



# **AGENDA**

## **Project Planning & Monitoring Committee meeting Monday, 25 November 2024**

**I hereby give notice that a Project Planning & Monitoring Committee meeting will be held on:**

**Date: Monday, 25 November 2024**

**Time: 9.30am**

**Location: Bay of Plenty Regional Council Chambers  
Regional House  
1 Elizabeth Street  
Tauranga**

*Please note that this meeting will be livestreamed and the recording will be publicly available on Tauranga City Council's website: [www.tauranga.govt.nz](http://www.tauranga.govt.nz).*

**Marty Grenfell  
Chief Executive**



# Terms of reference – Project Planning and Monitoring Committee

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## Common responsibility and delegations

The following common responsibilities and delegations apply to all standing committees.

### Responsibilities of standing committees

- Establish priorities and guidance on programmes relevant to the Role and Scope of the committee.
- Provide guidance to staff on the development of investment options to inform the Long Term Plan and Annual Plans.
- Report to Council on matters of strategic importance.
- Recommend to Council investment priorities and lead Council considerations of relevant strategic and high significance decisions.
- Provide guidance to staff on levels of service relevant to the role and scope of the committee.
- Establish and participate in relevant task forces and working groups.
- Engage in dialogue with strategic partners, such as Smart Growth partners, to ensure alignment of objectives and implementation of agreed actions.
- Confirmation of committee minutes.
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### Delegations to standing committees

- To make recommendations to Council outside of the delegated responsibility as agreed by Council relevant to the role and scope of the Committee.
- To make all decisions necessary to fulfil the role and scope of the Committee subject to the delegations/limitations imposed.
- To develop and consider, receive submissions on and adopt strategies, policies and plans relevant to the role and scope of the committee, except where these may only be legally adopted by Council.
- To consider, consult on, hear and make determinations on relevant strategies, policies and bylaws (including adoption of drafts), making recommendations to Council on adoption, rescinding and modification, where these must be legally adopted by Council.
- To approve relevant submissions to central government, its agencies and other bodies beyond any specific delegation to any particular committee.
- Engage external parties as required.

# Terms of reference – Project Planning and Monitoring Committee

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## Membership

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<b>Chairperson</b>	Cr Rod Taylor
<b>Deputy chairperson</b>	Cr Rick Curach
<b>Members</b>	Deputy Mayor Jen Scoular Cr Hautapu Baker Cr Glen Crowther Cr Steve Morris Cr Marten Rozeboom Cr Kevin Schuler Cr Mikaere Sydney <i>Mayor Mahé Drysdale (ex officio)</i>
<b>Non-voting members</b>	(if any)
<b>Quorum</b>	<u>Half</u> of the members present, where the number of members (including vacancies) is <u>even</u> ; and a <u>majority</u> of the members present, where the number of members (including vacancies) is <u>odd</u> .
<b>Meeting frequency</b>	Five weekly

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## Role

The role of the Project Planning and Monitoring Committee is:

- To ensure that approved projects are effectively planned and delivered on a timely basis and in a way that provides good social, economic and environmental outcomes, including value-for-money, for the community.

## Scope

- Provide input to operational proposals, options, and costs of projects as considered appropriate by the Committee having taken into account value, risk, and public interest (within scope and budgets approved through the Annual Plan or Long-term Plan process or separately by Council).
- Provide input to the proposed approach and options for procurement processes that the Committee considers significant having taken into account value, risk, and public interest.
- Take necessary steps to ensure that procurement processes provide value-for-money.
- Approval of tenders and contracts that are outside of approved staff delegations.
- Ensure that the design and delivery of projects reflect Council's strategic framework ("Our Direction") as appropriate including, but not limited to, the adopted community outcomes and Council's four lead strategies (Tauranga Taurikura – Environment Strategy; Tauranga Matarauui – Inclusive City Strategy; Connected Centres Programme; Western Bay Economic Strategy).



- Ensure that where projects have a potential negative environmental impact, appropriate mitigation is considered in design, delivery, and eventual operations.
- Monitor the delivery of projects. (Note that the 'Five Transportation Projects' will be reported to the Vision, Planning, Growth and Environment Committee, and the projects managed by Te Manawataki o Te Papa Ltd will be reported, alongside other council-controlled organisation reporting, to Council).

### **Power to Act**

- To make all decisions necessary to fulfil the role, scope and responsibilities of the Committee subject to the limitations imposed.
- To establish sub-committees, working parties and forums as required.

### **Power to Recommend**

- To Council and/or any standing committee as it deems appropriate.



## Order of Business

<b>1</b>	<b>Opening karakia .....</b>	<b>9</b>
<b>2</b>	<b>Apologies .....</b>	<b>9</b>
<b>3</b>	<b>Public forum.....</b>	<b>9</b>
<b>4</b>	<b>Acceptance of late items .....</b>	<b>9</b>
<b>5</b>	<b>Confidential business to be transferred into the open.....</b>	<b>9</b>
<b>6</b>	<b>Change to order of business.....</b>	<b>9</b>
<b>7</b>	<b>Confirmation of minutes.....</b>	<b>10</b>
7.1	Minutes of the Project Planning & Monitoring Committee meeting held on 21 October 2024 .....	10
<b>8</b>	<b>Declaration of conflicts of interest .....</b>	<b>19</b>
<b>9</b>	<b>Business.....</b>	<b>20</b>
9.1	Project Performance October 2024 .....	20
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9.4	Residential Property - Decision Making Process for Property Demolition or Removal.....	101
9.5	Project Update - Monmouth Redoubt .....	104
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9.7	Transport Programme Prioritisation Method .....	123
<b>10</b>	<b>Discussion of late items .....</b>	<b>130</b>
<b>11</b>	<b>Closing karakia .....</b>	<b>130</b>



- 1      OPENING KARAKIA**
- 2      APOLOGIES**
- 3      PUBLIC FORUM**
- 4      ACCEPTANCE OF LATE ITEMS**
- 5      CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN**
- 6      CHANGE TO ORDER OF BUSINESS**

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## **7 CONFIRMATION OF MINUTES**

### **7.1 Minutes of the Project Planning & Monitoring Committee meeting held on 21 October 2024**

**File Number:** A17048778

**Author:** Aimee Aranas, Governance Advisor

**Authoriser:** Anahera Dinsdale, Acting Team Leader: Governance Services

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### **RECOMMENDATIONS**

That the Minutes of the Project Planning & Monitoring Committee meeting held on 21 October 2024 be confirmed as a true and correct record.

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### **ATTACHMENTS**

- 1. Minutes of the Project Planning & Monitoring Committee meeting held on 21 October 2024**



# **MINUTES**

## **Project Planning & Monitoring Committee meeting Monday, 21 October 2024**

**Order of Business**

<b>1</b>	<b>Opening karakia</b> .....	<b>3</b>
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<b>3</b>	<b>Public forum</b> .....	<b>3</b>
3.1	7th Avenue Cul-de-sac - Christine Currie .....	3
<b>4</b>	<b>Acceptance of late items</b> .....	<b>4</b>
<b>5</b>	<b>Confidential business to be transferred into the open</b> .....	<b>4</b>
<b>6</b>	<b>Change to order of business</b> .....	<b>4</b>
<b>7</b>	<b>Confirmation of minutes</b> .....	<b>4</b>
7.1	Minutes of the Project Planning & Monitoring Committee meeting held on 17 September 2024.....	4
<b>8</b>	<b>Declaration of conflicts of interest</b> .....	<b>4</b>
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9.1	7th Avenue cul-de-sac.....	4
9.2	Project Update - Merivale Community Centre .....	5
9.3	Project Update - Durham Street Bus Facility .....	6
9.4	Project updates: Monmouth Redoubt Historic Reserve I Pōteriwahi property demolition I Waitaha Reserve Upgrade .....	7
<b>10</b>	<b>Discussion of late items</b> .....	<b>7</b>
<b>11</b>	<b>Public excluded session</b> .....	<b>8</b>
11.1	Commissioners Briefing Cameron Road Stage 1 .....	8
<b>12</b>	<b>Closing karakia</b> .....	<b>8</b>



**MINUTES OF TAURANGA CITY COUNCIL  
PROJECT PLANNING & MONITORING COMMITTEE MEETING  
HELD AT THE BAY OF PLENTY REGIONAL COUNCIL CHAMBERS, REGIONAL HOUSE, 1  
ELIZABETH STREET, TAURANGA  
ON MONDAY, 21 OCTOBER 2024 AT 9.30AM**

**MEMBERS PRESENT:** Cr Rod Taylor, Cr Rick Curach, Cr Hautapu Baker, Cr Glen Crowther, Cr Steve Morris, Cr Marten Rozeboom, Cr Kevin Schuler, Mayor Mahé Drysdale

**ALSO PRESENT:**

**APOLOGIES:**

**LEAVE OF ABSENCE:**

**IN ATTENDANCE:** Marty Grenfell (Chief Executive), Barbara Dempsey (General Manager: Community Services), Nic Johansson (General Manager: Infrastructure), Mike Seabourne (Director of Transport), Amanda Davies (Manager: Spaces and Places Project Outcomes), Alison Law (Manager: Spaces & Places), Shawn Geard (City Centre Infrastructure Team Lead), Coral Hair (Manager: Democracy & Governance Services), Anahera Dinsdale (Acting Team Leader: Governance Services), Caroline Irvin (Governance Advisor), Aimee Aranas (Governance Advisor)

**EXTERNAL:**

## **1 OPENING KARAKIA**

Cr Steve Morris opened the meeting with a karakia.

At 9:33am, Cr Hautapu Baker entered the meeting.

## **2 APOLOGIES**

Notes that Cr Mikaere Sydney is on a leave of absence until December 2024

## **3 PUBLIC FORUM**

### **3.1 7th Avenue Cul-de-sac - Christine Currie**

#### **Key Points**

- Ms Currie was upset that the building owners had no notification that 7<sup>th</sup> Avenue would be closed. She claimed that there had been a loss of value and a loss of revenue due to the closure. She also claimed that her tenants were also given no notification.
- Ms Currie believed that other businesses along 7<sup>th</sup> Avenue also experienced inconvenience with the closure due to the lack of parking spaces and she expressed that the greatest issues facing 7<sup>th</sup> Avenue was the lack of parking and the road closure.

**In response to questions**

- Ms Currie believed that the road closure was the bigger problem when compared to traffic build up along 7<sup>th</sup> Avenue.
- Ms Currie did not accept alternative ideas to open up 7<sup>th</sup> Avenue like a left hand turn access and insisted that the best solution would be to completely open up 7<sup>th</sup> Avenue again.

**4 ACCEPTANCE OF LATE ITEMS**

Nil

**5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN**

Nil

**6 CHANGE TO ORDER OF BUSINESS**

Nil

**7 CONFIRMATION OF MINUTES****7.1 Minutes of the Project Planning & Monitoring Committee meeting held on 17 September 2024****COMMITTEE RESOLUTION PPM2/24/1**

Moved: Cr Rick Curach

Seconded: Deputy Mayor Jen Scoular

That the Minutes of the Project Planning & Monitoring Committee meeting held on 17 September 2024 lie on the table.

**CARRIED**

**8 DECLARATION OF CONFLICTS OF INTEREST**

Nil

**9 BUSINESS****9.1 7th Avenue cul-de-sac**

**Staff** Nic Johansson (General Manager: Infrastructure)  
Mike Seabourne (Director of Transport)  
Shawn Geard (City Centre Infrastructure Team Lead)

**Key Points**

- Staff confirmed that all projects go through community engagement phase. However, due to the initial engagement operating during a COVID lockdown period, there was no face-to-face consultation.
- Staff acknowledged that projects had trade-offs for 7<sup>th</sup> Avenue, namely the loss of car parks and the closure of the road. The closure of 7<sup>th</sup> Avenue was necessary for the future-proofing and efficiency of Cameron Road. Staff explained that the more roads that feed into Cameron Road dropped the potential efficiency of the corridor.
- Staff confirmed that it was considered normal practice to close off roads.

**In response to questions**

- Staff did take into consideration what other councils do for public engagement and consultation. However, every council experienced issues with consultation and believed that face-to-face engagement with the contractor usually help align the public and stakeholders with the overall goal.
- It was believed that extra time needs to be incorporated into a projects life to include distributing final plans to those that have given feedback in the consultation process. This was considered to be a "lessons learnt" moment for staff.
- There were conversations of closing 5<sup>th</sup> Avenue. However, public consultation provided insight into why that would not be the best solution. There was no significant feedback on the closure of 7<sup>th</sup> Avenue. Therefore, the closure of 7<sup>th</sup> Avenue was considered and actioned.
- A traffic model could be created to show the predicted traffic behaviours around the closure of 5<sup>th</sup> Avenue when compared to the closure of 7<sup>th</sup> Avenue. However, staff believed that this would be inefficient and unreliable. It was confirmed that face-to-face consultation is still best practice as it can confirm behaviour that would otherwise not be shown in a traffic model. For instance, a regular delivery service.

**Requests from Councillors**

- To provide how many people or stakeholders responded to the consultation surrounding the closure of 7<sup>th</sup> Avenue.

**COMMITTEE RESOLUTION PPM2/24/2**

Moved: Cr Glen Crowther

Seconded: Cr Hautapu Baker

That the Project Planning & Monitoring Committee:

- (a) Receives the report "7th Avenue cul-de-sac".
- (b) Agrees that the Public Excluded Attachment "Commissioners Briefing Cameron Road Stage 1" to remain in confidential due to legal privilege and privacy reasons.

**CARRIED**

**9.2 Project Update - Merivale Community Centre**

**Staff** Amanda Davies (Manager: Spaces and Places Project Outcomes)

Presentation attached to the minutes

**Key Points**

- Staff spoke to the presentation.
- The project proceeded well and had no issues with the scope, cost or time taken to complete the project. The site blessing was scheduled to take place on Wednesday 23 October 2024.
- The design of the building incorporated a lot of the requests from the community including a large whanau room, storage and a large kitchen designed to feed the community for years to come.
- Key build designs revolved around easy maintainance and durable such as stainless steel fixtures in the external bathrom and linoleum flooring.
- The confirmed size of the build of the Community Centre was 636m<sup>2</sup>

**COMMITTEE RESOLUTION PPM2/24/3**

Moved: Deputy Mayor Jen Scoular

Seconded: Cr Kevin Schuler

That the Project Planning & Monitoring Committee:

- (a) Receives the report "Project Update – Merivale Community Centre".

**CARRIED**

**Attachments**

- 1 Project Update - Merivale Community Centre

**9.3 Project Update - Durham Street Bus Facility**

**Staff** Shawn Geard (City Centre Infrastructure Team Lead)

**Key Points**

- The sites had gone through extensive value engineering to keep costs down.
- It was determined to keep the bus shelters as a fabrication tender and separate from the civil contract to ensure that the best contractor was determined for both projects.
- An issue found within designing the bus stops was incorporating more space and shelter around the bus stops so that inter-regional bus operators did not load baggage while standing in the carriage land. It was determined that Inter-regional buses had different requirements of their facilities because they would be at their stops for longer periods of time when compared to Bay of Plenty Regional buses.
- In response to a question why the cost of installing the two bus stops was \$600,000 each, it was identified that the costs were primarily caused by significant traffic management, reinstating the area and the stormwater treatment devices. Staff ensured that the tender would be going out to the open market with the expectation of receiving the best value for money.
- It was confirmed that the bus shelters would provide nearly 100% shelter between the different bus stops. The initial installation would provide around 70% shelter.
- It was a concern from the members that Council needed to ensure that they were receiving the best value for money. It was assured that staff were doing their best to keep costs low but reiterated that sometimes the cheapest option was not the most cost effective option.

**COMMITTEE RESOLUTION PPM2/24/4**

Moved: Mayor Mahé Drysdale

Seconded: Cr Marten Rozeboom

That the Project Planning & Monitoring Committee:

- (a) Receives the report "Project Update - Durham Street Bus Facility".

**CARRIED**

**9.4 Project updates: Monmouth Redoubt Historic Reserve I Pōteriwahi property demolition I Waitaha Reserve Upgrade**

**Staff** Amanda Davies (Manager: Spaces and Places Project Outcomes)

**Key Points****Monmouth Redoubt Historic Reserve:**

- The project was confined to the land available. The main objective of the project was to preserve the site.
- Additional projects to the site was to include signage and wayfinding.
- Staff were complimented for the work completed to revitalise the site.

**Pōteriwahi property Demolition:**

- A demolition project was conducted on 96 Taniwha Place because the condition assesment determined it was unsafe to live in.
- It was a straight forward job that also aimed to recycle and reuse as much material from the demolition site.

**Waitaha Reserve Upgrade**

- Improvements to the site included a new playground, better footpaths and connections, a new basketball court, a community ampitheatre, better access to the shops through the reserve, new fruit trees, and a renewal for the existing skate park. The improvements would be completed before Christmas 2024.

Requests from Councillors:

- Condition assessment for 96 Taniwha Place demolition to be circulated.
- Provide a case study for where recycled items ended up.

**COMMITTEE RESOLUTION PPM2/24/5**

Moved: Deputy Mayor Jen Scoular

Seconded: Cr Hautapu Baker

That the Project Planning & Monitoring Committee:

- Receives the report "Project updates: Monmouth Redoubt Historic Reserve I Pōteriwahi property demolition I Waitaha Reserve Upgrade ".

An amendment was proposed by Deputy Mayor Scoular, Seconded by Cr Curach

- Noting the requests that all of the works are done with value for money in mind

**CARRIED**

**10 DISCUSSION OF LATE ITEMS**

Nil

**11 PUBLIC EXCLUDED SESSION****Resolution to exclude the public****RECOMMENDATIONS**

That the public be excluded from the following parts of the proceedings of this meeting.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
11.1 - Commissioners Briefing Cameron Road Stage 1	s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons  s7(2)(g) - The withholding of the information is necessary to maintain legal professional privilege	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

## 12 CLOSING KARAKIA

Cr Steve Morris closed the meeting with a karakia.

**The meeting closed at 11:18am.**

**The minutes of this meeting were confirmed as a true and correct record at the Project Planning & Monitoring Committee meeting held on 25 November 2024.**

.....  
Rod Taylor  
**CHAIRPERSON**

**8        DECLARATION OF CONFLICTS OF INTEREST**

## 9 BUSINESS

### 9.1 Project Performance October 2024

**File Number:** A17051895

**Author:** James Woodward, **Manager:** Performance, Monitoring & Assurance

**Authoriser:** Nic Johansson, **General Manager:** Infrastructure

#### PURPOSE OF THE REPORT

1. To provide an update to the Committee on the progress of capital projects for the first 4 months of the year to the end of October 2024.

#### RECOMMENDATIONS

That the Project Planning & Monitoring Committee:

- (a) Receives the report "Project Performance October 2024".

#### DISCUSSION

2. This years capital programme has been reduced to \$502m following reprioritisation of the programme to fit within financial limits for this financial year following the Council meeting 29 October 2024. This has resulted in \$88m of projects deferred and to be considered as part of the 25/26 Annual Plan process.
3. There are also a number of projects that are subject to further decision making before the end of the year, outlined in the Reforecasting 2024-25 Capital Programme Budget report on 29 October.
4. Total project expenditure to the end of October was \$156m, against a year to budget of \$169m. This is a 31% increase in expenditure from this time last year.
5. Despite a level of uncertainty with the programme as a result of reduced budgets for 2024/25 and ongoing prioritisation of the 2025/26 programme, this years programme is still forecast to deliver the largest investment by council. 263 projects are currently in progress, with 91 currently in the implementation (construction) phase and a further 56 in the design phase.
6. Over the past 3 months 4 tenders that have gone out to market worth a total of \$4.1m, there has been strong interest from the market, responses have ranged between 6-13 for each tender. There has also been a further 35 contracts worth \$25.8m awarded using the panel arrangements across Waters, Transport and Spaces & Places.

Procurement Method	Number of Procurements	Estimated contract value including renewals	Min of No. of Bids Received	Max of No. of Bids Received
Open	4	\$4,122,776	6	13
Closed	1	\$100,000	3	3
Direct	17	\$7,468,215	0	1



Panel - Reserves Panel	12	\$2,772,800	1	2
Panel - Waters Framework	10	\$8,371,244	1	3
Panel AOG	5	\$165,290	1	1
Panel - CPP	8	\$14,530,000	1	3
<b>Total</b>	<b>57</b>	<b>\$37,530,325</b>	<b>0</b>	<b>13</b>

7. There are 4 tenders planned to go out to the market over the next 3 months, with a further 30 projects engaging with existing panel arrangements for design and construction services over the next 3 months.

Procurement Method	Number of Procurements	Estimated contract value including renewals
Open	4	18,593,315
Closed	2	1,290,600
Direct	9	3,875,634
Panel - Reserves Panel	7	378,000
Panel - Waters Framework	10	5,000,000
Panel - CPP	1	600,000
Panel - LCLR	1	450,000
<b>Grand Total</b>	<b>34</b>	<b>30,187,549</b>

8. Project cost escalation forecasts have reduced over the past 6 months, in line with reductions in CPI over the same period. Cost escalation is forecast to remain steady between 2-3% over the short and medium term. General sentiment from economists is that the economy will pick up again in the middle of next year.
9. Attachment 1 provides further detail on the programme to date.
10. Attachment 2 provides a further summary of cost escalation information and insights.

## NEXT STEPS

11. The next update on project performance is yet to be confirmed, awaiting dates to be set for the Project Planning & Monitoring Committee meetings for the 2025 calendar year.

## ATTACHMENTS

- Attachment 1 - PPMC 20240817 - Project Performance End of October 2024 PDF - A17102926 [↓](#) 
- Attachment 2 - Tauranga Cost Escalation Forecasts September 2024 - A17102931 [↓](#) 
- Attachment 3 - Key Programme Report Oct'24 - A17102935 [↓](#) 

# Project Performance October 2024

*Project Planning & Monitoring Committee 25 November 2024*

Te Tai Whanake  
We're here to make Tauranga better  
Together, we can



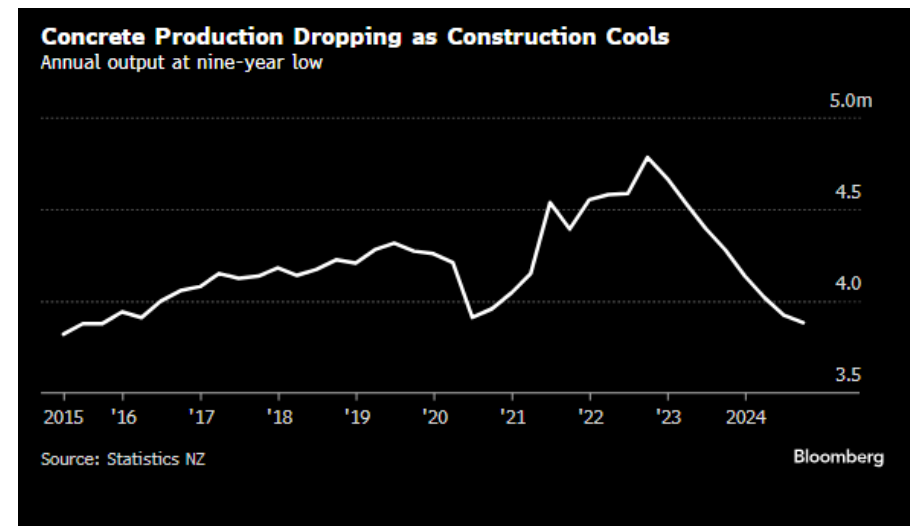
# Agenda

- Update on overall progress to end of October for 2024/25 financial year
  - Market insights
  - Project Status
  - Procurement Summary
- Delivery Team Updates
  - Highlights
  - Performance to end of October
  - Current and future challenges

Tauranga City Council

# Market Insights

- Cost escalation are forecast to sit around 2% to 3% over the short and medium term.
- Major inputs such as oil, steel and concrete have reduced from their highs post covid
- Concrete production in particular has had a sharp decline from a high in 2022, demonstrating the current struggling economy

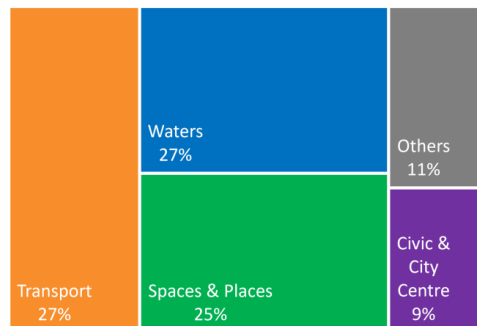


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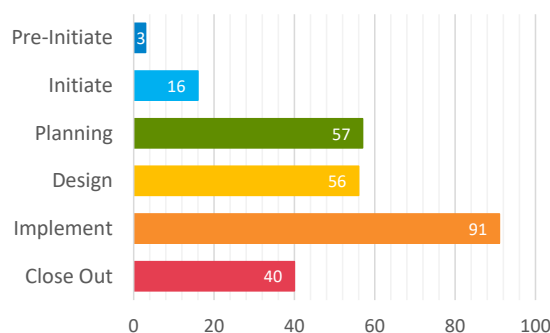
# Capital Programme Status

Active	263	FY25 Budget	\$500.79M
Completed	29	FY25 EAC	\$520.84M
On Hold	56	FY25 Variance	\$20.05
Not Started	14	FY25 % Variance	4%

Active Projects by Delivery Groups



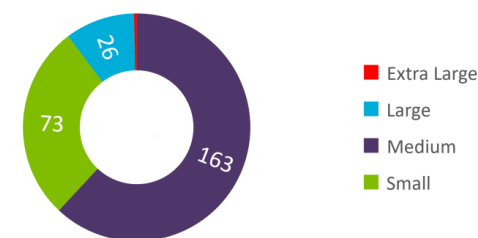
Active Projects by Lifecycle Stage



Overall RAG Status



No. of Active Projects by Size



Project Delivery Group		Reforecast Budget	Actuals (YTD)	EAC (FY)	FY Variance	Active	Completed	Not started	On Hold
Major Transport		\$101.25M	\$26.51M	\$116.47M	15.03%	4	0	0	1
Transport		\$75.83M	\$26.21M	\$78.84M	3.97%	68	18	4	21
Waters		\$108.64M	\$26.46M	\$98.19M	-9.61%	70	5	4	5
Spaces and Places		\$45.90M	\$11.48M	\$42.16M	-8.14%	67	0	2	17
Civic and City		\$122.69M	\$46.05M	\$137.58M	12.13%	24	2	1	3
Balance (other)		\$46.49M	\$19.32M	\$47.60M	-2.39%	30	4	49	13
<b>Overall</b>		<b>\$500.79M</b>	<b>\$156.03M</b>	<b>\$520.84M</b>	<b>4.00%</b>	<b>263</b>	<b>29</b>	<b>14</b>	<b>56</b>

*FY24/25 revised budget excludes land sales, vested assets and BVL new capital offset*

Tauranga City Council

# Procurement Summary – May '24 – Oct '24

## Open

- Procurements put to open market = 4
- Total estimated value of procurements = \$4.1m
- Typical number of submissions per open procurement = 6

## Closed/Direct

- Procurements via closed/direct appointment = 18
- Total estimated value of procurements = \$7.5m


## Panels \*

- Procurements via panels = 27
- Total value of procurements via panels = \$11.5m

## CPP Agreement \*

- Procurements via CPP agreement = 8
- Total value of procurements = \$14.5m

\*Note Panels & CPP Agreement were previously put to open market





Community Infrastructure Highlights

Sports field Upgrade Programme



Johnson Reserve Boardwalk Renewal



Waitaha Reserve Upgrade



Otumoetai/Matua Walkway



Merivale Community Centre





*Alice Johnson Oval Pavilion*



*Papamoa Shared Path*



*Skatepark Enhancements*




















# Community Infrastructure 2024/25 Programme

	Actuals to end of FY24	FY25 Actuals to end Oct 24	FY25 Reforecast Budget	FY25 Forecast	Total Project Budget per 24-34 LTP	Total Project Estimate*	Total Project Estimate to Budget Variance
Merivale Community Centre	\$794k	\$664k	\$6.4m	\$5.3m	\$7.7m	\$7.7m	-
Gate Pa Community Centre	\$573k	\$1.4m	\$5.7m	\$4.5m	\$8.0m	\$8.0m	-
Complex 2 Historic Village	\$4.5m	\$1.0m	\$2.7m	\$2.7m	\$7.2m	\$7.2m	-
Links Ave Artificial Turf	\$988k	\$198k	\$4.5m	\$4.5m	\$8.6m	\$8.6m	-
Baypark Masterplan (Netball) (on Hold)	\$2.7m	\$1.0m	\$752k	\$1.0m	\$36.1m	\$47.4m	\$11.3m
Balance of Programme	\$125.9m	\$7.1m	\$35.9m	\$32.9m	\$509.9m	\$507.4m	-\$2.4m
<b>Total</b>	<b>\$135.4m</b>	<b>\$11.5m</b>	<b>\$56.0m</b>	<b>\$51.0m</b>	<b>\$577.5m</b>	<b>\$586.3m</b>	<b>\$8.9m</b>

*\*subject to 2026 Annual Plan decision making, impacting phasing and inflationary allowances*

Tauranga City Council

## Community Infrastructure Key Projects

Project/Programme	Current Status			Upcoming Key Milestones including community engagement and procurement	Project Completion Date
	Scope	Cost	Time		
Merivale Community Centre				The old Merivale Community Centre has been demolished, and temporary facility established at site next to Surrey Grove Reserve. Blessing undertaken to start earthworks on site.	August 2025
Gate Pa Community Centre				Building and resource consents have been lodged. Construction team is working towards commencing onsite in early 2025.	October 2025
Complex 2 Historic Village				Structural work complete on building, currently on track for February 2025 completion.	Feb 2025
Links Ave Artificial Turf				Stage one of Links Ave complete with the new carpark open for use. Currently confirming construction pricing and programme with Contractor for Stage 2, working towards commencing construction early 2025.	Late 2025
Bay Park Masterplan (Netball Centre)				<i>Project currently on hold</i>	On hold

Tauranga City Council

# Community Infrastructure Programme Challenges

Challenges	How we are responding	Change since last reporting period
<b><i>Project Funding</i></b>	Currently there are some smaller projects that are reliant on NZTA funding, which is not going to be confirmed until October. Looking at funding options from within the current capital budgets to progress projects	Funding for in progress projects impacted by NZTA funding has been confirmed and work has commenced, eg Papamoa Shared Pathway. However, funding risk has now moved from NZTA to overall capital prioritisation project which has seen some projects placed on hold. Some of these projects have external funding (TECT etc) which could put this funding at risk.
<b><i>Getting best value out of the supply chain</i></b>	Spaces and Places, has two procurement arrangements to enable good engagement with the supply chain (but contractors and consultants), through both our panel agreements and Construction Project Partnership (CPP). This allows us to have robust conversations about projects with the supply chain and ensure value is delivered to the community	The success of these agreements is around having confidence in the pipeline of work that is being offered by council. Current reviews of the FY 24 and FY 25 to the capital programme have meant that the pipeline is less secure and some of the key projects that are part of this pipeline are now deferred or on hold. This will not only impact on these commercial relationships but remove the value that can be derived from offering a secure project pipeline to the market.
<b><i>Stakeholder Expectations</i></b>	It is always a challenge to manage stakeholder expectations of what can be achieved and delivered within the available budgets, to ensure the best outcomes for the stakeholders are achieved. The delivery team, engages with a wide range stakeholders (including Mana Whenua) through the planning, design and delivery process. This ensures they are informed and across design changes and the implications on budgets. The team stays focused to ensure the best overall community outcome is reached.	Status Quo - The delivery team, engages with a wide range stakeholders (including Mana Whenua) through the planning, design and delivery process. This ensures they are informed and across design changes and the implications on budgets. The team stays focused to ensure the best overall community outcome is reached.

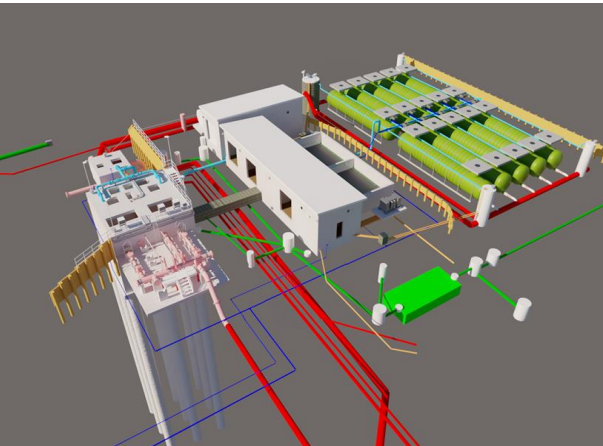
Tauranga City Council

# City Waters Highlights

Beaumaris Blvd – Stormwater Project



Opal Drive Pumpstation



Pyes Pa Dam 5 \_Stormwater Project



Wairakei Pump Station Ground Investigation Trails



Te Maunga Wastewater Treatment Plant -Clarifer 3





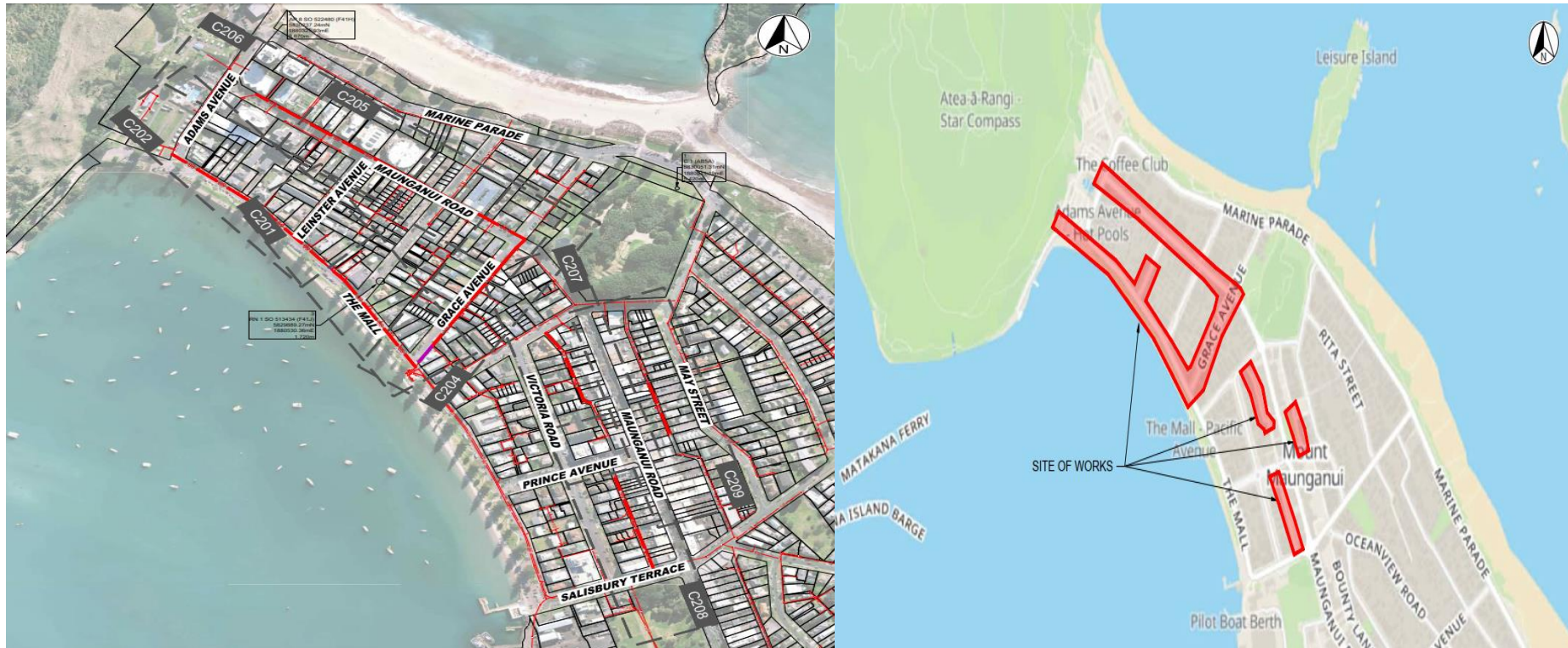
# Opal Drive Pumpstation

## Site Visit by Councilors in October 2024



Tauranga City Council

# Wastewater Relining Project. (Nov / Dec 24) (March 25)



Tauranga City Council

# Waters FY 2024/25 Programme

	Actuals to end of FY24	FY25 Actuals to end Oct 24	FY25 Reforecast Budget	FY25 Forecast	Total Project Budget per 24-34 LTP	Total Project Estimate*	Total Project Estimate to Budget Variance
Opal Drive Wastewater Programme	\$4.6m	\$3.3m	\$12.1m	\$12.1m	\$84.9m	\$85.2m	\$384k
Pyes Pa West Dam 5 and Wetland 5	\$6.8m	\$1.0m	\$4.5m	\$4.5m	\$16.8m	\$16.1m	-\$689k
Te Maunga Wastewater Treatment Plant	\$46.3m	\$8.5m	\$16.2m	\$17.9m	\$264.5m	\$263.7m	-\$801k
Renewals - Waters	\$141.0m	\$5.9m	\$36.2m	\$32.1m	\$679.5m	\$681.4m	\$1.9m
Balance of Programme	\$178.9m	\$6.4m	\$29.2m	\$25.3m	\$1,046.1m	\$1,038.1m	-\$8.0m
<b>Total</b>	<b>\$377.6m</b>	<b>\$25.1m</b>	<b>\$98.2m</b>	<b>\$91.9m</b>	<b>\$2,091.7m</b>	<b>\$2,084.5m</b>	<b>-\$7.2m</b>













*\*subject to 2026 Annual Plan decision making, impacting phasing and inflationary allowances.*

*Note: Waters projects related to Major Transport programmes (CRS2, PEI and Tauriko West) sitting under 'Balance of the Programme'*

Tauranga City Council



# Waters Key Projects / Programmes

Project/Programme	Current Status			Upcoming Key Milestones including community engagement and procurement	Project Completion Date
	Scope	Cost	Time		
Opal Drive Wastewater Programme				The Contractor commenced the works in August, being later than planned due to the delays occurred in obtaining the required consents. Work was also delayed due to asbestos contamination being discovered and then subsequent remediation being required on the site. A visit by a group of Councillors was undertaken during the month of October.	Feb 2026
Pyes Pa West Dam 5 and Wetland 5				The works is required to enable growth and development in the catchment area. Currently in construction/implementation stage. Project on track.	Mid 2025
Te Maunga Wastewater Treatment Plant				Most of the projects are tracking well with Clarifier 3's construction ahead of programme, the enabling works for the New Inlet works and Pond 1's sludge removal campaign successfully finished.  The Bioreactor 2 ground improvement works have stalled with quality issues being evident on the piling. Remedial designs are underway.	Staged dates
Renewals - Waters				This programme consists of various 3 waters renewal work-fronts including wastewater reticulation, water reticulation, stormwater, reservoirs, wastewater pumpstations. All current workfronts are progressing well using long term committed designers and contractors.	June 25

Tauranga City Council



# Waters Current & Future Challenges

Challenge	How we are responding	Change since last reporting period
<b>Local Water Done Well – Legislation and future delivery</b>	Our current investment and infrastructure is unchanged. The impact of Bill #3 which introduces Economic Regulation, may impact on infrastructure investment. That legislation is yet to be released, and TCC are working on understanding how that will impact the business. The planned work programme remains unchanged.	Holding pattern, no change since last report period,
<b>Pressure on Budgets – “More for less”</b>	We are focusing on a range of tools. The use of our delivery panels partners, exploring procurement options such as early contract engagement (ECI), ensuring when we reaching the construction phase, we are well informed on the potential project risks and have plans prepared to mitigate or reduce such risks.  Ensuring we focus on economies of scale, address inefficiencies. Minimise the need for repetitive work across our portfolio of projects.	Recent review by Council has resulted in FY 25 and FY 26 budgets being revised to meet budget constraints. This has resulted in capital work being pushed out to further years. Will have an impact on delivery panel partners and bow wave subsequent financial years.
<b>Projects dependent on external funding</b> . - Three water projects linked with transportation delivery programme with NZTA Waka Kotahi funding.	The ability to be nimble and adjust to funding changes, by having a flexible work programme. The ability to adjust to bring projects forward within the 10-year Long Term Programme (LTP) if required. Consideration has been given around early planning for such projects based on ranking importance.	Better understanding now on direction of NZTA funding and consequences to transport budgets. City waters has adjusted its capital projects that are linked to Transport master plan
<b>Resourcing constraints in the market (Growth of delivery per LTP).</b>	Understanding the challenges in the marketplace and addressing potential deficit in delivery of the LTP, how we are going to deal with this will be by forward thinking and using the panel partners.  The ability for our delivery to be expandable, focus on internal growth of staff, investing in development training.	Work in progress at this point.
	Forward planning for investment in tools to improve productivity.	

Tauranga City Council

# Transport Project Highlights



Arataki Bus Hub Upgrade



Complete bus shelter foundation - northern side of Farm Street

New concrete footpath – northern side of Farm Street

# Highlights...continued

Maunganui Road Safety Improvements



Recent completion photos



Tauranga City Council



# Highlights...continued

Transportation Safety Improvement Programme



Tauranga City Council

# Highlights...continued

## Transportation Safety Improvement Programme



Oceanbeach/Girven/Maranui  
Safety Improvements



Tauranga City Council









# Transport FY 2024/25 Programme

	Actuals to end of FY24	FY25 Actuals to end Oct 24	FY25 Reforecast Budget	FY25 Forecast	Total Project Budget per 24-34 LTP	Total Project Estimate*	Total Project Estimate to Budget Variance
Taurikura Drive Upgrade	\$1.2m	\$241k	\$1.3m	\$5.7m	\$30.4m	\$30.6m	\$293k
Safety Programme (LCLR)	\$38.6m	\$4.1m	\$6.8m	\$6.2m	\$116.2m	\$117.8m	\$1.6m
Arataki Bus Interchange	\$1.1m	\$2.0m	\$4.4m	\$3.0m	\$9.5m	\$5.5m	-\$3.9m
Arterial Route Review	\$4k	\$412k	\$800k	\$717k	\$10.8m	\$10.7m	-\$72k
Maunganui Road Safety Improvements	\$16.1m	\$3.1m	\$4.0m	\$4.0m	\$19.7m	\$20.0m	\$291k
Renewals - Transport	\$117.3m	\$8.7m	\$24.8m	\$24.0m	\$462.8m	\$461.9m	-\$893k
Balance of Programme	\$149.3m	\$6.0m	\$25.3m	\$26.9m	\$384.9m	\$369.1m	-\$15.8m
<b>Total</b>	<b>\$323.6m</b>	<b>\$24.6m</b>	<b>\$67.4m</b>	<b>\$70.4m</b>	<b>\$1,034.3m</b>	<b>\$1,015.7m</b>	<b>-\$18.5m</b>

*\*subject to 2026 Annual Plan decision making, impacting phasing and inflationary allowances*










Tauranga City Council

# Current Key Transport Projects

Project/Programme	Current Status			Upcoming Key Milestones including community engagement and procurement	Project Completion Date
	Scope	Cost	Time		
Taurikura Drive Upgrade				<p>Proposed: Taurikura Drive Upgrades &amp; PT hub with The Crossing ("TCL") land.</p> <ul style="list-style-type: none"> <li>The design process was delayed due to coordination of services and NZTA expectations.</li> <li>The TCL (Off-Street) Bus facility Option is not included in the NLTP/funding.</li> <li>Alternative design option (On-Street) is being progressed as per the resolution of the Joint PT Committee.</li> <li>Delays but still possible to meet program with innovative construction method and pavement design i.e. Roller Compacted Concrete.</li> <li>Working with key Stakeholders TCL &amp; BP</li> </ul>	Mid 2026
Transportation Improvements Projects (Multiple)				<p><i>Notable projects are:</i></p> <ul style="list-style-type: none"> <li>Intersection improvements: Welcome Bay Rd &amp; Waitaha Rd; Oceanbeach Rd / Girven Rd: <i>surfacing issue has been assessed. TCC can accept as-built</i></li> <li>Papamoa Beach Rd Shared Path: <i>progressing again as frogs were relocated</i></li> <li>Pedestrian crossing at 712/714 Papamoa Beach Rd: <i>agreed new location with Stakeholders</i></li> <li>Levers Rd raised crossing removal: <i>Completed with some media coverage. Generally balanced commentary and</i></li> <li>Trialling inhouse design on minor projects to reduce consultant spend</li> </ul>	Ongoing

Tauranga City Council

# Current Key Transport Projects

Project/Programme	Current Status			Upcoming Key Milestones including community engagement and procurement	Project Completion Date
	Scope	Cost	Time		
Arataki Bus Interchange				<ul style="list-style-type: none"> <li>Project nearing completion. Slight delay due to electrical utility works.</li> <li>Regional Council Partners pleased with progress and built form.</li> <li>Slight delay due to Likely to progress to Stage 2 – street scape upgrades – budget permitting</li> </ul>	Oct 2024
Arterial Route Review				<ul style="list-style-type: none"> <li>Surveying and existing route definition works complete.</li> <li>Feasibility study to understand the impacts and potential solutions for the wider construction Programme e.g. supporting Turret &amp; 15<sup>th</sup> Ave Upgrade.</li> <li>Analysis moving to options assessment for critical corridors. Fraser Street identified as highest priority. Analysis due in Dec '25.</li> <li>FY26 budget Implementation budget may be insufficient to enable required Physical amplification of Fraser Street Corridor</li> </ul>	Dec 2025
Maunganui Road Safety Improvements				<ul style="list-style-type: none"> <li>Stage 3 nearing completion. Planting complete, line marking complete and minor road edge works to be finished.</li> <li>Road Surfacing undertaken under maintenance contract to expedite finish date but slight delay due to stand-down over AIMs games.</li> <li>Community interaction has calmed due to extensive additional engagement and comms on final stage works.</li> <li>Valuable lessons learnt on methodology, resident access retention and event timing.</li> </ul>	Nov 2024

Tauranga City Council






# Transport Current & Future Challenges

Challenge	How we are responding
Budget Cap Reduction	<i>Reduction in NLTP funding and Council debt ceiling resulted in reduction of Budget Cap:</i> 1. Contractor PM use will be reduced by approximately 90% by end of November '24.
Budget Cap Reduction	<i>Increased focus on Major projects and reduction in Minor works funding:</i> 1. Adjusting ways of working to utilize existing funding more efficiently. 2. Bringing project activities back 'in house' e.g. PM's undertaking consultation. 3. Trialing use of TCC resources for design and breaking Projects in Staged approach (stacking of designs, balance of Implementation vs design spend)
Government Reporting	<i>Requirement by government to report on TMP costs and traffic impacts without compromising safety.</i> 1. Set up multidisciplinary project team (Project Delivery, CAR and Network Operations). 2. Reviewing alongside live examples e.g. Cruise Ship Traffic Control.

Tauranga City Council

# Current Key Balance of Programme Projects

Project/Programme	Current Status			Upcoming Key Milestones including community engagement and procurement	Project Completion Date
	Scope	Cost	Time		
City Centre Programme				<ul style="list-style-type: none"> <li>Purchase of 134 Durham Street has been completed; seeking feedback of laneway options from this Committee (25 Nov)</li> <li>Red Square Project in close out phase.</li> <li>City Centre Durham Street Bus hub, Tenders received for fabrication of shelter and tender issued for construction. Due to commence construction in Jan 2025.</li> </ul>	Ongoing
Te Manawataki o Te Papa	This programme is reported directly to Council				
Major Projects	This programme is reported to Vision Planning Growth & Environment Committee				

Tauranga City Council

# Balance of Programme

	Actuals to end of FY24	FY25 Actuals to end Oct 24	FY25 Reforecast Budget	FY25 Forecast	Total Project Budget per 24-34 LTP	Total Project Estimate*	Total Project Estimate to Budget Variance
Major Transport	\$75.2m	\$29m	\$117.1m	\$127.5m	\$785.3m	\$793.9m	\$8.6M
Te Manawataki o Te Papa	\$102.4m	\$42m	\$110.2m	\$125.8m	\$534.7m	\$540.8m	\$6.2m
City Centre Programme & Transport	\$7.3m	\$4.3m	\$10.2m	\$10.6m	\$83.5m	\$85.4m	\$1.8m
Digital Programme	\$34.3m	\$9.4m	\$23.6m	\$29.9m	\$146.2m	\$169.1m	\$22.9m
Balance of Programme	\$67.1m	\$10.3m	\$23.0m	\$13.7m	\$278.6m	\$266.5m	-\$12.2m
<b>Total</b>	<b>\$286.2m</b>	<b>\$94.8m</b>	<b>\$279.2m</b>	<b>\$307.5m</b>	<b>\$1,828.3m</b>	<b>\$1,855.6m</b>	<b>\$27.3m</b>

*\*subject to 2026 Annual Plan decision making, impacting phasing and inflationary allowances*

Tauranga City Council

**End**





# Cost escalation

→ For Tauranga City Council's  
Capital Works Programme

September 2024



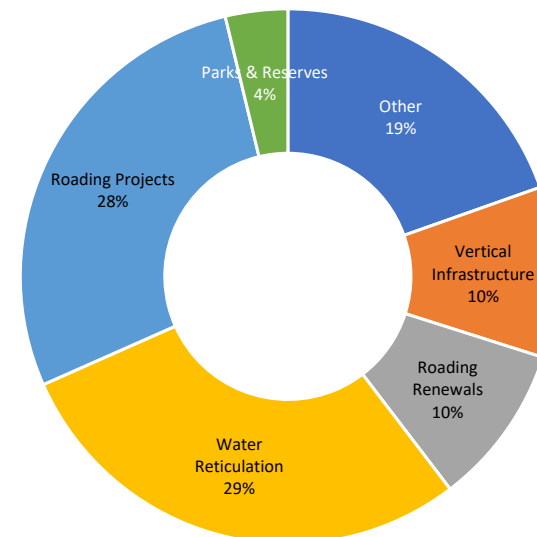
## Headlines / outlook

- The major story over the last six months and for forecasts from a cost escalation perspective is the **sharp decline in oil prices** and the **persistent weakness of the global economy**.
- While **domestic inflation in New Zealand remains elevated** (although falling), the underlying weakness of this economy and that of our trading partners means we have entered a cycle of **falling official cash rates** and consequent interest rates.
- As a result of oil prices in particular being lower, **forecasts of growth in indices reliant on oil or bitumen as an input are significantly lower** than even six months ago.
- The **New Zealand dollar** remains at a similar level to where it was six months ago despite changes in interest rates because other major economies are also ringing the changes.
- Although strong outflows of New Zealanders continue and inflows of migrants are falling, net migration is still high by historical standards and with a slow-down in residential and commercial building activity, **labour cost growth** in construction has slowed to be more in line with overall labour cost growth.
- Growth in prices of construction **plant and machinery** has fallen back to pre-COVID levels as imported inflation falls again to lower levels and shipping patterns have returned to normal.
- As always, we caution that **geo-political events** can emerge suddenly, affecting prices. An expanded conflict in the Middle-East, for instance, can spur oil prices higher and pose risks to shipping lanes.

# Major capex categories for TCC

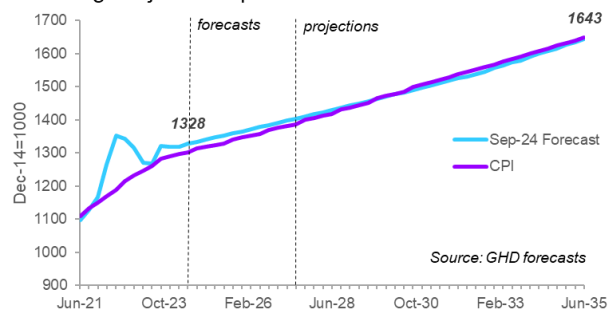
- **Parks and Reserves** – the construction and maintenance of parks and reserves
- **Roading Projects** – primarily the initial construction of roads
- **Water Reticulation** – primarily the construction, but also to a limited extent renewals of water infrastructure
- **Roading Renewals** – maintenance and renewals of existing road infrastructure
- **Vertical Infrastructure** – including libraries, museums and other Council-owned buildings and public transport infrastructure
- **Other and one-offs** – includes any other categories of capital works not captured in these categories

Major capex categories, TCC

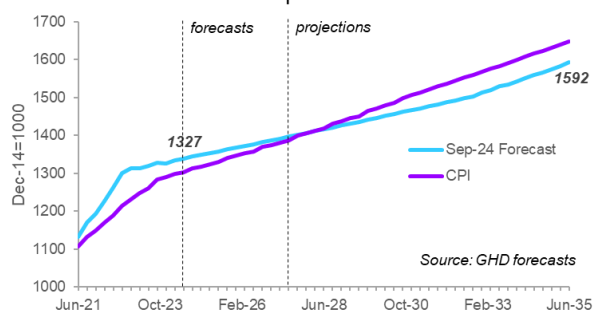


# Cost escalation of major capex categories\*

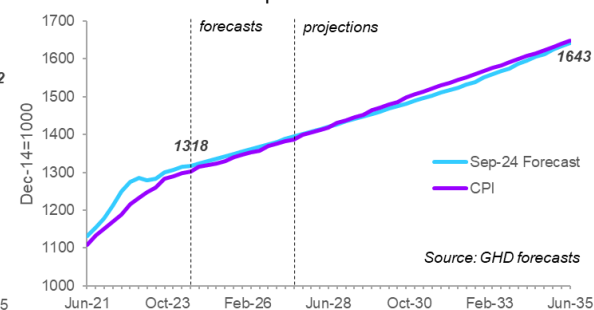
Roading Projects Output Index



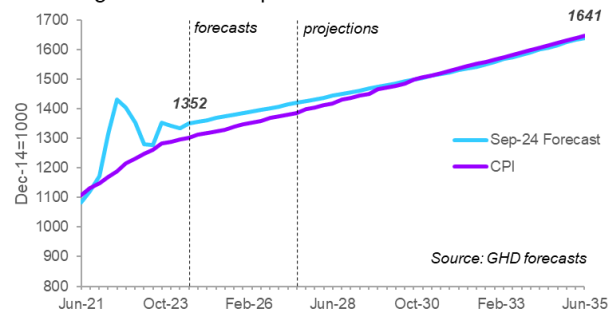
Vertical Infrastructure Output Index



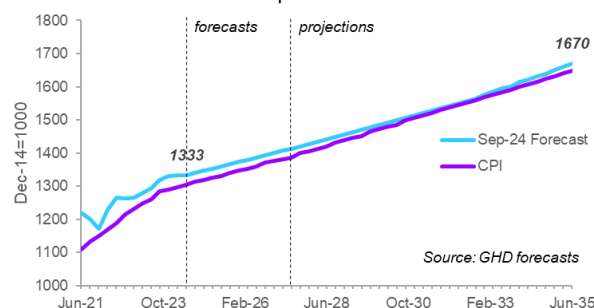
Water Reticulation Output Index



Roading Renewals Output Index



Parks and Reserves Output Index

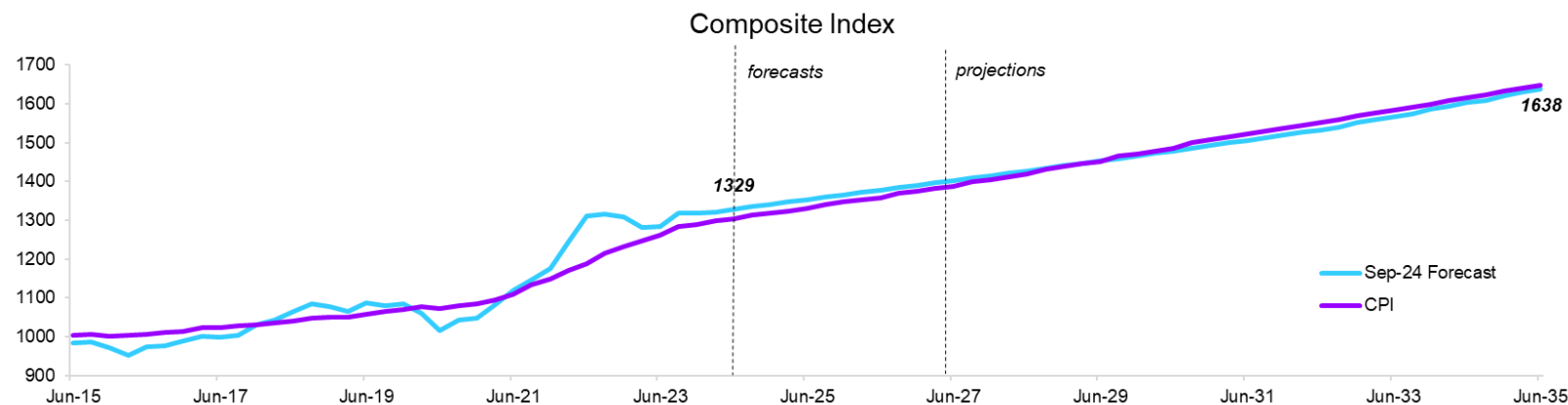


**Note: Smoothed Output Indices are used here rather than the “raw” forecasts that were completed during the project, to make the budgeting process easier.**

\* Major categories of capex introduced on previous slide



# Cost escalation of major capex categories – Composite Index \*



*This index captures a weighted average of the mix of capital projects, on the assumption that the 80% or more of capital projects covered by the Output Indices provide a fair representation of the likely overall cost escalation.*



# Key cost inputs\*



Construction workers



Professional services



Materials - Vertical



Materials - Horizontal



Bitumen



Plant – Vertical



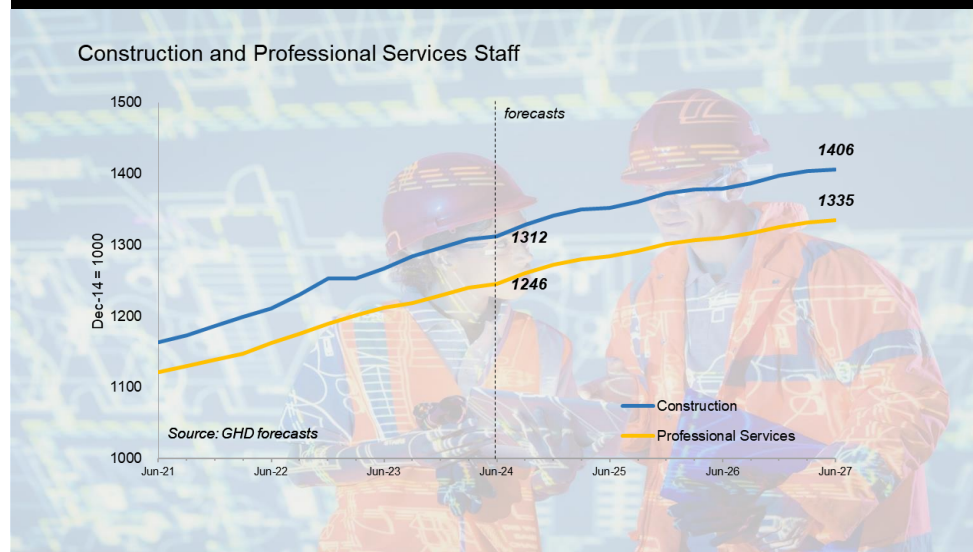
Plant – Horizontal



Overheads

*\* A summary of the specific inputs used to develop the Input and Output Indices is provided at the end of this report*

# Workers



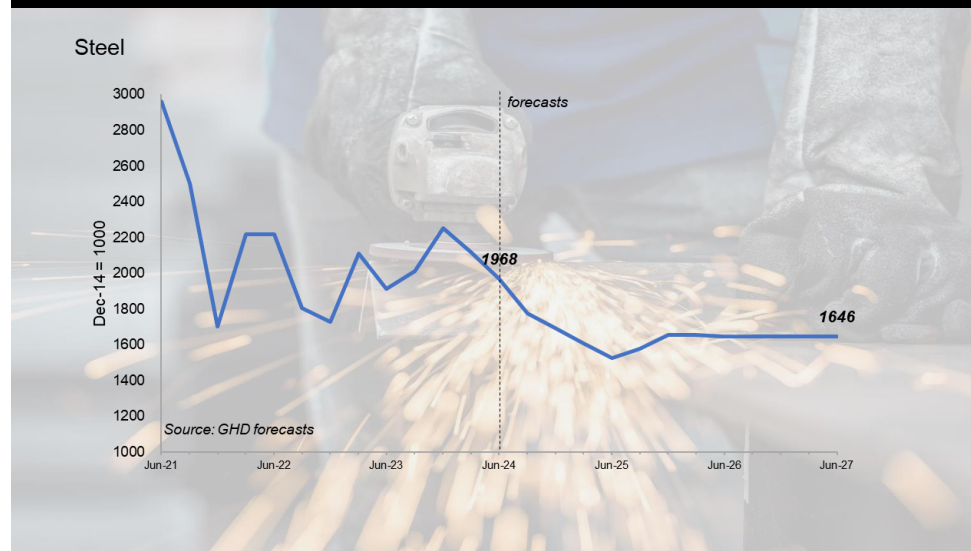
- Labour costs for construction workers have risen faster than economy-wide labour costs over the last several years.
- But with string migration and a fall in residential and commercial construction, growth in labour costs in construction are expected to be more in line with growth in wages in other sectors over the medium term
- As a major input into the Design and Engineering index, price growth in the Professional Services labour group has been very much in line with expectations over the last year, as is reflected in the Design and Engineering index earlier in this report.
- Growth in both Construction and Professional Services is expected to be more moderate over the next three years.

# Materials: Bitumen / Oil / Plastics

- Bitumen is a major component of Horizontal Construction and Renewals work and is subject to huge cost fluctuations at present. Much of this variation is driven by geo-political events rather market fundamentals.
- Oil prices have fallen significantly and are expected to remain low into 2025 now as the global economy remains relatively weak. By mid-late 2025, prices are expected to edge up as the global economy recovers.
- Wholesale prices into New Zealand have held up slightly higher than some forecasters predicted, and we have accordingly kept our forecasts slightly higher.



# Materials: Steel



- Like bitumen, steel is subject to huge cost fluctuations. Much of this variation is driven by geo-political events and, before that, COVID-19 supply chain disruptions rather than market fundamentals.
- Steel prices are also moderating mostly due to reduced demand from commercial development globally.
- Still, as the historical data shows, steel prices can be highly variable.
- As the world recovers from global economic weakness mid-2025, prices are expected to pick up but not to the levels seen during the COVID era.

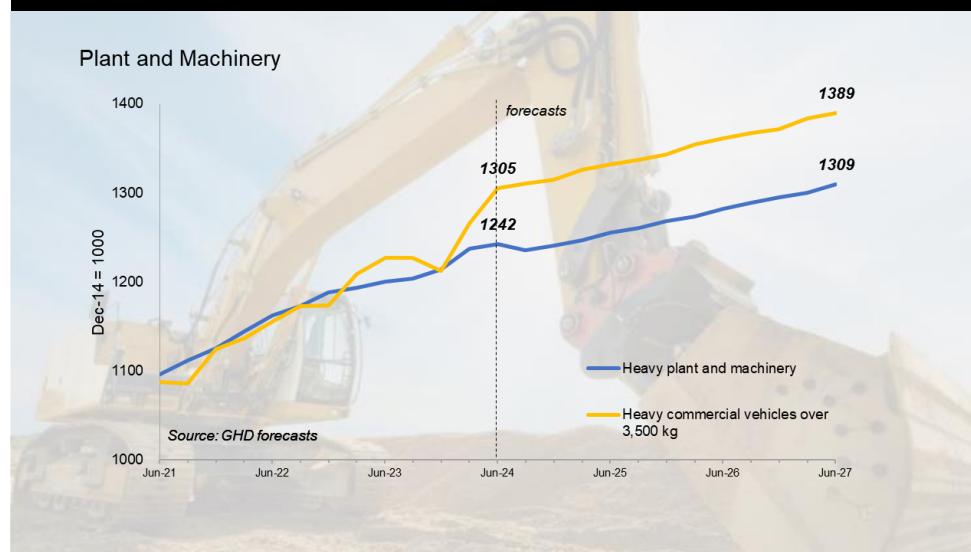
# Materials: Concrete and Quarrying



- There were sharp price increases in concrete and cement products in the COVID era.
- That said, with local production, supply chain risks are not of the same scale as other products like oil and steel.
- Contractor sources suggest that price increases for these products are slowing sharply from what was seen in 2022.
- Ironically, as steel and bitumen prices fall, the same is not expected for concrete and quarrying materials. Modest price rises are expected through to 2027.

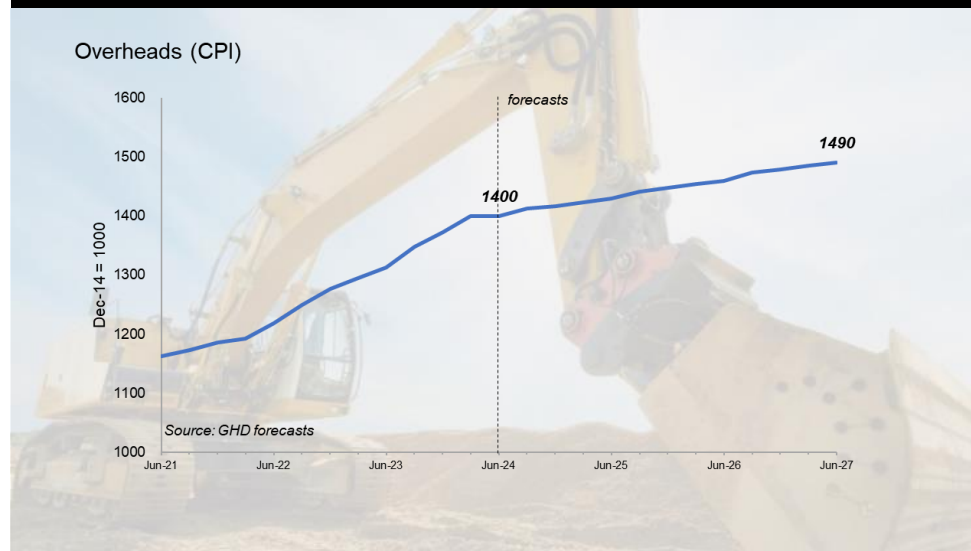


# Materials: Plant and Machinery



- Compared to most inputs into construction, price rises in plant and machinery were subdued pre-COVID as they are subject to global trade and technology improvements.
- With supply chains largely returning to normal, there is a clear slowdown in the growth in price of plant and machinery.
- Despite strong investment in infrastructure globally, we expect to see the rate of growth in plant and machinery prices slow significantly.

# Overheads



- Overheads typically include insurance, equipment hire, telecoms, office requirements or services such as water and electricity.
- As New Zealand's inflation moderates back toward the centre of the Reserve Bank's target band (2%), overhead prices are expected to rise far more modestly.
- Insurance costs are rising sharply, whereas equipment hire, telecoms and office service prices are growing far more slowly.



# A closer look at Output Indices



Roothing Projects



Roothing Renewals



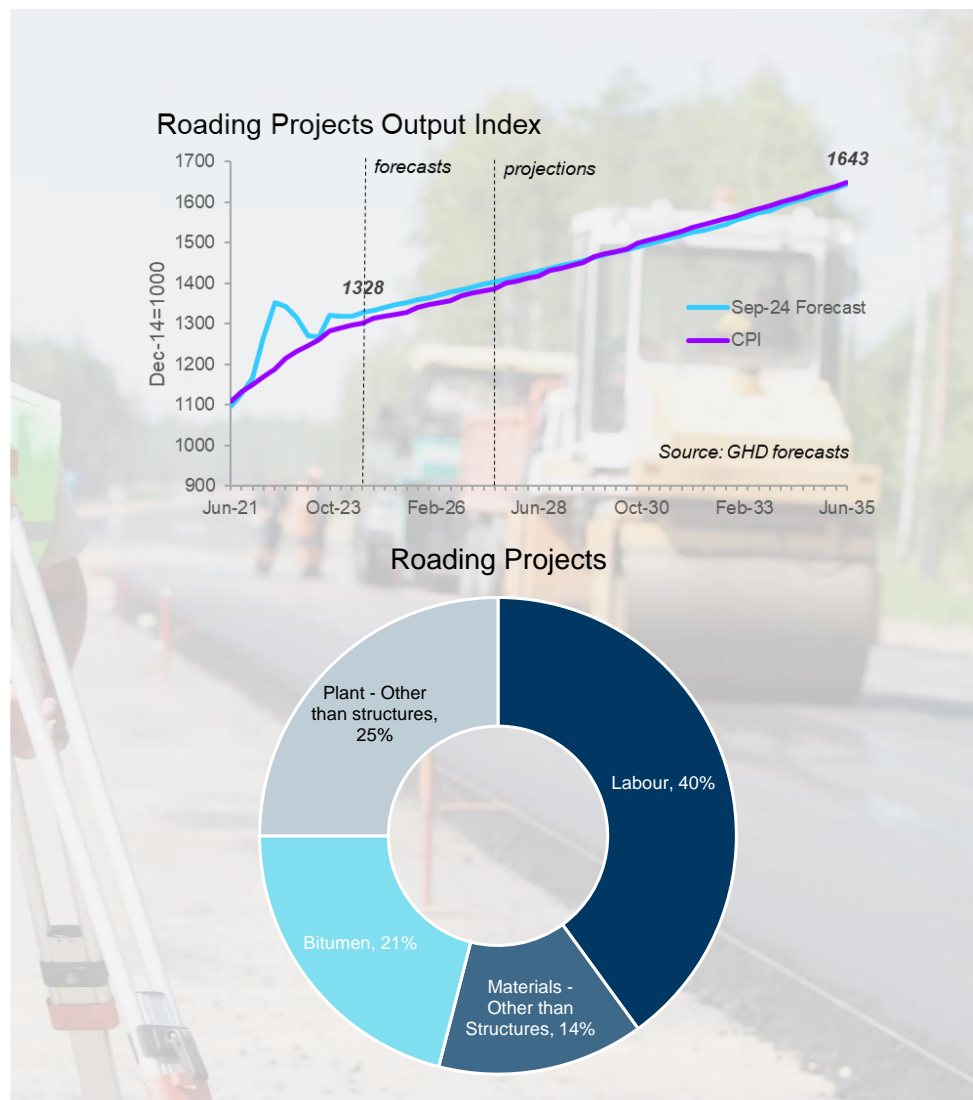
Vertical Infrastructure



Parks and Reserves

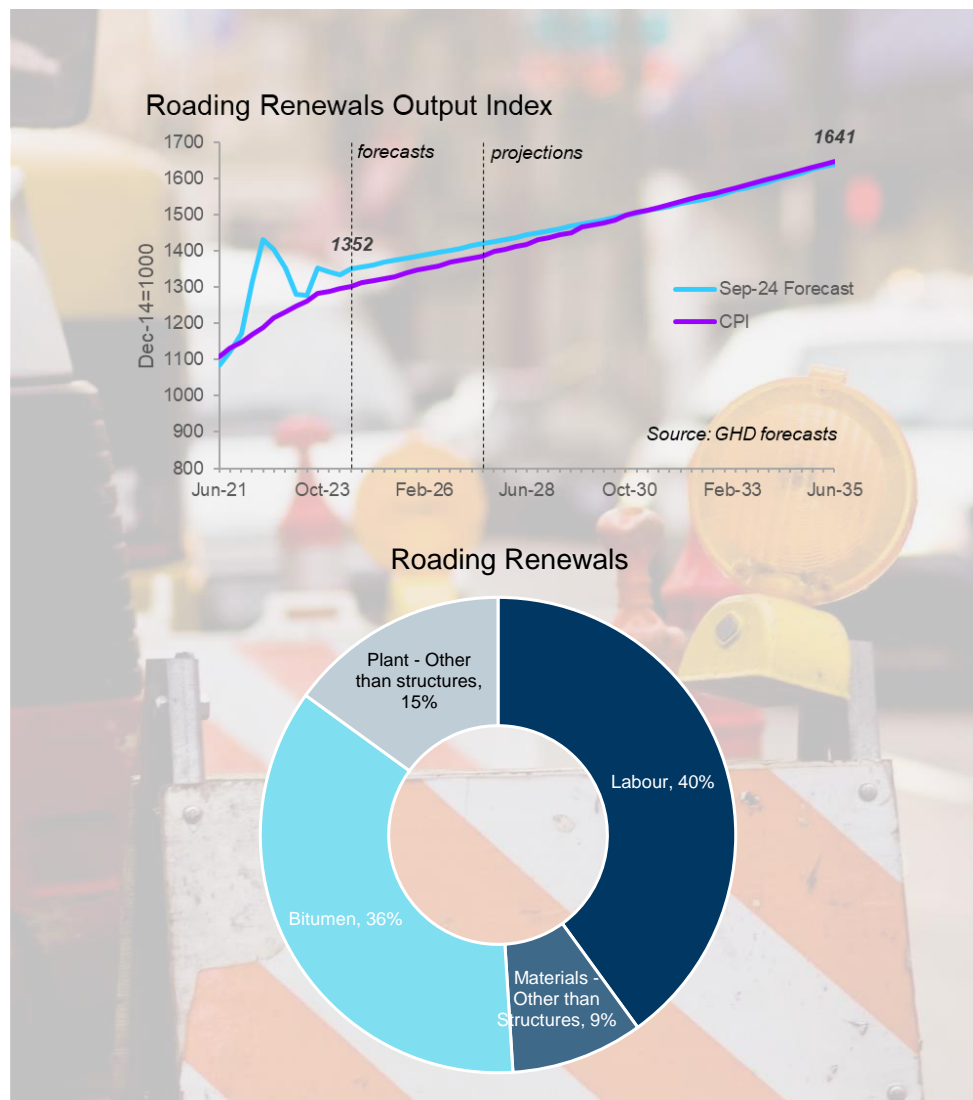


Water Reticulation



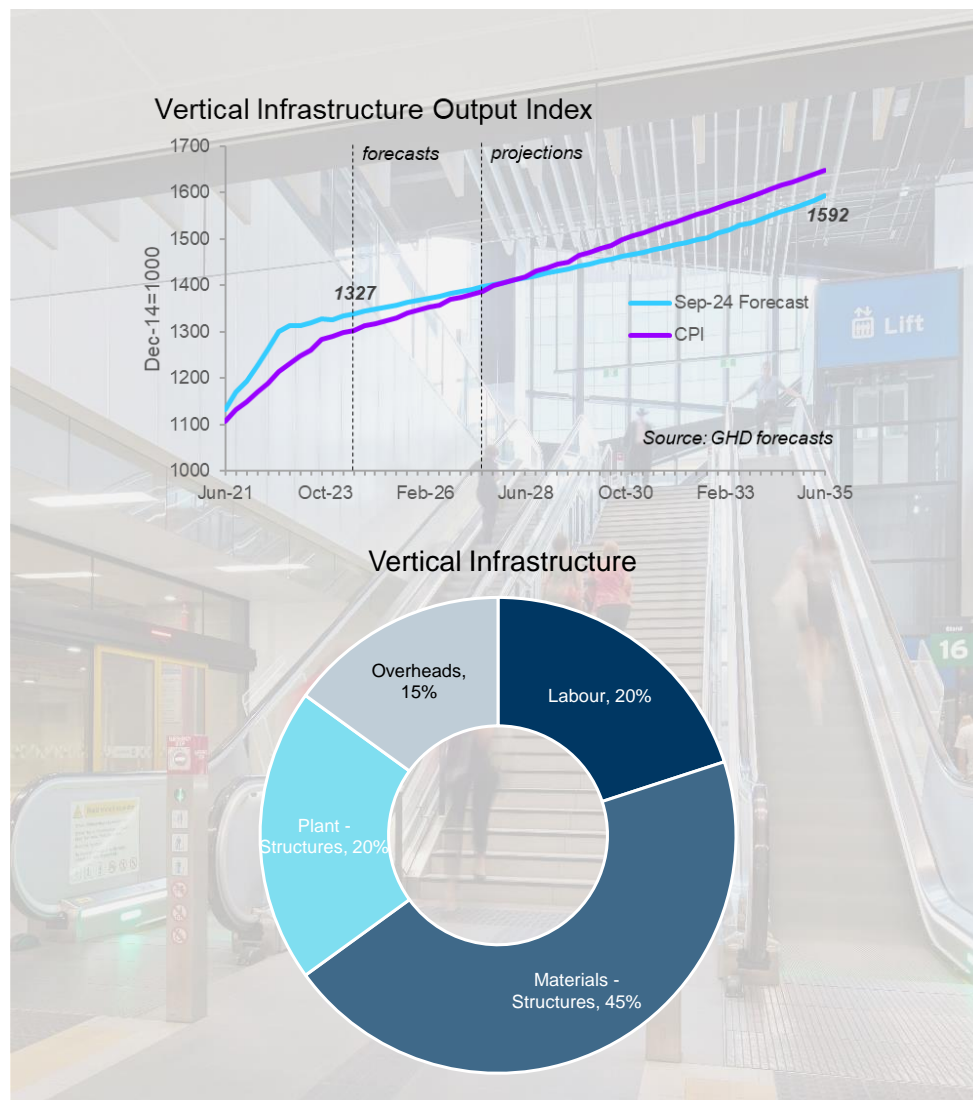
## Roothing Projects

- Bitumen, a major component of Roothing Projects work, is subject to huge cost fluctuations. However, with a weaker global economy, oil prices are subdued and are expected to stay that way to mid-2025, even later than initially anticipated. Oil prices are expected to pick up as the world economy starts recovering.
- Labour costs are moderating significantly within the construction sector, primarily because of the large influx of migrant workers and because of the slowdown in residential and commercial building activity. Because some of these skills transfer to the horizontal construction sector, wage growth in the sector is expected to moderate.
- Plant and machinery, and material prices have also moderated, including some falls in prices as supply chain disruptions have normalised. Consequently, lower rates of price growth are expected in the coming years.



## Roothing Renewals

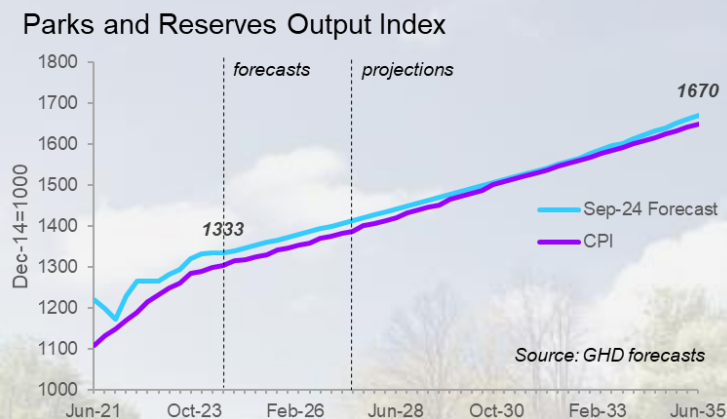
- Bitumen is an even more important part of the Roothing Renewals Output Index. As a result, the lower oil prices that the world is experiencing right now (despite a relatively weak New Zealand dollar) are helping keep this index in check.
- With labour costs in construction now mirroring wider economy labour cost growth, this key element of the index will see more modest growth, especially as migration has negated some labour shortages, leading to lower overall wage growth across the economy.
- Materials, plant and machinery prices are also seeing lower rates of increase, and in some cases declines, as supply chain disruptions have eased and as demand for some domestically-produced materials such as aggregates has moderated.



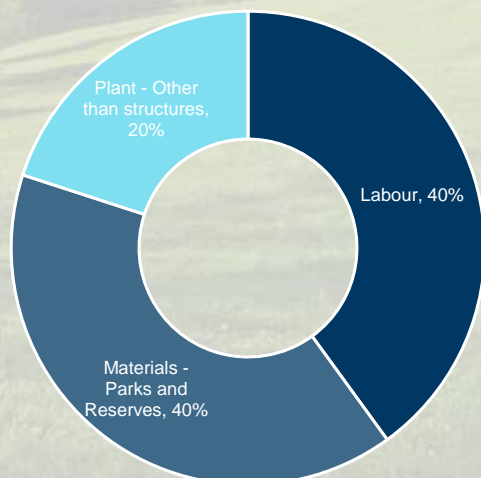
## Vertical Infrastructure

- Iron ore prices, which play a big role in vertical construction prices, are well down from their peaks in 2021.
- Our forecasts have steel prices falling less sharply than many commentators over the next few quarters because we think government purchasers will remain active in the market even as residential and commercial activity globally falls. Part of the higher steel price is also explained by a relatively weak New Zealand dollar.
- Nevertheless, vertical construction prices are expected to flatten out as weaker residential demand frees up some labour and as steel prices remain more modest through to the last part of 2024.



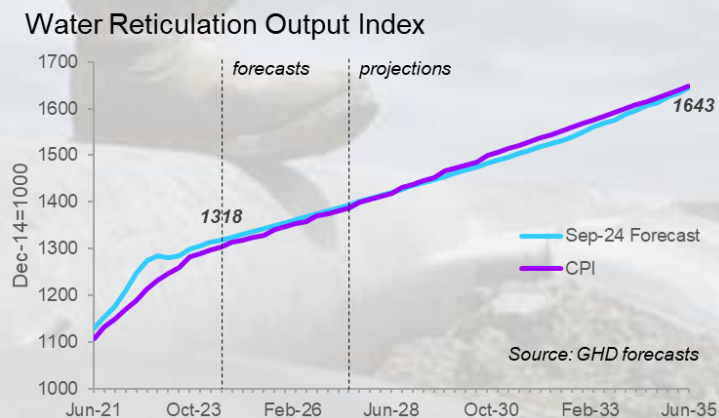


**Parks and Reserves**

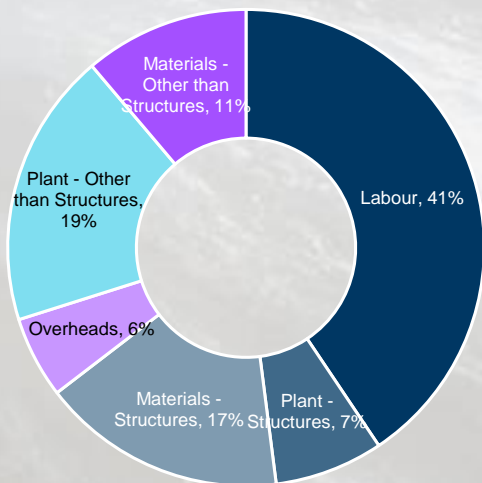


## Parks and Reserves

- The Parks and Reserves Output Index is characterised by a wider variety of input materials than roading, water reticulation, or vertical infrastructure.
- Further, most of the inputs required are purchased locally. This provides somewhat greater certainty over pricing than for volatile imports like bitumen and steel, but also mean as commodity prices moderate, the same may not automatically occur for Parks and Reserves.
- Inflation in New Zealand is declining, which supports slower growth in prices for Parks and Reserves although as the world economy begins to recover from mid-2025, prices will turn up slightly.



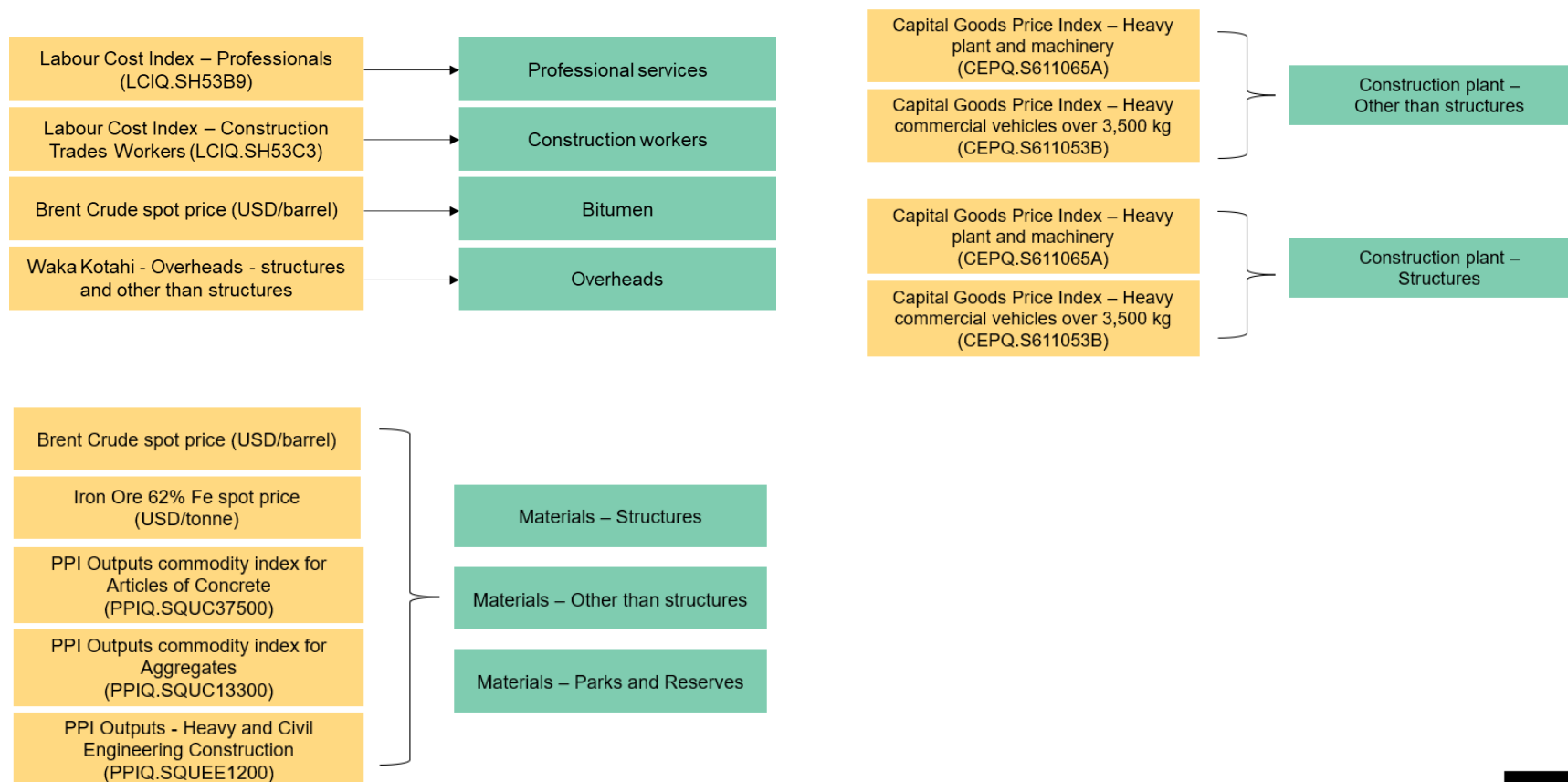
Water Reticulation



## Water Reticulation

- Water Reticulation is comprised of a mix of above-ground (“Structures”) and below-ground (“Other than Structures”) three waters infrastructure. The index is a composite of the two.
- Slower growth in wages over the next couple of years with strong migration filling gaps and the slow-down in residential building helps keep price growth more moderate.
- Meanwhile, plant and machinery costs (26% of the index) have also returned to the patterns of growth before lockdowns caused supply chain disruption.
- Increases out to 2034 are expected to be relatively modest, but with a slight uptick as other economies, especially in Asia, recover later in the decade.

# Input Indices – Input series references





# Scope and limitations

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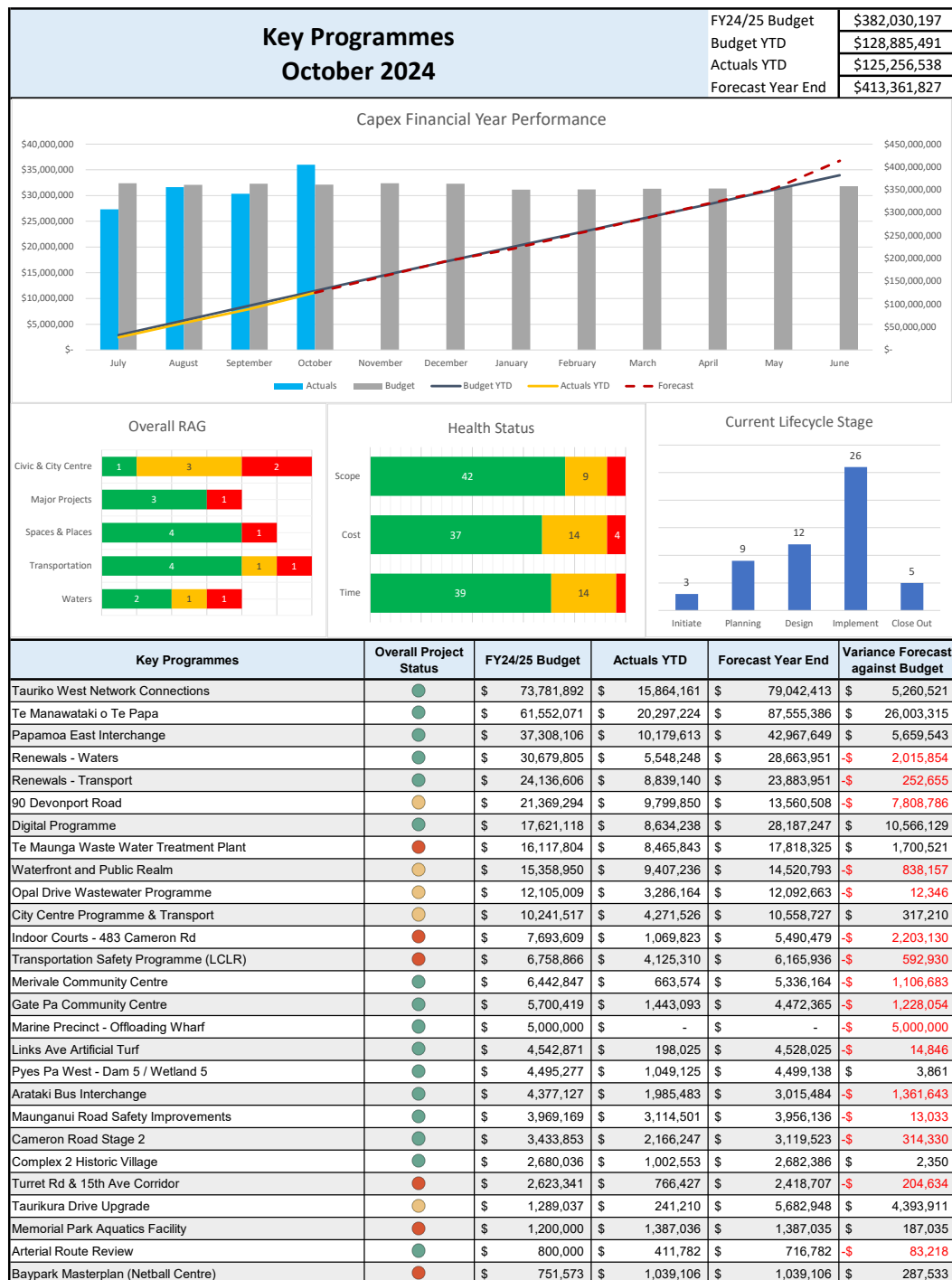
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Key Programmes October 2024		
Key Programme	Overall Programme Status	Commentary
90 DEVONPORT ROAD	Amber	The integrated programme of base build and fit out is on programme and scheduled to be completed late March 2025 on time and within budget.
ARATAKI BUS INTERCHANGE	Green	<p>The project's construction phase is progressing well. Key preparatory works, including bus shelter foundations, power pole relocations, and upgrades to footpaths, driveways, and property access points, were completed in October. Engagement with affected stakeholders, partners, and residents has been comprehensive, ensuring alignment and transparency.</p> <p>Additional works by the Maintenance team, such as replacing pavement between new bus stops, are now complete. Minor on-site incidents have occurred, but no lost-time or medical treatment injuries were reported.</p>
ARTERIAL ROUTE REVIEW	Green	<p>The feasibility assessment of the Fraser Street corridor is progressing well, with a draft report completed by GHD. Minor edits are expected in November. Key preparatory tasks have also been finalised, including the topo survey and initial modelling by Mott MacDonald. Baseline model updates and approvals for additional data collection are in place, with calibration completion targeted for March 2025.</p> <p>Next steps involve reviewing Stage 1 modelling outcomes and the feasibility assessment, which will guide the decision to proceed to the design phase. All costs are within the current \$800K forecast for this financial year, with future budgets to be confirmed.</p>
BAYPARK MASTERPLAN (NETBALL CENTRE)	Red	On hold pending council decision
CAMERON ROAD STAGE 2	Green	<p>1.Business Case completed.</p> <p>2.Programme overrun following later approval of DBC by Commissioners than originally planned: Mitigation - Agreed retrospective funding approved by NZTA for commencement of Detailed Design prior to potential NZTA approval of DBC at the June '24 Board Meeting.</p> <p>3.Detailed Design phase commenced by Direct Appointment of GHD in advance of NZTA potential approval of DBC.</p> <p>4. NZTA have not approved Business Case at June Board meeting. Governance is trying to understand the reasoning around the decision.</p> <p>5. Contract award to GHD on hold with GHD and requested to proceed with caution by governance group.</p> <p>6. Project not included in 24-27 NLTP</p> <p>7. Awaiting governance decision on if DBC is reworked to align with GPS</p>
CITY CENTRE PROGRAMME & TRANSPORT	Amber	The City Centre Programme and Transport currently has 7 projects in progress. The upgrade of Red Square, the Enabling Movement works, and demolition at 79 Grey Street are largely complete, on track to be finished in November/December. The Public Transport hub (Durham Street) has detailed designs and is scheduled to commence construction in January 2025. Smaller placemaking projects including the Waterfront Connection safety improvements and relocatable playpod projects have detailed designs completed or very nearly completed and will begin works in October/November. The Monmouth Redoubt project is working through consenting and likely to commence repairs in January 2025. Options for the development of the site and laneway between Durham Street to Grey Street are being developed.
COMPLEX 2 HISTORIC VILLAGE	Green	Alaska (Contractor) is making good progress according to the contract schedule. The construction work is track to be finished by February 2025.
GATE PA COMMUNITY CENTRE	Green	Progressing with detailed design. Following public feedback, the addition of parking has been requested and has been incorporated into the design update. This change will impact the project timeline due to the new building encroaching on park boundaries, necessitating an update to the Resource Consent application. Working towards a construction start date in February 2025
INDOOR COURTS - 483 CAMERON RD	Red	Significant delays have occurred to the project due to the unforeseen seismic strengthening design changes required. Gap analysis was presented to BCA for a decision on whether we are targeting 50% or 70% NBS. BCA have given approval for a 50% requirement for the facility. Apollo Projects lodged the BC on 19 August 2024, awaiting approval. Some early works/demolition have commenced while waiting for the BC approval. A report was presented to TMOTPL Board for a \$1.5M shortfall due to additional seismic strengthening required and not identified at the time of purchase, this was approved and now another report is being prepared to be presented to Council on the 29 October for approval.

LINKS AVE ARTIFICIAL TURF	Green	Pricing has been received from the contractor, and currently working through confirmation of programme and price. Working through the pre construction requirements, with construction work to start onsite in January 2025.
MAUNGANUI ROAD SAFETY IMPROVEMENTS	Green	The project remains on track for completion by late November. Although the budget is constrained, the scope has been adjusted to stay within limits, with no anticipated impact on the outcomes defined in the Project Charter. The project has been delivered to its current scope, and post-construction audits may identify minor additional works. Costs are updated per the Financial Register, with contingency funds allocated to close out the project. The timeline is tracking as scheduled.
MEMORIAL PARK AQUATICS FACILITY	Red	Commissioners approved the concept design plans and project costs (\$122.2m) for the Aquatic Facility at the Council meeting held on 11 December. Works are currently on hold until a decision is reached on the project by Councillors. A workshop is being held on the 17 October followed by a Council meeting on 29 October.
MERIVALE COMMUNITY CENTRE	Green	A significant milestone was reached in October, with a blessing held on site at to commence the construction work on the new facility. Earthworks have begun onsite.
OPAL DRIVE WASTEWATER PROGRAMME	Amber	The Pump Station construction works are back underway after a 3-4 week delay due to asbestos contamination discovery and remediation of the site. Visit to the site by a group of Councillors during the month.
PAPAMOA EAST INTERCHANGE	Green	PEI Ph 3 continuing well. On time and to budget. Sheet piling on the North and South side of SH2 have been completed with the progression of the Rammed Aggregate Piles. App 20% of the way through this construction phase.
PYES PA WEST - DAM 5 / WETLAND 5	Green	Currently in construction/implementation stage. Completion mid 2025. Project on track.  Majority of Dam to be complete this coming EWs season/FY Pipe has been installed, preload complete for eastern potion and settlement period complete for western portion of dam. Dam construction can now commence proper. Inlet and outlet complete. Downstream rip-rap and temp stream diversion has been cut over and now conveys via pipe. This coming EWs season works include cut-off trench, dam core, abutments, services and final EWs.
RENEWALS - TRANSPORT	Green	The renewal programme is on track, with ongoing monitoring of a potential risk related to local asphalt supply. No immediate impacts are anticipated, but we are actively keeping watch to ensure continuity in delivery.
RENEWALS - WATERS	Green	This programme consists of various 3 waters renewal work-fronts including wastewater reticulation, water reticulation, stormwater, reservoirs, wastewater pumpstations. All current workfronts are progressing well using long term committed designers and contractors.
TAURIKO WEST NETWORK CONNECTIONS	Green	Overall on track for completion on time and within budget. Construction underway on Separable Portion 1 (Redwood/Kaweroa Roundabout) with works progressing well during the winter period. Separable Portion 2 (Northern Access and SH29/Cambridge Rd Intersections) awarded with construction due to commence from Mon 23rd Sept 2024.
TAURIKURA DRIVE UPGRADE	Amber	The design was submitted in July and, despite needing minor adjustments, is ready to proceed to tender. A peer review of the Roller Compacted Cement pavement design is ongoing, with designer feedback underway. Due to delays in PT Hub funding, alternative locations are under consideration, and an on-road solution may be required for the next 3–5 years. A report to the Joint PT Committee will provide direction on the PT Hub location.  The project is approximately \$500K over budget in the design phase due to additional costs, including traffic modelling, pavement design, geotechnical testing, and infrastructure adjustments. However, the alternative pavement design is expected to reduce overall construction costs. While the tender period and construction start date have shifted, we are working towards TCL's requested completion by September 2025, within the agreed timeframe.

TE MANAWATAKI O TE PAPA	Green	<p>Building consent has been approved for the Art Gallery and works have now commenced. During demolition of the ceilings has exposed sub-par roof support structure from the 2006 renovation, solutions are currently being investigated.</p> <p>Willis Bond currently preparing RFP documents for design services to engage consultants for design stages for Baycourt project.</p> <p>Works are progressing well at the Library and Community Hub site with the remaining K-frames being installed. The mezzanine floor has now been poured and the timber has started to be installed.</p> <p>RAP piling has commenced at the CWEM site and contractors are making good progress. Stage 2 pricing package has been released to LT McGuinness and a response is due back end of October.</p> <p>Masonic Park Upgrade is completed.</p> <p>Detailed Design has now been completed for the Civic Plaza.</p>
TE MAUNGA WASTE WATER TREATMENT PLANT	Red	<p>Most of the projects are tracking well with Clarifier 3's construction ahead of programme, the enabling works for the New Inlet works and Pond 1's sludge removal campaign successfully finished.</p> <p>The Bioreactor 2 ground improvement works have stalled with quality issues being evident on the piling. Remedial designs are underway.</p>
TRANSPORTATION SAFETY PROGRAMME (LCLR)	Red	<p>We are finalising the last projects from the previous LTP cycle, with close-out expected in the next few months. However, significant budget constraints, compounded by reduced NZTA funding, are impacting preparations for the 2024/27 LTP cycle. This has led to a major reprioritisation of the project pipeline, set for completion by 9 December 2024, at which point confirmed budgets will allow work on prioritised projects to move forward.</p> <p>We have a tranche of projects in advanced design stages, ready for physical delivery if budget approvals are secured, which is critical to maintaining delivery targets in year one. Due to ongoing funding challenges anticipated throughout the 2024/27 LTP cycle, our strategy is to finalise project designs that can be activated if additional funding becomes available during the three-year period.</p>
TURRET RD & 15TH AVE CORRIDOR	Red	<p>* The SSBC is complete, formal approval of TCC 6Aug, currently with NZTA for endorsement.</p> <p>* Preliminary investigation Works are complete on bridge.</p> <p>* Procurement Strategy draft is in for review. Further Prelmp tasks are paused awaiting outcome of this Strategy.</p> <p>* Constructability Review is underway.</p> <p>* C&amp;E update is underway</p> <p>Terns and Consenting review is underway</p> <p>* The draft GPS has changed the funding landscape necessitating the removal of significant scope from the Project as well as the separation of Stage 1 and 2 as standalone delivery sections on the same project corridor.</p> <p>* The Project budgets are being reviewed and reconciled, including Waters. NLTP allocations to be circulated early Sep. Budgets and Forecasts will be reviewed following.</p> <p>* Stage 1 is the priority, with Stg2 co-funding pushed out to a later date (to be reviewed mid 2025).</p> <p>* SSBC is now with NZTA for review in Oct 2024.</p>
WATERFRONT AND PUBLIC REALM	Amber	<p>Memorial Park to City Centre Pathway - Stage 1 (Boardwalk and Underpass) has now been completed with the blessing/opening to be held on 15 October.</p> <p>Construction of the Northern Seawall is completed, and Park North works are progressing well with a blessing/opening scheduled on 11 November.</p> <p>Waterfront Playground construction is well underway and the feature tower construction has commenced.</p> <p>Beacon Wharf Upgrade project is completed.</p> <p>Detailed design has been received for the Waterfront Central Plaza and engagement with project stakeholders is completed. Value engineering has been completed and an updated design is expected in October.</p>

**9.2 2024/25 Network Operations Report****File Number:** A17102490**Author:** Kathy Grant, Team Leader: Contract & Network Management.**Authoriser:** Nic Johansson, General Manager: Infrastructure

---

**RECOMMENDATIONS**

That the Project Planning &amp; Monitoring Committee:

- (a) Receives the report "2024/25 Network Operations Report".
- 

**ATTACHMENTS**

1. 2024-25 Network Operations Report - A17099685  



# 2024/2025 Transport Network Operations Report

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## Transportation Assets at a glance...



Conditions

Click for instruction guide ==>



**Road Network**  
asset worth  
**\$969.5M**

629.5 kms of roads

Source : RAMM - Carriageway Section



**Retaining Walls**  
asset worth  
**\$308.8M**

803 retaining walls  
40.7 kms in length

Source : RAMM - Retaining Wall



**Kerbs and Channels**  
asset worth  
**\$240.9M**

1,128.2 kms in length

Source : RAMM - Surface Water Channel

**Total value of transport assets**

**\$2.19bn**



**Footpaths**  
asset worth  
**\$369.2M**

819.5 kms in length

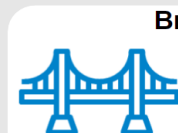
Source : RAMM - Footpath



**Street Lights**  
asset worth  
**\$63.1M**

14,707 street lights

Source : RAMM - Street Light Light



**Bridges and Culverts**  
asset worth  
**\$59.9M**

24 bridges and culverts

Source : RAMM - Bridge

**Yearly depreciation of transport assets**

**\$35.72M**



**Traffic Controls**  
asset worth  
**\$21.5M**

13.5 kms of railings

Source : RAMM - Railing



**Traffic Signal**  
asset worth  
**\$10.16M**

680 traffic signals

Source : RAMM - Traffic Signal Pole



**Road Signs**  
asset worth  
**\$7.2M**

17,680 traffic and safety signs

Source : RAMM - Sign

**Daily depreciation of transport assets**

**\$98K**



**Public Transport Assets**  
asset worth  
**\$6.1M**

698 bus stops



**Parking Facilities**  
asset worth  
**\$3.6M**



**Cycleways**

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# NZTA Technical Investment Audit Results

- The overall rating was assessed as effective, indicating that Tauranga City Council is well managed and delivering good value for money according to NZTA's criteria.
- The table below show the audit results








## AUDIT RATING ASSESSMENT

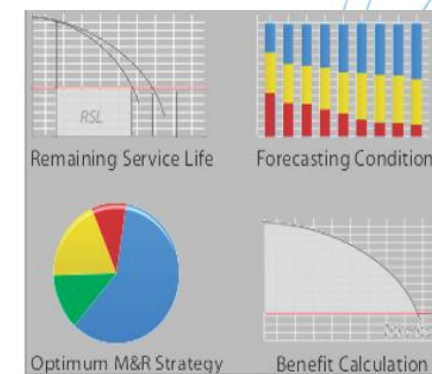
Subject Areas		Rating Assessment*
1	Previous Audit Issues	Effective
2	Network Condition and Management	Effective
3	Activity Management Planning	Effective
4	Data quality	Effective
5	Road Safety	Some Improvement Needed
Overall Rating		Effective



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# Asset Management Core Activities

-  Monitor Transport Asset's conditions - Successfully conducted condition surveys for multiple assets
-  Asset Management Plan - Received highly positive feedback for the Tauranga Asset Management Plan for 2023/24
-  Developed Asset's renewals and maintenance programs for various assets groups for coming season 2024/25
-  Maintain Asset Inventory systems – Updated asset inventory data for various subdivision and project work
-  Data Analysis and Reporting - Achieved an outstanding data quality score in national-level reporting for 2023/24
-  SMEs Support – Provided expertise support on various Transport related projects
-  Lead NLTP's and Funding management for Network Operation Team



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# Network Operations Delivery

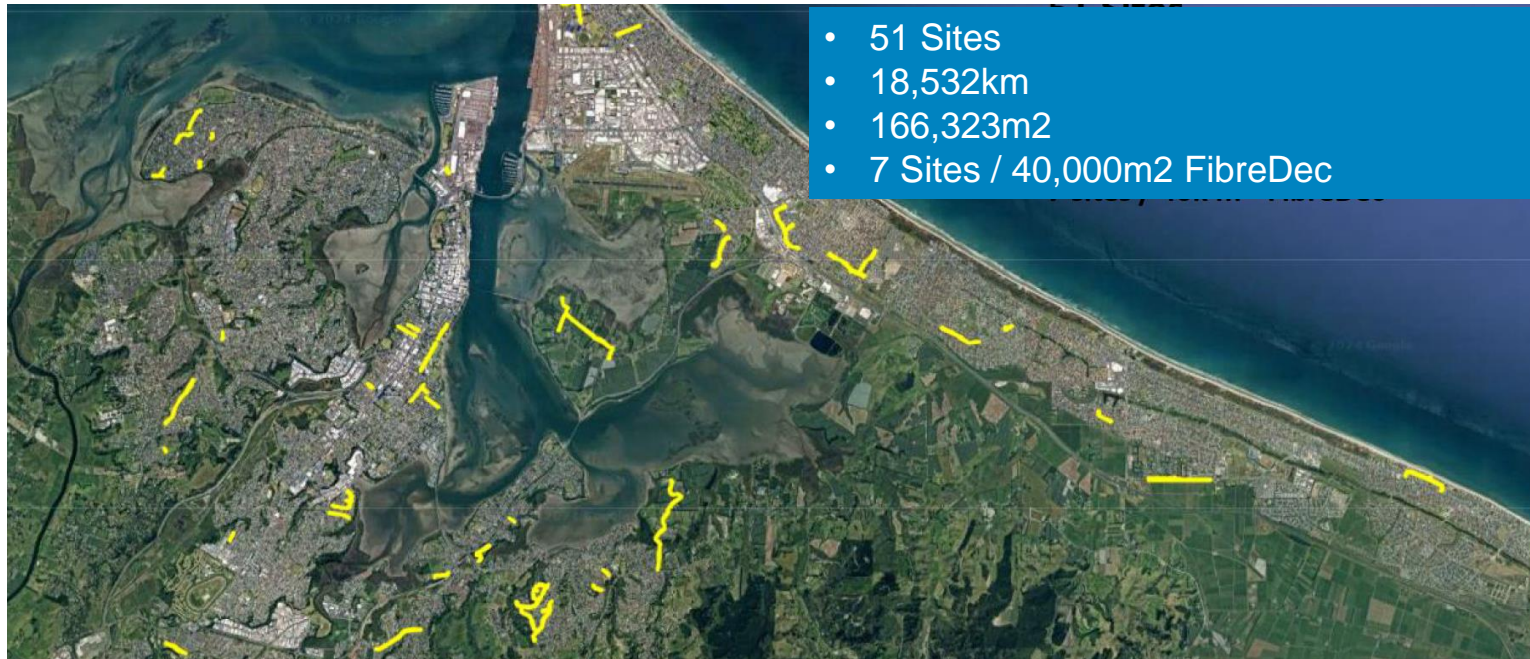
*Resurfacing Work – Asphalt Concrete 24/25*



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# Network Operations Delivery

*Resurfacing Work – Chipseal 24/25*



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# Network Operations Delivery

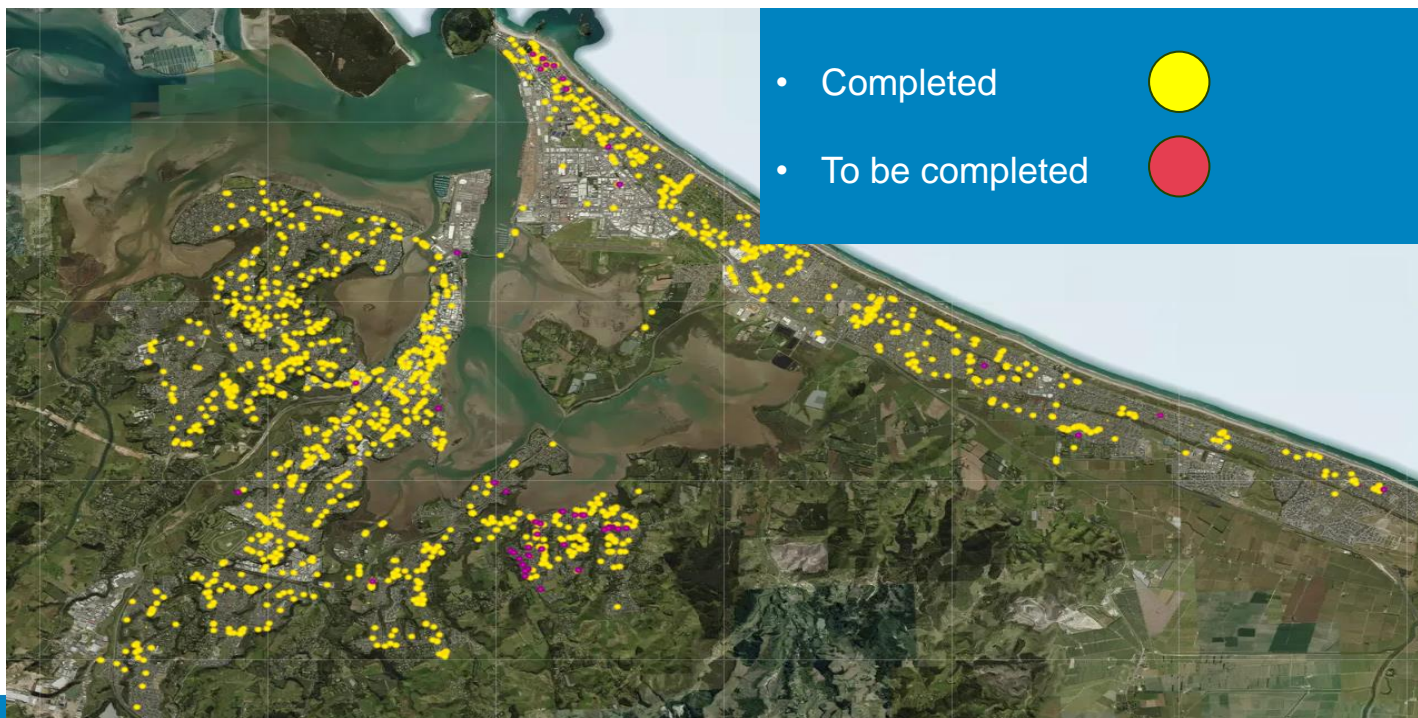
*Rehab Work 24/25*



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# Network Operations Delivery

*Footpath maintenance – Trip Hazards Grinding Work 24/25*

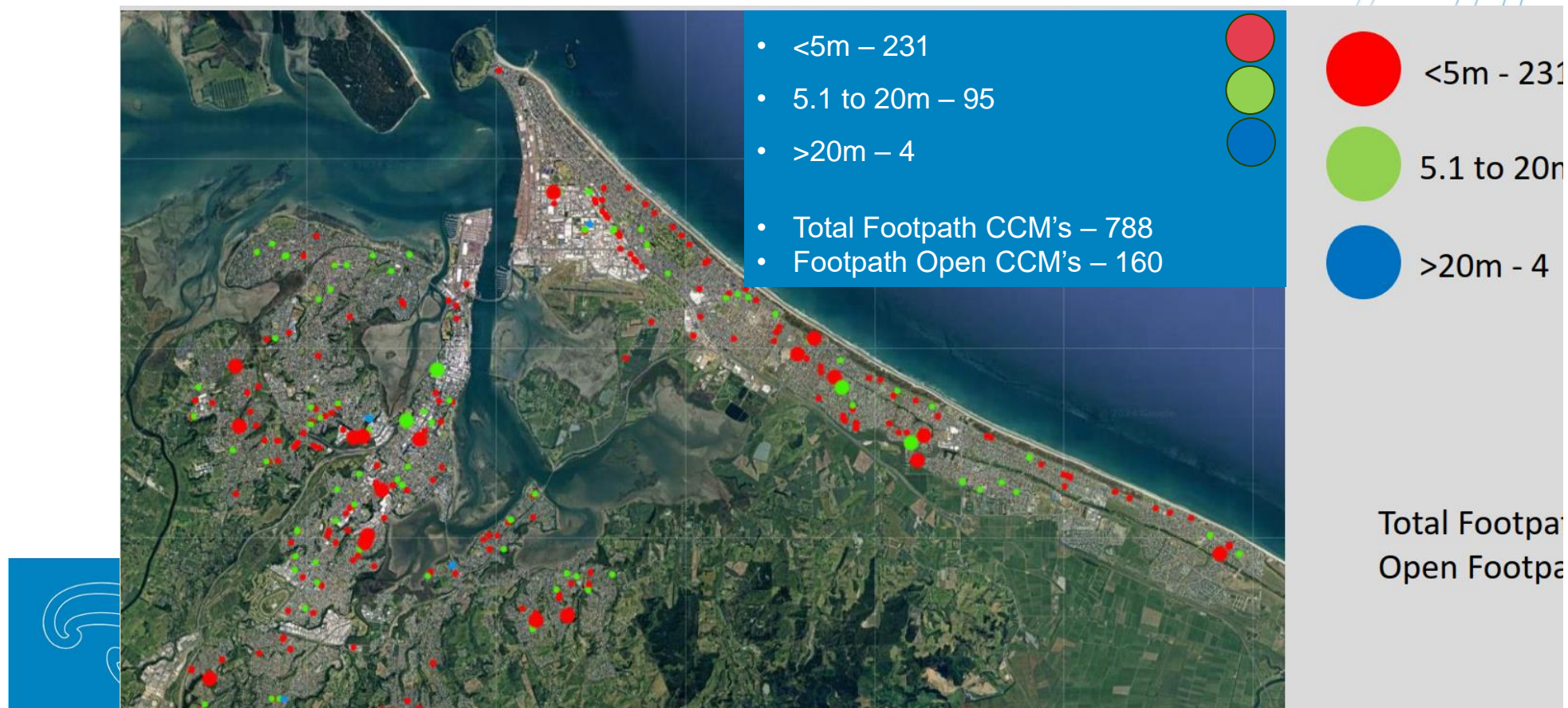


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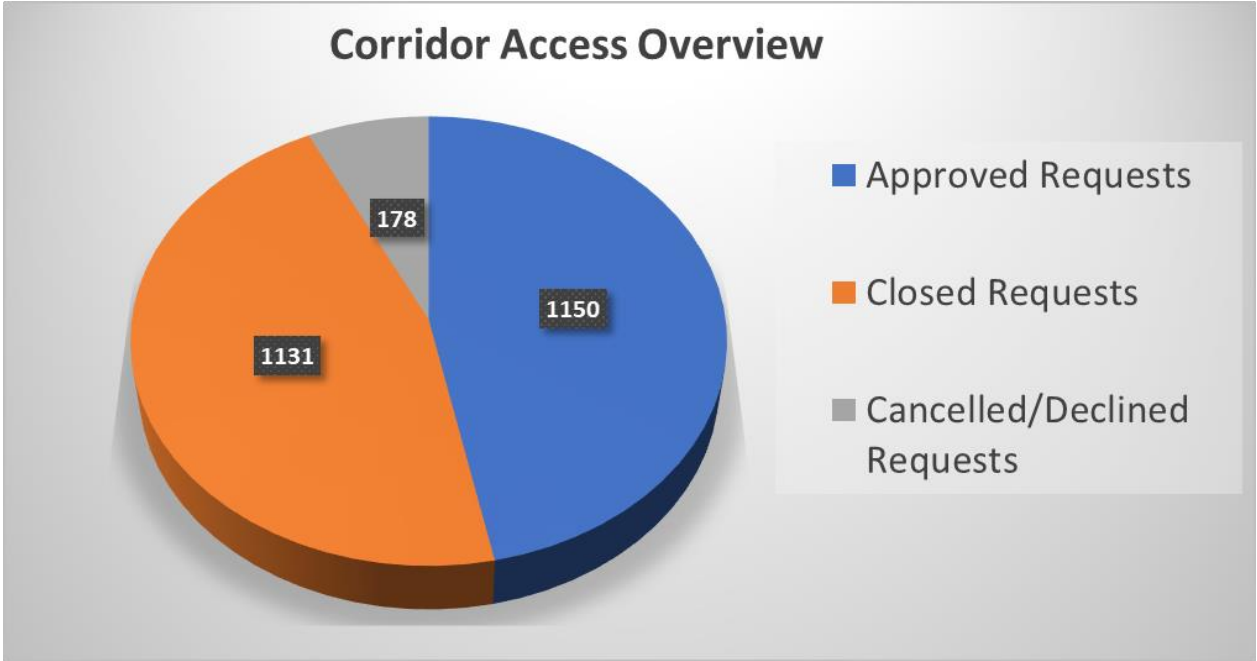
# Network Operations Delivery

## *Footpath maintenance – Concrete Repair Work 24/25*



# Corridor Access Team

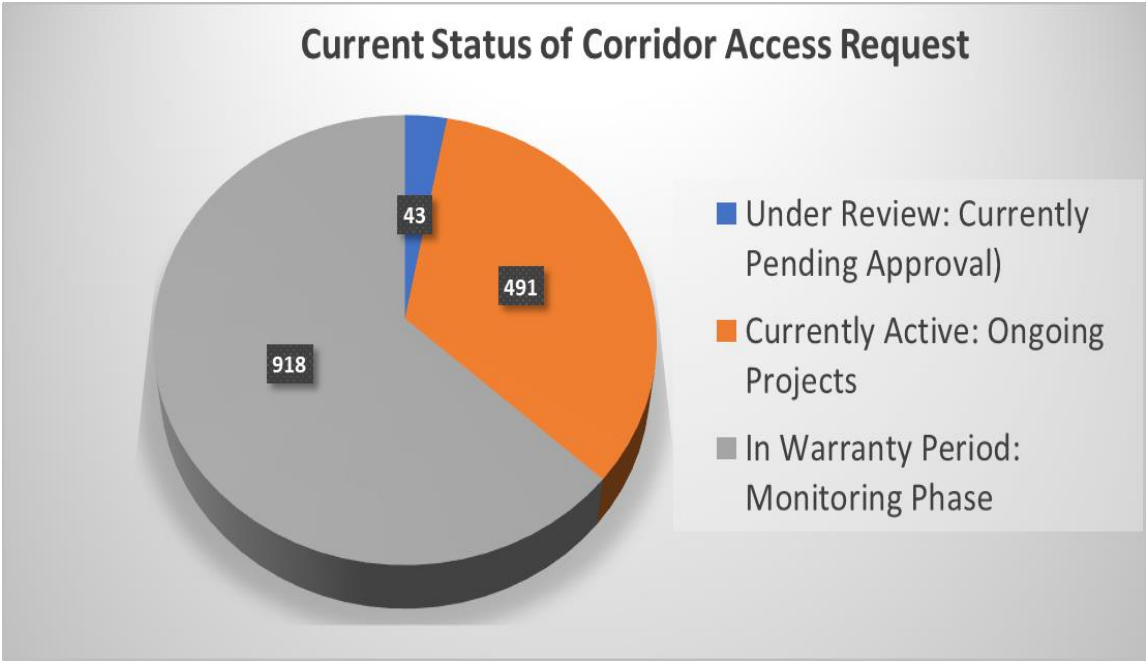
12 Month Report – Total Requests Received: 1352



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# Corridor Access Team

Current status



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# TTOC

## *Priorities 24/25*

- CCTV camera renewals
- Live travel information system
- New CCTV installations
- Intelligent Transport Solutions
- Enforcement technology
- Operations Centre relocation to 90 Devonport Rd

**How We  
Started  
Budget  
Season**



**How We  
Finished  
Budget  
Season**



**TTOC Staff**

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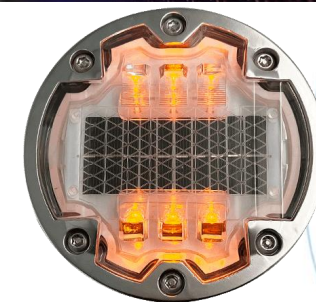
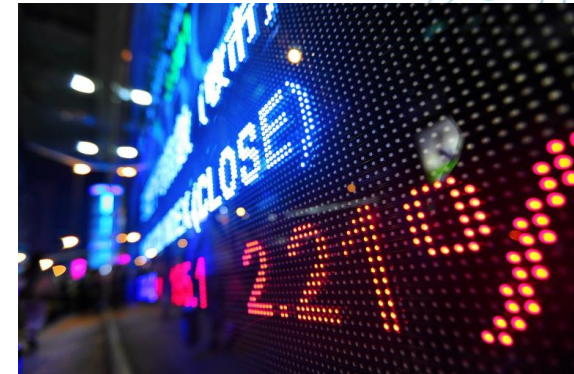
# TTOC

## *Intelligent Transport Solutions*

Budget 24/25 = **\$103K**

### **Exploring Technology solutions:**

- In-road LED illuminated studs at selected crossings providing advanced driver warning of pedestrians approaching. Working with the Traffic Safety team to agree on a trial site.
- LED roadside information signs (VMS) where TTOC can publish messages alerting drivers of unusual road conditions. Investigating locations and costs.



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# TTOC

## *Streetlight Renewals*

- Completed 132 column renewals to date.
- Averaging 8.25 poles per week which meets the required rate of renewal as per budget.
- Accident damage is on the rise compared with previous years.



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# TTOC

## *Infill Lighting*

- Budget 24/25 = **\$100K**
- Proposing to add six extra lights on Royal Ascot Drive (approx. 60K).
- Maildrop planned for early November & community feedback requested by the end of November (install early 2025).



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**9.3 Oceanbeach Road Resurfacing****File Number:** A17102628**Author:** Kathy Grant, Team Leader: Contract & Network Management.**Authoriser:** Nic Johansson, General Manager: Infrastructure

---

**RECOMMENDATIONS**

That the Project Planning &amp; Monitoring Committee:

- (a) Receives the report "Oceanbeach Road Resurfacing".
- 

**ATTACHMENTS**

1. Oceanbeach Road Resurfacing - A17048869 [!\[\]\(5950fde355bafc747b20583b30242b59\_img.jpg\)](#) 

# Resealing of Oceanbeach Road

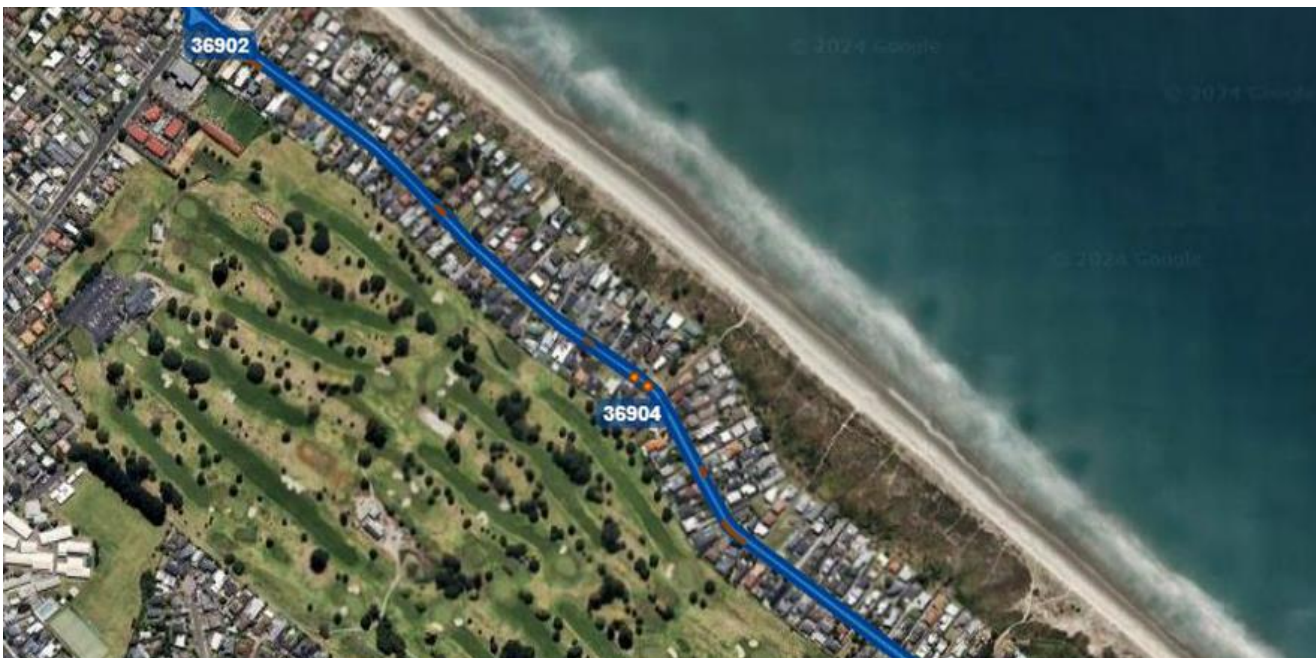
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# Oceanbeach Road Site Plan

*Golf Road to Concord Road*



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## Operational Planning: Delivery

- The works involved resurfacing 1.4km of Oceanbeach Road over a 2-week period during the school holidays (this was decided as the best time for delivery)
- The traffic management plan (TMP) required a 24-hour lane closure
- 2000 tonnes of asphalt from the Fulton Hogan plant was required
- The work involved a three-stage construction process:
  - Milling out and removing existing surfacing
  - Constructing a waterproofing bitumen and chipseal membrane
  - Laying the new hotmix surface



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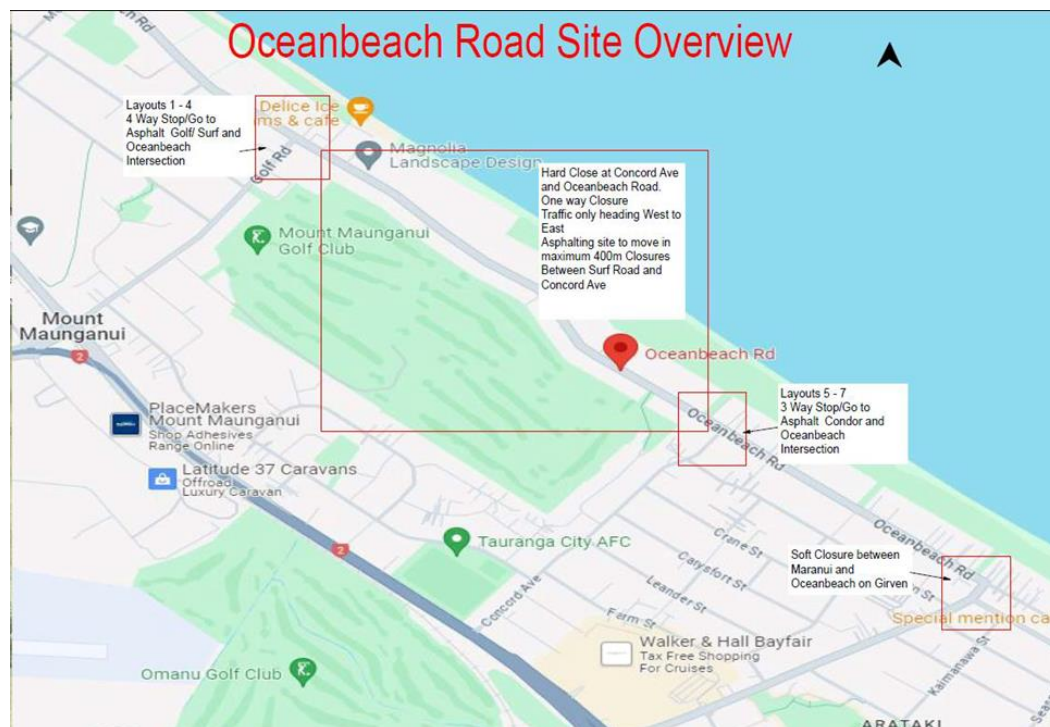
## Operational Planning: Comms

- Over 300 residents were directly impacted by the works, and many more affected in the wider catchment
- Communication with all affected parties was critical. A major combined effort from Fulton Hogan and TCC went into the comms strategy:
  - Multiple letter drops to affected residents a month prior to works
  - Variable Message Boards advising of upcoming works and delays
  - Radio adverts and use of TCC's comms channels
  - Personnel assigned to communicate directly with residents during construction and assist them with access to and from their properties



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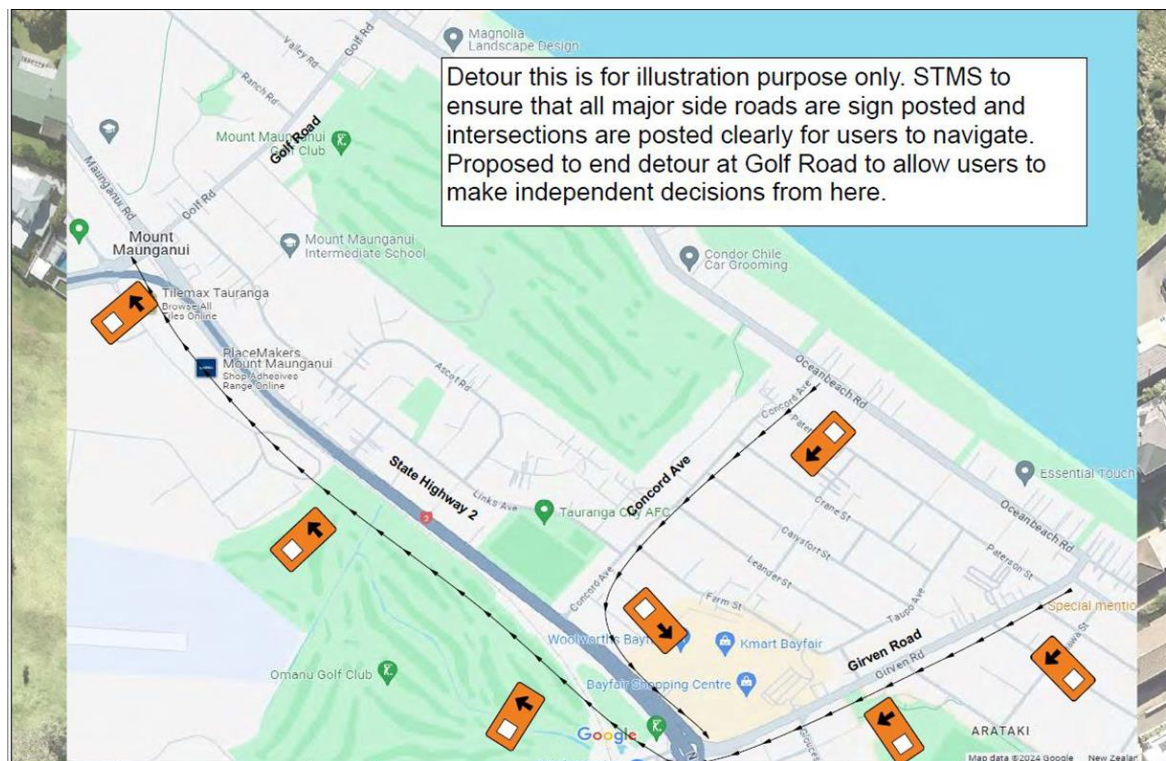
# Traffic Management Plan



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# Detour Route



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# VMS Board Messaging

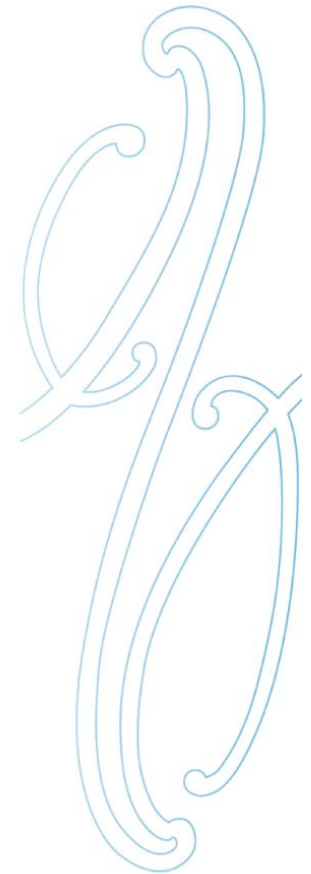


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## The Outcome

- Works were well coordinated between shifts
- Averaged around 300 tonnes of asphalt per shift
- Good weather was to our advantage
- No breakdowns at the asphalt plant or to machinery
- Long working window with the TMP (7am-10pm)
- Good, early joint comms from FH and TCC
- QA completed each shift
- Finished five days early, with only minor works left to complete; a great outcome for all parties



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## The Result: A Successful Outcome



We finished  
five days  
early!!

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## 9.4 Residential Property - Decision Making Process for Property Demolition or Removal

**File Number:** A17001496

**Author:** Amanda Davies, Manager: Spaces and Places Project Outcomes  
Ross Hudson, Manager: Strategic Planning and Partnerships, Spaces and Places

**Authoriser:** Barbara Dempsey, General Manager: Community Services

### PURPOSE OF THE REPORT

1. To inform the committee on the decision-making process for property demolition or removal.

---

### RECOMMENDATIONS

That the Project Planning & Monitoring Committee:

- (a) Receives the report "Residential Property - Decision Making Process for Property Demolition or Removal".

---

### EXECUTIVE SUMMARY

2. Council owns 24 residential properties. These have been purchased over time for various purposes, often a long-term growth infrastructure project or for some other operational requirement. The properties are usually let until the time that they are needed for that purpose.
3. Residential properties are usually managed on a commercial basis. Occasionally, the community benefit that can be derived from a property outweighs the commercial return; for example, Council leases property for a Women's Refuge. Sometimes, the costs of holding and leasing the residence outweigh the revenue associated with letting it.
4. At the point of purchase and at intervals after purchase, a review is undertaken of the operational and capital costs of holding and maintaining it in a rentable condition. A condition assessment of the property determines renewals budget allocations. These are then compared with current and expected future rental income. Based upon the financial result, a recommendation is made to the asset owner (e.g. Waters, Transport) to continue renting the property or consider other alternatives which may include removal or demolition.
5. If a property is needed for the purpose it was purchased for and is assessed as needing to be removed or demolished, the choice of removal or demolition is determined by considering the following -
  - (a) Complexity of the move – how easy the site is to access; how large or complex the building is; difficult materials such as asbestos; any significant infrastructure that needs to be moved such as overhead powerlines; special traffic management requirements; distance of move etc.
  - (b) Cost to prepare the house for removal such as service disconnection, bracing, piles, building material removal
  - (c) Additional post-move costs (if required) to re-establish the building on site such as building consents, foundations, utilities and services, repairs, refurbishment.
  - (d) If a move is unviable, consideration is then given to the cost of the demolition and how much of the building can be recycled.

## BACKGROUND

6. Below is a case study on how the above factors would be applied to a building that requires demolition or removal.
7. The properties in this example, at 13 and 15 Anzac Road, were recently purchased for the development of the Gate Pā Community Centre. In this case, the properties were needed for the project immediately after purchase, so no consideration was given to letting them.

<b>Gate Pā Community Centre – buildings at 13 and 15 Anzac Road</b>	
Complexity of move	<p>The building being a duplex which means it is long building. In order to prepare the building to be moved, the length of the building would require it to be cut into three sections in order to loaded onto trucks be moved from the site.</p> <p>Anzac Road is a narrow road and move will need to be done in three parts, which will significantly increasing transport costs.</p> <p>There are also overhead power cables that would need to be managed with assistance from Powerco.</p>
Any restriction with the building materials	<p>The building's concrete roof tiles would need to be removed due to their weight, adding to the cost of preparation for transport.</p> <p>Once relocated, the building would require a complete re-roofing, as the original roof will not be re-used.</p>
Cost to prepare the cost for removal	A preliminary estimate from house movers was \$95,000. This figure only covers the direct move from Anzac Road to a final destination and does not include costs for storage or double handling, which could arise if the destination is not immediately available.
Demolition of building ( <b>Recommended</b> )	<p>Demolition costs expected to be \$50,000.</p> <p>This sets a target of 60 – 65% recycling for waste from the facility demolition for an additional \$5K this target can be 80%</p>

## FINANCIAL CONSIDERATIONS

8. Value for money is the integral consideration in decisions on whether to let, relocate or demolish residential property that Council purchases or has a legacy ownership of.

## LEGAL IMPLICATIONS / RISKS

9. Council is bound by the Residential Tenancies Act and leases or ceases to lease residential properties in accordance with it.

## CLIMATE IMPACT

10. Opportunities to mitigate emissions associated travel or materials re-use are considered as part of the decision-making process.

## CONSULTATION / ENGAGEMENT

11. Consultation is considered on a case-by-case basis. Usually these decisions will be of low significance.

## SIGNIFICANCE

12. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and

Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.

13. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
  - (a) the current and future social, economic, environmental, or cultural well-being of the district or region
  - (b) any persons who are likely to be particularly affected by, or interested in, the matter.
  - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
14. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter is of low significance.

## ATTACHMENTS

**Nil**



## 9.5 Project Update - Monmouth Redoubt

**File Number:** A17001544

**Author:** Amanda Davies, **Manager:** Spaces and Places Project Outcomes

**Authoriser:** Barbara Dempsey, **General Manager:** Community Services

### PURPOSE OF THE REPORT

1. To provide information on the background and purpose of the Monmouth Redoubt Historic Reserve Project, and what it will achieve, and advise of the next steps in the project delivery.

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### RECOMMENDATIONS

That the Project Planning & Monitoring Committee:

- (a) Receives the report "Project Update - Monmouth Redoubt".

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### EXECUTIVE SUMMARY

2. Monmouth Redoubt Historic Reserve is significant to the region due to its part in the Tauranga Campaign of the New Zealand Wars. The location on the coastal escarpment above the Tauranga CBD provides important historic values relating to several time periods in Māori and Pākehā histories.
3. The reserve is unique in New Zealand due to its location within a city centre, which provides excellent opportunities for public appreciation, interpretation and heritage tourism.
4. A Conservation Plan was developed in 2019 to guide how the site should be managed to conserve the significance of the heritage values of the reserve.
5. The Plan recommends key remedial actions to address the failure of the reconstructed section of redoubt walls and threats to the redoubt from the trees planted on archaeological features:
  - (a) stabilising the historic defences by using engineered green retaining and anchored soil nails,
  - (b) removal of the trees in the northern ditch to encourage grass growth, conserve underlying archaeological features and maintain a visible profile of the ditch,
  - (c) retaining and improving the access on the eastern side of the redoubt by constructing a boardwalk both for the views out to the harbour and to provide better connectivity to the adjacent Robbins Park.
6. Detailed design is complete, a contractor is in place and consenting in progress to implement these remedial actions.
7. Implementation of the remedial works is anticipated to commence March 2025 and be complete by September 2025.
8. Images of the site as it is now and renders of what the site will look like after the work is complete are included at the end of this report.

## BACKGROUND

9. Monmouth redoubt was built in 1864 by the 43rd Monmouthshire Light Infantry Regiment after arriving in Tauranga as part of the military force. The 43<sup>rd</sup>, alongside the Naval Brigade, led the storming column at Pukehinahina Gate Pā in April 1864, and fought at Te Ranga in June 1864.
10. The redoubt was built on top of the archaeological features of the earlier settlements of the Te Papa Peninsular, and is of significance to Ngai Tamarawaho, Ngāti Tapu and Ngai Tukairangi. Otamataha was located at the northern end of the peninsular and Tamatakahawai where the redoubt now stands.
11. Efforts to protect the historic site began in 1898 when the land was transferred to the borough council and remediation carried out in 1899. Repairs and remediation have continued throughout the decades by successive Councils with the support of various organisations and individuals.
12. The site was gazetted as a Historic Reserve in 1994 under the Reserves Act. Historical reserves come with specific obligations under the Reserves Act for protection and preservation in perpetuity.
13. In 2016 the parks team noted that the historic defences at Monmouth Redoubt were deteriorating. Contributing factors to the ongoing erosion included the collapse of existing punga retaining walls, shading effects of trees reducing grass growth, and informal tracking over the banks by the public.
14. Discussions with HNZPT highlighted the need to resolve conflicting management objectives in conserving the heritage site. To resolve these issues, a Conservation Plan (the Plan) was developed in conjunction with key stakeholders to guide how Council manages and maintains this unique site.
15. The purpose of the Plan is to ensure the reserve is cared for so that its meaning and importance is conserved for present and future generations. It provides an assessment of how and why the heritage features in the reserve are significant and provides guidance on how they should be managed to conserve that significance. The principles for management consider the heritage values of the reserve, management issues, stakeholder and community aspirations, legal requirements and current standards for conservation work.
16. The overall objective of the remedial works is to provide a high-quality environment for the community to enjoy, to raise awareness of the historical and cultural significance of the site and to prevent further deterioration of the site.
17. In developing the Plan, key aspirations for the site by stakeholders are that:
  - (a) The reserve's cultural, historical, and archaeological integrity, its ahuatanga and mauritanga should be maintained.
  - (b) The redoubt needs to retain its look and feel as a defensive structure, so that visitors remember what it was for.
  - (c) The reserve should be managed to enable its use as a lookout or vantage point, with light, open views, and be a visible safe place.
  - (d) Good pedestrian connections, wayfinding and interpretation, and connectivity to city and further afield are important aspects of the reserve and its relationship with the wider area.
18. The project also ties in with the City Centre Action and Investment Plan (CCAIP) approved by Council in 2022/2023. Monmouth Redoubt is part of the Cultural and Historical Precinct in the north of the city alongside Ōtāmataha Mission Cemetery, the Elms, the reserve area along Cliff Road and other streets in the general vicinity.

## STATUTORY CONTEXT

19. Monmouth Redoubt and Te Tapihana (Naval gun) are registered as a built heritage site, classification Category A under the Tauranga City Plan (TCP). Category A built heritage items are identified to have national heritage value, and under the TCP are afforded the highest level of protection.
20. The redoubt is identified as an archaeological site on New Zealand Archaeological Association's database (U14/174 - Monmouth Redoubt) and a Significant Archaeological Area (A7) in the Tauranga City Plan (TCP).
21. Monmouth Redoubt is classified as an Historic Reserve under the Reserves Act 1977. Historic Reserves are established primarily to protect and preserve in perpetuity places, objects and natural features of historic archaeological, cultural, educational and other special interest. Council must manage the Reserve in accordance with the Reserves Act to ensure the use, enjoyment, development, maintenance, protection and preservation of the reserve for that purpose.
22. Tauranga Reserves Management Plan states that the management of heritage reserves should be consistent with any existing or future conservation plans.
23. While the Plan is not a statutory document, it was developed with standards set out in the ICOMOS (International Committee on Monuments and Sites) New Zealand Charter for the Conservation of Places of Cultural heritage Value (2010). The charter has been formally adopted by HNZPT
24. The Plan states that any vegetation, including large trees, which threaten the historic heritage values should be removed. It acknowledges that the large trees may provide amenity, scenic and ecological values, however such values are not the primary purpose of the reserve. There are no trees on site listed on the TCP Heritage Trees Register Appendix 7C, The Notable Trees Register Appendix 6E or Significant Groups of Trees Appendix 6F.
25. Under Section s42(1) of the Reserves Act, the consent of the Minister is required to cut/destroy any trees on any historic reserve. The ability to give consent has been delegated to the Territorial Authority through the 2013 delegations. Delegated authority for the removal of the four mature native trees on the reserve has been approved.
26. Bay of Plenty Regional Council have issued a resource consent for the works.
27. TCC resource consent is in progress.
28. An Archaeological Authority for the works has been received.
29. Monmouth Redoubt extends into KiwiRail owned land, designated for railway purposes (RC2) as the East Coast Main Trunk Railway. Permission will be required from KiwiRail prior to works commencing and this is in progress.

## STRATEGIC ALIGNMENT

30. This contributes to the promotion or achievement of the following strategic community outcome(s):

	Contributes
We are an inclusive city	<input type="checkbox"/>
We value, protect and enhance the environment	✓
We are a well-planned city	✓
We can move around our city easily	✓
We are a city that supports business and education	✓

31. The project will protect and enhance the historic defences of Monmouth Redoubt, and the boardwalk will allow improve the access to and around the site. The site is currently being

used occasionally for educational purposes, and the improvements will facilitate better educational and interpretation opportunities.

### FINANCIAL CONSIDERATIONS

32. There is budget of \$1.035M allocated this financial year to commence and undertake the majority of the project, and an allocation of \$500K to complete the project next financial year. This budget is within the City Centre – Cultural and Heritage Precinct project.

### LEGAL IMPLICATIONS / RISKS

33. Under the Reserves Act 1977 Council has an obligation, to the extent that its resources permit, to manage its Historic Reserves to protect and preserve the places, objects and natural features that are of historic, archaeological or other special interest.
34. Key stakeholders have input into the Plan including manu whenua, HNZPT, Tauranga Historical Society and local residents. There is a reputational risk to not carrying out the recommended remedial works while other upgrades take place in the CBD. Three submissions were made in the 2020-21 annual plan to support continued funding for Monmouth Redoubt.
35. There is a reputational risk to Council in removing the three native trees on Council land at Monmouth Redoubt. A communication and engagement plan has been prepared to mitigate this, and to enable the wider public to understand why the trees need to be removed to protect the redoubt. An update on the communication and engagement approach, will be outlined at the next council or committee meeting in early 2025 prior to work commencing on site in March.

### TE AO MĀORI APPROACH

36. The engagement with manu whenua in this project aligns with the following in Council's Te Ao Māori principles. These include:
- (a) Manaakitanga – ahurutanga/haumarutanga – a strong duty of care and safety for our people. Through the consultation process, hapu have shared the significance of the site to them and will undertake cultural monitoring to ensure the proposed works are respectful of the sites that are of significance.
  - (b) Rangatiratanga: mana motuhake (self-determination) and tāuutuutu (reciprocity). Mana whenua have provided input into the Conservation Plan so that the significance of the site to mana whenua is acknowledged. The trees that are to be removed will be in suitable lengths for carving purposes and gifted to hapū.
  - (c) Kaitiakitanga – stewardship of the natural environment. The project will protect the heritage and archaeological values of the site. The project will contribute to the replanting of trees on Hamilton Street /Wharepai Domain to mitigate against the removal of the trees that are damaging the redoubt.

### CLIMATE IMPACT

37. There will be no overall negative impacts on climate change to deliver this project. Stabilising the slopes with soil nails, matting and hydroseeding will prevent further erosion of the site. The project will contribute to the planting of new trees at Hamilton Street/Wharepai Domain.

### CONSULTATION / ENGAGEMENT

38. In 2018 an online survey and public drop-in session took place seeking community views on Monmouth Redoubt for input into the proposed Conservation Plan. Council received 36 responses to the survey.
39. The Plan was further developed through workshops and consultation with iwi/hapu- Ngai Tamarāwaho, Ngāti Tapu and Ngai Tukairangi representatives, and key stakeholders including, , Heritage New Zealand Pouhere Taonga, representatives of Cliff Road residents

(Latitude Apartments, and Cliff Rd Residents Association), New Zealand Police, Kiwi Rail, The Elms Trust, Tauranga Historical Society, TCC staff and the then incumbent contractor to TCC, City Care Ltd.

40. Plans for implementation of the Conservation plan were announced through a media release in November 2019.
41. There were three submissions in the 2020 Annual Plan consultation in favour of progressing with the Monmouth Redoubt project, so Council agreed to bring the budget forward to develop the concept plan.
42. In March 2021 there was another drop-in day for stakeholders at the Vintage Car Club providing an update on progress and sharing the concept plan that had been prepared.
43. In June 2022 the team carried out methodology trials which then informed the development of the detailed design plan.
44. In early 2024 the team engaged with Heritage New Zealand Pouhere Taonga, in order to review the methodology and updated design plan.
45. In April 2024 an email was sent out to representatives of the 3 Hapu and 13 stakeholder representatives, with an update sharing the detailed design plans and providing an opportunity for further comment before Resource Consent was lodged. Positive responses were received, examples below:
  - *'As advised earlier Ngai Tamarāwaho and Ngāti Tapu....are happy with the proposed restorative plans. The only matter we would like addressed is the wording on the current monument plaque and we would welcome the opportunity to revise the information therein. With the signage the intent of ourselves and Ngāti Tapu is to ensure more of the Taumatakahawai korero is recorded alongside the latter history of the site as the Redoubt and Armed Constabulary base'.* Ngai Tamarāwaho Representative
  - *'I am thrilled that restorative works are on the way. This are is a precious part of the city and the number of visitors over the summer has been noticeable, including school groups. It will be wonderful to see the end of the degradation and decay and history easily seen for the viewing'.* Latitude Apartments representative
  - *'The Historical Society's committee met last Thursday and resolved to support the City Council's proposed remedial measures for the Monmouth Redoubt and to express our excitement at the proposal to begin stabilisation works.'* Secretary Tauranga Historical Society

## SIGNIFICANCE

46. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
47. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
  - (a) the current and future social, economic, environmental, or cultural well-being of the district or region
  - (b) any persons who are likely to be particularly affected by, or interested in, the proposal.
  - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
48. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the proposal is of medium significance.



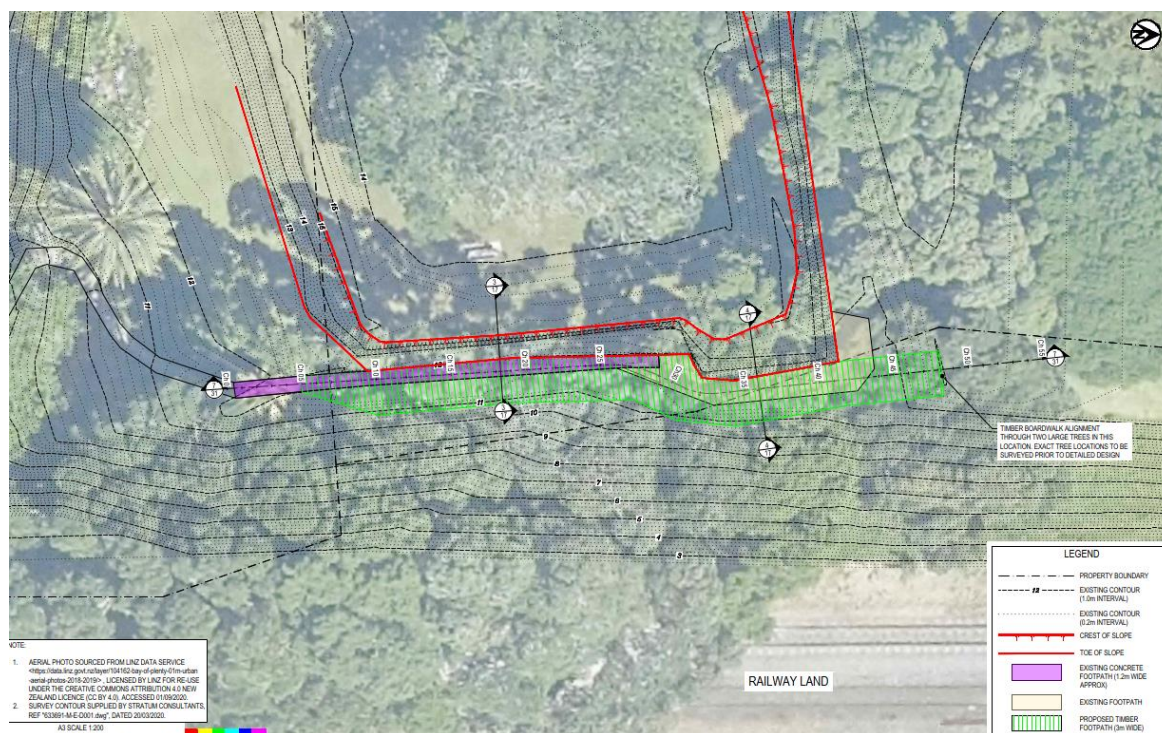
## ENGAGEMENT

49. Taking into consideration the above assessment, that the proposal is of medium significance, officers are of the opinion that no further engagement is required prior to Council making a decision.

## NEXT STEPS

50. Once all consents have been received, we will finalise the programme of works with the contractor to commence works.
51. It is anticipated that works will commence in March with the removal of the trees. Existing trees will be protected, and the trees removed by helicopter over one day. Work on stabilising the banks will commence including reprofiling the slopes, followed by the installation of soil nails, matting and hydroseeding. The boardwalk will be installed at the end of the stabilisation works.
52. The eastern access way and the interior of the Redoubt will be closed to the public during the works.
53. Prior to works commencing we will let stakeholders and the wider community know through media release, social media and newsletters.
54. Images and renders of the works are below.

## SITE PLAN:





**EXISTING SITE****Figure 1. Trees in the northern ditch that will be removed.**

Permission has been received from KiwiRail to remove the Pohutakawa tree on KiwiRail land – shown far right below

**Figure 2.**

Existing view from north looking south  
towards The Strand



Render Showing Completed work



Figure 3.

Existing view from north looking south  
towards The Strand

Render Showing Completed work

Figure 4.

Existing view from interior of redoubt on top  
of northern bank looking north

Render Showing Completed work

Figure 5.

Existing view from south – looking north towards Robbins  
Park

Render Showing Completed work

## ATTACHMENTS

Nil

## 9.6 Durham Street to Grey Street Laneway Project Update

**File Number:** A17001401

**Author:** Emily McLean, Acting General Manager: City Development and Partnerships  
Jaimee Kinzett, Senior Strategic Property Advisor

**Authoriser:** Emily McLean, Acting General Manager: City Development and Partnerships

### PURPOSE OF THE REPORT

1. To provide an update on the Durham to Grey Street Laneway Project; and
2. To seek direction on next steps for the development of a laneway between Durham Street and Grey Street.

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### RECOMMENDATIONS

That the Project Planning & Monitoring Committee:

- (a) Receives the report "Durham Street to Grey Street Laneway Project Update".
- (b) Approves Option 1: "Develop the laneway"
- (c) Gives direction on its preferred option under Option 1: "Develop the laneway":
  - (i) Option 1a: seeks expressions of interest (**EOI**) for the purchase and development of 79 Grey Street including the requirement to deliver the accessway connecting Durham and Grey Streets.
- (d) Delegates to the Chief Executive the authority to:
  - (i) Approve the final EOI proposal including assessment criteria and associated marketing strategy;
  - (ii) Undertake the EOI process including assessment of the EOI's;
  - (iii) Select a preferred development partner; and
  - (iv) Enter into and conduct negotiations with the preferred development partner, on the basis that any final agreement will be brought back to the Project Planning & Monitoring Committee for approval.

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### EXECUTIVE SUMMARY

3. The Durham Street to Grey Street Laneway Project represents a significant opportunity to deliver a safe, universally accessible, and active pedestrian connection between Durham Street and Grey Street, midway between Elizabeth and Spring Streets.
4. Access through a new laneway was recommended by the Bay of Plenty Regional Council (**BOPRC**) in 2022 as a key reason to support the city centre bus through-route moving from Grey Street to Durham Street. One of the six bus-super stops will be constructed at the Durham Street end of the site as part of the new public transport interchange bus stop on Durham Street, which aligns with the Bay of Plenty Regional Council's updated approach to bus services in the city centre.
5. The project was initiated through the strategic acquisition of two mid-block properties that are aligned to provide enough space to create the accessway. 79 Grey Street was purchased in



April 2023 and 134 Durham Street was purchased in November 2024, with both buildings now demolished.

6. Council has been approached by interested parties seeking to work with Council to develop the laneway on our behalf, and/or seeking to purchase the balance of the 79 Grey Street site once a laneway has been developed.
7. Staff see this as an opportunity to test the market for innovative development proposals that will deliver the laneway and contribute to the broader city centre revitalisation outcomes, in line with the significant public investment underway through the City Centre Action and Investment Plan.

## BACKGROUND

### History and Rationale for the Laneway

8. Council and BOPRC have been working collaboratively on improving public transport within and around the city centre to ensure safe, effective and accessible mobility service for Tauranga's residents.
9. In August 2022, the Joint Public Transport (PT) Committee provided direction on the new public transport spine and 'superstop' approach for the city centre with the initial decision to place the city centre route on Grey Street. Grey Street, which required the link through Willow Street was not supported by Council as it would have separated Te Manawataki o Te Papa from Masonic Park and the Waterfront.
10. Access through a new laneway was highlighted by the BOPRC as a key reason to support the city centre bus through-route moving from Grey Street to Durham Street.
11. Council initiated this project through the strategic acquisition of two mid-block properties that together would achieve an aligned accessway.





## Strategic Land Acquisitions

### **79 Grey Street**

12. Pursuant to the Council resolution made in the publicly excluded section of the Council meeting held on 7 November 2022, 79 Grey Street was purchased in April 2023 for a sum of \$3,100,000. This property originally contained an aging building in poor seismic condition. After assessing the feasibility of adaptive reuse, Council determined that demolition was the most cost-effective option. The site was cleared in mid-2024 leaving the site available for redevelopment and was temporarily activated with art installations as part of the 'Lights on Tauranga' event.
13. The demolition of the former building at 79 Grey Street revealed that the adjoining property at 89 Grey Street had been constructed without waterproofing on the exterior of its boundary wall, which had been protected by the now-demolished structure. While Council was not legally obligated to undertake the remediation of this wall, it elected to address the issue as a good neighbour to mitigate potential impacts on 89 Grey Street. Works to re-clad the exposed wall and address stormwater management are scheduled to be completed by the end of November 2024.
14. Surveying conducted during the demolition process exposed a historic boundary encroachment, where the wall of 89 Grey Street extends beyond its property boundary into 79 Grey Street. Staff are currently working with the owners of 89 Grey Street to explore options for rectifying this encroachment.
15. The 79 Grey Street site is nearly at grade between the service lane and Grey Street. However, the site presents challenges related to stormwater management and an existing overland flow path, which will require careful consideration during redevelopment.

### **134 Durham Street**

16. Pursuant to the Council resolution made in the publicly excluded section of the Council meeting held on 12 December 2022, Council finalised the purchase of 134 Durham Street in November 2024 for a sum of \$3,800,000. Due to the significant gradient difference between Durham Street and the service lane, the full property width was deemed necessary to be able to achieve universal accessibility (through ramps and switchbacks).
17. The terms of the Agreement for Sale and Purchase for 134 Durham Street include specific conditions relating to the future of the site and its relationship with the neighbouring development at 142 Durham Street. The relevant clauses include:
  - (a) 134 Durham Street being purchased for development of and use as a laneway;
  - (b) an encumbrance to be registered with building set back (of 11m);
  - (c) right of first refusal to the adjoining property 142 Durham Street;
  - (d) the requirement to collaborate on the development of the laneway, particularly to optimise and activate the frontages to the common boundaries between 134 Durham Street, the adjoining land, 79 Grey Street, and the vehicle service lane; and
  - (e) re-location of the bus stop to outside 134 Durham Street.
18. As required, the vendor of 134 Durham Street demolished the former Beaurepaires garage and graded and hydroseeded the site prior to settlement. The site has been secured with temporary fencing.
19. In the short-term, the level section of the site adjacent to Durham Street has been identified as an option for an off-street laydown area for the construction of the new bus stops planned to commence in January 2025.

## Commissioned Reports

20. In 2023, Council commissioned an optioneering analysis from Beca Limited (urban design and landscape architecture) across two stages, predominantly due to a change in the original private development aspirations at 134 Durham Street (**Attachment 1 and 2**).

21. Those reports primarily focused on options to navigate the gradient difference of over four metres across the 134 Durham Street site, but also identified that a typical width for a laneway should consider (where appropriate); 3-4m through route zone for pedestrians (kept clear of all obstructions), 2-3m planting zone, and 2m furniture zone depending on the urban amenity offered through the laneway.
22. A report by Veros (property advisors) and SED (structural engineers) was also prepared before the demolition of 79 Grey Street to outline the development feasibility of 79 Grey Street with the building as well as consider future site redevelopment options (**Attachment 3**). The reports outlined the poor seismic condition of the building and the high cost to adaptively reuse the building, and the building was demolished to floor slab in mid-2024.

### Service Lane

23. A vehicle service lane runs between the two properties, parallel to Durham and Grey Streets. The laneway development will need to consider traffic movements and improving safe pedestrian access across the service lane to connect the accessway.

### Opportunities for the Laneway

24. Council has been approached by interested parties seeking to work with Council to develop the laneway on our behalf, and/or seeking to purchase the balance of the 79 Grey Street site once a laneway has been developed.
25. Staff see this as an opportunity to test the market for innovative development proposals that will deliver the laneway and contribute to the broader city centre revitalisation outcomes, in line with the significant public and private investment underway in our city centre.

## STRATEGIC ALIGNMENT

26. This contributes to the promotion or achievement of the following strategic community outcome(s):

	Contributes
We are an inclusive city	<input type="checkbox"/>
We value, protect and enhance the environment	<input type="checkbox"/>
We are a well-planned city	✓
We can move around our city easily	✓
We are a city that supports business and education	<input type="checkbox"/>

27. The development of an inner-city centre laneway will support Council's strategic aims, especially those under the Tauranga Tangata Our Public Places Strategic Plan:
  - (a) Our city centre is vibrant and welcoming, and we have neighbourhoods that are liveable, unique, and connected, with urban form and design that facilitates safe, healthy, and active lifestyles.
  - (b) We have easy access to a variety of open spaces, suitable for a range of uses and quality, fit-for-purpose community facilities.
  - (c) We have quality public spaces that provide opportunities for us to relax and connect.
  - (d) We use land efficiently around centres, providing easy access to services, employment, and leisure opportunities in a city we can move around easily.
  - (e) Our unique Māori and Pakeha history is embodied in the design of our city, with Tangata Whenua partnerships an integral part of this process.
  - (f) Our neighbourhoods and infrastructure are well designed and built to last, protecting people from the impacts of climate change and natural hazards.
28. The laneway will also contribute towards the aims of Te Rapunga Ora ki Te Papa City Centre Action and Investment Plan 2022 – 2032 (CCAIP), especially the following strategic outcomes:

- (a) 'an accessible city centre' by contributing to a network of vibrant laneways that provide permeability and interest.
29. The project is also a priority action for the 'Knowledge Precinct' as defined in the CCAIP, which seeks to 'create an active mid-block laneway connection between Durham and Grey Streets, to support connections with the Retail Precinct, University of Waikato and the public transport network.'
30. The laneway would achieve several priority outcomes sought within the CCAIP including:
- (a) creating an active midblock laneway to support connections between the Knowledge Precinct, the Retail Precinct, and the public transport spine;
  - (b) supporting a pedestrian-focused accessible city centre through a network of vibrant laneways; and
  - (c) supporting placemaking outcomes through attractive and inviting spaces that are adaptable and create positive land use interfaces.

## OPTIONS ANALYSIS

### Options to Proceed

31. Staff have identified a range of options to deliver universal access between Durham and Grey Street, including but not limited to:
- (a) Develop 134 Durham Street with an accessible accessway via ramps, switchbacks and high-quality public realm/green space (some options were considered in the Beca Report (**Attachment 2**); and
  - (b) Develop the at-grade access through 79 Grey Street and sell the balance of the land; or
  - (c) Develop the land at 79 Grey Street and provide access through the development (i.e. via an arcade, open-aired laneway or sky-bridge). Some options were included in the Veros Report (**Attachment 3**).
32. Currently, there is limited budget to deliver the laneway in full and staff's preferred model for delivery is via a development partnership outcome with an experienced private sector developer.

### ***Options to proceed***

33. There are three potential options to consider:
- (a) Develop the laneway
  - (b) Retain the land but do not develop the laneway right away (status quo); or
  - (c) Sell the land.
34. These options are analysed below.

### **OPTION 1: Develop the laneway (recommended option)**

Advantages	Disadvantages and risks
<ul style="list-style-type: none"> <li>Delivers a key component of the City Centre Movement Framework and CCAIP.</li> <li>Is well aligned with Council's strategic objectives.</li> <li>Options to ensure there is sufficient budget to deliver the laneway.</li> <li>Maximises the investment already made by Council.</li> <li>Seeks variation of development options</li> </ul>	<p><b>Disadvantages:</b></p> <ul style="list-style-type: none"> <li>There is a cost associated with the laneway development.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Council will need to ensure the commitments are maintained from the Agreement for Sale and Purchase for 134 Durham Street.</li> </ul>

through partnership, and with a lens of value for money. <ul style="list-style-type: none"> <li>Generates funding to deliver the laneway in full.</li> </ul>	
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**OPTION 2:** Retain the land but do not develop the laneway right away.

Advantages	Disadvantages and risks
<ul style="list-style-type: none"> <li>Council does not spend any further budget on this project.</li> <li>Council retains the land to develop the laneway at a time in the future.</li> </ul>	<p><b>Disadvantages:</b></p> <ul style="list-style-type: none"> <li>Does not deliver on a key component of the City Centre Movement Framework and CCAIP.</li> <li>Does not maximise the investment already committed to date.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Reputational risk to Council for purchasing land for laneway but not delivering.</li> <li>Reputational risk to Council for holding vacant parcels of land in the central city centre.</li> <li>There may be some budget required to secure the site beyond temporary fencing.</li> </ul>

**OPTION 3:** Sell the land.

35. While this option considers selling both parcels of land, staff note the existing constraints on 134 Durham Street (as listed above) and therefore do not support progressing this option.

Advantages	Disadvantages and risks
<ul style="list-style-type: none"> <li>Council does not spend any further budget on this project.</li> <li>Council seeks to recover funds spent to date.</li> </ul>	<p><b>Disadvantages:</b></p> <ul style="list-style-type: none"> <li>Does not deliver on a key component of the City Centre Movement Framework and CCAIP.</li> <li>Does not maximise the investment already committed to date.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Reputational risk to Council for purchasing land for laneway but not delivering.</li> <li>Council may not recover full expenditure to date.</li> <li>Potential breach of Agreement for Sale and Purchase of 134 Durham Street which was purchased for Council to deliver laneway.</li> <li>Reputational risk to Council with first right of refusal to vendor of 134 Durham Street.</li> <li>Sale price negatively impacted due to</li> </ul>

	unresolved boundary encroachment with 89 Grey Street and conditions on 134 Durham Street.
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### ***Options to Develop***

36. In the event that Option 1: “Develop the Laneway” is chosen, the design of the laneway should be viewed conceptually as a whole while considering sections of the laneway development alongside the unique opportunities and constraints of the two parcels of land.
37. The following two options are proposed and analysed:
- Council seeks requests for Expressions of Interest (EOI) to purchase and develop 79 Grey Street with the requirement to deliver the laneway connection between Durham and Grey Streets. Proceeds from the sale would need to be ring-fenced for the development of the access through 134 Durham Street; or
  - Council develops the at-grade accessway (approximately 7-8m wide) through 79 Grey Street and seeks requests for EOI to purchase and develop the balance of the site. Proceeds from the sale would need to be ring-fenced for the development of the access through 134 Durham Street.

**OPTION 1a:** Seeks requests for EOI to purchase and develop 79 Grey Street with the requirement to deliver the laneway between Durham and Grey Streets (**recommended option**)

Advantages	Disadvantages and risks
<ul style="list-style-type: none"> <li>Tests the market for private investment for a prominent central city centre parcel.</li> <li>Attracts innovative development proposals to develop the laneway and achieving a universally accessible route between the Knowledge and the Commercial and Retail Precincts.</li> <li>Attracts experts experienced in delivering commercial developments.</li> </ul>	<p><b>Disadvantages:</b></p> <ul style="list-style-type: none"> <li>There is a cost associated with the laneway development.</li> <li>REOI process must convey strategic aspirations of laneway development.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Council will need to ensure the commitments are maintained from the Agreement for Sale and Purchase for 134 Durham Street.</li> <li>The proceeds of the sale must be ring-fenced to enable the development of the accessway through 134 Durham Street.</li> <li>The proceeds of the sale may not sufficiently cover the cost to develop the accessway through 134 Durham Street.</li> </ul>

**OPTION 1b:** Council develops the at-grade accessway through 79 Grey Street and seeks requests for EOI to purchase and develop the balance of 79 Grey Street.

Advantages	Disadvantages and risks
<ul style="list-style-type: none"> <li>Council retains more control over the timeframes and design of delivering the at-grade section of laneway through 79 Grey Street.</li> </ul>	<p><b>Disadvantages:</b></p> <ul style="list-style-type: none"> <li>There is a cost associated with the laneway development.</li> <li>The sale of the balance of the land only will secure significantly less funds.</li> </ul> <p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>The proceeds of the sale must be ring-fenced to enable the development of the</li> </ul>



	<p>accessway through 134 Durham Street.</p> <ul style="list-style-type: none"> <li>• The proceeds of the sale may not sufficiently cover the cost to develop the accessway through 134 Durham Street.</li> </ul>
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## FINANCIAL CONSIDERATIONS

38. Over the Long-term Plan 2024-2034 (LTP) period, Council has allocated \$13.8m to City Centre Placemaking and Community Amenity projects. This budget is guided by the outcomes in the CCAIP and is intended to be used across the city centre improve the quality of city centre spaces. This budget could be used to fund the development of the laneway. It is anticipated that this project may also attract funding from City Centre Transport Development within the Streetscape Upgrade Programme.
39. The Beca analysis also included a high-level indicative assessment of the likely capital cost requirements of the project, based on the June 2023 optioneering drawings (which only considered the 134 Durham Street section). Estimates to deliver this section of the laneway via accessible accessway via ramps, switchbacks and high-quality public realm/green space ranged between \$3.8m and \$5.9m.
40. There is approximately \$300,000 remaining in the FY25 budget which could fund the next stage of design work for 134 Durham Street.
41. The Veros report considered three options for the redevelopment of 79 Grey Street, all delivering an external laneway. Of the options considered, a site redevelopment for a new low rise commercial building – 2-3 storey with retail and hospitality at ground level, and commercial office above (in the order of \$10m to \$13.5m) was thought to be the most viable development outcome on the site.
42. The benefit of selling 79 Grey Street (Option 1) would be to release funds to complete the laneway development.
43. There will be ongoing opex costs to maintain the properties in their current condition or with improvements.

## LEGAL IMPLICATIONS / RISKS

44. The option to wait to development the laneway, or to sell the land has the potential to breach the Agreement for Sale and Purchase for 134 Durham Street. The property was sold to Council for the express purposes of developing the laneway.
45. The disposal of all or part of 79 Grey Street would occur in accordance with the Property Acquisition and Disposal Policy 2018.
46. The recently exposed wall of 89 Grey Street has been surveyed to be located on the property at 79 Grey Street. This encroachment appears to have occurred when the building at 89 Grey Street was extended in c1980s.
47. Staff are working with the owners of 89 Grey Street to resolve encroachment by way of a boundary adjustment in favour of 89 Grey Street and has offered to pay some costs while seeking to achieve some other benefit (i.e. a mural on the exposed wall).
48. Negotiations to date have not been resolved due to the following concerns expressed by the owners of 89 Grey Street:
  - (a) They are awaiting the completion of the demolition, re-surveying and cladding works (set to commence in mid-November 2024); and
  - (b) The consents given for the c1980s extension to the building indicating Council's historic approval for the construction of the wall in that location.
49. The encroachment will likely need to be addressed in future.

## TE AO MĀORI APPROACH

50. The development of a laneway between Durham and Grey Streets aligns to a number of principles in Tauranga City Council's Te Ao Māori Approach.
51. As the project has the potential to deliver new public space for the city centre, there is a significant opportunity to work with mana whenua to reflect the culture and heritage of Tauranga, and specifically place-based stories in this part of the city.
52. It is important for mana whenua to be closely involved in the project as the design and consenting process proceeds.

## CLIMATE IMPACT

53. The development of the laneway directly supports the Climate Investment and Action plan as it supports users of the city centre to use a variety of public transport, walking, biking, and micro-mobility transport modes.

## CONSULTATION / ENGAGEMENT

54. Council has engaged with the immediately adjacent neighbouring owners at various stages of the project to keep them up to date with the demolition works. The immediately impacted neighbours were also involved in a workshop to inform options within Revision B of the Beca optioneering work.
55. Council has discussed the opportunities presented by the laneway with the University of Waikato and their shared aspirations of how this site could be developed to contribute to the 'city campus' approach.
56. Council has discussed the future laneway development with the organisers of the STEM Festival which is held bi-annually on Durham Street. They have expressed an interest in expanding the 2025 STEM festival to include more exhibitors by utilising the vehicle service lane and/or any free open space (such as an area created through the laneway development or vacant properties).
57. The finalisation of the EOI and future designs for 134 Durham Street should be informed by further stakeholder engagement. Key stakeholders will include the landowner of 142 Durham Street, the University of Waikato, BOPRC, mana whenua, other interested landowners and businesses in the area, and relevant regional economic partners.

## SIGNIFICANCE

58. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
59. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
  - (a) the current and future social, economic, environmental, or cultural well-being of the district or region;
  - (b) any persons who are likely to be particularly affected by, or interested in, the proposal; and
  - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
60. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the proposal is of low significance.

## ENGAGEMENT

61. Taking into consideration the above assessment, that the proposal is of low significance, officers are of the opinion that no further engagement is required prior to Council making a decision.

## NEXT STEPS

### 79 Grey Street

62. If Option 1 is approved, staff will progress with obtaining a development partner aligned to Council's key deliverable outcomes. The process will follow the steps outlined below:

#### **STEP 1:** EOI Development and Engagement:

- (a) Prepare the final EOI document, incorporating the draft key parameters provided in the attached outline (**Attachment 4**) and finalised through stakeholder engagement. Key elements of the EOI will include:
  - (i) Purchase value and terms for 79 Grey Street;
  - (ii) Maximum timeline for redevelopment;
  - (iii) Delivery requirements for the laneway, including accessibility, design, integration with 134 Durham Street, relevant aspirations of stakeholders;
  - (iv) Minimum investment thresholds or redevelopment scale; and
  - (v) Activation requirements for both Grey Street and the laneway.
- (b) Develop and implement a comprehensive marketing strategy to promote the EOI. This will involve:
  - (i) Leveraging regional and national property networks;
  - (ii) Utilising digital platforms and industry publications;
  - (iii) Hosting online or in-person sessions to engage with prospective developers and provide project details.

#### **STEP 2:** EOI Evaluation and Partner Selection

- (c) Evaluate EOI submissions using assessment criteria focused on:
  - (i) Developer experience and financial capacity;
  - (ii) Laneway design and accessibility standards;
  - (iii) Cultural and community engagement, particularly with mana whenua;
  - (iv) Sustainability considerations; and
  - (v) Alignment with Council's vision and objectives for the city centre.
- (d) Shortlist preferred proposals and conduct interviews or further reviews with prospective development partners.

#### **STEP 3:** Negotiations and Approvals

- (e) Conduct negotiations with the selected developer, ensuring alignment with Council's strategic outcomes, deliverables, and timelines.
- (f) Present the final negotiated agreement to the Project Planning & Monitoring Committee for approval.

### Project Timelines





63. The EOI process, including marketing, evaluation, and partner selection, is expected to take approximately 16–26 weeks.
64. Staff recommend that delegation for the EOI process, including evaluation and negotiation, be given to the Chief Executive, with final approvals reserved for the Project Planning & Monitoring Committee.

65. The draft key parameters for the EOI are attached for the Committee's consideration and form the basis for the final EOI document.

#### 134 Durham Street

66. Staff will progress preparing concept designs for the 134 Durham Street section of laneway as the EOI for 79 Grey Street progresses to ensure that the designs are aligned and are complementary.

### ATTACHMENTS

1. **Beca Laneway Optioneering Rev A - A17065496 (Separate Attachments 1)** 
2. **Beca Laneway Optioneering Rev B - A15689283 (Separate Attachments 1)** 
3. **Veros Options 79 Grey Street - A15689286 (Separate Attachments 1)** 
4. **EOI Draft Key Parameters 79 Grey Street - A17099786 (Separate Attachments 1)** 

## 9.7 Transport Programme Prioritisation Method

**File Number:** A16962268

**Author:** Mike Seabourne, Head of Transport

**Authoriser:** Nic Johansson, General Manager: Infrastructure

### PURPOSE OF THE REPORT

1. This provides specific information on the proposed Prioritisation Method to be used in developing an updated Transport Programme. It takes into consideration the implications of the National Land Transport Programme (NLTP) 2024-2027

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### RECOMMENDATIONS

That the Project Planning & Monitoring Committee:

- (a) Receives the report "Transport Programme Prioritisation Method".
- (b) Endorses the proposed Prioritisation Method to be used in establishing an updated Transport Programme.
- (c) Notes that a further report will be provided in December 2024 containing the updated Transport Programme.

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### EXECUTIVE SUMMARY

2. NLTP 2024-27 introduced significant changes directly affecting TCC's transport planning and delivery. The report presented to Council on 29<sup>th</sup> October - Implications of NLTP 2024–27 on Transport Programme, informed about the impacts of the NLTP release.
3. The timing of the NLTP adoption, change of government and the significant shift from the adopted LTP has created the need to radically revise the transport programme to remain within our organisational budget.
4. This report outlines the proposed prioritisation method for the revised Transport Programme that will be included in the Councils annual plan and subsequent Annual Plans
5. In the following assessment, staff have taken account of the implications of the NLTP decision, changed priorities within GPS 2024, all relevant policies, and the practicalities of re-prioritising a programme that is currently inflight.
6. As a result, excluding renewals and committed projects, \$23.4m was available for prioritisation in FY26 to remain within proposed revised spending targets.

### BACKGROUND

7. Staff use the following a process to develop the transport programme every three years to maintain alignment with local and central strategic priorities and direction. It follows generally as below:
  - (a) Establish vision and objectives to ensure all stakeholders have a shared understanding of the goals and desired outcomes.
  - (b) Collect data and analyse current transport performance for making informed decisions in identifying critical areas that need improvement.
  - (c) Engage with stakeholder including the public, government agencies, and private sector partners, ensures that diverse perspectives are considered and that there is broad support for the programme.



- (d) Develop options to allow for a comprehensive evaluation of different approaches to meet the identified needs and objectives.
  - (e) Evaluate and prioritise of the programme options based on criteria such as cost, benefits, feasibility, and alignment with strategic goals.
  - (f) Monitor and evaluate programme making necessary adjustments and so that project achieve their intended goals and programme delivers the outcomes identified at the start.
8. This process helps in systematically identifying and prioritising transport infrastructure projects that align with strategic objectives, are feasible, and have broad stakeholder support.

### NATIONAL LAND TRANSPORT PROGRAMME (NLTP)

9. Tauranga's transportation programme is developed every 3 years with a 10-year horizon. As a starting point, Council's organisational strategic objectives are used to select the projects for the Council transport programme and they reflect community needs and priorities for Council.
10. The programme is then further developed and prioritised with the Governments policy direction outlined in the Government Policy Statement for Transport (GPS). It is submitted to the NLTP via the Regional Land Transport Plan (RLTP) for prioritisation and funding approval. This allows Council to access investment from central government for Councils projects.
11. In this annual plan process, a further step was applied where projects were identified as committed if they:
- (a) are inflight and significant costs to council would be incurred to stop.
  - (b) maximise the rate payer dollar by matching approved investments with NZTA, particularly maintenance and renewal activities.
  - (c) meet our current commitments is delivery partners for example developer projects to build infrastructure.
  - (d) meets councils' strategic objectives' which are the basis of this prioritisation method.
12. Consequently programme/projects in FY25-27 were reviewed and classified as "committed" or "to be prioritised". Committed projects remain largely untouched<sup>1</sup> and those remaining, were prioritised.

### PRIORITISATION PROCESS

13. Whilst the number is small in FY25, the need for prioritisation grows with each successive year. The Council transport programme has been prioritised depending on its NZTA defined investment pathway.
14. For transport infrastructure projects that have larger budgets (>2m dollars), greater network impacts, and more multi-faceted project outcomes, they need a business case and a broad prioritisation criterion as follows:

20%	20%	10%	10%	10%	30%
<b>Safety</b> <i>Address a safety concern, size of concern, impact of concern</i>	<b>Resilience</b> <i>Likelihood of hazard, impact on asset/area and consequence of impact</i>	<b>Community</b> <i>Community consultation and expectation in addition to well planned city community outcomes</i>	<b>Access</b> <i>Access to housing, inclusive, equitable and reliable transport</i>	<b>Environmental</b> <i>Sustainability and emmissions reduction</i>	<b>Economic / efficiency</b> <i>Improved access to housing and movement of goods and people</i>

<sup>1</sup> Budgets and spend profiles may adjust based on updated estimates or delivery timing compared to the original LTP.

15. For projects with lower risk and less cost (< 2m dollars), where network impacts smaller, and project outcomes single-faceted. They do not need a business case and typically a singular outcome like safety or access (walking and cycling). They need a more technical prioritisation criteria and is described below:

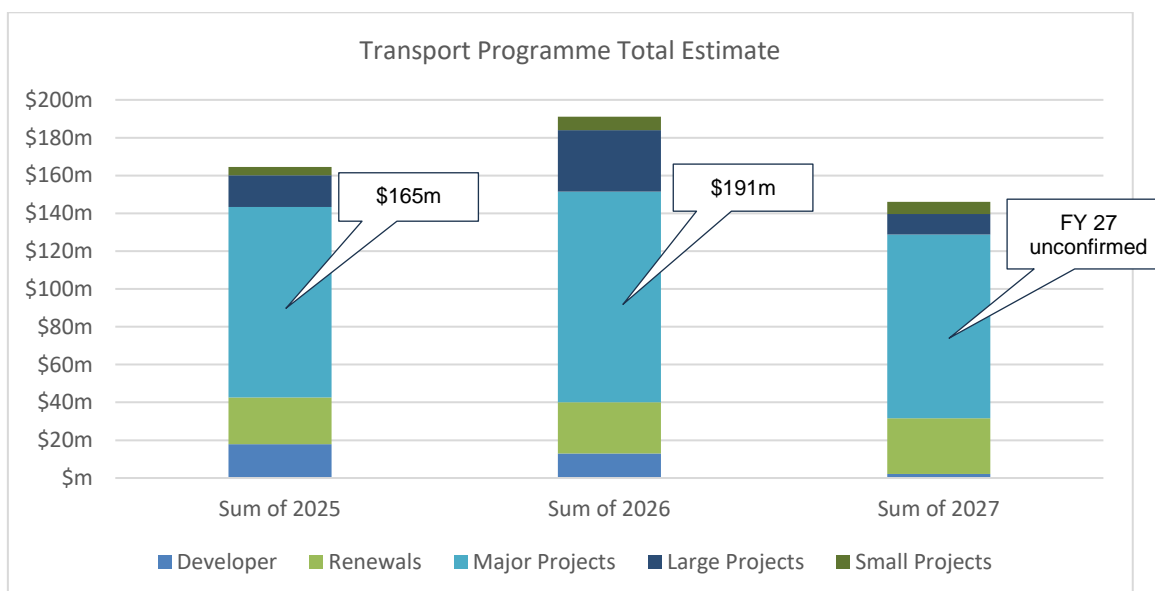
Criteria	Description	Weight
<b>Safety Exposure</b>	The combination of average daily traffic volumes (AADT) and estimated number of daily active travel movements.	50%
<b>Vulnerable user demand</b>	The estimated percent of active travel movements by children or elderly people.	20%
<b>Community</b>	Level and type of engagement with the community and/or Council commitments made previously.	30%

## PRIORITISATION RESULTS

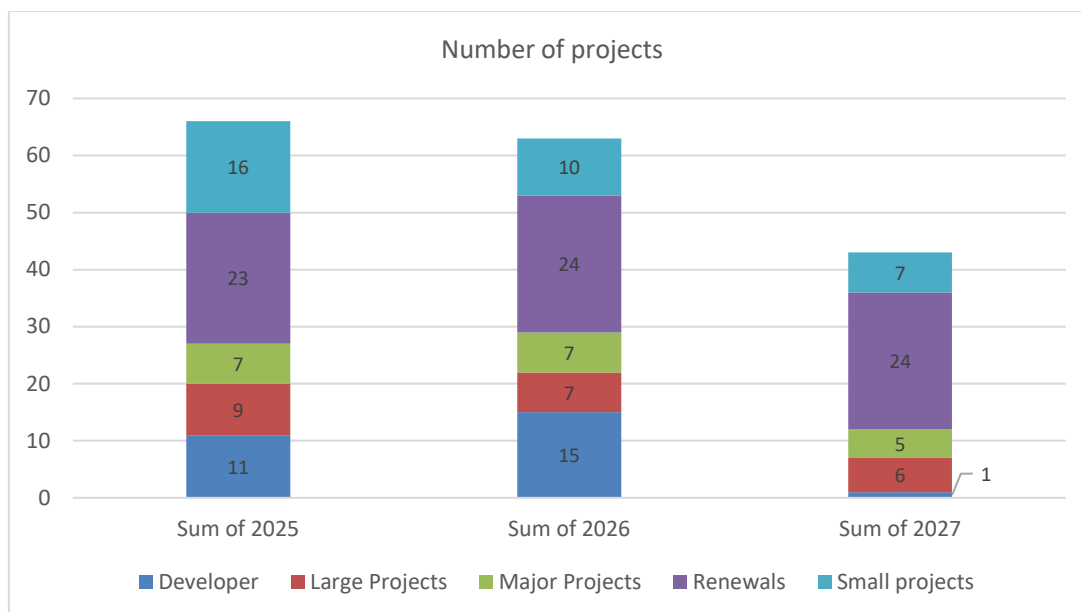
16. At the November 12 Council meeting, a paper was tabled by Finance that outlined the need for all departments to reduce planned FY26 capital expenditure. For transportation to achieve its target spending limit, the implications were:
- Total spend will be reduced from \$278.2m to \$190.9m
  - Renewals and committed projects total \$167.5m, leaving \$23.4m to be filled by uncommitted projects.

## Programme composition

17. The total programme is as follows and shows the scale of the potential programme over three years. The chart shows the programme composition each year with FY2027 and extrapolation of planned works only. The financial targets for this year will be set as part of the FY2027 annual plan process.



18. A total of 66 projects are inflight or began in FY25 and decrease to 63 in FY 2027. There are 8 completions anticipated and 5 new starts planned in FY2026. This number reduces to 43 in FY2027 primarily driven by completion of developer led projects and no confirmed new starts.



19. Through this process it became clear robust prioritisation would only have a limited effect and to apply only to 4 new projects, the remaining 9 will carry over from 2025.
20. However, the prioritisation process becomes critical in FY2027 where there is a greater possibility of an increased number of new projects starting. It can be used to prioritise the 30 projects in the transport programme that are currently unaffordable.
21. Note: Cameron Rd stage 2 has been deferred but if it was brought forward into FY26 (even at its most basic level of spend) then it would exceed the target and no minor improvement projects would be delivered.

## STATUTORY CONTEXT

22. GPS 2024 includes a Statement of Ministerial Expectations for NZTA and the sector in general. This statement recognises the need for active cooperation of all players in the sector to deliver the results for the land transport system that New Zealanders want and deserve.
23. NZTA is expected to ensure that road controlling authorities and public transport authorities follow the Ministerial expectations where applicable for projects in NLTP 2024-27.

## STRATEGIC ALIGNMENT

24. This contributes to the promotion or achievement of the following strategic community outcome(s):

	Contributes
We are an inclusive city	✓
We value, protect, and enhance the environment	✓
We are a well-planned city	✓
We can move around our city easily	✓

## FINANCIAL CONSIDERATIONS

25. There are separate reports on financial considerations being presented to the Mayor and councillors for decision. These are reports on the Reforecasting 2024-25 Capital Programme Budget and the Annual Plan 2025/2026.

## SIGNIFICANCE

26. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals, and decisions in this report against Council's Significance and

Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal, or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.

27. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
  - (a) the current and future social, economic, environmental, or cultural well-being of the district or region
  - (b) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
28. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of high significance.

### NEXT STEPS

29. Pending guidance/endorsement on the criteria and weightings used for prioritisation, staff will reset the Transport Programme once FY24/25 and FY25/26 transport spend targets are confirmed.
30. Taking into consideration any other actions and/or directives by the Mayor and councillors regarding the proposed Prioritisation Method, staff will work on drafting an updated Transport Programme to be presented to council on 9 December 2024.

### ATTACHMENTS

1. **Transport programme issued 20241915 - A17108627** [↓](#) 

Project Class	Status	Name	FY25 Approved Reforecast Budget	FY26 Budget Required	FY27 Budget Required
Renewals	Committed Asset	Welcome Bay Road Pavement Rehabilitation (TC	-	-	-
Renewals	Committed Asset	Burrows Street Boardwalk Renewal	-	-	-
Renewals	Committed Asset	Bus Shelter Renewals	59,170	60,942	62,098
Renewals	Committed Asset	Pre Seal Repairs WC111	3,300,001	4,908,897	5,366,161
Renewals	Committed Asset	Traffic Services WC222 Renewals	324,560	326,077	331,586
Renewals	Committed Asset	Pavement Rehabilitation WC214	6,247,806	6,358,255	7,704,152
Renewals	Committed Asset	Kerb, Channel & Sump WC231 Renewal	1,400,000	822,009	830,263
Renewals	Committed Asset	Traffic Signals WC222 Renewals	383,313	210,040	252,048
Renewals	Committed Asset	CCTV Camera Renewals	220,354	225,793	225,793
Renewals	Committed Asset	Street Furniture Renewals	146,155	149,763	151,130
Renewals	Committed Asset	Footpath Renewals WC225	536,402	1,575,300	1,575,300
Renewals	Committed Asset	Road resurfacing WC212	7,380,889	6,301,200	6,301,200
Renewals	Committed Asset	Commercial Footpath Renewals	479,179	491,007	495,491
Renewals	Committed Asset	Otumoetai Railbridge Footpath Renewal	683,483	421,134	703,954
Renewals	Committed Asset	Retaining Wall Component Renewals WC215	260,000	270,227	277,157
Renewals	Committed Asset	Pavement Rehab - Specific Sites Backlog	-	1,492,541	1,492,541
Renewals	Committed Asset	Bridge Component Replacement WC215	111,437	118,257	119,624
Renewals	Committed Asset	Transportation Structures Renewals	200,247	316,583	319,459
Renewals	Committed Asset	Cycle Path Renewals WC224	82,550	242,432	248,127
Renewals	Committed Asset	Operational Buildings - Renewals	95,788	210,811	59,482
Renewals	Committed Asset	Off-road Carpark Resurfacing & Rehab	430,452	162,256	162,256
Renewals	Committed Asset	Transportation Residential & Commercial Building	19,204	31,889	64,188
Renewals	Committed Asset	Streetlight WC222 Renewal	2,225,250	2,398,500	2,398,500
Renewals	Committed Asset	CCTV NVR Renewal	53,609	1,915	60,545
Renewals	Committed Asset	TTOC Renewals (ICT element)	130,576	33,217	33,217
Renewals	Committed Asset	Live Travel Information System	77,625	79,950	79,950
Major Projects	Committed Improvement	TSP007 Turret Rd 15th Ave multimodal imp	2,623,341	3,847,847	-
Large Projects	Committed Improvement	Wairakei Town Centre bus facility	-	2,188,749	-
Large Projects	Committed Improvement	TSP028 Bus facility imp Tga Crossing	1,289,037	16,028,966	5,531,474
Large Projects	Committed Improvement	TSP036 Arataki Bus Facility Construction	4,377,127	-	-
Major Projects	Committed Improvement	Cameron Road Stage 1	2,000,000	1,202,699	-
Large Projects	Committed Improvement	TSP032 City Centre Transport Hub	3,250,000	2,535,055	492,987
Small Projects	Committed Improvement	TSP024 Hospital Area Transport Hub	120,876	-	-
Small Projects	Committed Improvement	TSP025 Greerton Area Transport Hub	120,876	-	-
Small Projects	Committed Improvement	TSP058 - Arataki Multi-modal Stage 1 (Links ave	67,193	-	-
Small Projects	Committed Improvement	Otumoetai / Matua Coastal Pathway	482,930	-	-
Small Projects	Committed Improvement	Right of Access Te Tumu Corridor	75,842	-	-
Small Projects	Committed Improvement	TSP015 Te Tumu Internal Multi Modal BCse	162,468	-	-
Developer	Committed Improvement	The Boulevard - Stevenson Drive to Sands Interse	500,635	2,360,128	-
Developer	Committed Improvement	Sands Avenue - The Boulevard to Te Okuroa Dr	2,200,000	2,175,395	-
Developer	Committed Improvement	TSP013 - Te Okuroa Dr - Sands Ave to Te Tumu	5,820,736	977,704	-
Major Projects	Committed Improvement	PEI Phase 3 Transport	30,765,320	27,631,405	10,589,000
Developer	Committed Improvement	Intersection - Between Sands Ave and The Boulev	648,333	577,589	-
Developer	Committed Improvement	The Boulevard - Between Sands Ave and Te Tumu	207,000	1,068,641	2,216,803
Major Projects	Committed Improvement	PEI Land Swap Costs	628,442	338,630	-
Small Projects	Committed Improvement	DC Backlog adjustment to Pyes Pa West Transport	4,246,077	-	-
Developer	Committed Improvement	DC Backlog Transfer Pyes Pa West Transport	4,246,077	-	-
Large Projects	Committed Improvement	Maunganui Road Safety Improvements	3,969,169	-	-
Large Projects	Committed Improvement	TSP002 Hewletts Sub Area Business Case	627,832	-	-
Small Projects	Committed Improvement	Mt Maunganui Parking Management Plan	200,000	193,447	-
Small Projects	Committed Improvement	Parking Strategy Implementation	216,270	-	-
Large Projects	Committed Improvement	New Transportation Model	1,283,400	1,066,000	826,150
Small Projects	Committed Improvement	TSP030 - Keenan Road Access	120,132	-	-
Developer	Committed Improvement	Taurikura Dr - Construction	-	55,863	-
Developer	Committed Improvement	Tauriko to Kennedy Rd Link Construct	103,001	-	-
Developer	Committed Improvement	Gargan Rd Widening	-	77,749	-
Developer	Committed Improvement	Tauriko BE - Land Offroad Cyclepaths	-	209,891	-
Major Projects	Committed Improvement	TSP009 Intersection Kaweroa Dr & SH29	-	3,817,335	2,853,736
Developer	Committed Improvement	Kaweroa Dr - Taurikura/SH29 (DC funded)	1,500,000	1,500,000	-
Developer	Committed Improvement	TSP009 Belk Rd Roundabout Land purchase	-	248,528	-
Developer	Committed Improvement	Tauriko Bus Shelters	-	226,600	-
Developer	Committed Improvement	Construction of Belk Rd RAB	500,000	503,581	-
Small Projects	Committed Improvement	Bethlehem Rd Stg 2 Reconstruction	1,747,301	-	-
Developer	Committed Improvement	TSP009 WC Ring Rd section within TBE (SH29 to	1,500,000	1,848,105	-
Developer	Committed Improvement	TSP029 - Belk Road Futureproofing	600,000	782,423	-
Developer	Committed Improvement	Taurikura Dr Road Widening 1S	-	327,060	-
Major Projects	Committed Improvement	TSP009 - Tauriko West - Northern Access	19,387,145	21,071,189	22,795,125
Major Projects	Committed Improvement	TSP009 Cambridge Rd Intersection Upgrade	10,481,312	17,520,753	21,446,719
Large Projects	Committed Improvement	TSP043 - Whiore Avenue Upgrade	358,774	4,077,510	887,207
Major Projects	Committed Improvement	TSP009 Intersection Kaweroa Dr & SH29	34,831,939	25,935,029	2,873,723
Small Projects	High priority (within target)	Pyes Pa Parking Management Plan & Implementa	-	266,500	266,500
Major Projects	High priority (within target)	TSP007 Turret Rd 15th Ave multimodal imp	-	9,880,407	36,767,000
Small Projects	High priority (within target)	Chapel Street Esplanade Walkway/Cycleway	-	800,000	-
Major Projects	High priority (within target)	Turret Road Bridge Resilience	-	-	-
Large Projects	High priority (within target)	TSP038 Speed Management Plan Implementn	829,144	105,020	646,923
Small Projects	High priority (within target)	TSP042 - Safe Network Programme	4,922,040	4,736,050	5,170,887
Large Projects	High priority (within target)	Arterial Route Review and Implementation	800,000	6,614,107	2,398,500
Small Projects	High priority (within target)	Expansion of paid parking zones	-	142,737	142,737
Small Projects	High priority (within target)	New CCTV Installations	45,532	90,610	90,610
Small Projects	High priority (within target)	Intelligent Transport Systems	103,500	106,600	106,600
Small Projects	High priority (within target)	Streetlighting infill	111,263	117,910	120,970
Small Projects	High priority (within target)	Streetlight earthing to attain electrical standard	-	500,000	483,879
Small Projects	High priority (within target)	Tauriko Business Park Land Costs	100,000	93,500	-



Large Projects	High priority (unable to fit within target)	TSP008 15th Ave & Fraser St upgrades	-	350,000	-
Large Projects	High priority (unable to fit within target)	TSP008 15th Ave & Fraser St upgrades	400,000	-	-
Large Projects	High priority (unable to fit within target)	TSP008 15th Ave & Fraser St upgrades	260,597	-	-
Large Projects	High priority (unable to fit within target)	TSP008 15th Ave & Fraser St upgrades	448,250	-	-
Large Projects	High priority (unable to fit within target)	TSP033 Active modes & PT City Centre	150,000	894,000	529,450
Small Projects	High priority (unable to fit within target)	Wairakei Town Centre bus facility	-	501,527	-
Major Projects	High priority (unable to fit within target)	TSP018 - Cameron Road Stage 2	1,935,177	-	-
Large Projects	High priority (unable to fit within target)	City Centre Transportation Development	-	500,000	4,835,801
Large Projects	High priority (unable to fit within target)	TSP035 AreaB - Otumoetai Local Loop	-	2,097,455	4,827,525
Developer	High priority (unable to fit within target)	TSP044 Gloucester St Extension	-	1,427,589	357,961
Large Projects	High priority (unable to fit within target)	Chapel Street Bridge resilience works	-	794,175	-
Large Projects	High priority (unable to fit within target)	Minor Safety Improvements	1,836,826	5,359,874	3,713,318
Large Projects	High priority (unable to fit within target)	Maranui St Reconstruction	-	2,326,249	656,376
Large Projects	High priority (unable to fit within target)	Beaumaris Boulevard flood mitigation	3,293,862	512,450	-
Large Projects	High priority (unable to fit within target)	Drainage Improvements	802,497	822,307	830,183
Major Projects	High priority (unable to fit within target)	TSP002 Hewletts Sub Area	-	500,000	-
Large Projects	High priority (unable to fit within target)	Install red light running cameras	-	686,707	616,589
Large Projects	High priority (unable to fit within target)	Bethlehem Rd Stg 3 Upgrading	-	2,500,000	-
Large Projects	Lower priority (unable to fit within target)	TSP005 Optimise PT infrastructure	393,612	2,014,895	799,501
Small Projects	Lower priority (unable to fit within target)	TSP005 - New bus shelter installation	236,618	1,000,000	-
Large Projects	Lower priority (unable to fit within target)	TSP049 Nghbrhd active modes & PT upgrds	-	900,236	456,760
Small Projects	Lower priority (unable to fit within target)	TSP020 Wayfinding	-	105,050	53,300
Large Projects	Lower priority (unable to fit within target)	TSP019 Active modes & PT City Periphery	2,070,000	3,944,200	4,690,400
Large Projects	Lower priority (unable to fit within target)	End of Trip Facilities and Bike Parking in the City	-	582,319	471,278
Large Projects	Lower priority (unable to fit within target)	Cycle Action Plan LCLR	1,341,958	2,553,676	1,761,793
Large Projects	Lower priority (unable to fit within target)	TSP034 Access St AreaA Mt/Byfair/Papamoa	-	158,835	1,427,203
Large Projects	Lower priority (unable to fit within target)	Travel demand management (TDM) and behaviour	-	2,332,101	1,256,618
Large Projects	Lower priority (unable to fit within target)	Domain Rd Upgrading	150,000	168,834	-
Small Projects	Lower priority (unable to fit within target)	Matapahi Bridge Safety Improvements	-	527,824	-
Large Projects	Lower priority (unable to fit within target)	Truman Lane Reconstruction	-	1,050,200	8,664,150
Small Projects	Lower priority (unable to fit within target)	Park and Ride Trial	-	-	297,551
Small Projects	Lower priority (unable to fit within target)	Traffic Signal Installation - Waihi Rd/Bellevue Rd	-	165,600	-
Small Projects	Lower priority (unable to fit within target)	TSP056 - Western Corridor Ring Road - TBE to S	-	411,640	-
Small Projects	For Future Prioritisation	Ohauti Rd (Boscobel South)	-	-	-
Large Projects	For Future Prioritisation	TSP016 - Park and Ride - Eastern Corridor (Dom	-	-	-
Large Projects	For Future Prioritisation	TSP006 - Fraser Street MultiModal	-	-	-
Small Projects	For Future Prioritisation	TSP044 - Arataki to Papamoa East Multimodal St	-	-	-
Large Projects	For Future Prioritisation	Matua Bridge Resilience	-	-	-
Large Projects	For Future Prioritisation	Te Turnu Road Corridors x2	-	-	-
Large Projects	For Future Prioritisation	Waihi Road Bridge Resilience	-	-	105,890
Large Projects	For Future Prioritisation	Brookfield Road network improvements to support	-	-	278,240
Large Projects	For Future Prioritisation	Rail Level Crossing Upgrades	-	-	1,897,196
Large Projects	For Future Prioritisation	Tara Road Cycleway	-	-	-
Large Projects	For Future Prioritisation	Mount Maunganui Bus Facility	-	-	-
Small Projects	For Future Prioritisation	Papamoa bus facility	-	-	-
Large Projects	For Future Prioritisation	Mount Maunganui to Arataki Spatial Plan (MSP) N	-	-	-
Major Projects	For Future Prioritisation	TSP019 Cameron road corridor connections (cycl	-	-	1,694,240
Large Projects	For Future Prioritisation	Marshall Ave Footpath upgrade	-	-	540,039
Large Projects	For Future Prioritisation	TSP040 - Brookfield Public Transport Improveme	-	-	-
Small Projects	For Future Prioritisation	TSP039 Bethlehem Bus Infrastructure Imp	-	-	-
Small Projects	For Future Prioritisation	TSP024 Hospital Area Transport Hub	-	-	319,800
Small Projects	For Future Prioritisation	TSP025 Greerton Area Transport Hub	-	-	533,000
Large Projects	For Future Prioritisation	TSP011 - Welcome Bay Road Stage 2	-	-	-
Large Projects	For Future Prioritisation	Grenada Street Cycleway	-	-	213,200
Large Projects	For Future Prioritisation	Papamoa Rooding - Backlog (LOAN)	-	-	2,527,075
Small Projects	For Future Prioritisation	Papamoa Rooding - Backlog (PAPSIF)	-	-	2,527,075
Small Projects	For Future Prioritisation	DC Backlog adjustment to Bethlehem West Trans	-	-	-
Large Projects	For Future Prioritisation	DC Backlog Transfer Bethlehem West Transport	-	-	-
Large Projects	For Future Prioritisation	TSP052 - Te Marie/Newton Street Link Constructi	-	-	-
Small Projects	For Future Prioritisation	Papamoa Beach Rd Intersection Imprvmnts	-	-	-
Small Projects	For Future Prioritisation	Land Purchases - Widening District Wide	-	-	-
Small Projects	For Future Prioritisation	Park & Ride Tauriko - Business Case and Design	-	-	-
Large Projects	For Future Prioritisation	TSP010 - Smiths Farm Access Costs	-	-	-
Small Projects	For Future Prioritisation	Traffic Signal Installation	-	-	-
Developer	For Future Prioritisation	TBE - Roundabouts	-	-	-
Developer	For Future Prioritisation	TBE Land Mark Entry Features	-	-	319,800
Small Projects	For Future Prioritisation	Redwood Lane Widening	-	-	-

**10 DISCUSSION OF LATE ITEMS**

**11 CLOSING KARAKIA**