

**TAUPŌ DISTRICT COUNCIL  
MINUTES OF THE ORDINARY COUNCIL MEETING  
HELD AT THE COUNCIL CHAMBER, 107 HEUHEU STREET, TAUPŌ  
ON MONDAY, 9 JULY 2018 AT 9.30AM**

- PRESENT:** Cr Barry Hickling (in the Chair), Cr Rosanne Jollands, Cr Tangonui Kingi, Cr Anna Park, Cr Christine Rankin, Cr Maggie Stewart, Cr John Williamson
- IN ATTENDANCE:** Chief Executive, Head of Operations, Head of Democracy, Governance & Venues, Head of Community, Culture & Heritage, Infrastructure Manager, Asset Manager Transportation, Road Safety Coordinator, Policy Manager, Policy Advisor, Senior Administrator-Policy, Commercial Manager, Democratic Services Officer
- MEDIA AND PUBLIC:** Fifteen members of the public over the course of the day

Neither the Mayor nor the Deputy Mayor were in attendance, therefore members elected Cr Barry Hickling to Chair the meeting.

**TDC201807/01 RESOLUTION**

Moved: Cr Rosanne Jollands  
Seconded: Cr John Williamson

That Cr Barry Hickling be elected Chair for this meeting, in the absence of the Mayor and the Deputy Mayor.

**CARRIED**

**1 APOLOGIES**

**TDC201807/02 RESOLUTION**

Moved: Cr Anna Park  
Seconded: Cr Christine Rankin

That the apologies received from His Worship the Mayor, David Trewavas and Crs John Boddy, Rosie Harvey and Kirsty Trueman be accepted.

**CARRIED**

**2 CONFLICTS OF INTEREST**

Nil

**3 CONFIRMATION OF MINUTES**

Nil

**4 POLICY AND DECISION MAKING**

**4.1 HEARING OF SUBMISSIONS ON THE DRAFT SPEED LIMITS BYLAW 2018**

**TDC201807/03 RESOLUTION**

Moved: Cr Rosanne Jollands  
Seconded: Cr Christine Rankin

1. That Council receives submissions on the draft Speed Limits Bylaw 2018.

2. That Council accepts late submissions from the following submitters:

- Submitter 215
- Submitter 217
- Submitter 218

**CARRIED**

218 submissions on the draft Speed Limits Bylaw 2018 had been circulated to elected members, along with the feedback from the Facebook polls.

The following submitters spoke to their submissions, with additional points as noted.

**91 – Catriona Eagles**

- Following on from Taupō Primary School Board of Trustees' submission on the Council's Long-term Plan 2018-28 (LTP), Ms Eagles confirmed that the school is keen to work with Council to manage traffic, including investigating 'walking buses' and safe walking routes for children.
- Taupō Primary School is looking forward to further consultation in relation to the Transport Strategy – speed around the school needs to be carefully looked at as part of that process.
- Mapara Road – quite a few people who live on Mapara Road are concerned about speed (current average speed of traffic was 85km/hr). Increasing the 50km zone at least to Acacia Heights Drive or further could be a solution. Downhill speed is also a problem and it is anticipated that there will be an increase in walkers using the footpath in the future.

In answer to questions, Ms Eagles advised that:

- It was important to consider safe crossing points for children, pram and wheelchair users etc when planting around intersections. The higher trees are fine, but underplanting needs to be kept low.
- School zone options should be considered as part of the Transport Strategy. A range of suggestions had been made in the school's submission on the LTP.

**203 - Julie McLeod**

- Two focus points – Kinloch and Poihipi Road.
- Moved to Kinloch 1.5 years ago and had been monitoring how long it takes to make the trip into town – currently 15 minutes. If you slow things down, how long will it be before the trip takes 20 minutes?
- No-one drives 70km/hr on the road into Kinloch, most people drive at 80km/hr. There are not a lot of cyclists or walkers on the first bit from Whangamata Road. The 70km limit should stay, but do some communication around the need to stick to that and not do more. The next bit, from the Poplars to Kinloch should be lowered to 60km/hr, but there was no need to lower the whole stretch.
- Poihipi Road – over a six week period Ms McLeod had seen 11 cyclists in total. Council has just spent money to upgrade and widen Pohipi Road and the speed limit should support that. Yes, motorists need to be careful and slow down around cyclists, but if there are no cyclists around, the 100km/hr speed limit is appropriate. Lowering the speed on Pohipi to 80km will make the trip into town slower, and connectivity is key for Kinloch residents. Traffic lights on Norman Smith Street are also going to add delays to the trip and affect the desirability of living in Kinloch.

**162 - Rowan Sapsford and Peter Masters (Chairman) – Bike Taupō**

- Bike Taupō supports all proposed changes. Lower speeds will result in a much safer environment for cyclists. Keep in mind that cyclists come in all shapes, sizes and ages. Lowering the speed limits will not be the answer to all issues, but this is one step in the right direction to make things safer.
- It was hoped that the lower speed limits would encourage more people to get out of cars and onto bikes.
- Specific support for reduction in speed on Huka Falls Road outside the hub café – that area was very busy and with proposed developments will get even busier.

In answer to questions, the representatives advised that:

- They did not have an opinion on what the speed limit around the control gates should be, as long as it is clear that cyclists can get onto the bike path going down. The top part of the path was not legal as a bike path – that should be sorted out.

- The Norman Smith intersection was difficult to navigate as a cyclist, so reducing the speed of vehicles entering that intersection will reduce accidents.
- Cyclists should use the bike path wherever possible because going up the hill on a bike was very dangerous.

### **80 – Rowan Sapsford**

- Reduce the speed on Mapara Road from 70km/hr to 50km/hr. The current 70km means the traffic is travelling faster. This is a busy road with no carriageway and an increasing level of development on and access off this road, so the traffic volume will increase. Currently zoned low density residential and with an increasing number of driveways and residential streets. All other areas with this zoning are 70km or proposed lower.
- The grass berms on Mapara Road are currently used by walkers, including with dogs, café users, lake users, school kids catching the bus, commuters and recreational cyclists. In winter the conditions make it difficult to see. The lack of shoulder means that cyclists share the carriageway with cars.
- Reducing to 50km/hr will make the road safer, reduce the risk of accidents and reduce the mess of accidents.
- Mr Sapsford bikes this road often. He would like to let his kids bike to school, but at the moment it is too dangerous.

In answer to questions, Mr Sapsford advised that:

- Reducing the speed limit will bring the average speed limit down. This was not a silver bullet, but it would certainly help.
- He had only seen a Police car on the side of the road watching traffic once near the Acacia Bay – Mapara turnoff.

### **122 – Laurence Fisher**

- A resident of Arthur Crescent backing onto Crown Road, Mr Fisher is asking Council to shift the speed restriction sign (100km to 50km) from just past his house 600m away to the Mainfreight driveway.
- Truck breaking and vehicle noise was affecting Mr Fisher and his neighbours, both during the day and at night.
- Move the sign or make the whole road 50km/hr.

Mr Fisher answered questions of clarification and added that a lot more land would be developed in the industrial park – now is the time to get the speed limits right. This was a real health and safety issue.

### **196 and 194 – Chris Todd and Duncan Campbell – Todd Land Development Consultants Ltd**

Mr Todd tabled a document in support of the submission (A2267409) and together with Mr Campbell made a PowerPoint presentation (A2261065).

- Mr Todd is lead consultant and his company represents the developers of Lot 1 of the Taupō East Urban Lands (TEUL) retail and residential development; Mr Campbell is the traffic engineer.
- Has been working on Broadlands Road development for six months. Developer had entered into an agreement to purchase the land from Council and were expecting an approved resource consent for the subdivisions that will see six new lots created. Four lots were currently going through the planning / building compliance processes with businesses likely to be up and running by early 2018. The development also involved two intersections, one onto Broadlands Road (white arrow on map) and the other access onto Miro Street. Works would commence very soon with earthworks starting before the end of July, followed by the building work.
- A high profile building retail outlet will be established on lot 1, with business operations commencing on 1 April 2019.
- A speed limit assessment has been submitted to Council. NZTA's expectation for industrial/commercial developments is 60km/ph or less unless there are medians. The road area in question should not be a high speed environment, especially with buildings on both sides of road. In the long-term Broadlands Road would become an 80km/hr zone.
- The ETA (and grey area on map) is zoned industrial.
- Crash history - Miro Street intersection only one crash to date. In 2013, a motorcyclist was injured at the off ramp. Having a lower speed environment was better for safety.
- Council's proposal to introduce a 50km zone at Miro Street intersection – the submitter would like the speed change to be shifted up the road to a position just before the overbridge. This would better enable access on both sides of the road.

In answer to questions, Messrs Todd and Campbell advised that:

- Council could have an intermediate 60km zone in the area, but it was probably not recommended under the NZTA guidelines. Either way, it needs to be lower than 80km.
- The development would create an area for up to 450 dwellings and a small commercial area to support residents, especially the elderly. The developers want to see good integration between the residential and commercial areas. With the Carrus development to the south, this was a significant large growth area for Taupō.
- Mr Todd summarised the plan and timeline for the development. Mr Campbell added that designing for a high speed intersection would cost more and the area would be more dangerous, hence the request for the 50km zone to be moved further southwards.

Mr Campbell then spoke to his personal submission. As a resident of Wharewaka, he advised that an 80km zone between Rainbow Point and the Airport would not be appropriate in the long-term. This was because the area was only going to get busier with cyclists and pedestrians and 80km/hr would be an unsafe limit. 60km/hr would be more appropriate. Mr Campbell added that a roundabout at the entrance of the new Wharewaka subdivision would help lower the speed environment.

*The meeting adjourned at this point (10.34am) and reconvened at 10.56am.*

### **175 – Margaret Sagar - Pukawa Property Owners Association Inc**

Mrs Sagar tabled and read out a document in support of the submission (A2266794). She showed some videos driving on Pukawa Road (A2261068 and A2261070).

### **92 – Mike Bowie – Omori Kuratau**

- Mr Bowie thanked Council for the opportunity to present on behalf of Omori/Kuratau Ratepayers Associations (OKRA).
- Supports the Pukawa Property Owners Association (PPOA) application.
- Travels Omori Road many times daily as part of his job; hazardous particularly in the winter.
- Supports the application for reducing speed to 50km from SH41.
- Believes the proposed sub-speed restrictions are not enough. Pukawa Road has just been fixed. Concerned that vehicles traveling at 80km will undermine the road, and ongoing maintenance was another issue.
- Regarding Omori Road, concerned that the proposed reduction in speed from 100km/h to 80km/h from SH41 turn off to the Te Pohue Street intersection was still too fast and an accident waiting to happen. The road had many blind corners and was well used creating a situation where road users – in particular boats and trailers – were competing for space.
- The distance from the top of Te Pohue Street intersection to the Omori Store entrance was 100 metres. Omori store was a focal point and had a lot of vehicles entering and leaving the store and people attempting to cross the road. People coming downhill in cars and overtaking cars turning into the store created a blind spot and was an accident waiting to happen.
- Distributed an email to 700 residents and ratepayers. The community was delighted that speed limits were being reviewed. Of the 70% that opened the email, every response was supportive of at least the Council's recommendations (at minimum), with many considering that it was still not enough – should be 50km/h from exit off SH1.
- There should be consistency of speed limits on Te Puke, Pihanga and Omori roads – these should all be 50km/hr. The current 50km restriction should be moved around 300m up Te Puke Road to a point beyond the new residential development.
- There is agreement on new speeds, but the issue will be implementation. OKRA members do not want to see 'big sticks', but rather positive communication explaining to the community and visitors the fact that the speed limits are there for a good reason.

### **178 – Doug Ryrie**

Mr Ryrie was accompanied by his son. He showed two A3 sized documents as part of his presentation (A2267407) – a photograph of a campervan on Wairakei Drive outside the BP station; and a map of the Wairakei Resort area.

- Mr Ryrie lives in Wairakei village and works on Karetoto Road. There are a few areas of concern on his trip between home and work.
- Glad that Council is proposing to reduce the speed on Wairakei Drive, but the speed limit could be reduced further to 50km/hr or 60km/hr. This would improve safety for cyclists and pedestrians.
- Visibility on approach to Wairakei Resort is limited due to the narrow road shoulder and large tree affecting sight lines around the left hand bend. Pedestrians crossing from the resort to the BP station run the risk of being hit by southbound traffic. Southbound traffic has to move to avoid trucks turning into the BP station.
- Visibility for traffic turning right from Wairakei terraces is also limited if there are trucks turning, as shown in the photograph. There is still a risk of collision at 80km/hr, particularly involving long vehicles or trucks.
- Mountain bikers have a blind corner on the footpath / Wairakei bridge and could be forced onto the road if they encounter a vehicle travelling south.
- This is more of an urban environment, so the speed limit should be 50km/hr or 60km/hr or other ways to improve safety for cyclists and pedestrians should be considered.
- Karetoto Road and the section of road from Shooters golf range to the Prawn Park – these areas are not suited to increased speeds and should be 50km zones. There are parts where the road surface is uneven and traffic could lose control, especially in adverse conditions. Some pedestrians and mountain bikers using the grass verge could end up on the road as the verge is narrow in parts, so increasing the speed would make it more dangerous. Further north there is a blind corner between GNS Science and MB Century – increasing the speed would make things more complicated on an already difficult corner.

### **164 – Dennis Hancock**

Mr Hancock tabled his speaker notes (A2267398).

- Mr Hancock worked at Opus prior to retirement and was familiar with the process of setting speed limits in conjunction with NZTA. He does not object to the reduction of speed limits, however more of a solution is required.
- Submission continues on from Mr Hancock's LTP submission in relation to Norman Smith Street. The proposed reduction from 80km to 50km was acceptable, however it would not be responsible to change the speed limit and expect reductions to just happen. Overriding solutions should be discussed and agreed beforehand.
- For the southbound down hill lane, some form of traffic calming measure needs to be installed. This could include narrowing the line, installing safety bollards along the right side of the lane similar to the Countdown supermarket access. Or, painting zigzag or sideslash markings on approaches to pedestrian crossings; or painting false yellow judder bars. Noted that painting solutions cause texture issues, particularly in wet weather.
- Northbound uphill passing lane – this should be removed because it is redundant in a 50km zone. This would provide some of the traffic calming required for the proposed speed limit and would also provide space for a wider shoulder cycle lane up the hill. The extra room could also be used to install more effective raised median lanes at the Poihipi Road intersection.
- A full review of all safety and speed management measures is required.
- Realign Huka Falls Road intersection to join a large roundabout – this would provide traffic calming and retain the current free north bound turn into Poihipi Road. There is plenty of room to complete this design.
- Kiddle Drive – supports the proposed reduction from 80km to 50km, however the location requires a more comprehensive solution than just changing the speed limit. The hazardous crossing from Kiddle Drive to Arrowsmith Avenue is not immediately obvious. Get out the old safety audits done in the past and review them. Solutions to make crossing safer for pedestrians could include extending the existing raised median towards the Lake Terrace intersection; installing bias along the top of the raised median; and edge marker posts. Noted that this was a high maintenance solution, but it could assist to transition motorists to the new speed limit. The Kiddle Drive intersection should be raised and leveled to improve visibility.

### **202 – Belinda Walker – Kinloch Community Association**

Mrs Walker was accompanied by her two children. She tabled a document in support of the submission (A2267396) and made a PowerPoint presentation (A2261063).

- The Kinloch community had had input via workshops and surveys. Safety is one of the six key components in the Kinloch community plan.

- Supports proposals for Kinloch Road, but would like to see a package of safety for Kinloch including Whangamata Road; the foot- and cycle path; and reducing the speed limit in the village to 40km/hr. 2/3 of respondents to the survey supported the 40km/hr proposal for the village.

In answer to a question, Ms Walker advised that the markings on Poihipi Road, particularly in the windy part, are erratic – why does that area not have double yellow line markings?

At the conclusion of the hearing of submissions, in answer to a question, the Infrastructure Manager advised that once the speed limits had been set, staff would design appropriate safety measures to support new speed environments.

*The meeting adjourned again at this point (11.54am) and reconvened again at 12.25pm.*

#### **4.2 SPEED LIMITS BYLAW 2018**

Members discussed proposed speed limits for parts of the Taupō district in the following order: Mangakino, Kinloch, Acacia Bay, Taupō North, Taupō and Western Bays.

The Policy Advisor, the Asset Manager Transportation and the Road Safety Coordinator answered questions and showed maps on the screens upon request to support deliberations. The following points were noted:

- There had been two or three minor incidents on Kinloch Road. There was no pressing safety concern.
- Speed in Kinloch village would be considered as part of the development of a Speed Management Plan in 2019.
- The reduction in speed on Control Gates Hill would be implemented on 1 May 2019 to coincide with the new signals being installed.
- In 2008 when Wharewaka East was consented, it was agreed that the intersection would be built so that it could convert to a roundabout in the future, when traffic volumes increased.
- Staff would explore options for moving the 50km/hr section on Crown Road as raised by submitter #122, Mr Laurence Fisher, and report back to Council.
- Other roads' speed limits would be considered again as part of the development of the Speed Management Plan. Council would work with the community, including residents of roads like Mapara Road, Wairakei Terrace and Caroline Drive to decide upon appropriate solutions.

The Policy Advisor displayed proposed changes, including officers' recommended adjustments to the proposed changes following feedback from submissions, on screens in the Council Chamber (A2271956) and during deliberations the following further amendments were made (changes in *italics*):

- Kinloch – the current 70km/hr speed limit on Kinloch Road to apply *from Whangamata Road to just before the international golf course entrance, from that point to Kinloch to be 50km/hr.*
- Acacia Bay, Wakeman Road – reducing the current 70km/hr section to 50km/hr *from a safe and appropriate point from Brunette Drive.*
- Taupō North – reducing Wairakei Drive on the Control Gates Hill from 80 to 50km/hr – *delete following text "and then to 50km/hr before Norman Smith Street, subject to feasibility testing. If not feasible, 50km/hr as originally proposed."*

#### **TDC201807/04 RESOLUTION**

Moved: Cr Christine Rankin

Seconded: Cr Rosanne Jollands

That Council directs officers to include the following speed limits in the draft Speed Limits Bylaw 2018:

##### **Mangakino**

Reducing Lake Rd (from Waipapa Rd to 45m west of Rangatira Dr) from 100 to 80km/h

Reducing Rangatira Dr (from Waipapa Rd to 90m west of Huamai St) from 100 to 80km/h

##### **Kinloch**

Retaining the current 70km/h speed limit on Kinloch Rd from Whangamata Road to just before the international golf course entrance, from that point to Kinloch to be 50 km/h

**Acacia Bay**

Acacia Bay Rd - extending the town end 50km/h section 250m past Jarden Mile  
 Acacia Bay Rd - reducing the Acacia Bay Straight from 100 to 80km/h  
 Acacia Bay Rd - extending the Acacia Bay end 50km/h section 80m past Tupara Rd  
 Wakeman Rd - reducing the current 70km/h section to 50km/h from a safe and appropriate point from Brunette Drive

**Taupō North**

Reducing Poihipi Rd (from west of Watene Ln to 150m past Tukairangi Rd) from 100 to 80km/h  
 Reducing Poihipi Rd (from Wairakei Dr to west of Watene) from 100 to 50km/h  
 Reducing Wairakei Dr on the Control Gates Hill from 80 to 50km/h-  
 Reducing Wairakei Dr (North of the Control Gates Hill) from 100 to 80km/h  
 Reducing Huka Fall Rd (Southern end - 1675m to past the entrance to Hipapatua/Reid's Farm) from 80 to 50km/h, including Clearwater Ln and Ferndale Way  
 Reducing Huka Falls (from Hipapatua/Reid's Farm) and Huka Falls Loop Rd from 80 to 50km/h  
 Retaining the current 50km/h speed limit on Karetoto Rd (Huka Falls Rd to Prawn Park)  
 Changing Karetoto Rd (the link from Wairakei Drive) from 100 to 50km/h  
 Reducing Rapids Rd (the entire road) from 100 to 80km/h

**Taupō**

Reducing Lake Tce (150m from SH1 to 80m before the northern end of Rainbow Dr) from 100 to 80km/h  
 Changing the Lake Tce current 50/70km/h holiday section to permanently 50km/h and extend this 80m before the northern end of Rainbow Dr  
 Reducing Centennial Dr (extend 60km/h section to 50m past Owen Delany Park) from 100 to 60km/h  
 Reducing Tauhara Rd (from Rifle Range Rd to Miro St) from 70 to 50km/h  
 Reducing Napier Rd (from DeBretts to Lake Tce – current 80km/h section) from 80 to 50km/h  
 Reducing Napier Rd (200m from SH1 to DeBretts – current 100km/h section) from 100 to 80km/h  
 Reducing Kiddle Dr (current 80km/h section) from 80 to 50km/h  
 Reducing Crown Rd (current 100km/h section) from 100 to 80km/h

**Western Bays**

Reducing Omori Rd from Te Pohue Street West to Omori Stream Bridge (the existing 70km/h speed limit zone) from 70 to 50km/h  
 Reducing Omori Rd (from SH 41 to 110m past Ngaperu Way) from 100 to 60km/h  
 Reducing Pukawa Rd (from SH 41 to the town entrance – 80m from Kaiuru Ave) from 100 to 60km/h

**CARRIED**

**5 CONFIDENTIAL BUSINESS**

Nil

**The meeting closed at 1.20pm.**

**The minutes of this meeting were confirmed at the ordinary Council meeting held on 31 July 2018.**

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**CHAIRPERSON**