2.8 Opuereora Marae Public Toilet

Staff met with the Marae Committee on 25 January 2019 to discuss contract issues and the planned toilet building upgrade through the maintenance contractor.

An asbestos inspection has been undertaken in preparation for these repairs.

2.9 Waihi Beach Cycleways

Planning processes continue to progress a shared use loop trail through the water catchment reserve. Construction timing is dependent on Archaeological Authority application processing timeframe and funding.

Procurement for a clip-on cycleway bridge at 3-Mile Creek (Seaforth Road) is underway.

It is noted that the recently completed section through Island View Reserve has not been located as originally intended, instead, it connects to a much narrower gravel path alongside the carpark - which can conflict with overhanging parked cars & motorhomes. To improve the user experience, it is proposed that the carpark fence is removed, which will then allow for the widening and resurfacing of the gravel path.

The detailed design is underway for the Emerton Road shared path, this will be located on the harbour side of Emerton Road.

Land owner discussion is continuing for the Waihi to Waihi Beach Cycle Trail. Staff are working with the Waihi Beach Cycle Trails Trust on funding the completion of the bush loop. This will be challenging to construct due to contour and the need to retain a suitable track gradient.

Staff are working with the Waihi Beach Cycle Trail and Trust on funding the completion of the bush loop. This will be challenging to construct due to the contour and the need to retain a suitable track gradient.

2.10 Trig Walkway Use Statistics

Total Traffic for the period 1 Aug 2018 to 22 Jan 2019:	**92,856**
Daily average:	172
Weekdays:	155
Weekends:	214
Max average value January:	357
Min average value August:	89

Trig Walkway statistics for the holiday peak period.

Trig Trail Count comparison between **1 Nov 2017 - 7 Jan 2018 and** **1 Nov 2018 - 7 Jan 2019**		**Increase**
Busiest Days of the Period Analysed:		
31 December 2017	571	351
31 December 2018	922	
29 December 2017	528	250
29 December 2018	778	
1 January 2018	520	178
30 December 2018	698	

Approximately 250 people walk the Trig Trail each weekend day, as of 23 January 2019, the peak average number of users per day was 566. This daily average is higher than the highest single day record in 2018 overall, which occurred during Easter 2018.

The counter shows that most people walk between the hours of 7.30am and 9am. Regardless of whether this is a week or weekend day. Sundays are narrowly the busiest walking day, but most days are about the same for trail use in late spring and summer.

People are now completing their own loop, walking down the hill in the general direction of the dam bridge, placing importance on formalising the route to keep folk away from archaeology and steeper sections.

2.11 Waihi Beach Dam – New Toilet & Site Improvement Concept Plan

Contractors have been arranged to install water & wastewater services for the connection of the Exeloo toilet that has been relocated from Wilson Road, adjacent to the old depot building.

This toilet is being returned to the Exeloo factory for a "make-over" prior to being installed. Other features will be completed during this development including footpath connections, converting the buildings "lean to" into a recreation space trail head (undercover table/ seating, signage, potential BBQ facilities, bike racks).

It is also proposed that community artists may wish to paint artworks onto the building as a community led project. Overflow car-parking space is also being reviewed to see if a gravel car-park could be constructed on the other side of the driveway prior to the dam itself. Completion for all of these is expected late April to mid May 2019.

2.12 Dotterel Point Reserve Capital Development (Pukehina)

Monitoring of the upgraded septic tank system will remain ongoing and likely to remain this way until the Surf Club begin construction of their new facilities, the timing of which is subject to their funding being secured.

2.13 Rotoiti to Paengaroa Cycle Trail

The trail was temporarily opened over the Christmas period in response to interested local groups and good feedback was received. Construction of it is back underway again and is expected to be completed by the end of March – early April.

A multi-counter will be installed prior to trail opening and will provide user statistics as per the Omokoroa cycleway/walkway counter. The Project will include roadside parking at the end of Ridge Road and a tidy up of the parking area at Paengaroa.

Note: This project is fully funded by NZTA.

3. Strategic Property

3.1 Katikati Library

Staff have approved the design of the commended Mezzanine barrier and it is being fabricated off-site. Once installed, the final Code of Compliance Certificate will be issued.

3.2 Te Puke War Memorial Hall

This project is complete. There are no further outstanding works accounting queries resolved.

3.3 Omokoroa Library & Service Centre

Resource consent for the construction of a library and office as part of the sports pavilion on Western Avenue has been granted by an independent commissioner. Regular meetings are now being held with all parties to progress the design and future construction. The Building Consent has been programmed to be lodged in March 2019. A pre-lodgement meeting will be held with building control officials prior to that date.

3.4 Kaimai Views - Sales Update

Sale for stages two and three progressing well. The developer is in the process of purchasing these two stages and will see income for the sale of the land and receipt of financial contributions.

3.5 Te Puna Hall

Site blessing held. Currently seeking resource consent for construction of the Hall on McIntyre land.

3.6 Animal Shelters

The Te Puke animal shelter is progressing well and is likely to be completed in early March 2019. Once completed the contractor will move to proceed with construction of the Katikati animal shelter.

3.7 Beach Road Development

The road has been stopped in accordance with Council's direction and the site cleared. Further works will commence once the property is registered with LINZ as a separate title.

4. Projects

4.1 Omokoroa Stormwater PO2 Construction

The Contract for the construction of the Omokoroa pond has been awarded to Map Projects Contractors for $3.04 million. Unfortunately, the project is slightly behind schedule due to inclement weather that occurred during November/December 2018. However, despite this, the contractor is making good progress in carrying out the earthworks for the HAF area and forming the dam.

When completed, the pond will accommodate stormwater runoff from the residential development of the special housing area, Goldstone block, Neil Group block and areas beyond the currently zoned urban land. The project includes planting in the gully and access tracks.

4.2 Omokoroa Road Urbanisation – Western Avenue to Tralee Street

The section of Omokoroa Road from Western Avenue to Tralee Street including the Tralee Street intersection is currently being designed for construction in the 2018/19 and 2019/20 financial years. The current Omokoroa Road will be widened from 7.0m to 11.5m with provision for one lane of traffic in each direction with right turning facilities at several intersections. The road will include 1.5m footpath on the western side and 2.5m shared pedestrian and cycle path on the eastern side.

There will be several bus stops placed at strategic locations on both sides of the road. Lighting will be included to illuminate both the on road traffic and off road pedestrian and cycle traffic. Power along the road is planned to be undergrounded and the space between kerb and channel and road boundary will be either grassed or landscaped and planted similar to the section south of Western Avenue. Tralee Street intersection will include a roundabout to facilitate traffic movements and improve safety of the intersection.

4.3 Te Puke Highways – Pah Road Slip Reinstatement

The Resource Consent has finally been granted by the Bay of Plenty Regional Council for the reinstatement of the Pah Road slip. The New Zealand Transport Agency is managing the contract documents and tendering process for the construction of this project.

5. Emergency Management

5.1 Waihi Beach

Meeting attended on 10 October 2018 with the Community Response Team. The Community Response Plan has been finalised, and relationships initiated with the Waihī Community Response Team on 1 November 2018 (Waikato CDEM region). The Community Response Team Leader attended the recent Tier 1 exercise at WBOPDC (Ex Ranginui; 17 November).

5.2 Omokoroa

The Omokoroa Community Response Plan is being updated by the Community Response Team. We are awaiting feedback from the team before progressing further.

5.3 Katikati

Meetings attended on 2 September and 13 November 2018 with the Community Response Team. The Community Response Plan has been finalised; Community Response Team identifying opportunity to promote the team at a local event.

The CDEM radio and the Community Response Team storage cupboard is being arranged in the Hub.

5.4 Exercise Shakeout

Sixty five percent of WBOP schools committed to supporting ShakeOut (the national earthquake drill and tsunami hikoi).

6. Roading

6.1 Katikati Bypass Update

There has been no further change since the previous update – this is still pending further announcements from the New Zealand Transport Agency.

6.2 One Network Maintenance Contract (ONMC)

Refer to OP17 Information Pack. **Attachment A**

6.3 Omokoroa Road Construction - State Highway to Railway

The Omokoroa Road upgrade has been an exceptionally complex project due to weather delays, shortage of construction crews, roundabout and intersection builds, adjoining developer requests and the construction of multiple underground services with different utility authority ownership.

Most of the new road pavement has now been competed. The $12.9 million project, with the physical works beginning early in 2017, also hit setbacks with the discovery of multiple archaeological sites and the removal of redundant asbestos water main pipes requiring specialist handling and disposal.

Underground services installed during the construction have included new water mains, a new gravity sewer main, a new storm water main, new road culverts, communications and power cables, Ultrafast broadband fibre optic cabling and the relocation of sections of the Omokoroa sewer transfer main. The sewer transfer main air value, which was situated under the road shoulder, has now been relocated during an overnight shutdown.

The remaining construction works have included the street light installations, sections of the cycleway, berm top soiling, second coat surfacing and final pavement markings.
A section of the cycleway will not be surfaced with concrete in the area adjacent to the planned industrial road intersection because its final level will be determined by the new kerbing levels when they are designed and constructed. The roads chip seal surfaces have got their second coat seals and asphalt surfacing has been applied to the Omokoroa Carriers entranceway intersection to accommodate the heavy traffic turning requirements. The timing of the sewer main duplication into the transfer station will depend on suitably qualified drain layers being available to undertake the work in the New Year. The vegetation maintenance requirements and levels of service for this area are being developed. In the short term this will include berm mowing and after the developers maintenance period ends the planted embankments requirements.

6.4 Maketu Road Proposed Cycle Trail

The Preliminary design options and cost estimates have been completed by WestLink. The detailed design and archaeological authority will commence around late February to mid-March.