

MEETING — AGENDA —

Ngā Take

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Western Bay of Plenty
District Council

OPERATIONS AND MONITORING COMMITTEE

Komiti Whakahaere



OP9
Thursday, 15 February 2018
Council Chambers
Barkes Corner, Tauranga
9.30am

Notice of Meeting No. OP9 Te Karere

Operations and Monitoring Committee Komiti Whakahaere

Thursday, 15 February 2018
Council Chambers
Barkes Corner
9.30am

His Worship the Mayor

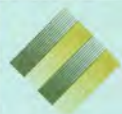
G J Webber

Councillors:

D Thwaites (Chairperson)
J Palmer (Deputy Chairperson)
G Dally
M Dean
M Lally
P Mackay
K Marsh
D Marshall
M Murray-Benge
J Scrimgeour
M Williams

Media
Staff

Miriam Taris
Chief Executive Officer
Western Bay of Plenty District Council



Western Bay of Plenty
District Council

Te Kaunihera a rohe mai i nga Kuri-a-Whareki ki Otamarakau ki te Uru

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Operations and Monitoring Committee Delegations Mangai o Te Kaunihera

Quorum:

The quorum for this meeting is six members.

Role:

Subject to compliance with Council strategies, policies, plans and legislation:

- To monitor performance and outcomes over all of Council's service functions including the following:
 - Regulatory Operations
 - Rooding Operations
 - Utilities Operations
 - Parks, Reserves, Cemeteries and other council property
 - Customer services, libraries
 - Corporate Property Operations and development
 - Sub Regional Parks
 - Operational service contracts (e.g. swimming pools, community halls)
 - Emergency Management
 - Rural Fire

General Delegations:

- To make decisions to enable and enhance service delivery performance.
- To approve operational policy including resolving operational policy matters defined as the implementation of policy.
- To resolve all operational matters as referred by Community Boards.
- To make decisions in regard to assets to implement Council's plans, policies and projects as contained in the Long Term Plan and Annual Plans.
- To monitor assets and resources required for the delivery of services.
- To monitor the implementation of Council's strategies, plans, policies and projects contained in Council's Long Term Plan and Annual Plans.
- To receive and resolve on or recommend to Council or its Committees as appropriate the reports, recommendations and minutes of the Joint Road Safety Committee and any other Joint Committee, working group or forum as directed by Council.
- To undertake on behalf of Council all processes and actions (including consultation) for the amendment of bylaw schedules relating to operational services precedent to the recommendation to Council for adoption of the amendments.

Financial Delegations:

Pursuant to Section 4(1) of the Public Bodies Contracts Act 1959, the Committee shall have the power to enter into contracts in respect of the Committee's functions to a maximum value of \$5,000,000 for any one contract, provided that the exercise of this power shall be subject to, and within the allocation of funds set aside for that purpose in the Long Term Plan, the Annual Plan and Budget or as otherwise specifically approved by Council.

To report to Council financial outcomes and recommend any changes or variations to allocated budgets.

Other:

The Committee may without confirmation by Council exercise or perform any function, power or duty relating to those matters delegated by Council in like manner, and with the same effect, as the Council could itself have exercised or performed them.

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

The Committee may make recommendations to Council or its Committees on any matters to achieve the outcomes required in the role of the Committee but outside its delegated authorities.

Agenda for Meeting No. OP9

Pages

**Present
In Attendance
Apologies**

Public Excluded Items

The Council may by resolution require any item of business contained in the public excluded section of the agenda to be dealt with while the public are present.

Public Forum

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

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

Presentations

OP9.1

NZ Transport Agency - District Project Updates (9.30am - 10.30am)

NZ Transport Agency representatives will present to the Committee on State Highway 2, Katikati Works, Katikati Bypass, State Highway 29 Tauriko, and State Highway 33. The following persons may be in attendance:

- Rob Campbell
- Chris Farnsworth
- John McCarthy
- Iain China
- Wayne Troughton
- Justin Rae

OP9.2 **Presentation: Tauranga Programme Business Case (10.45am)** 8-18

Attached is a report from the Deputy Chief Executive Officer dated 31 January 2018.

Ian Herbert will be in attendance to present on the emerging programme and timelines.

Decision

OP9.3 **Te Puke Main Street** 19-31

Attached is a report from the Deputy Chief Executive Officer dated 31 January 2018.

Monitoring

OP9.4 **Infrastructure Services Briefing February 2018** 32-44

Attached is a report from the Deputy Chief Executive dated 30 January 2018.

The open section of the Operations and Monitoring Committee Information Pack No. OP9 has been circulated separately with the agenda.

NB: **Off Site Tour**

NB: Elected Members are invited to an off-site tour of Omokoroa, Kaimai Views and Katikati Library, immediately following the update meeting scheduled at the conclusion of the Operations and Monitoring Committee meeting. This off-site tour is expected to take up a full afternoon. Further details with regard to transportation will be provided.

Local Government Official Information and Meetings Act

Exclusion of the Public

Schedule 2A

Recommendation

THAT the public be excluded from the following part of this meeting namely:

- *Infrastructure Services Briefing February 2018 - In Confidence*

The general subject to 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(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

<i>General subject of each matter to be considered</i>	<i>Reason for passing this resolution in relation to each matter</i>	<i>Ground(s) under Section 48(1) for the passing of this resolution</i>
<i>Infrastructure Services Briefing February 2018 – In Confidence</i>	<i>THAT the public conduct of the relevant part of the proceedings of the meeting would likely result in the disclosure of information for which good reason for withholding would exist.</i>	<i>To enable the Council to carry on without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</i>

Western Bay of Plenty District Council Operations & Monitoring Committee Tauranga Programme Business Case

Purpose

To enable Tauranga City Council representatives to present and seek agreement from the Council on a preferred programme for consultation of the Tauranga Programme Business Case. The preferred programme will be consulted on as part of Tauranga City Council's (TCC) Long Term Plan (LTP) and Thirty Year Infrastructure Plan consultation.

The purpose of Business Case is to identify the preferred way to manage the Tauranga transport network to cater for the predicted growth of the city over the next 30 years. The Business Case has been developed as a cross-agency initiative acknowledging that a wide portfolio of responses is necessary to develop liveable communities and a sustainable future for the city. The Business Case has proceeded to the point of having an emerging programme.

The study scope is within Tauranga City including the across the harbour and around the harbour journeys and Tauranga peninsula from the harbour bridge to Barkes corner. Agreement of the preferred programme for consultation does not represent a financial commitment from the partners. However, there will be an expectation from partners and the public following consultation, that Council adheres to the financial commitments required to deliver the programme.

Further details relating to the preferred programme are included in **Attachment A**.

Recommendation

- 1. THAT the Deputy Chief Executive's Report dated 31 January 2018 and titled Tauranga Programme Business Case be received.***
- 2. THAT the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.***
- 3. THAT the Operations & Monitoring Committee agrees to the preferred programme (Programme 8) for the Tauranga Programme Business Case to be issued for public consultation through Tauranga City Council's 2018-28 Long Term Plan and 30 year Infrastructure Strategy.***

(Note that by agreeing to the preferred programme for consultation this does not represent a financial commitment by Council.)



Gary Allis
Deputy Chief Executive Officer

1. Background

The Tauranga Programme Business Case (the Business Case) provides the direction and indicative investment profile for transport in Tauranga across the project partners (Tauranga City Council (TCC), the New Zealand Transport Agency (NZTA) and Bay of Plenty Regional Council). It is intended to align the views and commitments of project partners across a 30-year time frame and within a limited extent of the Tauranga urban boundary.

The project team are seeking Council's approval to proceed with the preferred programme to public consultation. Consultation will not include a detailed programme of specific projects but is intended to provide input from the public on the scale and direction of funding attributed to different transport modes and strategies within Tauranga.

Public consultation will occur during TCC's 2018 - 2028 Long Term Plan and 30-year Infrastructure Strategy consultation in March 2018.

Further details relating to the preferred programme are included in Appendix One.

2. Significance and Engagement

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

3. Engagement, Consultation and Communication

- 3a. Before consultation is undertaken with the public, the Programme must be approved for consultation by the following organisation committees:

Tauranga Council	8 February 2018
Regional Council Public Transport Committee	9 February 2018
Western Bay of Plenty District Council Operations and Monitoring Committee	15 February 2018
NZ Transport Agency (NZTA)	31 March 2018

4. Issues and Options Assessment

Through the stakeholder workshops around 200 transport interventions were identified and developed into eleven different programmes. These included programmes aimed at very specific suites of interventions (active modes, freight, demand management etc.) and a smaller number of blended programmes identifying interventions across the system. Programmes were assessed against the investment objectives and the stakeholders shortlisted two programmes for more detailed development and analysis. These programmes were further blended to include key interventions from some of the discarded programmes and refined through the transport modelling process. A base programme of investments already planned was taken forward as a comparator. The programmes are briefly described below, budgets are for the 30-year timeframe of the project, across all of the funding agencies. The cost estimates have been prepared at a very high level, and

consequently there is a broad range in the estimates provided. The operating costs do not include depreciation, debt servicing and maintenance of infrastructure. These whole of life costs will be developed further through the refinement of the programme.

Option A	
Programme 2: Planned investments	
Assessment of option for advantages and disadvantages taking a sustainable approach	This includes all currently approved projects, plus those identified through the Tauranga Transport Strategy and the Tauranga Urban Network Study. This programme also includes shorter term interventions from the Network Operating Plans and Public Transport Blueprint. If only Programme 2 was implemented, then the operation of the transport network deteriorates significantly from 2031.
Costs	Budget - Capex \$375M - \$622M Budget - Opex \$300M - \$380M (PT operating costs and travel demand management)
Option B	
Programme 8: Balanced Public Transport and Active Modes (recommended)	
Assessment of option for advantages and disadvantages taking a sustainable approach	Includes most of the major programme 2 investments (some grade separation projects were not necessary due to improvements in public transport ridership). This programme builds on P2 with increased investment in public transport, walking and cycling infrastructure, measures to increase vehicle occupancy and travel demand management. Later interventions include Bus Rapid Transit on key journeys.
Costs	Budget - Capex \$807M - \$1.42bn Budget - Opex \$810M - \$890M (PT operating costs and travel demand management)
Option C	
Programme 9: Increased Road Capacity	
Assessment of option for advantages and disadvantages taking a sustainable approach	This programme builds on P2 with significantly increased investment in road capacity improvements such as the removal of traffic signals for through traffic on Hewletts Road either through grade separations or construction of a viaduct. Public transport, walking and cycling infrastructure, measures to increase vehicle occupancy and travel demand management are still required to achieve acceptable levels of service for private vehicles and freight on the road network. Later interventions include Bus Rapid Transit on key journeys.
Costs	Budget - Capex \$807M - \$1.99bn Budget - Opex \$480M - \$570M (PT operating costs and

	travel demand management)
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A summary of the multi-criteria analysis is tabulated below. Under the initial analysis Programme 8 outperforms both Programme 2 and Programme 9 against most criteria.

	P2 Planned	P8 Balanced	P9 Capacity
Objective 1: Travel time reliability and throughput			
Throughput	+	++	++
Reliability (general)	+	++	++
Reliability (PT)	X	+++	+
PT vs General traffic	X	+++	+
Objective 2: Transport and Land use integration to support liveability			
Enable urban strategy	+	++	+
Blueprint outcomes	+	+++	++
Emissions	XX	+	X
Objective 3: Enable modal change during peak periods			
Car dependency	XX	++	X
PT usage	XX	++	X
Cycle infrastructure completion	+	+++	++
Objective 4: DSI reduction and improved safety perception			
Deaths and serious injuries	XX	X	X
Deaths and serious injuries (vulnerable modes)	XX	X	X
Safety perceptions	XX	X	X

5. Statutory Compliance

Following consultation the preferred programme and Business Case will be refined for final approval by the project partners. Staff anticipate a final programme to be put to the Committee for approval in August 2018 with Council approval being sought following this.

Next steps

- The TCC will consult on the preferred programme through their LTP and Infrastructure Strategy in March 2018.
- Following LTP consultation, hearings and deliberations, officers will refine the programme.
- The project will make a recommendation to the partners including Western Bay of Plenty District Council June or August 2018 seeking approval of the final Programme.

6. Funding/Budget Implications

This work does not have implications for the current budget.

Tauranga Transport Programme – Recommended Programme Option for Public Consultation (DC 352)

Transport Committee

11th December 2017

Objective ID No:
A8347676



Executive summary

Recommendation	That the Transport Committee : (a) <i>Support the emerging programme (Programme 8) of the Tauranga Transport Programme.</i>
Summary of issue	The Tauranga Transport Programme has been jointly developed by Tauranga City Council, NZ Transport Agency, Bay of Plenty Regional Council and Western Bay of Plenty District Council in partnership with SmartGrowth. The emerging preferred programme (Programme 8) is being brought to the partner organisations for initial support so the project team can continue to refine the programme. Public consultation will occur during the 2018-28 Long Term Plan and 30-year Infrastructure Strategy consultation in March 2018.
Broader benefit / impact	A transport network which will make Tauranga a great place to live and do business, and will enhance the city as a tourist destination. This will help Tauranga to become an internationally competitive city.
Strategic context	The Tauranga Transport Programme relates to the city outcome of being a “city of great spaces, places and environments” and will deliver the transport priorities outlined in Our Story. The Transport Programme delivers on the Strategic Setting developed through the Tauranga Transport Strategy.
Next steps	If the emerging programme is supported by the partner organisations then it will be further refined to be consulted on through the 2018-28 Long Term Plan and 30-year Infrastructure Strategy.

Discussion

Introduction

1. The purpose of the Tauranga Transport Programme Business Case is to identify the best way to manage and develop the transport network to cater for the predicted growth of the city over the next 30-years. The Business Case follows the Treasury approach and has been developed as a cross-agency initiative. This approach acknowledges that a wide portfolio of responses will be required to address sub-regional transport problems and that investment decisions need to be co-ordinated across the investment partners. The programme stage is intended to set a direction for investment, not to define individual projects. This will be done through subsequent Indicative, or detailed business cases.
2. The Transport Programme focusses on the Tauranga urban area, from Bethlehem in the west to Bayfair in the east and to Greerton and Welcome Bay in the south. This reflects the area where the cumulative effects of sub-regional traffic patterns and greenfield growth are felt. This programme has been developed alongside other corridor plans such as the Tauriko Network Plan, the Waihi to Tauranga Business Case and the Tauranga Eastern Link Network Plan as well as the Public Transport Blueprint.

Problem / Benefit Statements and Key Considerations

3. Three problem statements were developed and agreed with stakeholders that reflect the key areas to address through future investment. These have been refined slightly following the evidence gathering phase of the Business Case. The problem statements are:

Problem 1: Increased travel and reliance on few key routes threatens the future viability and productivity of the port and other commercial areas (40%)

Problem one captures the requirement to respond to travel demand. Travel demand is predicted to increase based on: population growth predictions; the long term settlement pattern (urban journeys); inter-regional freight; growth in commercial centres; and growth in visitor numbers.

Problem 2: Land use and transport investment responses to growth reinforces the preference for travel by private vehicle which adds pressure to the transport network (40%)

A high proportion of trips in Tauranga are undertaken in single occupancy vehicles, further increasing the travel demand issues identified in problem one. Development of residential growth areas further from key destinations and services, combined with historic investment in the road network to improve freight efficiency to the port, reinforce the preference for travel by private vehicles. The changing population characteristics of Tauranga indicate that issues of access and mobility will continue and increase in importance.

Problem 3: Tauranga has a high proportion of deaths and serious injuries (DSI) as a result of crashes involving intersections and vulnerable road users that lead to a high social cost to the community (20%)

An average of 38 crashes occur on the transport network in Tauranga each year, with high proportions occurring at intersections and involving vulnerable road users (people walking or on bikes, mobility scooters or motorbikes). Poor public perception of safety for vulnerable modes, which in turn reinforces the preference for travel by private vehicles.

4. The investment benefits were also developed with the stakeholder group and refined to reflect the evidence gathered. The benefit statements relate directly to the investment objectives that form the basis of the multi-criteria analysis against which each of the three shortlisted programmes is assessed. The three benefit statements are:

Benefit 1: *Better able to manage and support economic and urban growth activity with a resilient multi-modal transport system (40%)*

Benefit 2: *The transport network enables a liveable city with investment responses that support increased mode share and emission reduction (40%)*

Benefit 3: *People are able to make safe, healthy travel choices (20%)*

Investment Objectives

5. Four investment objectives have been developed with related Key Performance Indicators (KPIs) to measure the performance of each shortlisted programme against the desired benefits of investment. The investment objectives are:

Investment objective 1: *Provide Travel Time Reliability and throughput by mode on key corridors on a resilient transport system*

The KPIs for this objective are:

- Throughput of people and goods
- Travel time reliability (traffic, freight, Public transport)
- Relative travel time – public transport vs general traffic

Investment objective 2: *Enable Transport and Land use integration to support liveability and reduce vehicle emissions*

The KPIs for this objective are:

- Enable urban design strategy (distance to bus services and cycleways)
- Support PT Blueprint investment outcomes
- Vehicle emissions

Investment objective 3: *Enable modal change during peak periods and connecting active mode networks*

The KPIs for this objective are:

- Car dependency
- Public transport usage
- Cycle infrastructure completion

Investment objective 4: *Reduce deaths and serious injuries and improved safety perception*

The KPIs for this objective are:

- Reduce deaths and serious injuries
- Reduce deaths and serious injuries for vulnerable road users
- Improve perception of safety for active transport modes

Other Factors

6. Three other factors are used in the multi-criteria analysis. These are:

Social and environmental:

- Impact on the natural environment
- Public and stakeholders (acceptability)

Implementability:

- Feasibility
- Risks and opportunities
- Timeliness of interventions
- Affordability

Benefit Cost Ratio

Options

Through the stakeholder workshops around 200 transport interventions were identified and developed into eleven different programmes. These included programmes aimed at very specific suites of interventions (active modes, freight, demand management etc.) and a smaller number of blended programmes identifying interventions across the system. Programmes were assessed against the investment objectives and the stakeholders shortlisted two programmes for more detailed development and analysis. These programmes were further blended to include key interventions from some of the discarded programmes and refined through the transport modelling process. A base programme of investments already planned was taken forward as a comparator. The programmes are briefly described below, budgets are for the 30-year timeframe of the project, across all of the funding agencies. The cost estimates have been prepared at a very high level, and consequently there is a broad range in the estimates provided. The operating costs do not include depreciation, debt servicing and maintenance of infrastructure. These whole of life costs will be developed further through the refinement of the programme.

Programme 2: Planned investments

7. This includes all currently approved projects, plus those identified through the Tauranga Transport Strategy and the Tauranga Urban Network Study. This programme also includes shorter term interventions from the Network Operating Plans and Public Transport Blueprint. If only Programme 2 was implemented, then the operation of the transport network deteriorates significantly from 2031.

Budget - Capex	\$375M - \$622M
Budget - Opex	\$300M - \$380M (PT operating costs and travel demand management)

Programme 8: Balanced Public Transport and Active Modes (recommended)

8. Includes most of the major programme 2 investments (some grade separation projects were not necessary due to improvements in public transport ridership). This programme builds on P2 with increased investment in public transport, walking and cycling infrastructure, measures to increase vehicle occupancy and travel demand management. Later interventions include Bus Rapid Transit on key journeys.

Budget - Capex	\$807M - \$1.42bn
Budget - Opex	\$810M - \$890M (PT operating costs and travel demand management)

Programme 9: Increased Road Capacity

9. This programme builds on P2 with significantly increased investment in road capacity improvements such as the removal of traffic signals for through traffic on Hewletts Road either through grade separations or construction of a viaduct. Public transport, walking and cycling infrastructure, measures to increase vehicle occupancy and travel demand management are still required to achieve acceptable levels of service for private vehicles and freight on the road network. Later interventions include Bus Rapid Transit on key journeys.

Budget - Capex	\$807M - \$1.99bn
Budget - Opex	\$480M - \$570M (PT operating costs and travel demand management)

Multi-criteria Analysis

10. The detailed multi-criteria analysis is included in Appendix A.
11. The assessment is based on the NZTA Business Case guidance and apply a 7 point scale to the criteria as described in the table below.

Rating	Definition	Score
Significantly positive	Significant positive impact, likely resulting in long term improvements	+3
Moderately positive	Moderate positive impact, which may provide improvements and opportunities	+2
Slightly positive	Minor positive impact	+1
Neutral	Similar impact to the do- minimum	0
Slightly adverse	Minor adverse impact, which can be mitigated or managed	-1
Moderately adverse	Moderate adverse impact, that may be managed or mitigated	-2
Significantly adverse	Significant adverse impact with serious long term effects	-3

12. A summary of the multi-criteria analysis is tabulated below. Under the initial analysis Programme 8 outperforms both Programme 2 and Programme 9 against most criteria.

	P2 – Planned	P8 – Balanced	P9 – Capacity
Objective 1			
Throughput	+	++	++
Reliability (general)	+	++	++
Reliability (PT)	X	+++	+
PT vs General traffic	X	+++	+
Objective 2			
Enable urban strategy	+	++	+
Blueprint outcomes	+	+++	++
Emissions	XX	+	X
Objective 3			
Car dependency	XX	++	X
PT usage	XX	++	X

Cycle infrastructure completion	+	+++	++
Objective 4			
Deaths and serious injuries	XX	X	X
Deaths and serious injuries (vulnerable modes)	XX	X	X
Safety perceptions	XX	X	X
Other factors			
Public and stakeholders	XX	++	XX
Feasibility	++	+	XX
Risk and opportunities	XX	++	X
Timeliness	XX	++	X
Affordability	++	+	X
Benefit Cost Ratio (draft)	1.0	1.6 - 2.1	1.0 - 1.6

Significance and engagement

13. This matter is of high significance due to the public interest in the subject and the level of projected investment involved. Engagement with the community has already been undertaken and there will be ongoing engagement, including:
- Through the Long Term Plan process
 - On a project by project basis

Next steps

14. If the emerging programme is supported by the partner organisations then it will be further refined and consulted on through the 2018-28 Long Term Plan and 30-year Infrastructure Strategy.

Appendices

No.	Title
A	Multi-Criteria Analysis (Tauranga PBC Short List Assessment) <i>Objective: ID: A8348579</i>

Signatories

Authors	Clare Cassidy: Planning Engineer - Transport
Committee Lead Review	Mathew Stewart
Authorisers	Christine Jones

Enterprise approach and collaboration

Name	Title / Department	Response
Martin Parkes	Manager Transportation	

Western Bay of Plenty District Council Operations & Monitoring Committee Te Puke Main Street

Purpose

His Worship the Mayor has requested that this report regarding the Te Puke Main Street project and potential alterations be placed on the agenda for a decision.

The purpose is to consider whether or not to remove part of the new plaza between the Heritage Walkway and the pedestrian crossing and replace with two or three angle carparks.

Attachment A

Other items to be discussed are:

- Removal of plants from the centre islands and replace with grass
- Removal of "less safe" carparks by exits around the roundabouts
- Removal of "offset" from main pedestrian crossing

Note: These proposals have not been consulted through the Project Control Group or the Te Puke Community Board.

Recommendation

1. THAT the Deputy Chief Executives report dated 1 February 2018 and Te Puke Main Street be received.

2. THAT the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.

3. THAT either:

a) The Te Puke Main Street Plaza be altered by replacing part of the plaza (approx. 42% or 80m²) with 2 or 3 additional carparks at an estimated cost of \$58,000.

OR

b) The Te Puke Main Street Plaza between the Heritage Walkway and the pedestrian crossing remain as constructed.

OR

c) The Te Puke Main Street Plaza between the Heritage Walkway and the pedestrian crossing remain as constructed and be reviewed in the first quarter of 2019 as part of the overall review of parking in the Te Puke CBD.

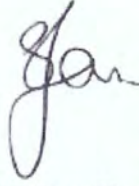
Date
Subject

1 February 2018
Te Puke Main Street

Open Session



Gary Allis
Deputy Chief Executive Officer



Miriam Taris
Chief Executive Officer

1. Background

The Te Puke Main Street upgrade was consulted and constructed over a two-year period. The consultation included public consultation on the design, refinement and endorsement through the Project Control Group (PCG) and the Te Puke Community Board with final approval by the Operations Committee.

The outcome has both been supported and criticised. There have been public meetings, presentations to the Operations Committee and an independent survey by Key Research and business owners' research.

The PCG has continued into the post construction stage providing an operations link to the business community.

The issue of the number of carparks that were lost has been clarified following poor workmanship by contractors. The number of carparks lost has been confirmed at 12.

2. Project Control Group

The minutes of the most recent meeting of the PCG dated 4 December 2017, show that the PCG agreed that the plaza remain and that additional street furniture be purchased to provide usable seating and to better design the area. The seating has been ordered at a cost of \$23,000,

The PCG members are listed in the minutes.

Attachment B

3. Mayoral Meeting

His Worship the Mayor on 30 January 2018 met in Te Puke with Councillor Scrimgeour, Mr Murray Holyoake and TPEDG CEO, Mark Boyle and WBoPDC CEO, Miriam Taris.

The outcome of that meeting was direction for the Operations Committee to consider whether or not to remove part of the plaza and reinstate two or three carparks.

4. Car Parking

A formal review of availability and usage of car parking in Te Puke during peak periods has not been undertaken. This could occur during the 2018/19 financial year to inform a decision on the plaza.

Informal feedback is mixed, ranging from "there are plenty of on street carparks" to "there are no available carparks outside my destination".

5. Additional Items

Additional items that maybe discussed include:

- Removal of centre island plantings and replace with grass to enable crossing of the street in any location.
- Removing the pedestrian crossing offset to allow a faster direct crossing (Note: offset pedestrian crossings are safer as the design ensures that the pedestrians are facing oncoming traffic).

- Redesign and/or removal of the "less safe" carparks immediately adjacent to the roundabout exit. (Note: It was originally proposed to remove these carparks but it was decided to keep them to limit the number of carparks lost.

6. Significance and Engagement

The Local Government Act 2002 requires a formal assessment of the significance of matters and decisions in this report against Council's Significance and Engagement Policy. In making this formal assessment there is no intention to assess the importance of this item to individuals, groups, or agencies within the community and it is acknowledged that all reports have a high degree of importance to those affected by Council decisions.

The Policy requires Council and its communities to identify the degree of significance attached to particular issues, proposals, assets, decisions, and activities.

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

7. Engagement, Consultation and Communication

Interested/Affected Parties	Completed/Planned Engagement/Consultation/Communication
Name of interested parties/groups	Te Puke Project Control Group – not consulted Te Puke Community Board – not consulted Operations & Monitoring Committee
Tangata Whenua	
General Public	Te Puke Community

8. Issues and Options Assessment

Option A	
The Te Puke Main Street Plaza be altered by replacing part of the plaza (approx. 42% or 80m²) with 2 or 3 additional carparks at an estimated cost of \$58,000.	
Assessment of option for advantages and disadvantages taking a sustainable approach	<p>The option of removing part of the new plaza to create two or three angle car parks.</p> <p>Other options have not been investigated or agreed.</p> <p>A formal carpark review has not been undertaken.</p>
Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses	<p>Cost of altering the Main Street Plaza to create two or three carparks is expensive.</p> <p>Reducing the size of the plaza may reduce its effectiveness as a public place including for markets, dining and relaxing.</p> <p>Disruption during construction.</p>
Other implications	<p>The loss of connectivity between the plaza entranceway and the "open space".</p> <p>The plan that was consulted and agreed included the plaza. There has been no consultation on its removal.</p>
Option B	
The Te Puke Main Street Plaza between the Heritage Walkway and the pedestrian crossing remain as constructed.	
Assessment of option for advantages and disadvantages taking a sustainable approach	<p>Maintains the integrity of the design.</p> <p>Enables the community to develop usage and events over time.</p> <p>Allows time for the installation of the furniture and for use to develop.</p> <p>The three carparks that appear to be a key issue are not reinstated.</p>
Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses	<p>No additional cost incurred.</p>

Option C	
The Te Puke Main Street Plaza between the Heritage Walkway and the pedestrian crossing remain as constructed and be reviewed in the first quarter of 2019 as part of the overall review of parking in the Te Puke CBD.	
Assessment of option for advantages and disadvantages taking a sustainable approach	Similar to Option B but includes a formal assessment of carpark usage and availability prior to any decision making.
Costs (including present and future costs, direct, indirect and contingent costs) and cost effectiveness for households and businesses	Cost of carpark survey

9. Statutory Compliance

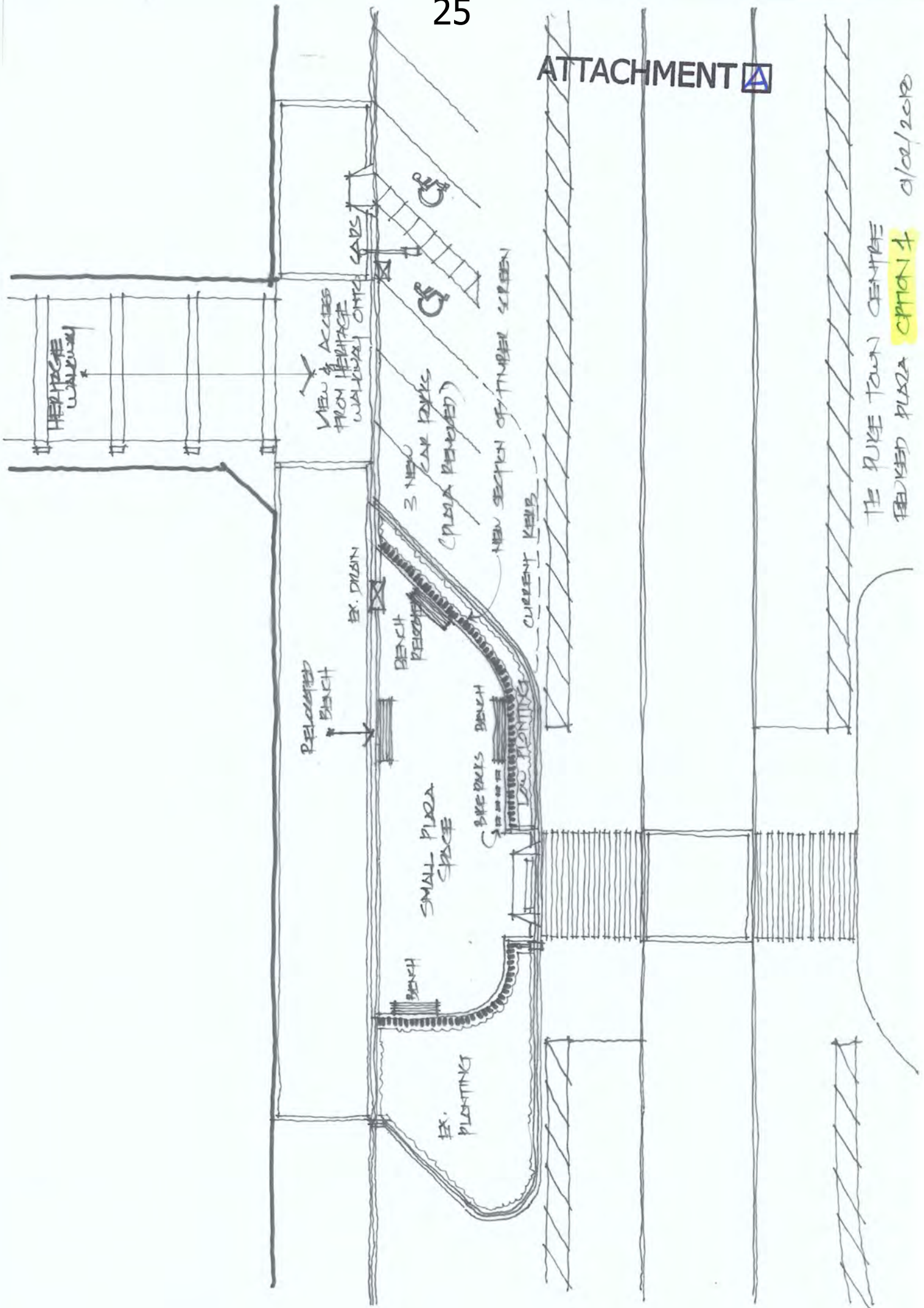
The recommendation meets:

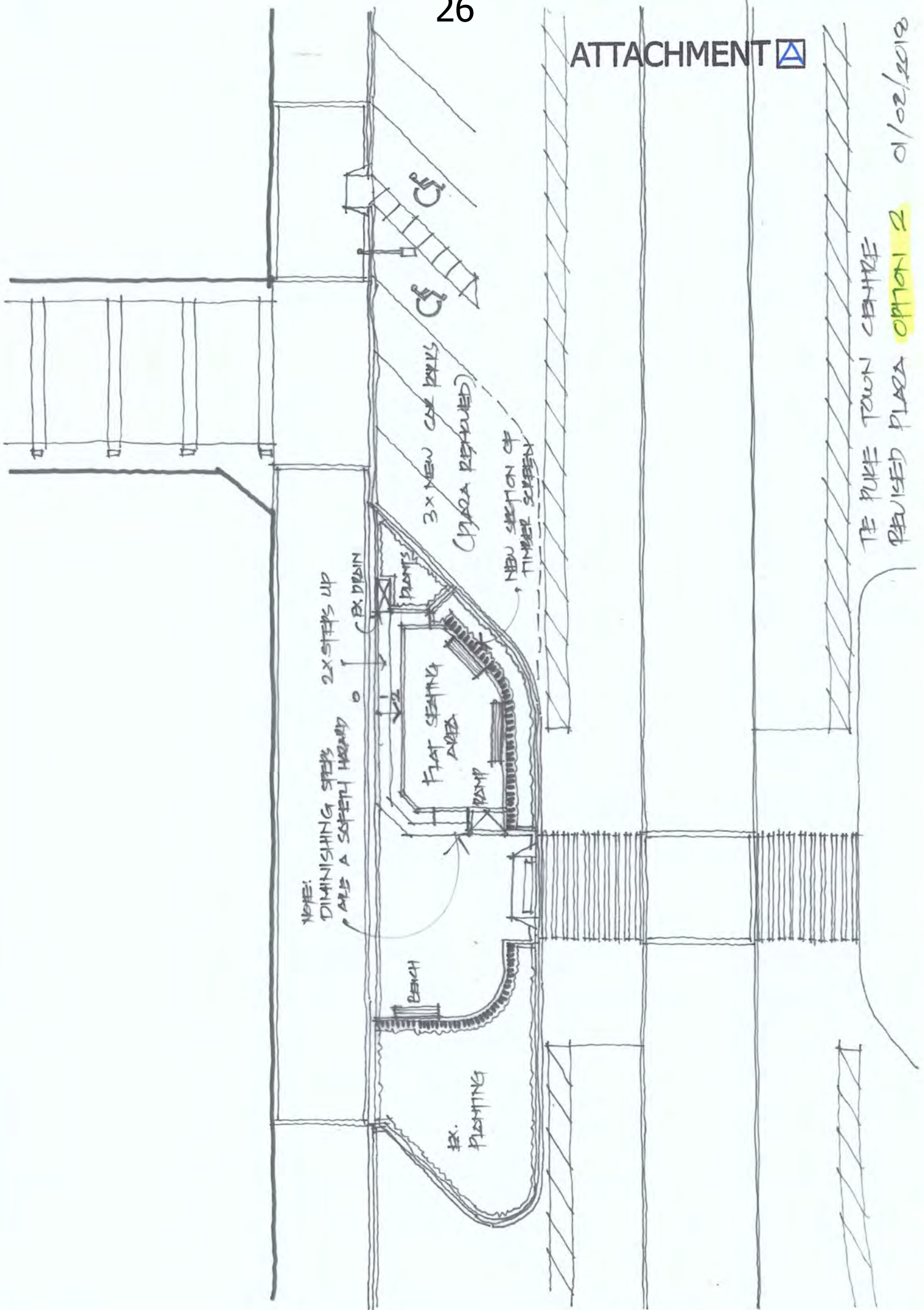
- Legislative requirements/legal requirements
- Current council plans/policies/bylaws
- Regional/national policies/plans.

10. Funding/Budget Implications

Budget Funding Information	Relevant Detail
Te Puke Main Street Upgrade	Funds can be allocated from the Te Puke Highway Revocation Project budget. The change is estimated at \$58,000

ATTACHMENT 





TE PUKE TOWN CENTRE
 REVISED PLAZA OPTION 2 01/02/2019

**Minutes
Of
Te Puke Project Control Group Meeting**

Date: Monday 4th December 2017

Time: 4.00pm

Venue: Te Puke Area Office Boardroom

Present: Mark Boyle, Peter Miller, Erin Burt, Gary Allis, Morné Hugo, Bryan Sanson, Murray Holyoake, John Scrimgeour, Raj Sumeran, Grant Dally.

Apologies: Richard McNair, Stuart Gunn

Key Items Discussed:

• **Plaza Modification and Timber Bollards**

The PCG received the schematic drawings prepared by Boffa Miskell for the plaza area and inspected the Plaza site prior to the meeting. Following the inspection, it was agreed on the following;

- 1) Install a natural hardwood bench (2.0mX2.0m) with staggered 200mm X 200mm slats in the middle of the plaza area at an estimated cost of \$9,000. The base of the bench will be shaped so the top of the bench is level with the 3-5% slope of the plaza area.
- 2) Install two additional "L" shaped seats 2.8m long along the plaza area at an estimated cost of \$13,876.
- 3) Cut the upright timber bollards by 200mm at the pedestrian crossing end and taper them till they reach horizontal with the fence height.

• **Te Puke Area Advertising Signs**

Epic Te Puke be asked to promote Te Puke town by placing three advertising signs at the three entrance ways to Te Puke. The wordings on the signs could read "Te Puke Open to Business" etc. The signs will be a trade off to the number of carparks lost in Te Puke Main Street.

• **Queen St Plunket Disability Carpark**

It was agreed to investigate creating extra parking bays in front of the Queen St Plunket building for disability users and mothers with babies. Raj to inspect the Plunket carpark area with Erin and prepare options.

• **Main Street Carpark**

The final number of carparks marked on Te Puke Main Street was agreed to be 145 (135+10). The 10 carparks were reduced from the original 13 carparks found missing and later agreed on site (28 November 2017) by some elected members and the project control group. This means the total number of carparks lost from the Te Puke Main Street upgrade work is 11 (156-145) and not 8 as was originally thought.

• **Works at Waitangi**

The Waitangi Pavement Reconstruction including the remaining works at Waitangi Township will be completed after the Christmas holiday season and possibly starting in mid January 2018.

	Description	Action	Owner	Progress
1	<p>Parking Directional Signage Agreed to implement the signage as per the plans, with modifications. Noted that the signs can be amended or added to if the implementation is not sufficient.</p>	<ul style="list-style-type: none"> • Arrange sign implementation • Advise PCG of timeframe 	Raj	Complete
2	<p>Vertical Timber Structure at Pedestrian Crossing Agreed that the timber bollards on the approach sides of the central pedestrian crossing be lowered to provide a good sight line from approaching vehicles to "low" pedestrians eg: children and wheelchairs</p>	<ul style="list-style-type: none"> • Specify which bollards are to be lowered and provide sketch to Raj 	Bryan/ Morné	Agreed on site by all to cut bollards by 200mm as suggested by Boffa Miskel.
3	<p>Eastern Approach from No 1 Road Agreed that Council would install "Sunstrike" and "Queues Ahead" signs</p>	<ul style="list-style-type: none"> • Install signs • Advise PCG of timing 	Raj	Complete
4	<p>Flower Gardens Bryan advised of the gardens to be planted by WestLink</p>	<ul style="list-style-type: none"> • Provide plan showing where bedding plants are going and when 	Raj / Bryan	Complete
5	<p>Native Plants and Shrubs Publicity is required to advise the public</p> <ul style="list-style-type: none"> • Why the plants were chosen • What they will look like when (if) they flower • When does flowering occur 	<ul style="list-style-type: none"> • Provide a document with pictures and locations that can: <ul style="list-style-type: none"> • Go on our website • Be distributed to interested parties • Be used by the 	Raj	Complete

		Communications team		
6	<p>Plaza Various views on the Plaza</p> <p>6.1 Options to level the plaza – either at the kerb or creating a step at the footpath to be investigated and estimated.</p> <p>6.2 Consider additional furniture that is level to use eg: table and bench seats.</p> <p>6.3 It was noted that it's up to the community to determine how it is going to be used.</p>	Design and costs to be investigated to level the plaza, potential to include seats and planting	Morné/Bryan	Agreed as per Boffa Miskel drawings
7	<p>Palmer Place Pedestrian Crossing Inspected and noted that it was being used.</p> <ul style="list-style-type: none"> • Light repair required • Consider additional or brighter markings and lights 	Repair to be organised	Raj	Complete
8	<p>Safety Audit A safety audit is being undertaken by Aurecon in the next few days. Emphasis on pedestrian crossings and parking manoeuvres both day and night</p>		Raj	Minor improvements are progressing.
9	<p>Queen Street Parking Noted that altering parking layout unlikely to increase parks and would necessitate removing trees.</p>	Professional advice received to be distributed.	Gary	No further action required
10	<p>Grass Area by Plunket It was felt this could be sealed and turned into parking. Subsequent investigation</p>	<ul style="list-style-type: none"> • Investigate with owner "a use arrangement" 	Gary	Complete

	shows it is privately owned. The attached plan of the Plunket building shows the boundaries.	<ul style="list-style-type: none"> Indicative cost to form surface for parking 		
11	Roundabout Congestion Bryan advised that there could be painted cross hatching in the roundabouts.	Check its status	Raj	No further action will be undertaken at this stage
12	Confirm parking areas lost Council supplied plans showing pre and post carparks and where the numbers were lost. The plan and summary shows 8 carparks lost. Note that the carparks are now compliant and on a consistent angle. The old markings varied in width.	Some retailers have been quoting 16 carparks lost. Mark to provide the plan to the retailers for them to mark up where their figures differ in order to get a final figure.	Raj	11 carparks has been confirmed as being lost. Raj will confirm this with Murray Holyoake. Murray thinks that one extra carpark is missing and making it to 12. Raj will also investigate if one extra carpark can be marked adjacent to the Plaza area.
13	Queen Street / Oxford Street Intersection Consider altering kerb and limit lines to increase visibility for vehicles turning right from Queen Street onto Oxford Street.	Provide update and timing	Raj	Complete.
14	Communication Council staff to develop communication plan, media releases and FAQ sheet to cover issues including: <ul style="list-style-type: none"> Flower beds Carparks lost Native planting The Plaza New signs 	As required release information, if required provide draft to PCG.	Alistair	Done
15	Sculpture locations Provide plan showing the planned locations of sculptures and art work from Te Puke Quarry Road through Te Puke township.		Bryan	With the Community Board

16	Electric Vehicle Charger		Gary	With the Community Board
17	Works at Waitangi		Raj	Recommencing works in January 2018.
18	Eggabout Roundabouts – Quarry and No.3 Roads		Raj	Minor improvements will be carried out after New Year.

The meeting concluded at approximately 6.15pm

Next Meeting is to be held: **Monday 5th February at 4.00pm** – Te Puke Area office Boardroom

Western Bay of Plenty District Council
Operations & Monitoring Committee
Infrastructure Services Briefing February 2018

Purpose

To monitor and provide updates to the Operations & Monitoring Committee on current projects, contracts and works programmes.

Recommendation

- 1. THAT the Deputy Chief Executive's report dated 30 January 2018 and titled Infrastructure Services Briefing February 2018 be received.**
- 2. THAT the Open Section of the Operations & Monitoring Committee Information Pack No. OP9 dated 30 January 2018 be received.**
- 3. THAT the report relates to an issue that is not considered significant in terms of Council's policy on Significance.**



Gary Allis
Deputy Chief Executive Officer

1. Utilities

1.1 Te Puke Wastewater Treatment Plant Resource Consent Renewal

The application to renew the Discharge Consent for the Te Puke Wastewater Treatment Plant has been lodged with Regional Council. The application seeks a 35-year term. Timeframes for notification of the Consent application and hearings have not yet been set by Regional Council. Due to large workloads at Regional Council, there may be some delays in the processing of the Consent application. However, because the Consent was lodged 6 months prior to its expiry, Council can continue to operate the treatment plant under the current Consent, until the Consent application process is complete.

The draft Consent conditions submitted with the Consent requires Council to look at alternative options for the long term discharge of the treated wastewater from the Te Puke wastewater treatment plant. A working group has been formed, which includes Tangata Whenua, Councillors and Community Board representatives. The group has identified forestry land that may be suitable for discharge. The next option that will be assessed will be discharge to pasture.

1.2 Te Puke Water Main Renewals

Water main renewals in Beatty Avenue, Queen Street and Belvedere were completed in early December 2017.

1.3 Maketu Stormwater Catchment Areas

New maintenance round started in January 2018. Inspection of all drains is underway.

1.4 Ongare Point Wastewater Scheme Preliminary Investigations

Currently a Septic Tank Effluent Pump (STEP) wastewater system is proposed for the Ongare Point community. Land for the treatment plant and disposal site has now been secured and the preliminary design is complete. Pattle Delamore Partners (PDP) technical consultants have been appointed to assist with the next stages of the scheme (including Consent application, finalise design, updated engineers estimate). The Resource Consent was lodged with Regional Council in August 2017. Submissions have closed and all submissions received were in favour of the scheme. Currently awaiting Regional Council Consents approval.

Once all Consents are obtained, construction will begin. Provided everything runs smoothly and Consents are granted, our projected construction start date is March 2018.

1.5 Katikati Wastewater Treatment Plant Resource Consent Renewal

In May 2016, Council lodged an application with the Regional Council to renew the Consent for discharge of treated wastewater for a 20-year term. One appeal was received objecting to the discharge from TKC holdings. Staff have been working to negotiate with TKC Holdings to address their concerns. TKC have now agreed to proceed with the Consent without going to a hearing. Consent conditions are now being finalised and are awaiting Regional Councils final approval.

The draft Consent conditions submitted with the application requires Council to look at alternative options for the long-term discharge of the treated wastewater from the Katikati Wastewater Treatment Plant.

A working group has been formed which includes Tangata Whenua, Councillors and Community Board representatives. The group will meet on a regular basis to assess the various options available. Meetings held to date have discussed beneficial reuse of wastewater and were productive. A site visit was undertaken in August 2017. Potential sites have been narrowed down for the beneficial reuse option and these sites will be investigated further. The team will now move on to look at other disposal options such as disposal to wetlands.

1.6 Te Puna West Wastewater

The physical works for the Te Puna West Wastewater scheme is nearing completion. The final scheme costs are being collated and will be communicated to the community in the coming month.

Council will be commissioning a trial with the Te Puna West community at the completion of the wastewater scheme construction. The trial will use information gathered by the new grinder pumps and water meters to help Council to better understand the correlation between water usage and wastewater discharge, and the efficiency's of pressurised systems in reducing inflow into the network.

1.7 Comprehensive Stormwater Consents – Central Zone

The Comprehensive Stormwater Consent (CSC) for the Central Zone (including Te Puna and Minden) has been lodged with Regional Council. The central CSC excludes Omokoroa as a CSC was obtained for Omokoroa in 2007. No feedback has been received from Bay of Plenty Regional Council at this stage.

1.8 Review of Waste Minimisation Management Plan (WMMP)

The reviewed WMMP was adopted by Council on 5 December 2017 and came into effect on 12 December 2017. A copy of the plan is available at <http://www.westernbay.govt.nz/our-council/policies-plans-by-laws/Pages/default.aspx>. The plan allows Council to address four main actions with the biggest priority for action to actively investigate alternative rubbish and recycling collection models to achieve better oversight and management of solid waste in the district.

1.9 Trunk Water Main Replacement & Omokoroa Road Construction - State Highway to Railway in Conjunction with New Road Reconstruction

All the new trunk water main pipe is installed and operating.

1.10 Youngson Road Water Main

A new water main is being extended down Youngson Road from Old Highway, beneath SH2 and connecting to the new main being installed along Omokoroa Road. New water main commissioned and is now operating. A new water main is being extended down Youngson Road from Old Highway, beneath SH2 and connecting to the new main being installed along Omokoroa Road. New water main commissioned and is now operating.

1.11 Two Mile Creek Update -Upstream Dillon Street Bridge

There has been no change since the previous update. We are waiting for feedback from the Regional Council on the Consent that has been lodged. Two parties did not sign in favour of applying for Resource Consent. A meeting with the Regional Council to discuss documents has been held in May 2017.

Regional Council has requested further information be supplied by WBOPDC including; modelling of the effects of the new channel on the 100yr flood and environmental and ecological issues with the new concrete channel. These assessments are now complete and final information has been provided to Regional Council. Currently waiting on Regional Council feedback.

1.12 Dillon Street Carpark

Construction of the car park was completed mid-December, including all concrete work, timber rails and bollards. Grass-seeding of the car park and lower area was also completed. A review of the grassed areas will be completed after the hot summer months to ensure that it has taken sufficiently.

A small amount of kerb reinstatement still needs to be completed. Beach Contractors, who initially disrupted the kerb for the Two Mile Creek Erosion Protection contract will complete this in January.

1.13 Pongakawa Water Treatment Plant

Online and operating.

1.14 Junction Reservoir

The Junction Reservoir is online and in operation. Leaks in the liner will be addressed outside the high water demand season.

1.15 Waihi Beach Stormwater Model

The Waihi beach flood model is now complete. Council has up to date flood hazard maps for the 50 year flood which take into account the latest information on climate change. This information is being applied to new building Consent and Resource Consents to ensure future dwellings are not affected by flooding for these events. This information will be provided to property owners along with a wider pack of information on natural hazards.

1.16 Home Worm Composting Workshops

New dates for 2018 are now available on the website at:

<http://www.westernbay.govt.nz/our-services/rubbish-recycling-waste/Pages/Worm-Composting.aspx>

All bookings are now made via www.eventfinda.co.nz

1.17 Te Puke Stormwater Improvements

Stormwater improvements in Beatty Avenue and Brown Terrace to commenced on Monday 22 January, due for completion end of March 2018.

2. Reserves

2.1 Kauri Point Jetty – Walkway Re-Decking

The timing for the completion of the jetty re-decking is dependent on the outcome of the Kauri Point Jetty access road landslip repairs implementation.

2.2 Omokoroa Sports Ground – Tennis Courts 3 and 4

Court construction is progressing but there are delays due to the addition of a block volley-wall (waiting for bricklayer to construct). Once the blockwork is complete, the court asphalt can be laid (there may be further delays waiting for the sub-contractor - Fulton Hogan - who has significant commitments elsewhere (Thames Coast Road)). Completion now not expected until February / March 2018.

2.3 Omokoroa Sportsground Playground

Draft concept plans are being finalised before community consultation is undertaken. Procurement and construction is not expected to be undertaken until March to June 2018.

2.4 Omokoroa to Tauranga Cycleway

Section 1: Omokoroa Boat Ramp to Tinopai Reserve - 120m of boardwalk to construct will be delayed until after Christmas due to contractor availability. The remainder of this section is complete.

Since installed, the counter has recorded 24,138 pedestrians and 7,430 cyclists between 28 June and 9 January 2018 - approximately 24% of users are cyclists.

Section 3: Lynley Park to railway - No change from the last report. - The Archaeological Authority application to Heritage NZ for construction of a small section of the cycleway over the Mangiwhai Pa is being finalised before lodgement ASAP. The timing of this affects the construction of this section. In the meantime, users will be required to follow the local street network to connect to other completed sections.

Section 4: Tamihana Park to Kiwirail Bridge – Plans and specifications are being finalised to lodge a license to occupy application with Kiwirail for occupancy of the cycle-trail.

Section 5: Bridge across Mangawhai inlet - Resource Consent has been received and construction will commence as soon as possible subject to Consent and Kiwirail approvals

Section 6: Plummers Point trail from bridge to Huarua Park. Some preliminary track construction has been undertaken west of Pats Lane.

2.5 Omokoroa Ferry to Opureora/Matakana Island – Facilities Upgrade

FERRY FACILITIES ramp upgrades: Completed.

OPUREORA JETTY RENEWAL: Public consultation on Concept Version 2 has occurred with the local community and adjustments will be made and confirmed with the locals before the next stage of design and pricing is undertaken. Construction timing is now delayed until the next financial year due to the available funding diverted into the ramp upgrades.

2.6 Omokoroa Jetty and Panepane Wharf Repairs

Repairs to the Omokoroa jetty walkway deck are required post the storm surge and king tide event of 5 January 2018. These repairs were scheduled with urgency.

Repairs to Panepane wharf at Matakana Island were scheduled to begin on 31 January with the arrival of a maintenance barge. Repairs, including the replacement of some timber piles and access stairs may take up to six weeks to complete. The work is being undertaken for structural and safety reasons for users of the wharf. The contractor is HEB Construction

During this period, boat passenger access, including school children, to and from the wharf will be enabled most of the time, but may need to be closed for brief periods for safety reasons. Access will only be available via the stairs on the Eastern side of the wharf.

2.7 Waihi Beach Cycleways

Both the Archaeological Authority application and the WBOPDC Resource Consent have been approved.

BOPRC Resource Consent is on hold while staff respond to a request from BOPRC for further information regarding the Brighton Reserve cycleway route within the dunes. In the meantime, the only section that can be constructed now is between Plom Road and Wakanoi Place and the Island View Reserve section. Construction timing will depend on contractor pricing and resources.

2.8 Diggleman Park - New Public Toilet

Is complete and appears to be well patronised.

2.9 Haiku Park to Henry Road Cycleway/Walkway - New Bridge Crossing

The Katikati cycleway project group have yet to work out way-finding signage for the new route and a local artist has been approached to design a story-board about the railway history, for installation on the Henry Rd side of the bridge.

The Haiku Pathway Committee are hoping (in the future) to install another Haiku Boulder on the Henry Road side of the bridge.

2.10 Dotterel Point Reserve – Public Toilet Septic Tank Upgrade

Although the system is operational, water and wastewater monitoring using dataloggers since installation (required by Resource Consent) shows that the daily consented discharge volume is being regularly exceeded. It is suspected that motor home owners are discharging their waste water tanks into the toilet system on some days.

The most economical solution involves the installation of a new 5m³ buffer tank so that discharge volumes can be spread evenly over time. This issue is being consulted with BOPRC to confirm solution.

2.11 Omokoroa Slips

As a result of the slips in Omokoroa in March-April 2017, reserves were damaged, walkways closed, and a number of homes were either threatened or damaged by the slips.

Date 30 January 2018
Subject Infrastructure Services Briefing February 2018

Open Session

Complex and frustrating issues remain for all affected home owners.

As a result of new geotechnical reports on three affected properties, Council has red stickered one property (unsafe to live in), declared one property unsanitary (Council potentially may be required to reconnect waste water), and will advise the owner of a third property that it is safe to return to the house.

Staff continue to work with the affected home owners, offering advice when asked.

2.12 Damaged Walkway Reserve Land - Ruamoana Place to Bramley Drive

Council has accepted an offer by land owners at No's 23, 24 and 25 Ruamoana Place to share the cost of the works to reinstate the walkway and strengthen the cliffs, estimated at \$600,000. Consultants are now working urgently to deliver the works in this summer season.

3. Strategic Property

3.1 Katikati Library

Construction continues. The Hub floor is completed. Library floor is completed and the tilt slabs are being put up.

3.2 Dillon Street Road Stopping (Near to Council Owned Land)

The sale is now unconditional and the owners have consent to undertake sheet piling work to stabilise their property. Permission has been granted for the owners to proceed with this work prior to transfer of title.

3.3 Te Puna Hall

The Notice of Requirement (NoR) appeal is still pending and subject to Court ordered mediation.

3.4 Kaimai Views – Sales Update

Progressing well. The show home is almost complete. Consents have been received for the construction of houses and it is anticipated that the first houses will be complete in the early second half of 2018.

3.5 Omokoroa Cell Phone Tower

Spark have indicated that construction of the cell tower will commence in the first half of 2018.

3.6 Te Puke War Memorial Hall

Work is progressing as expected, on time and on budget. The Hall Committee has requested the contractor to undertake some refurbishment work under a separate contract.

4. Development Engineering and Projects

4.1 Te Puke Highways - Town Centre Upgrade

1. Bollard height at pedestrian crossings - based on the schematic plan prepared by Boffa Miskel and the subsequent site visit by the PCG prior to Christmas, the bollards outside the Plaza pedestrian crossing have been cut and reshaped.
2. Plaza area seating - as agreed at the pre Christmas PCG meeting, the street furniture (seating) has now been ordered and is due for installation in February 2018.
3. Sight line improvements at Oxford and Queen Street intersection - markings now completed.
4. Sunstrike and queueing at peak hour signs at approach to No 1 Road -installed.
5. Plunket - Queen Street - drawings for additional car parking and miscellaneous construction works are currently being prepared with construction proposed for early February 2018.

4.2 Review of Parking Spaces – Te Puke

The actual physical carparks were inspected and a number of existing carparks were re-marked. This issue is now resolved.

4.3 Te Puke Highways - Northern Entrance (Raparapahoe Bridge to old Railway Station)

Defects liability period has now been extended to end of January 2018 upon which time the project will be handed on to WestLink to maintain.

4.4 Te Puke Highways - Pavement Works Waitangi

This project commenced 21 January 2018.

4.5 Te Puke Highways - Pah Road Slip Reinstatement

NZTA has agreed to fund this project for construction in the next financial year.

Project designs complete and Resource Consent applied for. Construction work scheduled to commence February / March 2018.

4.6 Waitangi Improvements

The remaining construction works on the paths, kerbs, parking area, Urupa and the pedestrian crossing outside the school are due to recommence in January 2018 and are scheduled for completion by end of February 2018.

4.7 Structure Planning

Structure Plan projects have been drafted for the LTP and are going through the consultation process with the Council.

4.8 Katikati Town Centre Improvement

NZTA is continuing to investigate interim improvements and speed reductions on the Main Street prior to the Katikati Town Bypass. The NZTA has also released a media report dated 11 December 2017 on the options for State Highway 2 from Waihi to Tauranga. These options will improve safety, journey reliability and cater for growth along this corridor.

For further information please contact Natalie Mankelow, Media Manager at NZTA.

4.9 Omokoroa Industrial Road – Investigation / Design

Scoping report for the investigation and design options are continuing.

4.10 Eggabout Roundabouts - Te Puke - Quarry Road and No 3 Road

Minor safety improvements to the roundabouts are expected to be implemented by end of January 2018.

4.11 Development Engineering: Kayelene Place

Kayelene Place urbanisation is now complete except for some "undergrounding" of power.

4.12 No 3 Road / Quarry Road Gardens

Vandalism of the landscape plantings has been a major problem. Plants have already been replaced on several occasions.

Further re-planting will be carried out during April / May 2018 to replace damaged plants.

5. Emergency Management

5.1 Emergency Management Activities

The Western Zone Emergency Operations Centre was activated on Friday, 5 January in response to the heavy rain, high tides and storm surge impacts across the Western Bay and Tauranga. Localised flooding occurred in Te Puna, Waihi Beach and Pukehina. There were a number of small incidents across the District with trees down, debris on roads and power outages, but no major damage from the storm.

5.2 Training

22 participants attended the EOC Familiarisation and Function Team training at the Western Bay of Plenty Council Chambers that included Logistics, Operations, Planning, Response Managers, Intelligence and Risk training (27 November, 4 and 8 December).

1 participant attended the ITF Coordination Centre Intermediate Course (21 November).

4 participants attended the full day Psychological first aid training (25 November).

1 participant took part in Civil Defence Induction training.

5.3 Omokoroa

During November 2017, 5000 copies of the Ōmokoroa Community Guide were produced by The Lizard, a local community newspaper.

Of those, 4100 copies were distributed as a centrefold within the publication, which were able to be removed for residents to keep. In addition, 400 copies were distributed at a range of drop off points including local garages, cafes etc. A further 500 copies have been kept at the Western Bay of Plenty District Council and Emergency Management Bay of Plenty for future distribution. In addition to the Guide, an article was run in the publication promoting community response planning to the local community.

Tsunami information boards have been erected at the Ōmokoroa boat ramp.

5.4 Te Puke

On 23 November 2017, a member of Emergency Management Bay of Plenty attended the Te Puke Community Response Team meeting to share the Te Puke Community Guide and to work with the community to develop a distribution plan for the guide. 3000 copies of the guide have been produced with a view to the community distributing 2000 copies and the remainder being held by the Western Bay of Plenty District Council and Emergency Management Bay of Plenty for future distribution. A digital copy has also been distributed.

5.5 Waihi Beach

The Waihi Beach, Athenree and Bowentown Community Response Plans are being reviewed and put into the new Community Response Plan template.

6. Roading

6.1 State Highway 2 – Waihi to Tauranga Improvements – NZTA Announcement

On 11 December 2017, the NZ Transport Agency announced the final options for State Highway 2 from Waihi to Tauranga.

The programme will improve safety, journey reliability and cater for growth adding to the immediate safety improvements along the route which are already underway.

The programme will see wide centrelines, side barriers and 26 intersection upgrades delivered between Waihi and Omokoroa from next year, a new seven kilometre highway between Omokoroa and Te Puna and a bypass of Katikati.

The Agency's System Design Senior Manager, Brett Gliddon, says the community showed strong support for the options at open days earlier this year.

"We have spoken with the community and the priority here is to prevent people dying or being seriously injured along this stretch of road. That is why we have started work on interim safety improvements at key intersections."

"We will also be preparing for safety improvements such as wide centrelines and installing side barriers from next year and speaking more to the community about reducing the speed along State Highway 2," Mr Gliddon says.

The team is now focusing on design and acquiring any land required for the programme of work. Construction will then proceed subject to further funding.

The project team is working with our partners to investigate park and ride and regular bus services and ensuring links with the existing cycling and walking network.

6.2 SH2 North – NZTA Te Puna Roundabout

Construction of the Te Puna intersection is mostly complete with the defects inspection undertaken as well as a post construction safety audit.

The SH2 capacity constraints between Te Puna and Bethlehem are continuing to result in traffic, during the summer holiday period, being observed to be queuing through the new roundabout. This has not been significantly influenced by the Te Puna Station Road low inter-peak traffic volumes.

6.3 Omokoroa Road Construction - State Highway to Railway

The project includes upgrading nearly 2km of Omokoroa Road with new and widened pavement, safety improvements to the Prole Road intersection, two new intersections for three larger scale housing developments, a new cycleway, undergrounding overhead power lines, relocating a section of the sewer transfer main, installing a new bulk watermain to service the Omokoroa peninsula and new rider-mains running from the bulk main to service all the properties along the project length. The old decommissioned asbestos cement watermain will need to be excavated and removed to a certified receiving site. This will now also require a Resource Consent due to the identification of some asbestos soil contamination beside the old watermain.

Surplus suitable earthworks material will be transported into the Special Housing Area for future road embankment and stormwater pond constructions. Co-ordination between WestLink, Council, Council's designers, adjoining landowners, Seeka, three sets of developers, their technical service providers, utility providers and sub-contractors is an essential component of the project and is ongoing.

Completed activities include: asbestos removal from the old house site, most of the archaeological investigations, the relocation of a length of the existing sewer transfer main, the new Omokoroa bulk watermain as well as connections to the existing properties along the road, the undergrounding of overhead power lines, the overhead power line relocation works and the relocation of the existing underground property connections, the fibre optic telecommunications cable installations, new stormwater and gravity sewer mains for adjoining developments. Two sections of new gravity sewer are still to be installed as well as the bulk earthworks at Prole Road and the special housing access road. The new roundabout will be constructed in conjunction with the road pavements. The project has been delayed further due to the redundant asbestos watermain trench decontamination requirements affecting the outstanding earthworks.

The project designers (Opus) have been asked to complete the new park and ride design near Prole Road. This will utilise the old road pavement and provide a new safer facility for school and commuter bus users. A letter with the updated park and ride design has been sent out to adjoining land owners and the Community Board. No feedback has been received to date.

The adjoining developers are raising their concerns over ongoing delays that have affected their services and access connections. The weather delays over the past 6 months have increased the roading projects cost risk to Council as well.

6.4 Te Puke Highway / Welcome Bay Road Intersection Improvements

The construction of the roundabout was completed in December 2017 along with a defects liability inspection and post construction safety audit. The NZTA expect to review the speed limit of the approaches in 2018.

6.5 Maketu Road Cycleway

A site meeting is being scheduled with the Community Board and staff to reassess route options.

6.6 Omokoroa Footpath Repairs

Westlink are undertaking footpath maintenance repairs in Omokoroa and approximately 90% of the identified repairs have been completed.

6.7 Waihi Beach Road 0.1-1.1km

The physical works are complete. A number of the relocated memorial trees, which had died, have been replaced by WestLink. The land acquisition surveying will be required to finalise the new land boundaries. This is being facilitated by the Councils property staff.

6.8 Community Roding Maketu - Town Point Road Footpath

The Town Point Road footpath project is 90% complete. The remaining section has been scheduled for construction in the coming month, subject to unforeseen events.

6.9 Community Roding Katikati

Fairview Road kerb and channelling and Stewart Street widening are currently being priced by WestLink for Community Board consideration. This has been delayed by current high workloads.

6.10 Community Roding Omokoroa

Anderley Avenue footpath will now be incorporated into the Omokoroa Road Urbanisation Project Design Brief. Estimated costs for Kowai Grove footpath are \$12k and Kaharoa Avenue \$15k.

The Omokoroa Community Board has resolved to commit funds allocated from its roading account for these projects to be completed.

6.11 Wilson Road Flooding

Works complete.

6.12 Seaforth Road Footpath Cross Fall: No's 140 to 170

Staff have confirmed the cross fall on the footpath at a number of vehicle crossings may have to be corrected as the path was built to match the existing driveways. If progressed, the affected property owners will need to be engaged in the process and agree what actions are required and how property owners will be affected in terms of costs, changes to the profile of their vehicle crossings, and interruptions of the access to their properties while work is in progress. No further action has been taken as the Community Board may wish to consider if they want to prioritise and fund a project from their annual allocation.

Awaiting feedback from the Community Board consultation with affected residents regarding altering their driveways, to ensure all residents are in agreement. Alternative course of action is to uplift footpath and re-lay at flatter setback.

6.13 Seal Extension

The seal extension projects are proceeding. As approved by Council, the order of construction is affected by land and Consent issues and accordingly, some of the easier shape and seal sites have been constructed ahead of more highly trafficked roads.

Consultation and iwi engagement in the east is currently having an ongoing impact on the programme.

6.14 One Network Maintenance Contract (ONMC)

Refer to OP9 Information Pack.

Attachment A