

ATTACHMENTS

Kinloch Representative Group Meeting

30 July 2020

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Kinloch Representative Group Action Sheet 2020				
Item No.	Meeting Date	Subject	Task	Status
4.1	28/02/2019	Proposed Toilet on Eastern Beach Reserve	Cr Jollands advised that the Parks Manager Sports & Horticulture was reviewing budgets to see if there was funds available (estimated at \$18k) for a toilet on the eastern beach reserve. At the 27 June meeting, a member raised that having a toilet before the upcoming spring / Christmas holidays was essential as visitor numbers peaked and this should not be held up because of the toilet strategy.	A section of boardwalk was installed to allow access to the agreed toilet site. A portaloos was sited prior to Christmas and users of the eastern beach area began utilising it immediately. The toilet has been cleared by the hire company on a 2 weekly cycle. They report that use has peaked and flowed over summer, with the 2 week clearance being sufficient. The Parks Operations Team will review the placement at the end of March. The portaloos was removed off site during Covid-19. Re-installing over the coming summer months can be arranged, however a more permanent facility would be an LTP item.
4.1	28/02/2019	Nisbet Terrace Reserve Maintenance	Complaints received about state of reserve track and access to the lake which had not been maintained for many years. Mr Brittain to forward photographs of the areas concerned to Cr Jollands who would follow up with the Parks Manager Sports & Horticulture.	Preliminary assessment of accessways leading from Kinloch Esplanade Reserve was undertaken by contractor. Costings for the three points have come back as Western access ("Nisbett Terrace") \$8,883.63 excl gst, Middle access \$6,101.03 excl gst and Eastern access (Shops end) \$5,729.77 excl gst. None of this work is currently budgeted for. Minor maintenance for one accessway is currently being scheduled with contractor.
3.1	27/06/2019	Installation of Cricket Net on Domain	A member requested an approximate confirmed date for when the cricket net would be installed on the domain so that other related matters could be sorted in the interim e.g consultation with adjacent neighbours.	The concrete pad for the cricket nets was laid prior to Christmas. Currently awaiting Kinloch community to install cricket mat surface and netting around the pitch. Update required from Kinloch Community Group.
4.3	29/08/2019	Removal of water vessels along Whangamata Stream	Council would notify the community and out-of-towners via WhatsApp, social media, Council's Connect newsletter (etc) that an amnesty period would be in place until Labour Weekend 2019 for owners to remove their water vessels (kayaks).	The Parks Manager Community & Open Spaces had been on site on 4th March. The kayaks that were there in 2019 had all been removed however there were a few new ones that had since appeared. Suggested communicating a new amnesty period to have those removed by the end of April (after Easter) otherwise Council would remove any leftover beyond that date. This operation was a great success with all vessels being removed by owners and none by Council. This item to be removed, no further action required other than Operation team having extra stickers to place on any new vessels appearing to advise of land ownership & to please take their vessels home.
New item received through feedback to Council	26/03/2020	Location of Kinloch - iSite and notice board	This item has been added for discussion in response to Council receiving feedback about the need for a community noticeboard and concerns about the location of the current isite.	For discussion.
New item received through service request	26/03/2020	Request to remove bin from Kinloch golf course	This item has been added for discussion in response to a request has been received from a member of the Kinloch Golf Club (on behalf of the club) to have the bin situated near the first hole at the corner of Lisland Drive & Kinloch Road removed reason being that the bin is frequently used by the general public on weekends to dump their rubbish and is often overflowing. To provide some background context in 2018 the bin was removed in line with Council's waste minimisation plan. Subsequently there were complaints received from members of the public through the KRG public forums on 8 November 2018 and 28 February 2019 requesting that the bin be reinstated; this resulted in the KRG directing officers to reinstate the bin. As KRG had made the decision to reinstate the bin then, officers feel it is appropriate that the KRG decide in this instance whether it is to be removed again and have therefore brought it before the members for consideration.	Operations team waiting on instructions as to remove the bin or not.

CONNECTING TAUPŌ 2020 – 2050

Taupō District Council Transport Strategy

PURPOSE OF THIS STRATEGY

This strategy sets out:

- The vision for transport in the district – the outcomes we will strive to achieve and the order of priorities.
- How we will deliver the vision – what we will do, the places where we will focus, and indicative time frames.
 - *Short-term is within 5 years*
 - *Medium-term is 5 – 15 years*
 - *Long-term is 15 – 30 years*
- How we will measure and report on success.

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CONNECTING TAUPŌ 2020 – 2050**Taupō District Council Transport Strategy****STRATEGIC CONTEXT**

Transport is our means of connecting to people and places. It connects us to job opportunities, education, health services, shops and essentials – like groceries and medicine. It connects us to our friends, families and communities. It connects us to social and cultural places – like marae or church. It connects us to recreational and social activities. It connects our goods to our customers, supporting our jobs and livelihoods.

Given its importance, Taupō District Council (the Council) must get the planning right. And with that comes a need to address some significant transport challenges.¹

- Increased traffic is creating barriers and safety concerns, especially for pedestrians
- Safety remains a top priority
- We will have to transition to low emission transport.
- We have an aging population who will require more user-friendly and forgiving intersections, pedestrian crossings, and footpaths.
- Car centric transport networks have delivered poor horizontal walking and cycling connections that traverse hills, and low walking and cycling rates
- We need to fully realise the outcomes of the Taupō Urban Commercial and Industrial Structure Plan, which identifies opportunities to improve economic and social interactions.
- Population growth in some areas along with continued growth in state highway traffic and tourism, plus seasonal influxes, are combining to place pressure on a few concentrated roads and intersections.
- We will face more severe and frequent weather events which will impact transport routes.

- Continued growth in national freight, which travels through and often stops in the district.
- Increased potential for new rural industrial activities which will increase the number of trucks on rural roads.
- Financial constraints and the need to be mindful of ongoing costs for areas with low populations and growth.

¹ A separate issues paper informed by consultation with the community, transport operators and other experts identifies and explains these challenges in more detail.

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Taupō District Council Transport Strategy

VISION

“Making it easier to get to the people and places we want, safely and sustainably.”

OUR COMMITMENT AND ORDER OF PRIORITIES

“We will maintain and enhance our transport networks so they are:

1. **Safe**

(safety remains the top priority)

Deaths and injuries on our roads are a huge trauma for the people and families involved – and a massive social and economic toll for our communities. Although most fatal and serious crashes in Taupō District occur on State Highways, which are the responsibility of Waka Kotahi (the NZ Transport Agency), the local impacts are significant. Local communities should not have to fear for their safety. We want Taupō to be safe district for people to live and visit.

2. **Inclusive**

(accessible and affordable so that getting around is not a barrier to anyone)

While transport is reasonably easy for most people, for a significant part of our community, getting around can be a real challenge including people who cannot drive or do not have a car, or people with disabilities.

The social and economic costs of people being unable to fully participate in society due to transport barriers can be large. Without good transport connections, people's independence is impacted. People can become isolated or excluded. Good, easy and safe transport is a key part of a good quality of life.

High quality, accessible paths and streets benefit everyone. They are better for people with wheels - including people in wheelchairs, on mobility scooters, pushing prams, and children on scooters. They reduce trip hazards. And they make our streets easier and more inviting for all.

3. **walking and cycling friendly to support sustainable choices**

Walking and cycling are healthy, environmentally conscious and social forms of transport and recreation. They promote a healthy and active lifestyle. Also, by walking or cycling instead of driving, we have less traffic, need less expensive road upgrades, and reduce harmful emissions that contribute to climate change. These are especially relevant with mental health, obesity, and climate change pressing issues in New Zealand, especially affecting our younger generations.

We want walking and cycling to be popular, easy and safe. To be popular, walking and cycling must be attractive and convenient. Having great walking and cycling opportunities helps make Taupō a great place to live and visit.

Whenever we do something, like a new development, or street improvement, we will ask the question – is this walking and cycling friendly?

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Taupō District Council Transport Strategy

4. *supporting the vibrancy of our town centres and fostering social and economic interactions*

Our towns are the heart of the district. They are where we get together for economic and social interactions. We want welcoming town streets that attract locals, shoppers and visitors, and foster economic and social opportunities.”

From a transport perspective that means our streets must be:

- easy to travel, and intuitive for visitors
- easy to stop and stay (e.g. park)
- easy to walk around
- vibrant and attractive
- provide seamless connections and interactions with recreational, social and economic spaces.

5. *well connected to the rest of New Zealand*

Taupō district needs strong connections to the rest of New Zealand to support economic and social opportunities. Our connections need to be efficient, affordable, and swift – closing the gap between Taupō district and the rest of New Zealand. Priorities are supporting:

- visitors and tourists coming to Taupō district
- business and employment opportunities with the largest and fastest growing areas of Auckland, Hamilton and Tauranga.
- getting goods to/from Auckland (our largest domestic market, import port and distribution centre), and Tauranga (New Zealand's largest export port)
- flights that support social and business connections with other parts of the country. In particular with Auckland, which has connections to the rest of the country, and to overseas.

6. *resilient and reliable*

Our transport networks provide vital and important connections. Keeping communities connected to necessary goods and services, jobs, and customers. We need to:

- understand the risks to these connections
- understand the potential impacts of closures or disruption
- ensure communities are prepared for the possibilities
- have plans in place to respond
- and invest to reduce risks where sensible.

7. *maintaining predictable travel times in the face of growth.*

One of the drawbacks of Taupo district, which sets us apart from larger cities, is the ease of getting around and short commute times. This frees up time for recreation, leisure, and family – and makes Taupō district a great place to live.

Over time, with growth, it may not be possible to retain the current ease of getting around. With strong seasonal and commuting peaks, and quiet roads the rest of the time, we will aim to manage growth and peaks by making the most of our existing networks without large expensive new roads, which would be unnecessary for much of the time.

Our focus will be on ensuring predictable and reliable travel times, rather than trying to prevent congestion at peak periods and provide additional infrastructure to cater to increased single person car trips. Slow but stable traffic flow, and a few minutes delay for commuters, and summer visitors is acceptable. But we will aim to plan to avoid regular risks of large unexpected delays, where traffic flow breaks down completely and causes uncertainty and disruption.

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Taupō District Council Transport Strategy

DELIVERING THIS STRATEGY THROUGH LONG-TERM PLANS

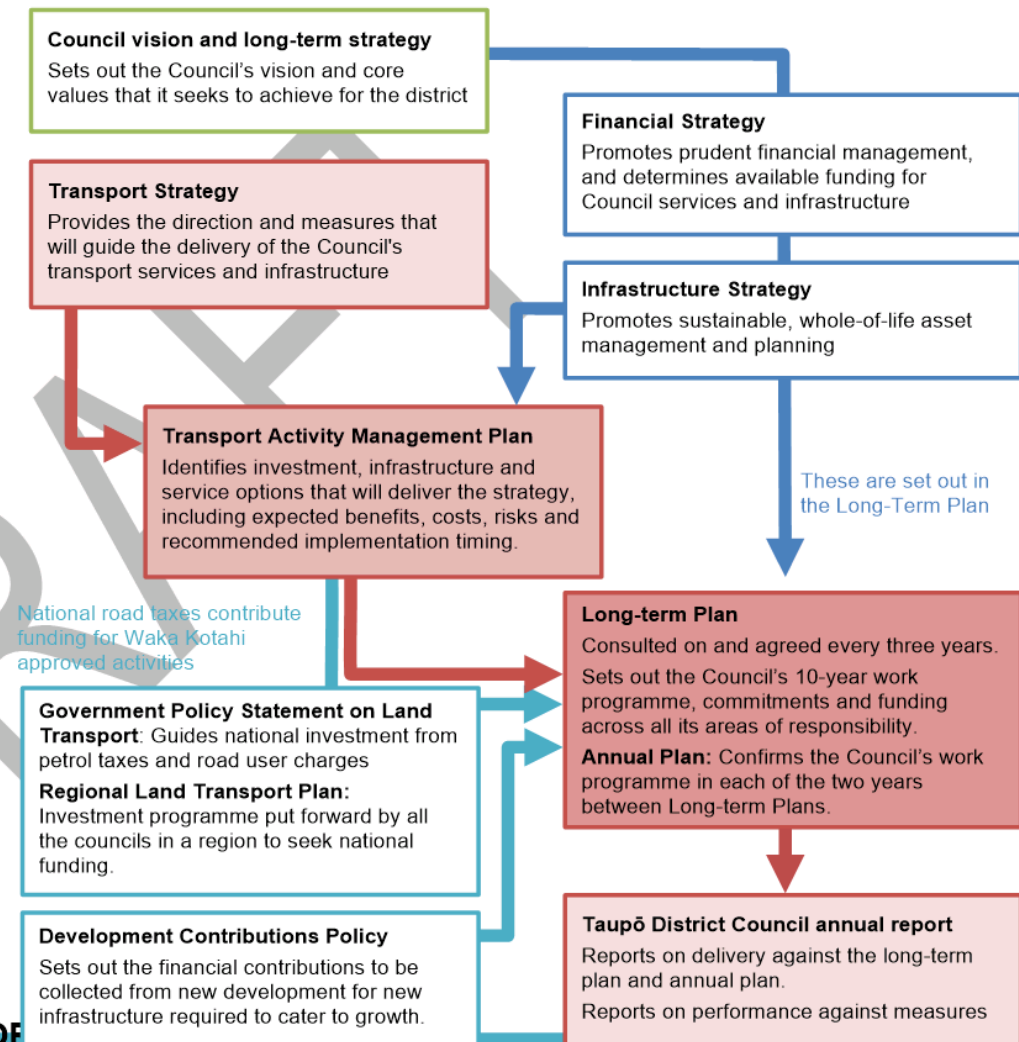
We have finite resources. Transport funding principally comes from our residents, through property rates and national fuel taxes and road user charges. Commitment and funding for projects requires weighing the needs and priorities across all council functions, including providing water, wastewater, stormwater, solid waste, community facilities, and community services. The Council must consider affordability and practise prudent financial management. This is done through the Council's *Long-term Plans*, which are consulted on and agreed every three years. A *Long-term Plan* sets out the Council's work programme, commitments and approves funding for projects.

This strategy will guide the investigation of projects and the development of the Council's *Transport Activity Management Plans*. *Transport Activity Management Plans* will identify the operational and investment options that can achieve the aims of this strategy. Asset management plans will identify individual projects and programmes, their expected benefits, costs, risks, recommended implementation timing and how they align with this strategy, its vision and outcomes.

To ensure value for money (in addition to direction in this strategy), all significant investment must be supported by a robust business case that demonstrates all feasible options have been considered and shows the preferred option will provide benefits that significantly outweigh the full costs (i.e. costs over the whole life of the investment).

Long-term Plans (also *Annual Plans*) will provide the funding for the options identified by the *Transport Activity Management Plans*.

Figure 1 – Framework for the delivery of this strategy



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CONNECTING TAUPŌ 2020 – 2050**Taupō District Council Transport Strategy****This Transport Strategy replaces previous strategies**

- Walking and cycling strategy (2010)

Other relevant Council strategies

This Transport Strategy sits alongside other key council strategies, including:

- Structure planning, including the Taupō Urban Commercial and Industrial Structure Plan (CISP).
- Economic development strategy
- TD2050 – growth management strategy
- Recreation strategy

Other Council plans and activities

The Transport Strategy will also guide other council activities and plans, including:

- Code of Practice – which sets design requirements and standards for new developments
- Reserve management plans, including the provision of walkways and paths
- Taupo District Plan, including the identification of major roadways, and land use controls to protect and support transport networks
- Speed management planning and speed limit register / bylaw
- Parking and traffic management and bylaw
- Tree and Vegetation Policy

Other national and regional strategies

The triennial Government Policy Statement on Land Transport, the triennial Regional Land Transport Plan, and Waikato Regional Public Transport plan will feed the direction of investment focus for the Council's Transport Activity Management Plans alongside this strategy.

Current direction, and other national and regional strategies and plans have informed this Transport Strategy as identified in the separate Issues Paper.

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Taupō District Council Transport Strategy

Responsibility for delivery

Councillors are responsible for ownership of this strategy, its direction and measures. Councillors are responsible for ensuring that it is appropriately prioritised, funded and delivered through the activities of the Taupō District Council.

The *Head of Department – Operational Services, Infrastructure Manager, and Asset Manager Transportation* are responsible for ensuring that this strategy, its direction and measures are embedded into operating plans, activity management plans, and reporting. They are responsible for ensuring that credible, considered options to deliver the strategy are put forward for consideration by Councillors as part of *Long-term Plan* and *Annual Plan* processes.

Reporting on delivery

Taupō District Council's annual report explains what transport investment and services it has delivered in the year, how this compared to the plan set out in the long-term plan and annual plans. It also reports on levels of service, performance measures and targets.

The *Annual Report* will report on progress on planned actions to deliver this strategy.

The measures (and any targets) in this strategy will be included in the *Transport Activity Management Plans, Long-term Plans* and *Annual Plans*. These will then be reported against in the *Annual Report*.

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Taupō District Council Transport Strategy

HOW WE WILL DELIVER THE VISION

1. Safe (safety remains the top priority)

1.1 Working in partnership with central government and Waka Kotahi (the NZ Transport Agency) to address unsafe or not fit-for-purpose State highways

Short – Medium-term

State Highway 1, especially between Turangi and Taupō, is a critical road for local traffic within Taupō District. It also faces significant truck and visitor traffic (including campervans), both of which have increased in recent years and are expected to continue increasing. The road needs to be fit for these purposes. It is currently substandard with safety issues in a number of places, including places where trucks cannot pass in opposite directions. We support moves to reduce speeds on this road, but believe engineering measures, such as centre wire barriers, will be required to achieve safer speeds and protect users. We will be proactive and engage with central government and Waka Kotahi (the NZ Transport Agency), who hold responsibility for State highways. We will use our participation in the Regional Transport Committee (which is tasked with determining the priorities for investment in the Waikato region) to put our case for improvements.

1.2 We will undertake rural road safety assessments and deliver a Rural Road Safety Programme of works

Ongoing

We will continue our long-term safety improvement programme for Poihipi Rd, Broadlands Rd, Waipapa Rd (which include road widening and corner improvements) and the major intersections on Wairakei Dr. In the short-medium term we will undertake new assessments of these roads to update our programme and expand the scope to include Whangamata Rd, reflecting recent and continued growth on these roads. These assessments will identify and confirm short-term (low cost), medium-term, and long-term options to improve safety. The assessments will then inform the ongoing Rural Road Safety Programme of works. In the short-medium term we will undertake assessments of other higher-growth or higher-risk roads, including Tirohanga Rd and Tutukau Rd.



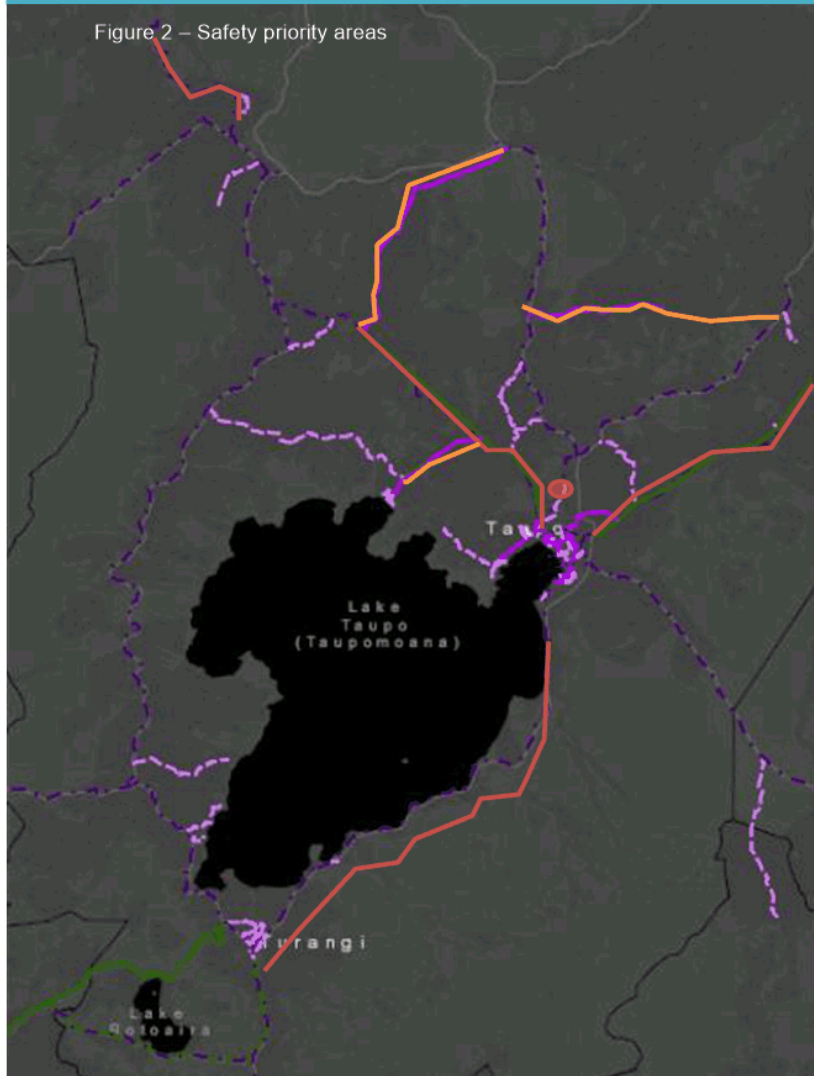
Photo source: Google Maps

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Figure 2 – Safety priority areas



Taupō District Council Transport Strategy

1.3 We will undertake urban road safety assessments and deliver an Urban Road Safety Programme of works *Ongoing*

Increased traffic is creating barriers and safety concerns, especially for pedestrians.

Safety assessments will include consideration of improvements to intersections, speed management, supporting pedestrian crossing (especially in identified walking routes, accessibility areas and school areas), and supporting improved cycling networks. We will start by looking at higher-growth, higher-risk and pedestrian areas, including Tongariro St, Lake Tce, Spa Rd, Titirapenga St, and Mere Rd. These assessments will then inform the ongoing Urban Road Safety Programme of works.



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Taupō District Council Transport Strategy

1.4 We will implement and regularly review speed management plans*Short-term*

We will support and implement the Waikato Regional speed management plan when it is developed.

We will develop and implement speed management plans for identified risk areas. We will consider the need to reduce speeds or upgrade the road to make existing speeds safe. Areas for priority assessment include:

- around schools
- walking and cycling routes and pedestrian crossings (especially to/from school)
- town and village areas.

1.5 We will deliver a programme of safety awareness and education*Ongoing*

The focus for education and awareness will be:

- high-risk and poor driver behaviours (as identified by Waka Kotahi as high and medium strategic safety focus issues)
- promoting driver awareness of walkers and cyclists to support safety and increased walking and cycling.

We will continue to support road safety campaigns, as part of the Waikato Regional Road Safety Education Group. We will continue work with the Police and other road safety partners and support the sustainability of existing collaborative programmes that aim to educate our young drivers, cyclists and pedestrians.

1.6 Taupo District Council will play an active role in road safety, alongside our road safety partners*Ongoing*

We will proactively raise concerns and issues that affect our district and engage with our road safety partners (including the Police, Waka Kotahi, transport operators, and lawmakers) to improve road safety in Taupō District.

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Taupō District Council Transport Strategy

2. Inclusive (accessible and affordable so that getting around is not a barrier to anyone)

2.1 We will provide reliable and accessible public transport *Ongoing*

We will continue to work with Waikato Regional Council to provide low cost, accessible bus services. Taupō District Council as a co-principle funder of bus services in the district, will have strong input into the provision of public bus services to ensure they meet the needs of our community.

Services will connect residential areas, and rural settlements of the district to local shops, medical facilities, education and recreational facilities. Together, we will provide regular, reliable, scheduled services to allow people to make appointments, plan errands, and make social commitments. This will reduce the isolation of rural communities and those without access to a car. It will also support connectivity for an aging population.

Regular and reliable bus connections from Turangi to Taupō, and Mangakino to Tokoroa are an important focus.

Over time we aim to increase public transport services, including more direct commuting services to Taupō to provide sustainable commuting options, and support employment opportunities for those without access to a car. The provision of services will be subject to the level of patronage to ensure it is effective, environmentally efficient, and affordable. Surveys and trials of services supported with proactive promotion and awareness campaigns may be used to test patronage levels. We will ensure that new residential developments cater for the future provision of public transport (for example, have allocated and designed spaces for bus stops).

Figure 3 – Accessible priority areas



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Taupō District Council Transport Strategy

2.2 We will make our towns and villages accessible and age friendly*Short – Medium-term*

We will provide enough mobility parking to meet the demographics of our district and visitors. We will undertake regular accessibility audits and deliver a programme of accessibility improvements. Priority areas are our towns and villages, including areas around medical facilities and swimming pool facilities. Following this we will examine popular recreational walks and reserves, retirement village areas and residential areas with a large aged-population.

Our *Code of Practice* will be updated and maintained to deliver best practice streets and paths and ensure that all new streets and paths will be designed for everyone to use including the mobility impaired. We will apply this same standard to any significant refurbishments or improvements to existing streets or paths, where possible.

We will undertake regular reviews (condition ratings) of all footpaths to ensure footpaths are smooth, well maintained, and vegetation is trimmed. This will support accessibility and promote walking, cycling and scootering. Priority areas are:

- identified accessibility areas
- school areas
- walking routes.

We will provide footpaths on at least one side of all urban streets to support easy accessibility.

We will work regularly with the Access Taupō Group to identify accessibility issues, solutions, and priorities. We will get the group's input into significant new developments and improvements to make sure that they are accessible and age-friendly.

We will support and promote refresher driving courses. We will promote consideration of age-friendly traffic design for drivers when undertaking traffic works or improvements.

We will:

- continue to support and fund the existing Total Mobility Scheme for the whole of Taupō district
- work with the Ministry of Education to assist their provision of suitable bus services for school children
- work with the Lakes District Health Board to assist their provision of suitable health transport services, including supporting public awareness of available services.

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Taupō District Council Transport Strategy

3. Walking and cycling friendly to support sustainable choices

3.1 We will develop a network of shared paths, both paved and off-road that connect communities to:

Medium-term

- local shops
- local schools and kindergartens
- local playgrounds and recreational areas
- Lake Taupō.

We will improve our walking and cycling networks. Priorities are:

- Creating well identified higher volume spines to make these attractive, inviting and safe with:
 - wide smooth paths
 - separated from road traffic
 - upgrade and improve intersections and road crossings
 - horizontal connections that traverse hills
 - apply crime prevention through environmental design (CPTED) principles
 - good lighting
 - rest areas and shady trees
 - art and other items of interest.
- improving the safety and increasing the ease of school and commuter routes, including widening busy footpaths, increasing space and road marking of cycleways, improve lighting, and improved intersections and safer crossings.

- improve feeder connections to key spines with the aim of avoiding people having to unnecessarily cross the road or get wet feet (e.g. grass path).
- improving cycling links between towns and recreational mountain biking tracks, and improved and safer connections between lake and river trail sections.

We will link and join these paths to provide a high quality connected shared path / active network that supports alternatives to car travel, including walking, cycling, E-bikes, E-scooters, mobility scooters, scooters, etc.

We will publicise improvements, and popular routes

Increased traffic is creating barriers and safety concerns, especially for pedestrians and cyclists. As part of our intersection and corridor improvement programme [safety action 1.3 refers], we will put priority on improving intersections and road crossings to support safe and easy connections of these paths and networks.

We will address gaps in the footpath and walking network, aiming to minimise road crossing, and un-formed or grass connections.

Priority areas are identified in *Figure 4*, and school and commuter routes identified by subsequent travel management plans.



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3.2 We will make our towns and villages walking and cycling friendly*Short–Medium-term*

We will ensure through our *Code of Practice*, *District Plan*, and structure planning processes that all new subdivisions are walking and cycling friendly, with easy and attractive connections and horizontal connections that traverse hills especially to community facilities, shops, parks, kindergartens and schools.

We will work with developers to provide quality off street links, where practical, including the use of gullies and reserves.

We will ensure that all new urban roads and paths are designed to support cyclists and pedestrian use. We will apply this same standard to any significant refurbishments or improvements to existing roads or paths, where possible. New streets, reserves and paths will be consistent with crime prevention through environmental design (CPTED) principles.

We will maintain a compact urban form for our towns through the Taupō District Plan.

We will aim to provide walking and cycling friendly villages, with slow speeds, and safe crossings that support pedestrians, including children accessing recreation areas and the lake.

We will aim to provide and maintain trees that support attractive streets and shelter, but avoid locations and species where roots and leaves interfere with footpaths and streets.

Public transport services will provide bike racks where possible.

3.3 We will undertake shared path management, including:*Short-term*

- developing clear rules for how shared paths should be used, including who has right of way, and what behaviours are unacceptable
- providing signs and other promotion to ensure public and user awareness around rules and expectations.
- if use is sufficiently high to justify dual pathways, and/or shared path management does not suitably manage conflicts, consideration of separating low-speed (walkers) and other activities (cyclists and e-scooters).

3.4 We will maintain a Tree and Vegetation Policy to prevent future planting that will create conflicts with transport networks, including leaf fall and footpath lifting and cracking from roots.*Ongoing***3.5 We will work with schools and employers to increase walking and cycling***Short-term*

We will work with schools, town centre businesses and large employers to develop travel management plans. These will identify where students and staff live, how they get to school/work, and any barriers to walking or cycling – for example lack of shower facilities. They will also aim to support other sustainable options, including use of electric vehicles or car-pooling for staff.

Travel management plans will support investigation of issues and investment decisions, including the identification of strategic walking and cycling routes and high-volume spines for improvement.

We will work with schools and other community organisations to provide safe walking and cycling education to children and new cyclists.

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Taupō District Council Transport Strategy

3.7 We will undertake a programme of cycling and pedestrian safety assessments and improvements *Short – Medium-term*

Priorities are improving difficult road crossing areas, higher risk areas, identified walking routes (including identified school walking and cycling routes, and high-importance accessibility areas) and our town and village centres. We will consider traffic calming and speed management in popular pedestrian areas.

3.8 We will undertake walking and cycling counts on key routes to measure success, support funding applications, and promote awareness

Short – Medium-term

3.9 We will support recreational walking and cycling, and the inclusion of Taupō District in the development of regionally and nationally connected networks *Short – Medium-term*

We will work with community groups (including Bike Taupō), the Department of Conservation and other landowners to provide and promote a range of recreational walks and bike tracks for locals and visitors alike.

We will work with community groups (including Bike Taupō), to support cycling skills and mountain bike training, including training and practice facilities.

We will ensure that Taupō district routes and networks are included in the development of regionally and nationally connected networks.

Supporting other sustainable choices

3.10 We will work with larger companies and fleet owners in the district to encourage their leadership, the uptake of sustainable freight, transportation and vehicles, and facilitate any opportunities for wider collaboration *Short– Medium-term*

We will support ride-sharing and car-pooling initiatives, for example by facilitating common pick/up drop off locations.

3.11 We will make Taupō District an electric car friendly destination

Short– Medium-term

We will promote convenient and easy electric vehicle charging carparks, that support visitors coming and enjoying the district.

Will ensure there are no undue barriers to market provision of electric vehicle charging facilities and carparks, including facilitating the provision of suitable locations.

We will consider the merits of provide electric bus services.

3.12 We will make Taupo district E-bike and E-scooter friendly

Medium-term

We will provide safe cycling routes, and support the provision of appropriate parking and charging facilities.

3.13 We acknowledge that our road network provides stormwater and we will aim to manage that in a way that protects our lakes and waterways.

Short– Medium-term

3.14 We will engage Waka Kotahi (the NZ Transport Agency) for significant safety improvements to high risk areas to reduce the potential for environmental damage as a result of a vehicle and/or its cargo falling into Lake Taupō or other waterways *Short– Medium-term*

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Taupō District Council Transport Strategy

4. Supporting the vibrancy of our town centres and fostering social and economic interactions

4.1 Ensuring our towns are easy and intuitive for visitors

Medium – Long-term

We will aim to provide an intuitive visitor heart for our towns and naturally direct visitors there. We will provide appropriate parking and other public services along with facilities to support visitors to stop, explore our towns, spend time and provide economic opportunities.

4.2 Deliver the [Taupo Urban Commercial and Industrial Structure Plan \(CISP\)](#), and its vision of creating multi-use, vibrant town streets that seamlessly link public leisure areas with hospitality and retail offerings

Short-term (subject to Government funding)

Increased traffic flows in Taupō will be accommodated by directing local and through traffic towards and along Titiraupenga St, with road and intersection improvements to support this traffic flow.

Gateway treatments will direct and invite visitor and stopping traffic into Tongariro St. Tongariro St will become a slow traffic area to support stopping, parking, pedestrian, economic and social activity.

Improved street design and alignment of Lake Tce and Tongariro St can create improved multi-use, vibrant public spaces that seamlessly connect public interest, rest and leisure spaces with town retail and hospitality offerings.

Over time improved street design of Ferry Rd and Story Pl will create more intuitive and efficient visitor parking areas, improved pedestrian spaces and links to town, the Tongariro Domain, and the Boat Harbour.

4.3 Ensure that Turangi town centre's road design, public parking, bus parking and walking and cycling connections support social and economic interactions.

Medium – Long-term

We will work with Waka Kotahi (the NZ Transport Agency) to create an attractive and inviting entrance that marks Turangi as a destination and reflects the pride of Turangi.

- A roundabout on State Highway 1 at Turangi is a priority to support this, and will better connect the community across State Highway 1.

We will be responsive to any future changes to Turangi town centre that aims to increase social and economic opportunities. Responses may include working with private developers and community groups to:

- Create visible, intuitive and attractive parking and stopping areas
- Create obvious and easy links to public toilets, play and picnic green areas, artworks, gardens and other interests
- Create seamless shopfront connections, that are visible and enticing
- Create improved links to the Tongariro River Trails
- Explore the potential opportunity for bus and shuttle links, where Turangi becomes an entrance point and hub for the Tongariro Crossing and Whakapapa Ski field and gondola.

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Taupō parking

4.4 Proactively manage Taupō town centre parking supply*Short – Medium-term*

We will maintain district plan rules that allow business to build on entire town centre lots without providing worker and customer parking. Instead Council will provide sufficient on-street and off-street parking for workers and customers as a collective pool. We will deliver an average occupancy across most areas of 85% for much of the year.

We will retain central Taupō free parking with 60 minute time limits in the short – medium-term.

We will:

- increase 2-3 hour visitor parking on Ferry Rd and Story place near Tongariro St
- provide sufficient longer vehicle parks in these areas for campervans, mini-vans, and cars with trailers, boats and caravans
- improve pedestrian crossing opportunities between these areas and the town centre.

We will increase 2–3 hour parking on the periphery of the town centre to cater to shoppers and others requiring more time, and to ease pressure on central 60-minute areas. Over time, increases in 2-3 hour parking may include some or all of the current off-street all day parks, with workers required to park further afield.

We will reduce the number of lanes on Tongariro St and consolidate bus parks to increase the number of 60 – 120 minute angled parks on the western side of Tongariro St.

We will increase and clearly identify worker parking areas (including new in-berm parking) within a 10 minute walk of the town centre. We will

improve walking links and pedestrian crossing opportunities between parking areas and the town centre to make them easy and attractive options. The district plan will require verandas on shopfronts on key walking corridors to provide sheltered walkways.

Paid parking (with the first 60 minutes free) may be considered in the medium – long-term, only if other options to improve parking are exhausted and fail to achieve effective parking rates of less than 85% for much of the year.

In the long-term, a parking building at Heuheu St to provide 2–3 hour visitor and shopper parking on lower levels and worker parking on higher levels will be considered if above measures, including paid parking, fail to provide adequate parking supply and effective parking occupancy rates of less than 85% for much of the year. Funding for a parking building would go through a long-term plan discussion, including how it ought to be paid for.

4.5 We will explore a new, additional, mobility parking hub in Story place, with accessibility connections to Taupō Town*Short – Medium-term***4.6 Regular monitoring and reporting of parking occupancy, including to understand daily and seasonal peaks and trends***Short-term*

We will provide information on parking options and areas to people to find the right park, including real time information as new technology allows.

4.7 Undertake parking enforcement to ensure priority and rotation of parks for customers*Short-term*

We will continue parking enforcement (e.g. ticketing) to promote parking circulation and turn-over consistent with parking time limits. Parking enforcement will focus on:

- busy times of day
- ensuring that workers do not take up parking meant for visitors (including by shuffling between time limited carparks) especially at busy times of year.

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We will use softer measures to promote compliance as new technology allows (for example text warnings), working with town employers to support worker parking in the right areas, and a reasonable grace period will be considered.

Taupō Bus hub

4.8 Provide suitable bus shelter and bus-parking facilities in the Taupō town centre to support tourism and visitors, and regional connections for locals. *Medium – Long-term*

Priorities are:

- Safe and efficient bus movements
- Quality shelter and protection from the weather
- Safe location, lighting, security (CCTV)
- Nearby toilets
- Nearby food and coffee
- Nearby shops to support economic opportunities
- Nearby parking and taxi services

Nice to have include:

- A veranda / rain protection over buses
- Locker facilities (to support exploring of town for short layovers / bus-transfers)
- Nearby picnic, recreation and playground areas
- Ticketing facilities
- WiFi
- PA system and customer support (alternatively electronic signage, with updates or alerts)

- Nearby to i-Site
- Nearby to accommodation to incorporate tour buses

4.9 When reducing the number of lanes on Tongariro St, we will look to consolidate and improve the quality of the bus infrastructure in Taupō town centre *Medium – Long-term*

- Providing quality facilities that will accommodate both scheduled regional bus services and tour buses provide an opportunity to create improved dedicated bus space that caters directly to both north and south bound traffic, either
 - At the northern end of Tongariro St, near the existing free public toilets.
 - or
 - close to the i-Site and super loo.

4.10 Maintain Turangi inter-regional bus stop outside the i-site with good links to public toilet *Ongoing*

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5. Well connected to the rest of New Zealand

Tourist connections

- 5.1 Work with other districts and Waka Kotahi (the NZ Transport Agency) to support the provision of coordinated tourist routes that are safe, and provide attractions, activities and stops that promote tourist activity and travel to Taupō district *Medium-term*

Priorities are great tourist links:

- between Taupō and Turangi
- to/from the mountains, and the south
- to/from Rotorua, and wider Bay of Plenty
- to/from Mangakino, the Waikato, and up to Auckland
- to/from the Hawke's Bay

Air services

- 5.2 Work with airlines to support the provision of regular, quality and affordable air services that connect Taupō to the rest of New Zealand *Medium-term*

We will engage with Air New Zealand for improvements to the connection of flights between Taupō and Australia via Auckland to improve our offering as a long-weekend destination (e.g. suitable times and reduced layover in Auckland).

In partnership with central government, we will provide a quality airport that aims "To operate a successful commercially viable business providing land and infrastructure for the safe, appropriate and efficient air transport needs of the Taupo district."

We will aim to provide easy connections between the Airport and Taupo town centre.

Bus connections

- 5.3 Work with bus operators, other districts and Waka Kotahi (the NZ Transport Agency) to support the provision of coordinated inter-regional bus services that support visitors coming to Taupō district and provide a quality car-free travel option *Medium-term*

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Freight and logistics

- 5.4 We will undertake a programme of bridge and culvert assessment to improve and increase High Productivity Motor Vehicle (HPMV) routes.** *Medium-term*

- 5.5 We will recognise the role of rural roads for moving freight, and work with industry and business to cater to these movements and support economic opportunities.**

- 5.6 Work with other districts, Waka Kotahi (the NZ Transport Agency), truck operators and industry to provide coordinated truck freight routes that are safe, provide suitable rest stops and passing opportunities** *Medium-term*

Priorities are improvements to SH 1 between Taupō and Turangi in recognition of the tight corners, safety concerns, growth in truck volumes, and the growth in tourists and campervans.

- 5.7 We will work with truck operators and industry groups to reduce the volume of truck travel in our urban and residential streets** *Medium-term*

We will zone industrial land close to state highway connections, and aim to minimise travel through residential areas through the Taupō District Plan.

Where truck congestion occurs, we will work with relevant businesses to organise appropriate wait areas, scheduling, or other arrangements to minimise road disruption, congestion and safety risks.

We will work with Waka Kotahi (the NZ Transport Agency) and other parties to provide and promote quality truck stop locations on the outskirts of our urban areas to support driver transfer and safety, and reduce the volume of truck travel in our urban and residential areas.

We will work with truck operators and industry groups to minimise the noise and vibration impacts of trucks on residential and commercial areas, including consideration of:

- route and travelling time management
- speed management
- engine break restrictions
- lower noise road surfaces.

- 5.8 The Taupō District Plan will aim to manage the risks associated with new large industrial activities in the rural environment that substantial increase the volume of trucks on unsuitable rural roads and/or create safety concerns through** *Short – Medium-term*

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6. Resilient and reliable**6.1 We will undertake risk assessments to identify risks to important transport connections***Medium – Long-term*

Assessments will identify the risk and potential impacts, the number of people affected, and likely length of time for reinstatement of transport connections. They will identify potential short (low-cost), medium and long-term improvement and mitigation options. They will also identify risk monitoring arrangements. Priorities are:

- routes that are identified as lifeline infrastructure
- routes that support the operation and reinstatement of lifeline infrastructure in an emergency event
- communities who might be isolated (where there are not alternative routes).

6.2 We will improve resilience on important routes as the opportunities arise. As a minimum, improvements will be made when these areas come up for significant renewal work or when it is efficient to coordinate with other works.*Medium – Long-term***6.3 We will investigate agreements with the Department of Conservation, forestry owners/operators and farmers to make use of any conservation and private roads or paths that may support the delivery of essentials like water, food and fuel to isolated communities and other civil defence and emergency management operations in the event of road failure. We note that these routes are unlikely to safely support civilian travel.***Short – Medium-term***6.4 We will have a risk monitoring programme, including regular review of structures, and tree assessments.***Short – Medium-term***6.5 We will engage Waka Kotahi (the NZ Transport Agency) to ensure that the State highways that connect our district are adequately maintained to be reliable so that service levels, including the number of closures and the time for reinstatement are acceptable.***Ongoing***DRAFT FOR PUBLIC CONSULTATION**

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7. Maintaining predictable travel times in the face of growth**7.1 Provide and protect our strategic road network and hierarchy***Short – Long-term*

We will deliver street designs (including parking) and treatments consistent with the function of key roads as identified in this strategy.

We will implement appropriate protection measures for the road classifications and functions identified in this strategy (Figure X) through the Taupō District Plan. These will include managing land use and road access (driveways) to support and protect appropriate road functions.

7.2 Monitor and manage traffic congestion impacts for both summer and commuter peaks*Short-term*

We will improve traffic counting / performance monitoring to give a year-round picture of road performance. We will undertake regular (every 3–6 years) traffic modelling and forecasting of regular peaks and road performance.

Forecast / modelled service levels of C or D (see figure X) will be considered acceptable for short peak periods – reflecting that a degree of congestion is acceptable, but we will aim to limit the risk of complete traffic breakdowns that make travel times unreliable.

Where service levels are forecast to become service levels of E or F (where there is greater risk of traffic breakdowns), we will aim to identify potential low-cost traffic improvements.

However, high-cost infrastructure measures, such as large intersection upgrades or increasing road lanes, will only be considered after other alternatives have been exhausted. These include:

- improving walking and cycling connections

- developing and implementing school and workplace travel plans
- consideration of park and walk/ride facilities
- traffic management for extreme peaks / events

High cost infrastructure measures will only be considered where the problem is expected to be severe and prolonged, and where the benefits outweigh the costs.

7.3 Traffic management for extreme peaks / events (including promotion of alternative entrances to Taupō)*Short-term***7.4 Planning for a second Taupō bridge and any other major infrastructure in advance of its need***Short – Medium-term*

Early investigation of options for a second Taupō Bridge at the Taupō Control Gates will determine the preferred location and alignment for a new bridge, as well as associated intersection and road upgrades to accommodate increased flows. The investigation will include solutions that support the shifting of local and through traffic to Titiraupenga St in line with the Taupō Commercial Industrial Structure Plan (CISP).

The investigation will also consider options with the objectives of providing a direct link to attract visitors to Tongariro St for parking and stopping.

A new bridge will also aim to achieve improved walking and cycling connections, especially for commuters and school students in northern Taupō suburbs.

While the building of a second bridge is likely to be a medium to long-term initiative, early planning is required so that options, costs, land, access and Iwi perspectives can be considered and addressed.

Planning will be undertaken in advance of need, so that a new bridge can be commenced swiftly, once alternatives have been exhausted and the need is demonstrated.

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While a second bridge is likely to be a necessary long-term requirement, before committing to a new bridge:

- an assessment of walking and cycling connections, and rectification of any significant short comings will be undertaken to support increases in walking and cycling, especially for commuting workers and school students, which may delay the need for a second Taupō bridge.
- Traffic management initiatives for extreme peaks and events will be undertaken to reduce pressure on the bridge connection, including promoting use of alternative entrances to Taupo, and consideration of possible park and walk / ride options.

Intersection and capacity improvements to receive increased bridge traffic volumes must be undertaken either at the same time as bridge, or prior to its completion.

Planning for any other required major infrastructure well in advance of its need will support it being able to be delivered in a timely manner. It will also allow the consideration of funding from population growth through Development Contributions.

7.5 Delivering the Taupō Commercial Industrial Structure Plan (CISP). *Short-term (subject to Government funding)*

First, Titirapenga St will be improved, including major intersections, to take increased traffic flows with traffic-calming (speed reduction measures) of Tongariro St to make it a stopping, parking, and pedestrian area.

Gateway treatments will direct and invite visitor and stopping traffic into Tongariro St. Local and through traffic will be diverted to Titirapenga St to:

- access to rear town areas

- access carparking areas
- continue through town to Spa Rd/Taupō Bridge or Lake Tce.

Traffic lights are likely to be a preferred option for at least one of any new major intersections on Spa Rd, as well as the intersection of Titirapenga St and Heuheu St, and the intersection of Titirapenga St and Tamamutu St. This will support identified strategic walking, cycling and high accessibility connections, including:

- Accessible crossing opportunities between the town centre and:
 - suburbs north of Taupō
 - the Countdown supermarket and shops north of Spa Rd
 - the medical areas on Heuheu St
 - Taupo-Nui -a-Tia College (at Tamamutu St).
- School crossing for Taupō Primary School to access the field area next to Toi-Ohomai Institute of Technology.
- Pedestrian crossing opportunities to access increased worker parking east of Titirapenga St.
- Commuter cycling access to Taupō town from the north, and east (along Tamamutu St).

Paora Hapi St will be protected as a potential new arterial route. It may become the major arterial connection between and Titirapenga St and a second Taupō bridge, to be determined through bridge investigation and planning.

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- 7.6 Develop and implement corridor management plans to improve the identified function of key roads, including consolidating access, side streets, crossing opportunities.** *Short-term*

Priorities are:

- Spa Rd (west of Taupō-nui-a-Tia College)
- Lake Tce (Two Mile Bay to Titiraupenga St).

- 7.7 Deliver an Intersection Improvement Programme** *Medium-term*

Subject to subject to monitoring to confirm true extent of traffic congestion, and exhausting all low-cost alternatives to reduce traffic congestion – as per **7.2** above.

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Getting the balance right – the function of our key roads

It's important that our main roads flow well, and people can get around easily. Having dedicated main roads that prioritise traffic flow support this.

In other areas, a balance needs to be struck. Feeder and side roads need to also support house and business access, street parking, cycleways and safe and easy pedestrian crossing opportunities. Town and village areas need to support social and economic interactions.

The following table and maps identify the functional classification of roads in Taupō district and their corresponding objectives and desired service levels.

Road classification ¹	Objectives and desired service-levels
National	Safe
link major population centres and transport hubs	Free flow of traffic at moderate-high speeds. Has priority at intersections with low wait times (typically less than 30 seconds is tolerable).
Regional	Limited scope for pedestrian crossing opportunities, except at traffic light-controlled intersections, or if under/over passes can be provided.
major connectors between and within regions	

Arterial
link regionally significant places and industries

Limited scope for on-road cycling facilities - separation is needed from busy, fast-moving traffic flows. All new infrastructure should support separated cycle lanes.

Land use must not interfere with traffic flow, for example has dedicated turning bays, and offstreet parking

Safe

Free flow of traffic at moderate-high speeds at most times. Small amounts of congestion and delays at peak times are tolerable where costs of increased capacity are large, and the delay time is a few minutes rather than 10s of minutes.

Usually has priority at intersections with low wait times (typically less than 30 seconds is tolerable).

Limited scope for crossing opportunities, except at traffic light-controlled intersections, or if under-over passes can be provided. May be able to provide median island and pedestrian refuges to allow pedestrian crossing opportunities – but traffic retains right of way.

May be dedicated cycle facilities if identified as a key cycling route – dedicated space and separation will be provided where possible, and intersections designed to be cycling-friendly.

Land use must not interfere with traffic flow, for example has dedicated turning bays, and offstreet parking

¹ Using the national 'one network road classifications'. See:
<https://www.nzta.govt.nz/assets/Road-Efficiency-Group/docs/ONRCPMsgeneralguide.pdf>

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Primary Collector link significant local populations and industries	<p>Safe</p> <p>Free flow of traffic at moderate speeds at most times. Small amounts of congestion and delays at peak times are tolerable where costs of increased capacity are large, and the delay time is a few minutes rather than 10s of minutes.</p> <p>Often has priority at intersections, but may need to balance wait times if it meets or crosses other large roads, with low-moderate wait times (up to 30 seconds is tolerable).</p> <p>May need to balance wait times if it crosses a priority walking route – through traffic light-controlled intersections, or signalised pedestrian crossings that halt the traffic flow. For less busy pedestrian areas median islands and pedestrian refuges may provide some crossing opportunities, but pedestrians give way to traffic.</p> <p>May be dedicated cycle facilities if identified as a key cycling route – dedicated space and separation will be provided where possible, and intersections designed to be cycling-friendly.</p>	<p>Access small roads facilitating daily activities</p>	<p>provided where possible, and intersections designed to be cycling friendly.</p> <p>Safe</p> <p>Pedestrian crossing opportunities</p> <p>Driveway and shop access opportunities</p> <p>Moderate flow of traffic at low-moderate speeds</p> <p>Often gives way at intersections, with moderate wait times (30–60 seconds is tolerable)</p> <p>May support cycling on road, with possible dedicated cycle facilities if identified as a key cycling route – dedicated space and separation may be provided where possible and cyclists numbers warrant it, and intersections designed to be cycling-friendly</p>
Secondary Collector provide secondary routes, can be the only route to some places	<p>Safe</p> <p>Free flow of traffic at low-moderate speeds at most times. Small amounts of congestion and delays at peak times are tolerable where costs of increased capacity are large, and the delay time is a few minutes rather than 10s of minutes.</p> <p>Sometimes has priority at intersections, but may give way if it crosses a priority walking route, or larger road, with moderate wait times (30–60 seconds is tolerable).</p> <p>May support cycling on road, or dedicated cycle facilities if identified as a key cycling route – dedicated space and separation will be</p>	<p>Place-making areas Community areas that facilitate economic, social interactions with roads limited to supporting attracting people, vehicle stopping and parking.</p>	<p>Safe</p> <p>High levels of pedestrian activity. An area that people enjoy walking in.</p> <p>Attracts visitors</p> <p>Space valued by communities.</p> <p>Limited / slow flow of traffic. Or no traffic.</p> <p>Moderate-high wait times at intersections (60–90 seconds is tolerable)</p> <p>Allowed low-speed cycling and share paths and spaces. Dedicated / high-speed cycle lanes not supported.</p>

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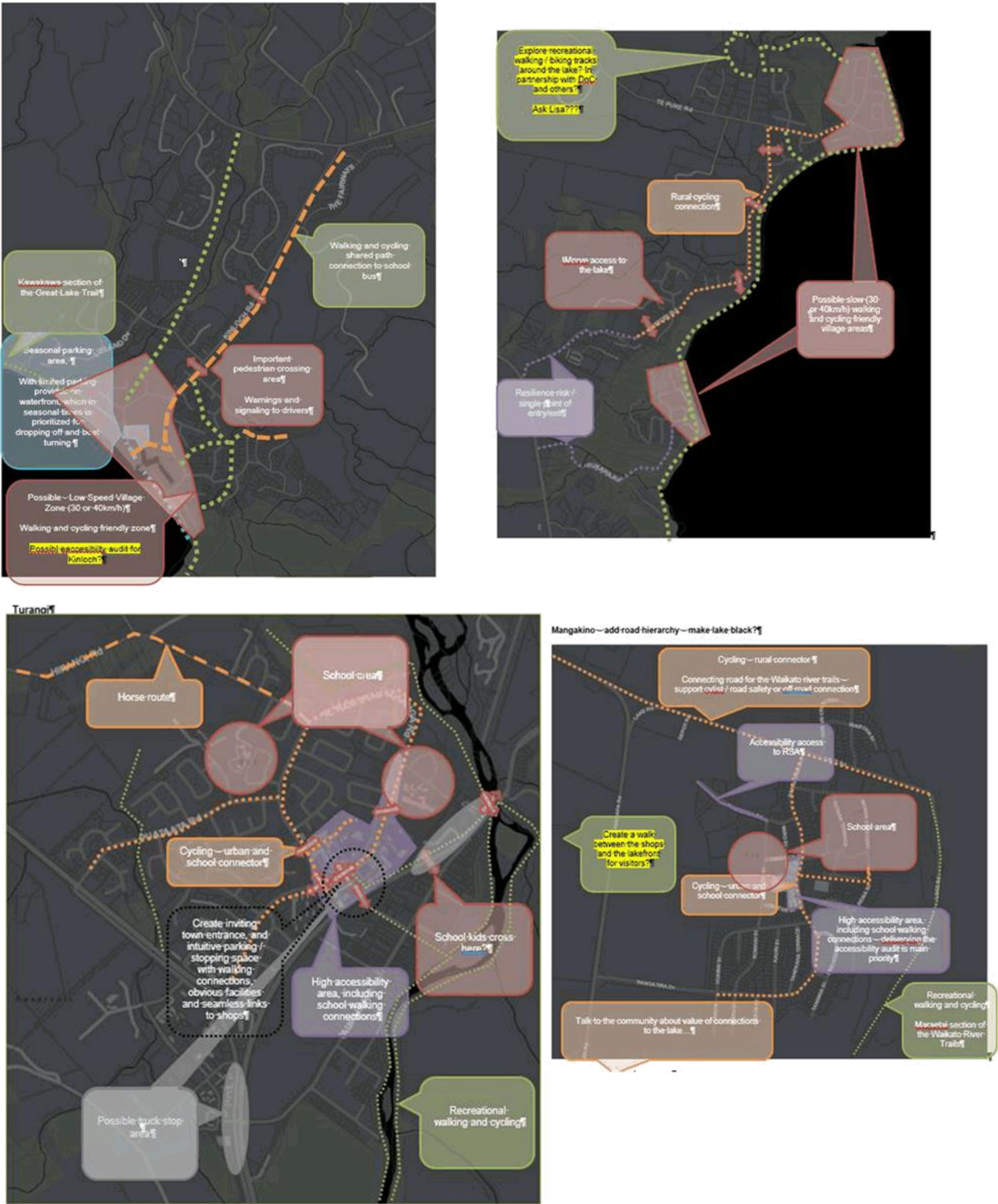
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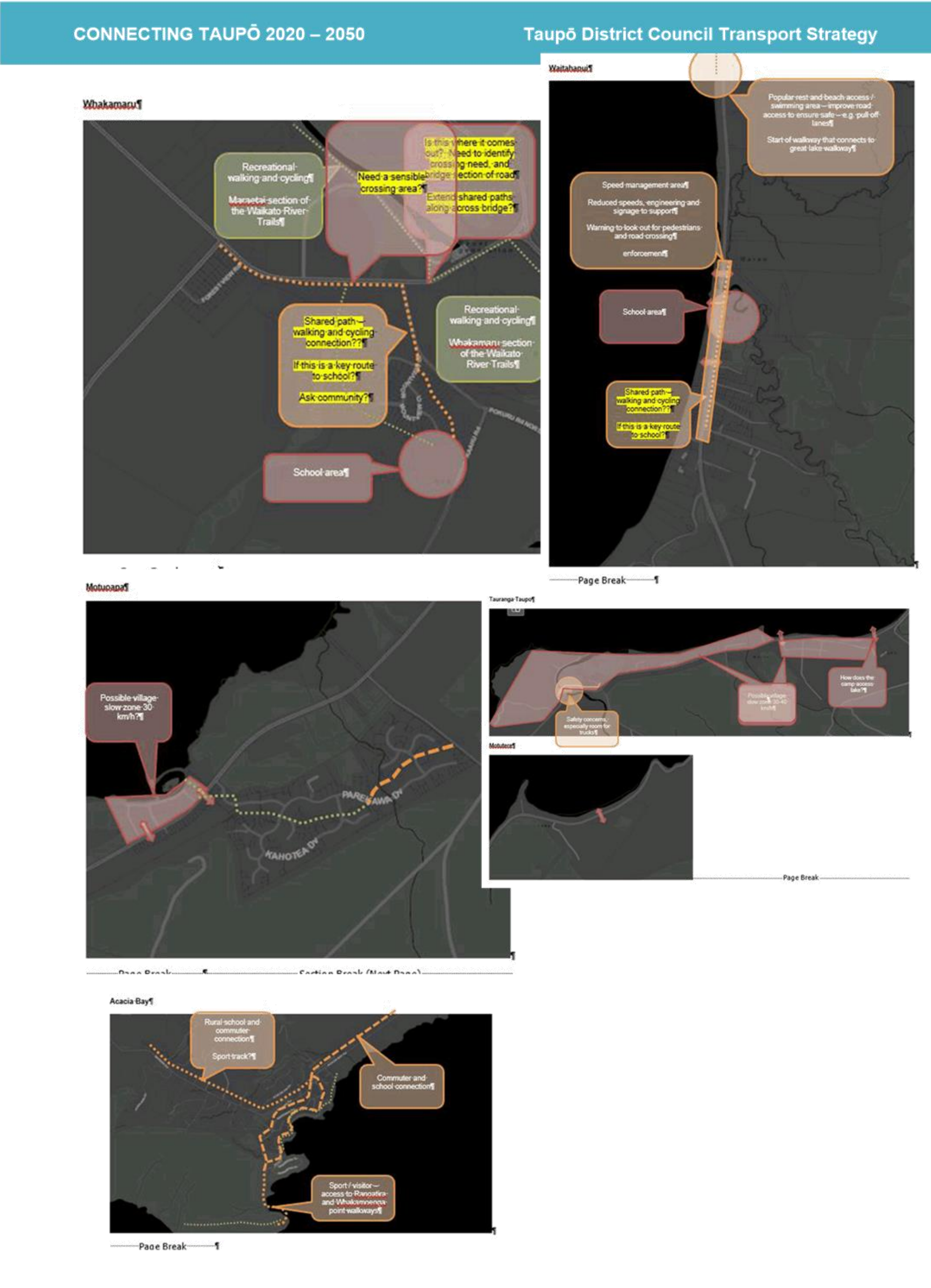
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AREA SUMMARIES





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MEASURING PERFORMANCE

Strategic priority	Delivery (output) measures	Success (outcome) measures
1. Safe	1.1 Summary of engagement on State highway safety actions undertaken in the year.	Number of deaths, and serious injury crashes on council roads ↳ 5-year trend of reduction
	1.2 Number of identified higher-risk rural roads and intersections which have / and have not had a safety assessment or review in last 5 years. Number of identified short-term, medium-term, and long-term rural road safety improvement actions which have been implemented / and have not been implemented	↳ 5-year average is low compared to other provincial areas Number of minor crashes and near misses on council roads.
	1.3 Number of identified higher-risk urban roads and intersections which have / and have not had a safety assessment or review in last 5 years. Number of identified short-term, medium-term, and long-term urban road safety improvement actions which have been implemented / and have not been implemented	Number of deaths, and serious injury crashes on State highways ↳ 5-year trend of reduction ↳ 5-year average is low compared to other provincial areas
	1.4 Speed management plans in place / not in place for school areas, towns and villages.	Number of minor crashes and near misses on State highways.
	1.5 Summary of safety awareness and education actions undertaken in the year.	
	1.6 Summary of road safety actions and engagement undertaken in the year.	

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MEASURING PERFORMANCE

Strategic priority	Delivery (output) measures	Success (outcome) measures
2. Inclusive (accessible and affordable so that getting around is not a barrier to anyone)	<p>2.1 Summary of public services provided in the year, including areas of the district catered to, and areas without services.</p> <p>2.2 Number of identified important accessible areas intersections which have / and have not had an accessibility assessment or review in last 5 years.</p> <p>Number of identified short-term, medium-term, and long-term accessibility improvement actions which have been implemented / and have not been implemented</p>	<p>Average bus patronage by service</p> <p>Bus reliability / timeliness (e.g. how often bus is within 10 mins of scheduled time as percentage)</p> <p>Cost of bus services compared to other provincial areas for similar distance services.</p> <p>% of suburban areas (population) connected by daily buses</p> <p>% of rural areas and towns (population) connected by weekly buses</p>

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MEASURING PERFORMANCE

Strategic priority	Delivery (output) measures	Success (outcome) measures
3. Walking and cycling friendly to support sustainable choices	3.1 Summary of improvements to walking and cycling networks, including parts of the strategic spines that are assessed as good, or needing improvement.	Walking counts on key spines, including <ul style="list-style-type: none"> Great Lake Pathway Control gates bridge
	3.2 Code of Practice is regularly reviewed and up to date.	% of urban school students regularly walking, cycling, or scootering (etc) to school
	3.3 Summary of shared path management actions	↳ May undertake surveys with schools as part of travel management plans.
	3.4 Tree and vegetation policy is regularly reviewed and up to date.	
	3.5 Number of schools with / without travel management plans	
	Number of large businesses with / without travel management plans	% of urban employees regularly walking / cycling to work
	3.6 Number of identified higher risk pedestrian crossing or cycling areas which have / and have not had an accessibility assessment or review in last 5 years.	↳ 5-yearly census data (main means of travelling to work)
	3.7 Summary of walking counts undertaken on key routes	↳ May undertake surveys with Taupo chamber of business and Town Centre Taupo
	3.8 Summary of improvements to recreational walking and cycling tracks, and Council's involvement	Number of deaths and injuries involving pedestrians / cyclists
	Other sustainable choices	↳ 5-year trend of reduction
	3.9 – 3.13 Summary of actions taken	↳ 5-year average is low compared to other provincial areas
	3.10 Number and share (%) of electric charging carparks compared to proportion of national fleet.	

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MEASURING PERFORMANCE

Strategic priority	Delivery (output) measures	Success (outcome) measures
4. Promote vibrant towns that foster social and economic interactions	4.1 Summary of action to promote visitors	Parking occupancy rates, including duration (hours per day) and frequency (days per year) over 85% occupied. Public parking supply (including annual changes for 5-year period) Annual Taupo and Turangi town centre turnover (\$). Visitor average stay (hours) and spend (\$)
	4.2 Summary of action to deliver the CISP	
	4.3 Summary of actions to improve Turangi entranceway and town centre streetscapes.	
	4.4 – 4.7 Summary of parking actions taken	
	4.8 – 4.10 Summary of bus parking and facilities actions taken	
5. Well connected to the rest of New Zealand	5.1 – 5.3 Summary of action taken	Number of regional bus services
	5.4 – 5.8 Summary of action taken	Number of regional air-services Truck counts into Taupō town.
6. Resilient and reliable	6.1 Number of identified higher-risk important transport connections which have / and have not had a risk assessment or review in last 5 years.	
	6.2 Number of identified short-term, medium-term, and long-term accessibility improvement actions which have been implemented / and have not been implemented	
	6.3 – 6.5 Summary of action taken	

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MEASURING PERFORMANCE

Strategic priority	Delivery (output) measures	Success (outcome) measures
7. Maintaining predictable and reasonable travel times in the face of growth	<p>7.1 Nil</p> <p>7.2 – 7.3 Summary of traffic management actions for peaks times of year and events</p> <p>7.4 – 7.7 Summary of traffic improvement actions (investigated, planned, and implemented)</p>	<p>Travel time variability on key routes, including (travel times at peaks compared to normal times, including duration (hours of the day) and frequency (days per year):</p> <ul style="list-style-type: none"> • Acacia bay shops to Taupo Town centre (Via Norman Smith St) • Richmond Heights shops to Taupo Town centre (via Hawaii St / Lake Tce) • Miro St to Taupo town centre (via Spa Rd) • Paetiki shops to Taupo town centre (via Rifle Range Rd) • Kinloch (shops) – Taupō town (via Poihipi Rd / Control Gates Hill) <p>Summer and peak performance, travel time variability (travel times at peaks compared to normal times, including duration (hours of the day) and frequency (days per year), including:</p> <ul style="list-style-type: none"> • Control Gates Hill entrance into Taupō Town • Lake Tce entrance into Taupō Town

CONNECTING TAUPŌ 2020 – 2050

Issues paper

PURPOSE

This paper sets out the main issues and opportunities that drive the strategic context and direction of Taupō District Council's transport Strategy: *Connecting Taupō 2020 – 2050*. These were identified in consultation with the community, transport operators, other experts, and from the commissioning of expert traffic and parking assessments.

This paper is provided to support discussion and consultation on the draft Transport Strategy. Other supporting documents include:

- Taupō District Council – Car parking survey 2018/19
- Abley (traffic consultants) – Carpark analysis for CAB building
- Abley (traffic consultants) – parking management options
- Abley (traffic consultants) – performance measures
- Abley (traffic consultants) – bus hub assessment
- Abley (traffic consultants) – traffic assessment

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CONNECTING TAUPŌ 2020 – 2050**Issues paper****EXECUTIVE SUMMARY**

Transport is our means of connecting to people and places. It connects us to job opportunities, education, health services, shops and essentials – like groceries and medicine. It connects us to our friends, families and communities. It connects us to social and cultural places – like marae or church. It connects us to recreational and social activities. It connects our goods to our customers, supporting our jobs and livelihoods.

Given its importance, Taupō District Council (the Council) must get the planning right. And with that comes a need to address some significant transport challenges.¹

- Increased traffic is creating barriers and safety concerns, especially for pedestrians
- Safety remains a top priority
- We will have to transition to low emission transport.
- We have an aging population who will require more user-friendly and forgiving intersections, pedestrian crossings, and footpaths.
- Car centric transport networks have delivered poor horizontal walking and cycling connections that traverse hills, and low walking and cycling rates
- We need to fully realise the outcomes of the Taupō Commercial Industrial Structure Plan, which identifies opportunities to improve economic and social interactions.
- Population growth in some areas along with continued growth in visitors and tourism, plus seasonal influxes, are combining to place pressure on a few concentrated roads and intersections.
- We will face more severe and frequent weather events which will impact transport routes.
- Continued growth in national freight, which travels through and often stops in the district.

- Increased potential for new rural industrial activities which will increase the number of trucks on rural roads.
- Financial constraints and the need to be mindful of ongoing costs for areas with low populations and growth.

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IDENTIFIED ISSUES AND OPPORTUNITIES

1. Safety remains the top priority

1.1 We need to reduce the number of deaths and injuries on roads in our district

- Taupo Taupō district has had a high number of deaths on council roads in the last 5 years, marked by a few crashes with multiple fatalities.
- Taupō has a moderately high number of serious injury crashes on state highways.

1.2 Most of the deaths and injuries in Taupō District occur on State highways.

- Taupō district has had a very high number of State highway deaths, and a high proportion of serious crashes have fatalities, along with our neighbours South Waikato.
- Taupō has an average number of serious injury crashes on council roads.

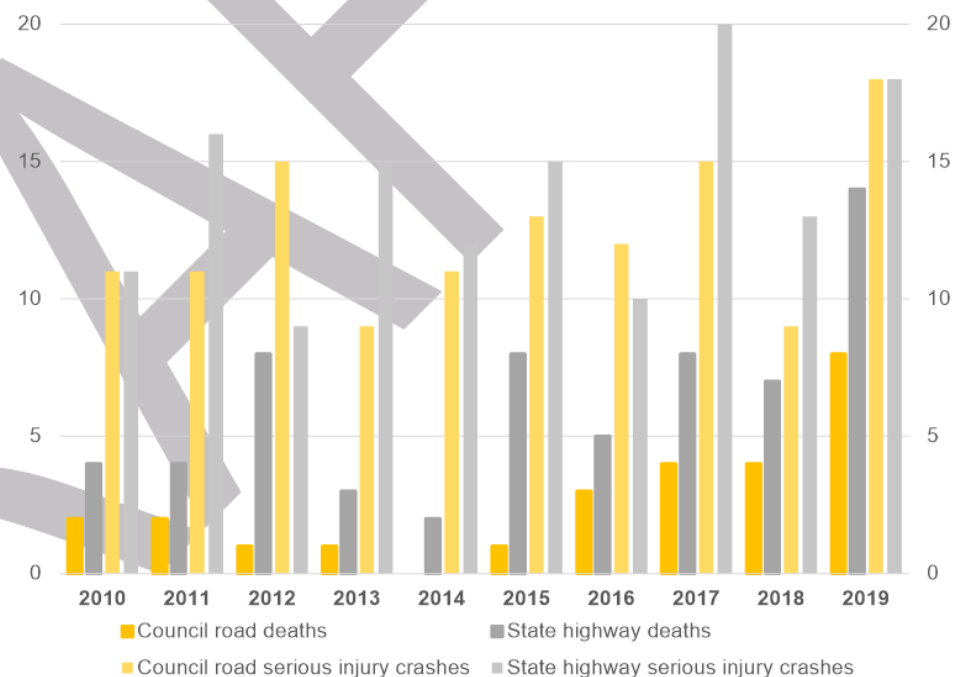
1.3 State highway 1, especially between Turangi and Taupō needs safety improvement.

- It is a critical road for local traffic within Taupō District.
- It faces significant truck and visitor traffic (including campervans), both of which have increased in recent years and are expected to continue increasing.
- The road needs to be fit for these purposes. It is currently substandard with safety issues in a number of places.

Figure 1 – Annual road deaths and serious injuries in Taupō District

Taupō district has 12 deaths and 29 serious injury crashes on its roads each year (5-year average).

8 of these deaths (two thirds) and over half of serious injury crashes (53%) occur on State highways, which are managed by Waka Kotahi (the NZ Transport Agency).



Data Source: [NZTA open crash analysis system](#), 2020

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Figure 2 – Annual deaths on council roads and state highways

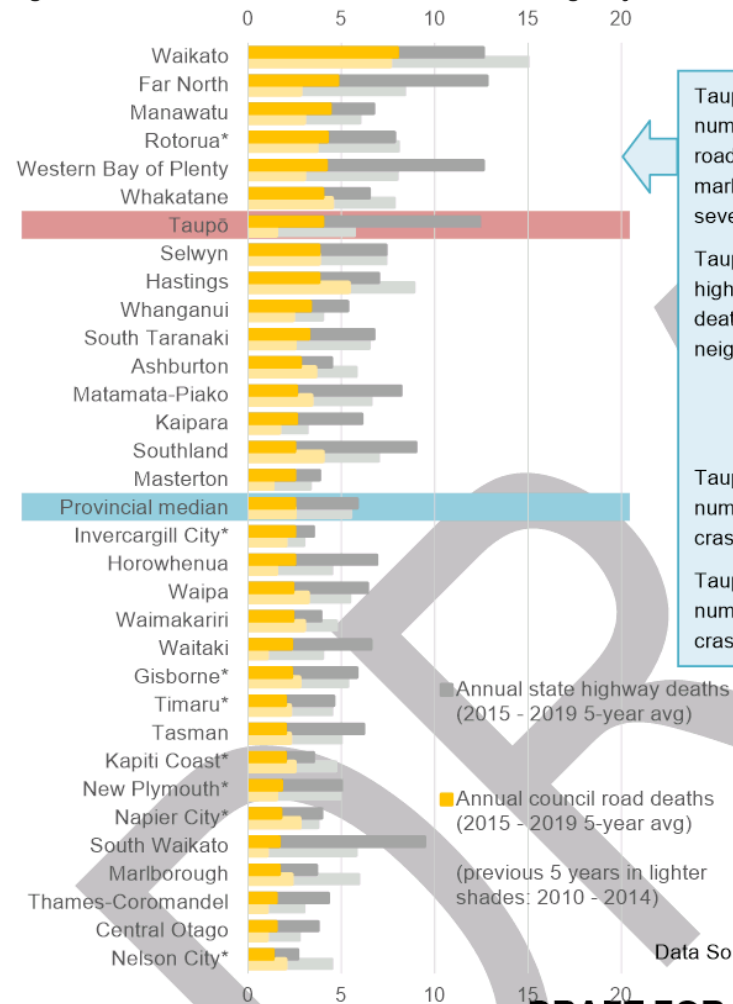
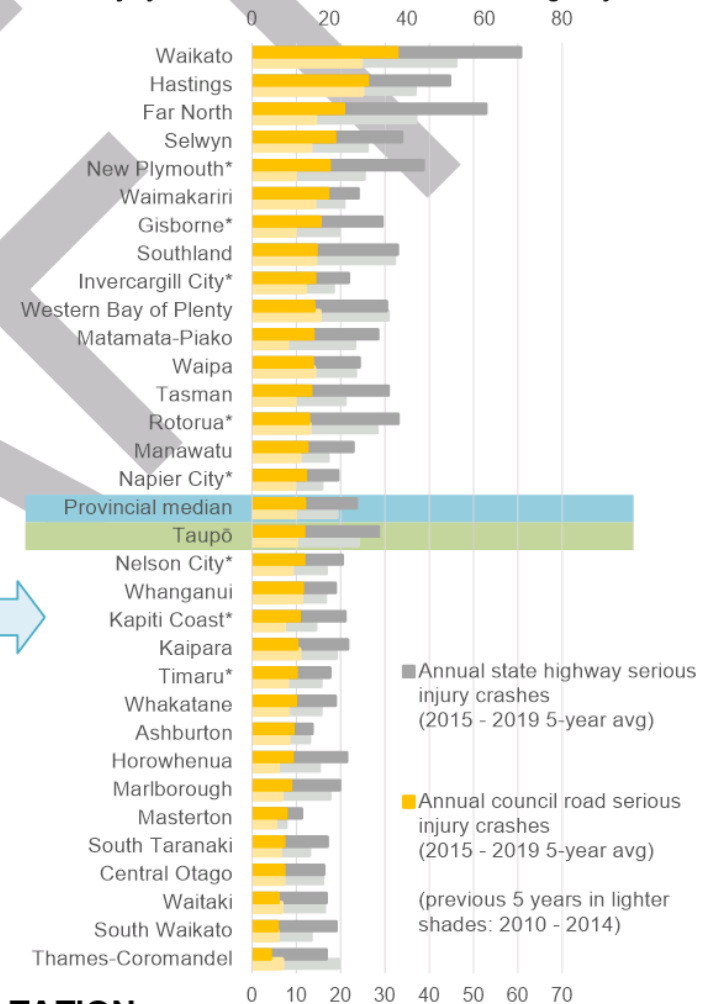


Figure 3 – Annual serious injury crashes on council roads and state highways



Taupō district has had a high number of deaths on council roads in the last 5 years, marked by a few crashes with several fatalities.

Taupō district has had a very high number of State highway deaths, along with our neighbours South Waikato.

Taupō has an average number of serious injury crashes on council roads.

Taupō has a moderately high number of serious injury crashes on state highways.

Data Source: NZTA, crash analysis system (CAS), 2020

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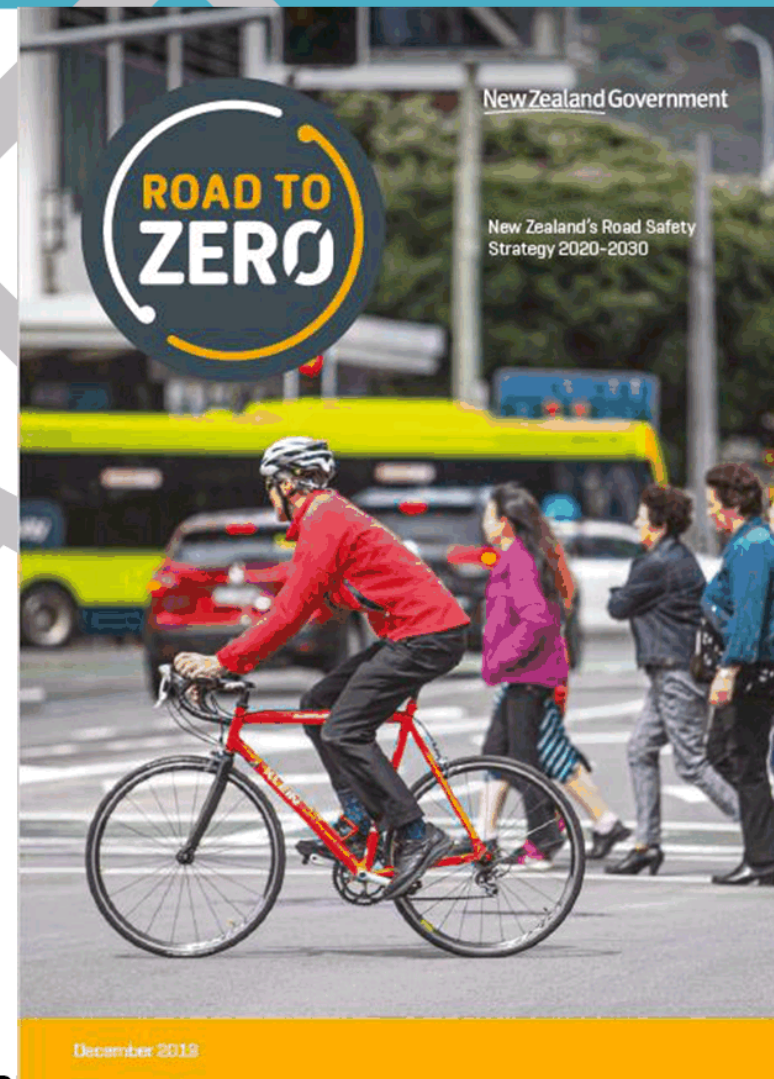
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1.4 Road to Zero: NZ's road safety strategy 2020-2030 (Dec 2019)

- Vision: "A New Zealand where no one is killed or seriously injured in road crashes."
- Intermediate target: Reducing deaths and serious injuries by 40% by 2030.
- Focus area of "Infrastructure improvements and speed management"
- [Action plan \(2020-2022\)](#) has the actions:
 - "Invest more in safety treatments and infrastructure improvements"
 - Introduce a new approach to tackling unsafe speeds
 - Enhance safety and accessibility of footpaths, bike lanes and cycleways"
- Principles based on a safe system approach, which acknowledges that people make mistakes and uses road engineering to make our roads as forgiving as possible:
 - We promote good choices but plan for mistakes
 - We design for human vulnerability
 - We strengthen all parts of the road transport system
 - We have a shared responsibility for improving road safety
 - Our actions are grounded in evidence and evaluated
 - Our road safety actions support health, wellbeing and liveable places
 - We make safety a critical decision-making priority.

1.5 The Waikato Regional Road Safety Strategy (2017) direct us to:

- increase speed management
- address higher-risk rural roads
- address higher-risk urban intersections
 - because higher speeds, and head or side-on impacts are the deadliest.
 - even if not the cause of a crash, reducing the speed of vehicles reduces the impact in a crash.



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1.6 Increased traffic is creating barriers and safety concerns, especially for pedestrians

1.7 Most safety issues are due to driver behaviour:

- Poor observation
- Speed
- Alcohol.

1.8 On state highway in Taupō District there is a very high number of crashes involving;

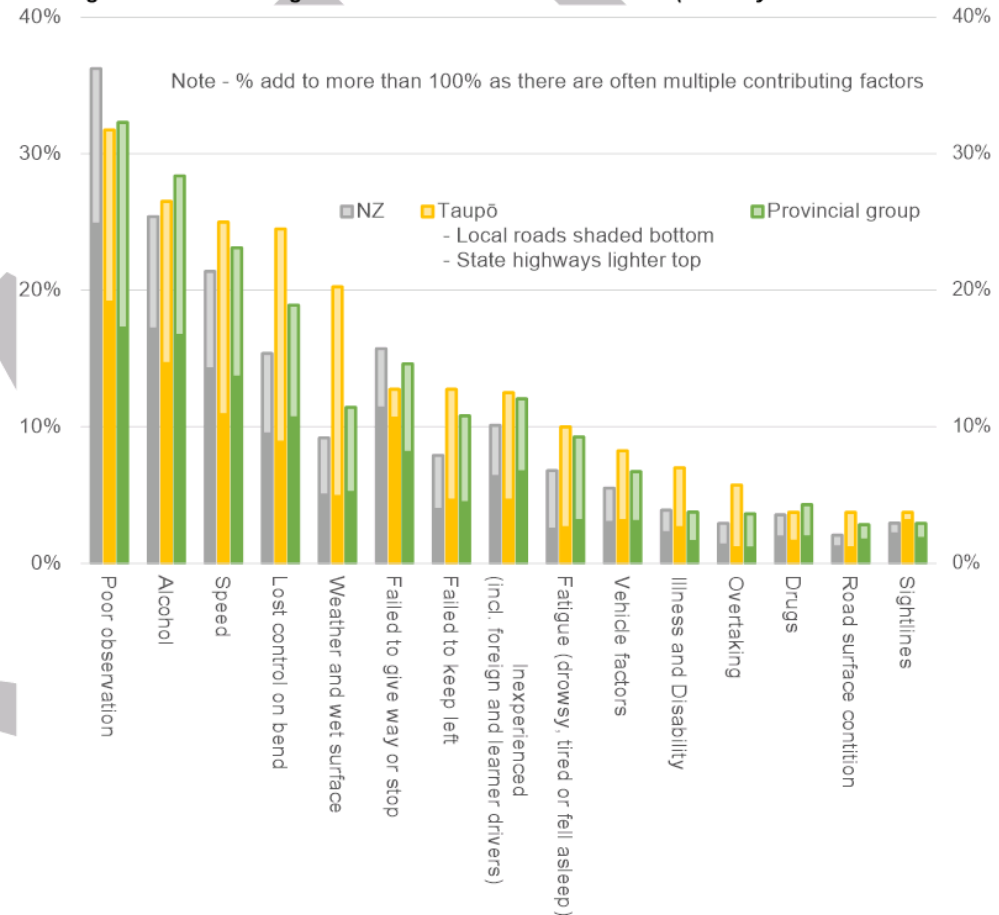
- Speed
- lost control on bends
- weather and wet surface crashes
- failing to keep left.

This suggests, paired with the high number of state highway deaths, the need for engineering improvements like wire barriers to reinforce a lower speed environment and protect against head-on crashes when people make mistakes.

1.9 Failure to give way or stop also stands out as a significant contributing factor for Taupō District Council roads

- contributing to 11% of fatal and serious crashes compared to 8% for other provincial areas.
- Illness and disability, and sightlines are also high compared to other areas, however they contribute to relatively few crashes.

Figure 4 – Contributing factors to fatal and serious crashes (last 10 years)



Data Source: NZ Crash Analysis System (CAS), 2019

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2. Supporting economic and social inclusion

2.1 Public transport provides an important role in supporting access to essentials (like food and medicine), and economic and social connections for those who cannot drive.

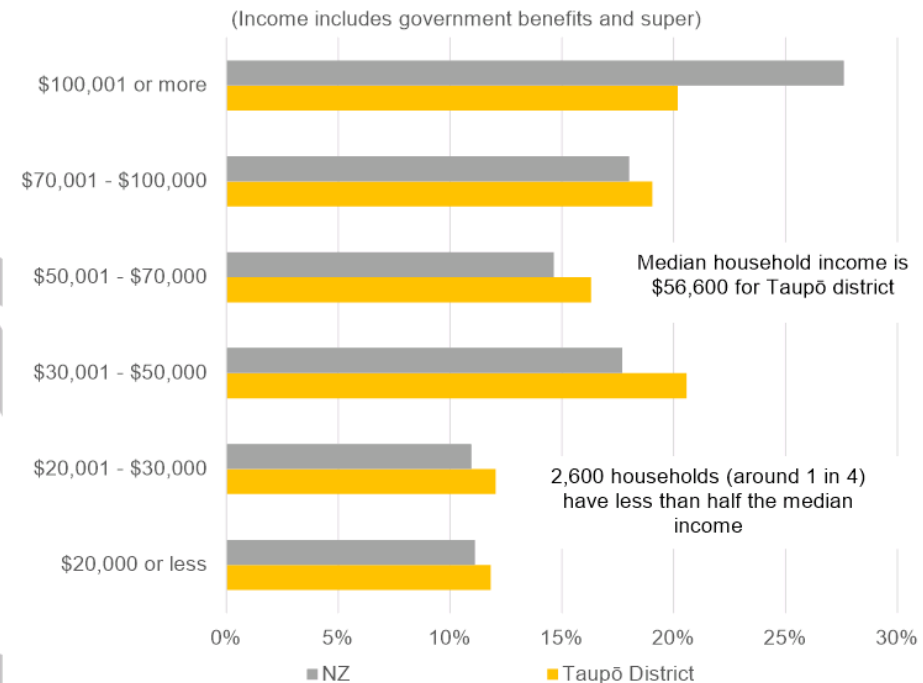
- Public transport needs to be affordable, easy and reliable, so that important journeys can be scheduled and are not put off.

2.2 Taupō district has a high proportion of low-income households

2.3 Other transport services are vital to the health and wellbeing of the community. These services need to be well run, and the public aware of their availability.

- The [Total Mobility Scheme](#) provided by central government and regional councils, which subsidises taxis or the purchase of wheelchair accessible vehicles for those with long term impairments,
- The Ministry of Education, which provides bus services for school children
- [Lakes District Health Board Transport Services](#), which provides health transport services for those in need to specialist medical appointments.
- [St John Ambulance Services](#), which provides emergency medical transport, and hospital transfers

Figure 5 – Household incomes in Taupō



Data source: Statistics New Zealand, Census 2013

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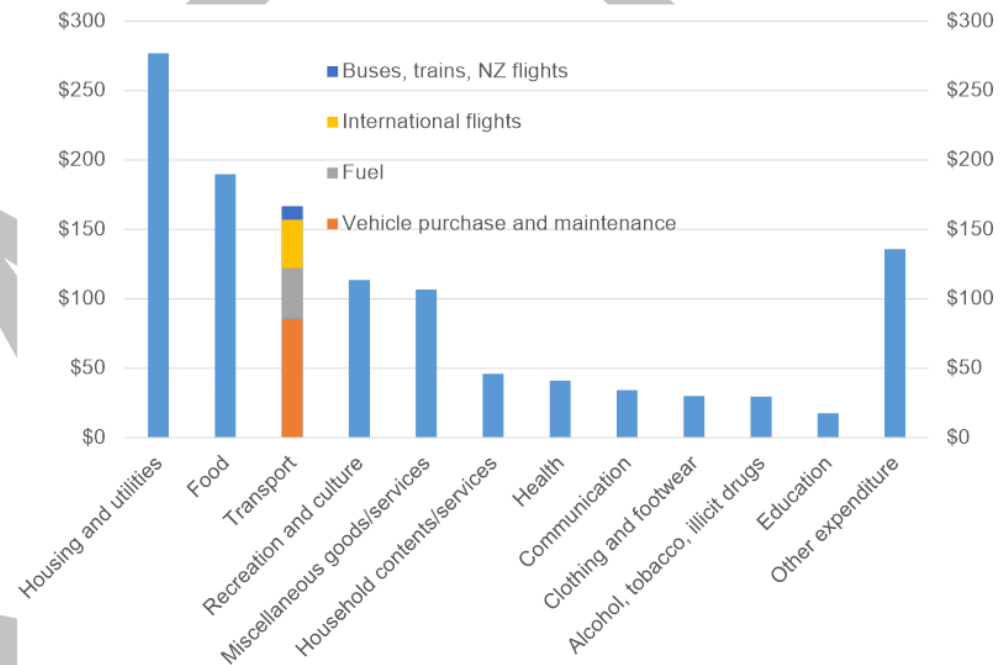
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2.4 Taupō has a high number of small and rural settlements at a distance from core services

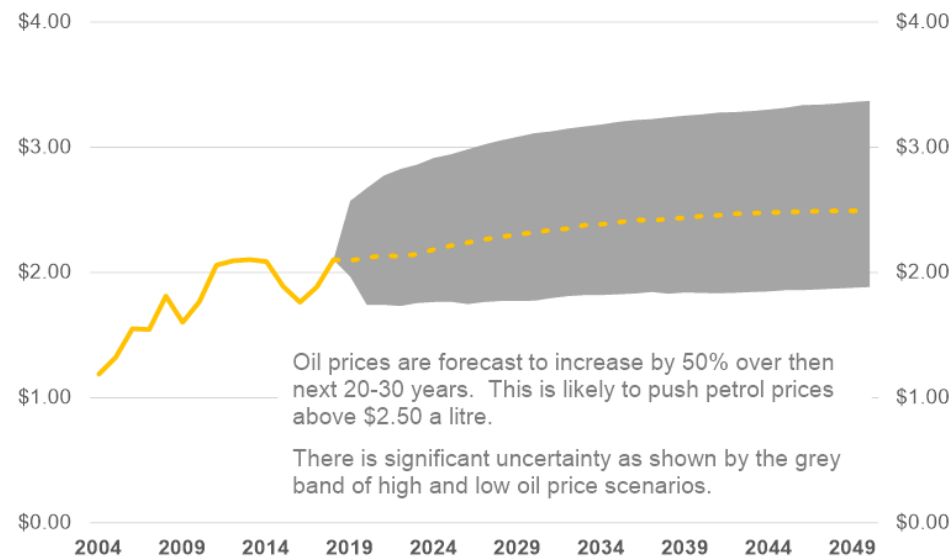
- The cost of car transport, and limited alternatives can be a barrier
- Households spend on average \$167 on transport per week (in 2016). It is their third largest area of expenditure after housing (and utilities) and food.
- The largest component of transport expenditure is vehicle purchase and maintenance (52%) followed up fuel costs (22%).

2.5 Vehicles are historically cheap but may become more expensive if there are increased safety and environmental regulations (e.g. on emissions to reduce the impact of climate change).**Figure 6 - Average weekly household expenditure in the North Island (excluding Auckland and Wellington)**Data source: Statistics NZ, [Household Expenditure Statistics: Year ended June 2016](#)**DRAFT FOR PUBLIC CONSULTATION**

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Figure 7 – Forecast oil prices, reflected in petrol pump prices (real - \$2018 per litre)

Data source: [US Energy information Administration: Annual Energy Outlook 2019, reference case, January 2019](#) for oil price forecasts and scenarios; [MBIE, Weekly fuel price monitoring](#) for historic petrol price data and projection assumptions.

Assumes no change in exchange rates from 2018, that oil prices reflect 40% of the cost of petrol pump price (as per 2018 MBIE data), and that tax rates, transport costs and other costs remain unchanged in real terms.

2.6 Fuel prices are volatile and have the potential to increase sharply and/or significantly over time.

- Fuel prices are expected to increase significantly over time, but there is significant uncertainty with potential for large cost increases.
- Increases to carbon taxes to reduce greenhouse gas emissions would increase fuel costs
- Fuel-efficient and electric cars can reduce this impact, however, lower income households will benefit less as they typically have older vehicles and hold on to them for longer.

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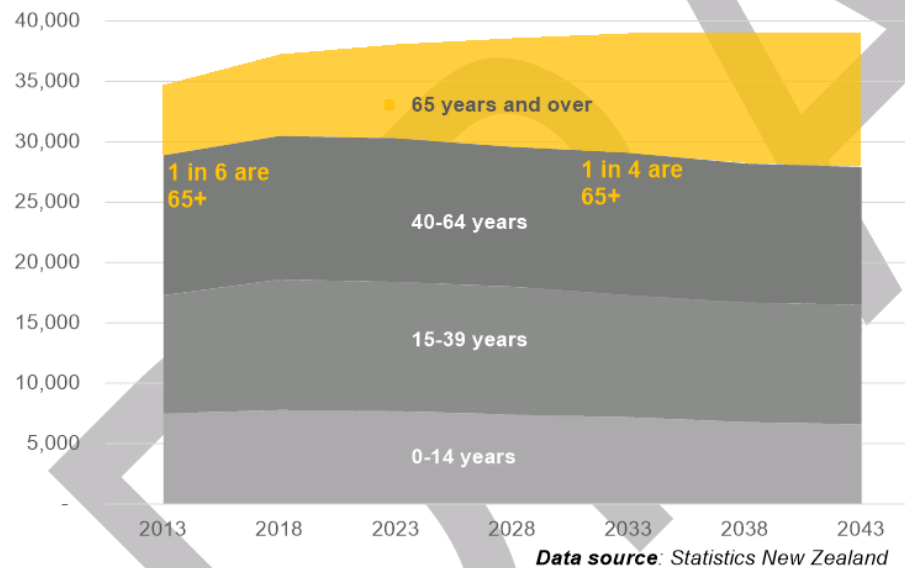
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2.7 Taupō faces an aging population and increased need for age-friendly transport

- In just 15 years' time, one in four people will be 65 or older.
- Taupō district may experience more older visitors in future.
- Main issues are (appendix X provide more details):
 - Maintaining clear and even footpaths
 - Providing accessible crossing opportunities
 - Supporting older drivers, with low speed areas, simple traffic systems, and signalised intersections are preferred.
 - Mobility parking is in high demand.

Figure 8 – Taupō District's aging population**2.8 Increased traffic is creating barriers and safety concerns, especially for pedestrians and those with low mobility****2.9 Improving accessibility of important areas:**

- town areas
- health/medical service areas
- access to recreational and community facilities.
- Main issues are:
 - seating
 - safety and security
 - public toilets
 - easy transition from footpaths to roads to cross the road
 - smooth path surfaces
 - wide paths
 - removing impediments, obstacles and hazards
- An accessibility audit was completed for Taupo Town in 2016, and for Turangi and Mangakino in 2019. These audits identified required areas for improvement.
- Difficult crossing areas include:
 - Spa Rd
 - Heuheu St / Titiraupenga St – between the health / medical services area and Taupō town.
 - Ruapehu St
 - Lake Tce to the Great Lake Pathway
 - SH1 in Turangi

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3. Supporting walking and cycling and other sustainable choices

3.1 Car centric transport networks have delivered poor horizontal walking and cycling connections that traverse hills, and low walking and cycling rates

- Poor, and low-key walking and cycling connections reinforces car travel by default
- Lack of well-defined connections that traverse hills means people are put off by thinking they must go up hills
- Increased traffic is creating barriers and safety concerns, especially for pedestrians and cyclists

3.2 Car transport is a major contributor to emissions causing climate change

- Transport is the leading contributor of carbon emissions and the second largest contributor to greenhouse gas emissions (after agriculture)
- Most of this comes from cars (75%), rather than trucks (25%).¹

3.3 We will have to transition to low emission transport.

- Central government has legislated for net zero emissions by 2050 ([Climate Change Response \(Zero Carbon\) Amendment Bill](#) refers)
- New Zealand's target under the Paris Agreement is to reduce greenhouse gas emissions by 30 per cent below gross emissions for the period 2021-2030.²

¹ New Zealand Productivity Commission. (2018). Low-emissions economy: Final report. Available from www.productivity.govt.nz/low-emissions

3.4 Achieving these targets will require a combination of shifts in behaviour and technological improvements.

- Carbon emissions are a direct product of burning petrol and diesel. The options for reducing carbon emissions are to reduce fuel use by:
 - Reducing traffic (more walking, cycling, car-pooling, electronic communication, deliveries and working from home)
 - Improved fuel efficiency (newer, lighter, and improved technologies - including hybrid electric vehicles)
 - Replacing petrol and diesel vehicles with electric vehicles.
- High petrol prices (emissions taxes) are likely to be the catalyst for change

² <https://www.mfe.govt.nz/climate-change/climate-change-and-government/emissions-reduction-targets/about-our-emissions>

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Figure 9 – NZ's greenhouse gas emissions by source

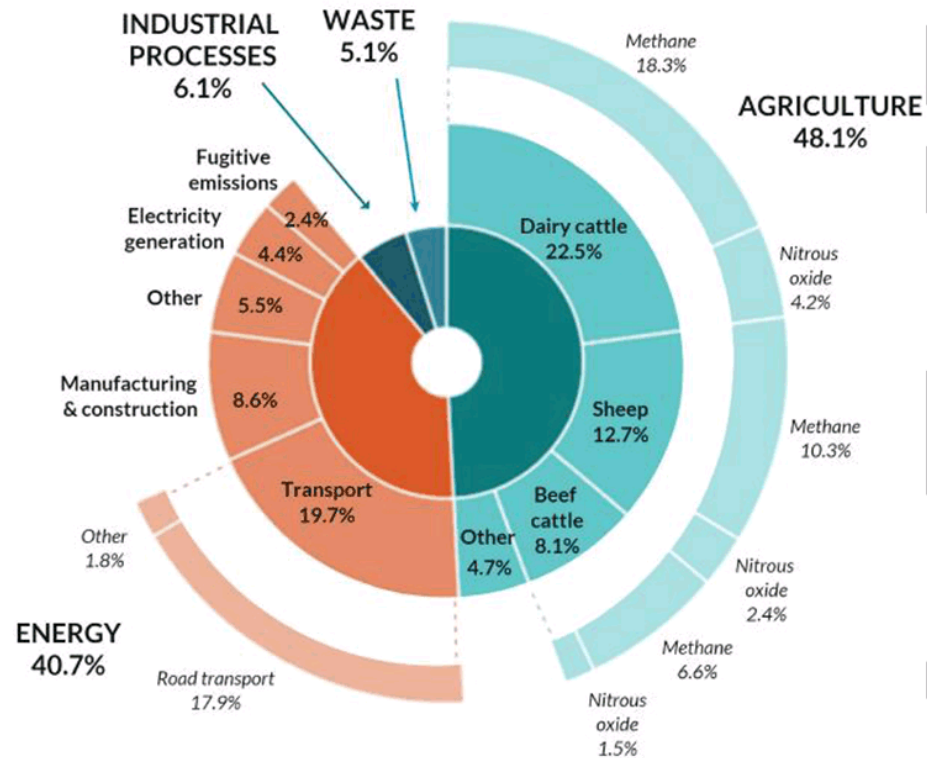


Diagram source: New Zealand's Greenhouse Gas Inventory 1990-2017, published April 2019

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- 3.5 Council may be able to work with larger employers and fleet owners in the district to support low emission travel, including car-pooling for staff, supporting walking and cycling, for example with shower facilities, and uptake of new vehicle technologies for fleets.
- 3.6 Taupō could benefit from becoming an electric car friendly destination.
- 3.7 There is scope to increase walking and cycling, especially for school students and regular commuters.
- Walking rates are low historically. Walking has fallen significantly with the increase in popularity of cars and driving, since the 70s.
 - Commuter cycling rates are relatively low in Taupō district and low historically – Nationally, commuter cycling rates peaked in 1986 at 5.7%, and has since halved to 2.9%.
 - Few children walk to school, compared to historic rates. Safety, including traffic volumes and speeds are frequently cited by parents as reasons not to allow their children to travel independently – although in reality, safety risks are usually low.

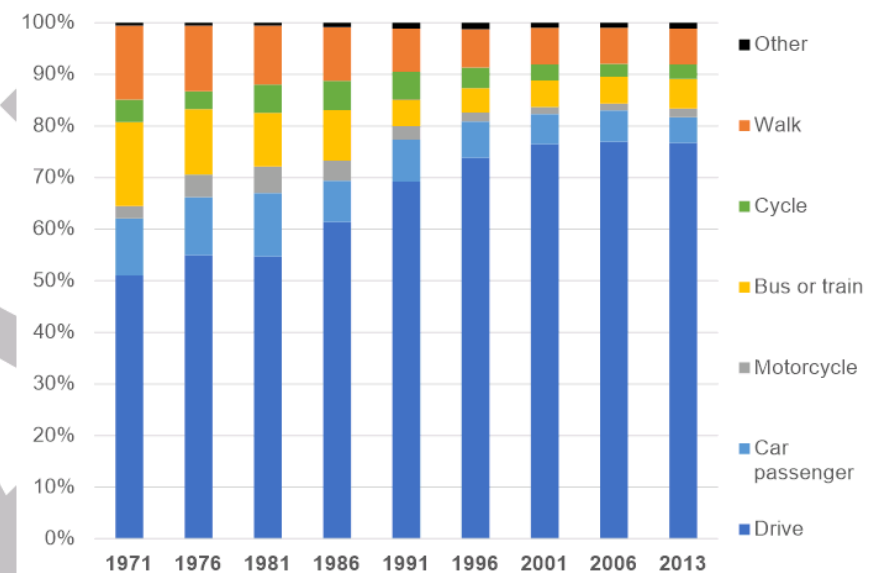
Figure 10 – How we travel to work compared to other provincial areas

	Walk	Cycle	Bus	Drive
Provincial median*	6.7%	2.7%	0.5%	81.2%
Taupō district	6.7%	2.2%	0.2%	81.2%

* provincial areas from Local Government NZ's 'Provincial Group', see Figure 12 for complete list

Data source: Statistics NZ, Census 2013, Main means of travel to work, for the employed, usually resident population, aged 15 and over

Figure 11 – NZ - How we travel has shifted from walking and busing to driving



Data source: Statistics NZ, yearbook and census data, transport to work

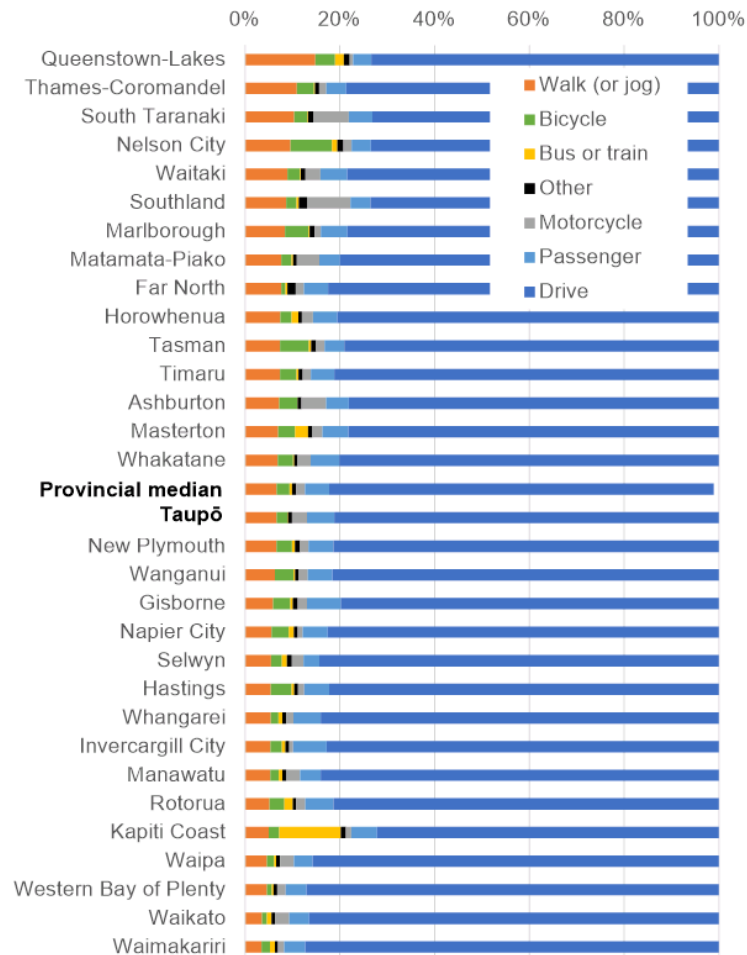
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Figure 12 – How we travel to work compared to other provincial areas



3.8 Safety is the main concern in relation to cycling

- Safe and easy cycling routes will support people wishing to take up cycling. Wide, separated, low-speed paths will be more inviting to those (including kids and parents) who may otherwise be intimidated by sharing the road with cars at high speeds.
- For more advanced, commuting and sport cyclists (high speed and on-road) – safety risks include:
 - Awareness and visibility of cyclists at intersections
 - Reversing angle-parked cars and opening parallel-parked car doors.
 - Road space and separation from vehicles in high speed environments.
- Bike storage, lockers, changing and shower facilities are also necessary to support commuter cycling.

3.9 Mountain biking is a great, healthy, recreational activity

- Recreational and mountain biking tracks provide recreational and lifestyle options that support Taupō district as a great place to live and visit.
- Taupo District's free-draining pumice soils support mountain biking all year round.
- Recognised high quality, beautiful, and popular biking tracks attract visitors, which provides economic opportunities for the district.
 - There are regional and national strategies aimed at connecting biking trails to create increased tourism opportunities.
 - It's important that Taupō district be part of these connected networks.
- Increases in recreational off-road biking, are likely to translate into increased comfort with cycling, and increased school and commuter cycling – with associated traffic reduction and environmental benefits.
- Cycling connections should be improved between our towns and mountain biking tracks, include connections to and between sections of the Waikato River Trail and Great Lake Trail.

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3.10 Shared paths are popular, vibrant and inviting but require management of conflicting uses

- Walking is a popular recreational activity for of all ages and abilities. It is also a tourist and visitor activity and attraction.
- Recreational cycling is also popular, including for children on bikes and scooters. E-bikes and E-scooters (and similar) are also growing in popularity.
- Shared paths also make the most use of limited space and budget, including more efficient sharing of supporting accessories like signage, rubbish bins, seating, drinking fountains, art work, etc.
- However, the conflict between walkers and faster and/or larger vehicles needs to be managed, otherwise these areas become unattractive for walkers, barriers for the mobility impaired, or even safety hazards.
- Priority should be given to walkers.
- Children on scooters, cyclists, and E-vehicles should all give way to walkers, travel at low speed in busy areas, and very low speed when overtaking or approaching blind corners.

3.11 With recent traffic growth, it has become difficult to cross some of our main roads

- In important pedestrian areas, and walking routes we need safe and easy crossing opportunities, including:
 - Spa Rd
 - Lake Tce
 - Heuheu St

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Figure 13 - Refrigerated meat truck falls into lake Taupō (2009)



Photo Source: Stuff / Youthtown Trust Rescue Helicopter

Other environmental concerns

3.12 There is a risk of noxious or hazardous cargo crashing into our lakes and waterways

- Many trucks travel on the state highways in our district. They carry a range of cargos, some of which may be noxious to our lakes and waterways if spilled.
- Stretches of our State highways travel right on the edge of our waters and over bridges. These areas contain crash spots that pose a risk for trucks and their cargo entering our waterways in a crash.

Figure 14 - Refrigerated meat truck at Bulli Point (2017)



Photo Source: Stuff / ROBERT STEVEN/FAIRFAX NZ

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4. Promote vibrant towns that foster social and economic interactions

- 4.1 The design and function of our town streets impacts on vibrancy and social and economic activity
- 4.2 Increased traffic is creating barriers and safety concerns, especially for pedestrians
- 4.3 The [Taupo Urban Commercial and Industrial Structure Plan \(CISP\)](#) provides a vision of creating multi-use, vibrant central streets that seamlessly link public leisure areas and hospitality and retail offerings.

Figure 15 - Wellington waterfront, where a bar alfresco area merges with public reserve. Beanbags and lawn games provided for patrons



Photo Source: Trip adviser, [Summer on the Wellington Waterfront](#)

Figure 16 – New arterial routes in the Taupō Urban Commercial and Industrial Structure Plan (CISP) to create more vibrant and town friendly streets



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4.4 A large portion of Taupo District's economy (income and jobs) comes from long and short-stay visitors

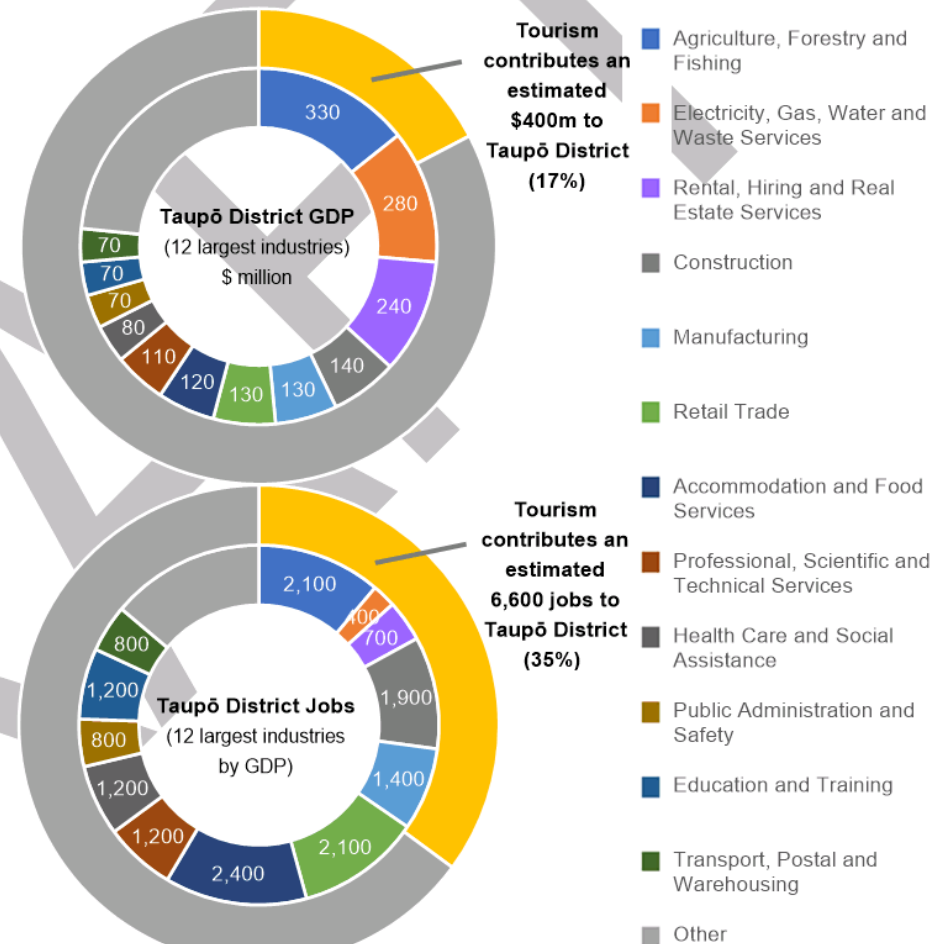
4.5 We need to support visitors to come, stay and interact to support economic opportunities

- Intuitive routes that naturally take new visitors to the right locations.
- Easy and intuitive medium-stay parking areas.
- Leave them with a positive experience that may bring them back, or that they may pass on to others.
 - beautiful or scenic areas
 - toilet facilities
 - visitor information
 - rest areas and parks
 - hospitality, retail, tourist attractions and activities.
 - great walking spaces that connect to our towns
 - wider walks and connections to key tourist attractions, encouraging people to spend some time and look around.

4.6 Turangi's town centre does not draw in visitors

- Most of the visitor activity and spending in Turangi occurs on the fringe of the State highway at the Z petrol station / Burger King.
- Parking areas and town centre shops are not visible or intuitive – with a fork road decision required and parking appearing to be at the rear of shops, which introduces doubt and is off-putting

Figure 17 – Tourism's contribution to district income (GDP) and jobs



Data Source: Informetrics, Taupo District Economic Profile 2019

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5. Taupō parking

5.1 Currently it is difficult to find a park in Taupō Town centre – and not just during the summer peak.

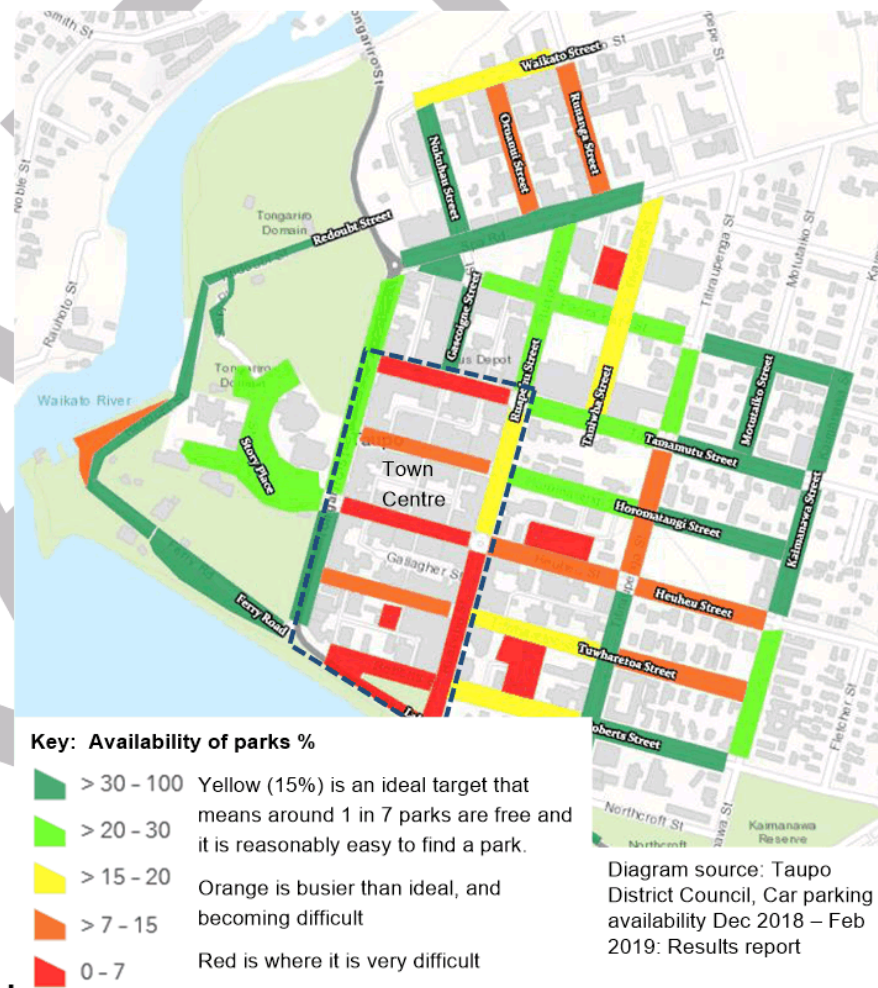
- Difficulty finding a park can be miserable – particularly if you don't know where to try next, or you are running late and are stressed.
- 60-minute parking in the town centre ensures turnover of parking, but at busy times it is not sufficient to make parks freely available.
- Parking starts to free up one block from town – towards Titirapenga St, or the back of Story Pl. These are typically 120 minutes parks.
- Our all-day, off-street car parks are often full.
- There are a couple of hotspots slightly further away from town, where parking can be difficult at times. These are around the medical centres on Heuheu St, and in the commercial area north of Spa Rd.
- For visitors wishing to stay in town for a short period or day, there is reasonable parking on Ferry Rd, and in the domain (Story Place)
- Taupō faces peak demands for parking in the middle of the day (over lunch time), in the weekends, and in holiday periods. In the summer season, demand is especially high.

5.2 60 min time limits are often too short. E.g.

- tourist visit
- professional meeting or specialist appointment
- restaurant lunch
- general shopping

And a shopper who wants to continue shopping, but instead heads back to the car because they don't want to get a ticket represents missed economic opportunities.

Figure 18 – Parking Availability in Taupō town centre



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5.3 A parking building is not a great option

- A three-story parking building can provide 350 additional carparks (500 in total) a short distance from town on the Heuheu St carpark. It would cost around \$12-15 million (\$2019).³
- They are expensive (around \$30,000 – \$40,000 per additional park)¹
- They take time to negotiate up levels and park, and time to exit either by stairs or lift.
 - It is often faster to park a block away and walk
- Modern car parking buildings can have facades to look like large office buildings. However, they are generally large, square and imposing. Expensive facades are often limited to one side.
- Inside they are uninviting spaces, which are prone to:
 - tyre noise
 - minor accidents
 - security concerns
 - antisocial behaviour.
- They can be combined with retail areas, or cycling facilities including bike storage, showers, etc However, with Taupō's 3 story height restriction, this reduces the space available for carparks.

Figure 19 – Artist's impression of new carparking building planned for Auckland



Photo source: [Auckland Council](#), March 2019

³ 2007 estimates were \$10.2m (\$20,300 per space) – adjusted for building inflation this is around \$13m (\$26,000 per space). A Sylvia Park parking building in Auckland built in Apr – Nov 2018 provided 600 spaces at cost of \$36 million (~\$60,000 per park). Source [Stuff](#).

[Sylvia Park will open a new 600-car parking building tomorrow ahead of the Christmas rush, 29 Nov 2018](#). A Lichfield parking building in Christchurch opened in Nov 2011, providing 805 spaces at a cost of \$31 million (\$39,000 per park). Source: [Stuff](#). [New 805-space Lichfield St car park building opens in Central Christchurch, 10 Nov 2017](#)

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6. Providing reasonable inter-regional bus facilities

- 6.1 Operators and users appear unwilling to pay for new or improved facilities. It is unclear if there are wider benefits to Taupō or the district from an improved bus hub that justify a large investment.
- 6.2 Current bus hub facilities are basic, but not out of step with other districts and towns
- Inter-regional bus stop facilities are typically basic:
 - often paired with an i-Site
 - usually open, roadside, small glass shelters
 - usually paired with or close to public toilets
 - often using the verandas of nearby shops or cafes to provide additional weather protection
 - The current bus shelter facilities on Tongariro St for inter-regional bus services provide:
 - a small degree of rain shelter, but still exposed to cold winds
 - nearby public toilets
 - nearby i-Site, which provides some customer support
 - There are also numerous bus stops marked around Taupō town centre that cater to tour buses, either dropping off and picking up from motels and backpackers, or stopping for passengers to visit the town

Wanaka: inter-regional bus stops next to public toilets

Photo source: Google Maps

Queenstown inter-regional bus stop next to carpark and public toilets

Photo source: Google Maps

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Rotorua inter-regional bus stops next to i-Site with covered courtyard

Photo source: Google Maps

Napier offstreet bushub, with bus angle parks, public toilets and glass shelters

Photo source: Google Maps

6.3 Regional buses should be located in the Town centre

Priorities are:

- Safe and efficient bus movements
- Quality shelter and protection from the weather
- Safe location, lighting, security (CCTV)
- Nearby toilets
- Nearby food and coffee
- Nearby shops to support economic opportunities
- Nearby parking and taxi services

Nice to have include:

- A veranda / rain protection over buses
- Locker facilities (to support exploring of town for short layovers / bus-transfers)
- Nearby picnic, recreation and playground areas
- Ticketing facilities
- WiFi
- PA system and customer support (alternatively electronic signage, with updates or alerts)

6.4 Co-locating buses, (tour and inter-regional, north- and south-bound) makes the best use of space

- There may be an opportunity to consolidate bus parking into one area. This may allow the provision of more targeted facilities, and free up carparking in other areas.

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7. Well connected to the rest of New Zealand**7.1 Bus connections provide an important, affordable, carless option**

- There is potential for growth due to:
 - Aging population
 - Increased environmental conscientiousness
 - Increased fuel costs
 - Increased road congestion and improved public transport in Auckland

7.2 Strong tourist connections that bring people and economic opportunities to Taupō district

As shown in Figure 18 previously, Tourism is a major contributor to Taupō's districts economy – providing district jobs and income. We must ensure that Taupō is supported by quality and improving tourism connections that:

- are safe
- provide attractions, activities and stops
- promote tourist activity and travel to Taupō district

Important connections are:

- between Taupō and Turangi
- to the mountains
- to Rotorua
- biking trail connections

7.3 Air services, especially for:

- tourist links to Australia, which requires improved timing of flight connections at Auckland, to avoid the current long layover and provide a viable long-weekend / ski weekend offering
- economic / business links to Auckland to support remote businesses and working but still having connections when necessary
- affordable social links to the rest of the country to support visiting family and friends, for example if grandparents retire in Taupō.

7.4 Freight connections, especially to:

- Auckland (NZ's largest import hub and distribution centre) for goods into Taupō district
- Port of Tauranga (NZ's largest export port)

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Freight and logistics

7.5 Taupo district is reliant on trucks to move freight

7.6 Taupō district does not face a 'wall of wood'

- Our forests are reasonably mature and in a relatively steady state of production.

7.7 With low freight volumes, and short distances to port a railway line is unlikely to be an economic prospect for Taupō (the cost will outweigh the benefits)

- Rail is only economic for large bulk freight and/or long distances. Trucking dominates the freight market, carrying 93% of New Zealand freight task by weight, and 75% by weight-distance (Tonne-kms).⁴
 - providing faster, door to door services
 - strong operator competition
 - shares road network costs with a high volume of cars.
- KiwiRail, the only rail freight provider in New Zealand, requires around \$300 million a year in government funding to maintain its operations. Train operations are unable to recover the maintenance costs of the rail network outside of the golden triangle of Auckland, Hamilton Tauranga.⁵
 - The focus of government investment is a renewals and maintenance programme for existing network, and the reinstatement of the line near Kaikoura⁶
- In addition, "the Provincial Growth Fund (PGF) is investing in building the connectivity and economic productivity of regions, and ensuring that regions get their fair share of the opportunities that rail can provide."
 - However, focus appears to be on opportunities from improving existing rail connections (rather than building new lines).

⁴ Richard Paling Consulting, *National Freight Demand Study 2017/18*, September 2019

⁵ Treasury, Budget 2015 information release. <https://treasury.govt.nz/sites/default/files/2017-11/b15-3127034.pdf>

- Future investment is signalled to focus on the North Auckland Line, connecting to Northland.⁶

Figure 20 – The closest rail connections to Taupō District are Taumarunui, Kinleith and a closed line to Rotorua



Diagram Source:
[Ministry of Transport](#)

⁶ [The Draft NZ Rail Plan 2019](#)

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7.8 Taupō and Turangi are popular rest and driver swap locations for long distance trucks – but trucks cause noise and vibration problems in residential areas

- The popularity of Taupō and Turangi is driven by:
 - supply chain logistics
 - accommodation and food offerings
 - strict driver hour restrictions aimed at reducing safety risks associated with driver fatigue.
- The benefits for the district are:
 - economic opportunities for the hospitality sector, most valuably in the off-season
 - transport and logistics opportunities for local producers, e.g. cheaply back-filling and filling partially empty trucks.
 - Truck driving provides employment opportunities.
- Problems caused by trucks on residential roads are:
 - blocking views in Taupo
 - truck noise disturbing residents, especially at nights and early morning when trucks leave.
 - Strong vibrations due to our soft ash and pumice soils disturbing residents and creating extra noise.
- There may be an opportunity in partnership with businesses and NZTA, to improve truck areas near State highways and away from residential areas, like Stag park, to reduce the volume of unnecessary truck travel in urban areas.

7.9 New industrial activities in rural areas may create problems on rural roads.

- Taupo has permissive district plan rules that allow industrial activities in rural areas, for example milk processing plants that use secondary geothermal heat.
- Some of our rural roads may not be built to withstand high volumes of truck traffic. There may be safety risks and/or remediation work required to accommodate large truck volumes.

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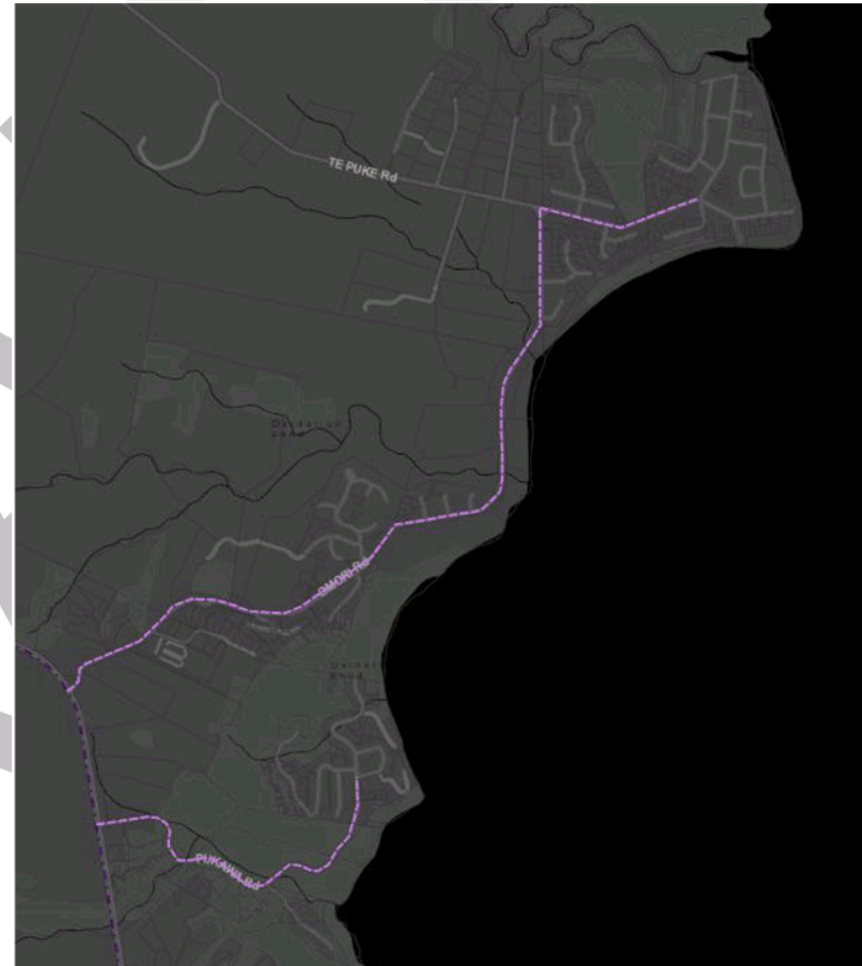
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8. Resilient and reliable

- 8.1 [Government Policy Statement on Land Transport \(2018\)](#) put a greater emphasis on improving resilience
- [Waka Kotahi \(the NZ Transport Agency\) Resilience Framework \(2018\)](#)
- 8.2 The Waihi slip poses a risk to state highway 41 connecting Turangi and western towns and settlements.
- 8.3 Snowfall is a risk for the desert road (State Highway 1) and State Highway 5 between Taupō and Napier
- 8.4 There are resilience concerns for State Highway 1 between Taupō and Turangi
- This route is susceptible to closure from crashes, landslides, and flooding
 - The alternative route (on the western side of Lake Taupō) is significantly longer and creates a significant connection loss and impact
 - A 40 minute trip connecting Taupō and Turangi becomes a 1 hour 20 minute trip, impacting on the connection to employment, customers, medical facilities, and other goods and services.
- 8.5 Taupō district has a large number of bridges and culverts which may be at risk in major events
- 8.6 Western bays settlements of Omori/Kuratau and Pukawa have only one entrance road, and these are susceptible to landslide and washouts.

Figure 21 – Omori / Kuratau and Pukawa have a single point of entry/exit**DRAFT FOR PUBLIC CONSULTATION**

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9. Maintain predictable and reasonable travel times in the face of growth**9.1 Roads should have a clear function that determines the balance required between the free movement of vehicles and allowing stopping, parking and pedestrian crossing opportunities.**

- Roads serve two primary roles, to facilitate the movement of people and goods and to act as places for people.
- It's important that our main roads flow well, and people can get around easily. Having dedicated main roads that prioritise traffic flow support this.
- In other areas, a balance needs to be struck. Feeder and side roads need to also support house and business access, street parking, cycleways and safe and easy pedestrian crossing opportunities. Town and village areas need to support social and economic interactions.
- Waka Kotahi's (the NZ Transport Agency) One Network Road Classification (ONRC) is an example of a framework that considers movement and place when determining the road classification.

9.2 It is important to strategically control where traffic growth is accommodated to avoid negative impacts of increased traffic in high 'place function' areas.

Letting traffic growth occur organically may result in high volumes of traffic in unwanted sensitive or high-conflict areas, such as:

- town pedestrian and eating areas
- alongside popular, beach, recreation and tourist areas

- alongside schools, creating safety concerns and congestion at drop-off and pick up times.

The [Taupo Urban Commercial and Industrial Structure Plan \(CISP\)](#), as discussed earlier, sets out a vision for future growth and development of Taupō. It includes a strategic plan for accommodating traffic outside of high value town areas of Taupō. In particular, shifting through-traffic away from:

- Tongaririo St, which links the town to green spaces and parking areas
- Lake Tce, to create more seamless links between hospitality areas and lakefront reserve areas.

9.3 Planning should be undertaken so that capacity is put in place and issues overcome as (or before) they arise.

- It takes time to plan, design and consent interventions
- Interventions which are reasonably likely, but the timing is uncertainty should be sensibly planned and ready to go within the window of possible need, including:
 - Route protection
 - Resolving land issues
 - Preliminary design
 - Consenting, where sensible.
- Having projects ready to go creates the opportunity for funders committing to them, for example:
 - National politicians and political parties looking to make election commitments
 - government funds looking to deliver projects
 - economic stimulus or job creation funding in difficult economic times.

9.4 Population growth in some areas along with continued growth in visitors and tourism, plus seasonal influxes, are combining to place pressure on a few concentrated roads and intersections.

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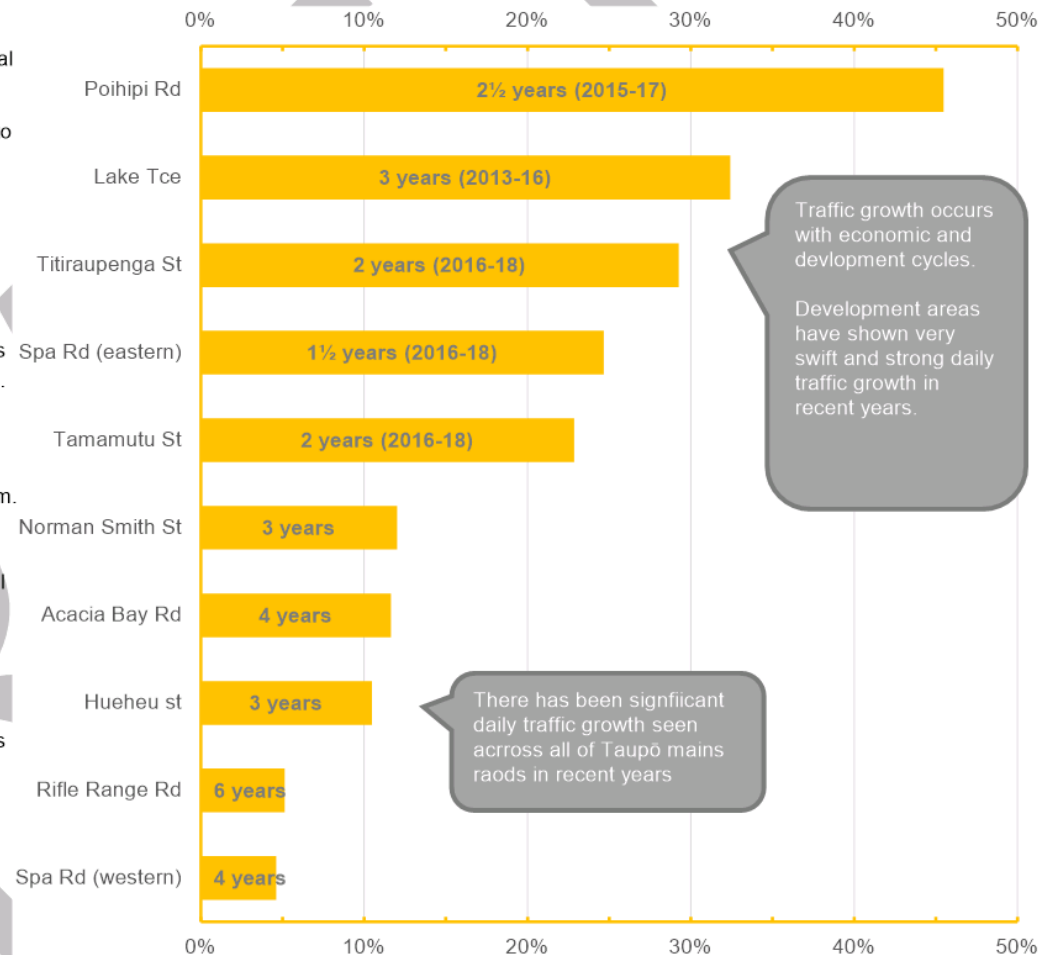
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- Taupō town has experienced significant growth in recent years (2016 – 2019):
 - Taupō population has grown, leading to increased local traffic and commuter peak traffic
 - The number of tourists / holidaying visitors continues to grow
 - State highway traffic has grown, including the number of short-stay visitors coming for lunch or a break.
- All this growth culminates on the Northern and southern entrances to Taupō
- Local growth will be located in northern and southern parts of Taupō, putting more strain on current congestion points.
- There is potential for continued sustained growth in State highway traffic, and lunchtime visitors to Taupō.
- There is potential for continued sustained growth in tourism.
- Recent growth in traffic has created:
 - Noticeable increase in congestion on Control gates hill and Spa Rd
 - Streets that are difficult to cross
 - Streets that are difficult to right-turn into
- Forecast areas where traffic growth will impact on services levels are:
 - Control gates bridge (where traffic in each direction must reduce to one lane from two)
 - Spa Rd (between Titirapunga St and Tongariro St), and especially right hand turns on Spa Rd.
 - Right hand turns onto Lake Tce

Figure 22 – Areas of strong cyclic traffic growth in recent years



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Figure 23 -Forecast (2041) Morning Peak (left) and Evening Peak (right) Level of Service

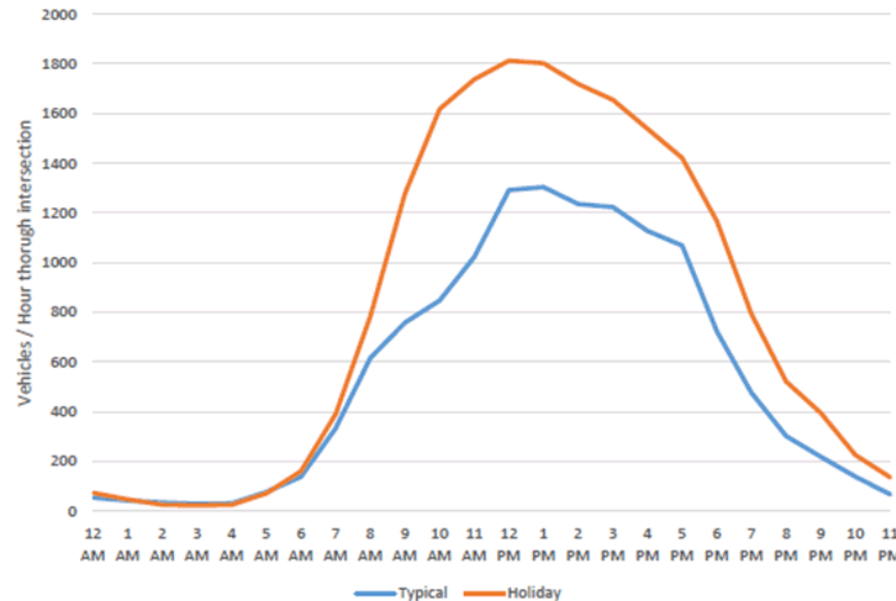
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**Figure 24 – Holiday traffic compared to typical day
(Tongariro / Heuheu traffic light intersection)**



9.5 Taupo has (tidal) commuter peaks into town in the morning, and out of town in the evening. It also has a lunchtime peak, in particular with State highway and visitor traffic – which becomes longer and more prominent in summer and holiday periods.

- It is not reasonable to try and eliminate traffic congestion and travel delays.
 - Congestion often only occurs for a short portion of the day or year.
 - Eliminating congestion would require large and expensive roads expansion, which would be excessive and empty for most of the day/year.
 - In addition, as traffic tends to head to the same places – parking areas, shops, schools – other bottlenecks, for example at parking entrances, are likely to emerge. Removing traffic bottlenecks may simply increase congestion and delays at destinations.
- Instead it is important to manage traffic congestion so that it is acceptable.
 - At commuter times this means that travel times are reliable, and minimised where the costs do not outweigh the benefits.
 - For holiday and visitor peaks, so that travel times do not unreasonably restrict and put-off potential visitors and associated economic opportunities for the district.
- The challenges of how much to invest to manage peak demands are not limited to transport. Taupo's (and others') tourism strategies have for some time recognised the need to focus on spreading visitors throughout the year, and increase the value from visitors, rather than attracting more in the peak periods, when the costs and impacts of servicing them can outweigh the economic benefits.
- Small amounts of congestion and delays at peak times are tolerable if:
 - the costs of addressing the capacity constraint are very large
 - delays are only for a short period of day or year
 - the delay time is not too severe.

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9.6 Drivers prefer roundabouts

- We have several roundabouts that work well in the District.
- Roundabouts often do not require stopping traffic flows.
- Roundabouts can work well both at busy peak times and for the large portions of the day when there is not a lot of traffic.
- Roundabouts are often a safe solution for drivers:
 - low levels of death and serious injury
 - naturally slow traffic
 - reduce the angle of crashes
 - drivers only have to look in one direction.

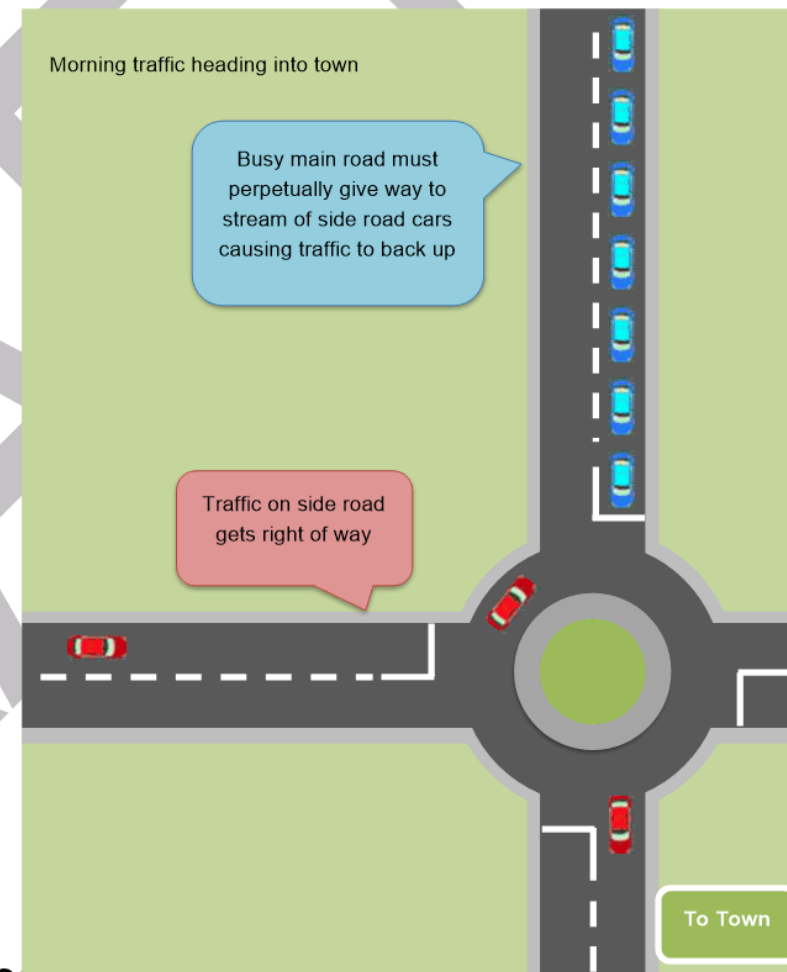
9.7 However, roundabouts are not always a good solution

- Roundabouts work well when traffic flows are balanced, but in other circumstances they may obstruct major traffic flows in favour of minor side roads.
 - Roundabouts do not control which roads have the right-of-way.
 - Priority is simply given to the traffic coming from the right – as determined by the give way rules.
- Multi-lane roundabouts can be intimidating for older, visiting, or less-confident drivers.
- Large and busy roundabouts can be difficult for pedestrians to cross, especially the mobility impaired, young, or old.
- Busy or large roundabouts can be unsafe for cyclists.
 - Best practice is to provide an off-road alternative for cyclists.

9.8 Traffic lights provide easy and safe pedestrian crossing opportunities

- Especially the mobility impaired, young, or old

Figure 25 – Roundabouts give priority to the traffic from the right, which may not be the main traffic flow.



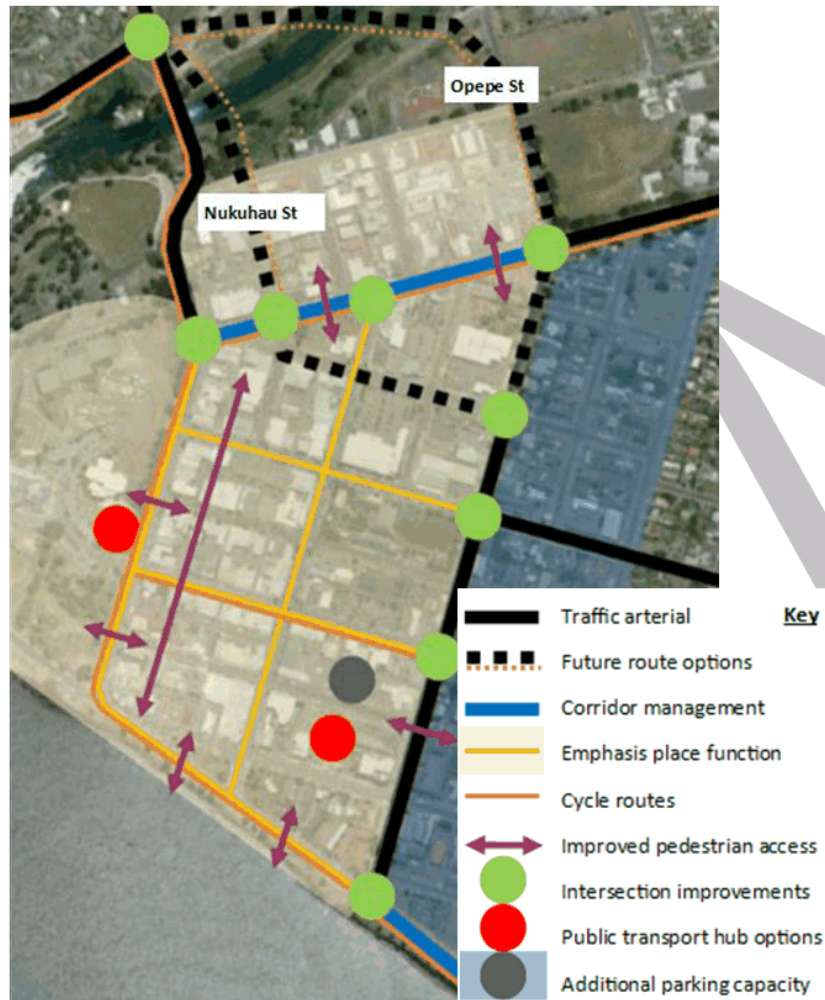
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Figure 26 – Abley's proposed Taupō network plan

Abley's recommendations
(Taupō Future road Assessment 2019)

9.9 Control Gate Bridge

- The existing Control Bridge is operating at capacity at peak times and the need for additional capacity across the Waikato River is required in the next five years

9.10 Lake Terrace east of Titiraupenga Street

- Improved cycle provision
- Corridor Management Plan – managing intersections, consolidating access along the corridor, traffic management during events
- Intersection improvements at Titiraupenga Street as part of the new arterial

9.11 Lake Terrace west of Titiraupenga Street

- Reduced traffic priority (may be through narrowing of corridor, reduced speed limit)
- Greater pedestrian connectivity to the lakefront
- Improved cycle provision

Key 9.12 Tongariro Street

- Reduced traffic capacity – two lanes down to one
- Reallocation of space to cycle lanes and enhanced pedestrian connectivity
- Enhanced bus hub (if location retained, or space reallocated to other modes and/or parking if new bus hub location selected)

9.13 Spa Road

- Corridor Management Plan – managing intersections, improving and consolidating access along the corridor
- Greater pedestrian connectivity

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CONNECTING TAUPŌ 2020 – 2050**Issues paper**

- Improved cycle provision
- Intersection upgrades (subject to preferred new bridge location) at Titirapenga Street, Ruapehu Street, Nukuhau Street/Gascoigne Street, Tongariro Street/Spa Road

9.14 Titirapenga Street

- Intersection upgrades as part of the new arterial route (for example changing priority to north/south)
- May require parking management review
- Improved pedestrian connectivity to areas where additional berm parking is provided east of Titirapenga

9.15 Paora Hapi Street – dependent on arterial route and bridge location

- Improved connectivity and intersection upgrades on arterial route

9.16 Central business area

- Potential reduce speed limit
- Improved pedestrian connectivity – particularly for the laneways, to the lakefront and the Domain
- Potential new bus hub on Tuwharetoa Street (as part of the Council Office Building development)
- Potential parking building on Heuheu Street (long term)
- Additional berm parking east of Titirapenga Street

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Issues paper

Appendix 1 – What age-friendly means

Age-friendly Outdoor spaces and buildings		Age-friendly transportation checklist	
Environment	<ul style="list-style-type: none"> The city is clean, with enforced regulations limiting noise levels and unpleasant or harmful odours in public places. 	Affordability	<ul style="list-style-type: none"> Public transportation is affordable to all older people. Consistent and well-displayed transportation rates are charged.
Green spaces and walkways	<ul style="list-style-type: none"> There are well-maintained and safe green spaces, with adequate shelter, toilet facilities and seating that can be easily accessed. Pedestrian-friendly walkways are free from obstructions, have a smooth surface, have public toilets and can be easily accessed. 	Reliability and frequency	<ul style="list-style-type: none"> Public transport is reliable and frequent (including services at night and at weekends).
Outdoor seating	<ul style="list-style-type: none"> Outdoor seating is available, particularly in parks, transport stops and public spaces, and spaced at regular intervals; the seating is well-maintained and patrolled to ensure safe access by all. 	Travel destinations	<ul style="list-style-type: none"> Public transport is available for older people to reach key destinations such as hospitals, health centres, public parks, shopping centres, banks and seniors' centres. All areas are well-serviced with adequate, well-connected transport routes within the city (including the outer areas) and between neighbouring cities. Transport routes are well-connected between the various transport options.
Pavements	<ul style="list-style-type: none"> Pavements are well-maintained, smooth, level, non-slip and wide enough to accommodate wheelchairs with low curbs that taper off to the road. Pavements are clear of any obstructions (e.g. street vendors, parked cars, trees, dog droppings, snow) and pedestrians have priority of use. 	Age-friendly vehicles	<ul style="list-style-type: none"> Vehicles are accessible, with floors that lower, low steps, and wide and high seats. Vehicles are clean and well-maintained. Vehicles have clear signage indicating the vehicle number and destination.
Roads	<ul style="list-style-type: none"> Roads have adequate non-slip, regularly spaced pedestrian crossings ensuring that it is safe for pedestrians to cross the road. Roads have well-designed and appropriately placed physical structures, such as traffic islands, overpasses or underpasses, to assist pedestrians to cross busy roads. Pedestrian crossing lights allow sufficient time for older people to cross the road and have visual and audio signals. 	Specialized services	<ul style="list-style-type: none"> Sufficient specialized transport services are available for people with disabilities.
Traffic	<ul style="list-style-type: none"> There is strict enforcement of traffic rules and regulations, with drivers giving way to pedestrians. 	Priority seating	<ul style="list-style-type: none"> Priority seating for older people is provided, and is respected by other passengers.
Cycle paths	<ul style="list-style-type: none"> There are separate cycle paths for cyclists. 	Transport drivers	<ul style="list-style-type: none"> Drivers are courteous, obey traffic rules, stop at designated transport stops, wait for passengers to be seated before driving off, and park alongside the curb so that it is easier for older people to step off the vehicle.
Safety	<ul style="list-style-type: none"> Public safety in all open spaces and buildings is a priority and is promoted by, for example, measures to reduce the risk from natural disasters, good street lighting, police patrols, enforcement of by-laws, and support for community and personal safety initiatives. 	Safety and comfort	<ul style="list-style-type: none"> Public transport is safe from crime and is not overcrowded. Transport stops and stations Designated transport stops are located in close proximity to where older people live, are provided with seating and with shelter from the weather, are clean and safe, and are adequately lit. Stations are accessible, with ramps, escalators, elevators, appropriate platforms, public toilets, and legible and well-placed signage. Transport stops and stations are easy to access and are located conveniently. Station staff are courteous and helpful
Services	<ul style="list-style-type: none"> Services are clustered, located in close proximity to where older people live and can be easily accessed (e.g. are located on the ground floor of buildings). There are special customer service arrangements for older people, such as separate queues or service counters for older people. 	Information	<ul style="list-style-type: none"> Information is provided to older people on how to use public transport and about the range of transport options available. Timetables are legible and easy to access. Timetables clearly indicate the routes of buses accessible to disabled people
Buildings	<ul style="list-style-type: none"> Buildings are accessible and have the following features: <ul style="list-style-type: none"> elevators ramps adequate signage railings on stairs stairs that are not too high or steep non-slip flooring rest areas with comfortable chairs sufficient numbers of public toilets. 	Community transport	<ul style="list-style-type: none"> Community transport services, including volunteer drivers and shuttle services, are available to take older people to specific events and places.
Public toilets	<ul style="list-style-type: none"> Public toilets are clean, well-maintained, easily accessible for people with varying abilities, well-signed and placed in convenient locations. 	Taxis	<ul style="list-style-type: none"> Taxis are affordable, with discounts or subsidized taxi fares provided for older people with low incomes. Taxis are comfortable and accessible, with room for wheelchairs and/or walking frames. Taxi drivers are courteous and helpful
Source: World Health Organisation – Global Age Friendly cities: a guide (2007)		Roads	<ul style="list-style-type: none"> Roads are well-maintained, wide and well-lit, have appropriately designed and placed traffic calming devices, have traffic signals and lights at intersections, have intersections that are clearly marked, have covered drains, and have consistent, clearly visible and well-placed signage. The traffic flow is well-regulated. Roads are free of obstructions that might block a driver's vision. The rules of the road are strictly enforced, and drivers are educated to follow the rules.
		Driving competence	<ul style="list-style-type: none"> Refresher driving courses are provided and promoted.
		Parking	<ul style="list-style-type: none"> Affordable parking is available. Priority parking bays are provided for older people close to buildings and transport stops. Priority parking bays for disabled people are provided close to buildings and transport stops, the use of which are monitored. Drop-off and pick-up bays close to buildings and transport stops are provided for handicapped and older people

CONNECTING TAUPŌ 2020 – 2050

Issues paper

AREA SUMMARY

(INCLUDE ANY PARTICULAR COMMUNITY ISSUES AND MAPS RAISED THROUGH CONSULTATION)

Draft Transport Strategy Engagement Plan July 2020

Draft Transport Strategy - Draft comms messages

July 2020

COUNCIL IS SEEKING FEEDBACK ON A DRAFT TRANSPORT STRATEGY

- The Transport Strategy will provide long-term direction on the priorities for Council investment in transport services and infrastructure to meet community needs.
- This is a first draft, which may change based on your feedback. We need to know what you support or disagree with. Or, have you got other ideas?

DO YOU AGREE WITH THE PRIORITIES AND COMMITMENTS?

Priorities and ranking	Key commitments*	See pages
1. Safe (safety remains the top priority)	<ul style="list-style-type: none"> • Working in partnership with central government and Waka Kotahi (the NZ Transport Agency) to address unsafe or not fit-for-purpose State highways • Deliver a Rural Road Safety Programme of works • Deliver an Urban Road Safety Programme of works (including intersection improvements) • Review speeds, and deliver safety awareness and education campaigns 	8 – 10
2. Inclusive (accessible and affordable so that getting around is not a barrier to anyone)	<ul style="list-style-type: none"> • Provide reliable and accessible public transport • Make our towns and villages accessible and age friendly 	11 – 12
3. Walking and cycling friendly to support sustainable choices	<ul style="list-style-type: none"> • Develop a network of shared paths, both paved and off-road • Deliver a Cycling and Pedestrian Safety Programme of works (including pedestrian crossing improvements) • Make our towns and villages walking and cycling friendly • Become electric car, E-bike and E-scooter friendly 	13 – 16
4. Supporting the vibrancy of our town centres and fostering social and economic interactions	<ul style="list-style-type: none"> • Ensure our towns are easy and intuitive for visitors • Deliver the Taupo Urban Commercial and Industrial Structure Plan (CISP) • Proactively manage Taupō town centre parking supply • Continue to provide suitable bus shelter and bus-parking facilities to support tourism and visitors, and regional connections for locals 	17 – 20

Draft Transport Strategy - Draft comms messages

July 2020

Priorities and ranking	Key commitments*	See pages
5. Well connected to the rest of New Zealand	<ul style="list-style-type: none"> • Work with providers and other districts to support the provision of coordinated: <ul style="list-style-type: none"> ○ tourist routes ○ inter-regional bus services ○ truck freight routes • Work with airlines to support the provision of regular, quality and affordable air services that connect Taupō to the rest of New Zealand 	21 – 22
6. Resilient and reliable	<ul style="list-style-type: none"> • Undertake risk assessments to identify risks to important transport connections • Undertake a risk monitoring programme 	23
7. Maintaining predictable travel times in the face of growth	<ul style="list-style-type: none"> • Provide and protect our strategic arterial roads to prioritise traffic flow, with town centres and minor roads balancing pedestrian and parking needs. • Monitor and manage traffic congestion impacts for both summer and commuter peaks • Plan for a second Taupō bridge, and any other major infrastructure in advance of its need. • Deliver an Intersection Improvement Programme 	24 – 26

*The above are some of the key commitments outlined in the draft Transport Strategy. See the draft Transport Strategy for more details and additional actions. The draft Issues Paper outlines the background and context to these draft priorities and commitments. The Draft Transport Strategy also provides an indicative timeframe for each commitment.

YOU KNOW YOUR AREA – LET US KNOW WHAT YOU KNOW!

- What rural roads have become busy with cars or trucks and need review to ensure that they're safe?
- What intersections need upgrading for safety or to improve traffic flow?
- What pedestrian or cycling connections need protecting or improving? Where does it need to be safer or easier to cross the road?

Draft Transport Strategy - Draft comms messages

July 2020

HOW TO HAVE YOUR SAY

Consultation is open between Monday 3 August 2020 and Friday 4 September 2020.

There is a simple online submission process – available here: [Link]

Read the draft Transport Strategy and Issues Paper here: [Link]

If you want to present your views directly to Council, we will be holding hearings on the afternoon of Tuesday 6 October 2020.

Submissions close 5pm Friday 4 September 2020

If you have any further questions or problems please feel free to contact Aidan Smith (Policy Advisor, Taupō District Council): email asmith@taupo.govt.nz, or phone 07 376 0869. He's more than happy to help.

KEY DATES

5pm Friday 4 Sept 2020	Tues afternoon 6 Oct 2020	Sept – Oct 2020	27 Oct 2020	Nov 2020 – June 2021
Submissions close	Council hearings (for anyone wanting to present their views directly to Council)	Draft Transport Strategy revised to capture community feedback	Final Transport Strategy adopted	Triennial <i>Long-Term Plan</i> developed and consulted on, including proposed transport work programme to implement <i>Transport Strategy</i> (work programme commences 1 July 2021)