



# Infrastructure and Planning Committee

## *Te Komiti Whakarite Mahere*

Thursday, 15 February 2024  
*Rāpare, 15 Huitanguru 2024*

Totara Room, Whakatāne District Council  
14 Commerce Street, Whakatāne  
9:00 am

Chief Executive: Steph O'Sullivan  
Publication Date: 9 February 2024



**Live Streaming the Meeting - *Ka whakapāho mataora te hui***

**Live Streaming the Meeting - *Ka whakapāho mataora te hui***

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**A Membership - *Mematanga***

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Mayor Dr V Luca

Councillor J W Pullar - Chairperson

Councillor A V Iles - Deputy Chairperson

Deputy Mayor L N Immink

Councillor T Boynton

Councillor G L Dennis

Councillor W B James

Councillor J C Jukes

Councillor T O'Brien

Councillor N Rangiaho

Councillor N S Tánczos

**B Delegations to the Infrastructure and Planning Committee - *Tuku Mahi ki te Komiti*****B Delegations to the Infrastructure and Planning Committee - *Tuku Mahi ki te Komiti***

To monitor and advise on the implementation of Council's Infrastructure Strategy, capital works programme, operational service delivery, and related policy and bylaws.

- a. Monitor the operational performance of Council's activities and services against approved levels of service.
- b. To monitor the progress of projects in Council's capital works programme and have input into and make decisions on the development of proposals, options and costs of projects.
- c. Approval of tenders and contracts that exceed the level of staff delegations.
- d. Consider and approve changes to service delivery arrangements arising from the service delivery reviews required under section 17A LGA 2002 that are referred to the Committee by the Chief Executive.
- e. Monitor the development and implementation of associated Central Government Reform programmes including the transition programme for Three Waters reform.
- f. Develop and review associated bylaws (Note: the Council cannot delegate to a Committee to "make" (adopt) a bylaw).
- g. Develop, review and approve strategies, policies and plans on matters related to the activities of this Committee (Note: The Council cannot delegate to a Committee the adoption of the policies associated with the Long-term Plan)
- h. Approve Council submissions to Central Government, Councils and other organisations including submissions to any plan changes or policy statements on matters related to the activities of this Committee
- i. To monitor the progress of projects in Council's capital works programme and have input into and make decisions on the development of proposals, options and costs of projects

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**1 Apologies - *Te hunga kāore i tae***

**1 Apologies - *Te hunga kāore i tae***

No apologies have been received at the time of compiling the agenda.

**2 Acknowledgements / Tributes - *Ngā Mihimihi***

An opportunity for members to recognise achievements, to notify of events, or to pay tribute to an occasion of importance.

**3 Conflicts of Interest - *Ngākau kōnatunatu***

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

The Elected Member Register of Interest is available on the Whakatāne District Council website. If you wish to view the information, please click this [Register link](#).

**4 Public Participation- *Wānanga Tūmatanui*****4 Public Participation- *Wānanga Tūmatanui*****4.1 Public Forum - *Wānanga Tūmatanui***

The Committee has set aside 30 minutes for members of the public to speak in the public forum at the commencement of each meeting. Each speaker during the forum may speak for five minutes. Permission of the Chairperson is required for any person wishing to speak during the public forum.

With the permission of the Chairperson, Elected members may ask questions of speakers. Questions are to be confined to obtaining information or clarification on matters raised by a speaker.

**4.2 Deputations - *Nga Whakapuaki Whaitake***

A deputation enables a person, group or organisation to make a presentation to Committee on a matter or matters covered by their terms of reference. Deputations should be approved by the Chairperson, or an official with delegated authority, five working days before the meeting. Deputations may be heard at the commencement of the meeting or at the time that the relevant agenda item is being considered. No more than two speakers can speak on behalf of an organisation's deputation. Speakers can speak for up to 5 minutes, or with the permission of the Chairperson, a longer timeframe may be allocated.

With the permission of the Chairperson, Elected members may ask questions of speakers. Questions are to be confined to obtaining information or clarification on matters raised by the deputation.

**5 Confirmation of Minutes - *Te whakaaetanga o ngā meneti o te hui***

The minutes from the Infrastructure and Planning Committee meeting held Thursday, 30 November 2023 can be viewed via the Council website.

Click on the link below in order to view the 'unconfirmed minutes'.

- [Unconfirmed Minutes - Infrastructure and Planning Committee Meeting | 30 November 2023](#)



## 6 Reports - *Ngā Pūrongo*

### 6 Reports - *Ngā Pūrongo*

#### 6.1 Infrastructure and Planning Report



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To: **Infrastructure and Planning Committee**  
Date: **Thursday, 15 February 2024**  
Author: **Bevan Gray, General Manager Infrastructure**  
Reference: **A2598251**

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#### 1. Reason for the report - *Te Take mō tēnei rīpoata*

This report updates and informs the Infrastructure and Planning Committee on the implementation of Council's Infrastructure Strategy, capital works programme, operational service delivery and related policy and bylaws.

#### 2. Recommendation/s - *Tohutohu akiaki*

1. **THAT** the Infrastructure and Planning Committee receive the Infrastructure and Planning Report.
2. **THAT** the Infrastructure and Planning Committee approve the line marking changes proposed at the Shapley Place/Commerce St intersection, resulting in the installation of a right turn bay and removal of five on street car parks.

#### 3. Standing Agenda Items

##### 3.1. Capital Project Reporting

##### 3.1.1. *Activity update on key projects*

The table below highlights key activities completed since the last Infrastructure and Planning Committee meeting, and the proposed activities planned for the next 2-3 months. This table has been pulled from all key capital projects for Three Waters and Transportation with a value of over \$250,000.

**Table 1: Activity update report for Key Projects (Three Waters & Transport)**

Primary	Phase	Department	Activities completed - Oct 23	Activities planned - Nov/Dec 23	Revised Budget 23_24
▼ Project Type <b>Key Projects</b>					
SPR341 LC/LR Improv - Structur (SPR Guard rails (Te Whāiti rd / Waikaremoana / Ruatahuna)	Design / Consent	Transport	- Approvals granted & starting Phase 2 in Jan 24. On track.	Progress construction - Phase 2	\$4,499,358
Hinemoa SW PS Replace	Design / Consent	Three Waters	- Initiated procurement - completed cultural engagement & approval - Agreed environmental offset works	- Complete procurement activities - Initiate construction	\$4,304,899
WHK SW Pump Replacements	Construction	Three Waters	- Quote received from tracks and works approved.	- Complete physical works	\$2,795,500
TCP-SH30 Shaw Rd to Bridge SUP	Deferred/ On Hold	Transport	None - project on hold. New government has changed funding approach.	n/a	\$2,599,779
LR341 - LRI - Peace Street Dra	Procurement	Transport	- RC required for 3W work (linked project) - submitted	- RC approval for 3W activities & construction can proceed	\$2,000,000
LR341 - LRI - Landing Road RAB	Construction	Transport	- Completed construction activities	- Finalise landscaping - Close out project (Ahead of schedule)	\$1,900,001
LR341 - RTZ - Smith to Walker	Construction	Transport	Construction - On track	Construction - On track	\$1,900,000
EQ Water Network Renewals	Construction	Three Waters	- All physical works completed & project commissioning complete for Matata - 90% of pipe on McGarvey and Beach St has been installed/drilled. Currently working on McGarvey and Beach Streets.	- Progress physical works activities	\$1,870,749
SPR216 Bridge Renewals (Ruatahuna Rd bridge 164 replacement)	Construction	Transport	- Completed design - Confirmed agreement with all stakeholders on scope / approach	- Initiate construction Jan 24	\$1,758,273
Whakatane WWTP Upgrade	Procurement	Three Waters	- Procurement complete - Aerators purchased	- Install & commissioning	\$1,157,287

Primary	Phase	Department	Activities completed - Oct 23	Activities planned - Nov/Dec 23	Revised Budget 23_24
▼ Project Type					
<b>Other Significant Projects (Over \$250k)</b>					
Keapa Road Improvements	Planning	Transport	- Planning activities progressed with harbour development alignment meetings.	- Complete alignment session with other council activities - Initiate design	\$4,023,257
LR212 Resurfacing-Chipseal	Construction	Transport	Construction - On track	Construction - On track	\$2,620,000
LR214 Pavement Rehab	Construction	Transport	Construction - On track	Construction - On track	\$1,285,284
NFA Seal Extensions (Seal Extensions - Year 2 (Matata causeway / end of Hallet Road))	Procurement	Transport	RC recieved	-Initiate construction (Plan to complete Apr24)	\$1,111,917
OtumahiW StoragePipeL Rd WMain	Procurement	Three Waters	- Preparing procurement paperwork	- Complete procurement activities & start physical works	\$1,000,000
BOF - Edge to Thorn Cycle Trail	Design / Consent	Transport	- Confirmed 3 stage approach. Stage 1 (Edgecumbe to Calf club) in this FY. Stage 2 & 3 delivered next FY.	- Initiate physical works - stage 1	\$898,110
LR212 Resurfacing- AC	Construction	Transport	Construction - On track	Construction - On track	\$640,602
Large Stanley Road 6.6 Reinstatement	Construction	Transport	- Procurement complete	- Construction starting Jan 24, plan to complete Apr/May24.	\$630,284
TCP-Whk Riv Awatapu-CutllerSUP	Deferred/ On Hold	Transport	None - project on hold. New government has changed funding approach.	n/a	\$599,949
Ferry Road WW Rising main replacement	Procurement	Three Waters	- Procurement plan approved	- Initiate construction (Plan to complete project in Oct 24)	\$579,887
WHK WW Discharge Resource Consent	Not Started	Three Waters	- Continue high level discussions with Ngati Awa	- Continue high level discussions with Ngati Awa	\$391,370

### 3.2. All Projects – RAG (Red/Amber/Green) Status

For each capital project that is being delivered through the Transportation or Three Waters teams, we have assessed each project to understand the status of the following key components of the project:

- Project scope
- Schedule
- Finances
- Risk

An assessment was carried out to determine the status of key components of successful project delivery and a Red / Amber / Green status was assigned. This review is carried out monthly and updated monthly by activity managers and the General Manager as appropriate.

The Red / Amber / Green assessment uses the following criteria:

<b>Red</b>	<b>Significant issues / No plan in place</b>
Amber	Significant issues – plan in place to address, or Moderate issues which are manageable
Green	No issues / Clear plan in place

Section 3.3 of this report highlights proposed plans for all 'Red' flagged items. The RAG Status table (all capital projects for Three Waters) below contains details of RAG status for all capital projects not already covered / discussed within the report to provide overall visibility of how each project is tracking.

### 3.3. Exceptions Report – Red Flags

As highlighted through the RAG Status report, there are some projects which require additional focus in order to get the projects back on track for successful delivery. Table 2 (below) contains details of the proposed 'Go to Green' plans for all red flags identified.

**Table 2: Exceptions Report (Red Flag Status), including proposed 'Go to Green' plan**

Primary	Department	Phase	Revised Budget 23_24	Scope	Schedule	Finance	Risk	Go to Green Plan : GM Report
OHOPE SW - Upgrades	Three Waters	Procurement	\$311,978	Amber	Amber	Amber	Red	- Confirm approach & obtain require for progressing physical works (Feb 2024)
Hinemoa SW PS Replace	Three Waters	Design / Consent	\$4,304,899	Green	Amber	Red	Amber	- During procurement phase, will know more about quoted costs, may need to go back to council for further funding (Mar24)
Keepa Road Improvements	Transport	Planning	\$4,023,257	Green	Red	Green	Amber	Wider alignment session council aligned projects (Feb 24). Once this is complete - can progress design (6-9months)
LR341 - LRI - Peace Street Dra	Transport	Procurement	\$2,000,000	Green	Amber	Green	Red	- If 3W project does not get RC / delays - may need to consider progressing with Transport work in advance. Require re-design. Will know more by Feb 24.
TCP-SH30 Shaw Rd to Bridge SUP	Transport	Deferred/ On Hold	\$2,599,779	Green	Red	Green	Red	None - project on hold. New government has changed funding approach.
TCP-Whk Riv Awatapu-CutlerSUP	Transport	Deferred/ On Hold	\$599,949	Green	Red	Green	Red	None - project on hold. New government has changed funding approach.

### 3.4. Completed Projects / Close out Projects

See below for a list of completed projects, this shows progress of completed projects through the year, and contains (where relevant) commentary around learnings, which need to be considered for future projects.

Primary	Phase
▼ Department <b>Airport</b>	
Runway Renewals	Complete
▼ Department <b>Port and Harbour</b>	
Wairaka Park Harbour Improve	Complete
▼ Department <b>Three Waters</b>	
Braemar WTP Upgrade	Complete
EQ Water Tele/Scada Monitoring Equipment	Complete
Whaktane Water Treatment plant upgrade	Complete
Whakatane New Water Source Investigation -No. 3 bore at Paul Road	Complete
Whk Cond & Improv - Reservoirs	Complete
Murupara W WSP works	Complete
MURU W - new connect/meters	Complete
PLAINS W - New Water Connectns	Complete
OHOPE W - New Connections	Complete
Barry Ave SW PS Renewal	Complete
Edge SW - Stormwater Study	Complete
WHK SW 6 Comprehensive Res con	Complete
Te Mahoe Sewage Treatment Plant - Expenditure & Income	Complete
3WR30 WHK W Renew/Upgrades - Matata WTP- Awakaponga Upgrade. 2023-24 project	Complete
3WR30 WHK W Renew/Upgrades (Matata pump station water pump replacement)	Complete

▼ Department  
**Transport**

Galatea Road Reinstatement	Complete
Nov 22 Herepuru Permanent Rein	Complete
LR341 - W&C - College Road	Complete
LR341 - W&C - Salonika/Crete/G	Complete
SPR341 LC/LR Walk & Cycle Imp	Complete

**3.5. RAG Status (All Capital projects for 3 Waters & Transport)**

Primary	Phase	Scope	Schedule	Finance	Risk	Revised Budget 23_24
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▼ Department  
**Three Waters**

WHK SW Pump Replacements	Construction	Amber	Amber	Green	Green	\$2,795,500
EQ Water Network Renewals	Construction	Green	Green	Green	Green	\$1,870,749
Whakatane WWTP Upgrade	Procurement	Amber	Amber	Amber	Green	\$1,157,287
OtumahiW StoragePipeL Rd WMain	Procurement	Green	Amber	Green	Amber	\$1,000,000
EQ Sewer Network Renewals	Design / Consent	Green	Green	Green	Green	\$882,401
Ferry Road WW Rising main replacement	Procurement	Green	Amber	Green	Green	\$579,887
WHK WW Discharge Resource Consent	Not Started	Green	Amber	Amber	Amber	\$391,370
Muru WW Discharge Resource Consents	Not Started	Green	Green	Green	Green	\$264,849
Equalised W PS renewals	Planning	Amber	Amber	Green	Green	\$229,231
Matata water meters	Construction	Green	Green	Amber	Amber	\$208,330
SW 7 Capt Updr from Compre MGM	Planning	Green	Green	Green	Green	\$169,465
WHK SW - Pipe Upgrades	Design / Consent	Green	Green	Green	Green	\$150,000
WHK W model & install calib - Capital expenditure	Construction	Green	Green	Green	Green	\$117,411
Tane WW Dischrg Rsrce Consents	Planning	Green	Amber	Amber	Amber	\$111,820
Ruatoki Water Treatment	Planning	Green	Amber	Amber	Amber	\$85,000
Electrical & minor replacement	Planning	Green	Amber	Amber	Amber	\$36,500
Apanui Linear Park	Construction	Green	Amber	Green	Green	\$24,309

▼ Department  
**Transport**

SPR341 LC/LR Improv - Structur (SPR Guard rails (Te Whāiti rd / Waikaremoana / Ruatahuna)	Design / Consent	Green	Green	Green	Amber	\$4,499,358
LR212 Resurfacing-Chipseal	Construction	Green	Green	Green	Green	\$2,620,000
LR341 - LRI - Landing Road RAB	Construction	Green	Green	Green	Green	\$1,900,001
LR341 - RTZ - Smith to Walker	Construction	Green	Green	Green	Amber	\$1,900,000
SPR216 Bridge Renewals (Ruatahuna Rd bridge 164 replacement)	Construction	Green	Amber	Green	Amber	\$1,758,273
LR214 Pavement Rehab	Construction	Green	Amber	Green	Amber	\$1,285,284
NFA Seal Extensions (Seal Extensions - Year 2 (Matata causeway / end of Hallet Road))	Procurement	Green	Green	Green	Green	\$1,111,917
BOF - Edge to Thorn Cycle Trail	Design / Consent	Green	Amber	Green	Amber	\$898,110
LR212 Resurfacing- AC	Construction	Green	Green	Green	Green	\$640,602
Large Stanley Road 6.6 Reinstatement	Construction	Green	Green	Green	Green	\$630,284
LR341 - RTZ - Speed Management	Planning	Green	Green	Green	Green	\$130,176
LR341 - LRI - Matahi Road Dra	Construction	Green	Green	Green	Green	\$20,000
LR341 LC/LR Kohi Pt Rd SS Extn	Construction	Green	Green	Green	Green	\$20,000
LR341 - LRI - Safety and Acces	Planning	Green	Green	Green	Green	\$15,000
Blueberry Curves RD Safety Imp	Planning	Amber	Green	Amber	Amber	\$10,000

### **3.6. Landing Road Roundabout Update**

Roading portion of the works all completed on time, with the roundabout fully re-opened to traffic on 15 December. The remaining landscaping works are being progressed in conjunction with the Places and Opens Spaces Team. Cultural design of the centre piece sculpture is being progressed with Te Ruranga o Ngāti Awa.

### **3.7. Peace Street Project Update**

The Peace St project combines three separate project works:

- Drainage improvements along Peace St between Brabant St and the Pohutu St Service Lane; and
- Safety improvements at the Peace/McGarvey intersection including installation of new raised platform crossings and a new roundabout; and
- Stormwater improvements through the drainage reserves north and south of Peace St near the Pohutu St Service Lane

The construction work between Brabant and McGarvey Roads was completed as planned prior to Christmas. Construction is currently underway with kerb reconstruction between McGarvey Street and the Pohutu Service Lane. Next phase will be the remaining raised crossings at the McGarvey/Peace intersection and the installation of the new roundabout at this intersection.

The resource consent is being progressed for the stormwater reserve upgrade works.

### **3.8. Closed Landfills Remediation Works**

#### **3.8.1. *Te Teko Closed Landfill***

Remediation works on the Te Teko closed landfill are now complete. New fencing is currently being installed which will exclude grazing stock from vulnerable areas. Once the fencing is complete the site will again be leased to a local farmer for grazing.

Following the Kawerau earthquakes in March 2023 a local spring changed behaviour resulting in water diverted from farmland across the road creating a new stream over the landfill cap. Emergency works were completed to control the flow of the stream and ensure it did not erode the landfill cap.

Council was required to apply for resource consents for these works, but discussions are still taking place with the regional council as we have inherited a problem due to water diverted from neighbouring land. The option of re-directing the stream on the neighbouring farmers land is being investigated.

#### **3.8.2. *Burma Rd Closed Landfill***

Last year Council undertook extensive works to upgrade the cap on sloping areas of Burma Rd closed landfill, upgrade drainage controls and control leachate breaches from the cap.

In September this year excessive rainfall over a 3-day period resulted in a large amount of stormwater entering the leachate overflow pond. Council is still having discussions with the Regional Council on plans to control stormwater and exclude it from the leachate pond without having any effects on the integrity of the landfill and leachate control system. Once plans are approved by the Regional Council and Ngāti Awa, work will commence.



### **3.8.3. *Kerbside Recycling Standardisation***

On 1<sup>st</sup> February 2024 Council made changes to what can go in the yellow lid kerbside recycling bin to comply with national standardisation. This means we now also accept Grade 5 plastics and empty Pizza boxes, but we will no longer accept aerosols.

External communications on these changes include:

- Media release
- Community Board Members direct email
- Beacon Advertising
- Radio Advertising Radio 1XX, Q9, Tumeke FM, Manawa FM
- Council website, including FAQs
- Email signature banner
- Community newsletters (print and digital) – Ko Konei, Rangitāiki Community Board newsletter, Murupara Community Board newsletter, Tāneatua Community Board newsletter
- WDC Facebook Posts
- Direct Mailout to all households including flyer on the changes and new sticker to put on their bin

### **3.8.4. *Waste Minimisation and Management Bylaw***

The new Waste Management and Minimisation Bylaw came into force on 1<sup>st</sup> February 2024. The bylaw was approved in November 2023 and was changed to comply with kerbside recycling standardisation, future foodwaste collections and other minor amendments.

## **4. Airport Master Plan**

Initial draft of Whakatāne Airport Master Plan is complete. A peer review of the report has also been completed, including the peer review and aeronautical forecasts the Draft Master Plan comprises of five (5) documents. Development of a condensed consultation document of the Draft Master Plan (Public Master Plan) is underway and is expected to be released for consultation as part of the wider Long Term Plan public consultation through March/April. We continue to work closely with our partners, Taiwhakaea for their input into the document and planning process prior to full consultation with stakeholders.

### **4.1. Identified Master Plan projects and timeframes**

#### **4.1.1. *Commercial Review***

To be commenced in early 2024 to better understand the airports current financial position and historical performance. Completion date is June 2024.

#### **4.1.2. *Terminal redevelopment/replacement feasibility study***

The current terminal has been identified as being no longer fit for purpose. Working with our partners and stakeholders, carry out feasibility studies on developing or replacing the current terminal. Commencing mid 2024 completion of this feasibility work is anticipated as being late 2024.

**4.1.3. Environmental opportunities**

Aligning with the council's green district priority and working with our partners, stakeholders and potential JV partners initiate feasibility studies and business planning around a solar farm development. Commencing late 2024, completion of this work is anticipated to be late 2025.

**4.1.4. Future Land Use Analysis/Commercial Opportunities**

Review all land use at the airport. Investigate aeronautical and non-aeronautical commercial opportunities. Commencement of these investigations will be early 2025 and completed late 2026.

**5. Airport Users Group**

An Airport Users Group meeting was held 30<sup>th</sup> November 2023. Agenda items covered:

- Airport Master Plan Update
- New T Hanger Presentation
- Fees and Charges
- Formation of Airport Users Working Group.

An Airport Users' Working Group will help build relationships between the council and all airport users. A small working group would also help ensure continual safety standards are met along with practical recommendations on future developments. The purpose of this group is advisory only.

The first Airport Users Working Group meeting is planned for mid-February 2024 and will focus on fees and charges with recommendations and consultation made to all airport users late February.

Final recommendation will be presented to council in March followed by submission to the Minister of Transport before final adoption.

**6. Ports Operational Plan Update**

The Ports Operational Plan is being prepared for public consultation as part of the Long-Term Plan consultation through March/April. This will also involve thorough consultation with our partners (Hapū), harbour users and other relevant stakeholders.

**7. Transport Activity Management Plan**

The Transport Team successfully delivered the 2024-34 Transportation Activity Management Plan (AMP) to meet the New Zealand Transport Agency, Waka Kotahi 8 December deadline. The AMP is now with New Zealand Transport Agency, Waka Kotahi for review and feedback/approval that will be communicated in the coming months. It will also be further refined through the continued LTP progress and public consultation. The final AMP is officially adopted by Council as part of the final LTP adoption process later in the year.

## 8. Infrastructure Strategy

Final development of the Infrastructure Strategy is progressing at pace with the intention to present to Environment, Energy and Resilience Committee on 6 March, for approval to include in the public consultation planned to start mid-March.

The new government has indicated to all Councils that they will be required to bring three waters back into their LTP's and associated strategies and policies following their pledge to repeal the Three Waters Reform legislation. Our Infrastructure Strategy up to this point was based on transport infrastructure only. The team are working through a process to ensure that three waters infrastructure is brought back into the strategy in an effective way.

## 9. Shapley Place/Commerce St intersection

Near misses have been reported when exiting this intersection. There is no stacking area for vehicles turning right from Commerce St, causing following vehicles to veer left into parking area and cycle lane, or the waiting vehicle crosses the centreline and at risk of being hit by an on-coming vehicle.

The transport team proposed a low-cost option to remark the current intersection to allow for a painted right turn bay. Minor works required to black-out existing line marking and mark the new layout and adjust parking signage locations. These are minor works and can be easily completed under general operations and within existing budgets.

Benefits include providing a wider centre flush median (right turn bay) allowing for a safer place to stack right turning vehicles waiting on Commerce St. The proposal will also provide better visibility for vehicles exiting Shapley Pl, by positioning the approaching lane closer to the exit line.

The proposal will result in the disbenefit of the loss of 5 on street carparks along Commerce St (3 south and 2 north of Shapley Place).



When this information was presented to the Planning and Infrastructure Committee 30 November 2023, staff were requested to provide further information and investigation of other options including making Shapley Place one way.

If Shapley Place was made one way, it would need to be an exit-only one-way option to remove the issue that currently existing for vehicles turning right from Commerce St into Shapley Place. An entry only option would not improve the right turn movement from Commerce to Shapley. A one-way restriction would result in service vehicles, such as trucks, that currently access the Shapley Place Service Lane, needing to access via Boon St, which isn't a preferred route for increased delivery vehicles. It would also require moderate costs to install infrastructure to physically implement a one-way system. The cost of which would be high in comparison to the line marking option and is currently not covered within existing budgets. It would also be a low priority investment compared to other minor improvement works.

Alternate options to retain right turn movements, and the current number of car parks would require further investigation and physical construction works to alter kerb lines and would also likely impact on either the footpath width or cycle lane width as the total road reserve width is fixed. Previous investigations have been done in the past regarding changes to the Commerce St on road cycle lanes, but these were discontinued at the time as all options required extensive investment and impact on parking. It was considered such investment was better focused on other areas identified through the Active Whakatane strategy, that currently have no walking and cycling facilities, rather than Commerce St where there is currently footpath and on-road cycle lanes.

For these reasons it is not recommended to pursue alternate options for this Shapley Place right turn situation. The Planning and Infrastructure Committee are requested to confirm approval for the line marking changes noted above, approving the loss of 5 car parks. If not approved, the recommended course of action is to do nothing further at this stage but continue to monitor the intersection and if issues increase, solutions can be re-evaluated.

## 6.2 Matatā Wastewater Project Update February 2024

### 6.2 Matatā Wastewater Project Update February 2024



To: **Infrastructure and Planning Committee**

Date: **Thursday, 15 February 2024**

Author: **Janeane Joyce - Matatā Wastewater Project Manager**

Authoriser: **David Bewley - GM Development and Environment Services**

Reference: **A2606200**

#### 1. Reason for the report - *Te Take mō tēnei rīpoata*

The purpose of this report is to update the Infrastructure and Planning Committee on the Matatā Wastewater Project.

#### 2. Executive summary - *Whakarāpopototanga*

Matatā currently does not have a reticulated wastewater scheme, which means that individual landowners are reliant on their existing on-site septic tank system arrangements. This arrangement is proving to be problematic because septic tank failure at Matatā is creating public health risk and environmental contamination.

Both the Bay of Plenty Regional Council and Toi Te Ora Public Health have identified key concerns and expectations for mitigation, regarding the environmental and public health impacts of the current situation.

Council has committed to a project for a wastewater solution for Matatā as a matter of priority, implementing the solution as soon as practicably feasible, recognising community, legislative and funding requirements.

#### 3. Recommendation - *Tohutohu akiaki*

**THAT** the Matatā Wastewater Project Update February 2024 report be received.

#### 4. Co-Design and Project Partnership Approach

The Co-Design Group meet on a monthly basis throughout the project as well as being involved in any technical planning days scheduled. The previous co-design hui was held on Monday 27 November 2023 and the next co-design hui is scheduled for 26 February 2024.

The Co-Design Group includes representatives from Council, Ngāti Awa hapū, Te Mana o Ngāti Rangitahi Trust and Ngāti Tūwharetoa (BOP) Settlement Trust.

It has also been agreed that the Bay of Plenty Regional Council and Toi Te Ora Public Health will support and offer public health and environmental protection advice to the Co-Design Group.

**6.2 Matatā Wastewater Project Update February 2024(Cont.)**

**4.1. Te Niaotanga ō Mataatua ō Te Arawa Co-Design Group presentation to Council**

Te Niaotanga ō Mataatua ō Te Arawa Co-Design Group has requested an opportunity to present to Council on the project. This will also allow elected members to ask questions and better understand community and iwi/hapū challenges and aspirations for Matatā wastewater. Council staff are currently looking at options to support this request.

**5. Phase 3**

The key workstreams underway in Phase 3 include:

<p><b>1. Cultural Narrative</b></p>	<p><b>Development of a cultural narrative and technical advice, working collaboratively with Matatā iwi and hapū representatives, to inform all other technical workstreams. This will include areas, sites and stories of significance, desired outcomes and community benefits, and land development aspirations.</b></p>
<p><b>2. Environmental Monitoring Programme</b></p>	<p>Develop a consistent and robust set of data and information on the current environment and environmental effects in Matatā, to support decisions on the Matatā Wastewater Project.</p>
<p><b>3. Wastewater System Options Analysis</b></p>	<p>Determine and analyse appropriate wastewater collection system design options for Matatā, including recommendation of preferred option.</p>
<p><b>4. Land Analysis Review</b></p>	<p>Identify the preferred site(s) for the treatment and disposal of wastewater, for inclusion in the resource consent application.</p>
<p><b>5. Resource Consent Application</b></p>	<p>Develop resource consent application including an AEE that is approved and submitted.</p>

**5.1. Environmental Monitoring**

The project’s environmental monitoring programme continues with monthly monitoring of both surface and groundwater, along with annual monitoring of macroinvertebrates, habitats, and fish at selected sites.

In December 2023, the monitoring team conducted additional sampling of groundwater seeps within the township to assess water quality, including indicators of faecal contamination. The results of these samples detected indicator bacteria (E.coli, faecal coliform) at much higher levels than what is found in the deep groundwater monitoring bores. This potentially indicates that effluent is present in shallow groundwater and/ or moves via preferential flow paths.

To further investigate this, six shallow bores were installed via hand auger in late January 2024 at depths ranging between 3-5 meters. Piezometers were installed in five of the bores, enabling testing of shallow groundwater. This additional information will be incorporated into the ongoing environmental monitoring programme and results of the soil samples will enable an update to the groundwater conceptual model.

**6.2 Matatā Wastewater Project Update February 2024(Cont.)**

Additional monitoring is also underway to help the project team identify suitable land for possible disposal sites and/or treatment plants.

**5.2. Treatment Plant and Land Disposal Site Update**

As per previous reports, the technical team is currently exploring the potential use of some properties as a land disposal site and location for a wastewater treatment plant (WWTP).

Further soil testing was conducted in November 2023 to assess the suitability of the properties for land disposal under various conditions. The results of the soil testing were promising and confirmed the viability of the sites as a land application disposal field with capacity to cater for the current population of Matatā with some growth, up to approximately 400 homes.

Conversations are ongoing with landowners in relation to the sites. Valuation advice is now being sought to progress these discussions and to frame a potential agreement.

**5.3. Wastewater Reticulation System**

Work is underway in the technical team, and with the Co-Design Group to identify possible and appropriate options for wastewater reticulation. This work is closely linked to the ongoing conversations to secure future sites.

**5.4. Community Engagement**

Council staff attended the Awakaponga Christmas Market on Sunday, 26 November 2023, to raise awareness about the Matatā wastewater project. This was a positive evening.

Further community engagement will be undertaken once the preferred sites are agreed with the Co-Design Group, landowners and Council.

**5.5. Matatā Wastewater Project Website**

The project pages on Council’s website for Matatā Wastewater have been updated to include work to date, brochures and monitoring information. The site is found at: <https://www.whakatane.govt.nz/about-council/council-projects/te-niaotanga-o-mataatua-o-te-arawa-matata-wastewater>

**6. Project Progress**

The following table summarises the current project steps and progress to date on identified actions:

Task	Progress / Recent Actions Taken	Status
Co-Design Partnership Approach (Iwi and Council)	<ul style="list-style-type: none"> <li>Co-Design Group huis held monthly.</li> <li>Co-Design Group hui 27 November 2023.</li> <li>Next Co-Design Group hui is scheduled for 26 February 2024.</li> </ul>	
Project Phase 1: Project Set Up	<ul style="list-style-type: none"> <li>Phase 1 complete.</li> </ul>	

**6.2 Matatā Wastewater Project Update February 2024(Cont.)**

<p><b>Project Phase 2:</b> <b>Review Information and Identify Gaps</b></p>	<ul style="list-style-type: none"> <li>Phase 2 complete.</li> <li>Involved completion of two desk top review processes to review relevant past information and data to inform future project phases. The two desk top reviews included 1. Technical engineering and 2. Environmental science perspectives.</li> </ul>	
<p><b>Procure required skillsets and advice</b></p>	<ul style="list-style-type: none"> <li>Specialist skills procured to support the technical project team. These include cultural expertise, technical engineering, environmental science, invertebrate/ecological monitoring and hydrology and groundwater.</li> </ul>	
<p><b>Partner project teams</b></p>	<ul style="list-style-type: none"> <li>Council staff send regular updates to the Bay of Plenty Regional Council, Toi Te Ora Public Health, and the Ministry of Health on project progress. These agencies give both strategic and/or financial support to the project.</li> <li>Council staff meet regularly with officers from the compliance and environmental planning team(s) at the BoP Regional Council to share project progress and ensure alignment of processes and legislative requirements.</li> </ul>	
<p><b>Communications and Engagement Programme</b></p>	<ul style="list-style-type: none"> <li>Communications and engagement programme continuing with a mix of written material and community engagement opportunities.</li> </ul>	
<p><b>Project Phase 3: Options Analysis and Resource Consent Application</b></p>		
<p><b>Cultural Narrative workstream</b></p>	<ul style="list-style-type: none"> <li>Development of a Cultural Narrative Report to support and inform project workstreams and partnerships.</li> <li>This is consistently updated through the Project, based on multiple iwi/hapū representative hui and co-design and technical team hui.</li> </ul>	
<p><b>Environmental Monitoring Programme workstream</b></p>	<ul style="list-style-type: none"> <li>Surface water monitoring undertaken for over 22 months.</li> <li>Groundwater monitoring undertaken for over 16 months.</li> <li>The first 12 months of monitoring has been analysed for surface and groundwater and a report prepared summarising the results.</li> <li>In November 2023, further monitoring of the Matatā Lagoon, shallow groundwater and groundwater seeps</li> </ul>	



**6.2 Matatā Wastewater Project Update February 2024(Cont.)**

	<ul style="list-style-type: none"> <li>was undertaken to further investigate effluent flow paths.</li> <li>In January 2024, five additional shallow bores were installed and will begin being monitored in February.</li> </ul>	
<b>Wastewater System Options workstream</b>	<ul style="list-style-type: none"> <li>Early testing complete on possible sites for land disposal, and the treatment plant. Discussions with landowners are underway and ongoing.</li> <li>Work is underway in the technical team, and with the Co-Design Group to identify possible and appropriate options for wastewater reticulation. This work is closely linked to the ongoing conversations to secure future sites.</li> </ul>	
<b>Land Analysis Review workstream</b>		
<b>Resource Consent Application</b>	<ul style="list-style-type: none"> <li>This will follow and be informed by the other Phase 3 workstreams.</li> </ul>	
<b>Project Phase 4: Resource Consent Approval Process</b>		
	<ul style="list-style-type: none"> <li>This will follow and be informed by completion of Phase 3.</li> </ul>	
<b>Project Phase 5: Finalise for Detailed Design and Construction</b>		
	<ul style="list-style-type: none"> <li>This will follow and be informed by completion of Phase 4.</li> </ul>	

**7. Future Growth Planning**

The Eastern Bay of Plenty is experiencing consistent annual population and economic growth and requires an integrated spatial plan to support and guide future planning and investment decisions.

The sub-region’s challenging natural geography, increasing demand on housing (including affordability and suitability of housing stock), increasing demand on existing infrastructure, and further development of economically important industries, are all key challenges that require integrated management and partner led solutions.

The Whakatane District Council has committed to working with its partners to develop an Eastern Bay of Plenty Spatial Plan. Neighbouring communities (Rotorua and the Western Bay of Plenty) have also undertaken significant spatial planning work that has implications for the Eastern Bay of Plenty.

**7.1. Matatā Area**

Matatā is within a part of the Whakatāne District where higher growth demand exists, and it is important that planning for any future wastewater solution is future proofed so that it could support additional growth if required.

## 6.2 Matatā Wastewater Project Update February 2024(Cont.)

Technical work to develop and determine possible future growth areas has commenced, which aligns well with the Phase 3 workstreams for the Matatā Wastewater Project. The progress of the Matatā Wastewater Project and ultimate capacity of the scheme will be an important determinant in how much growth occurs at Matatā.

### 8. Significance and Engagement Assessment - *Aromatawai Pāhekoheko*

#### 8.1. Assessment of Significance

The decisions and matters of this report are assessed to be of high significance, in accordance with Council's Significance and Engagement Policy.

The following criteria are of particular relevance in determining the level of significance.

- **Level of community interest:** the expected level of community interest, opposition or controversy involved.
- **Level of impact on current and future wellbeing:** the expected level of adverse impact on the current and future wellbeing of our communities or District.
- **Rating impact:** the expected costs to the community, or sectors within the community, in terms of rates.
- **Financial impact:** the expected financial impact on Council, including on budgets, reserves, debt levels, overall rates, and limits within the Council's Financial Strategy.
- **Consistency:** the extent to which a proposal or decision is consistent with the Council's strategic direction, policies and significant decisions already made.
- **Reversibility:** the expected level of difficulty to reverse the proposal or decision, once committed to.
- **Impact on Māori:** the expected level of impact on Māori, taking into account the relationship of Māori and their culture and traditions with their ancestral land, water, sites, wāhi tapu, valued flora and fauna, and other taonga.
- **Impact on levels of service:** the expected degree to which the Council's levels of service will be impacted.
- **Impact on strategic assets:** the expected impact on the performance or intended performance of Council's Strategic Assets, for the purpose for which they are held.

#### 8.2. Engagement and community views

A communications and engagement programme and schedule is being continually updated with the Co-Design Group.

The project team attended the Awakaponga Christmas Market on Sunday 26<sup>th</sup> November which was a positive evening of discussions.

Further community engagement will occur as preferred sites are agreed. This engagement could include additional information, meetings, and marae hui.

The Mātata Wastewater Project website pages have been updated with all current information.

## 6.2 Matatā Wastewater Project Update February 2024(Cont.)

Ongoing Matatā Matters (newsletters) are regularly developed and distributed to the community and through the co-design iwi representative channels. We also continue to update the community through the Matatā Residents Association meetings.

### 9. Considerations - *Whai Whakaaro*

#### 9.1. Financial/budget considerations

Project costs are being funded out of the budget for the Matatā Wastewater Project and are included in the 2021-31 Long Term Plan (LTP). Further information will form part of the new 2024-34 LTP.

#### 9.2. Strategic alignment

Providing a wastewater solution for the Matatā Community has been identified as a key strategic project for Council. No inconsistencies with any of the Council's policies or plans have been identified in relation to this report.

#### 9.3. Climate change assessment

The matters in this report are assessed to have low climate change implications and considerations, in accordance with the Council's Climate Change Principles.

#### 9.4. Risks

The Matatā Wastewater Project cost has been estimated by Council staff based on a stand-alone wastewater treatment plant discharging to land. Cost estimates will continue to be refined as options are developed.

At this stage, a key risk is obtaining the necessary resource consents. The most effective way of mitigating that risk is through the co-design and partnership approach process with iwi and hapū that is being implemented as part of this project.

### 10. Next steps - *Ahu whakamua*

Continue to support the Co-Design Group on the collaborative co-design approach for the Matatā Wastewater Project, including upcoming Co-Design Group hui on 26 February 2024.

Key focus is to work with the Co-Design Group, landowners and Council to agree preferred sites for the treatment plant and reticulation.

Continue work on the Phase 3 workstreams including discussions and seeking direction, from the co-design group, on the continued development of the wastewater system options analysis workstream.

Continue monthly environmental monitoring of both surface and groundwater.

Continue wider community engagement, in partnership with the Co-Design Group.

### 6.3 2024-27 Transport Improvement Project Prioritisation

## 6.3 2024-27 Transport Improvement Project Prioritisation

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To: **Infrastructure and Planning Committee**

Date: **Thursday, 15 February 2024**

Author: **Joe Metcalfe, Transport Planner**

Authoriser: **Bevan Gray, General Manager Infrastructure**

Reference: **A2606259**

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### 1. Reason for the report - *Te Take mō tēnei rīpoata*

To confirm the prioritisation process used to develop the 2024-34 Transport Improvements Programme, including the resultant list of individual projects, proposed to progress through the 2024-27 period.

### 2. Recommendation - *Tohutohu akiaki*

1. **THAT** the “2024-27 Transport Improvement Project Prioritisation” report be received.
2. **THAT** the Infrastructure and Planning Committee endorse the prioritisation process for development of the 2024-27 Transport Improvements Programme.
3. **THAT** the Infrastructure and Planning Committee endorse the prioritised projects identified for delivery in the 2024-27 Transport Improvements Programme – subject to the final approved corresponding budget in the 2024-27 Long Term Plan.

### 3. Background - *He tirohanga whakamuri*

The Whakatāne District Council has an extensive road network with 906kms of roading network under its management and which faces many challenges: low population densities, affordability, on-going population and commercial growth, climate change, aging assets and changing expectations from the public and central government. Continued investment is needed to meet these challenges but the competing needs of each makes determining the right mix of investment challenging, but necessary, to deliver the best outcomes for our communities.

To assist in this challenge, staff have developed a prioritisation method for all potential improvement projects identified across the transport network. This allows projects to be assessed for merit against one another while taking into account the high-level objectives of Council and Central Government. It allows an apples-with-apples comparison of resilience projects, growth related projects and investments in walking and cycling.

The remainder of this paper describes the prioritisation method, how it was developed, and the list of projects that have been identified to include within the prioritisation.

**6.3 2024-27 Transport Improvement Project Prioritisation(Cont.)****3.1. Prioritisation Alignment with Policy**

Through 2023, Staff and Councillors have developed the Investment Logic Map (ILM) for Council's transport function and for inclusion within the 2024 Transport Activity Management Plan (AMP) (See [Figure 1](#)). The map identifies existing problems on the transport network and benefits that can be achieved through investment. This ILM provides the basis for developing a prioritisation methodology for projects delivered through the next LTP that best achieves the desired outcomes for our communities.

The map identified four key benefits that can be achieved through investment:

- Improved environmental performance
- A resilient and future proofed transport system
- Improved accessibility, connectivity and travel reliability
- Improved user safety and health

There is also a strong alignment between the ILM and the Strategic Focuses identified by Council for the LTP as a whole. [Figure 2](#) shows the relationship between the ILM and LTP focus areas.

6.3 2024-27 Transport Improvement Project Prioritisation(Cont.)

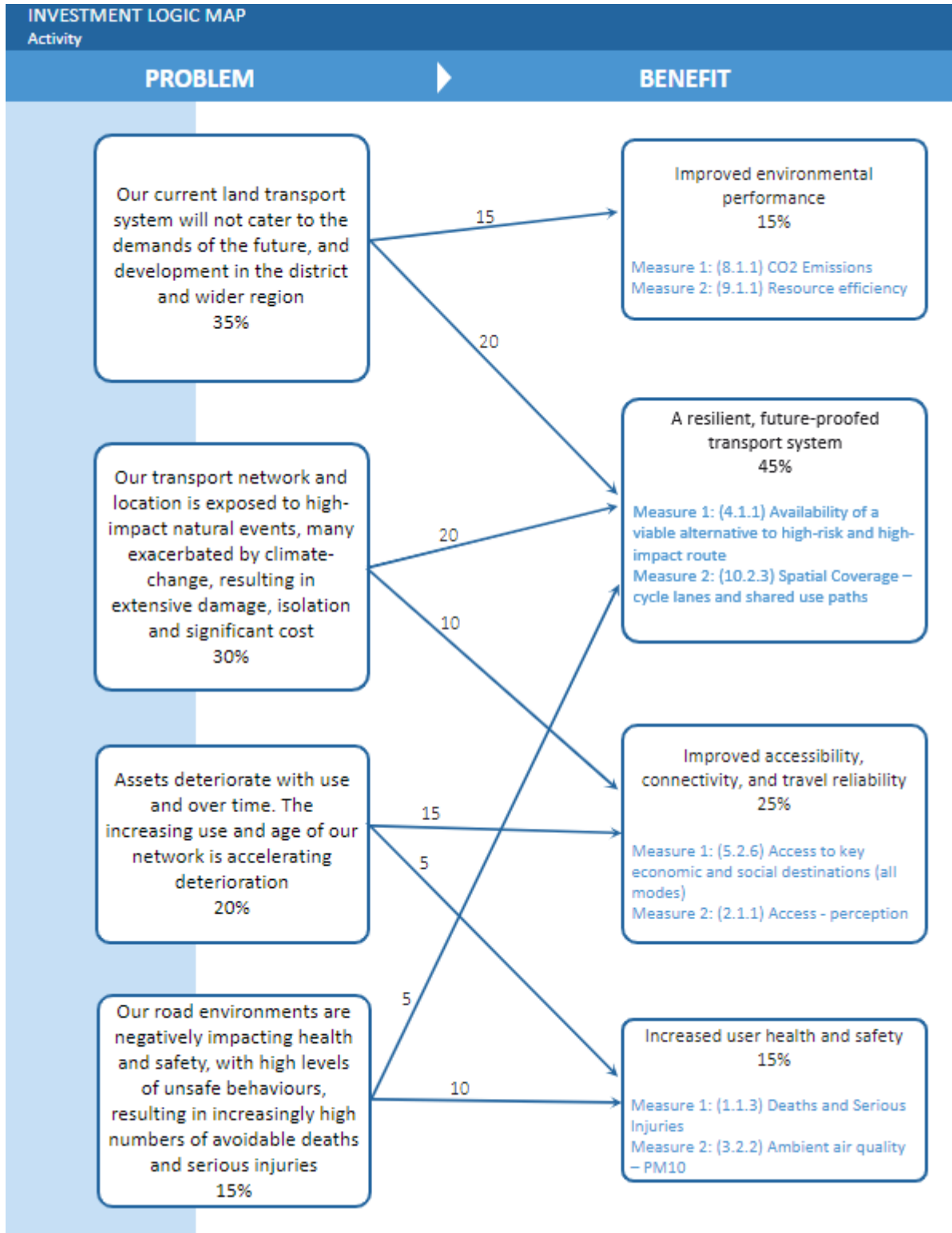


Figure 1 - Whakatāne District Transport Investment Logic Map showing problems on the networks and benefits of investment

**6.3 2024-27 Transport Improvement Project Prioritisation(Cont.)**

Investment Logic Map		Whakatane District Council Strategic Focus				
Problem	Benefit	Enhancing the safety, wellbeing & vibrancy of communities	Strengthening relationships with iwi, hapū & whānau	Building climate change & natural hazard resilience	Facilitating economic regeneration & responding to development pressures	Shaping a green District
Our current land transport system will not cater to the demands of the future, and development in the district and wider region	Improved environmental performance		✓			✓
	A resilient, future-proofed transport system			✓	✓	
Our transport network and location is exposed to high-impact natural events, many exacerbated by climate-change, resulting in extensive damage, isolation and significant cost	A resilient, future-proofed transport system			✓		✓
	Improved accessibility, connectivity, and travel reliability	✓		✓		
Assets deteriorate with use and over time. The increasing use and age of our network is accelerating deterioration	Improved accessibility, connectivity, and travel reliability			✓	✓	
	Increased user health and safety	✓	✓			
Our road environments are negatively impacting health and safety, with high levels of unsafe behaviours, resulting in increasingly high numbers of avoidable deaths and serious injuries	Increased user health and safety	✓	✓			
	A resilient, future-proofed transport system	✓				✓

**Figure 2 – Investment Logic Map alignment with Long Term Plan Strategic Focus areas**

At a workshop in October 2023, Councillors were presented with several options on how the programme could be shaped by placing a particular emphasis on any one of the identified benefits or by adjusting the level of investment. This allowed for the programme to be shaped at the governance level while still prioritising the programme objectively. At this workshop it was indicated that a resilience focused programme was preferred and that investment levels should increase beyond the current “business as usual”.

**3.2. Project Identification**

Potential improvement projects come from a variety of different sources but all relate to an area where an issue on the network has been identified that doesn’t meet level of service expectations.

**Waka Kotahi Pipeline Tool** – Waka Kotahi maintains a tool for identifying and scoping safety issues across the New Zealand road network. It provides a list of potential safety related projects that can be evaluated for inclusion within the LTP.

**Requests for Service (staff or public)** – Staff receive daily RFS from the public identifying gaps in level of service as well as maintenance and operational issues on the road network. Many of these relate to safety and accessibility issues that help identify gaps in LOS and consequent improvement projects.

**Maintenance and Operations Team** – Our network engineers are on the roads throughout the year and deal with flooding, land slips and other maintenance issues. Their input is paramount in identifying areas of the network that are most in need of improvement or further protection, particularly for resilience issues.

**Active Whakatane Strategy** – The Active Whakatane Strategy identified a programme of works to improve accessibility for walkers, cyclists, mobility scooters and other active transport modes.

**Consultation on Speed Management Plan** – Consultation on the district speed management plan allowed the public to provide comment on areas where speed management or infrastructure improvements would provide improved safety outcomes for the community.

In addition to the above, staff have also identified a series of planning projects where additional information is required to help scope, or identify capital works projects, for future LTP cycles. This will include developing projects that enable the Eastern Bay of Plenty Spatial Plan, review options

### 6.3 2024-27 Transport Improvement Project Prioritisation(Cont.)

for improving transport capacity into Whakatane (potential second bridge), assessing the resiliency of the transport network in line with expected changes in climate, and exploring the feasibility of improving the Southern Freight route through Pokairoa and Ngamotu Roads.

#### 3.3. Prioritisation Mechanics

A 3-factor prioritisation approach has been developed to compare improvement projects as follows:

- **Benefit Rating** – the extent to which a project is likely to achieve the identified benefits of the ILM: safety, improved resilience, or accessibility (and reduced traffic demand related to environmental performance). Projects are provided with a benefit score of between 1 & 4 based on the scale of benefit anticipated.
- **Simplicity** - can the project be delivered by a single agency (e.g. WDC), or does it require co-ordination across multiple partners? Are tried and tested solutions likely to be used? How much innovation is needed? Is there a high level of community support expected, or is some resistance expected? Projects are provided with a simplicity score of between 1 & 3 based on the level of difficulty required to deliver the project. This provides a level of assurance/understanding of the deliverability of the programme.
- **Value for Money** – How much value for money (on a whole-of-life basis) is this project in relation to the expected benefit? Does the project increase or reduce our future maintenance costs? Projects are assessed to provide a Value for Money score of between 1 & 8 based on the total project cost and the impact it will have on future maintenance, with low-cost projects that deliver improving maintenance costs, scoring higher.

For each project the three scores are added to provide a total score, between 1 and 15, which is then assigned a ranking as per below.

*Table 1- Project scores and final rankings*

Project Score	Rank
15	A
14	A
13	B
12	B
11	C
10	C
9	D
8	D
<8	E

The scoring of the projects was undertaken using a range of available data and was moderated through the transport team and with the assistance of transport consultants to help remove any bias that may have entered the ranking of the projects.

#### 3.4. Developing a programme

To this point, each of the benefit areas have been treated equally. However, through the development of programme options, a stronger focus can be placed on a particular benefit area whilst investment levels can also be adjusted. Applying these principals 6 programme options were developed and presented to Council at a workshop in October 2023 and are shown in [Figure 3](#).



**6.3 2024-27 Transport Improvement Project Prioritisation(Cont.)**

The options each consists of two different funding levels, either BAU (maintaining existing levels of improvements expenditure) or BAU+25%. Across each of these funding levels a programme has been developed that focuses on one of the three key benefit areas, Safety, Resilience, or future demand providing 6 programme options in total.

To determine which projects were included within the programmes the project rankings and primary benefit area were used. There were 15 projects with either A or B rankings and all of these projects are included in all the programmes, providing a baseline of high quality projects across all the options. The programme options differ by the selection and number of C Ranked projects refer table below:

		Budgets	
		BAU (\$12.5m approximately)	BAU +25% (\$15m approximately)
Programme Themes	Future Demand	<b>PROGRAMME 1 - \$12.42m</b> 15 A and B ranked projects 2 best C ranked future demand projects	<b>PROGRAMME 2 - \$14.71m</b> 15 A and B ranked projects 7 best C ranked safety projects
	Safety	<b>PROGRAMME 3 - \$12.38m</b> 15 A and B ranked projects 3 best C ranked safety projects	<b>PROGRAMME 4 - \$15.31m</b> 15 A and B ranked projects 8 best C ranked safety projects on this theme
	Resilience	<b>PROGRAMME 5 - \$12.25m</b> 15 A and B ranked projects 1 best C ranked resilience projects	<b>PROGRAMME 6 - \$15.51m</b> 15 A and B ranked projects 3 best C ranked resilience projects

Figure 3 - Programme Options considered by Councillors in October 2023.

Staff proposed at the October 2023 workshop that Programme 6 was the recommended programme, incorporating a 25% increase in capital expenditure and with a focus on delivering resilience on the network.

**3.5. A Preferred Programme**

The list of projects for the preferred programme are included below in Table 2 - Projects included in the preferred programme whilst a complete list of projects that have been assessed is included as Appendix One

**6.3 2024-27 Transport Improvement Project Prioritisation(Cont.)***Table 2- Projects included in the preferred programme*

Project Name	Primary Project Benefit	Cost Estimate	Priority Rank	Running Total
Keepa Road - Stage 1 Southern (SH30 to Kope Canal)	Future Demand	\$ 4,800,000	A	\$4,800,000
Arawa/Bridge Roundabout	Future Demand	\$ 750,000	B	\$5,550,000
Thornton Road Safety Improvements - Stage 1 - RnB Widening	Safety	\$ 150,000	B	\$5,700,000
Hinemoa St, James to Landing SUP	Future Demand	\$ 375,000	B	\$6,075,000
Tūi Street (safer routes)	Future Demand	\$ 348,000	B	\$6,423,000
Gorge Road - Reallocate Road space	Safety	\$ 550,000	B	\$6,973,000
Ohope Road - Stage 1 - Space Reallocation + Roadside Barriers	Safety	\$ 760,000	B	\$7,733,000
Safety and Access Improvements - 3-Year Programme	Safety	\$ 450,000	B	\$8,183,000
Henderson Street SUP	Future Demand	\$ 396,000	B	\$8,579,000
Goulstone Road safe crossing	Future Demand	\$ 251,000	B	\$8,830,000
Speed Management Delivery (2024-27 programme of 10years)	Safety	\$ 750,000	B	\$9,580,000
Manawahe and Matahi Road - Seal Widening 3-year Programme	Future Demand	\$ 500,000	B	\$10,080,000
Improvements associated with Renewals	Future Demand	\$600,000	B	\$10,680,000
Rewatu Road Underslip	Resilience	\$ 720,000	B	\$11,400,000
Detour VMS Advanced Warning Signs	Resilience	\$ 250,000	B	\$11,650,000
Whirinaki Bridge 50MAX and HPMV strengthening	Future Demand	\$ 600,000	C	\$12,250,000
Taneatua Road - Blue Rock Quarry Flood Resilience	Resilience	\$ 1,630,000	C	\$13,880,000
Taneatua Road - Red Devon Curves Flood Resilience	Resilience	\$ 1,630,000	C	\$15,510,000

**3.6. Prioritising planning and investigation for future projects.**

In addition to the above, staff have identified a series of planning projects where additional information and investigation is required to help identify and scope capital works projects for future LTP cycles. The identified planning projects have been assessed using a simplified prioritisation method which is based on the relative urgency of potential investments. These projects are identified below in

**6.3 2024-27 Transport Improvement Project Prioritisation(Cont.)***Table 3 - Proposed transport planning projects for the 2024-33LTP*

Project Name	Primary Project Benefit	Planning Cost (this LTP)	Priority (1 low, 3high)	Description
<b>Delivered this LTP</b>				
Pokairoa/Ngamotu Road - Southern Freight route	Resilience	\$500,000	3	Investigate the economic viability of sealing the Pokairoa/Ngamotu Road Southern freight route to improve network resilience in the event of SH30 closures and improve freight efficiency to the south of the country. There is also an existing poor level of service on the route and it incurs high maintenance & renewal costs
Network Resilience Programme	Resilience	\$500,000	3	A network improvement programme is needed to protect assets from failure caused by unplanned events, keep more of the network open when they happen and save on significant future road reinstatement costs
Spatial Plan - Transport System Programme	Future Demand	\$400,000	3	A transport programme and new investment pathways will be needed to support delivery of the spatial plan
Spatial Plan - Urban Transport Modelling	Future Demand	\$250,000	3	Development of network demand modelling tool(s) to assist with the Transport System Programme
Spatial Plan - Additional Whakatane River Crossing	Future Demand	\$500,000	2	Design of more specific investments required for additional Whakatāne Access to support growth components of the Spatial Plan and to improve network resilience.
Mill Road Roundabout - Shaw Road Connection	Future Demand	\$500,000	2	The Shaw Road intersection has safety deficiencies which will be compounded by planned growth between Shaw Road and Huna Road. Not listed as high urgency as waiting on monitoring from SH30 speed reductions
District Wide Curtesy Crossing Review	Safety	\$40,000	2	Required to identify where crossings may not be compliant with legislation and/or best practice advice.
<b>Identified for future LTPs</b>				
Rural Intersection Delineation Programme	Safety (15%)	Not scoped	1	Rural intersections are responsible for a high number of DSIs across the district and a systemic investigation to identify improvements is required.
Meir Street Carparking, Pohutukawa Street Redevelopment	Future Demand (20%)	Not scoped	1	Investigation and planning for redevelopment of the Meir Street carparking area incorporating streetscape and safety improvements for Pohutukawa Ave
Clifton Road Carpark and commercial development	Future Demand (20%)	Not scoped	1	Investigation and planning for multi-story mixed use development of the Clifton Road carpark incorporating parking building.

**4. Issue/subject – Kaupapa**

The 2024-34 LTP is scheduled for public consultation through March/April. To consult on the list of individual improvement projects endorsement of the prioritisation process and resultant project list is required.

### **6.3 2024-27 Transport Improvement Project Prioritisation(Cont.)**

To enable confident delivery of year 1 projects, we need to commence project preparation to be ready for the start of the construction season (September 2024). We need endorsement of the prioritisation process and resulting projects, to be able to commence this preparation work. With the process endorsed, we can start to work through the list prior to the final budgets being confirmed and can adjust the bottom line of the programme once the final budget is approved.

#### **5. Significance and Engagement Assessment - *Aromatawai Pāhekoheko***

##### **5.1. Assessment of Significance**

Decision in this paper are deemed to be of Low Significance as all final programme/budget decisions will be made through the development of the 2024LTP.

##### **5.2. Engagement and community views**

Community views will be established through the 2024LTP consultation process., however, the most recent resident survey indicated that roading was the highest priority amongst residents for increased investment.

#### **6. Considerations - *Whai Whakaaro***

##### **6.1. Financial/budget considerations**

Financial and budget considerations for the proposed transport programme will be assessed through the development of the 2024LTP.

While not quantified, it should also be noted that the proposed focus on network resiliency will reduce maintenance and operations costs over time.

##### **6.2. Strategic alignment**

The proposed programme is consistent with Draft Long Term Plan strategic focus areas as is considered in Section [3.1](#).

##### **6.3. Climate change assessment**

Based on this climate change assessment, the decisions and matters of this report are assessed to have moderate climate change implications and considerations, in accordance with the Council's Climate Change Principles.

##### **6.4. Risks**

###### **Funding**

As the programme is dependent on funding being available from central government through the National Land Transport Fund it is not possible to confirm that the preferred programme will be deliverable. The incoming government expects to release the Government Policy Statement for Transport early in 2024 and this will provide an indication of what funding will be made available across the country however funding approval from Waka Kotahi is not likely to be available until late 2024.

**6.3.1 Appendix One – Projects assessed but not included in the preferred programme**

Due to this uncertainty the programme may need to be revised following consultation on the Draft LTP. Any revision is likely to impact lower ranked projects in the preferred programme and there is a high certainty that some funding will be made available that ensures delivery of the highest ranked projects.

**Attached to this report:**

Appendix One – Projects assessed but not included in the preferred programme

**6.3.1 Appendix One – Projects assessed but not included in the preferred programme**

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## 6.3.1 Appendix One – Projects assessed but not included in the preferred programme(Cont.)

## Appendix One – Projects assessed but not included in the preferred programme

Project Name	Primary Benefit	Estimated Cost	Project Ranking
Horrocks Ave Shared Use Path - James Street to Awapitapu Path	Future Demand (20%)	\$331,000	C
Manawahe Road Flood Resilience	Resilience (20%)	\$200,000	C
Warren Park path upgrades	Future Demand (20%)	\$441,000	C
Apanui Stream Pathway - stage 1 Pyne Steet to the Strand	Future Demand (20%)	\$105,000	C
Apanui Stream Pathway - stage 2 - the Strand to Warren Cole	Future Demand (20%)	\$311,000	C
King Street SUP stage 1	Future Demand (20%)	\$400,000	C
Awatapu Causeway and Park path	Future Demand (20%)	\$885,000	C
Douglas St - Safer Travel Route	Future Demand (20%)	\$589,000	C
Whakatāne Bridge SUP clip on	Future Demand (20%)	\$2,070,000	C
Landing and Domain Road Safe Crossing Points	Future Demand (20%)	\$300,000	C
McGarvey / Domain Road Crossing Point	Future Demand (20%)	\$100,000	C
McAlister Street SUP or Cycleway	Future Demand (20%)	\$486,000	C
Footpath extensions (general programme)	Future Demand (20%)	\$300,000	C
Ruatoki Resilience - Awahou/Reid Road	Resilience (20%)	\$2,000,000	C
Mcgarvey Road/Domain Road intersection	Safety (15%)	\$150,000	C
Whakatane West Street Traffic Calming	Safety (15%)	\$200,000	C
Blueberry Corners - Speed Management Treatments	Safety (15%)	\$500,000	C
Taneatua Road Safety - Widening and barriers	Safety (15%)	\$520,000	C
Taneatua Road Safety - Speed Management	Safety (15%)	\$375,000	C
Te Teko Road Corridor Treatment - Speed Management	Safety (15%)	\$187,000	C
Pohutukawa Ave - Ōhope Village Safety Improvements	Safety (15%)	\$750,000	C
Pakeha Street and Manawahe Road Pedestrian improvements	Future Demand (20%)	\$490,000	D
Tuteao Marae Pathway - Gravel	Equity (10%)	\$800,000	D
Tuteao Marae Pathway - Concrete	Equity (10%)	\$1,600,000	D
Goulstone Road separated cycleway	Future Demand (20%)	\$288,000	D
Ōhope Pedestrian Crossings	Safety (15%)	\$500,000	D
Hillcrest Road Safe Crossing Points	Future Demand (20%)	\$396,000	D
Kopuriki Guardrail and Curve Advisory Upgrades	Safety (15%)	\$130,000	D
Thornton Road Safety Improvements - Stage 2 - SH30 to Red Barn	Safety (15%)	\$4,000,000	D
Bracken St footpath	Future Demand (20%)	\$490,000	D
King Street 3m SUP stage 2	Future Demand (20%)	\$684,000	D
Arawa Rd North SUP - stage 1	Future Demand (20%)	\$752,000	D
Whakatane Stopbank Path stage 2	Future Demand (20%)	\$384,000	D
Arawa Rd South SUP - stage 2	Future Demand (20%)	\$619,000	D
Sullivan Lake Trail (north)	Future Demand (20%)	\$525,000	D
Whakatane Stopbank Path stage 4	Future Demand (20%)	\$390,000	D
Lord Cobham Av - Safer Travel Route	Future Demand (20%)	\$340,000	D
Burma Road West - Cycle trail improvements	Future Demand (20%)	\$160,000	D
Burma Road East - Cycle trail improvements	Future Demand (20%)	\$100,000	D
Kirk Street Safer Travel Route	Future Demand (20%)	\$380,000	D
Wayfinding Plan Stage 2	Future Demand (20%)	\$60,000	D
Alexander Ave SUP or Protected Cycle Way	Future Demand (20%)	\$364,000	D
Alexander Ave / Douglas St Safety Improvements	Safety (15%)	\$700,000	D
SH30 Hub Pedestrian Crossing	Safety (15%)	\$400,000	D
Main Road Path Extension (connection to the river)	Future Demand (20%)	\$1,050,000	D
Matata Speed Management	Safety (15%)	\$150,000	D
Tāneatua Township Speed Management	Safety (15%)	\$150,000	D
Thornton Road Safety Improvements - Tarrawera River Bridge	Safety (15%)	\$500,000	D
Stewart St/Hinemoa St urban Roundabout	Safety (15%)	\$500,000	D
Galatea School Footpath	Future Demand (20%)	\$401,000	D

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## 6.3.1 Appendix One – Projects assessed but not included in the preferred programme(Cont.)

Project Name	Primary Benefit	Estimated Cost	Project Ranking
Additional Street Lighting (Onepu Spring Road, Waihau Footpath, etc)	Safety (15%)	\$100,000	D
Ruatahuna Speed Management	Safety (15%)	\$150,000	D
Whakatāne to Awakeri Off Road Path - Te Rahu canal	Future Demand (20%)	\$1,300,000	D
Hill Crest / Ōhope Road Intersection	Safety (15%)	\$1,000,000	D
Blueberry Corners - Grant Farm Corner Easing	Safety (15%)	\$1,800,000	D
Blueberry Corners - 444 Thornton Road, Corner Easing	Safety (15%)	\$1,800,000	D
Otao Harbour Path	Future Demand (20%)	\$600,000	D
Wainui Road flood resilience (nr Te Kooti Rd)	Resilience (20%)	\$2,300,000	D
North Whakatane Low Traffic Neighbourhood	Safety (15%)	\$725,000	E
Wairaka Low Traffic Neighbourhood	Safety (15%)	\$725,000	E
Red Conway Park Pathway	Future Demand (20%)	\$490,000	E
Awatapu Lagoon south side	Future Demand (20%)	\$231,000	E
Sullivan Lake Trail (south)	Future Demand (20%)	\$700,000	E
Keepa Road - Stage 2 (Mid)	Future Demand (20%)	\$2,800,000	E
Keepa Road - Stage 3 (northern)	Future Demand (20%)	\$2,900,000	E
Ōhope Dunes Boardwalk Stage 1 - Mahy Reserve to Ōhope School	Safety (15%)	\$1,245,000	E
Ōhope Dunes Boardwalk Stage 2 - Ōhope School to Harbour Rd	Safety (15%)	\$850,000	E
Ōhope Dunes Boardwalk Stage 3 - Harbour Road to Ōhiwa Wharf	Safety (15%)	\$740,000	E
Bus Shelters	Equity (10%)	\$150,000	E
Murupara Additional Traffic Calming	Safety (15%)	\$100,000	E
Wainui Road/Kowhai Street intersection improvements	Safety (15%)	\$500,000	E
James St/Armstrong Ave urban Roundabout	Safety (15%)	\$500,000	E
Off road rural cycle trails - Rangitaiki Plains	Future Demand (20%)	\$5,000,000	E
Rewatu Road Level	Resilience (20%)	\$2,000,000	E
Koporiki Road, Rabbit Bridge	Resilience (20%)	\$1,000,000	E
Thornton Road - Smith Road West Rehab/Safety improvement	Safety (15%)	\$4,000,000	E
Otarawairere/ Ōhope Ped access across Ōhope Road	Safety (15%)	\$2,000,000	E
Bunyan Road Coastlands, Urbanisation	Future Demand (20%)	\$3,000,000	E