

MEETING — AGENDA —

Ngā Take

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*Western Bay of Plenty
District Council*

OPERATIONS AND MONITORING COMMITTEE

Komiti Whakahaere



INFORMATION PACK

Pikau Korero

OP21

Thursday, 15 August 2019

Advice to Councillors on Use of Information Packs

Council has agreed that Information Packs will be supplied with the agendas for Council and its Committees as well as Community Boards as required. Members are to present questions in writing on contents, provided these are received 48 hours prior to the meeting (i.e. by 5.00 pm on a Monday for a Thursday meeting). A copy of the questions and written replies will be made available to all Members and will be tabled at the meeting.

Any questions received later than the 48 hour deadline will be responded to within five days with copies of both questions and answers circulated to all Members.

All questions to be **emailed** to the relevant Democracy Advisor.

In addition, should a more detailed report or presentation be required on any specific item, Councillors are invited to make an e-mail request to the Chief Executive Officer. Reports or presentations requested will be given at the first available opportunity.

Council	-	Aileen Alty
Community Committee	-	Aileen Alty
Long Term and Annual Plan Committee	-	Barbara Clarke
Operations and Monitoring Committee	-	Barbara Clarke
Policy Committee	-	Barbara Clarke
Rural Committee	-	Barbara Clarke
All Community Boards	-	Aileen Alty

Please include in any emailed questions and the following references from this Information Pack;

- Title of Item – Page reference for question.

Open Items

Operations and Monitoring Committee No. OP21 Thursday, 15 August 2019

Information Pack

	Pages
Schedule of Contents	
1.. Sea Wall Occupation by Landowners' Consent	4-11
Background information report from the Utilities Manager dated 15 August 2019.	
Mr Ivan Tottle, (Chair of Property Owners' Group) will be providing an update to the Operations and Monitoring Committee meeting on 15 August 2019.	
2. Omokoroa Road Stage 2 RP 2467m to RP 4128m	12-13
Background information report from the Transportation Manager.	
3. PCG Report – Omokoroa to Tauranga Cycleway	14-24
For the period ending 16 July 2019.	
4. Minutes of an external meeting held in Te Puke	25-49
A copy of the minutes taken at a community meeting organised by Councillor Marsh, and held on 1 July 2019.	
5. Operations and Monitoring Committee Minute Action Reports at 2 August 2019	50-67
Minute Action Sheets Not Complete or Under Action	
Minute Action Sheets Complete	

SEA WALL OCCUPATION BY LANDOWNERS CONSENT

1. Executive Summary

The Coastal Protection Works undertaken on the Waihi Beach was completed in 2011.

Unfortunately, part of the dune enhancement works between the end of the northern rock revetment works and the Flat White Cafe disappeared within a week of works being completed.

The property owners have, over the last five years, made regular requests to Council to provide solutions to the failed dune structures. The property owners have established a group that have funded a report for the purposes of submitting an application for a Resource Consent to Bay of Plenty Regional Council for the construction of a buried back stop wall. These property owners are prepared to fund the resource consent application and physical works construction.

However, the application for this consent would require a formal agreement by Council as land owners to allow construction of the works.

Ivan Tottle, Chair of the property owners group has requested the opportunity to address the Councillors' about the group's plans and obviously seek Council's approval.

As directed by Council, staff have worked with these property owners to assist in providing guidance and advice in working through the process.

A number of matters are currently being addressed as part of this process:

1. Reviewing the Western Bay of Plenty District Council Coastal Policy.
2. Providing a copy of the recently released Waihi Beach Coastal Structure Review 2020 Report.
3. Completing the actions on the list of activities to allow a report to be presented to Councillors regarding construction of works within Council owned land.



Kelvin Hill
Utilities Manager

Western Bay of Plenty District Council

Operations & Monitoring Committee

Waihi Beach Dune Enhancement Works Coastal Management Options

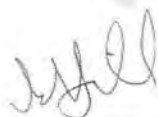
Purpose

To provide Councillors with an update on the property owners working party relating to the mostly failed dune enhancement works between 23 and 41 Shaw Road, Waihi Beach and seek direction from Councillors on the next stage.

Property owners will be presenting to the Committee during the meeting.

Recommendation

- 1. THAT the Utilities Manager's report dated 1 February 2017 and titled Waihi Beach Dune Enhancement Works Coastal Management Options be received.**
- 2. THAT the report relates to an issue that is considered to be of medium significance in terms of Council's Significance and Engagement Policy.**
- 3. THAT the Operations & Monitoring Committee instruct staff to prepare a detailed business case and action plan for implementing the coastal management options as recommended in the J.L. Lumsden Consulting Engineer's Report for sections:**
 - 43 Shaw Road to Elizabeth Street and**
 - Elizabeth Street to Coronation Park****and report back to the Operations & Monitoring Committee.**



Kelvin Hill
Utilities Manager

Approved



Gary Allis
Deputy Chief Executive

1. Background

The physical works contract for the Waihi Beach rock revetment and the dune enhancement works began in April 2010, with both sections of works being completed by late May 2011.

Within the first week of completion, the coastal protection works was subjected to significant storm events of June 2011, which resulted in the beach lowering by over a metre and the dune enhancement works completely disappearing.

Since this event, Council staff have kept a record of the beach level profiles and kept a close eye on the erosion of the existing dune face along the beach from the end of the rock revetment structure at 41/43 Shaw Road to 91 Shaw Road.

Property owners have raised concerns to Council over the risks to their properties with the potential for erosion to encroach into their land, noting they were still subject to paying for the works lost in the earlier storm events.

Because of these concerns, residents formed the Waihi Beach Protection Society Inc (WBPS) and requested a meeting with the Mayor, local ward Councillors and staff.

A meeting was held on Friday, 18 July 2014 with 10 property owners in attendance with the primary purpose of discussing what the future planning needs for this section of dune system would be implemented, noting that a permanent solution would need to be explored and implemented.

Direction was provided by the Mayor (Ross Patterson) and Councillors Mike Williams and Ross Goudie, that a collaborative approach was seen as a positive step forward. The Utilities Manager was requested to work with the WBPS and explore the options available to progress a solution.

Key points noted from the meeting and agreed between both parties.

1. Council recognised the need to protect private property in the dune enhancement areas and are committed to doing so. It was agreed by all that putting sand back on the beach would not be effective and a waste of ratepayers' money.
2. That Council staff will arrange a meeting with the Bay of Plenty Regional Council staff to discuss the consenting process if an alternative solution was considered better than the reinstatement of the dune enhancement works. A WBPS member would also attend this meeting to gain an understanding of the process.
3. All agreed a solution will need to be based on specialist advice and not on an opinion and that, differing solutions are possible.

4. Any funding options would need to be discussed after an engineering solution had been established and the appropriate resource consent applied for. (At this stage, Council could not commit to any financial support, but was happy to have Council staff provide technical assistance as required.)
5. That the engineering solution could be different for the area south of the Flat White Café to the area north heading to Coronation Park and was dependent on 'buy in' from the property owners fronting this works area.

The Way Forward

Since the initial meeting held at Council offices the WBPS members have consulted with property owners along the section of beach, held a number of planning meetings, visited Bay of Plenty Regional Council and discussed the resource consent process.

A decision was taken by WBPS members to jointly fund a professional report by a recognised specialist, to prepare a report outlining the coastal management options as part of the resource consent application process.

Consulting Engineer, Mr John Lumsden was chosen given his history and knowledge of Waihi Beach consenting process. A copy of his 30 June 2016 report is attached for information **(Attachment A)**.

The report concludes that it is clear that doing nothing is not an acceptable solution and further dune enhancement is unlikely to provide a level of protection needed. Mr Lumsden's recommendation is that the existing rock revetment be extended in the same form, through to Elizabeth Street thus providing protection works that could be expected to withstand most storms.

The Next Step

The WBPS members now seek support from Western Bay of Plenty District Council to progress this subject matter to the next stage, that of detailed design, resource consent application, funding mechanism and implementation timing.

It should be noted that as part of the resource consent requirements a detailed report shall be provided to Bay of Plenty Regional Council on the condition assessment of the rock revetment and dune enhancement works after five year period. This report is being prepared by staff and will be submitted prior to June 2017.

WBPS members will be in attendance at the Operational Committee meeting to present their views on the coastal management options.

2. 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 medium significance because *the wider community will have the opportunity to provide their opinion on any proposed work on the beach.*

3. Engagement, Consultation and Communication

Interested/Affected Parties	Completed/Planned Engagement/Consultation/Communication
Name of interested parties/groups	As part of the business case process a communications and engagement plan will be developed and will include consultation with all interested stakeholders and tangata whenua.

4. Issues and Options Assessment

Prepare Business Case and Action Plan	
Reasons why no options are available	Legislative or other reference
Because a detailed business case and action plan for implementing the coastal management options as recommended in the J.L. Lumsden Consulting Engineer's report is required.	

5. Statutory Compliance

The business plan will address the following:

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

6. Funding/Budget Implications

Budget Funding Information	Relevant Detail
	<p>The business plan will outline the funding options both currently in place and any new proposed policies regarding this particular project.</p> <p>Council funding, if any, would be subject to the LTP process.</p>

Minute Action Sheet

To:	UTILITIES MANAGER
Copies To:	DEPUTY CEO/GROUP MANAGER INFRASTRUCTURE SERVICES EXECUTIVE ASSISTANT INFRASTRUCTURE SERVICES DEVELOPMENT ENGINEERING MANAGER FINANCE MANAGER
From:	DEMOCRACY ADVISOR

On 14 Feb 2017 the Operations Committee met and resolved the following:

OP1.2 Waihi Beach Dune Enhancement Works Coastal Management Options

The Operations and Monitoring Committee considered a report from the Utilities Manager dated 1 February 2017 as circulated with the agenda. The Utilities Manager introduced the report and the following attendees:

Ivan Tottle, David Lugton, Tony Shergold and Andy Kennedy (owner Flat White Café at 21 Shaw Road), were in attendance representing the Waihi Beach Protection Society, and on behalf of the residents of 1-41 Shaw Road, Waihi Beach.

At the invitation of the Chairperson, Mr Tottle addressed the committee speaking to a powerpoint presentation and noting the following key points:

- The previous post and timber seawall had successfully restrained erosion, but had been removed and replaced with a combination of dune enhancement and rock revetment.
- Dune enhancement had failed.
- Rock revetment was performing well.
- Residents continued to pay for the failed works.
- Beachfront properties continued to erode and were unsightly.
- Coastal properties along Shaw Road, Waihi Beach were at significant risk from coastal hazard.

Staff responded to questions as follows:

- In 2020, Council would be required to provide some form of demonstration to convey that it had considered all options available. It would also have to do a five year report back to Council on the success on the rock wall revetment and dune enhancement works.
- Waihi beach had an 18 year natural cycle of beach changes (lowering and raising), Council was yet to see that cycle come to an end, and would not see more change until June 2017.
- When Council did works there, they had to import sand, as the resource consent would not allow them to use the beach sand. Due to this cost, amongst other things, Council had received negative media coverage in the past.
- Council had constructed large steps to assist residents to have access to the beach. However, there was uncertainty about replacing such structures now as a storm event could eradicate any further actions.
- The original project analysis had indicated that the rock revetment was to

continue through to the Flat White Café. Currently, in the area north of the café, the dune itself was well established with additional planting. In terms of appearances, the dune south of the café had indicated to staff that the original analysis had not necessarily "got it right", but Council was now being overruled by the community in this matter.

- As there had been remnants of a timber structure (albeit broken) in the past, Council was required to maintain or replace the original structure. That was the reason the rock revetment was constructed.

Mr Tottle responded to questions as follows:

- He had met with staff of the Bay of Plenty Regional Council, who had indicated support.
- They were hopeful that a buried wall as an invisible structure was not going to be an issue. They were proposing an aesthetic solution and hoped that the proposal would be debated successfully. Objections to the existing revetment all centred around failure of the function of the existing wall.

In discussion of the report members noted that currently there were unknown factors and further evidence was required. It was acknowledged that a detailed business case would ensure information was gathered and collated so that appropriate decisions could be made.

Resolved: Murray-Benge / Mackay

1. *THAT the Utilities Manager's report dated 1 February 2017 and titled Waihi Beach Dune Enhancement Works Coastal Management Options be received.*
2. *THAT the report relates to an issue that is considered to be of medium significance in terms of Council's Significance and Engagement Policy.*
3. *THAT the Operations and Monitoring Committee instruct staff to prepare a detailed business case and action plan for implementing the coastal management options as recommended in the J.L. Lumsden Consulting Engineer's Report for the following sections:*
 - *43 Shaw Road to Elizabeth Street and*
 - *Elizabeth Street to Coronation Park*

and report back to the Operations and Monitoring Committee.

10.47am

The meeting adjourned for morning tea.

11.02am

The meeting reconvened.

Omokoroa Road Stage 2 RP 2467m to RP 4128m

1. Executive Summary

The Omokoroa Urbanisation project requires a single stage business case for a funding application to be made to the National Land Transport Fund via NZTA. This work is progressing but may not result in a funding approval in the current NLTP 2018-21 period.

2. Background

The New Zealand Transport Agency (NZTA) co-funded the rural Stage 1 section of Omokoroa Road in 2018 and as a condition of this funding required the Council to undertake the development of a business case for the urban Stage 2 length.

The development of the business case has included a point of entry requirement which is expected to limit the detail required to support an acceptable business case argument.

The resulting point of entry dated 12 March 2019 recommended that a single stage business case be developed for NZTAs funding consideration and approval.

The point of entry has determined that a Single Stage Business Case would need to include the following requirements:

- Definition of the Problem Statements, Benefit Statements, Investment Objectives.
- The Problem solutions need to support achieving the Governments Transport Policy Statement outcomes for safety, access to local amenities, active mode share, etc.
- It should provide evidence for the problems identified.
- Identify the options and benefits that could be achieved from them.
- Undertake multi-criteria analysis so that the options are assessed based on the Investment Objectives.
- Undertake Assessment Profiling for results alignment and produce a Benefit Cost Ratio

This work is progressing with NZTA staff involvement however the funding of the project within this 2018-2021 National Land Transport Programme is not guaranteed even if it passes the business case hurdle. This is because the Local Road Improvements funding category is over committed nationally and there is still some uncertainty around the Regional Improvements category. This situation may change over the course of the three year programme due other influences which impact project delivery nationally.

These influences include Road Controlling Authorities having their local funding share, consenting and public consultation requirements, emergency events impacting on resources and timeframes, local body elections, annual plan reviews, etc.

Staff remain concerned over the roads existing pavement and remaining pavement life as well as the increasing demand for short term maintenance.

The projects design has been provided to the developers at No 250 Omokoroa Road so that they could connect their new subdivision access road without this resulting in additional costs for the Council when Omokoroa Road is upgraded.



Jim Paterson
Transportation Manager

PCG Report

Project	Omokoroa to Tauranga Cycleway
Report For	PCG
Report Period	Ending 16/07/2019

SECTION 1

OMOKOROA BOAT RAMP TO TINOPAI RESERVE

1. Section completed.

SECTION 2

TINOPAI RESERVE TO LYNLEY PARK

1. Section completed.
2. ACON completed chipsealing of steep section Tinopai Reserve to Lakeside Terrace.

SECTION 3

LYNLEY PARK TO ECMT RAILWAY

1. WBOPDC awaiting receipt of updated hapū approval as requested by HNZPT.
2. WBOPDC to resubmit archaeological authority application.
3. Section on hold until archaeological authority granted.
4. Existing street network to be utilised until this section is completed.

SECTION 4

ECMT RAILWAY TO BRIDGE 1

1. Public opening 20/07.
2. ACON completed final surfacing on approaches to bridge.
3. Chaytor to install fencing following receipt of KiwiRail Permit to Enter (following opening of this section).
4. WBOPDC to finalise agreement with Brian Goldstone.
5. WBOPDC to instruct ACON to chipseal steep section from end of Lynley Park Drive following resolution of agreement with Brian Goldstone.



Construction of retaining wall adjacent Bridge 1 completed (11/07).

SECTION 5**BRIDGE 1**

1. WBOPDC aware of two incidents where public were using railway to travel between Lynley Park and Plummers Point, as access blocked on cycleway during construction of retaining wall.
2. Retaining wall completed 10/07.
3. Site walkover to be carried out 18/07 by WBOPDC and KiwiRail.
4. Public opening 20/07.
5. WBOPDC/RCP/HEB to finalise retaining wall cost share.
6. WBOPDC to monitor fishing from bridge, rod holders to potentially be installed if issue presents.

SECTION 6A + 6B + 6C**BRIDGE 1 TO HUHARUA RESERVE**

1. Planting underway.
2. Public opening 20/07.
3. Chaytor to install fencing and gates at end of Pats Lane following asphaltting of driveway.

SECTION 6D**COMMUTER ROUTE VIA WAGSTAFF'S**

1. Fencing installation underway.
2. Final surfacing being carried out.
3. Planting underway.

SECTION 7**HUHARUA RESERVE**

1. Section completed.

SECTION 8A + 8B**HUHARUA RESERVE TO JESS ROAD**

1. Currently on-road experience.

SECTION 9A**PLUMMERS POINT ROAD TO JESS ROAD WETLAND ENTRANCE**

1. Currently on-road experience.

SECTION 9B**JESS ROAD WETLAND ENTRANCE TO BRIDGE 2**

1. Construction completed.

SECTION 9C**BRIDGE 2**

1. Bridge construction completed.

SECTION 9D**BRIDGE 2 TO BRIDGE 3**

1. Steep sections to be chipsealed and remainder of fencing installed from end of Jess Road to Bridge 3 following installation of protective screens and ramp.
2. WBOPDC to procure bollards.
3. Removeable bollards to be installed either side of end of Jess Road.
4. Powerco to install cables from end of Jess Road to start of Newnham Road in October-December 2019.
5. WBOPDC to monitor requirement for parking in this location.

SECTION 10**BRIDGE 3**

1. Bridge construction completed.
2. MAP Projects identified as preferred supplier for protective screen fabrication and installation.
3. WBOPDC to monitor fishing from bridge, rod holders to potentially be installed if issue presents.

SECTION 11**NEWNHAM PAPER ROAD**

1. Retaining wall to be constructed, path off eastern end of bridge to be asphalted and fencing installed following receipt of KiwiRail Permit to Enter.
2. WBOPDC to instruct ACON to chipseal steep section following completion of fencing.
3. Williamson Earthworks completed construction of carpark adjacent start of Newnham Paper Road.
4. Powerco to install cables from end of Jess Road to start of Newnham Road in October-December 2019.



Carpark constructed at end of Newnham Road (11/07).

SECTION 12A**NEWNHAM ROAD**

1. Currently on-road experience.

SECTION 12B**NEWNHAM ROAD TO LINDOCH AVE**

1. WestLink to seek alternative pricing and submit to WBOPDC.

SECTION 13**SNODGRASS ROAD**

1. Construction completed.

SECTION 14**BORELL ROAD**

1. Currently on-road experience.
2. WestLink to proceed with trimming shelterbelts back to boundaries.
3. WBOPDC considering widening existing path in places.

SECTION 15A**TE PUNA ROAD**

1. Construction of section in front of Maramatanga Park completed.

SECTION 15B**TE PUNA/LOCHHEAD ROAD INTERSECTION IMPROVEMENTS**

1. Archaeological authority application potentially required.

SECTION 16**LOCHHEAD ROAD**

1. Currently on-road experience.
2. WBOPDC to confirm if WestLink to progress archaeological authority application.

SECTION 17 + 18 + 19**LOCHHEAD PAPER ROAD TO TEIHANA CYCLEWAY CROSSING**

1. Planting and installation of fencing and gates underway.
2. WBOPDC investigating possibility of acquiring additional land for recreational purposes (Tahataharoa).

SECTION 20**TEIHANA CYCLEWAY CROSSING**

1. Flat rack, timber boardwalk and temporary carpark completed.
2. MAP Projects identified as preferred supplier for protective screen fabrication and installation.

SECTION 21 + 22**TE PUNA STATION ROAD**

1. Construction completed.
2. WestLink to confirm costs.

SECTION 23**UNDER SH2 TO WAIROA CYCLEWAY
BRIDGE**

1. No longer required.

SECTION 24**CLIP-ON CYCLEWAY BRIDGE**

1. BPC established on site 24/06.
2. BPC submitted building consent amendment for trusses and parapets (03/07).
3. WBOPDC to reissue cultural monitoring agreement to hapū.
4. WBOPDC to meet with Wairoa hapu to discuss cultural mitigation measures.



Trail signage installed at bottom of Jess Road on approach to Bridge 3 (03/07).

SECTION 25**WAIROA SH BRIDGE TO CARMICHAEL
ROAD SH2 WORKS**

1. WestLink established on site.
2. TCC to install water supply as agreed with Lou.
3. WBOPDC/Powerco to meet with Lou.
4. WBOPDC/TCC investigating safety benefit of closing SH2 access to Wairoa Pa Road and providing alternative access from Carmichael Road.
5. WestLink/WBOPDC meeting with landowners 18/07.
6. WestLink to confirm TMP requirements, pricing and cashflow.

SIGNAGE

1. WestLink installing on-road signage.
2. Trail signage installation underway.

APPENDIX A – OMOKOROA TO TAURANGA CYCLEWAY TIMELINE

Omokoroa to Tauranga Cycleway Programme Timeline

Updated 16 July 2019

Overview of cycleway sections identifying programme, level of service and status.

Section	Phase	Programme							
		Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20
1a Omokoroa Boat Ramp to Cooney Reserve Existing trail satisfactory. On-road section on Esplanade, The Point Project (WBOPDC planning process) will assess the impact of cyclists at the end of the route and whether additional infrastructure is required - e.g. ebike chargers, bike racks, dedicated parking.	Update responsibility WBOPDC Design Completed Consent(s) Completed Procurement Completed Construction Completed								
1b Cooney Reserve to Tinopal Reserve Construction of timber boardwalk upgrade completed 22 June 2018.	Update responsibility WBOPDC Design Completed Consent(s) Completed Procurement Completed Construction Completed								
2 Tinopal Reserve to Lynley Park 300m of 2.5m wide timber boardwalk with balance in recycled concrete. Completed in June 2017 with Ministerial opening. Steep section up to Lakeside Terrace chipsealed.	Update responsibility WBOPDC Design Completed Consent(s) Completed Procurement Completed Construction Completed								
3 Lynley Park to ECMT Railway Heritage NZ returned archaeological authority application 28/06. WBOPDC to resubmit application. Design of crossing over fish pass/stilling basin to be confirmed. Existing street network to be utilised until construction completed.	Update responsibility WBOPDC Design Additional design required Consent(s) HNZ authority to be resubmitted Procurement Not yet commenced Construction Not yet commenced								
4 ECMT Railway to Bridge 1 Construction completed up to ducts, remainder and final surfacing to be carried out. Steep section from end of Lynley Park Drive to be chipsealed.	Update responsibility WBOPDC Design Completed Consent(s) Completed Procurement Completed Construction Final surfacing near bridge Steep section to be chipsealed								
5 Bridge 1 New 40m bridge adjacent to existing railway bridge. Construction completed 1 June 2018. WBOPDC received KiwiRail approval of retaining wall detailed design 28 May 2019. Grant of Right and Permit to Enter received for retaining wall. Retaining wall construction completed 10 July 2019.	Update responsibility RCP Design Completed Consent(s) Grant of Right received Permit to Enter received Procurement Soil nail cost share to be confirmed Construction Bridge completed Retaining wall completed Fencing to be installed								
6a Bridge 1 to Pats Lane Final surfacing completed. Planting underway.	Update responsibility WBOPDC Design Completed Consent(s) Completed Procurement Completed Construction Completed Planting underway								

Section	Phase	Programme							
		Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20
6b Pats Lane Concreting completed. Planting underway. Fencing and gates to be installed at end of Pats Lane following seawall construction and resealing of driveway/boat ramp.	Update responsibility WBOPDC Design Completed Consent(s) Completed Procurement Completed Construction Path completed Planting underway Fencing to be installed								
6c Pats Lane to Huharua Reserve Flat rack reinstated for stream crossing, final surfacing completed.	Update responsibility WBOPDC Design Not required Consent(s) Completed Procurement Completed Construction Completed								
6d Commuter Route via Wagstaffs Subdivision consent approved. 224 application lodged. Final surfacing nearing completion. Planting underway. Fencing and gates to be installed to delineate cycleway from rail corridor.	Update responsibility WBOPDC Design Completed Consent(s) Not required Procurement Completed Construction Final surfacing underway Planting underway								
7 Huharua Reserve Trail (concrete path) exists within the park. WBOPDC to potentially procure extension of concrete path to flat rack bridge.	Update responsibility WBOPDC Design Not required Consent(s) Not required Procurement Not required Construction Not required								
8a Plummers Point Road (to Rail Corridor) WBOPDC confirmed section to be entirely on-road. Archaeological authority granted 04/07 for future off-road option.	Update responsibility WestLink Design Not required Consent(s) Completed Procurement Not required Construction Not required								
8b Plummers Point Road (from Rail Corridor) WBOPDC confirmed section to be entirely on-road. Archaeological authority granted 04/07 for future off-road option.	Update responsibility WestLink Design Not required Consent(s) Completed Procurement Not required Construction Not required								
9a Plummers Point Road to Jess Road Wetland Entrance To be on-road experience.	Update responsibility WBOPDC Design Not required Consent(s) Not required Procurement Not required Construction Not required								
9b Jess Road Wetland Entrance to Bridge 2 WBOPDC in discussions with DoC around agreement for cycleway within Wetland. Recycled concrete laid on existing track.	Update responsibility WBOPDC Design Not required Consent(s) Not required Procurement Completed Construction Completed								

Section	Phase	Programme							
		Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20
9c Bridge 2 Jess Road Wetland Bridge. New 40m bridge adjacent to existing railway bridge. Construction completed 26 February 2018.	Update responsibility RCP Design Completed Consent(s) Completed Procurement Completed Construction Completed								
9d Bridge 2 to Bridge 3 Path construction completed from Bridge 2 up to steep section to Jess Road. Fence installed between rail tracks and cycleway. Remainder of fencing to be installed following installation of protective screens at Bridge 3. Steep sections to be chipsealed and bollards installed.	Update responsibility WBOPDC Design Completed Consent(s) Completed Procurement Completed Construction Steep sections to be chipsealed Fencing to be completed								
10 Bridge 3 New 80m bridge adjacent to existing railway bridge. Construction completed 6 August 2018. Protective screens and ramp to be constructed following KiwiRail approval of detailed design and Permit to Enter. Protective screens redesigned to reduce weight and retendered, preferred supplier identified.	Update responsibility RCP Design Completed Consent(s) KiwiRail Design Review Permit to Enter required Procurement Underway Construction Bridge completed Protective Screens to be completed								
11 Newnham Paper Road Fence to be installed between rail tracks and cycleway (only on bridge approach) following construction of retaining wall. Construction to be completed including concrete path from end of Bridge 3. Steep section to be chipsealed. Planting to continue.	Update responsibility WBOPDC Design Completed Consent(s) Completed Procurement Underway Construction Retaining wall to be constructed Concrete path to be constructed Fencing to be installed Steep section to be chipsealed Planting underway								
12a Newnham Road To be on-road experience.	Update responsibility WBOPDC Design Not required Consent(s) Not required Procurement Not required Construction Not required								
12b Newnham Road to Lindoch Ave Off-road 2.5m wide path. WestLink currently updating pricing.	Update responsibility WBOPDC Design Completed Consent(s) Not required Procurement Not required Construction Not required								
13 Snodgrass Road WestLink completed construction.	Update responsibility WestLink Design Completed Consent(s) Completed Procurement Completed Construction Completed								
14 Borell Road WBOPDC confirmed existing footpath to be utilised. Archaeological authority granted 04/07 for future off-road option. WestLink to proceed with trimming shelterbelts back to boundaries.	Update responsibility WestLink Design Completed Consent(s) Completed Procurement Completed Construction Not yet commenced								

Section	Phase	Programme							
		Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20
15a Te Puna Road WestLink design completed. Archaeological authority granted 04/07 for future off-road option. WestLink completed construction of cycleway against Maramatanga Park.	Update responsibility WestLink Design Completed Consent(s) Completed Procurement Completed Construction Completed								
15b Te Puna/Lochhead Road Intersection Improvements WBOPDC to confirm scope based on pricing received from WestLink for roundabout. Not required to be completed for this project - separate budget. HNZPT application potentially required.	Update responsibility WestLink Design Not required Consent(s) HNZPT authority may be required Procurement Not required Construction Not required								
16 Lochhead Road WBOPDC confirmed section to be entirely on-road. WBOPDC agreed for WestLink to place archaeological authority application for future off-road option on hold due to number of archaeologically significant sites.	Update responsibility WestLink Design Not required Consent(s) HNZPT authority placed on hold Procurement Not required Construction Not required								
17 Lochhead Paper Road to Wairoa River Paper Road Construction completed, includes cycleway and bridle trail. Planting underway. WBOPDC investigating possibility of acquiring further land for recreational purposes.	Update responsibility WBOPDC Design Completed Consent(s) Completed Procurement Completed Construction Path completed Planting underway								
18 Wairoa River Paper Road to Esplanade Construction completed, includes cycleway and bridle trail. Planting underway. WBOPDC investigating possibility of acquiring further land for recreational purposes.	Update responsibility WBOPDC Design Completed Consent(s) Completed Procurement Completed Construction Path completed Planting underway								
19 Wairoa River Esplanade to Telhaha Cycleway Crossing Construction completed, includes cycleway and bridle trail. Fencing and gates to be installed as agreed between WBOPDC and Pony Club. Planting underway. WBOPDC investigating possibility of acquiring further land for recreational purposes.	Update responsibility WBOPDC Design Completed Consent(s) Completed Procurement Completed Construction Path completed Fencing and gates to be installed Planting underway								
20 Telhaha Cycleway Crossing WBOPDC proceeding with route under ECMT Bridge 62. Culvert, flat rack and boardwalk constructed. BOPRC resource consent granted. Protective screen and retaining detailed design with KiwiRail for approval. Protective screens redesigned to reduce weight and retendered, preferred supplier identified.	Update responsibility RCP Design Completed Consent(s) KiwiRail design review WBOPDC RC approved Permit to Enter required Procurement Underway Construction Not yet commenced								
21 Te Puna Station Road North of Wai-puna Hospice Road realignment required. Construction underway. Will use TECT funding for this section.	Update responsibility WestLink Design Underway Consent(s) Completed Procurement Completed Construction Underway								

Section	Phase	Programme							
		Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20
22 Te Puna Station Road Waipuna Hospice to SH2 Bridge Road realignment required. Construction underway. Will use TECT funding for this section.	Update responsibility WestLink Design Underway Consent(s) Completed Procurement Completed Construction Underway								
23 Under SH2 to Wairoa Cycleway Bridge Not required for clip-on bridge(s).	Update responsibility WBOPDC Design Not required Consent(s) Not required Procurement Not required Construction Not required								
24 Clip-On Cycleway Bridge Brian Perry Civil awarded contract. Substructure design completed and building consent amendment submitted 3 July 2019. BPC established on site 24 June 2019.	Update responsibility WBOPDC Design Completed Consent(s) RCs granted Procurement BC amendment submitted Construction Completed Underway								
25 Wairoa SH Bridge to Carmichael Road SH2 Works Requires Wairoa Marae buy in. Timeframes to be confirmed, likely to coincide with clip-on bridge construction. NZTA approved 60km/h speed limit.	Update responsibility WestLink Design Underway Consent(s) Completed Procurement Direct engagement Construction Not yet commenced								

Te Puke Community Meeting

1. Executive Summary

Councillor Marsh has supplied the minutes from the Te Puke Community Meeting that he organised on 1 July 2019.

The minutes are attached for information.



Gary Allis
Deputy Chief Executive Officer

**Minutes of the Meeting
Of the Residents of Te Puke Community, Held at Settlers Lounge, Te Puke War Memorial Hall on
Monday 01 July 2019, at 7.00pm**

Present: Councillor Kevin Marsh Western Bay of Plenty District Council
 Te Puke Residents Counted: 150

1. Welcome.

Derek Spratt welcomed and introduced himself as the Past President of Bay of Plenty Federated Farmers and holds other roles in the community. Derek replaced Mark Boyle as the facilitator due to an emergency within Mark's family.

Derek asked that attendees record their name, address and email contact details, as a formal record of the attendance for this meeting.

2. Explanation of the Meeting

Derek Spratt explained that Councillor Kevin Marsh had followed through with his promise to organise a public meeting for the people of Te Puke and Districts to have their say on the new town centre layout and functionality. This meeting is at no cost to Council or ratepayers of Te Puke Community.

Derek Spratt explained that Kevin Marsh had asked if he could Chair the meeting and would do so independently and ensure that those wishing to speak, could do so in a civil manner.

All comments and feedback are recorded by Compleat Administration, and these minutes will be presented to Council in the forum before Thursday 04 July 2019 Council's meeting at Barkes Corner.

Derek Spratt indicated that attendees who wish to speak would be invited to speak on three points:

1. What you like about the new layout;
2. What you don't like;
3. What could be improved?

The formal notice for this meeting clearly states that elected members of Council and Community Boards, as well as Council Management and Staff, are not permitted to speak.

Derek Spratt asked that any contributors that were former elected members of the Community who were a party to the decision by Council to approve the new layout must declare so.

4. Registration of Apologies.

The following received apologies:

Matt Buckvon
Lydia Brown
Margaret Rex-Benner
Neisha Connor

Deborah Holmes
Irene Reid
Mark Boyle

Derek Spratt asked if there were any further apologies from the floor.

Julian Fitter
Sue Mathews
Doug Patten
Gloria Gunn
Dianne Leach
Gloria Hawkins

Debs Chase Patterson
Gid Green
Sylvie Patten
Anne Jones
Paul Etkins
Terry Hawkins

5. Meeting Contributors

Derek Spratt opened the floor for contributors to speak.

Maureen Binns, Rural Paengaroa Resident of 13 years

What you like about the new layout:

What you don't like:

- Maureen has lived in rural Paengaroa for 13 years, as a truffle farmer. Getting deliveries through Te Puke is a nightmare, unless Maureen slips around the back streets, the traffic is appalling.
- Maureen is concerned about the poor driving during Kiwifruit season, of drivers who are not used to our roads.

What could be improved:

- Te Puke needs more arrows on the roads to keep people on their side of the road; it's horrific at times.

Max Johnston, long time Maketu Resident

What you like about the new layout:

- Having three pedestrian crossings are the right thing to do.

What you don't like:

- From Maketu, Max can arrive at Sandhurst turnoff in 15 minutes on the motorway. Max has been coming to town at odd times to have a meal, and if he gets his timing wrong, he's stuck in traffic backed up to Waitangi. Instead of sitting in traffic, Max has done a U-turn to go back on the motorway and where they have had their dinner at Papamoa.
- KFC roundabout has slowed the traffic down, and it's too close to the next roundabout.

What could be improved:

- Need to get back to the two-lane system but call the inside lane 'the parking lane', so that drivers can limp out of their parking spots. Drivers don't want to get in the 'through lane' to get out.
- At the pinch points in town, there need to be judder bars, so that drivers don't get traffic driving through.

- The pedestrian crossings need synchronised traffic lights, with the one-lane system, you can only get one person across with one car.
- Have a roundabout at the bottom of No1 Road, to keep the traffic flowing.

Collette Hintz, Resident of Pa Road.

What you like about the new layout:

- Collette was always opposed to the two-lane system.
- Having the three pedestrian crossings is not a concern for her.

What you don't like:

- The traffic with the Kiwifruit season is difficult to get through town.
- Collette agrees with the roundabouts.
- The plantings haven't been very well thought out and have been overgrown limiting visibility.
- The space outside the jewellers got taken away, which was ridiculous and isn't used as it's cold. The parking spots were valuable for residents a little less mobile.
- Council told residents that they would put the parking spots back if residents didn't like it – Collette doesn't like it, and she wants them back.

What could be improved:

- Have a roundabout at the bottom of No1 Road, to keep the traffic flowing.
- Choosing plantings to match the township, some colour.

Brian Davies, Boucher Ave

Hypothetically: If you have a three-lane highway and it's cut down to one-lane system, is the traffic going to be any quicker?

What you like about the new layout:

What you don't like:

What could be improved:

Sarah Wilson, Te Ranga, Te Puke Resident of 20 years

What you like about the new layout:

What you don't like:

- Sarah doesn't like the pedestrian crossings, as they're too close to the roundabouts and when people are crossing, some cars refuse to move out of the roundabout and therefore still hold up traffic. Sarah thinks someone will get hurt.
- Te Puke township is at a standstill.
- Everyone Sarah has spoken to is unhappy about the one lane system.
- Sarah doesn't like the plantings through the township. The grasses down by the chemist (previously Blakett's) block visibility and cannot see traffic coming around the roundabout. It's an accident waiting to happen.

What could be improved:

- Need to go back to the two-lane system. Any accident back then was human error and wasn't traffic control.
- Go back to the mown grass strips, as there were places for families to sit at the Christmas parades and social times.
- To move the pedestrian crossings, so that they don't hold up the roundabouts.
- Keep plantings low for visibility.

Murray Howell, Te Puke Business Owner of 15/16 years

- Murray also spoke on behalf of the two businesses on either side of his business.

What you like about the new layout:

- They love the way the town is with the one-lane system.
- When the system first went in, they were apprehensive and didn't know how to use the one-lane system. Now they love it.
- Customers coming into their businesses have remarked on how much they love the way the town is now. They can merge easily, pull out of their carpark and merge into the through traffic.
- Murray has a vehicle travelling around all day with deliveries and doesn't see there is a traffic hold-up problem. Peak times, there is traffic build up during Kiwifruit season, which is only three months of the year. The rest of the year is about our te Puke people and children.
- Slowing down allows drivers to be mindful of those around them; this is not dissimilar to slowing down driving past a school.
- Changing it back to the two-lane system will cause drivers to become frustrated, and they'll use the left-hand lane to pass slower vehicles in the 'through' lane.
- Murray can drive down to the bakery, pull into the 'slow lane' and merge in for the carpark.

What you don't like:**What could be improved:****Gale, Te Puke Resident****What you like about the new layout:**

- Gale walks and doesn't drive due to a disability and loves the town layout. The pedestrian crossings work well for her.
- Gale hated the two-lane system as it was too dangerous, even on a pedestrian crossing. Older people appreciate that they can walk across the road, even if they're not on a crossing. For example, outside the old Mitre 10, you can cross the road, but before it was too dangerous.
- A one-lane system is much safer.

What you don't like:

What could be improved:

Lynette Lockhead, Te Puke Business Owner for 23/24 years

What you like about the new layout:

- Lynette thinks the town looks fantastic. Lynette has been marketing the town, and her fashion parades get to over a hundred women from out of town: Bethlehem, Tauranga, Mount Maunganui, Kaimai, even Opotiki. In all her marketing Lynette praises the aesthetics of the town, the safety of three pedestrian crossings, plentiful car parking behind Lynette's.
- Lynette's customers are travelling from all around the Bay (even Auckland) to come to Te Puke; they're finding it easy to park, love the town, and are not frightened of the traffic.
- Lynette does see the slight build-up of traffic with the Kiwifruit season, but it's nothing compared to driving through Auckland, Matamata or even Tauranga.
- Parking is fantastic.
- No one crosses a pedestrian crossing unless they check whether the driver is going to slow down (or not).
- Plantings are modern; flowers would take a lot to maintain.

What you don't like:

What could be improved:

Allan, Te Puke Resident of 40 years

What you like about the new layout:

What you don't like:

- Te Puke's main street is one of the worse streets he has ever driven through.
- Allan lives in Valley Road and pulling out of Dunlop Road onto the main road sometimes you can wait for 5 minutes to pull out. Why isn't there a roundabout put there?
- In town, near the bookshop, people walk through (even though it's not a pedestrian crossing) and when driving through town and some silly bloke goes tearing out in front of your car, you must slam on your brakes.
- The pedestrian crossings are too close to the roundabouts and are what holding up the traffic.
- Allan comes into town in the back roads instead of on the main road to get into the flow of traffic.

What could be improved:

Margaret Bruce, Te Puke Resident of 12 years**What you like about the new layout:****What you don't like:**

- Since the road change, Margaret hasn't spent a single cent in any retail shops in town because she can't get to them.
- Coming into town in the evenings back from work, Margaret gets stuck at Waitangi and can take 20-25 minutes to get into town. Heading out of town in the morning the other way she has seen cars stopped three-quarters of the way up to the Papamoa Hills and dribble into town.
- Margaret questioned how Te Puke businesses could stay alive when people can't find carparks; carparks might be okay on one side of the town but not on the Subway side.
- Can't get out of the side streets with the roundabouts because the traffic keeps coming.
- How do emergency vehicles get through?

What could be improved:**Shaun Hurst, Te Puke Resident of 70 years****What you like about the new layout:**

- Shaun likes the one-lane system as it stops people speeding through town if traffic is backed up to Waitangi then it's likely an accident.
- Shaun listed off other similar towns that have a one-lane system (Katikati, Matamata, Paeroa, Tirau, Mount Maunganui).

What you don't like:**What could be improved:**

- Shaun agreed that some areas needed some tidy up, like the grasses in the middle, more parking in the front of the jeweller and pedestrian crossing lights.

Stuart Gunn, Local Business Owner and Resident of 30 years

Stuarts bookstore is right in the heart of Te Puke township, and he was 100% behind seeing if the new road layout would work and would evaluate it after.

What you like about the new layout:

- The one-lane system stops drivers from racing each other. Stuart's customers are starting to like the one-lane system and can see people being more courteous towards each other.
- Te Puke community is growing economically. When the new one-lane system first came in, Stuart started noticing new customers in his store and asked if they were from Te Puke. They were from Te Puke and didn't like the way the two-lane system worked, so never ventured into town.
- Stuart's evaluation is that the one-lane system works, as it provides safety for everyone in our community.

What you don't like:**What could be improved:**

- Peak hour congestion.
- Ensuring that the gardens don't inhibit visibility.
- Around the Oxford Street roundabout, Council needs to put yellow hashes on the road to stop drivers from stopping on the roundabout.

Helen Cartwright, Resident off Brown Road

Helen canvassed most of the residents of Brown Road before this meeting. Helen and the residents she spoke with are of the opinion that they like Te Puke town.

What you like about the new layout:

- Residents feel safer backing out of the car parks because of the way it is. People are more friendly and courteous.
- People can park in the large carpark round the back of the Memorial Hall and walk through to the main road.

What you don't like:**What could be improved:**

- Helen agrees that the grasses are too high to see over for visibility.
- Height of wooden barrier outside the post office restricts visibility – the barrier a little too high.

Ken Edkins, Resident on Te Puke Highway of 40 years**What you like about the new layout:****What you don't like:**

- From their place they look across Long Swamp and, in the morning, there is often traffic cued up to get into Te Puke town.
- Ken travels through town a lot, and out to Pukehina where there is the other end of the tail of traffic from AFFCO (or Waitangi) onwards into town.
- Ken mentioned the previous two-lane system and how when a car backs out of a carpark on the main road into the lane, the car in the lane would wait. Currently, when someone wants to get into the flow, it stops all the traffic from flowing.
- What used to happen is that the two-lane system used to merge at the end of town, now there is just a big jam up. There's a jam up at Quarry Road roundabout which is another pinch point.
- It's mainly cars that are causing the congestion, as most trucks use the Bypass.
- Flaxes planted on the corner by Cavanagh's is causing visibility problems; for cyclists, drivers and pedestrians. If Ken had these flaxes on his driveway, then he is sure he would receive a visit from Council telling him they are too high and dangerous and ask him to get rid of them.
- The intersections are planted with flaxes and bushes that are very high, and people can't see over them. Even at the pedestrian crossings, there are plantings that obscure people that are waiting to cross. This is a safety issue.

What could be improved:

- Put it back to the two-lane system, which can merge at the end.
- A slip lane on the Hooper's side would help a great deal.

Michael Jones, Previous Councillor

Michael played a small part in the decision of changing the road layout of the town to the one-lane system. He shared his disappointment at this meeting that residents are airing many opinions and haven't heard the facts.

Michael explained that when a road is designed, there is traffic modelling undertaken. At the time when they were looking at traffic changes and flows, traffic was going to increase, but it was going to be different. Michael is disappointed that there are no presentations at this meeting of where to from here.

What you like about the new layout:

- Michael bikes into town, and it's great having the access through. It's good for bikers, good for people with disabilities and good for pedestrians.
- People are becoming more courteous. Michael thinks the town is working well now. It looks good but needs a tweak.

What you don't like:**What could be improved:**

- The landscape needs to be improved.

Derek Spratt commented after Michael Jones contributed. The outcome from this meeting is so Councillor Kevin Marsh and others can gauge what the feedback is from residents. Then develop it out and taking in considerations from residents at this meeting.

Julie Hiini, Waitangi Resident of 25 years**What you like about the new layout:**

- The introduction of three pedestrian crossings and taking it down to a one-lane system was the best thing that's happened.
- As a pedestrian and a shopper, Julie finally feels safe in town. Safe crossing the street and can go to more shops than what she has in the past, as Julie can cross at three different points in town.
- Julie is concerned that safety doesn't seem to be the over-riding factor mentioned at this meeting.
- Julie prefers the one-lane system, as Te Puke town cannot sustain a two-lane system, three pedestrian crossings and car parking - safely.
- Julie brought up that someone previously mentioned the traffic issues in Waitangi of waiting 20-25 minutes before getting into town. The traffic issues in Waitangi are not a new phenomenon. The traffic issues are not as a result of reducing Te Puke township lanes down a one-lane system. For twenty-five years Julie has driven from

Waitangi to Tauranga for work and drive home in every kiwifruit season, and people were sitting in traffic in Waitangi waiting to get into Te Puke.

- The kiwifruit industry is growing with more workers coming in from out of town to Te Puke.

What you don't like:

What could be improved:

Paul Hickson, Pongakawa Resident and lived in the area for 68 years

What you like about the new layout:

- Paul agrees with the previous contributor (Julie Hiini) about safety. Paul drives into Te Puke occasionally; however, he's also spoken to his tenant in his shop, and they love the one-lane system, the quietness and safety of the road.
- Paul appreciates the difficulty during the kiwifruit season. Paul hasn't been caught in the traffic in recent years at Waitangi or AFFCO. In prior years with the two-lane system, Paul had waited in traffic at AFFCO.
- The traffic count is the same as what it was before the TEL Bypass was completed. Even though heavy vehicles use the TEL, there is the same number of cars due to the growth in the area.

What you don't like:

What could be improved:

- Using the stock route (which has been discussed before), can take the through traffic on a bypass around the town.
- The Heritage Walkway should have a pedestrian crossing straight through to the post office.
- The plaza is sloping and needs to be levelled to become a useable space for tables.

Robert Miles-Kingston, Te Puke Business Owner

What you like about the new layout:

- Robert and his wife enjoy the one-lane system; they can walk through town with young children and pushchairs.
- Robert cares for children, and they take them out into the community they love the pedestrian crossings, as they can walk their children from the centre and cross the road to Te Puke Library without fear.

What you don't like:

- The traffic issue is that Te Puke has more traffic. When the Eastern Link was completed, (Robert's centre is behind McDonald's), before that he struggled to turn out by McDonald's after 3.00pm.
- After the Eastern Link went in, Robert could turn out at McDonald's after three. Now, this has changed. Robert takes an alternate route if its 5.00/5.30pm because he can't turn right. Which is because traffic has increased, and means the town is booming.

What could be improved:**Paul Thomas, Te Puke Resident and previously involved in Council for several years****What you like about the new layout:**

- Paul thanked Murray for what he said and his view about Te Puke township.
- Paul had his doubts when the one-lane system first went in and would it work? The one-lane system is what is best for the town.
- Paul can see that the pedestrian crossings do slow the traffic down, but there needs to be safety.
- Generally, Paul thinks the one-lane system works. When Paul owned his business in town, he was able to get out onto the road. Paul is now at Quarry Road and does find it hard to get onto Te Puke Highway, and at 8.00am the traffic does build up from the Waitangi end. However, it does flow, and drivers need to have more patience.
- The one-lane system is fine for Paul, and the system works.

What you don't like:**What could be improved:**

- Paul isn't concerned about the car parking or lack of car parking outside the jewellers, but the area can be made a lot better in the front.

Colin Olsen, Te Puke Resident of 28 years

Colin recently attended the Fielday in Hamilton. Driving on State Highway 1 it was single lane right through. The passing lanes had been closed, enabling traffic to move faster to the Fielday, rather than expanding to the two-lane system and then merging at the end.

What you like about the new layout:

- The one-lane system doesn't give license to have two lanes in the town. Colin shared his personal experience of when there was the two-lane system. A child was nearly hit by a car under full acceleration to get past Colin at the pedestrian crossing. That person sped through the pedestrian crossing and never saw the girl crossing. Colin witnessed the potential death of a child.
- Colin has never felt safer walking in Te Puke township than he has today.
- It was a nightmare to walk down the street when the two-lane system was in place. Logging trucks going around the roundabout.
- Colin feels safer, and he believes it is safer for all the community.

What you don't like:**What could be improved:**

Karen Summerhays, Te Puke Resident of 4 years

Karen's professional is Placemaker and Community Developer and has an understanding about people and spaces.

What you like about the new layout:

- Karen loves the town and the changes that have been made. It was just one passing lane between here and there in the middle of the town – which wasn't appropriate. People live here, and it's not a car-centric town.
- Safety is essential in our shared space.
- The traffic problems are not going to go away. We are getting more people, and more cars are driving into and through Te Puke.

What you don't like:**What could be improved:**

- Karen suggested that the grasses could be artistically woven into a living art piece, and people will come into town to see them.
- Create conversational and sociable spaces with street furniture.
- A cycle lane through town on the main road.
- Replacing the trees down in the industrial area, which were planted in the middle of summer and are now dead. They told Karen that there was contingency for this and that the ratepayer didn't need to pay for it.
- A better local bus service to support our ageing population to come into town.
- Turn Queen Street into angle parking, and this will help with parking situations.

Stan Williamson, Te Puke Resident since 1944

There was a comment about the one access into the town and one access from the other end of town. Does everyone think that everyone who lives in Te Puke walks in and out of town?

How many car movements are there in this town created by the residents in Te Puke? It's not the through traffic.

What you like about the new layout:**What you don't like:**

- Stan explained that when you come over the rise into Te Puke from King Street end, all you can see is bush and trees. If ever there is a recipe for a fatality (in Stan's opinion) it's in the middle of the street.
- There are kids playing in town where traffic should be flowing. They are going to run out onto the street, and there will be a fatality.
- The gardens in the middle of the street, as you cannot see over the height of the grasses.

What could be improved:

- Remove the gardens in the centre and put back to mowing grass.
- Get rid of the bush and trees make the town visible to the motorists who use the roads and get on with the job!
- Get rid of the 'picnic areas' that protrude out into the middle of the street.

Garth Burgener, Te Puke Business Owner since 1996

Garth has been an Electrician in Te Puke and drives through town a lot. Residents have listened from many people who shop in town; Garth's business provides a service to rural Te Puke community, which is no different to Dobson's, Conway and Carpenter, Think Water whom all have staff driving in and out of Te Puke multiple times a day.

When TEL opened, there were 6 or 9 months of the two-lane system traffic through town. Garth bet that the traffic didn't flow properly during this time. Roads are made to make traffic flow; roads weren't made for pedestrians.

Stan Williamson was right about the visibility in town.

Garth experiences the traffic issues in town, as he drives through town multiple times throughout the day.

Te Puke doesn't need a bypass through town, as TEL is the Bypass. We want drivers to stop at the shops in town, not bypass them.

What you like about the new layout:

- Yes, the traffic has slowed down.

What you don't like:

- Low visibility due to gardens; it's hard to see indicators on cars that are low. Particularly around the roundabouts.
- The traffic going in and out of the carparks, drivers are turning from the through lane. They're driving slow through town looking for a carpark, and they know if they get into the parking lane, then they know that they can't get back into the through lane if there are five or six cars in a row. From the carparks, people are backing out into the traffic instead of backing into the little lane then merging into the through traffic.
- Coming out of JA Russell; the roundabout at the end of Boucher Ave, there will be twenty vehicles coming in single file. Before when it was the two-lane system, you could sneak out and go past the Library and drive through town in the left-hand lane and merge by the Z Station. Now, Garth must merge before the three carparks outside the Library to try and get in before the pedestrian crossing.
- The slow-moving traffic is costing service businesses time and money.

What could be improved:

- The two-lane system needs to be put back in, and in some way slow it down (like judder bars) in the slow lane, so cars cannot race through.

Cathy Shaw, Te Puke Resident

Cathy admitted that when the town layout was changed, she didn't like it at all. However, since she is used to using the one-lane system properly – Cathy loves it.

What you like about the new layout:

- Cathy enjoys the one-lane system and enjoys all the work that was completed in Te Puke main street.

What you don't like:

- The ally way where the Butcher shop used to be. Before the ally way was renovated, it used to have a Perspex cover, and it was dry. It was ripped down and never replaced. Now it's very slippery as it has a sealer over the concrete. This is the reason why there have been many accidents with people falling over.
- It's also too slippery in front of the jewellers

What could be improved:

- A roof over the ally way/walkway then people can enjoy it and walk safely.
- An all-weather shade sail outside the jewellers etc to cover that big area, then people can utilise it whenever they want.

Alfred Bucktan, Te Puke Resident since 1992

One-lane or two-lanes, Alfred explained that residents are thinking about it the wrong way. Te Puke is a service town with a kiwifruit industry, packhouses both sides of town, orchards all around Te Puke, service people are driving through town – they don't stop in town.

What you like about the new layout:**What you don't like:****What could be improved:**

- Separate the service vehicles from residential vehicles by using an alternative route. A short alternative route and not the TEL Bypass. The Bypass is okay for people wanting to go to other areas in the district.

Alan Beaver, Te Puke Resident since 1992

Alan has been involved in the kiwifruit industry since 1992.

A previous contributor spoke about the development up Boucher Ave way. Ninety houses will be another hundred and thirty cars on Te Puke roads.

When there was first talk about beautifying the town, their talk was to have a small grass verge in the middle of the two-lane system, which Alan didn't think was a great idea. However, there still would have been a slow lane for merging and a through lane.

What you like about the new layout:**What you don't like:**

- Cars are trying to merge from the side streets onto the main road stopping traffic. The one-lane system doesn't allow for merging and keeping the traffic flowing as the two-lane system did.

What could be improved:

- Change back to the two-lane system.
- The 'weeds' that were planted by Cavanagh Panelbeaters needs to be removed as it stops clear visibility of the road.

Alan Beaver asked to see a show of hands for and against the one-lane system.

Derek Spratt indicated that are questions at the end to see a show of hands.

Debbie Robinson, Te Puke Resident of 38 years

Debbie has never been to a meeting like this before and felt compelled to come to say 'thank you' as she is proud of how Te Puke looks and feels.

There have been awesome ideas at this meeting on improving what residents have.

When the new layout came in, Debbie thought that some of the drivers needed to drive in Mumbai due to the way they pulled in and out of the road. She believes that people are becoming more tolerant.

When Debbie first arrived in Te Puke, the road was like a thoroughfare and built for a horse and cart. It was a beautiful town when it was first developed. Now she feels as though the town has depth. During kiwifruit season Debbie scoots off downside roads, so she doesn't get stuck in traffic.

What you like about the new layout:

- Debbie feels she is in a safe community now, loves shopping in Te Puke.

What you don't like:

- Yes, the grasses make visibility hard. However, Debbie agrees with Stuart Gunn; this is another topic and not why this meeting was called.

What could be improved:

- On King Street, when you come down by Cavanagh's the entrance to Commerce Lane is a bit sharp.
- Building a roundabout at the end of No1 Road.

Graham Walker, Te Puke resident of 62 years

Regarding the lane system, there is a conflict of those that want to get through and those that want to shop. There will be this conflict, no matter what.

The ideal solutions are what a couple of contributors have said at this meeting. Is to separate the two things. Have an alternate route for through traffic. If this can't be done, then there need to be some tweaks.

Graham had personal experiences of when the two-lane system was in. His father was knocked over on a pedestrian crossing. The other experience for Graham was backing out of a carpark, checking his rear-view mirror and he went to pull out because there was space in the traffic. However, someone decided to overtake on the inside lane as Graham started reversing. Luckily Graham moved back into the carpark so not to get hit by the car.

Like Colin Olsen mentioned earlier, the incident at the pedestrian crossing, where one car stops and the other car drives through the crossing. This is deadly.

Graham was driving into Te Puke, and the traffic stopped at Te Matai Road. Then as the traffic slowly moved and he got to No1 Road, all the traffic was coming out of No1 Road, and drivers on the main road were letting vehicles from No 1 Road into the flow.

What you like about the new layout:

- The one-lane system is safer, easier to pull out of a carpark and safer to cross the road.

What you don't like:

- The traffic flow issues coming into Te Puke.

What could be improved:

- The area outside the jewellers should be changed back into carparks.
- Graham doesn't care if the gardens remain or are grassed. However, the current plants are at the wrong height for visibility. The upkeep needs to be regular to keep them at a height so that drivers can see over them.
- Graham liked what Max Johnston said, by using the parking lane if you wanted to go to Oxford Street, you could, instead of using the outside lane and sneak around the corner.
- The pedestrian crossing at Waitangi end of town is maybe one too many crossings.
- Have lights on the pedestrian crossings that are synced on both sides. Then there wouldn't be consistent pauses in the traffic flow.
- Maybe look at the road linking No1 Road down into Cannel Farm Drive with speed bumps.
- Timings for Trevelyan's shifts to elevates the traffic flow from No1 Road into the main road flow.
- Consider packhouses being in a business or industrial area, then the trucks can go straight onto the TEL Bypass, and they're coming down to No1 Road or Quarry Road.

Debbie, Te Puke Business Owner

Debbie had her own experience of nearly getting hit on the pedestrian crossing when the two-lane system was in place. One lane stopped, and the other lane didn't.

Cars used to race through town and many close calls. With the one-lane system, there's the occasional idiot on the road.

Cars don't sit in the through lane for ages waiting for a carpark; they do eventually move on.

What you like about the new layout:

- Debbie loves the one-lane system.
- It's a lot safer, and Debbie has many clients that come in saying they feel safe to cross the road.
- It's much safer, easier to cross the road, easier to get in and out of carparks.

What you don't like:

What could be improved:

- Te Puke is progressing and growing, and other options may need to be considered to take the through traffic that isn't coming into town to shop, that is working the other side of town.

David Page, Te Puke Business Owner

David was involved in the main street design on about four occasions; some of the recommendations have been implemented. For example, a long time ago, there was no roundabout at Oxford Street. It was recommended that the roundabout be put in, and it was.

When the Bypass was proposed, they said it would reduce the number of vehicle movements in Te Puke for about five years. It's been more likely two years.

When they had looked at the design of the town many years ago, the main concern at the time was to slow the traffic down to have a safe main street. This was the primary concern for residents and has happened, which is a good thing. However, it is a bad thing about slowing down through traffic. The consideration back then was to look at bypasses along the stock route or down along the railway. These options were out of the economic question to be considered.

There are good reasons why there should be alternative routes across the gullies of No1, No2, No3 Roads and Te Mai Road. However, these are steep gullies, and the costings for infrastructure would be high.

The reason why the gardens extend into the roads is to slow the traffic down.

At a meeting with James Trevelyan, a suggestion was raised that Trevelyan's stagger their shifts to help elevate the traffic flow at the bottom of No1 Road.

Pedestrian crossings slow traffic, but lights at pedestrian crossings slow traffic, they don't speed it up.

There was a proposal about having diagonal parking in Queen Street, which would provide another 28 carparks. If residents parked in Queen Street and Commerce Lane, then there wouldn't be issues with residents trying to find a carpark in the middle of town and would divert the traffic from the centre of town.

What you like about the new layout:

- The beautification of the town is great.

What you don't like:**What could be improved:**

- The plantings in town need to be maintained for consistent visibility.
- EastPack should stagger their shifts to help elevate the traffic flow along Station Road.
- Re-doing some of the kerbing for car parking.

Karyl Gunn-Thomas, Te Puke Resident of over 30 years

Karyl mentioned that most people at the meeting knew who she was.

There are two lanes' in the town and haven't gone to one-lane. There is a through lane and a backing lane. The town is safer and has been turned into a town. Lots of small towns are putting up with traffic. Te Puke residents should be lucky to be in a growth area.

When TEL Bypass went in it was going to take five years to get back to the traffic that was there. Did anyone think about what was going to happen in five years? Would the traffic after five years not be any different?

Karyl asked residents to have vision and not look back. Why don't residents think about the next five years? Why does it matter if the traffic is slower? What happens in the next five years when there is more traffic on the roads?

In the past, the alternative route was discussed, and nobody wanted it.

If you don't like the beautification – talk to Council, ask them to put in a different type of grass.

Karyl asked residents if they knew the length of the piece of Jellicoe Street that they want to turn into two lanes? Jellicoe Street is 1.5 km, half a kilometre. For those that want to turn the lanes into through lanes for half a kilometre to make sure the traffic gets through. There is no passing lane anymore; there are three pedestrian crossings and three roundabouts.

At Council, they didn't want to put it in the Long-Term Plan until they knew the community said they wanted it. Those on Council with foresight knew that there would need to be an alternative route or a smaller route.

Karyl asked that residents be positive and factual and look at what's best as a community rather than bickering about 'this' 'that' and 'the other thing'. This is about looking after everyone. There is only one chance at this. There are still two lanes; one backing lane and one through lane.

What you like about the new layout:

- The backing lane is working.

What you don't like:**What could be improved:**

Derek Spratt thanked Karyl Gunn-Thomas for her comments and pointed out that there is no bickering, and everyone is allowed their chance at this meeting on what they want, and their contributions will be taken back to Council – this is not a political meeting.

Murray Holyoake, Te Puke Resident

Thank you to Kevin Marsh for organising this meeting. Also, in years gone by back in 2017 when retailers in town were feeling the pinch after the main street change went through.

Kevin was the 'go-to man' to try and seek some sort of redress or alterations. Concerned residents were able to contact Kevin about the issues. Murray thanked Kevin.

Te Puke Business Strategy was formed to try and get things moving. Back then, the concerns were around the comments from customers; the road, the park and the car parking.

Council had decided that they would put things to one side and wait until a public, professional survey was conducted for \$ 15,000. This survey canvassed the people in the local area as to what they liked and disliked. At the same time, Te Puke Business Strategy ran a survey and concentrated their survey on the businesspeople within the business CBD. Both the professional survey and the Te Puke Business Strategy survey went back to Council, and each reported their findings at that meeting. Murray was thrilled that the comments that came out of that meeting from both surveys virtually mirrored each other. The percentages of parking and congestion, which were the two main concerns were vitally the same percentages.

Also, in that same time, Gloria Hawthorne ran a petition which was named "Give us back our town" and received around three thousand signatures. Unfortunately, at that same meeting because of a technicality within the meeting where they were centred, Gloria wasn't allowed to present the results of that petition. However, it did come through at a later meeting.

Both surveys identified parking and congestion. A recent survey was carried out by the Community Board about the plaza area. Te Puke Business Strategy went to the businesspeople in the area and asked them what they wanted. The question was "Are you happy or do you feel that the carparks over in New World and Commerce Lane compensate for the loss of the carparks outside your front doors?" 83% of the people they contacted said: "give us back our carparks in front of the plaza." They also didn't think that people were looking at car parks way away from the main street had been compensation for what they've lost.

Murray has heard much emotion at this meeting, which is great. Improvements to the plantings can be done at any time. The two big things that came out as comments in the plaza survey were still the car parking and congestion.

What you like about the new layout:

What you don't like:

What could be improved:

- As a group, if people can identify the three separate issues of the plantings, of the congestion and the car parking. Murray believes that this is the order of how they should be attacked.

Gael Blaymires, Te Puke Resident

Gael has changed from being a driver in Te Puke to a pedestrian.

Gael crosses down by the Library, and as she walks across the crossing, people see her on this side (Library side) and also stop on the other side, then Gael walks across the median strip to walk across the other side of the pedestrian crossing, which holds up traffic then.

Gael and her late husband used to walk across the road onto the grass, as he felt much safer. Gael is not encouraging people to go across those grassed verges, but the more people that want to is stopping the flow of traffic.

What you like about the new layout:

What you don't like:

- The plaza seating is dangerous, they are located behind the barricades, and if anyone is standing there talking you see cars stopping.
- The plaza needs to be removed, as there is no use for it.

What could be improved:

- Gael questioned whether having lights at the pedestrian crossings would stop the flow of traffic.
- Having grass under the trees in the middle of the road.

Don Paterson, Te Puke Business Owner

Don has seen two accidents on Jellicoe Street between his business Natural Therapies and BP Service Station. Both hit by cars.

There is much thought about the traffic being slowed by the one-lane system. There are three crossings and five roundabouts slowing the traffic and its nothing to do with the one-lane system.

In the old days, Transit didn't want to put a crossing on Te Puke / Jellicoe Street as they didn't want to slow down the highway. They've put the highway on the motorway and have put in crossings and roundabouts, and there is slow traffic. Te Puke is growing with more and more people.

What you like about the new layout:

- The one-lane system is much, much safer.
- Particularly, older people appreciate that they can back out safely from their car park.

What you don't like:

What could be improved:

- Because Te Puke has a growing population, and as a retailer in town, Don agrees that more car parking is needed.
- All the gardens should be taken away and have flower gardens as they do down Mount Maunganui main street. Flowers attract bees. Te Puke town could be beautiful, and it wouldn't take much.

Gerbrig Murtendam, Te Puke Resident

Gerbrig was born in Holland in a rural service town like Te Puke, but with twice as many people and three times as many shops – it was a centre for the community.

Gerbrig's father had a shop on the main street; it was a north/south route build by Napoleon. When a truck passed, it shook the whole building.

A suggestion was made about having a bypass, and a lot of the shop keepers didn't want a bypass as they believed that they would have no customers anymore. Gerbrig's father was 100% in favour of the bypass. The bypass went in, and the turnover of the shops increased just about overnight.

Gerbrig has travelled around the world; all the major cities in the world and all the small towns in the world, the major shopping area has no traffic, just pedestrians and pushbikes.

Gerbrig lives on the hills; he can see the road and its one car behind another at night. The traffic will only get worse.

If there is a two-lane system in town and have pedestrian crossings, and somebody wants to cross – two lanes must stop twice as long, because nobody starts driving when someone starts walking on the crossing. With one lane, the time it takes to get across the road is only half the time to stop.

What you like about the new layout:

- Gerbrig loves the one-lane system.
- Gerbrig has a Land Cruiser, and he can easily back out of the car parks now, rather than playing Russian roulette like it was with the two through lanes.

What you don't like:

- The traffic from A to B shouldn't go through the main street and should go via a bypass. It may cost money, but one day it will need to be done.

What could be improved:

Martin Kerry, Te Puke Resident

Martin has lived in Te Puke his whole life. It doesn't matter what is done; the traffic will keep coming.

What Martin wants to see is for the exploration to find out "what stops it?" and "how can we make it flow better?", "what part of Council is going to bring this up?"

It's no good for everyone to be sitting at this meeting and talk until residents start writing to the Council, residents will not get any changes. Councillors said they would change things if it didn't work. Everybody wants something different. However, what are residents going to do to change it?

Martin asked Councillors in the room; residents can come to this meeting to talk, but if this doesn't go any further on, it'll be another few more years down the track and residents will need to start putting pen to paper.

You can ring up and complain to the Council as much as you like, but until you write to them and tell them that this is unsafe, or that's unsafe. Residents need to sort out what to do to move forward.

What you like about the new layout:

What you don't like:

What could be improved:

- Martin asked those from Council at this meeting, to assign somebody or some form of body to change what residents want.

A Resident asked at this meeting, "Peter Millar our Community Board Chairman was told if he came to the meeting tonight, he wouldn't be allowed to talk. I want to know why?"

Derek Spratt replied that it was set down by the organisers of the meeting that no Councillors, current Board Members could speak. They are here is to listen and take the feedback back to the Council.

Another question from the same resident: "But he's the man that the gentleman was talking about. He's the man we need to take this community's thoughts to the Council."

Derek Spratt replied that there would be several questions at the end. If residents liked what Martin suggested, then say it at the end with the questions. Someone other than the Community Board will go back to the Community Board to notify them of the outcome of this meeting. Then it will need someone to push it as Martin said.

Erick Crabb, Te Puke Resident of 6 years

Everyone at this meeting has a point of view. Residents are looking at now, which is important. However, somebody mentioned that somebody made projections of traffic flow coming through town. The kiwifruit industry is doing well. That means that there are many more people coming and going in vehicles. If kiwifruit goes up 50% in the next 7 or 8 years, there will be many more people driving in Te Puke.

What will it look like in 5 years? Maybe Stan Williams is right; maybe the trees need to be removed to make space? Somebody needs to talk to the Council about looking ahead for ten years, doing the numbers (or show the numbers), so residents can look at what is here now is working or not working, and what it's going to be like in three years, five years and ten years. If changes are made now, will it mean that the town will be congested again in the future?

What you like about the new layout:

What you don't like:

- Traffic queues coming into town.

What could be improved:

- The town will need more area to move traffic in and out of town – now and in the future.

- Having a bypass.

Sarah Wilson (contributed before)

Sarah implored not have the trees cut down, as the trees are precious.

Sarah suggested that health and safety should be the priority of any decisions made and that residents need to find out what is most threatening to the community and resolve that first.

Stan Williamson (contributed before)

Unless the trees disappear, there is no space to do whatever is needed to be done to make the town accessible and safe.

Bill, Te Puke Resident of 10 years

Bill had a look at the website today. There are predictions of ongoing traffic flows. Bill explained that growth is higher than long-term predictions.

The comments Bill has heard at this meeting is about 'fix it today' and 'what is going to happen next time', is it going to be three lanes, then four lanes. An alternative solution is needed that doesn't affect the main street.

What you like about the new layout:**What you don't like:****What could be improved:**

Derek Spratt indicated that there had been a few emails received, with comments that have been contributed at this meeting. One of the main comments is about emergency vehicle access through town. Derek explained that as a person that has been involved with St John Ambulance, sometimes it is challenging to get through town.

Derek Spratt was very impressed by the comments Martin Kerry made. Derek personally thinks that the avenue that residents need to take.

Residents indicated that Derek should not have an opinion at the meeting.

Derek Spratt indicated that Martin's comment was to have someone or a group to investigate a long-term plan for Te Puke.

Derek Spratt moved onto the questions where the organisers have requested an indication of a show of hands.

1. Questions with a show of hands

Derek Spratt read out the questions from the meeting organisers.

Question relating to car parking

Derek Spratt asked residents if they wanted an increase in car parking in Te Puke township? By a majority, residents showed that they were in favour of having car parking increased in Te Puke township.

Question relating to the plaza

Derek Spratt asked residents if they wanted the plaza to be modified, to stay or go? Half of the residents showed that they were in favour of the plaza being modified, and half of the residents showed that they were in favour of the plaza to go — no vote for the plaza to stay.

Question from a resident relating to tables (in the walkway or plaza)

Derek Spratt received a question from the floor to ask residents about putting the tables into the walkway instead of in the plaza area.

Residents indicated that the question being asked was minor and to get on to the important questions.

Derek Spratt moved onto the next question.

Question relating to the traffic blisters

Derek Spratt explained that the traffic blisters are the areas that jut out into the street when you come down the lane to turn left.

A resident asked if Derek also meant the traffic blisters that protect pedestrians coming up to the pedestrian crossing, or is it just the left-hand turns?

Derek Spratt replied that the questions was about the left-hand turn traffic blisters.

Derek Spratt asked residents if they wanted the left-hand turn traffic blisters to stay or go?

By a majority, the residents showed that they wanted the left-hand turn traffic blisters to go. The pedestrian crossing blisters need to be modified and brought down in size.

A comment from a resident "if you don't have the blisters, you won't control the flow of traffic."

Question relating to the centre strip

Derek Spratt asked residents if they wanted the centre strip grassed or in gardens?

Residents talked amongst themselves.

Derek Spratt indicated that the feeling from this meeting is that residents want the centre strip to be maintained in a better condition than what it is.

Residents verbally agreed to Derek Spratt's comment of better maintenance of the centre strip for visibility.

Question relating to the bollards

Derek Spratt explained that the bollards are the posts that stick up out of the ground to create a visual barrier.

Derek Spratt asked residents if they wanted the bollards to stay or go?

Derek Spratt indicated that a lot of people seem to hit them quite often.

Murray indicated that they took the bollards out when the Council did the refurbishment of the main street.

Derek Spratt removed the question from the list and moved onto the next question.

Question relating one lane or two lanes?

Derek Spratt asked residents if they wanted to keep the one-lane system. Then asked if residents wanted a two-lane system.

Derek Spratt counted the show of hands for each question, then asked if anyone wanted to abstain from putting their hand up. Two people didn't want to vote.

Derek Spratt indicated that there was a fifty-fifty show of hands for wanting a one-lane system or a two-lane system.

Derek Spratt indicated that there was a question from a resident from the floor.

The resident's question, "How do we in the future separate them now; separate people who want to go through the town to the other side of town or even further, from those that are coming to town to do their shopping?"

Derek Spratt indicated that the resident should be able to put that question into the feeling to go out.

The Resident indicated that their question was different from the question asked about one-lane or two.

Another resident spoke and wanted to make a point that if residents want a town centre and a two-lane road, then look at Commerce Lane. The Daily, New World and Jubilee Park, is one option is to pedestrianize or make Commerce Lane a shared walkway and have a pedestrian crossing going from Heritage through to Jubilee Park, effectively shifting the town centre.

Derek Spratt thanked everyone for attending. Thanked Kevin and Andrea for organising the meeting.

Derek Spratt called the meeting closed at 9.30pm.

Minute Actions – Not Completed for Operations and Monitoring Committee (Open)

Remit Number	Remit Title	Owner	Remit Description	Owner Comments	Current Status
OP1118.1 10 May 2018	Road Closure - Harray Road - MotorSport BOP	RE1 - ROADING ENGINEER (EAST WEST)	<p>1. THAT the Roding Engineer (East/West) report dated 27 April 2018 and titled Road Closure - Harray Road - MotorSport BOP be received.</p> <p>2. THAT the report relates to an issue that is considered to be of medium significance in terms of Council's Significance and Engagement Policy.</p> <p>3. THAT the Committee notes the request for a road closure on Harray Road on 17 June 2018.</p> <p>4. THAT due to the timing of the rally on 17 June 2018, and the timing of the next Operational and Monitoring and Committee notes that in accordance with Policy and 020/16 the Chief Executive Officer will determine whether or not the road closure is approved.</p>	Rally to be approved by the CEO	UNDER ACTION
OP117.2 14 Feb 2017	Waihi Beach Dune Enhancement Works Coastal Management Options	UM - UTILITIES MANAGER	<p>1. THAT the Utilities Manager's report dated 1 February 2017 and titled Waihi Beach Dune Enhancement Works Coastal Management Options be received.</p> <p>2. THAT the report relates to an issue that is considered to be of medium significance in terms of Council's Significance and Engagement Policy.</p> <p>3. THAT the Operations and Monitoring Committee instruct staff to prepare a detailed business case and action plan for implementing the coastal management options as recommended in the J.L. Lumsden Consulting Engineer's Report for the following sections:</p> <ul style="list-style-type: none"> • 43 Shaw Road to Elizabeth Street and • Elizabeth Street to Coronation Park <p>and report back to the Operations and Monitoring Committee.</p>	<p>10th April 2019- Draft report provided to UM with a final report to be submitted by end of April 2019. UM has met with Ivan Tottle and Beach front property owners to provide guidance and advice to their proposal to proceed with a resource consent application as a group.</p> <p>Jan 2019 Beca completed first stage of report on the performance of the Coastal protection works and the state of these assets. a meeting is schedule for the end of Jan 2019 to finalise the stage 1 report</p> <p>Dec 2018- Site visit completed draft programme submitted by Beca including a consultation structure which will be discussed in-house with staff in the first instance prior to acting on in the community.</p>	UNDER ACTION

<p>OP1215.1 14 May 2015</p>	<p>Reclaimed Land Application for Land Adjacent to Allot 103 Katikati Parish, Bowentown</p>	<p>RFM - RESERVES AND FACILITIES MANAGER</p>	<p>1. THAT the Reserve and Facilities Manager's report dated 28 April 2015 and titled "Reclaimed Land Application for Land Adjacent to Allot 103 Katikati Parish, Bowentown" 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 initiation of an application for an interest in reclaimed Land under the Marine and Coastal Area (Takutai Moana) Act 2011 that adjoins Allot 103 Katikati Parish, Bowentown be approved.</p>	<p>2/8/19- Survey plan is currently being processed by LINZ. The Boating Club Commodore has been updated on a regular basis as various steps in the statutory process are completed.15/5/18 – The following identifies the current status of the sequential steps in the process that have either been completed, is underway or to be completed. 1.Section 245 Certificate- completed 2.The completion of an LT Plan to define the existing reclaimed land in question to support a s.245 RMA Certificate (preliminary scheme plan done and LT 517016 ready to go) ; 3. Doc consent to process – completed 4.Complete a Land Status report as to whether the reclaimed land is subject to Section 31 of the Marine and Coastal Area (Takutai Moana) Act 2011 (the Act)and provide it to LINZ along with a copy of the plan and s.245 Certificate;Underway 5.LINZ to confirm the new status of the land and the Minister or delegate will issue a certificate under s.33(2) of the Act stating that the land is vested in the Crown, so that it can be added to the LINZ Crown Property database; 6.LINZ will then arrange under s.32 of the Act for a Gazette Notice to be published declaring the reclaimed to be Crown land subject to the Land Act 1948 7.DOC will then require to seek consent from LINZ under s.167 of the Land Act 1948 to the setting apart of the Crown land as a recreation reserve for vesting in the Western Bay of Plenty District Council; 8.DOC to draft the necessary gazette notice for signing by LINZ followed by publication in the NZ Gazette.</p>	<p>UNDER ACTION</p>
<p>OP1318.7 02 Aug 2018</p>	<p>Possible Construction of Service Centre - Western</p>	<p>SPM - STRATEGIC PROPERTY</p>	<p>THAT the Strategic Property Manager's report dated 17 July 2018 and titled</p>	<p>29/7/19 Consent received. Undertaking value engineering exercise of quote from</p>	<p>UNDER ACTION</p>

	Avenue Reserve	MANAGER	<p>Possible Construction of Service Centre on Western Avenue Reserve be received.</p> <p>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.</p> <p>3. THAT the Strategic Property Manager be requested to proceed with preliminary investigations with regard to the construction of a Service Centre within the Sports Pavilion precinct</p> <p>AND</p> <p>3.1 THAT the Strategic Property Manager proceed with final design of the Service Centre in consultation with Omokoroa Community Board, the Omokoroa District Sport and Recreation Society and other affected staff.</p> <p>AND</p> <p>3.2 THAT approval in principle be given for the communication of the construction of an interim Library / Service Centre on the Omokoroa Sportsground on Western Avenue subject to a further report being received on funding requirements and potential sale of the existing Library / Service Centre in Omokoroa.</p> <p>4. THAT following approval in principle for the construction of a Library / Service Centre on the Omokoroa Sportsground on Western Avenue, staff be directed to publically notify the proposal in terms of the Reserves Act 1977.</p>	<p>Watts and Hughes.6/5/2019 Awaiting consent approval. Working through requests for information.</p> <p>14/11/18 Resource consent granted,</p> <p>concept design approved proceeding to detailed design. 11/10/18 Resource consent application prepared and awaiting Council response.13/9/18 Met with Sports society and architect. Resource consent and construction concepts being developed.</p>	
OP1418.3 13 Sep 2018	Tahataharoa Reserve - Proposed Ownership Structure	GM1 - DEPUTY CEO/GROUP MANAGER INFRASTRUCTURE SERVICES	<p>1. THAT the Deputy Chief Executive's report dated 30 August 2018 and titled "Tahataharoa Reserve - Proposed Ownership Structure" be received.</p> <p>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.</p> <p>3. THAT the following ownership and</p>	<p>28 Nov 2018: Purchase Agreement under legal review.</p> <p>Draft Management Agreement under discussion.</p> <p>Development Plan prepared</p>	UNDER ACTION

			management structure for the Tahataharoa land purchase be approved in principle: <ul style="list-style-type: none"> • Landowner : Pirirakau Incorporated Society or similar Trust or entity • Covenant/Agreement for public access • Joint Management Pirirakau and Council • Reserve Status 		
OP1418.4 13 Sep 2018	Kiwi Camp Facility	RFAM - RESERVES AND FACILITIES PROJECTS & ASSETS MANAGER	<ol style="list-style-type: none"> 1. THAT the Reserves and Facilities Manager's report dated 3 September 2018 and titled Kiwi Camp Facility 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 it be recommended to Council that the implementation of a Kiwi Camp Facility be approved on the following basis: <ol style="list-style-type: none"> a. Trial Location Waihi Beach Community Centre b. Council cost \$40,000 from General Rate Reserve Account 	11/28/2018: The installation of underground services has been arranged for early December in preparation for the arrival of the facility building. Arrangements are being made with the WB Community Hall committee to connect electrical power to the hall power supply. Building consent is yet to be lodged (as waiting on final building design documents) but completion date target remains before Christmas 2018.	UNDER ACTION
OP1618.3 06 Dec 2018	Waiari Water Main Project	RE1 - ROADING ENGINEER (EAST WEST)	THAT the presentation from Westlink and staff on the Waiari Water Main Project be received.		NOT COMMENCED
OP1719.11.1 28 Feb 2019	Kiwi Camp Facility	GM1 - DEPUTY CEO/GROUP MANAGER INFRASTRUCTURE SERVICES	<p>The Reserves and Facilities Manager gave an update relating to the Kiwicamp facility noting the following:</p> <ul style="list-style-type: none"> - There had been opposition from the community in regard to the siting of the facility at the Waihi Beach Community Centre - A public meeting had been held and was attended by 50 - 60 people - Protest signs had been erected - Waihi Beach Residents and Ratepayers had proposed a different carpark site to re-locate the facility. <p>It was asked that given that a trial could not be held at Te Puke for the facility and it would be sensible to use the unit - could it be used as a demonstration model for kiwifruit operators to see first-hand how the</p>		NOT COMMENCED

			<p>facility worked? It was explained that while the facility was transportable and sat on piles - it would not be cost effective to move the unit and hold a trial at Te Puke at this time and the proposed site may require consents and services.</p> <p>The general consensus was that another location at Waihi Beach would be more appropriate and consultation with the community should be undertaken. While a formal decision of the Committee was not required at this time, the Deputy Chief Executive Officer advised that on listening to the concerns raised, the facility would be put into storage and consultation with the community be undertaken to decide where the facility should be located for the next summer season which was supported by the Committee.</p>	
OP1719.2 28 Feb 2019	Petition Supporting Development of Highfields Pond Katikati	GM1 - DEPUTY CEO/GROUP MANAGER INFRASTRUCTURE SERVICES	<ol style="list-style-type: none"> 1. THAT the Deputy Chief Executive's Report dated 18 February 2019 and titled Petition Supporting Development of Highfields Pond Katikati be received. 2. THAT the petition regarding the allocation of funding to raising the water level in the Highfields Pond Katikati be received and be referred to the 2019/20 Annual Plan submission process. 3. THAT the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy. 	NOT COMMENCED
OP1719.3 28 Feb 2019	Highfields Pond	AC1 - ASSET AND CAPITAL MANAGER	<ol style="list-style-type: none"> 1. THAT the Asset & Capital Manager's report dated 5 February 2019 and titled Highfields Pond be received. 2. THAT the Committee note the recommendations within the Tonkin and Taylor Report dated 7 November 2018 - Highfields Groundwater Study Attachment A. 3. THAT the Committee approve the raising of the Highfields Pond water level to a 	NOT COMMENCED

			<p>Reduced Level (RL) of 2.55m for the first stage of the Highfields Pond trial.</p> <p>4. THAT the report relates to an issue that is considered to be of medium significance in terms of Council's Significance and Engagement Policy</p>		
OP1719.5 28 Feb 2019	Maketu Surf Club Car Park Erosion Protection	RFAM - RESERVES AND FACILITIES PROJECTS & ASSETS MANAGER	<p>1. THAT the Reserves and Facilities Projects & Assets Manager report dated 12 February 2019 and titled Maketu Surf Club Car Park Erosion Protection be received.</p> <p>2. THAT regarding the resource consent application for an erosion protection structure at the Maketu Surf Club car-park, Council as the applicant, proceeds to a Regional Council hearing with costs estimated at up to \$50,000 allocated from the Structures Coastal Renewal budget, but should the decision be appealed to the Environment Court that staff will refer this back to Council for direction.</p> <p>3. THAT the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.</p>		NOT COMMENCED
OP1719.7 28 Feb 2019	Review of Te Puke Main Street Project	ENG1 - ENGINEERING AND SPECIAL PROJECTS MANAGER	<p>1. THAT the Engineering and Special Projects Manager's report dated 13 February 2019 and titled "Review of Te Puke Main Street Project" be received.</p> <p>2. THAT the report relates to issues that is considered to be of low significance in term of Council's Significance and Engagement Policy.</p> <p>3. THAT the committee notes that there will be replacement of vegetation at intersections to increase visibility for motorists and pedestrians and that staff review the roadside planting with appropriate experts.</p> <p>4. THAT the Committee notes the traffic data for Te Puke Highway, that there is only minor congestion within Te Puke and requests an update on traffic volumes and</p>	<p>8 July 2019: The Operations & Monitoring Committee considered the feedback at its meeting on 4 July 2019. The Committee resolved to:</p> <p>1. THAT the garden adjacent to the plaza be altered to install one additional carpark at an estimated cost of \$25,000 (Carpark 1 – as shown in Attachment B of the Agenda Report). This work will now be progressed over the next few months. An exact timeframe has yet to be determined.</p> <p>2. THAT the Te Puke Community Board proposal to change the mobility parking at the eastern end of the Plaza be received and noted.</p> <p>3. THAT it be recommended to the Policy Committee that one mobility park be</p>	UNDER ACTION

			<p>associated issues in the first quarter of 2020 to ensure traffic counts undertaken during the kiwifruit season were included in the analysis.</p> <p>THAT the report be referred to the Te Puke Community Board for comment and then further consideration by the Operations and Monitoring Committee at a future meeting.</p>	<p>relocated from the eastern end of the Plaza to Oxford Street, Te Puke to allow better mobility access to the pharmacy. This action will be progressed through the Traffic and Parking Bylaw review process. Waiting to hear back from the Te Puke Community Board and the O&M Community and for further action.</p>	
OP1719.8 28 Feb 2019	Street Light LED Upgrade	RE1 - ROADING ENGINEER (EAST WEST)	<ol style="list-style-type: none"> 1. THAT the Roading Engineer's (East) report dated 8 February 2019 titled Street Light LED Upgrade be received. 2. THAT the Operations and Monitoring Committee approve the utilisation of a 3000K luminaire LED for the installation within the District as replacement for the existing HPS (High Pressure Sodium Lights). 3. THAT a variation to the WestLink One Network Maintenance Contract for the supply and installation of the LED replacement street lights be approved and that the Deputy CEO be authorised to negotiate the details. 4. THAT the report relates to an issue that is considered to be of medium significance in terms of Council's Significance and Engagement Policy. 		NOT COMMENCED
OP1719.9.1 28 Feb 2019	Power Pole Relocation/Undergrounding	ENG1 - ENGINEERING AND SPECIAL PROJECTS MANAGER	<ol style="list-style-type: none"> 1. THAT the Engineering and Special Projects Manager's report dated 15 February 2019 and titled "Omokoroa Road Urbanisation Project (Western Avenue to Tralee 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 the undergrounding of the overhead power lines on Omokoroa Road between Western Avenue and Tralee Street not be included in the project but only the cost of the relocation of the power lines be included in the project cost. 	<p>This will be included in contract document and for tendering once finding is secured for the project from NZTA.</p>	NOT COMMENCED
OP1719.9.2	Vegetation on Omokoroa	RE1 - ROADING	THAT the vegetation on the Omokoroa		NOT COMMENCED

28 Feb 2019	Urbanisation Project	ENGINEER (EAST WEST)	Urbanisation Project include grass and specimen trees (with a similar look and feel to the current planted species) on the level surfaces and grass and lower level landscape planting on the banks at an estimated cost of \$120k and an annual maintenance cost \$20k.		
OP1719.9.3 28 Feb 2019	Tralee Street/ Omokoroa Road Roundabout inclusion in Omokoroa Road Urbanisation Project	ENG1 - ENGINEERING AND SPECIAL PROJECTS MANAGER	The Deputy Chief Executive Officer advised that the Tralee Street roundabout and its approaches were not included in the current LTP 2018 - 2028. Due to the intensity of the commercial and residential development and the high use of the Tralee Street intersection, it was recommended to include the upgrade of the Tralee Street roundabout in the Omokoroa Urbanisation Project. There were cost benefits and less disruption to the community if both projects were constructed at the same time.	The project is currently being designed and it will be tendered once the funding is secured from NZTA.	NOT COMMENCED
OP1819.3 11 Apr 2019	Additional Opening Hours at Te Puke Recycle Centre and Katikati Recycle Centre	UM - UTILITIES MANAGER	<p>1. THAT the Resource Recovery and Waste Team Leader's report dated 13 March 2019 titled Additional Opening Hours at Te Puke Recycle Centre and Katikati Recycle Centre be received.</p> <p>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.</p> <p>3. THAT the Committee approve the additional opening hours for the Te Puke Recycle Centre to operate from 8am to 5pm on Tuesdays and Thursdays and the cost implications of an additional \$29,952 per annum be absorbed within the existing operational budget.</p> <p>AND</p> <p>4. THAT the Committee approve the additional opening hours for the Katikati Recycle Centre to operate from 9am to 4pm on Thursdays and the cost implications of an additional \$36,636 per annum increase for additional staff hours required for the</p>	Formalisation of hours and removing reference to trail on signage.	UNDER ACTION

			Katikati and Athenree Recycle Centres on Thursdays be absorbed within the existing operational budget.		
OP1819.4 11 Apr 2019	Omokoroa Golf Course and Precious Family Reserve Walkway Erosion Funding Report	GM1 - DEPUTY CEO/GROUP MANAGER INFRASTRUCTURE SERVICES	<p>1. THAT the Specialist Engineer's report dated 12 March 2019 and titled Omokoroa Golf Course and Precious Family Reserve Walkway Erosion Funding Report be received.</p> <p>2. THAT the report relates to an issue that is considered to be of medium significance in terms of Council's Significance and Engagement Policy.</p> <p>3. THAT the Committee agrees to a joint project between the Omokoroa Golf Club and Council to consent and construct a bund, culvert structures and a walk/cycleway on the esplanade reserve that bounds the golf course and that consents, fills and re-contours the lower section of Precious Reserve.</p> <p>4. THAT it be noted that funding for the project may include - see the table in word document.</p> <p>5. THAT the report be referred to the Omokoroa Community Board for confirmation of their commitment to contribute to the project from their Community Roading Account.</p>		NOT COMMENCED
OP1919.2 22 May 2019	<p>Recommendatory Report from Omokoroa Community Board - May 2019</p> <p>- Omokoroa Golf Course and Precious Family Reserve Walkway Erosion and Funding Report</p> <p>- Project Priority List and Budget Allocations</p> <p>- Pedestrian bridge over the Railway Line.</p>	GM1 - DEPUTY CEO/GROUP MANAGER INFRASTRUCTURE SERVICES	<p>1. THAT the report from the Senior Governance Advisor dated 13 May 2019 and titled Recommendatory Report to the Operations and Monitoring Team - May 2019 be received.</p> <p>2. THAT the Operations and Monitoring Committee confirm approval of the following items:</p> <p>(i) Omokoroa Community Board allocation of \$200,000 toward the proposed joint Omokoroa Golf Club and Council project for the construction of a bund, culvert structures and a walkway/cycleway on the esplanade reserve that bounds the golf</p>		NOT COMMENCED

			<p>course and Precious Family Reserve walkway funded from the Board's Community Rooding Account.</p> <p>(ii) Project Priority List and Budget Allocations - Omokoroa Community Board Rooding Account (as tabled in the word document attached).</p> <p>3. THAT the proposed projects listed below funded from Council's Structure Plan funding be noted as tabled in the word document attached.</p> <p>4. Pedestrian Bridge over the Railway THAT the installation of the planned pedestrian bridge over the railway line linking the new footpaths as identified in the Omokoroa Structure Plan be constructed as soon as possible in consideration of the safety of children (and other pedestrians) who cross this road.</p>		
OP1919.5 22 May 2019	Wilson Road South (Walter Street) Road Stopping	LPO - LEGAL PROPERTY OFFICER	<p>1. THAT the Legal Property Officer's report dated 30 April 2019 and titled Wilson Road South (Walter Street) Road Stopping be received.</p> <p>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.</p> <p>3. THAT it be recommended to Council that resolution C15.10 dated 17 May 2018, proposing to stop the Wilson Road South (Walter Street) be rescinded.</p>		NOT COMMENCED
OP1919.6 22 May 2019	Omokoroa Library Budget & Estimate	SPM - STRATEGIC PROPERTY MANAGER	<p>1. THAT the Strategic Property Manager report dated 29 April 2019 and titled Omokoroa Library Budget & Estimate Recommendatory Report be received.</p> <p>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.</p> <p>3. THAT it be recommended to Council that budget provision, for construction of the Omokoroa Library and Office on Western</p>	Work being actioned	UNDER ACTION

			<p>Avenue sports fields be increased from \$1.2 million, to \$1.5 million, for the 2019/2020 financial year.</p> <p>4. THAT indicative funding for the project be from:</p> <ul style="list-style-type: none"> • The possible sale of the existing library/office: \$600,000 • The Reserves Financial Contributions: \$540,000 • The Property & Assets Reserve: \$360,000 		
OP2019.3 04 Jul 2019	Te Puke Town Centre Project Update	RE1 - ROADING ENGINEER (EAST WEST)	<p>1. THAT the report from the Road Engineer (East) dated 12 June 2019 titled Te Puke Town Centre Project Update be received.</p> <p>2. THAT the report relates to issues that are considered to be of low significance in terms of Council's Significance and Engagement Policy.</p> <p>3. THAT the garden adjacent to the Plaza be altered to install one additional carpark at an estimated cost of \$25,000 (Carpark 1 - as shown in Attachment B of the agenda report).</p> <p>4. THAT the Te Puke Community Board proposal to change the mobility parking at the eastern end of the Plaza be received and noted.</p> <p>5. THAT it be recommended to the Policy Committee that one mobility park be relocated from the eastern end of the Plaza to Oxford Street, Te Puke to allow better mobility access to the pharmacy.</p>		NOT COMMENCED
OP517.1 03 Aug 2017	Recommendatory Report from Te Puke Community Board June 2017 - Change to Te Puke Recycling Centre Hours of Operation	UM - UTILITIES MANAGER	<p>1. THAT the request from Te Puke Community Board to alter the operating hours of the Te Puke Recycling Centre be declined, noting that the current Resource Consent condition does not allow changes to operating hours.</p> <p>2. THAT Council, as consent holder, apply for a change or cancellation of consent condition on the application in order to extend the operating hours from 6.00am to</p>	<p>10th April 2019- Report to Operations committee re confirming that extended hours will remain and costs absorbed within current operating budget. Jan 2019 -Need to look at implementing the changes but noting financial implications to work through with report to Council in Feb / march 2019</p> <p>Dec 2018- Resource consent granted for longer hours. Need to look at</p>	UNDER ACTION

			<p>8.00pm.</p> <p>3. THAT the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.</p>	<p>implementing this but noting financial implications to work through with report to Council</p> <p>Nov 2018- On track for submitting RC application. Difficulty in getting local iwi to meet at designated/ agreed times.</p> <p>October - 2018 - consultation within the community and local iwi parties has taken place (Sep/Oct 2018). This information will be included in the Resource Consent application which is now planned to be returned to BOPRC by 1 Dec 2018</p> <p>June 2018 - Additional info requested by BOPRC for application</p>	
OP918.1 15 Feb 2018	Te Puke Main Street	GM1 - DEPUTY CEO/GROUP MANAGER INFRASTRUCTURE SERVICES	<p>1. THAT the Deputy Chief Executives report dated 1 February 2018 and Te Puke Main Street be received.</p> <p>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.</p> <p>3. THAT recommended option 3(c) as follows be approved: THAT 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 Central Business District.</p>	<p>6/7 Vehicle counts have been undertaken. No evidence of a lack of carparks.</p> <p>17/5/2018 Project data gathering underway</p> <p>y14 March 2018: Scoping for the parking review has been undertaken and a project plan prepared.</p>	UNDER ACTION

Minute Actions – Completed for Operations and Monitoring Committee (Open)

Minutes Number	Remit Title	Owner	Remit Description	Owner Comments	Current Status
OP1018.1 28 Mar 2018	Proposal to Lease - Centennial Park Te Puke Gymsport Incorporated (9.30am - 10.00am)	RFM - RESERVES AND FACILITIES MANAGER	<p>1. THAT the Reserves and Facilities Manager's report dated 8 March 2018 and titled Proposal to Lease - Centennial Park - Te Puke Gymsport Incorporated be received.</p> <p>2. THAT the Operations and Monitoring Committee approve in principle the application by the Te Puke Gymsport Incorporated to lease an area of approximately 2,000m2 on Centennial Park to build and operate a gym facility.</p> <p>3. THAT if approval in principle is given, such approval must not be construed by the applicant as a guarantee that all other consents required by any policy, by-law, regulation or statute, will be forthcoming. The applicant is responsible for obtaining all required consents at its own cost.</p> <p>4. THAT staff be directed to publicly notify the proposal in terms of Section 119 of the Reserves Act 1977. Subsequent to public notification, Council will give due consideration to any submissions or objections prior to seeking the consent of the Minister of Conservation.</p> <p>5. THAT the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.</p>	2/8/19 - The club are in the process of fund raising for the proposed building. Staff continue to work with Te Puke Gymsport and will initiate the public consultation over the next couple of months.	COMPLETE
OP1018.4 28 Mar 2018	Recommendatory Report from Waihi Beach Community Board - March 2018 - Waihi Beach Cycleways	RFM - RESERVES AND FACILITIES MANAGER	<p>1. THAT the Operations and Monitoring Committee notes the Waihi Beach Community Board resolution.</p> <p>2. THAT the Operations and Monitoring Committee agrees that the Brighton Reserve Cycleway not be constructed on zone 2 (rear dune), and that the cycleway be relocated to the grassed area behind the dune, but that the cycleway proceeds in zone 1 linking</p>	2/8/19 - The cycleway will be realigned as per the resolution when the works are undertaken , which is subject to available funding. 15/5/18 - The cycleway will be changed to go around the rear of the dunes in zone 2. With regards to the proposed route through zone 1 connecting to Hinemoa Street, the BOP	COMPLETE

			<p>Brighton Reserve to Hinemoa Road, subject to any required consents. (Noting that zones 1 and 2 as referred to above are shown in the map below): (See word document for map)</p> <p>3. THAT the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.</p>	<p>Regional Council are of the view that this section will require public notification. On this basis, zone 1 is on hold as consideration is given to proceeding to a notified consent.</p>	
OP1418.1 13 Sep 2018	Kauri Point Reserve - Road Slip Update	RFM - RESERVES AND FACILITIES MANAGER	<p>1. THAT the Reserve and Facilities Manager's report dated 30 August 2018 and titled Kauri Point Reserve - Road Slip Update be received.</p> <p>2. THAT the report relates to an issue that is considered to be of medium significance in terms of Council's Significance and Engagement Policy.</p> <p>3. THAT the Operations and Monitoring Committee, having considered the updated options based on the geotechnical information for the remediation of the Kauri Point Reserve Road Slip, recommends to Council that it directs staff to implement the following option, provided it be engineered fit for purpose.</p> <p>Option A: Cost (ex GST) Funding Source Rock Buttress Account \$1,528,696.00 General Rate Reserve Account</p>	<p>28 Nov 2018: Council's Consultant Engineer has been engaged to progress the detailed design and necessary consents. The community have been advised of Council's decision and will be kept updated with progress. Resource consents are being obtained along with an Archaeological Authority . Tangata whenua and the local Ratepayers association are receiving monthly updates. Updates are also being provided in the Infrastructure Service update report.</p>	COMPLETE
OP1418.2 13 Sep 2018	Wilson Park - Community Garden Lease Renewal	RFM - RESERVES AND FACILITIES MANAGER	<p>1. THAT the Reserves and Facilities Manager's report dated 29 August 2018 and titled Wilson Park- Community Garden Lease Renewal be received.</p> <p>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. THAT it be recommended to Council</p> <p>3. THAT Council agrees to renew the existing lease for the Wilson Park community garden for a further five years.</p> <p>4. THAT subject to Council approval to renew the existing lease, then approval be granted</p>	<p>28 Nov 2018: The Lessee has been notified of the lease renewal. Removal of the old kiwifruit vines is underway. A letter is in the process of being to the petition organiser with the adopted resolution. The old Kiwifruit boxes have been removed. Staff continue to monitor the lease site.</p>	COMPLETE

			to proceed with the proposed garden initiatives suggested by the Community Garden Group (Attachment A) to this report; 6. THAT the petition organiser be provided a copy of the Committee's adopted resolution.		
OP1719.1 28 Feb 2019	Proposed Walkway/Cycleway from Yeoman Walkway to Park Road Reserve - Petition - Status Update 22 January 2019	RFM - RESERVES AND FACILITIES MANAGER	1. THAT the Reserves & Facilities Manager's report dated 31 January 2019 and titled Petition -Walkway/Cycleway - Yeoman Walkway to Parkway Reserve be received. 2. THAT the petition in Attachment A be received. 3. THAT the Committee notes that the Status Update report in Attachment B has been provided to the petition organiser and the Katikati Community Board, the Katikati Advertiser, the Katikati Trails Development Group and is available on Council's website. 4. THAT a copy of the petition be taken into consideration in any consultation process on the proposed Yeoman Walkway/Cycleway project. 5. THAT the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.	The Petition organisers were present at the Committee meeting , therefore are aware of the outcome. The petition will be taken into consideration at a later date when further consultation is undertaken.	COMPLETE
OP1719.4 28 Feb 2019	Recommendatory Report from Katikati Community Board - Uretara Stream Restoration	RFM - RESERVES AND FACILITIES MANAGER	1. THAT the Operations and Monitoring Committee approve the recommendation from the Katikati Community Board for funding of \$1,500.00 towards the cost of a Vegetation Management Strategy allocated from the Tauranga Harbour Esplanade Reserves Management Project budget. 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.	The Community Group have been advised that the funds have been approved. The Weed Management Strategy report has subsequently been completed.	COMPLETE
OP1819.2 11 Apr 2019	Yeoman Walkway to Park Road Reserve Feasibility Study Report	RFM - RESERVES AND FACILITIES MANAGER	1. THAT the Reserves & Facilities Manager's report dated 19 March 2019 and titled Yeoman Walkway to Park Road Reserve - Feasibility Report be received. 2. THAT the report relates to an issue that is considered to be of low significance in terms	Staff to complete internal submission to 2019/20 Annual Plan process. Submission completed and \$50K has been set aside in the 2019/20 Annual Plan	COMPLETE

			<p>of Council's Significance and Engagement Policy.</p> <p>3. THAT staff prepare an internal submission to the 2019/20 Annual Plan and Budget for the following:</p> <p>4. \$50,000 for upgrade of the hazardous section of the existing pathway</p> <p>5. THAT the committee notes that the proposed walkway/cycleway is</p> <p>1. identified in the following planning documents:</p> <ul style="list-style-type: none"> • Walking and Cycling Strategy 2009 • Katikati/Waihi Beach Reserve Management Plan 		
OP1919.4 22 May 2019	Waihi Beach Medical Centre	SPM - STRATEGIC PROPERTY MANAGER	<p>1. THAT the Manager Strategic Property report dated 29 April 2019 and titled Waihi Beach Medical Centre Report be received.</p> <p>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.</p> <p>3. THAT it be recommended to Council that Council resolution 27.12 dated 17 December 2015, approving the entering into a lease with the Waihi Beach Medical Centre Trust be rescinded.</p>	Information communicated	COMPLETE
OP2019.2 04 Jul 2019	Proposal to Lease - Waihi Beach Community Centre Reserve - Menzshed - Waihi Beach Skate Park Group Update	RFM - RESERVES AND FACILITIES MANAGER	<p>1. THAT the Reserves and Facilities Manager's report dated 6 June 2019 and titled Proposal to Lease - Waihi Beach Community Centre Reserve - Menzshed be received.</p> <p>2. THAT the Operations and Monitoring Committee approves in principle the application by the proposed Waihi Beach Menzshed to lease an area of approximately 140m2 on Waihi Beach Community Centre Reserve to build and operate a MenzShed facility.</p> <p>3. THAT if approval in principle is given, such approval must not be construed by the applicant as a guarantee that all other consents required by any policy, by-law,</p>	The proposal to lease is currently going through the public consultation process before reporting back to Council. This MAS has been signed off as complete as there will be a separate report about any submissions going to Council	COMPLETE

			<p>regulation or statute, will be forthcoming. The applicant is responsible for obtaining all required consents at its own cost.</p> <p>4. If approval in principle is given, that staff be directed to publicly notify the proposal. Subsequent to public notification, Council will give due consideration to any submissions or objections received.</p> <p>5. THAT the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.</p>		
OP2019.5 04 Jul 2019	C.E. Miller Estate Bequest	EO6 - SENIOR GOVERNANCE ADVISOR	<p>1. THAT the Reserves & Facilities Manager's report dated 10 June 2019 and titled C.E. Miller Estate Bequest be received.</p> <p>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.</p> <p>3. THAT the Operations and Monitoring Committee recommends to Council that the administration and distribution of the C.E. Miller Estate funds be delegated to the Katikati Community Board, with the proviso that any legal advice from Council is required to be taken into account.</p>	Recommendatory Report from Operations and Monitoring Committee to Council - C.E. Miller Estate Bequest has been completed and will go to the next Council meeting for consideration.	COMPLETE
OP617.2 14 Sep 2017	Waihi Beach Top 10 Holiday Park Land Slip	RFM - RESERVES AND FACILITIES MANAGER	<p>1. THAT the Reserve and Facilities Manager's report dated 31 August 2017 and titled 'Waihi Beach Top 10 Holiday Park Land Slip' be received.</p> <p>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.</p> <p>3. THAT the Operations and Monitoring Committee recommends to Council that staff be directed to implement the following option: Option: Cost (ex GST): Funding Source: Timber Pole with \$180,000.00 General Rate inclined back slope Reserve Account</p>	<p>2/8/19 - Tender has been let and construction is underway.</p> <p>15/5/18 - The archaeological assessment is underway. In the meantime there has been some protection cloth and a geotech. sock put in place to mitigate any further erosion that could occur during significant weather events.</p> <p>15/3/18 - Unfortunately an Archaeological Authority needs to be granted from Heritage NZ as there have been several midden sites located along the embankment.</p>	COMPLETE
OP617.3 14	Kauri Point Reserve Road Slip	RFM - RESERVES	1. THAT the Reserve and Facilities Manager's	2/8/19 - Currently obtaining consents.	COMPLETE

Sep 2017		AND FACILITIES MANAGER	<p>report dated 29 August 2017 and titled 'Kauri Point Reserve - Road Slip' be received.</p> <p>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.</p> <p>3. THAT this matter lie on the table and staff report back to the Operations and Monitoring Committee with a full proposal (including costs), of realigning of the road at Kauri Point.</p>	<p>Tangata whenua and Kauri Point ratepayers association have been provide with regular updates. Subject to tenders, contractor availability and weather the work will be underway in October 2019.</p> <p>15/5/18 - The Archaeological authority has been issued and the geotech bores completed. The Geotech. Engineer is completing the preliminary investigation of the geotech results, before reporting to Council.</p>	
OP817.2 06 Dec 2017	Katikati Boating Club Proposed Lease - MacMillan Reserve Carpark	RFM - RESERVES AND FACILITIES MANAGER	<p>1. THAT the Reserves and Facilities Manager's report dated 21 November 2017 and titled "Katikati Boating Club Proposed Lease - MacMillan Reserve Carpark" be received.</p> <p>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.</p> <p>3. THAT the Operations and Monitoring Committee approves in principle entering into a lease with the Katikati Boating Club for an area of Reserve land (30m2) being part of Lot 1 DPS 28448.</p> <p>4. THAT such approval in principle must not be construed by the applicant, as a guarantee that all other consents required by any policy, by-law, regulation or statute, will be forthcoming. The applicant is responsible for obtaining all required consents at its own cost.</p> <p>5. THAT staff be directed to publicly notify the proposal in terms of Section 119 of the Reserves Act 1977 and to seek the consent of the Minister of Conservation.</p>	<p>15/5/18 - The MAS is changed back to under action as the applicant withdrew their application for a lease, until such time as they have considered an alternative site. Staff are working with the Boating Club over a new site before reporting back to the Committee.</p> <p>15/3/18 - A report considering the now 11 objections has been prepared for the 5 April Council Agenda. This MAS has been signed off as complete as there will be a new MAS generated as a result of the report to Council on 5 April 2018.</p>	COMPLETE