station Road?



Screen Name Redacted

8/24/2023 09:18 AM

Reducing the speed from 90k up to the bridge and through to Bethlehem is a sensible way to reduce accidents given the high amount of traffic Also drivers using to Puna station road to “get ahead of the traffic, then push into SH2 without giving way, highway traffic should not be at a standstill to let in these drivers There doesn’t need to be high traffic for drivers entering the highway not to give way at the controlled intersection

Screen Name Redacted

8/24/2023 12:37 PM

Keeping Te Puna Station Road closed will ensure traffic flow on the SH2 approaching Bethlehem remains relatively fluid. When Te Puna Station Road was open, rat-runners would use this road and expect the SH2 traffic to give way to them at the junction of Te Puna Station Road and the SH2 at the Wairoa Bridge. it also appears that accidents have been reduced at the Wairoa Bridge since the closure of Te Puna Station Road, which aligns with the Government's Road2Zero campaign. The issue with Clarke Road can be cured by closing that road also. I strongly urge the authorities to keep Te Puna Station Road closed for good. Thank you.

Screen Name Redacted

8/24/2023 12:38 PM

Traffic on the SH2 flows better since this road was closed.

Screen Name Redacted

8/24/2023 12:39 PM

Please keep Te Puna Station Road closed to stop ratrunners causing mayhem on the SH2 at the bridge.

Screen Name Redacted

8/24/2023 12:40 PM

Stop the rat runners

Screen Name Redacted

8/25/2023 09:15 AM

having this back to the original lay out would be beneficial for all involved.

Screen Name Redacted

8/25/2023 01:13 PM

Why isn't one lane, Westbound an option? That way Te Puna Station Road isn't used as a short cut in peak times (slowing down traffic from drivers joining back on SH2 just before the bridge).

Screen Name Redacted

8/27/2023 04:18 PM

It's imperative they engineer this road properly so it can be used to it's full potential. It's a beautiful scenic route home and into town and many of our school whānau at Te Puna utilise this route daily from Wairoa, Crawford and Poripori roads.

Screen Name Redacted

.

The Future of Te Puna Station Road?



8/29/2023 12:27 PM

Screen Name Redacted

no

8/29/2023 12:27 PM

Screen Name Redacted

it will cost the iwi of te puna to much money to fix the slips

8/29/2023 12:37 PM

Screen Name Redacted

Until the new Northern link is opened, Te Puna Station Road should remain closed

8/30/2023 08:21 PM

Screen Name Redacted

State highway 2 runs much more smoothly and safely

8/31/2023 04:34 PM

Screen Name Redacted

Fix our road SH2 Waterford road Katikati first . We have lived here for 7 years complaining every couple of years and still not fixed.

8/31/2023 06:12 PM

Screen Name Redacted

This road needs opening urgently.

8/31/2023 07:55 PM

Screen Name Redacted

Improved traffic flow on State Highway 2 since it has been closed.

8/31/2023 08:09 PM

Screen Name Redacted

Once new expressway if open, traffic congestion won't be caused by having traffic join the road.

9/01/2023 01:53 AM

Screen Name Redacted

Te Puna Station Road, alongside the river, is very valued and highly valuable asset to the Te Puna community. The approach to the river cheers the journey to work, and calms and welcomes on the journey home. And surely the much greater expense of the reinstatement is establishing the stability of the bank and the embankment rather than the relative expense of one or two lane traffic flow.

9/01/2023 03:34 AM

Screen Name Redacted

Open both lanes of traffic get cycling off road corridor

9/01/2023 07:13 AM

Screen Name Redacted

The road is required to support the business and growth of tepuna community .

9/01/2023 07:15 AM

Screen Name Redacted

I think both ways should be open permanently. The traffic volume



The Future of Te Puna Station Road?

9/02/2023 09:08 AM

from Omokoroa to town since the council has allowed so many subdivisions in Omokoroa is far more than this part of SH2 can cope with. Anytime there is an accident or road works between Wairoa bridge and Clarke Rd the traffic is inconceivable unless you live here (Clarke Rd Resident)

Screen Name Redacted

9/04/2023 06:41 AM

as per above

Screen Name Redacted

9/04/2023 11:33 AM

Failing full reinstatement, the return of traffic signals controlling direction priority would be good. It worked perfectly well before the road was completely closed.

Screen Name Redacted

9/04/2023 12:56 PM

All the rubbish about rat runners im a local and rat runners pay there rates road chargers from fuel tax etc there entitled to use that road as much as any other motorists all the locals dont own that road new Zealanders do.

Screen Name Redacted

9/04/2023 02:43 PM

Fragile land adjacent to and under the road seal at risk of ongoing slips and under slips. Nesting spot for shags needs to be respected Lovely natural area - lets keep it this way.

Screen Name Redacted

9/04/2023 04:38 PM

If full reinstatement isn't possible, traffic signals would be the next best option I feel.

Screen Name Redacted

9/04/2023 07:34 PM

It was very well used by local Te Puna people, as it was very convenient both ways, and reduced traffic off SH2 and spread traffic off local roads that lead to main highway.

Screen Name Redacted

9/04/2023 08:27 PM

As above. This is a growing area and this road is access and useful. Reopen it.

Screen Name Redacted

9/04/2023 09:29 PM

Traffic has flowed so much better on SH2 - in both directions - since Te Puna Station Rd has been closed. Perhaps when TNL stage 1 opens it could be reviewed again, but in the meantime I strongly support keeping the road closed to all but cyclists and pedestrians

Screen Name Redacted

9/04/2023 09:34 PM

The economic cost to the region is vast due to the poor roading and congestion issues heading into the city. This has been alleviated somewhat with the current closure of Station Rd to traffic. This benefit



The Future of Te Puna Station Road?

would outweigh considerably the minor inconvenience being experienced by those that live on Clarke Rd & surrounds. Given this inconvenience will be resolved upon completion of the TNL, it makes sense to keep Station Rd closed until then.

Screen Name Redacted

9/04/2023 10:16 PM

As above for short term,

Screen Name Redacted

9/04/2023 10:18 PM

Make a nice cycleway and pedestrian path. Integrate with Clarke road and WBOPC's new reserve as a loop track. Exit through proposed wetlands of 297 station rd.

Screen Name Redacted

9/05/2023 09:54 AM

It is important to reopen Te Puna Station Road to heavy traffic in both directions, to help reduce the amount of traffic on Te Puna Road

Screen Name Redacted

9/05/2023 11:43 AM

Please see Te Puna Heartlands letter, submitted separately

Screen Name Redacted

9/05/2023 02:09 PM

Re open it after the new highway is completed.

Screen Name Redacted

9/05/2023 02:52 PM

This is a vital road which has been used many times for accidents, road works etc. Clarke Road is NOT designed for 2 way traffic.

Screen Name Redacted

9/06/2023 11:13 AM

Make it 4 lanes and Future proof

Screen Name Redacted

9/06/2023 11:31 AM

Please take a long term view and reinstate this important local link. The road was an important link for us as Te Puna Residents to School and other community facilities without adding to the congestion on the main road. "Rat Runners" are a real pain, but it is human nature when alternatives are poor and in the longer term once the TNL is open then Station road should go back to being the important local link that it was. 2 lane reinstatement please (with control measures to keep speeds low, particularly around the public park areas).

Screen Name Redacted

9/06/2023 12:14 PM

As above.

Screen Name Redacted

Once the new Northern Link opens, there should be no issue queue

The Future of Te Puna Station Road?



9/06/2023 01:59 PM

jumpers trying to beat the traffic by going around the Te Puna Station Road route. So Fully open it once the Northern Link is open.

Screen Name Redacted

9/06/2023 03:50 PM

Maybe with traffic signals, that would discourage people racing through the area to beat the traffic

Screen Name Redacted

9/06/2023 06:54 PM

Either of the two-way traffic options would be desirable.

Screen Name Redacted

9/07/2023 12:36 PM

As above

Screen Name Redacted

9/07/2023 03:50 PM

Ok right due to a slip,,,myself and everyone I speak to are not quite sure why there is even a question about reinstating Station Road to its forma - a pretty riverside rural tar seal link road that's been servicing TePuna for ever. In the past this road would probably been repaired months ago in spite of the fact that's is not completely necessary BTW I'm sure residents of Clark Road are just jumping for joy now a ton of traffic is using their beautiful road as a rat run...

Screen Name Redacted

9/07/2023 05:12 PM

Keep it closed until the northern link is operational.

Screen Name Redacted

9/07/2023 06:48 PM

There is far less congestion with station rd closed. The right turning traffics across the highway as well as the left turning traffic onto the highway are two causes of congestion so I don't see how opening station rd back up is easing congestion - it's only moving it.

Screen Name Redacted

9/07/2023 08:28 PM

The traffic congestion has vastly improved with the closure of Te Puna Station Road.

Screen Name Redacted

9/08/2023 03:38 PM

Unstable land will always be at risk in extreme rainfall. Habitat for breeding birds (shags). Lovely natural and peaceful environment that should be left alone, respected and appreciated. Denise Derrick

Optional question (198 response(s), 393 skipped)

Question type: Essay Question

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.

TOPIC AND DESCRIPTION	RISK TYPE & RISK LEVEL
<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</p> <p>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</p> <p>Service Delivery</p> <p>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>

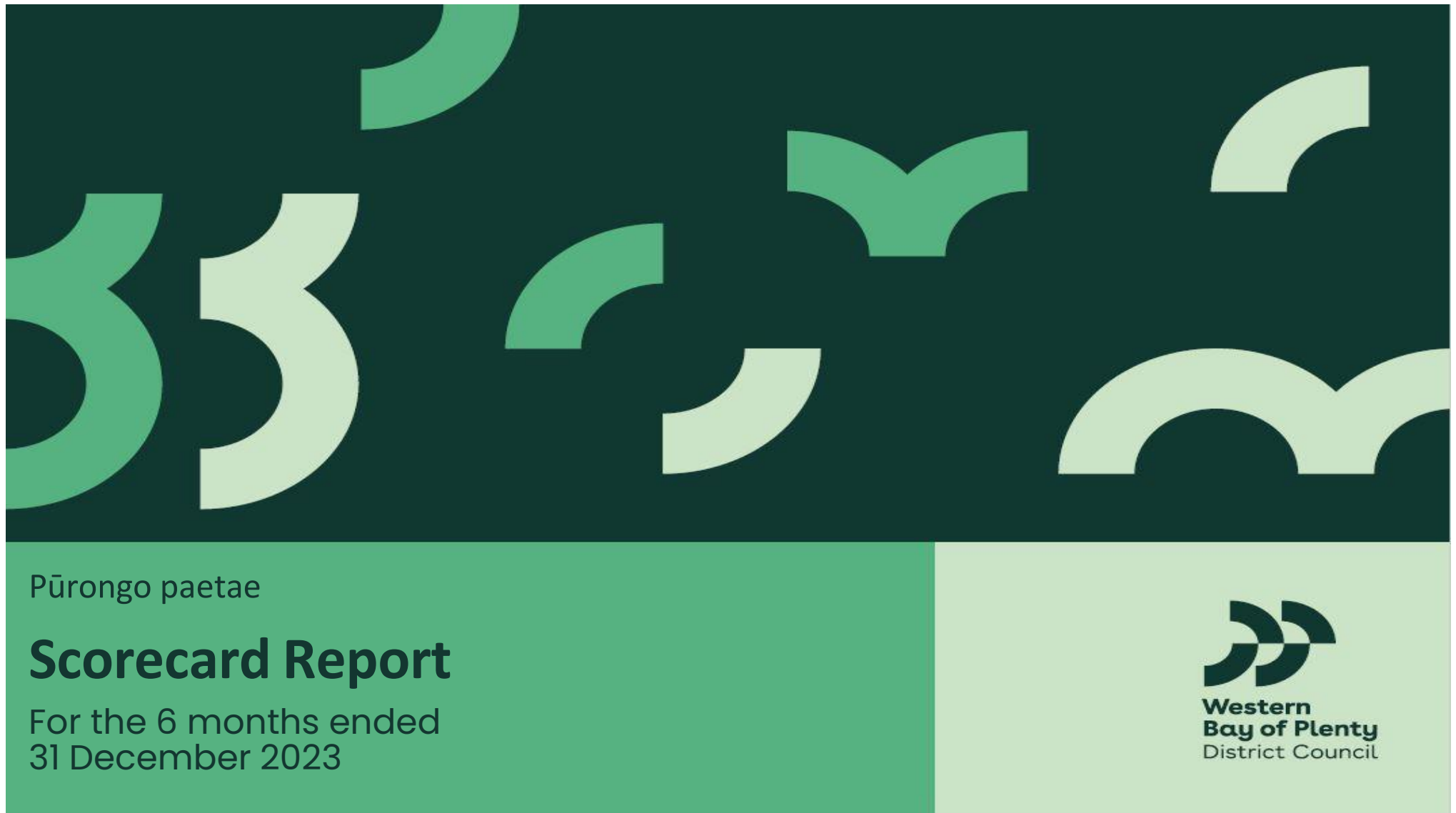
<p>Property Access/Procurement</p> <p>The alternative Youngson Road property access is currently unresolved, and the designers have been tasked to look at feasibility of alternatives based on the affected landowners' feedback.</p> <p>Overhead Power Supply</p> <p>There is a risk associated with the relocation 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</p> <p>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</p> <p>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</p> <p>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</p> <p>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</p> <p>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</p> <p>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</p> <p>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**  



Executive Summary

The purpose of this report is to provide a Performance and Monitoring update to the Western Bay of Plenty District Council Senior Leadership Team. This report is for the 6 months ended 31st December 2023 and includes growth monitoring statistics, work programme & long-term plan activity update & internal services update.

Included in this scorecard report are activity and financial summaries which provide a high-level commentary on the non-financial and financial performance of the reported activity along with highlighting any key issues.

Growth Monitoring Statistics

Dwelling Consents Issued

77 dwelling consents were issued, – 55 in Residential zones, and 22 in Rural areas. Top residential areas were Omokoroa, Te Puke, Katikati and Waihi Beach-Bowentown. The top rural areas were Aongatete, Te Puna, Pahoia and Pongakawa-Paengaroa.

Additional Lots Consented (s223)

21 additional lots were proposed, with 13 from residential areas, and 8 from rural areas. Top residential areas for were Te Puke and Maketu. The top rural areas were Pahoia, Pongakawa-Paengaroa and Kaitemako.

New Lots Created (s224)

45 new lots were created, with 20 from residential areas, and 25 from rural areas. Top residential areas were Te Puke and Waihi Beach-Bowentown/Athenree. The top rural areas were Otawa, Pongakawa-Paengaroa, Aongatete and Pahoia.

Long Term Plan and Work Programme update

We report on 31 measures as part of the quarterly reporting against the LTP. We have met the targets for 16 of them, did not meet the target for 10, and 5 were unable to be measured for the last quarter. The results from the Annual Residents Survey have shown a positive trend on most of the perception measures and are forecasted to hold steady for the next 2 quarters.

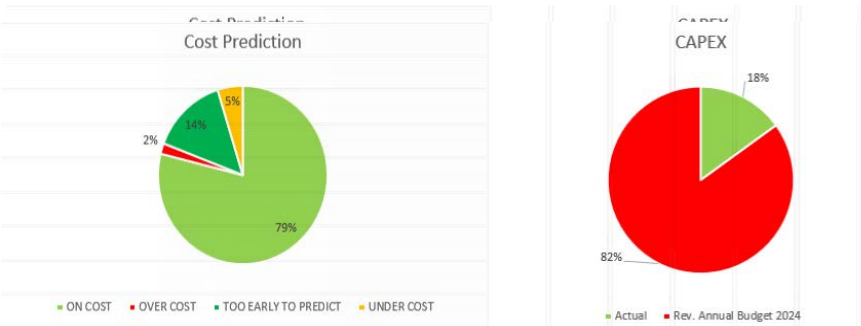
We have a total of 360 reporting items which includes projects and processes. For the last quarter 51 were not reported on. Of the 309 items that were reported on, 208 were projects and 101 were processes. 116 projects were met, 74 partially met, and 7 did not meet their targets, while 11 have not commenced yet. Of the 101 processes 58 were met, 28 partially met and 12 did not meet their KPI targets, while 3 have not commenced.

164 of the 208 projects are projected to be on cost while 4 likely to be over the cost, 30 too early to predict and 10 under cost. The year-to-date capital expenditure was at 18% of the annual CAPEX budget at the end of last quarter (31 December 2023).

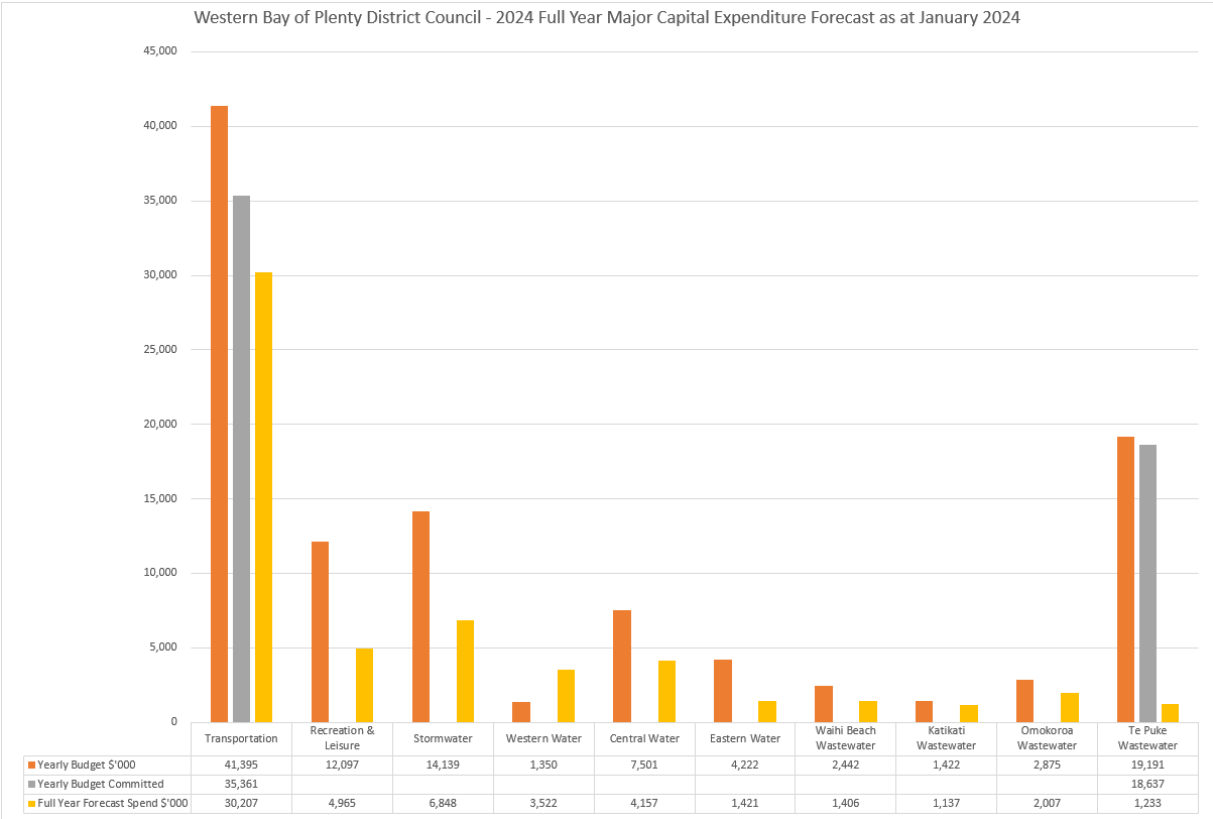
Projects/Processes Status Update



Cost Predictions/CAPEX



Capital Expenditure Forecast



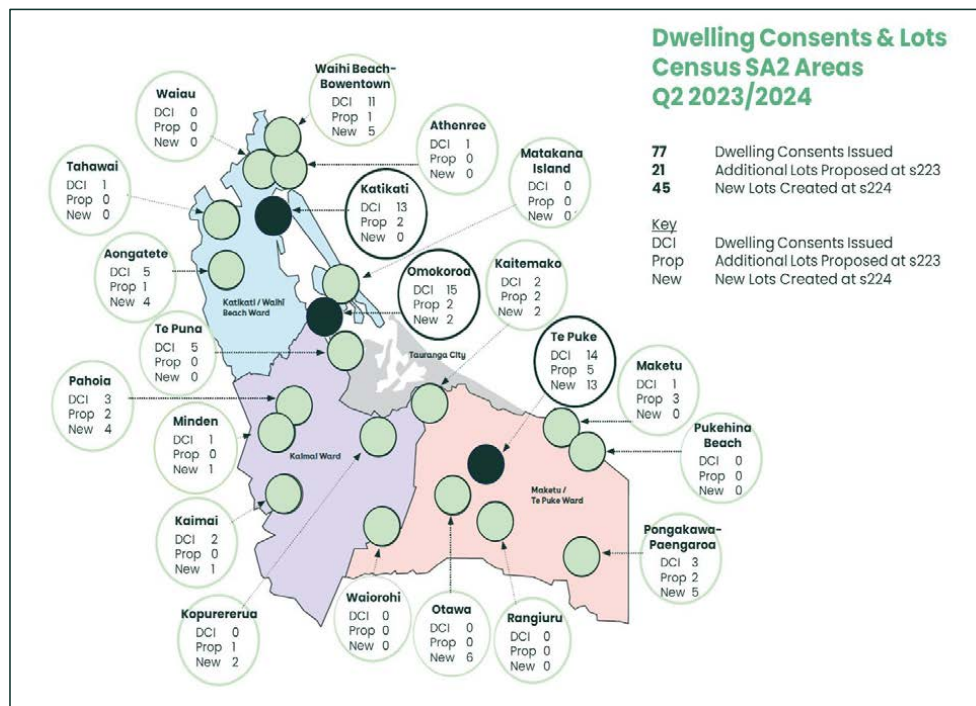
Transport
Prole Road to Railway - \$8m. To be tendered and works to commence 24/25 construction season.

Recreation and Leisure
Dave Hume Pool and PaniPani Wharf - \$2.5m. Contracts in place, physical works across two construction seasons.

Stormwater
Omokoroa Structure Plan Wetlands - \$7.5m - Design and consenting underway, but physical construction is delayed by one year. Work to commence 24/25 construction season.

Central Water
Additional Reservoir and Omokoroa Industrial Zone - \$2.7m. Cross year projects 23/24 to 24/25.

Growth Monitoring Statistics



Census SA2 Area		Dwelling Consents Issued	Additional Lots Proposed at s223	New Lots Created at s224
RESIDENTIAL	Omokoroa	15	2	2
	Te Puke	14	5	13
	Katikati	13	2	0
	Waihi Beach-Bowentown	11	1	5
	Athenree	1	0	0
	Maketu	1	3	0
	Pukehina Beach	0	0	0
RURAL	Te Puna	5	0	0
	Aongatete	5	1	4
	Pahoia	3	2	4
	Pongakawa-Paengaroa	3	2	5
	Kaimai	2	0	1
	Kaitemako	2	2	2
	Minden	1	0	1
	Tahawai	1	0	0
	Kopurererua	0	1	2
	Otawa	0	0	6
	Waiorahi	0	0	0
	Waiau	0	0	0
	Rangioru	0	0	0
	Matakana Island	0	0	0
	TOTAL		77	21

Representation

Key measures	Target	Result (YTD)	Narrative
Percentage of meetings attended by Elected Members and Community Board members. - Elected Members at Council and committee meetings. - Community Board Members at Community Board meetings.	≥80% ≥80%	91% 95%	
Level of satisfaction with representation provided by elected members: - Community - Māori	≥65% ≥65%	53% 48%	Positive change in the results compared to last quarter. Community: 49% Maori: 34%

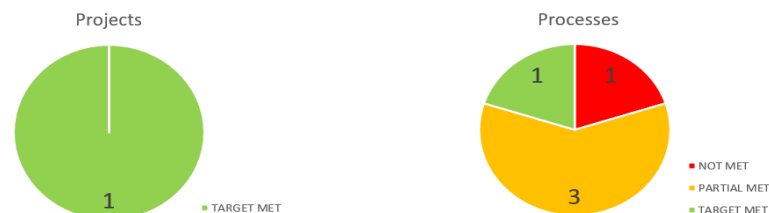
Activity Summary/Hot Topics

No report

Financial Summary

	Actual YTD (\$,000)	Budget YTD (\$,000)	Annual Revised Budget (\$,000)	% Annual budget
Expenses	1,118	1,254	2,509	45%
Revenue	2,055	2,032	4,063	51%
Capital expenditure	0	0	0	0

Projects/Processes Status Update



Highlights/Commentary

Project	What's happened	What's Next
3547*2024*03 Representation - Live Streaming Council Meetings	The alternative solution (of installing improved cameras and a bigger screen for use with Zoom in chambers) is meeting current needs and all Council and Committees are now live-streamed on Council's website.	We will reassess the Zoom solution in the new calendar year.
2504*2024*03 Representation - Local Body Elections 2022	Project planning completed and all tasks allocated, first 14 pre-election tasks completed. First regional meeting held, second due April.	Candidate Information Booklet and Pre-election Report being prepared.
2848*2024*06 Council Induction	The elected members induction project is complete. Having said that, bespoke induction workshops are being offered as and when required.	The elected members induction project is complete. Having said that, bespoke induction workshops are being offered as and when required.

Planning for the Future

Key measures	Target	Result (YTD)	Narrative
Plans, strategies, and policies are developed or reviewed in accordance with Council-approved programme.	100%	100%	Policies and plans have been reviewed as per the Council programme. (Long Term Plan, Speed Management Plan, WMMP)
Level of resident satisfaction with the impact of growth on: <ul style="list-style-type: none"> - Range of housing choices - Personal Safety - The time taken to travel around your area - Employment opportunities - Road safety - Overall pleasantness of your local area 	≥70%	38%	Satisfaction with all the attributes in this measure has witnessed a positive increase.

Activity Summary/Hot Topics

Policy and Planning

Non – Financial: Projects largely on track to deliver to timeframes. Exceptions reflect Council decisions (e.g. LTP timing and further engagement on dog parks) or external group's readiness (e.g. Wellbeing plan implementation)
Financial: Overall, we are below expected YTD expenditure. This is due to timing of consultation and external group's readiness.

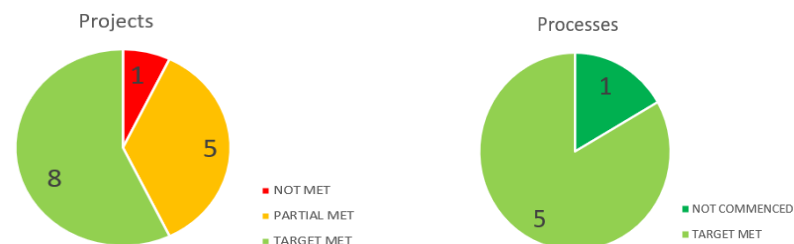
Resource Management Planning

Non – Financial: Progress on RMA based planning processes is occurring in line with Council's approved programme. The hearing was closed on 3rd November for Plan Change 92. Private Plan Change 95 proceeded to public notification and submissions. The approach to the District Plan Review project is being reassessed for Council's consideration.

Financial Summary

	Actual YTD (\$,000)	Budget YTD (\$,000)	Annual Revised Budget (\$,000)	% Annual budget
Expenses	1,821	1,792	3,584	51%
Revenue	2,395	2,402	4,803	50%
Capital expenditure	0	0	0	0

Projects/Processes Status Update



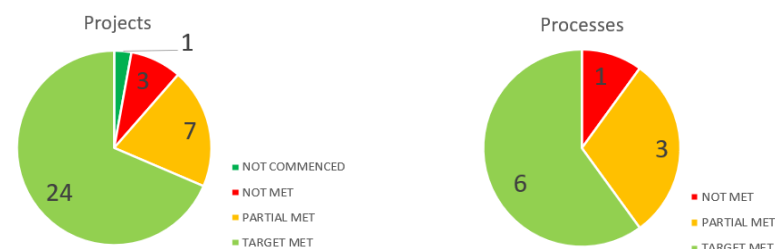
Highlights/Commentary

Project	What's happened	What's Next
3541*2024*06 Resource Management - Review District Plan	Primary focus on Plan Change 92 and Te Puke Spatial Plan as part of District Plan Review delivery. Progress with Private Plan Change 95 and steps to reconsider the work programme and approach to the review in light of legislative change from new government.	Confirm revised work programme and commence plan change processes for 2024.
3607*2024*06 Resource Management - Omokoroa and Te Puke Housing Supply (Plan change 92)	Hearings held for the plan change and Notice of Requirement in September. The Independent Hearings Panel closed the hearing and have been working on the final recommendations for Council to consider.	Recommendations from the Independent Hearings Panel to be reviewed and considered by Council before making a Council decision whether to accept or reject them.
2522*2024*06 Planning - SmartGrowth Implementation	Consultation on the drafter SmartGrowth Strategy (including the Future Development Strategy) has now closed. 94 submissions were received in total with 45 people wishing to speak to their submissions.	Decisions on the strategy in February of next year. Thereafter work will commence on an implementation and funding plan, as required by the National Policy Statement for Urban Development.
2877*2024*06 Policy and Planning - Strategy review	Public consultation on the draft Waste Management and Minimisation Plan ran from 10 November to 10 December 2023. 81 submissions were received during this time period, covering a range of themes including waste education, infrastructure needs and kerbside services.	Submissions received on the draft WMMP will be presented to Elected Members to inform decision making on the final plan. Deliberations and adoption of the plan is anticipated in late March 2024.
1756*2024*06 Policy & Planning - Management of Long Term Plan	Second phase of the LTP is underway. Workshops held on Activity Plans, including as a result of the Transportation and Economic Development reviews. Internally activity budgets and projects are being reviewed and developed.	Major items coming up include: High level budgets and strategic response to this. Revenue and Financing Policy discussions. Activity budgets, projects and issues and options. Consultation Document proposals confirmed.
2887*2024*06 Policy and Planning - Strategy Development and Reviews	Review of Transportation and Economic Development Activities undertaken through the LTP.	Changes as a result of these reviews will be reflected in the budgets and the consultation document for public feedback (depending on the scale of changes).

Communities

Key measures	Target	Result (YTD)	Narrative
Number of activity performance measures achieved (Community Building, Community Facilities, Libraries & Service Centers)	≥70%	NA	This result can only be calculated at the end of the financial year
Level of resident satisfaction with Community Services based on a two-yearly survey. This includes community development, library services and cemeteries.	≥80%	75%	Positive increase compared to last quarters result (66%).

Projects/Processes Status Update



Activity Summary/Hot Topics

Community Development

Non – Financial: Successful allocation of CCTV Fund, significant progress with allocation of cultural development funds, aligned to allocation of Better Off Funding to support development planning for Papakāinga, and support for community planning activities in Manoeka Road and Waitangi communities. Workshop held with Community Committee giving clear direction for allocation of community safety funding towards youth crime prevention in partnership with local successful programmes in Te Puke, and towards Town Centre 'guardians' in partnership with Te Puke and Katikati libraries. Successful delivery of Western Bay Museum's Treasures of Culture exhibition.

Financial: Income under Community Development refers to grants received for Mayors Taskforce for Jobs and Creative Communities Grants received from external organisations. These are 'passed through' to Council contractors (Colab and Creative Bay of Plenty) for allocation.

Community Facilities

Non – Financial: Heron Cres Elder Housing project on track. Resource Consent granted and tender awarded. Detailed design process underway. Continue to work with TPCC for a temporary solution so the existing building can be demolished. Flood effected Beach Road, Waihi Beach units to be demolished.

Financial: All financials on track.

Highlights/Commentary

Project	What's happened	What's Next
3550*2024*06 Communities - Event expenses	A report on the Community Events Fund was presented at the Community Committee meeting on 19 October 2023. Around \$900,000 is available per annum via 5-6 funding rounds, for events that are free to attend and enrich our communities through active participation and inclusion. WBOPDC's contributes \$6...	The next funding round for the Community Events Fund opens on the 21st March and closes on the 20th April.
3232*2024*06 Communities - Papakainga Development	The review of Te Keteparaha Mo Nga Papakainga (the Papakainga toolkit) has been completed with an aim of making it more contemporary. The updated toolkit was presented to the last Ara Rau Tangata conference in August this year. The next step is to consider how we apply our funding to su...	Recommence workshops with land trusts at a point of readiness to begin planning for papakainga.
3479*2024*06 Community Development - Networks for Capacity and Capability Building	SocialLink have provided the following services to Western Bay groups: - Needs assessment, capacity building and support to Live Well Waihi Beach, EPIC Te Puke, Katikati Community Centre, Colab, A Friends Place. SocialLink are working with Council and Inspiring Communities on pulling together...	SocialLink are working with Council and Inspiring Communities on pulling together case studies of community networks or 'anchor organisations' that are successful in delivering services locally and supporting local projects and initiatives that improve community wellbeing. This work will be complete...
2800*2024*06 Property - Elder Housing	Tender has been awarded for the construction of Heron Cres units. 7 Units to be demolished from Beach Road, Waihi Beach due to flood event.	Proceed with construction of new units and look for other opportunities to increase our elder housing stock as per LTP.
3592*2024*06 Emergency Management - Operations	There is an Emergency Operations Centre roster in place with 75 staff (25% of our total FTE) of which 81% are trained to the appropriate level. Ongoing training is available and further recruitment of EOC staff is also ongoing with new staff having the opportunity to join the team.	Ongoing recruitment and training is available and offered to staff on a regular basis
3185*2024*06 Radio Frequency Identification Technology for the District Libraries	New RFID technology installed at both the new Omokoroa Library and the Waihi Beach library late September.	Project completed.

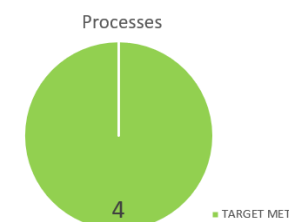
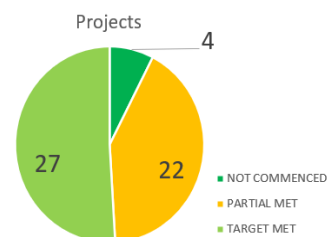
Financial Summary

	Actual YTD (\$,000)	Budget YTD (\$,000)	Annual Revised Budget (\$,000)	% Annual budget
Expenses	5,161	4,357	8,714	59%
Revenue	6,456	8,474	16,947	38%
Capital expenditure	(342)	559	1,450	0%

Recreation and Open Spaces

Key measures	Target	Result (YTD)	Narrative
The percentage of recreational facilities that have an average to excellent grading of equal to or less than 3 (1 excellent, 5 very poor) as identified in the NZ Park and Recreation Asset Grading manual.	≥90%	93%	More condition assessments are being done in the field to keep the results steady.
Increasing overall resident satisfaction with recreation and open spaces facilities and amenities.	≥81%	75%	

Projects/Processes Status Update



Activity Summary/Hot Topics

Coastal and Marine Structures :

Recreation Reserves and Facilities:

Sub Regional Reserves:

Highlights/Commentary

Project	What's happened	What's Next
2952*2024*06 Reserves - Omokoroa Domain	This work is currently on hold due to resourcing issues	Recommence work for pathway along the foreshore.
3589*2024*06 Coastal & Marine - Panepane Wharf Replacement	Hydrographic survey and geotechnical investigations underway Concept design options are being refined in consultation with Tangata whenua	Conclude consultation, concept design process and begin detailed design
2582*2024*06 Reserves - Dave Hume Swimming Pool Capital Construction	Roof Project- The civil design of the facility is 75% with architecturally design starting in January 2025 Pool Liner Project- Procurement on design of the bulkhead, water filtration system and liner is currently being worked on.	Roof Project- Final all design aspects within the next 3months and apply for building consent. Pool Liner Project- design of the bulkhead, water filtration system and liner.
3575*2024*06 Reserves - Bell Road Kaituna River access	Scoping of works on site has been undertaken and a feasibility study for the Kaituna Waka Launching & Waiari River Access is being undertaken	Pricing of physical works on site interim measures until the feasibility study is completed
1635*2024*06 Reserves - Pools Te Puke	All projects have been completed, and pool is due to open on Labour weekend	Pool open for the summer season
3453*2024*06 Reserves - Cycleways & Walkways	Waihi Beach Water Catchment trail repairs completed for the summer season. Planning has commenced for the proposed full width shared path connection to the top of the trig trail. Continuing to work with Tangata whenua and the local Mountain bike/Community Trails group to continue develop...	Continue to progress outcomes for the Water Catchment reserve and Waihi to Waihi Beach future connection Obtain public access along Prole Rd for the trail to Pahoia Rd Progress Josephine Place trail connection Complete Apata private property easement for trail connection
3576*2024*06 Reserves - Otaiaparia Kaituna River	Due to the significant archeological features found on site during the construction of the carparks, further design work will need to be undertaken to understand how future construction of assets will be undertaken. This is currently on hold until we can fill an internal staff team members role. A...	Design will be undertaken to understand how we will deliver future stages while preserving cultural heritage aspects of the site.

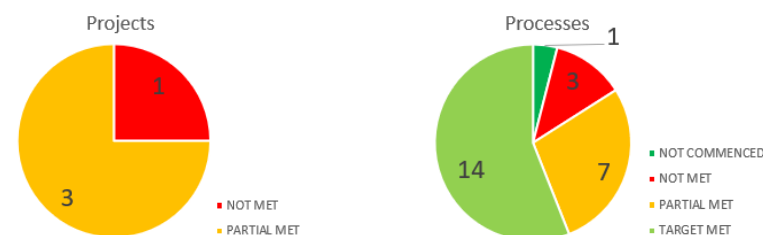
Financial Summary

	Actual YTD (\$,000)	Budget YTD (\$,000)	Annual Revised Budget (\$,000)	% Annual budget
Expenses	6,939	6,813	13,627	51%
Revenue	4,832	4,832	9,664	50%
Capital expenditure	597	5,022	12,517	1%

Regulatory Services

Key measures	Target	Result (YTD)	Narrative
Number of successful legal challenges or mediation settlements (exclude weather tightness claims)	0	NA	Result not available.
Percentage of service requests that are complaints about Council's processes for: <ul style="list-style-type: none"> - Animal Control - Health and Licensing - District Plan and Bylaw - Compliance - Building - Resource Consents Compliance and Enforcement 	≤3%	0.16%	4 complaints were received out of a total of 2392 Service Requests.

Projects/Processes Status Update



Activity Summary/Hot Topics

Animal Control, Building Services and Compliance and Monitoring: No summary provided.

Resource Consents: Non-financial: Compliance with statutory processing timeframes has notably improved this period compared to the previous period and compared to the last period of 22-23. This improvement is due to a combination of increased team capacity & capability, and business improvement initiatives.

Financial: Application volumes are generally lower (25-30%) compared with previous years. This is negatively impacting revenue across most of our consent services including LIMs and subdivision consents.

Development Engineering: Non-financial: For the Year of 2023 a total of 665 projects were completed across all stages. Breakdowns are as follows: Resource Consents (RC) - 73.53%, Engineering Design Approvals (EDA) - 4.66%, s223/224 Applications - 15.94%, Building Consents (BC) - 5.86%

Financial: Financials are tracking on budget in terms of cost Centre Expenses. Spending on external consultants has been removed because we have enough in-house resources to process the applications coming in. Fees and charges are planned to increase next year for the Engineering Design Approval Applications to \$1200 for Minor Applications and \$2500 for Major Applications (Currently fee \$850 for both).

Highlights/Commentary

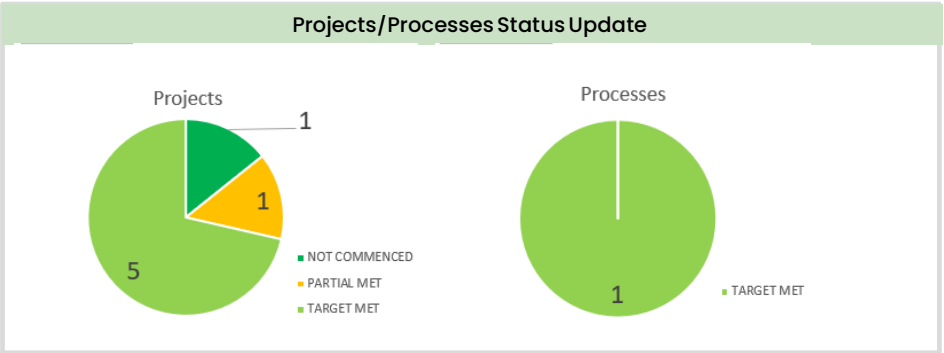
Project	What's happened	What's Next
3586*2024*06 Compliance - Seasonal Bylaw compliance and monitoring	The Freedom Camping campaign doesn't get into full swing until December 2023 which is conducted between our Summer Ambassadors and our afterhours contractors. Plans are in place to conduct a successful campaign incorporating the recent amendment to the Freedom Camping legislation.	Planning is underway to recruit four Summer Ambassadors to engage with Freedom Campers over the Summer period. The afterhours contractors will engage their weekend monitoring from Labour Day Weekend and conduct daily monitoring from the 3rd week in December 2023 until Waitangi Weekend.
3587*2024*06 Compliance - Resource Consent Monitoring	The Resource monitoring program is underway and progressing to now include historic resource consents as well. The program has ramped up in March and April to include the historic consents that required monitoring. At the end of April 2023, 803 consents throughout the district have been monitored....	The Resource monitoring program will continue into the new year and historic consents will also be included to be monitored. Additional work with the finance team will need to be conducted to accurately reflect the on-going monitoring program.
3362*2024*06 Land Development Engineering - Development Code Update	All targets have been met.	Confirm refinements to Building Consent Processing referrals to Land Development Engineering to improve clarity for all parties.

Financial Summary

	Actual YTD (\$,000)	Budget YTD (\$,000)	Annual Revised Budget (\$,000)	% Annual budget
Expenses	5,939	5,236	10,472	57%
Capital expenditure	14	0	0	0

Stormwater

Key measures	Target	Result (YTD)	Narrative
The number of times per annum flooding occurs outside identified flood-prone urban areas during the one-in-50 year or less storm event.	≤3	0	
Level of resident satisfaction with Council's stormwater system	≥65%	69%	



Activity Summary/Hot Topics
Stormwater:

Highlights/Commentary		
Project	What's happened	What's Next
3172*2024*06 Omokoroa Structure Plan - Stormwater	Site investigation to assess the feasibility of an alternative stormwater pond adjacent to the proposed industrial land is continuing.	Continue with land and geo-technical investigation to assess the feasibility of an alternative stormwater pond adjacent to the proposed industrial land.
2263*2024*06 Stormwater - Waihi Beach	Pio Shores Continue to wrap up physical works, snag list, reinstatement and commissioning. 2 Mile Creek Award contract to preferred contractor and begin physical works. Set up Waihi Beach Stormwater Liaison Group and implement list of projects	Pio Shores Continue to wrap up physical works, snag list, reinstatement and commissioning. 2 Mile Creek Start physical works in November 2023 through to the following fish migration season. Continue to implement Waihi Beach Stormwater Liaison Group list of projects
3401*2024*03 Stormwater - District wide modelling	Te Puke Stormwater model is now completed, BOPRC identified some issues with the model and we are now conducting a peer review, once the peer review is complete (due in the next week) model will be updated and used to support growth and plan change areas, planned infrastructure in Te Puke. ...	Te Puke Stormwater model is now completed, BOPRC identified some issues with the model and we are now conducting a peer review, once the peer review is complete (due in the next week) model will be updated and used to support growth and plan change areas, planned infrastructure in Te Puke. ...

Financial Summary				
	Actual YTD (\$,000)	Budget YTD (\$,000)	Annual Revised Budget (\$,000)	% Annual budget
Expenses	2,502	2,017	4,034	62%
Revenue	3,108	3,648	7,296	43%
Capital expenditure	2,246	5,595	14,319	2%

Transportation

Key measures	Target	Result (YTD)	Narrative
The change from the previous financial year in the number of fatalities and serious injury crashes on the local road network, expressed as a number. - Fatal crashes - Serious injury crashes	≤0 ≤0	NA	This result can only be calculated at the end of the financial year
Level of satisfaction with our transportation networks (roads, cycling and walkways)	≥65%	49%	This result is a cumulation of Rooding, Cycling & Walkways results.

Projects/Processes Status Update



Activity Summary/Hot Topics

Roading: Non-financial: The One Network Maintenance Contract ended on 31 October 2023 after the planned 20-month extension discussions failed to achieve an acceptable outcome for the three parties. Interim short term procurement facilities using available market resources have been arranged and with acceptance by NZTA Waka Kotahi that this will meet the legislative funding requirements.

Financial: Expenditure for maintenance, operations and renewal costs is under budget due to contract ending and the claim dispute processes that have commenced. Subsidy income is below budget for the same reason and limited works being undertaken.

Network Development: Non-financial: The Rangiora Business Park interchange contract works are under way as well as the internal civil works required by stage 1. The Takitimu North Stage 1 revocation program is progressing with input from the stake holders, WBOPDC, TCC, BOPRC, NZTA and Iwi representatives. The business case report is due for completion in April 2024 and expected to include provisions for the TNL being tolled and untolled. The Prole Road Ōmokoroa urbanisation physical works are progressing along with the adjoining private land development within the proposed Stage 3 of the structure plan.

Financial: The ONMC ending early in the new construction season is expected to result in year-end expenditure uncertainty. The Waka Kotahi funding will be lost if the planned expenditure for operations, maintenance, renewals and improvements are less than what has been budgeted.

Financial Summary

	Actual YTD (\$,000)	Budget YTD (\$,000)	Annual Revised Budget (\$,000)	% Annual budget
Expenses	12,869	13,713	27,426	47%
Revenue	19,111	27,309	54,618	35%
Capital expenditure	10,597	20,698	41,395	9%

Highlights/Commentary

Project	What's happened	What's Next
2832*2024*06 Transportation - Rural Rooding	The ONMC ended on 31 October 2023. The timing of new procurement for physical works delivery is underway. This project funds rural capital works and service authority asset relocation activities required for roading improvement works.	The ONMC ended on 31 October 2023. The timing of new procurement for physical works delivery is underway. This project funds rural capital works and service authority asset relocation activities required for roading improvement works.
3030*2024*06 Transportation - Structure Plan Implementation Omokoroa	The Prole Road urbanisation construction has commenced. The Omokoroa Road urban upgrade business case has been completed but not expected to attract Waka Kotahi funding.	The Prole Road urbanisation construction has commenced. The Omokoroa Road urban upgrade business case has been completed but not expected to attract Waka Kotahi funding. The road design works to be co-ordinated with the four laning design south of Prole Road to SH2.
3076*2024*06 Transportation - Walking and Cycling	Continued support for the completion of the Omokoroa to Tauranga cycleway by Tauranga City and Waka Kotahi. The physical works are mostly completed with the traffic signals now in operation. The planning, consenting and works for the widening of sections of the Borell Road shared path including Kiwirail requirements. Completion of the work for t...	Traffic use and Te Puna Station Road access for the Omokoroa to Tauranga cycleway is expected to be considered during the LTP process. The planning, consenting and works for the widening of sections of the Borell Road shared path including Kiwirail requirements. Completion of the work for t...
2104*2024*06 Transportation - Minor Capital Rooding Projects	Improvement works in association with asset renewals will be ongoing in the coming construction season if resourcing can be achieved. The NZTA Waka Kotahi co-investment is limited to \$2m per project for this work category. Activities include: seal widening, new retaining structures, n...	Improvement works in association with asset renewals will be ongoing in the coming construction season if resourcing can be achieved. The NZTA Waka Kotahi co-investment is limited to \$2m per project for this work category. Activities include: seal widening, new retaining structures, n...
1523*2024*06 Transportation - Road Safety Operation	The road safety activity for the sub-region is being administered and delivered by the joint operational committee members representing Tauranga City, Western Bay of Plenty District, Bay of Plenty Regional Council, NZ Police, Accident Compensation Commission.	The road safety activity for the sub-region is being administered and delivered by the joint operational committee members representing Tauranga City, Western Bay of Plenty District, Bay of Plenty Regional Council, NZ Police, Accident Compensation Commission.

Water Supply

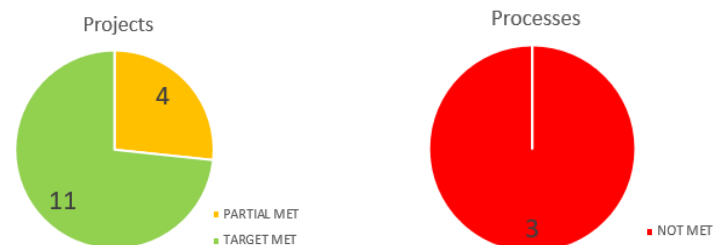
Key measures	Target	Result (YTD)	Narrative
For the three supply zones the percentage of Council's treated water supply with a Ministry of Health grading as per the New Zealand Drinking Water Standards 2005 (revised 2018).	100%	100%	New measures being developed based on the newly established DWQSAR.
- B or better for treatment	100%	100%	
- B or better for distribution			
Level of resident satisfaction with the quality of Council's water supply	≥85%	77%	Positive increase compared to last quarters result (70%).

Activity Summary/ Hot Topics

Water Supply:

Financial Summary				
	Actual YTD (\$,000)	Budget YTD (\$,000)	Annual Revised Budget (\$,000)	% Annual budget
Expenses	7,129	7,108	14,216	50%
Revenue	6,807	7,405	14,809	46%
Capital expenditure	2,882	5,337	13,073	3%

Projects/Processes Status Update



Highlights/Commentary

Project	What's happened	What's Next
3190*2024*06 Water Supply - CSZ Build Flow Meters	Project has not started yet.	We will undertake strategic planning to confirm the exact scope of the bulk flow meter installations, sizing, etc. with input from the Utilities Operations team.
2871*2024*06 Water Supply - Eastern Demand Management	The two major projects include: New bore: Currently, the driller is getting ready for testing of the new bore to confirm the flows that can be supplied from it. Replacement of water main along MacLoughlin Drive in Te Puke: Currently, the new main is being designed by the Consultant.	The two major projects include: New bore: Once the safe yield from the bore has been confirmed, the design for the bore will be finalised for appropriate pumps. Replacement of water main along MacLoughlin Drive in Te Puke: Once the design has been completed, the main will be constructed.
3500*2024*06 Water - Eastern Supply to Rangiora Business Park	An analysis of the existing water mains passing by RBP shows that it has sufficient capacity for Phase 1a of the development. As such no immediate upgrading works are required.	The future phases of RBP will require more water supply and further work will continue on the upgrade scoping to meet the demand requirements.
2433*2024*03 Water - Central Reticulation Improvements	Reticulation: Construction work for SH2 Sections is now complete. Tender out for wider renewals work. Additional bore : Test bore is proving promising. Further test bores to be drilled. Omokoroa Rd Water Upgrade : Further work to continue with the Omokoroa Urbanisation...	Reticulation: Tender for reticulation works close end of Jan. Additional bore : Further test bores to be drilled and land negotiations underway. Omokoroa Rd Water Upgrade : Further work to continue with the Omokoroa Urbanisation projects. Additional Reservoir : Resource co...
2436*2024*03 Water - Western Reticulation Improvements	Busby Rd Water Main Upgrade: The project for the installation has been tendered and awarded to Waiohaki Contractors. Athenree Bore Cabinet: The construction work electrical and civils project has started. Building delivery expected by mid-July. Athenree Reservoir cliff face: Avalon has inspected ...	Busby Rd Water Main Upgrade: Construction work to be done into the new FY. Athenree Bore Cabinet: The construction work electrical and civils project will continue into the new FY. Building delivery expected by mid-July. Athenree Reservoir cliff face: Avalon has inspected the site and their repor...

Natural Environment and Sustainable Living

Key measures	Target	Result (YTD)	Narrative
Percentage of projects funded through Community Matching Fund that are completed.	≥90%	N/A	The Community Matching Fund has been allocated to 45 recipients. Projects are expected to be delivered by 30 th June 2024.
Percentage of residents who perceive the environment attributes monitored have improved or are being maintained (the features monitored include the quality of streams and rivers, harbours and estuaries, air quality, the amount of noxious weeds, protection of historic places, general level of cleanliness and the amount and quality of native plants and animals).	≥75%	25%	

Activity Summary/Hot Topics

Environmental Protection:

Non-financial: Highlights for Quarter 2:

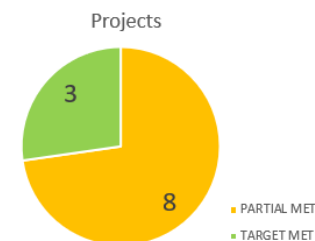
- Ongoing delivery of projects allocated funding under the Community Matching Fund – ecological component.
- Launch of Tauranga and Oropi Pest Trap Libraries, under the umbrella of Predator Free Bay of Plenty (and joining the existing libraries in Whakamarama & Waihi Beach, and at Envirohub in Tauranga).
- Rollout of planting programmes in conjunction with BCA's education programme, in the Kaituna wetland and within Project Parore catchment area.
- Completion of concept plan for Bell Road upgrade as part of Kaituna River Action Plan.
- Flaxroots Celebration Day held to thank volunteers for their ongoing commitment.

Financial: No data provided on Waihi Beach Drainage Fund. While this is listed under the Activity Summary, it is not a project, so no reporting is available.

Financial Summary

	Actual YTD (\$,000)	Budget YTD (\$,000)	Annual Revised Budget (\$,000)	% Annual budget
Expenses	624	717	1,433	44%
Income received	650	521	1,041	62%
Capital expenditure	0	0	0	0

Projects/Processes Status Update

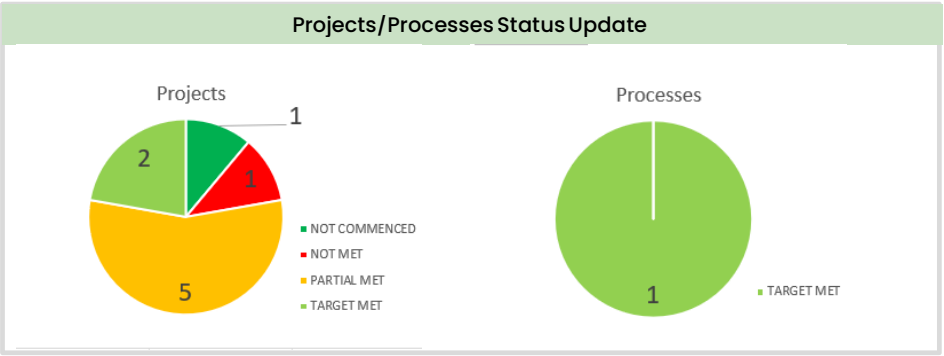


Highlights/Commentary

Project	What's happened	What's Next
3064*2024*06 Environment - Natural & Cultural Sites Enhancement & Protection 3522*2024*06 Environment - Community Matching Fund Ecological	Project has been on hold and maintenance of the site has been happening. All grants have been paid and projects are underway.	Planning is underway to do a community led planting project with the conservation education providers to engage the Tamariki of local schools to execute the planting. Continued engagement with the projects to ensure they will be delivered on time to a satisfactory standard and to help if required.
2523*2024*06 Environmental Services Contract - Ecology Education	Both contracts have submitted their reports and contract payments have been made for the upcoming 6 months. The Eastern contract focused on Freshwater and Forest conservation in Term 1 and 2. The Western contract focused on Estuaries and Climate Change in Term 1 and 2. This programme was del...	Term 3 and 4 will have different topic focuses for both contracts. The programme will continue to be delivered to the same 11 schools. Continued engagement will remain with contractors. Reports are due February 2024
3564*2024*06 Environment - Kaituna River Action Plan Implementation 3118*2024*06 Ecological Financial Contribution - Annual funding Non Council Property	Project planning has been on hold until the completion of the Waka Launching feasibility study was completed. This is due to be completed imminently and planning and execution can continue. Envirohub's new Space for Nature programme has launched with a rapid response in the pilot community, Katikati and Waihi Beach. Planning is underway for Sustainable Backyards in March 2024. PFBOP have launched two more trap libraries for the district. Continued involvement in programme del...	Sites will be identified from the study for suitable development. Engage Iwi and deliver outcomes based on the sites needs and recommendations of the report and Iwi. Sustainable Backyards will be delivered in March with 31 events across the district. Continued monitoring of programmes and performance.

Wastewater

Key measures	Target	Result (YTD)	Narrative
Compliance with resource consents for each wastewater scheme:			Katikati WWTP remains non-compliant for the 12-month rolling mean for Total Nitrogen. Te Puke WWTP started becoming non-compliant for Total Phosphorus rolling median.
- Katikati	≥90%	97%	
- Maketu/Little Waihi	≥96%	93%	
- Te Puke	≥90%	99%	
- Waihi Beach	≥97%	100%	
- Ongare Point	≥95%	100%	
Level of resident satisfaction with Councils reticulated wastewater disposal system	≥90%	92%	Positive increase compared to last quarters result (82%).



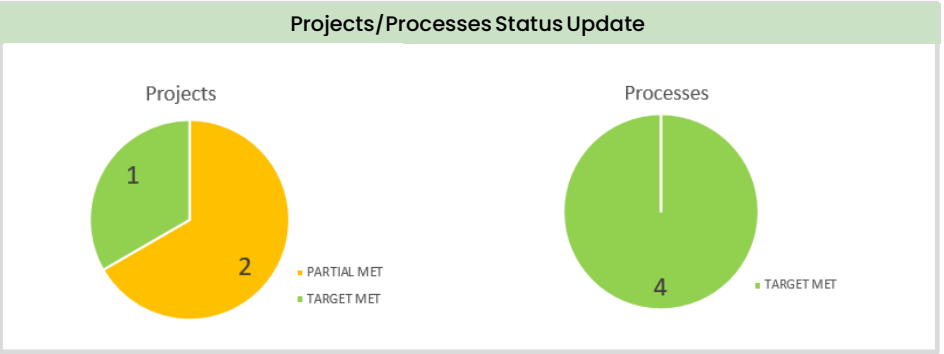
Activity Summary/Hot Topics
Wastewater:

Highlights/Commentary		
Project	What's happened	What's Next
2256*2024*06 Wastewater - Te Puke Renewals and Capital Upgrades	The design team of Mott MacDonald completed the draft Preliminary Design Report by 27 September 2022. This is currently under review by Beca (Geotech and Structures) and Lutra (Process design).	Detailed design of the upgrade to the wastewater treatment plant will follow once the review comments have been provided.
1686*2024*06 Waihi Beach Wastewater Treatment Plant Renewals	Upgraded the chemical molasses dosing for the treatment of the wastewater pond. Installed access track to aid chemical and molasses delivery truck access	Monitor chemical process efficiencies
2958*2024*06 Wastewater - Maketu/Little Waihi Wastewater Scheme	This year we expect to Complete: Concept design. Contractor engagement to determine constructability. Preliminary design Meeting with BOPRC to discuss the prelim design, section 127 application and next steps. Consultation with iwi and previous submitters	This year we expect to Complete: Concept design. Contractor engagement to determine constructability. Preliminary design Meeting with BOPRC to discuss the prelim design, section 127 application and next steps. Consultation with iwi and previous submitters
2257*2024*06 Wastewater - Katikati Improvements	Katikati WW Pumpstations: A long delay followed after Downer's promised to provide a proposal. They have now come back with the commitment to see the project through to completion, but it will only be possible to undertake the work in the next financial year. Katikati Infrastructure Improvements: ...	Katikati WW Pumpstations: Currently, the proposal of Downers for the rehabilitation of the Wills Rd PS is considered. Once approved, they will proceed with implementation.

Financial Summary				
	Actual YTD (\$,000)	Budget YTD (,000)	Annual Revised Budget (\$,000)	% Annual budget
Expenses	7,891	6,339	12,679	62%
Revenue	7,554	7,418	14,836	51%
Capital expenditure	2,205	11,177	26,139	9%

Solid Waste

Key measures	Target	Result (YTD)	Narrative
Percentage of waste recycled or recovered as estimated by solid waste two yearly audit. The audit will be undertaken as per the Solid Waste Analysis protocol issued by Ministry of the Environment.	≥33%	41%	Kerbside results for Oct-Dec quarter 2023 reveal: In total 2271 tonnes of waste was collected – 941 tonnes of that was diverted from landfill.
Percentage level of customer satisfaction with household rubbish disposal methods.	≥80%	74%	



Activity Summary/Hot Topics

Solid waste:

Non-financial: Trial for Community Reuse Centre at Katikati is about to start, still in talks with Tapuika for Te Puke. The mobile recycling trailers for collecting rural recycling are visiting three sites in the district on a rostered basis at Pongakawa BP, Te Ranga School and Omanawa Hall. The service is well received with regulars visiting the trailers to recycle when in the area. Additional kerbside collections for the Waihi Beach area and Pukehina were organised over the holiday period. The aim was to keep the holiday destinations free from overflowing bins, illegal dumping and to collect recyclables that may have ended up in the rubbish.

Financial: The operational projects are tracking in line with budget

Highlights/Commentary

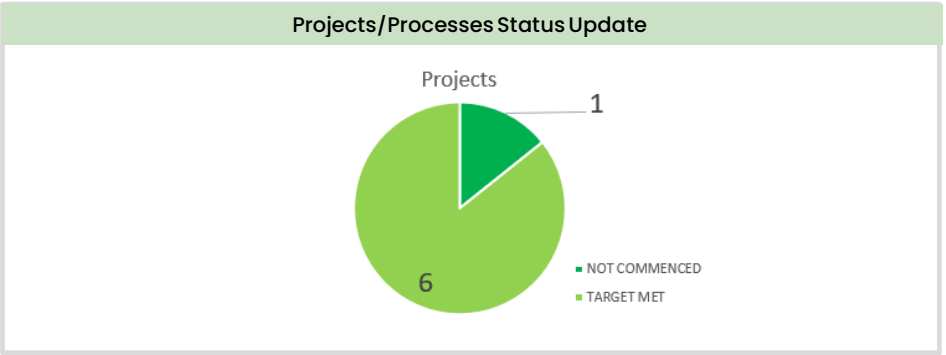
Project	What's happened	What's Next
3044*2024*06 Solid Waste - Omokoroa (Greenwaste)	Continue to monitor the uptake of greenwaste drop-off at Omokoroa. Levels of service increased by opening an extra hour earlier. Facility continues to be staffed by Omokoroa Lion's volunteers.	Modifications are being made to the site to improve drainage and provide better conditions for the volunteers. Investigations are underway to create concrete bays to increase greenwaste storage with the intention of making the site more cost effective..
3551*2024*06 Solid Waste - Community Re-use Facility	Feasibility study underway with Envision for community re-use facilities and initial conversations with community groups in this regard, including Katikati Taiao.	Awaiting outcome of feasibility study to understand how to proceed with establishing community re-use and resource recovery facilities in the district working with community groups in this regard.

Financial Summary

	Actual YTD (\$,000)	Budget YTD (\$,000)	Annual Revised Budget (\$,000)	% Annual budget
Expenses	2,012	2,302	4,604	44%
Revenue	2,714	2,718	5,435	50%
Capital expenditure	0	0	0	0

Economic Development

Key measures	Target	Result (YTD)	Narrative
Percentage of economic contracts where key contract requirements have been achieved. Key service delivery contracts held by Priority One, Tourism BOP, Te Puke Economic Development Group, EPIC Te Puke, Katch Katikati and Waihi Beach Events & Promotions	≥90%	N/A	
Level of resident satisfaction with our role in promoting employment and business opportunities within the sub-region.	≥65%	53%	Positive increase compared to last quarters result (47%).



Activity Summary/ Hot Topics
<p>Economic Development:</p> <p>Non-financial: Tourism BOP presentations to Community Committee workshop on local tourism opportunities for Waihi Beach and Maketu. Priority One presentation of Annual Report to Community Committee. Successful delivery of Christmas events across the district, as required by Service Delivery Contracts for town centre promotions.</p> <p>Financial: No capital expenditure has been made for town centre development in the 2023/24 year.</p>

Highlights/Commentary		
Project	What's happened	What's Next
2994*2024*06 Town Centre Promotion - Katikati	The focus for Katch Katikati remains encouraging domestic tourism, slowly increasing community events and continuing to play their role in the community.	The current service level agreement, for the next three years, will be renegotiated over the coming months.
3135*2024*06 Property - Town Centre Waihi Beach	Working with Community Board to look at increased parking options at Waihi Beach town centre.	N/A

Financial Summary				
	Actual YTD (\$,000)	Budget YTD (\$,000)	Annual Revised Budget (\$,000)	% Annual budget
Expenses	270	402	804	34%
Revenue	477	493	987	48%
Capital expenditure	19	283	800	0%

