

ATTACHMENTS

**Mangakino/Pouakani Representative
Group Meeting**

11 August 2020

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Mangakino/Pouakani Representative Group Meeting Minutes

18 June 2020

**TAUPŌ DISTRICT COUNCIL
MINUTES OF THE MANGAKINO/POUAKANI REPRESENTATIVE GROUP MEETING
HELD AT THE BOARDROOM, MANGAKINO SERVICE CENTRE, MANGAKINO
ON THURSDAY, 18 JUNE 2020 AT 10.00AM**

PRESENT: Cr Kirsty Trueman (in the Chair), Mrs Lisa de Thierry, Mr Whitu Karauna, Cr Kylie Leonard, Miss Memory Te Whaiti, Mayor David Trewavas, Cr Yvonne Westerman

IN ATTENDANCE: Chief Executive, Head of Democracy, Governance and Venues, District Parks Manager, Project Management Advisor (via audio visual link), Co-Governance Manager, Strategic Partnerships Advisor, Democratic Services Support Officer

MEDIA AND PUBLIC: New Zealand Police Acting Senior Sergeant Taupō Response Vanessa Meharry

The Chair welcomed everyone and invited Mr Whitu Karauna to open the meeting with a karakia.

- Notes:
- (i) Items were heard in the following order: 1-3, 4.2, 4.1, 4.3-4.5, 4.7, 4.6
 - (ii) Apologies were also noted from the Taupō District Council Head of Operations Kevin Strongman, and Senior Communications Advisor Andy Taylor.
 - (iii) Cr Yvonne Westerman noted a conflict of interest should the committee enter into discussions about the Mangakino basketball court.
 - (iv) Cr Kylie Leonard entered the meeting at 10.07am during item 4.2. She was not present for resolutions MP202006/01, 02 and 03.
 - (v) Miss Memory Te Whaiti entered the meeting at 10.12am during item 4.2. She was not present for resolutions MP202006/01, 02 and 03.
 - (vi) His Worship the Mayor left the meeting at 11.50am during item 4.6. He was not present for resolutions MP202006/06 and 07.
 - (vii) Mr Whitu Karauna left the meeting at 11.55am during item 4.7 and re-entered the meeting at 11.57am.
 - (viii) At the start of item 4.7, parks and reserves ranger Mr Rui Kohiti addressed the Group and gave a brief mihi about himself.

1 APOLOGIES

MP202006/01 RESOLUTION

Moved: Mayor David Trewavas

Seconded: Cr Yvonne Westerman

That the apologies received from Cr Kylie Leonard (for lateness) and Mr Mark Seymour (for absence) be accepted.

CARRIED

2 CONFLICTS OF INTEREST

Cr Yvonne Westerman - town basketball courts.

3 CONFIRMATION OF MINUTES

3.1 MANGAKINO/POUAKANI REPRESENTATIVE GROUP MEETING - 11 FEBRUARY 2020

MP202006/02 RESOLUTION

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Moved: Cr Kirsty Trueman
Seconded: Mrs Lisa de Thierry

That the minutes of the Mangakino/Pouakani Representative Group meeting held on Tuesday 11 February 2020 be confirmed as a true and correct record.

CARRIED

4 REPORTS

4.1 PRESENTATION: POLICE UPDATE

Acting Senior Sergeant Vanessa Meharry was currently overseeing the Taupō Response. She gave apologies on behalf of locally based Constable Te Awa Anderson who was no longer able to attend.

The covid lockdown period had brought additional difficulties to navigate due to the many changes that were filtering through from government on a daily basis. On a positive note, there had been a significant reduction in crime during that same period. However, things were starting to pick up especially with the lowering to the current level 1.

Additional key points noted were:

- Tokoroa police Senior Sergeant Kelly Brown had resigned; her position was yet to be filled.
- Tokoroa based Sergeant Murray Hamilton was in charge of family harm incidents for Mangakino.
- Constable Te Awa Anderson had transferred in from outside the district.
- There were crossovers with policing between South Waikato and Taupō districts due to Mangakino being centrally positioned between both.
- Police were transitioning through a period of change under its new Police Commissioner Andrew Coster, particularly with their business guiding document which set out their values, diversity and Treaty of Waitangi obligations.

Following questions from members, Ms Meharry undertook to seek an update from (former) Senior Sergeant Kelly Brown regarding a hui she had attended at Pouakani Marae to discuss youth issues.

His Worship the Mayor thanked the Taupō district police for doing a great job during the lockdown period.

MP202006/03 RESOLUTION

Moved: Mrs Lisa de Thierry
Seconded: Cr Kirsty Trueman

That the Mangakino/Pouakani Representative Group receives the update and thanks Acting Senior Sergeant Vanessa Meharry for attending.

CARRIED

4.2 PRESENTATIONS: UPDATE ON THE MANGAKOWHIRIWHIRI STREAM WETLAND RESTORATION PROJECT AND MARAETAI STATION FISHING INITIATIVES

Mercury NZ Ltd representatives Natalie Haines and Stu Lamont circulated photos in support of their discussions and (respectively) gave progress updates on the Mangakowhiriwhiri Stream Wetland Restoration Project and fishing initiatives at the Maraetai power station.

The primary focus over the past year was weed control and planting. Planting was undertaken in collaboration with Whakamaru Primary School students during October to December 2019 with Waikato River Trails personnel assisting with the weed control.

Administrative functions including health and safety requirements had been onerous. Funding for different elements of the project was received from the Waikato River Authority (WRA), Waikato Catchment Ecological Enhancement Trust (WCEET) and Mercury NZ's own mitigation fund (established for hydro system operations). To date \$10k had been spent on design work for a gravelled walkway and bridge

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through the bush, which was expected to be completed early next year.

Safety at the Maraetai and Whakamaru Stations was of the highest priority and several measures had been taken to mitigate potential risks. Additional warning signage and a new boom (cost \$40k) had been installed at Maraetai. The boom was designed to funnel anyone in the water towards a ladder so they could get out. The boom was installed in response to recent break-ins; the site had been accessed by cutting the boundary fence netting wire. Although the fence wires were not live, the wires behind it were.

School fishing tours for Whakamaru school students would resume once out of level one.

MP202006/04 RESOLUTION

Moved: Mayor David Trewavas

Seconded: Cr Kirsty Trueman

That the Mangakino/Pouakani Representative Group receives the information and thanks Ms Natalie Haines and Mr Stuart Lamont for their updates.

CARRIED**4.3 CURRENT ACTION POINTS UPDATE**

The following action point updates were noted:

- Members requested that the Head of Community, Culture and Heritage touch base with the marae regarding Te Awhina Hall.
- The District Parks Manager would seek an update in relation to the turning bus signs on Western Bays Road.
- Defibrillator signage (x2) and add Tirohanga defib to maintenance schedule completed – *remove items*.
- Current operations budget restrictions would not enable any major impacts / changes to parking, camping and toileting issues at the Mangakino lakefront. The mobile café operator had a coin operated shower alongside the café, which was currently locked. Discussions ensued and members requested that officers look into the operator's current license conditions and report back to the Group.
- Mr Mark Seymour had requested an opportunity to view and comment on the renovation plans. Advised that the Tirohanga community would be happy to contribute towards these costs.
- The Head of Democracy, Governance and Venues had discussed the cleaning of Tirohanga Hall post-hire with the booking coordinator Wendy Hilhorst and process agreed. – *remove item*.
- A member noted that streetlights along Tirohanga Road would make it a lot safer in foggy conditions, which was common during winter time.
- Suggested location for the bike stands was on the College Street side of Ata's café.
- Members discussed the (Mangakino to Tokoroa) bus services and agreed that the Thursday service could be dropped. A member requested information signage at bus passenger pick-up points to notify people what times / days the bus service would be operating. Discussions were also held about families having to privately fund and transport their children to Te Herenga kura kaupapa Māori in Tokoroa as this was not included in the Ministry of Education (MoE) funded bus services. A member suggested that whanau write to the local member of parliament to provide some support.

MP202006/05] RESOLUTION

Moved: Mayor David Trewavas

Seconded: Mrs Lisa de Thierry

That the Mangakino/Pouakani Representative Group receives the current action points update.

CARRIED**MP202006/05 RESOLUTION**

Moved: Mayor David Trewavas

Seconded: Mrs Lisa de Thierry

That the Mangakino/Pouakani Representative Group recommends to Council that the weekly public bus

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service from Mangakino to Tokoroa is reduced to Tuesday and Friday and that \$19,000 is included in the Transportation budget for 2020/21.

CARRIED

4.4 UPDATE FROM THE MANGAKINO COMMUNITY COORDINATOR

The Mangakino Community Coordinator noted that there was a typing error in her report on page 2, fifth bullet - *'Whanau ora already paying into the account for next winter'* should have read *'Whanau were already paying into the account for next winter'*.

The Mangakino Lake Hop event scheduled to be held on Saturday, July 11, was building momentum and looking to be a significant event for the Taupō district. Last years event was a great success.

A member noted that a recently uplodated video on the Destination Great Lake Taupō (DGLT) website that highlighted the Great Lake Walkway and Waikato River Trails also promoted Mangakino well.

MP202006/06 RESOLUTION

Moved: Mayor David Trewavas

Seconded: Cr Kirsty Trueman

That the Mangakino/Pouakani Representative Group receives the report from the Mangakino Community coordinator.

CARRIED

4.5 COMMUNITY ISSUES

- The District Parks Manager advised that contractors had commenced repairs to a section of retaining wall at the Mangakino lakefront, which was expected to be completed by the end of the week. Also, a piece of foreshore had slumped into the lake at the southern end of Matekuri Island. Matekuri Island was not Council land however in the interest of protecting the lake edge, this particular section of road had been blocked off with soil. The soil would be spread out and planted in the following week to prevent vehicles from accessing this area.
- A member noted an ongoing safety issue with a sharp bend on the road going through the bush at on State Highway 30, and suggested that solar flashing lights should be placed at the top end of the road to capture drivers attention and alert them to start slowing down. Around 95% of accidents on this section of road were not reported. Additionally, there was an increase in cyclists now using this road. She had met onsite with Downers NZ and Sergeant Fane Troy (area road policing manager) on separate occasions to highlight her concerns. Requested a letter of support or high level advocacy from Council to NZTA for this. Another member also suggested notifying Fonterra to alert their milk tanker drivers to also be extra careful in this area too.
- Mr Karauna noted that it would take some time to define what his new role as Māori representative would entail though he was pleased to have Māori representation on this committee. Following, the Chief Executive noted that having Māori representation on Council committees was the first step. Council was currently undertaking a process of consulting iwi leaders and gathering information to look at best options for the Taupō district regarding Māori seats.
- The Chair advised that she had received an email from Vanessa Eparaima (executive chair of Raukawa Settlement Trust and chair of Raukawa Charitable Trust). Ms Eparaima indicated Raukawa's desire to have a representative on the Mangakino/Pouakani Representative Group, which would support their relationship and connection to the local community. Other member's noted that although there were advantages in having this relationship, careful consideration needed to be given to other key stakeholders such as Wairarapa Moana Incorporation and such relationships duly managed. The Co-Governance Manager undertook to see how best this could be facilitated. The Head of Democracy, Governance and Venues advised that the process to add another member required a resolution from Council; the terms of reference would then be updated / amended.
- Members thanked Council, Civil Defence and Whanau Ora for their support shown to the Mangakino

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community throughout the challenging covid lockdown period.

- A member had noticed a couple of white rubbish bags dumped on the main highway (approximately halfway to Taupō).

MP202006/07 RESOLUTION

Moved: Cr Kirsty Trueman

Seconded: Miss Memory Te Whaiti

That the Mangakino/Pouakani Representative Group receives the information relating to community issues.

CARRIED**4.6 MEMBERS' REPORTS****Cr Kirsty Trueman**

- Acknowledged the Pouakani Marae for their help and support for the community during lockdown.
- Encouraged everyone to contribute any ideas to Council that would help regenerate the district / Mangakino post Covid19.

Mr Whitu Karauna

- Rotorua Lakes DHB had a hui at the marae re improving Māori health, which was well attended.
- Mangakino Orangatanga was formed specifically to deal with Māori Health. This group worked alongside Mangakino Health Services, with whom they had a contract to run a smoking cessation programme.

Miss Memory Te Whaiti

- The marae was currently offering air bnb stays as well as transitioning into offering marae stays for tourists. Rangatahi / youth club would also be held at the marae. Renovations to the caretakers house would take place during summer.

MP202006/08 RESOLUTION

Moved: Mrs Lisa de Thierry

Seconded: Miss Memory Te Whaiti

That the Mangakino/Pouakani Representative Group receives the information on members' reports.

CARRIED**4.7 MANGAKINO CHANGING FACILITIES UPDATE**

The Projects Management Advisor addressed the Group through audio visual link (MS Teams) and took his report as read, highlighting that the total budget for the refurbishment was now \$640k. The target date for project completion was March 2021, in time for the 2021 winter sports season.

The Project Management Advisor then answered questions of clarification. Conversations then transferred to Te Awhina Hall after a member queried? contested why funding of \$640k had been allocated to the renovations when a third of that amount was what was required to bring the Te Awhina Hall building in-line with building standards. In reply, the Co-Governance Manager undertook to follow up with the Head of Community, Culture and Heritage regarding providing an update as to the status of Te Awhina Hall.

MP202006/09 RESOLUTION

Moved: Mrs Lisa de Thierry

Seconded: Cr Yvonne Westerman

That the Mangakino/Pouakani Representative Group receives the Mangakino Changing Facilities update.

CARRIED

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5 CONFIDENTIAL BUSINESS

Nil

The meeting closed with a karakia by Cr Kirsty Trueman at 12.21pm.

The minutes of this meeting were confirmed at the Mangakino/Pouakani Representative Group Meeting held on 11 August 2020.

.....
CHAIRPERSON

2020 Mangakino-Pouakani Representative Group Action Sheet					
Item No.	Meeting Date	Subject	Task	Updates from 18/06/20 meeting	Progress
4.2	11/02/2020	Te Awhina Hall	Provide ongoing updates in relation to the status of Te Awhina Hall.	Members requested that the Head of Community, Culture and Heritage touch base with the marae to provide an update.	A verbal update will be given at the meeting.
4.2	11/02/2020	Parking, camping, toileting at Mangakino Lakefront	Needed to look at ways to improve the overall situation with regard to parking, freedom camping and toileting at the Mangakino lakefront.	Advised at June meeting that current operations budget restrictions would not enable any major impacts / changes to parking, camping and toileting issues at the Mangakino lakefront.	No improvements were identified that could be covered under the current operational budgets. Any proposed development of the lakefront reserve could be identified for inclusion in the upcoming LTP.
4.8	21/05/2019	Community Issues	An extra bus had been added to the school bus route; 'bus turning' signs were required for Poihipi and Tihoi Road's intersection.	Turning signs need to be installed on SH and would be seen as a safety concern at this intersection. No further update from NZTA.	No further update from NZTA as at 24/07/20.
4.1	16/07/2019	Flashing speed sign at Marotiri School	A member requested a digital speed sign at Marotiri School.	Last update from NZTA to the school was NZTA have submitted an application for a safety improvement project on the SH outside the school and are awaiting feedback on that application and will update the school.	No further update from NZTA as at 24/07/20.
4.5	11/02/2020	Tirohanga Hall renovations	Approach from Mr Seymour for assistance with undertaking alterations at the Tirohanga Hall including a bi-fold door into the children's playground area and a reasonable sized deck to provide better indoor / outdoor flow.	Mr Seymour had requested an opportunity to view and comment on the renovation plans.	Met with Mark Seymour on 7/7/20 at 1.30pm to discuss bi-fold doors, stairs, hand rails, deck and cover roof. Requested to extend bi-fold doors to either 4-6m in length and extend decking area from 4m to 8m in length. It has been agreed that the Tirohanga Association will contribute to costs. Awaiting quotes.
4.5	11/02/2020	Streetlights at various points along Tirohanga Road	Mr Seymour advised that for safety reasons, streetlights should be installed where Pokuru, Paerata, Okama and Tram Roads' connected with Tirohanga Road.	Noted that streetlights along Tirohanga Road would make it a lot safer in foggy conditions, which was common during winter time	Nothing new to report as at 24/07/20.
4.5	11/02/2020	Bike stands in town	A letter was tabled from local resident Ms Tania Dobbs requesting that Council consider installing bike stands in a suitable location/s outside of the Mangakino shops.	Suggested location for the bike stands was on the College Street side of Ata's café.	Awaiting cost for cycle rack relocation.
4.3	18/06/2020	Bus Stop Café's licence to occupy	Members requested information on the mobile café operator's current licence to occupy conditions.		Current agenda item.
4.5	18/06/2020	Raukawa representative on the Mangakino/Pouakani Representative Group	Vanessa Eparaima (executive chair of Raukawa Settlement Trust and chair of Raukawa Charitable Trust) had indicated Raukawa's desire to have a representative on the Mangakino/Pouakani Representative Group, which would support their relationship and connection to the local community. Other member's noted that although there were advantages in having this relationship, careful consideration needed to be given to other key stakeholders such as Wairarapa Moana Incorporation and such relationships duly managed. The Co-Governance Manager undertook to see how best this could be facilitated.		The MPRG Chair will continue to liaise directly with Raukawa to explore engagement opportunities and discuss topical issues and projects as they arise.

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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CONNECTING TAUPŌ 2020 – 2050

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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CONNECTING TAUPŌ 2020 – 2050

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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CONNECTING TAUPŌ 2020 – 2050

Taupō District Council Transport Strategy

DELIVERING THIS STRATEGY THROUGH LONG-TERM PLANS

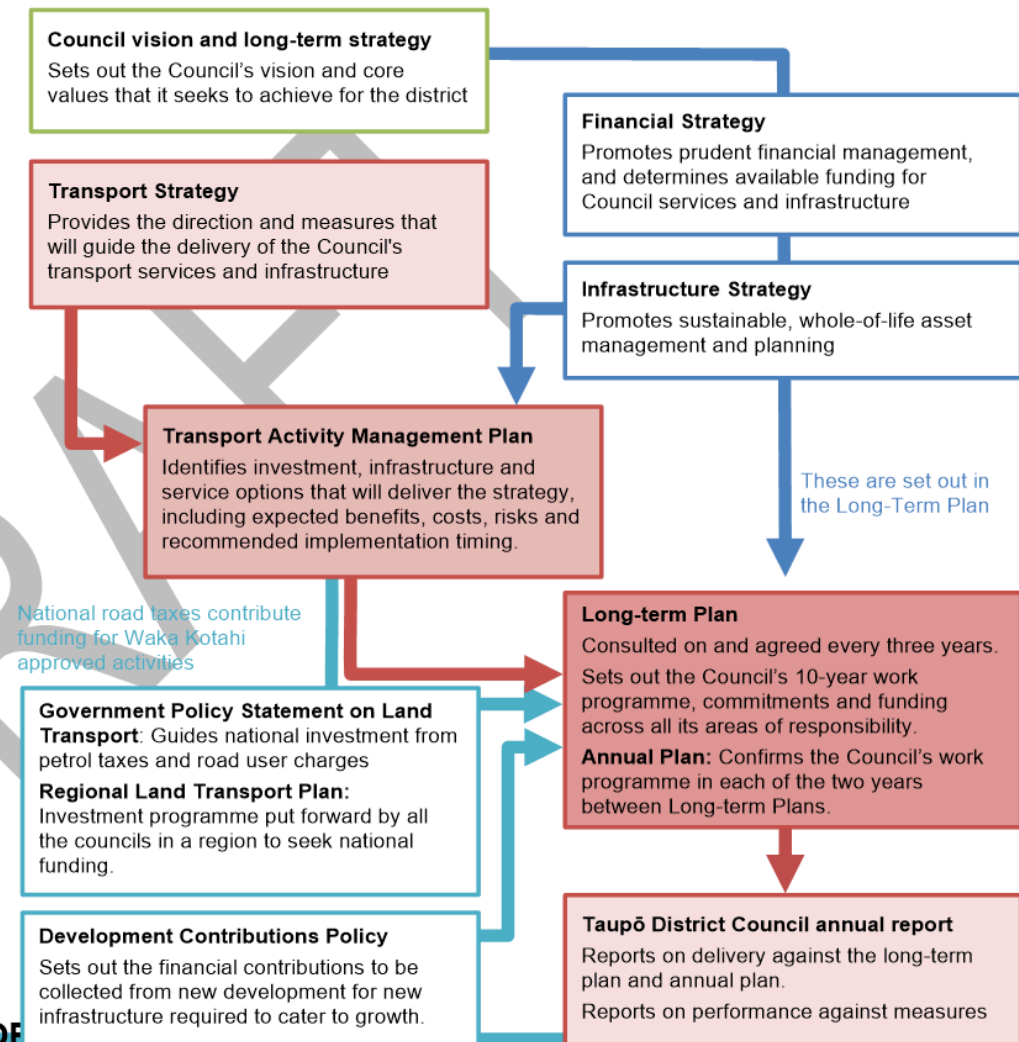
We have finite resources. Transport funding principally comes from our residents, through property rates and national fuel taxes and road user charges. Commitment and funding for projects requires weighing the needs and priorities across all council functions, including providing water, wastewater, stormwater, 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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CONNECTING TAUPŌ 2020 – 2050**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 Highways provide critical roads for local traffic within Taupō District. They also face significant truck and visitor traffic (including campervans), both of which have increased in recent years and are expected to continue increasing. These roads need to be fit for these purposes. In some places they are currently substandard with a number of safety issues, including places where trucks cannot pass in opposite directions. We support moves to reduce speeds at higher risk areas, 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.



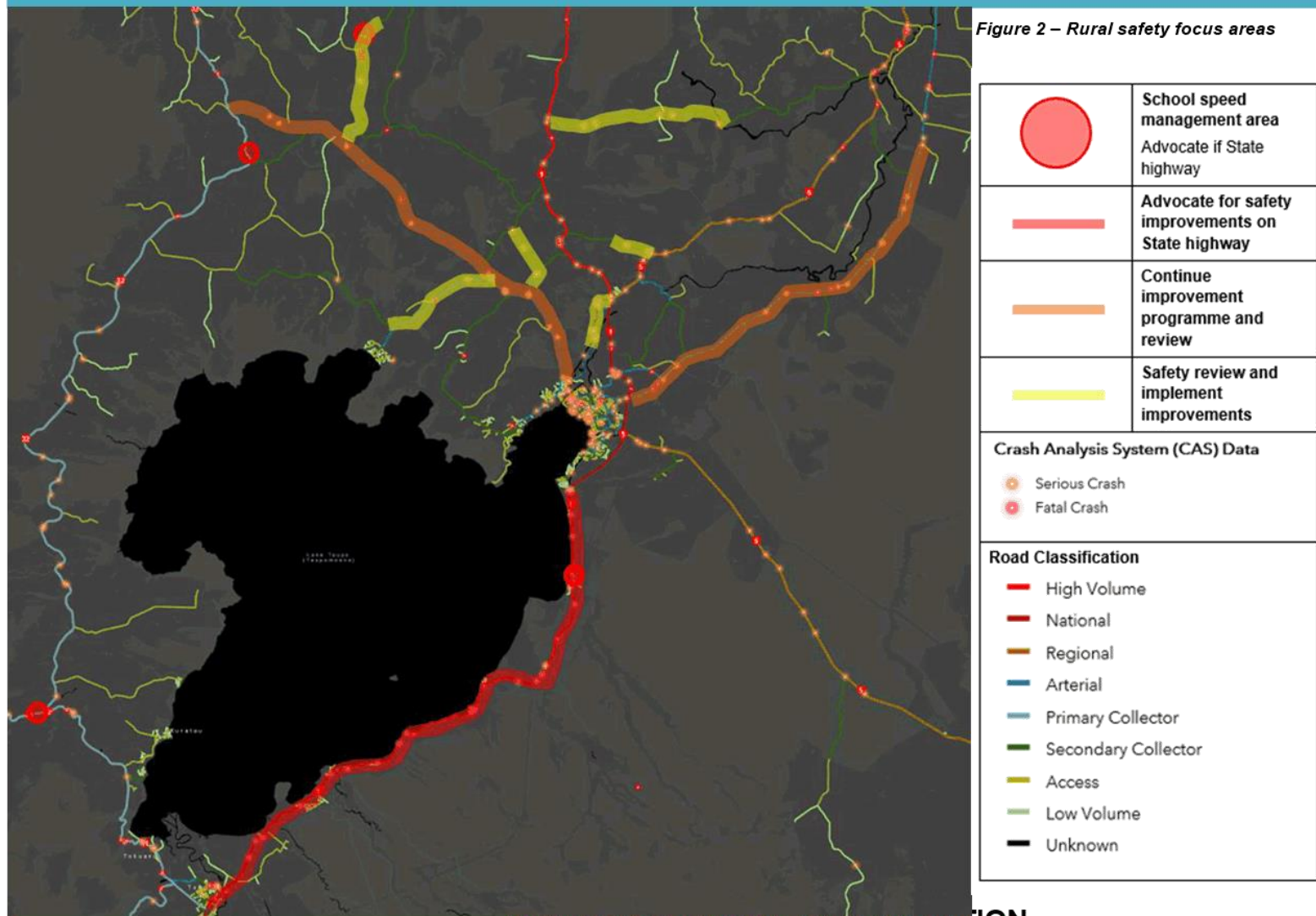
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1.3 We will undertake urban road safety assessments and deliver an Urban Road Safety Programme of works*Ongoing*

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, Titiraupenga St, and Mere Rd. These assessments will then inform the ongoing Urban Road Safety Programme of works.

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.

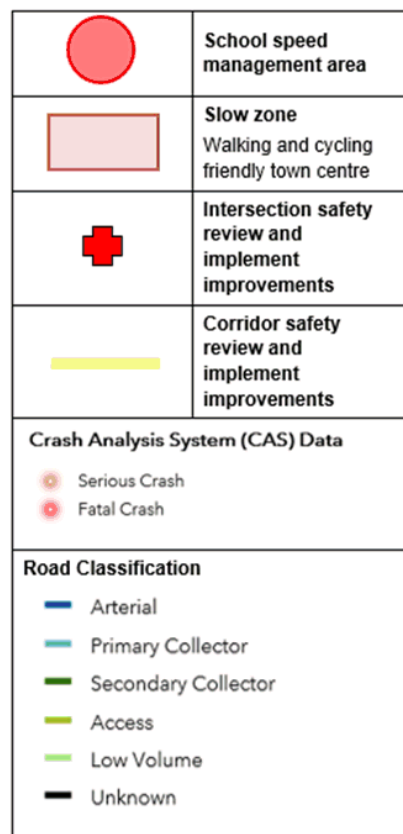
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Figure 3 – Urban safety focus areas



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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).

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.

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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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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 work with Bike Taupo to finalise cycle links.

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 AREA SUMMARIES*, and school and commuter routes identified by subsequent travel management plans.


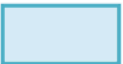




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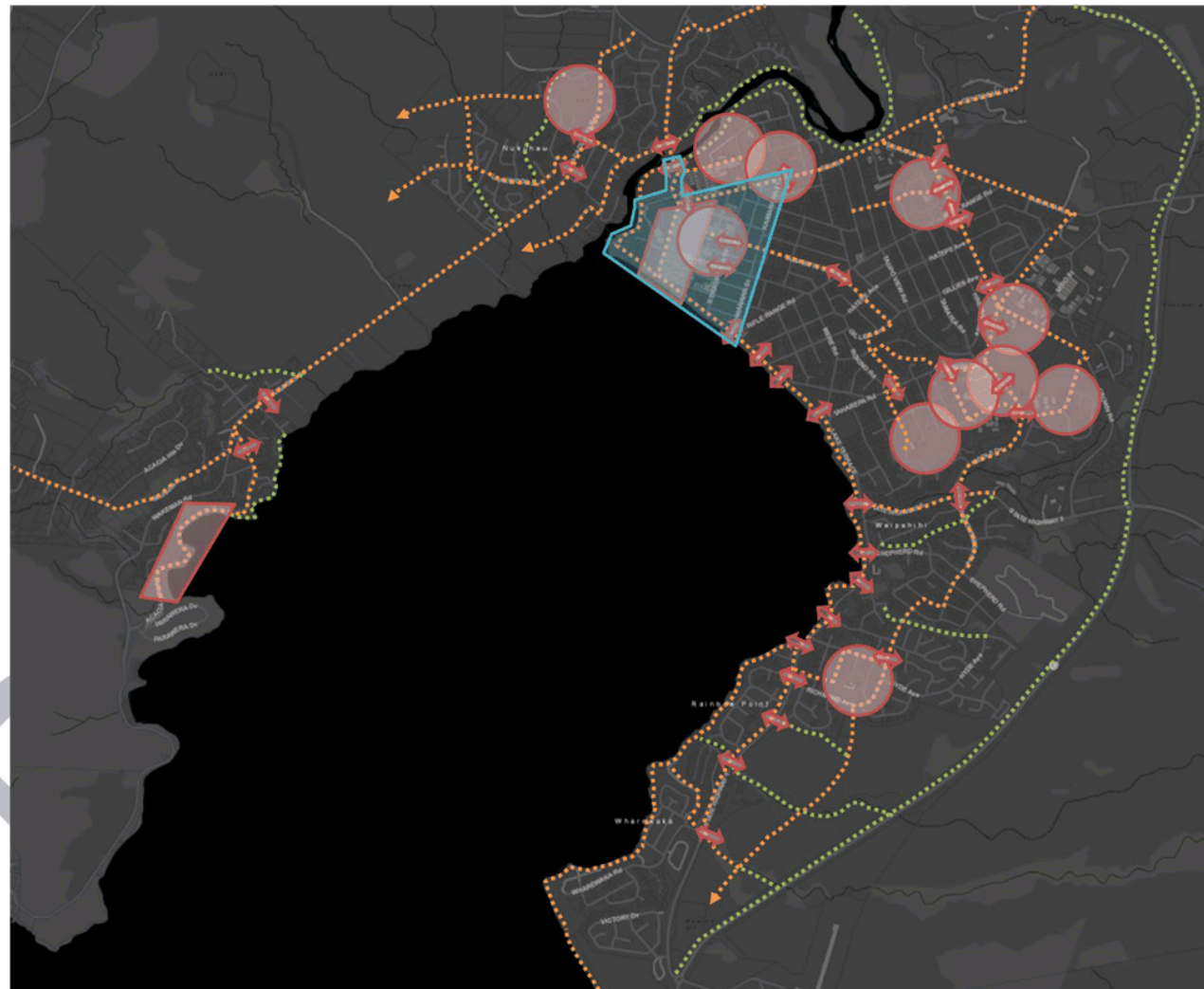
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Figure 4 – Strategic walking and cycling maps

	School area Review walking and cycling connections and possible slow speed zones
	High accessibility area
	Potential slow zone Walking and cycling friendly area
	Important road crossing Support pedestrian access across major roads
	Walking and cycling shared path
	Off-road walking / cycling track




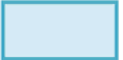





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Figure 4b –
Strategic walking
and cycling maps

	School area Review walking and cycling connections and possible slow speed zones
	High accessibility area
	Important road crossing Review and ensure safe and easy
	Walking and cycling shared path
	Off-road walking / cycling track
	Horse route Support safety and driver awareness
	Rural cycling connection River Trails Support safety and driver awareness



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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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3.6 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.

3.7 We will undertake walking and cycling counts on key routes to measure success, support funding applications, and promote awareness*Short – Medium-term***3.8 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. Priorities include:

- Creating a track around as much of Lake Taupō as possible, with good connections between sections.
- Connecting the Waikato River Trails, to the Timber Trail, to Lake Trails, and to Trails in Turangi and further south.

Supporting other sustainable choices

3.9 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.

3.10 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.

3.11 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.

3.12 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***3.13 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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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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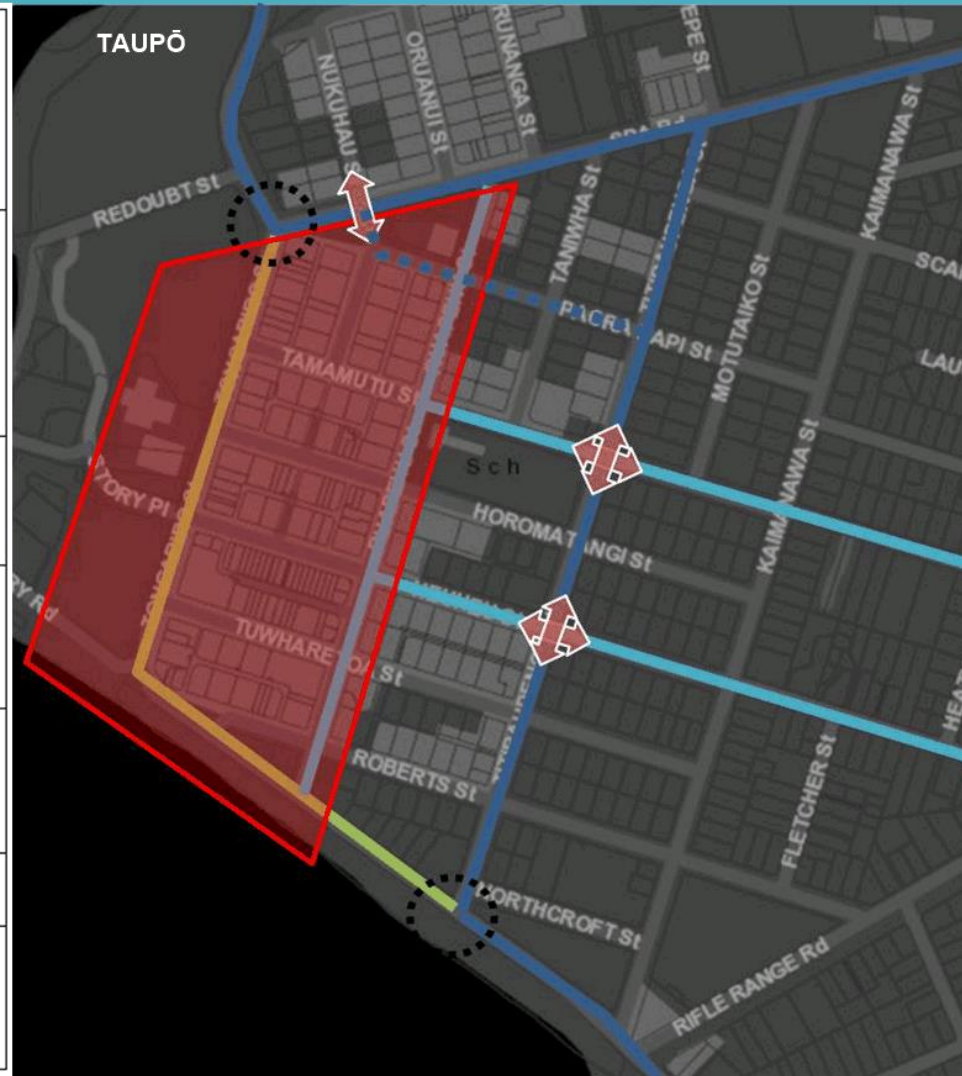
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Figure 5 – Strategic elements of implementing the Taupō CISP

	Gateway Wayfinding attracts visitors and shoppers into town centre. Through traffic directed along arterials.
	Place-making area and slow zone Walking and cycling friendly town centre Vehicles slow and emphasising stopping, parking and pedestrian crossing
	Important pedestrian crossings of busy arterial streets
	Arterial corridor Prioritises vehicle flow, with limited stopping, parking and pedestrian crossing
	Possible future arterial Determined once future bridge location known
	Primary collector
	Access Vehicles slow and emphasising stopping, parking and pedestrian crossing



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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.

Figure 6 – Strategic parking zones

	Important pedestrian crossings of busy streets
	2 – 3-hour visitor parking Including EV chargers and places for longer vehicles
	Short stay parking area
	Transitional area Moving to 2 – 3-hour parking for shoppers and visitors over time as required, including off-street carparks
	Worker / long stay parking Increase in-berm parking and improve pedestrian links Acceptable walking distance is 10 mins
There will be some exceptions to these general zones based upon businesses' needs.	



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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
- Wi-Fi
- 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*

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 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 7 and 8) 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 [refer Abley, *Taupō Future Road Network Assessment*, 2019] 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 Titirapunga 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.

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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 lwi 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.

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).
- Safer School crossing points.
- 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
Arterial link regionally significant places and industries	<p>Safe</p> <p>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.</p> <p>Usually has priority at intersections with low wait times (typically less than 30 seconds is tolerable).</p> <p>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.</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>Land use must not interfere with traffic flow, for example has dedicated turning bays, and off-street parking</p>

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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Road classification ¹	Objectives and desired service-levels
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>
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 provided where possible, and intersections designed to be cycling friendly.</p>

Road classification ¹	Objectives and desired service-levels
Access small roads facilitating daily activities	<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>
Place-making areas Community areas that facilitate economic, social interactions with roads limited to supporting attracting people, vehicle stopping and parking.	<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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Figure 7 – Taupō Council Road Classifications



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Figure 8 – Turangi and Mangakino Council Road Classifications



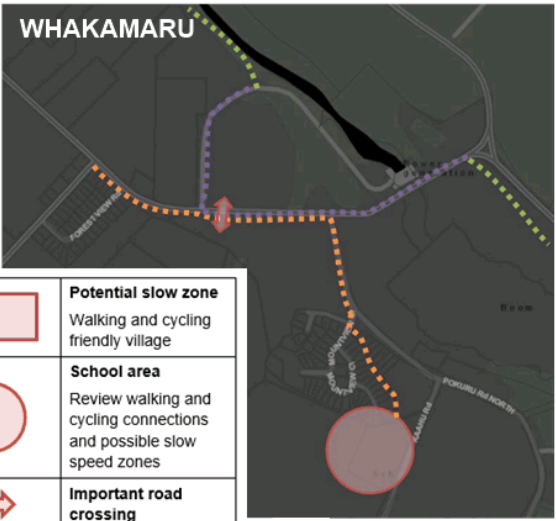
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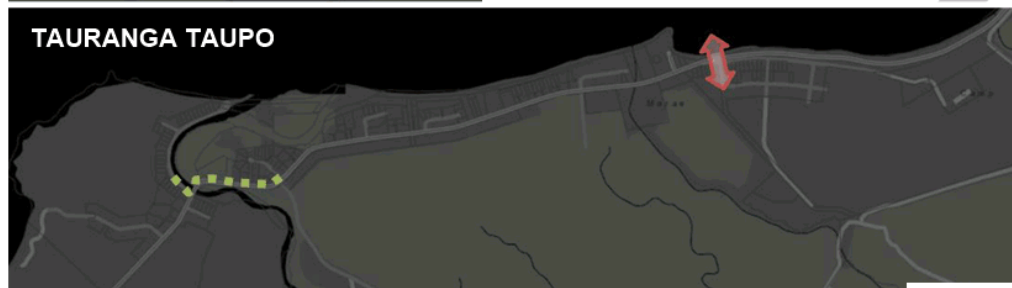
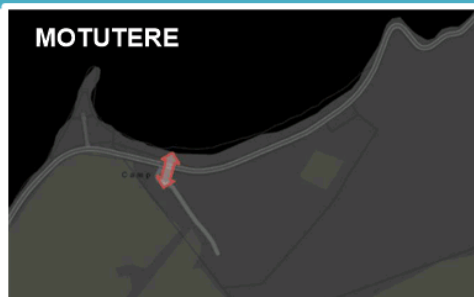
AREA SUMMARIES



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Taupō District Council Transport Strategy



	Potential slow zone Walking and cycling friendly village
	School area Review walking and cycling connections and possible slow speed zones
	Important road crossing Review and ensure safe and easy
	Walking and cycling shared path
	Off-road walking / cycling track



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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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Taupō District Council Transport Strategy

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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Taupō District Council Transport Strategy

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.	% of urban employees regularly walking / cycling to work
	Number of large businesses with / without travel management plans.	↳ 5-yearly census data (main means of travelling 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.	↳ May undertake surveys with Taupo chamber of business and Town Centre Taupo.
	3.7 Summary of walking counts undertaken on key routes.	
	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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Taupō District Council Transport Strategy

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.
	4.2 Summary of action to deliver the CISP.	
	4.3 Summary of actions to improve Turangi entranceway and town centre streetscapes.	Public parking supply (including annual changes for 5-year period).
	4.4 – 4.7 Summary of parking actions taken.	Annual Taupo and Turangi town centre turnover (\$).
	4.8 – 4.10 Summary of bus parking and facilities actions taken.	Visitor average stay (hours) and spend (\$).
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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Taupō District Council Transport Strategy

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) – CAB location and high-level parking assessment
- Abley (traffic consultants) – Taupō parking management options
- Abley (traffic consultants) – Key performance indicator framework
- Abley (traffic consultants) – Bus hub analysis
- Abley (traffic consultants) – Taupō future road network assessment
- Abley (traffic consultants) – Factsheet 1 – Movement & place
- Abley (traffic consultants) – Factsheet 2 – Cross sections
- Abley (traffic consultants) – Factsheet 3 – Active modes infrastructure
- Abley (traffic consultants) – Factsheet 4 – Pedestrian crossing options
- Abley (traffic consultants) – Factsheet 5 – Traffic signals
- Abley (traffic consultants) – Factsheet 6 – Roundabouts
- Abley (traffic consultants) – Factsheet 7 – Priority intersections

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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

Appendix 1 provides a map of serious and fatal crashes in the district

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.

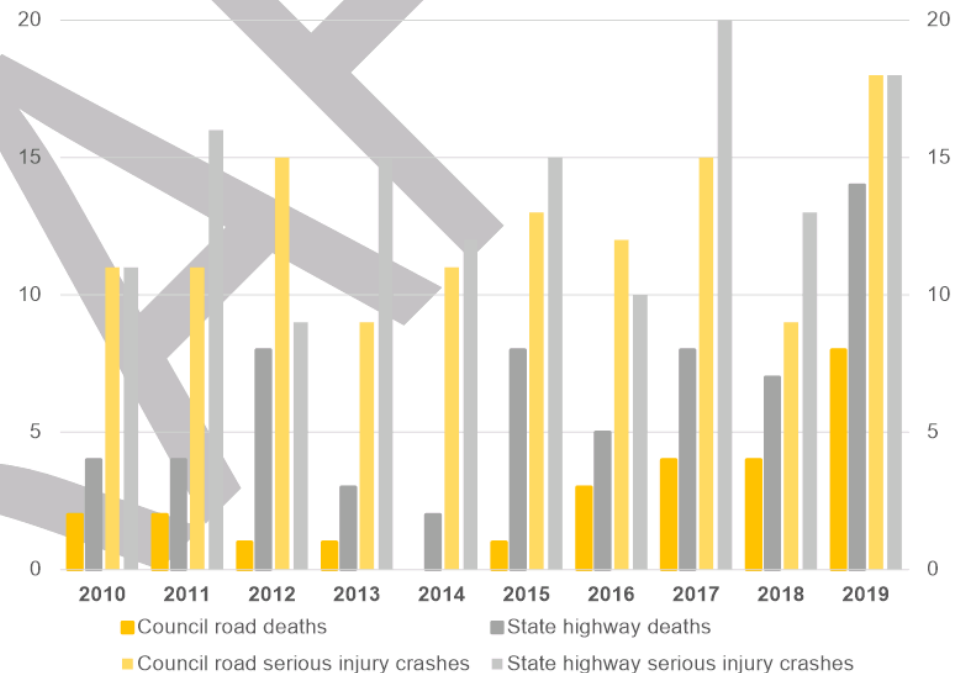
1.3 State highway 1, especially between Turangi and Taupō needs safety improvement.

- 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

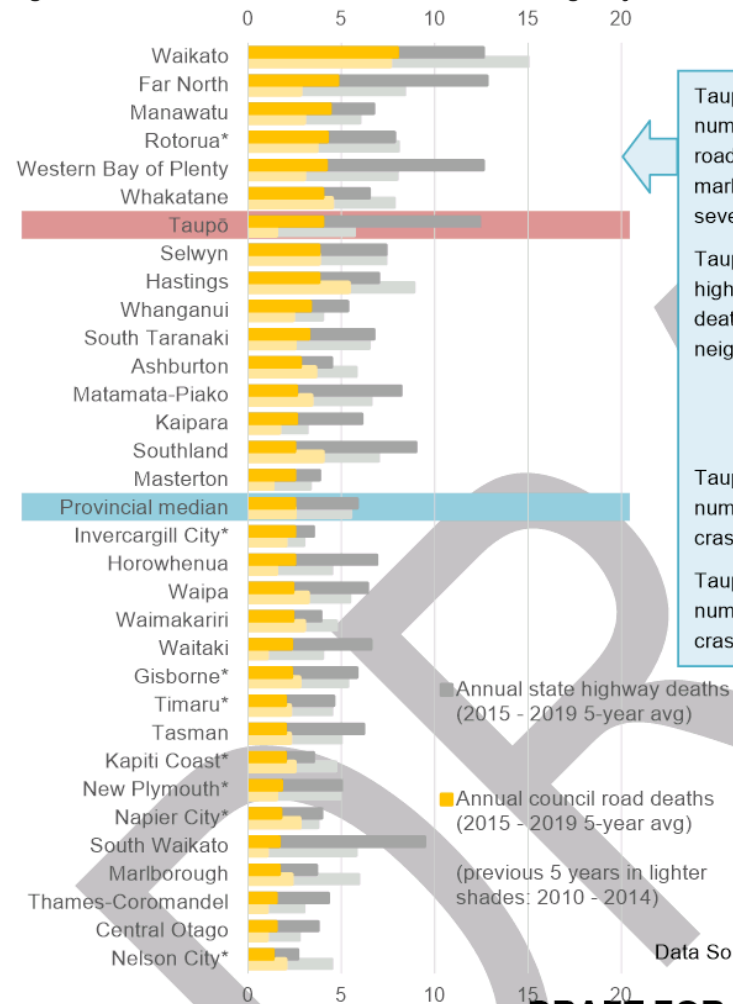
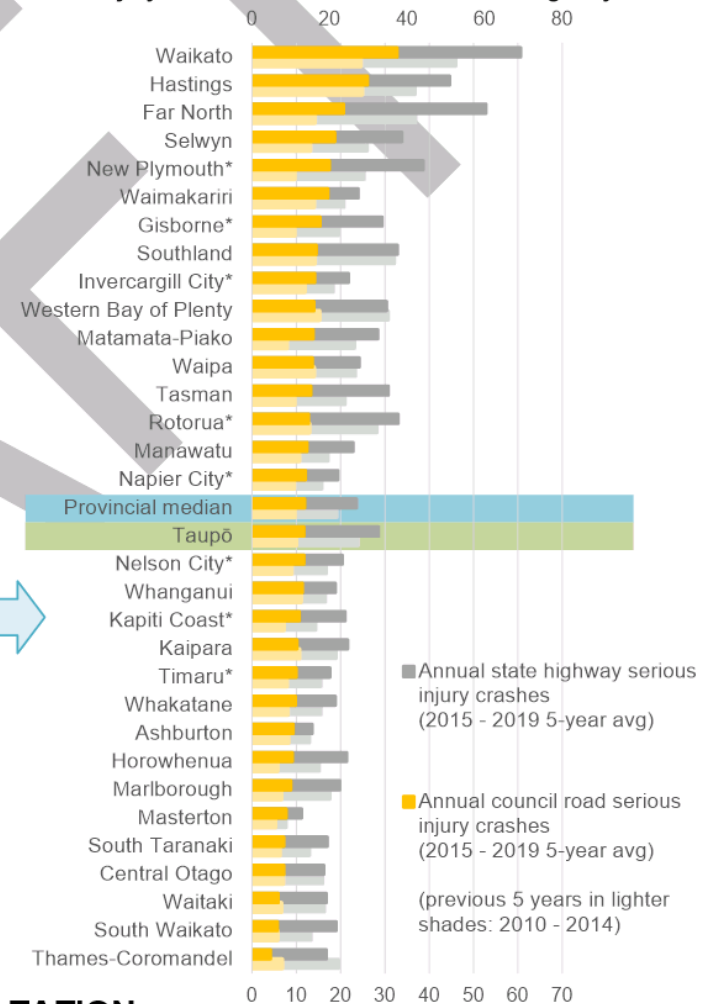


Figure 3 – Annual serious injury crashes on council roads and state highways



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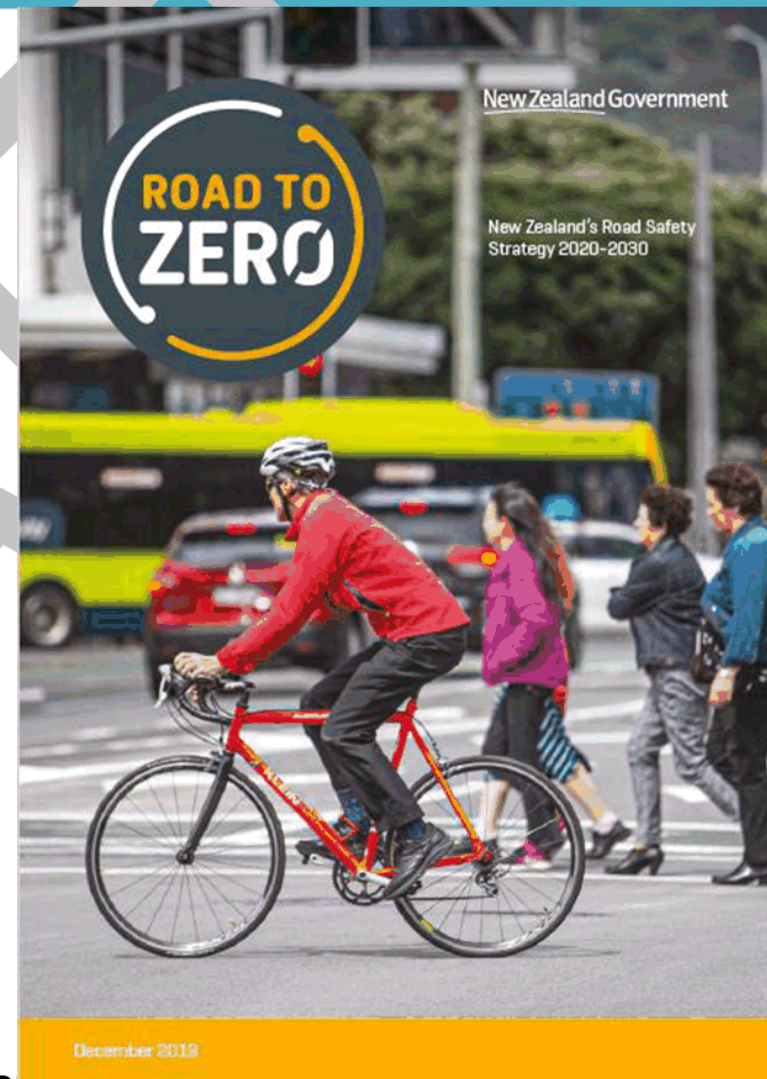
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1.4 Road to Zero: NZ's road safety strategy 2020-2030 (Dec 2019)

- 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;

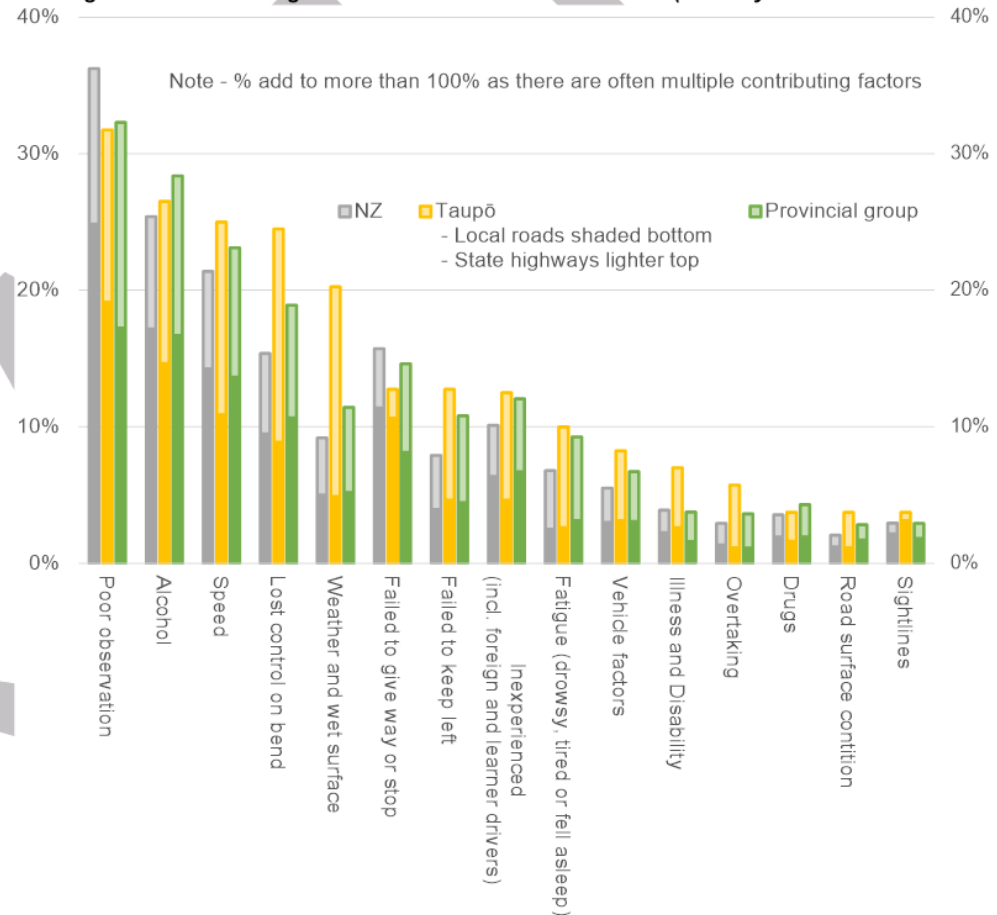
- Speed
- lost control on bends
- weather and wet surface crashes
- failing to keep left.

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.

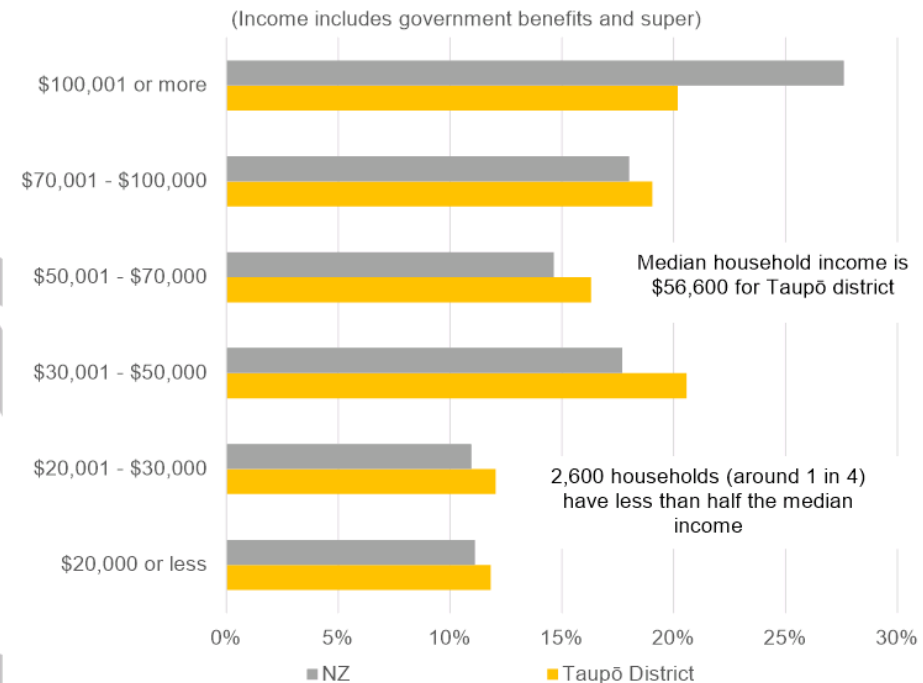
- Public transport needs to be affordable, easy and reliable, so that important journeys can be scheduled and are not put off.

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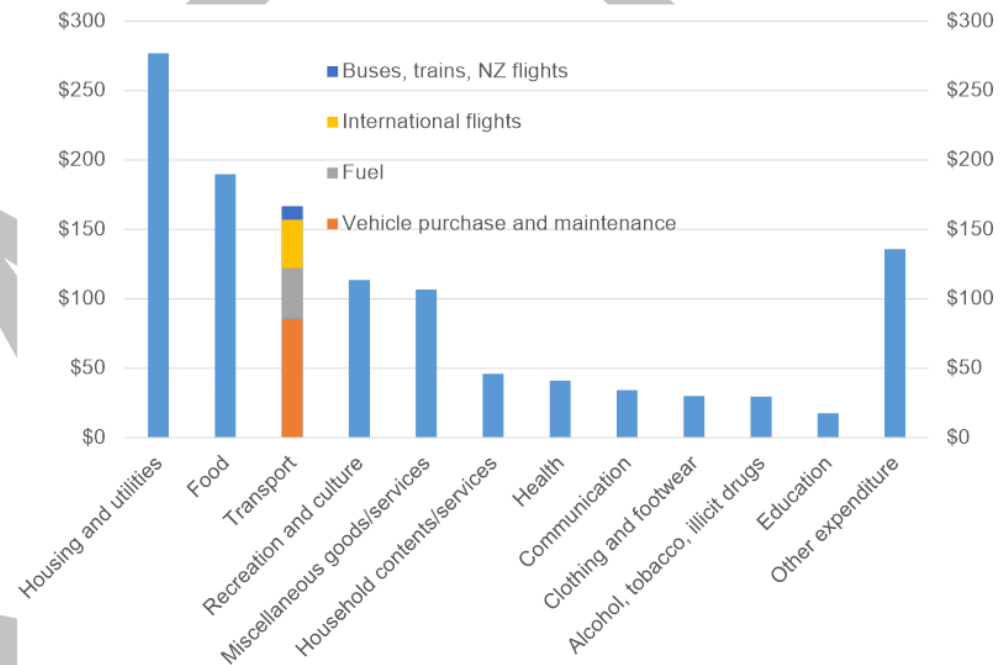
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2.4 Taupō has a high number of small and rural settlements at a distance from core services

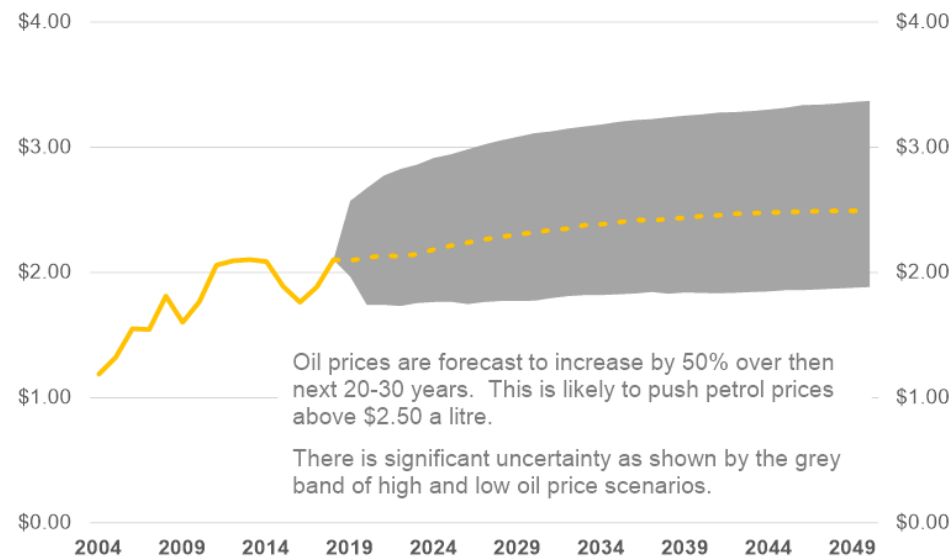
- The cost of car transport, and limited alternatives can be a barrier
- Households spend on average \$167 on transport per week (in 2016). It is their third largest area of expenditure after housing (and utilities) and food.
- The largest component of transport expenditure is vehicle purchase and maintenance (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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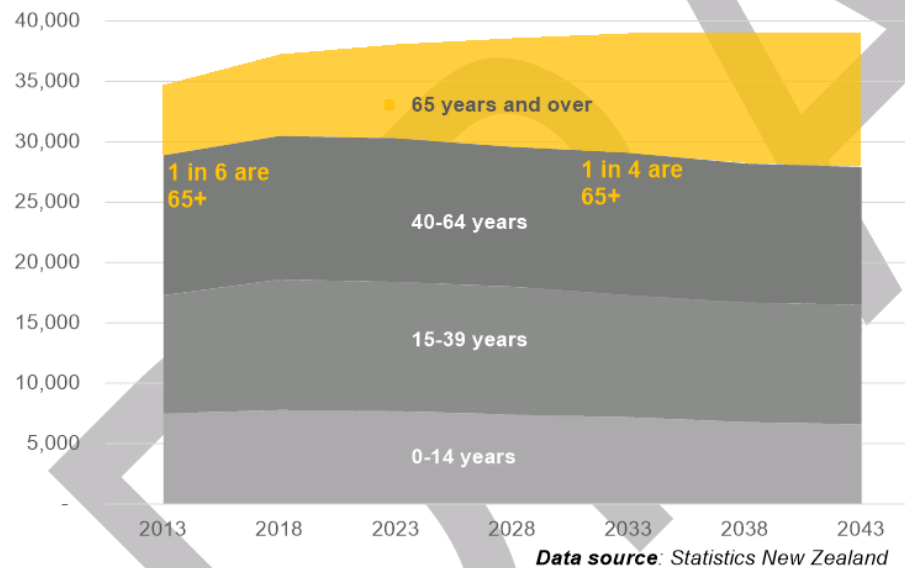
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2.7 Taupō faces an aging population and increased need for age-friendly transport

- 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 2 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 / Titirapunga 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

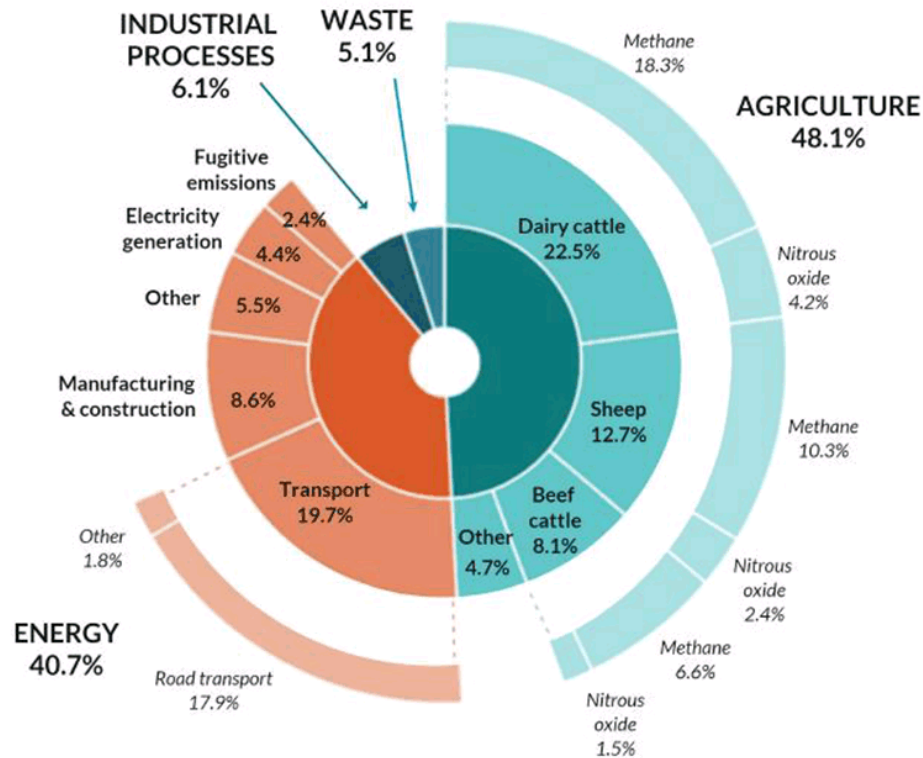


Diagram source: New Zealand's Greenhouse Gas Inventory 1990-2017, published April 2019

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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.

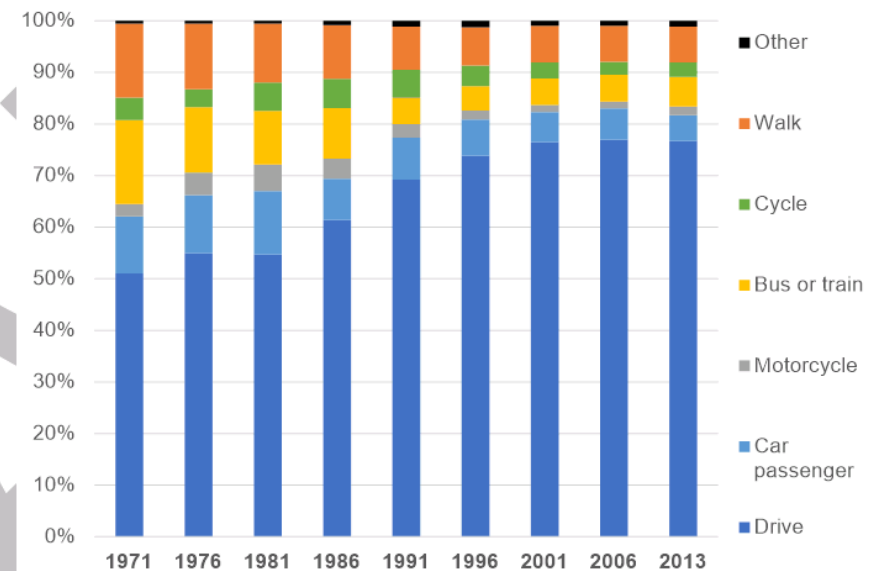
Figure 10 – How we travel to work compared to other provincial areas

	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



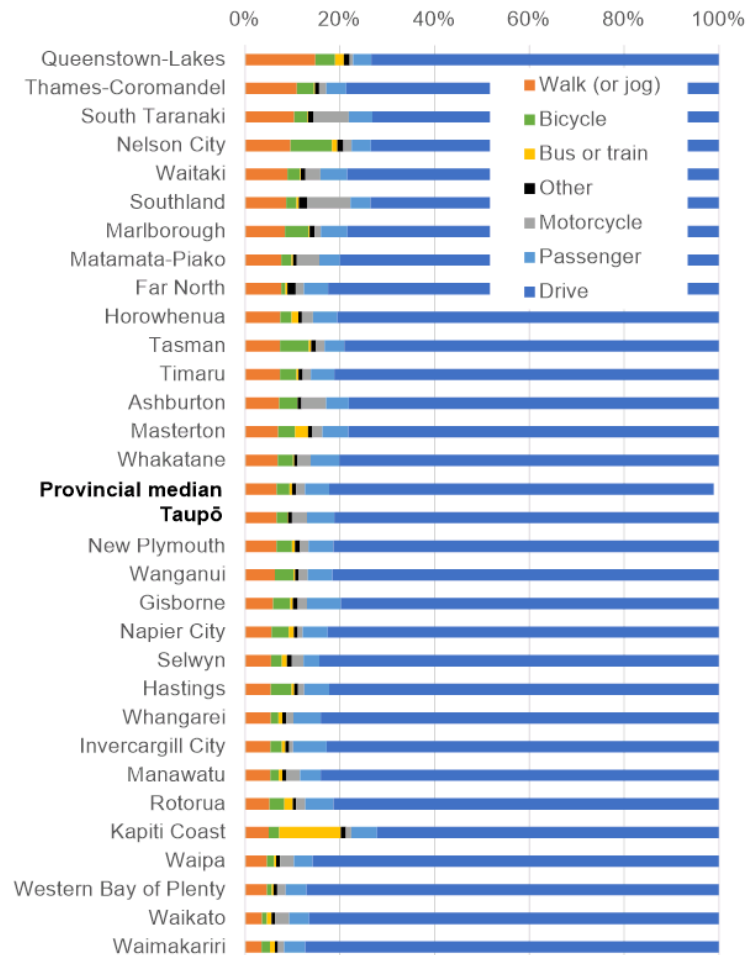
Data source: Statistics NZ, yearbook and census data, transport to work

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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



Proposed roading network through the town centre

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

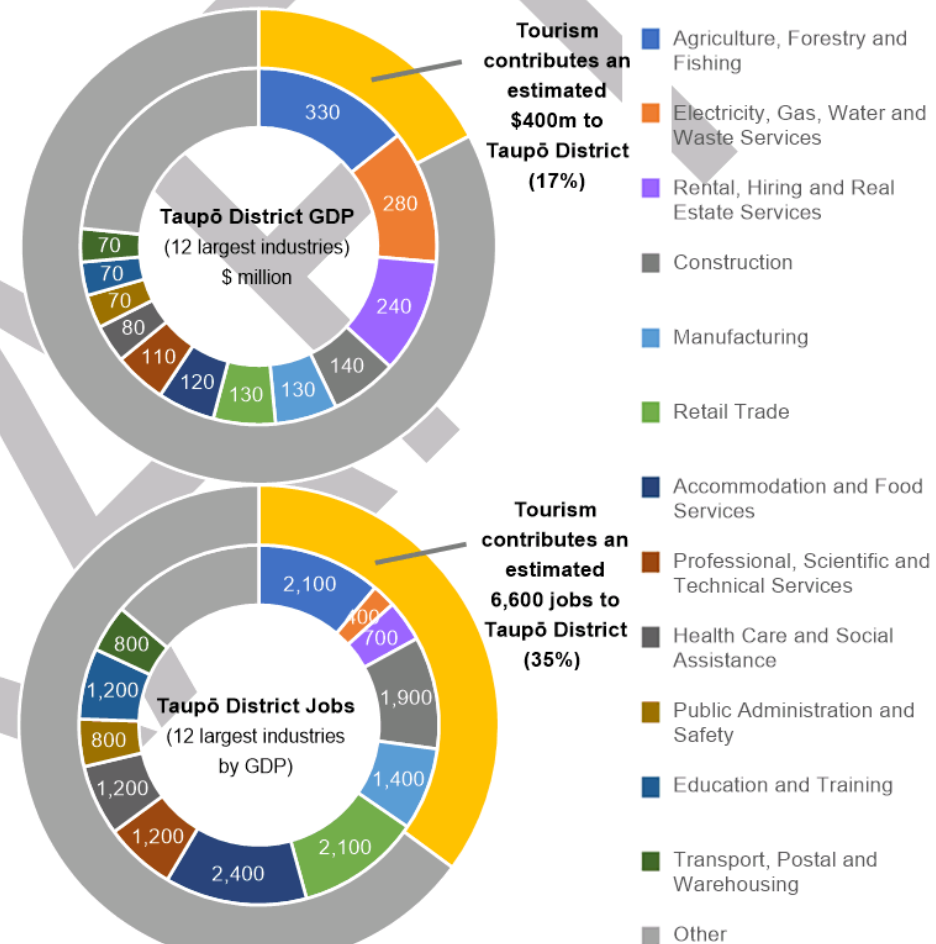
4.5 We need to support visitors to come, stay and interact to support economic opportunities

- 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, Taupō 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.

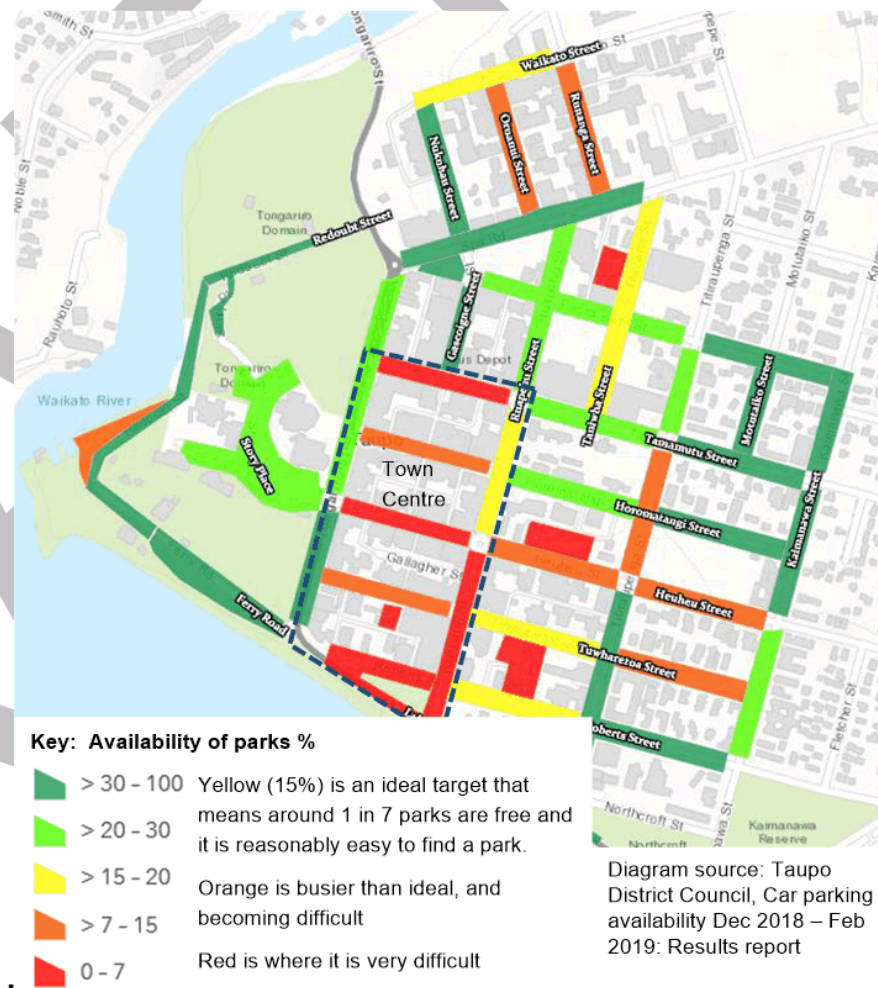
- Difficulty finding a park can be miserable – particularly if you don't know where to try next, or you are running late and are stressed.
- 60-minute parking in the town centre ensures turnover of parking, but at busy times it is not sufficient to make parks freely available.
- Parking starts to free 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 carpark spaces (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 carpark spaces.

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](https://www.mta.govt.nz/)

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 cause 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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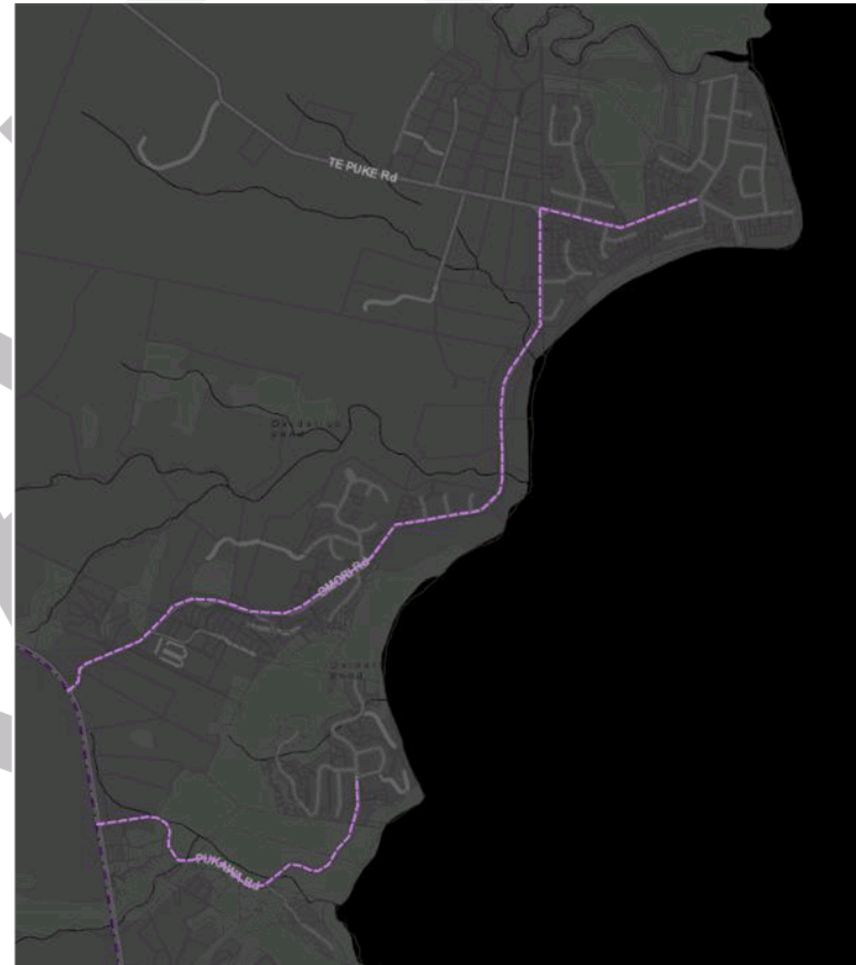
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8. Resilient and reliable

- 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.**DRAFT FOR PUBLIC CONSULTATION**

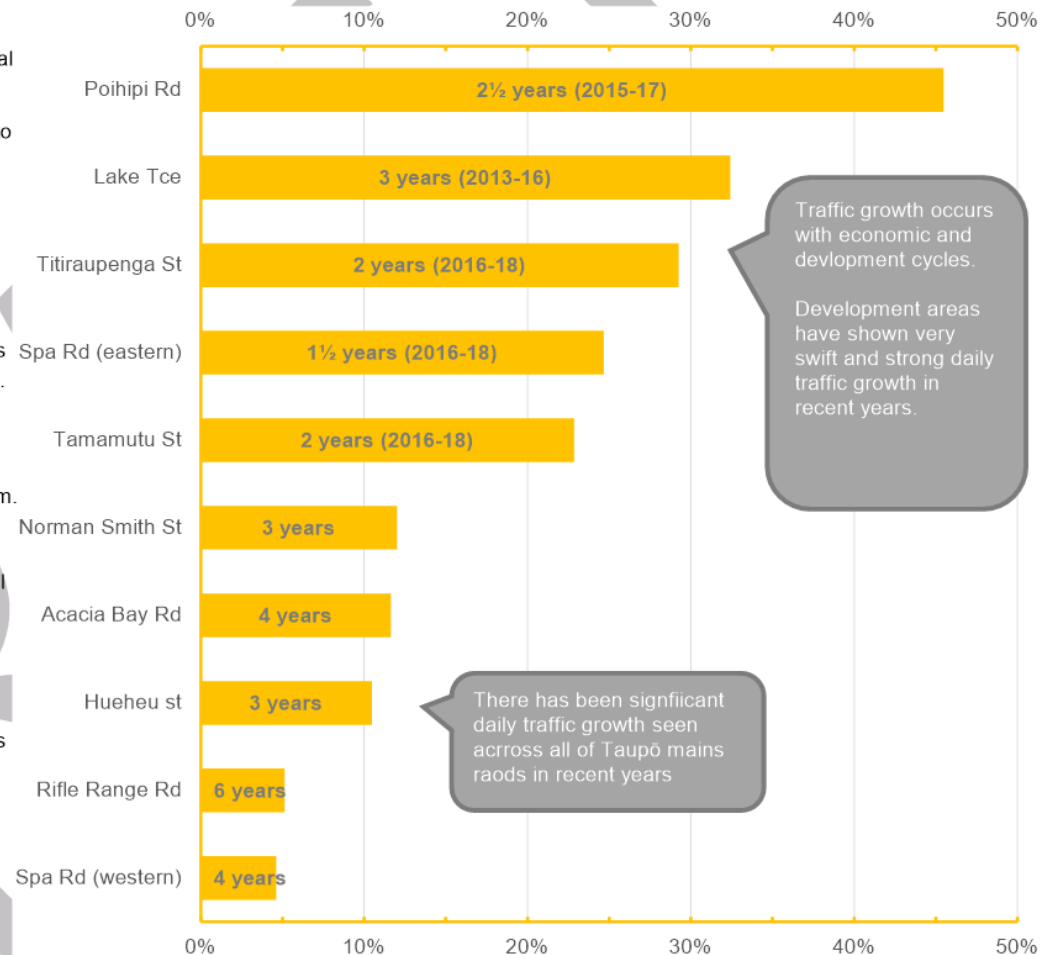
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- Taupō town has experienced significant growth in recent years (2016 – 2019):
 - Taupō population has grown, leading to increased local traffic and commuter peak traffic
 - The number of tourists / holidaying visitors continues to grow
 - State highway 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



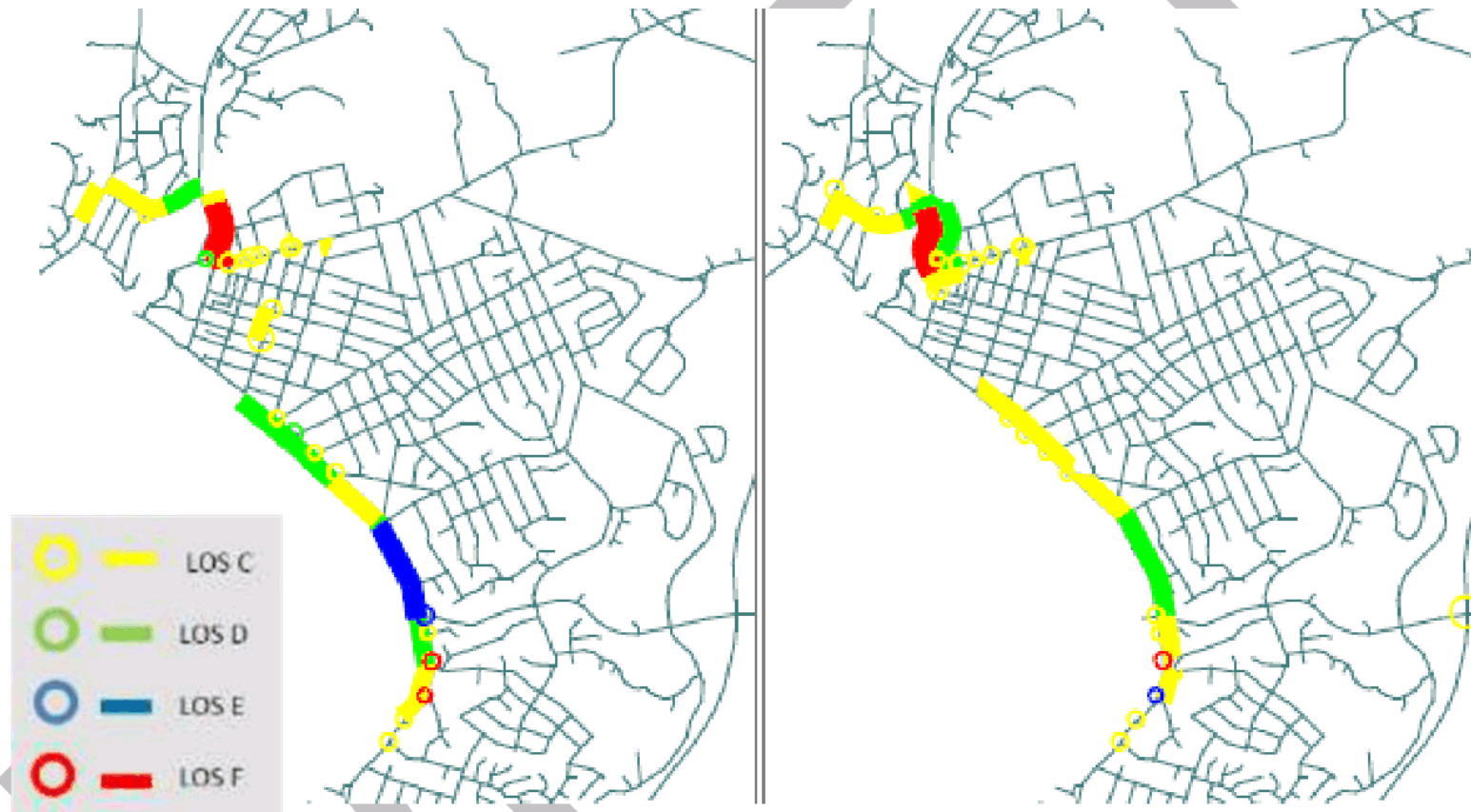
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CONNECTING TAUPŌ 2020 – 2050

Issues paper

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



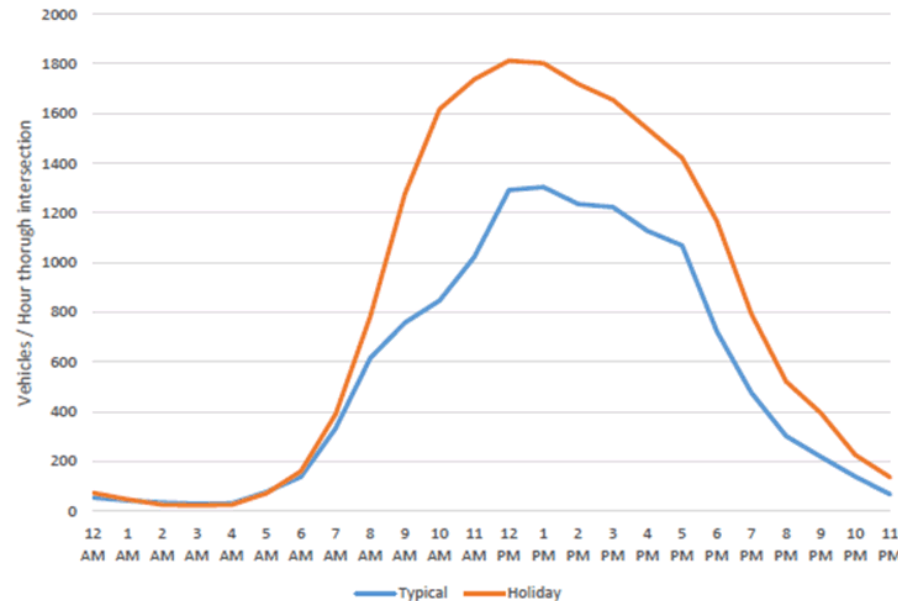
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**Figure 24 – Holiday traffic compared to typical day
(Tongariro / Heuheu traffic light intersection)**



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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Issues paper

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.

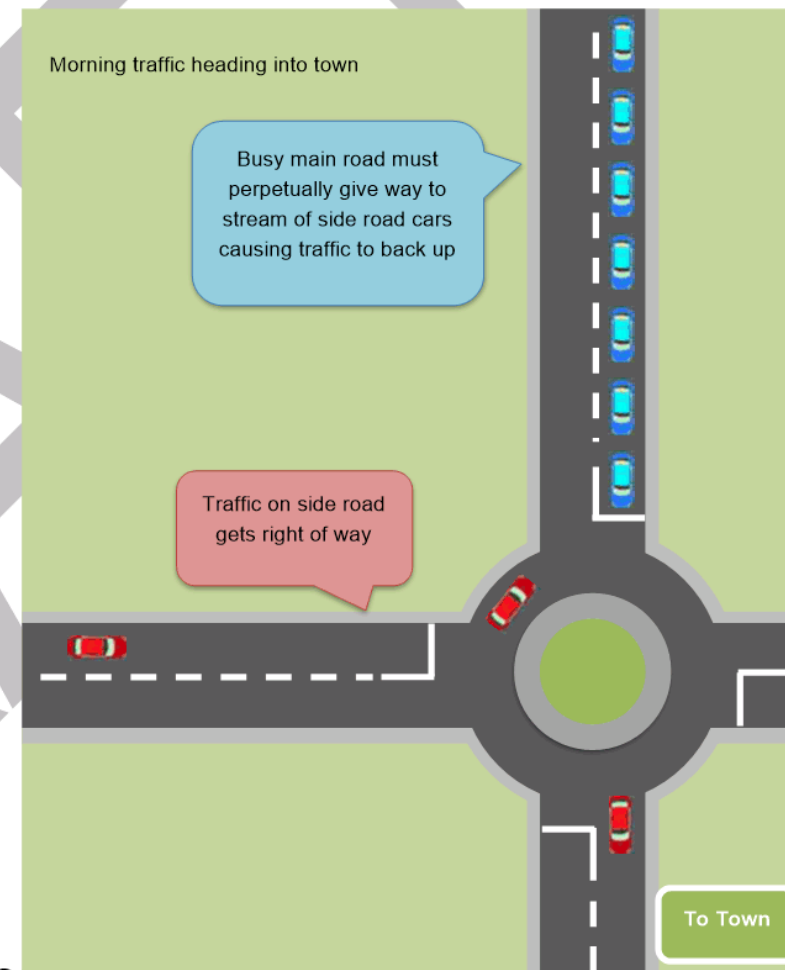
9.7 However, roundabouts are not always a good solution

- 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.



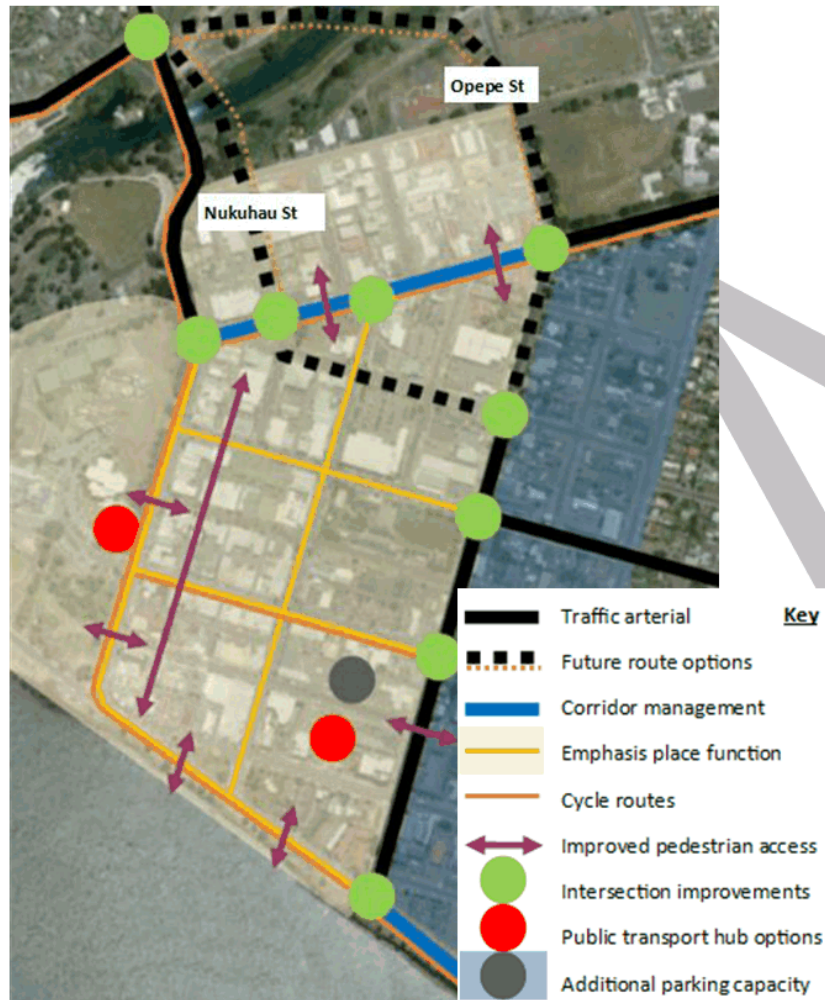
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Issues paper

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 Titirapunga Street, Ruapehu Street, Nukuhau Street/Gascoigne Street, Tongariro Street/Spa Road

9.14 Titirapunga 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 Titirapunga

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 Titirapunga Street

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Appendix 1 – Serious and fatal crashes in the last 10 years



CONNECTING TAUPŌ 2020 – 2050

Issues paper

Appendix 2 – 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-served 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)

File Ref:	
TAUPO DISTRICT COUNCIL	
Received	24 JUL 2008
Serial No	

**Licence to Occupy
Mangakino Recreation Reserve
Taupo District Council**



THIS LICENCE MADE THIS

DAY OF

2008

BETWEEN THE TAUPO DISTRICT COUNCIL, a local authority constituted under the Local Government Act 2002 [hereinafter with its successors and assigns called **'the Licensor'**] of the first part

AND GARY GRADWELL [hereinafter called **'the Licensee'**] of the second part.


WHEREAS

- A. The Licensor has vested in it all those parcels of land containing 38.04 hectares more or less, being Crown Land Part Pouakani Block SO 44917, SO 33862 shown outlined in red on the attached plan and known as the Mangakino Recreation Reserve [hereinafter called 'the said land'].
- B. The Licensor is desirous of granting to the Licensee a Licence to Occupy, pursuant to Section 74 of the Reserves Act 1977, over approximately 121 metres square the area delineated in green [hereinafter called 'the licence area'] within the said land on the plan annexed hereto.

NOW THEREFORE THE LICENSOR DOES HEREBY LICENCE AND AUTHORISE THE LICENSEE to occupy the licence area for a term of 3 years from the 1st day of April 2007 to 31st March 2010, subject to the payment of an annual rental rate of **ONE THOUSAND TWO HUNDRED AND TEN DOLLARS (\$1210-00)** per annum, plus GST, payable quarterly for the duration of this licence on the 1st April and subject to the following conditions:

- 1 THE** Licensee will at all times punctually pay the rent as herein before provided.
- 2 THE** Licensee will not assign, sublet, mortgage, charge, grant any lien or otherwise dispose of or part with the possession of the whole or any part of the licence area without the prior written consent of the Licensor.
- 3 THE** Licensee will use and manage the licence area for the sole purpose of operating a mobile cafe and will not impoverish or waste the soil thereof.
- 4 THE** Licensee will not break-up or crop any part of the licence area nor cut down any trees or bush without the prior consent in writing of the Licensor.
- 5 THE** Licensee will not erect any buildings on the licence area without the prior written consent of the Licensor.
- 6 THE** Licensee will pay all charges which may be lawfully imposed upon him as occupier of the licence area.
- 7 THE** Licensor shall not be responsible or liable for any loss of or damage to any other property of the Licensee whether caused by fire, theft, disease or otherwise.



- 8 THE** Licensor shall not be liable for any accident, injury or damage suffered by or caused to any person or property or arising out of or by reason of the Licensee's use of the licence area and the Licensee shall indemnify and keep the Licensor indemnified against all actions, suits, claims, costs and demands howsoever arising out of the use of the licence area by the Licensee, his invitees, employees, workmen, or otherwise.
- 9 THE** Licensor, its agents or servants shall at all reasonable times and hours be entitled to enter upon the licence area to view the condition of same and to give notice in writing to the Licensee of any breaches of conditions or directions pursuant to the terms of this licence and in the absence of the Licensee remedying such defect or breach or carrying out such direction the Licensor shall take such appropriate steps and measures to remedy the same and any monies expended by the Licensor in so doing together with interest thereon at the rate of twelve percent [12%] per annum computed from the time of expense shall be payable by the Licensee to the Licensor.
- 10 IN** the event of any breach of any of the conditions of this licence or in the event of the whole or any portion of the licence area being required for any reserve purpose this licence may be determined at any time by the Licensor in respect of the whole or any portion of the licence area upon the Licensor giving to the Licensee three calendar month's notice in writing of its intention so to determine this licence.
- 11 THERE** is no automatic right of renewal of this licence, however at the end of the term a new licence may be issued at the Licensor's satisfaction.
- 12 UPON** the expiration or sooner determination of this licence either as to the whole or any part of the licence area the Licensee shall not be entitled to any compensation for any improvements effected. Should the Licensee wish to remove these improvements upon the termination of this licence, the Licensee shall do so at his own cost without damage to the land and to the satisfaction of the Licensor.
- 13 THE** Licensor shall not be responsible for the provision of any water supply or availability of any water source.
- 14 THIS** licence shall not confer any right upon the Licensee for the carriage of or use of firearms of any sort within the licence area.
- 15 THE** Licensee will carry out all waste material and rubbish from the site and ensure the amenity of the area is not degraded in any way through the operation of the activity.
- 17 ANY** difference or dispute which may arise between the parties touching any of the matters arising out of this licence shall be decided by a submission to arbitration within the meaning of the Arbitration Act 1908.
- 18 THIS** licence is granted pursuant to Section 74 of the Reserves Act 1977.
- 19 THE** Licensee will at all times adhere to the policies of the Mangakino and Whakamaru Reserves Management Plan 2000.
- 

DATED THIS _____ DAY OF _____ 2008

THE COMMON SEAL of the **TAUPO DISTRICT COUNCIL** as Licensor was hereunto affixed in the presence of :

]]]

MAYOR

CHIEF EXECUTIVE



SIGNED BY GARY GRADWELL
as Licensee in the presence of :

Michelle Cotton
Administration officer



SP

21 November, 1995 P15 0076

SGP7^NKathryn Groome
(07) 377 9821

~~Regional Manager~~
~~Department of Survey & Land Information~~
~~Private Bag 3028~~
~~HAMILTON~~

Attention: R W Barnaby

Dear R W Barnaby

Lakeshore Recreation Reserve Mangakino

Thank you for your letter of 17 November 1995 about status of the reserve adjacent to Lake Maraetai.

Taupo District Council agrees to the uplifting of the Secondary Use - Recreation Reserve (as authorised in NZ Gazette 1969 p2155) over 34 acres situated in Blocks II and VI, Whakamaru Survey District, being part Pouakani Block, SO 44917.

This consent is provisional on the vesting of the land in Taupo District Council for recreation reserve purposes after the operating easement has been registered.

It is assumed that day to day planning and management can continue without disruption.

Yours sincerely

Kathryn Groome
Management Officer
Community Services Division

CC: Area Manager Mangakino, copy for your information
--



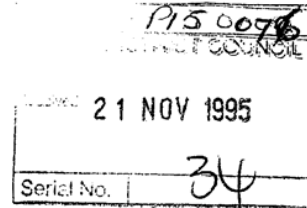
820 Victoria Street
Private Bag 3028
HAMILTON
Phone (07) 838 2489
Fax (07) 834 6788

Your Reference:

Our Reference: SGP7^N

17 November 1995

Chief Executive Officer
Taupo District Council
Private Bag
TAUPO



ENTERED

Dear Mr Dibble

LAKESHORE RECREATION RESERVE MANGAKINO

This reserve is Crown owned having been taken for water power development in 1949 pursuant to the Public Works Act 1928. This particular area though was authorised for a secondary use - recreation reserve - by NZ Gazette 1969 page 2155. A copy of the relevant survey office plan and the Gazette notice are enclosed. Control and management of the reserve was vested in the Taupo County Council, and so "inherited" by the Taupo District Council.

The Lake Maratai dam and substation have been purchased by Electricity Corporation of NZ (ECNZ) and this department has the task of creating and transferring the titles. As a part of that undertaking, and in terms of the sale and purchase agreement between Government and ECNZ, all hydro lakes and Crown owned land along the margins will be subject to operating easements in favour of ECNZ, registered on the titles.

To achieve this for the above holding the secondary use has to be uplifted first.

I seek Council's consent to my doing that, giving here an undertaking to vest the area in Council as reserve after the operating easement has been registered. There will be no cost to Council, and ~~day to day management can continue~~ without disruption.

Yours faithfully

R W Barnaby
for Regional Manager

*Authorising a Secondary Use of Land in Blocks II and VI,
Whakamaru Survey District, Taupo County, and Vesting the
Control and Management Thereof in the Taupo County
Council*

ARTHUR PORRITT, Governor-General
ORDER IN COUNCIL

At the Government House at Wellington this 6th day of
October 1969

Present:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL

PURSUANT to section 37 of the Public Works Amendment Act
1948, His Excellency the Governor-General, acting by and with
the advice and consent of the Executive Council, hereby makes
the following order.

ORDER

(a) It is hereby authorised that the land described in the
Schedule hereto, being land held primarily for the develop-
ment of water power (Lake Taupo and the Waikato River
power scheme), be applied also for recreation purposes, which
shall be a secondary use of the said land.

(b) Part II of the Reserves and Domains Act 1953 shall
apply to the said land.

(c) The control and management of the said land is hereby
vested in the Taupo County Council.

SCHEDULE

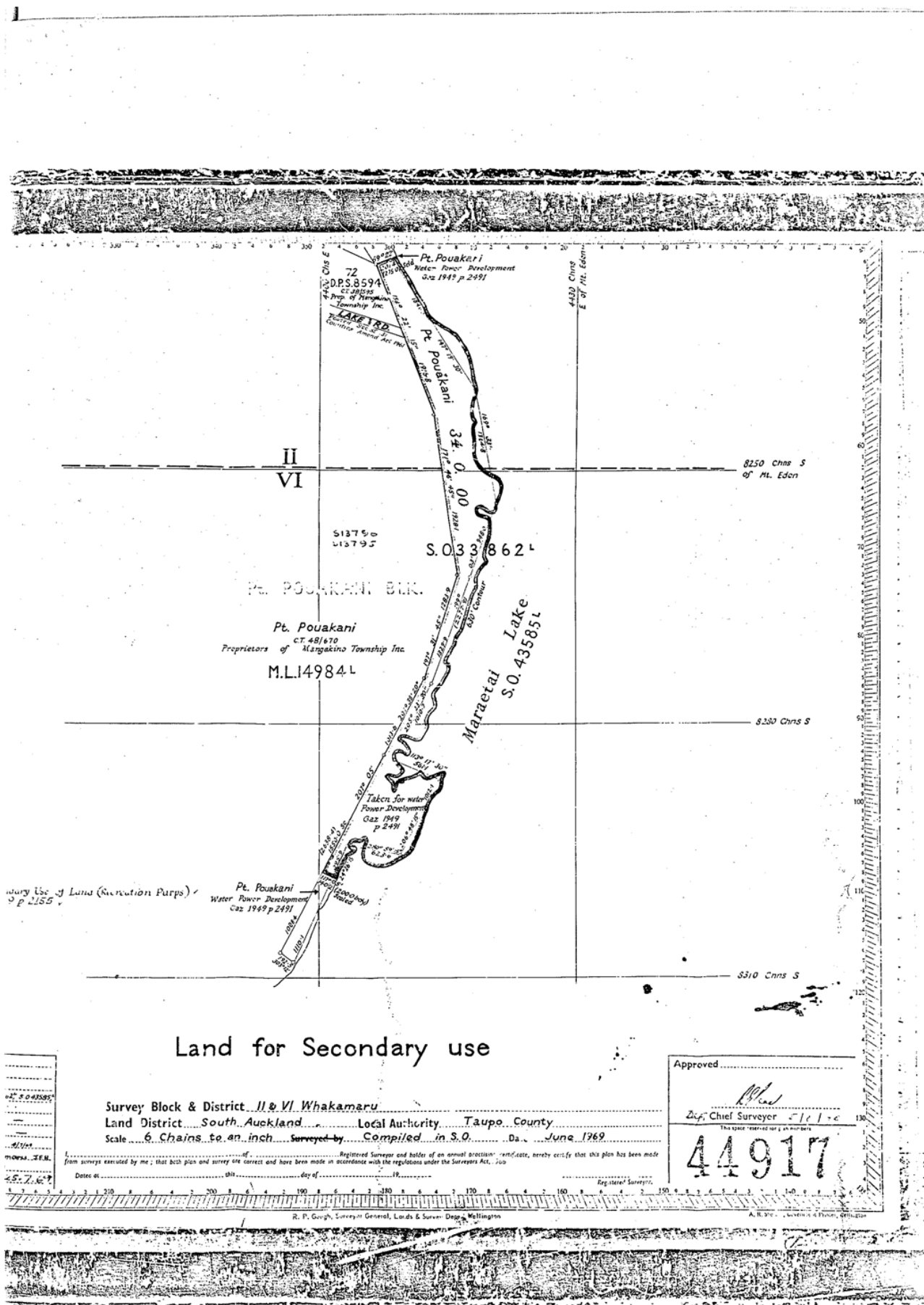
SOUTH AUCKLAND LAND DISTRICT

ALL that piece of land containing 34 acres situated in Blocks
II and VI, Whakamaru Survey District, being part Pouakani
Block; as the same is more particularly delineated on the plan
marked M.O.W. 23596 (S.O. 44917) deposited in the office of
the Minister of Works at Wellington, and thereon edged red.

G/1969/37/ P. J. BROOKS, Clerk of the Executive Council.
(P.W. 92/12/22/6; D.O. 92/12/22/6) 466203

EXTRACT FROM NZ GAZETTE

1969 page 2155



ITEM NO: _____

TO: Mangakino-Pouakani Representative Group

PREPARED BY: Land Management Officer

SUBJECT: Lake Maraetai Lakefront Management Agreement

DATE: 19 May 2015

OBJECTIVE DOCUMENT ID: A1455129

PURPOSE

The purpose of this report is to update the Representative Group on the final draft version of the management agreement for the Lake Maraetai Lakefront ("the management agreement"), and to consider whether to recommend Council execute the agreement.

EXECUTIVE SUMMARY

The area of lakefront land in front of Mangakino Recreation Reserve outlined in red on the attached map (section 3 SO 326125, and part section 1 SO 326125) ("the Land"), is vested in the Crown (LINZ) and subject to an easement in favour of Mighty River Power. The operating easement allows MRP to store water and install and operate hydroelectricity works on the Land.

Council currently manage the Land but no formal management agreement has ever been entered into. Following the signing of a management agreement for the Waikato River Trails, Council, LINZ, and MRP ("the parties") have been negotiating a management agreement for the Land. A final draft version of the management agreement has been reached. MRP has already signed the agreement. Once Council sign the agreement it will be forwarded to LINZ for signing.

The management agreement gives formal authority to Council to manage the Land for recreational purposes subject to the terms of the agreement, and the operating easement in favour of MRP.

The preferred option is for the Rep Group to recommend Council authorise the execution of the management agreement. The execution of the management agreement will ensure that Council has formal authority to manage the Land, and that the obligations and rights of all parties are formalised. The signed management agreement will assist Council with planning and operational decision making.

RECOMMENDED RESOLUTION

1. That the Mangakino Pouakani Representative Group recommends Council authorise the Mayor and CEO to execute the management agreement for Lake Maraetai Lakefront attached to officer's report [A1455129] by signing and affixing the Taupō District Council common seal to the agreement.

[Lake Maraetai Lakefront Management Agreement], [19 May 2015]

PURPOSE

The purpose of this report is to update the Representative Group on the final draft version of the management agreement for the Lake Maraetai lakefront, and to consider whether to recommend Council execute the agreement.

BACKGROUND

Council currently maintain and informally manage the area of lakefront land vested in the Crown (LINZ). The area of land (section 3 SO 326125, and part section 1 SO 326125) ("the Land") is situated in front of Mangakino Recreation Reserve, and outlined in red on the map attached at Attachment 1.

The Land is subject to an operating easement in favour of MRP. The operating easement grants MRP the right to store water and to install and operate hydroelectricity works on the Land.

The Land is currently managed by Council for recreational purposes but there is no formal management agreement in place. Therefore, the need for a management agreement between Council, LINZ, and MRP ("the parties") was identified.

The parties have been negotiating the Lake Maraetai management agreement since late 2013. The management agreement is largely based off the Waikato River Trails Agreement which was entered into by the parties in 2012. However, the management agreement for Lake Maraetai lakefront includes provisions more related to the management of the land for general recreational purposes.

DISCUSSION

Overview- Lake Maraetai Lakefront Management Agreement

The management agreement is for a term of 25 years commencing on October 2011 to align with the commencement date and term of the Waikato River Trail Agreement.

The management agreement covers the area of land not covered by water contained within the area outlined in red on the attached map up to the shore of Lake Maraetai.

The management agreement appoints Council to manage and maintain the land subject to the terms of the agreement and the operating easement in favour of MRP. Under the management agreement, Council must manage and facilitate the use of the Land for the purpose of providing an area for recreation and sporting activities and the physical welfare and enjoyment of the public.

The management agreement protects MRP's operating easement and provides that the easement rights take precedence over Council's rights or obligations. Under the management agreement, MRP may exclude entry of any person (including the public) to the Land (provided Council receive notice or in emergency situations) and Council must not do anything that would interfere with the easement rights.

The management agreement contains clauses have been moulded from the Reserves Act 1977 clauses regarding the management and use of recreation reserves. With the exception of certain restrictions and consents required from the Crown and MRP in certain situations, effectively the management agreement requires Council to manage the Land as though it were recreation reserve. Managing land for recreation purposes is a familiar legal framework to Council.

Actions requiring consent

Due to MRP's interest in protecting its operating easement rights and the Crown's landowner interests, certain activities undertaken by Council require consent from the parties. Leases and licences of the Land for recreational purposes require the prior consent of the Crown, and the consent of MRP where it could interfere with the operating easement. Also, in general, consent of both parties is also required where Council wishes to erect buildings, structures or make more than minor improvements associated with recreation purposes.

Actions not requiring consent

Under the management agreement, Council may make minor alterations to buildings, structures or improvements, and minor improvements with the parties prior consent. Minor improvements are defined in the management agreement to include seats, playgrounds, internal fencing, park furniture walkways, trees or plants, or regulatory signage provided they are within section 3 SO 326125 which is the area shown on the map attached at Attachment 1. Special provision has also been given to the New Zealand Defence Force to use the Land for its annual short term training exercises without the parties permission provided they are wholly within section 3 SO 326125.

[Lake Maraetai Lakefront Management Agreement], [19 May 2015]

In addition, Council may regulate the use of the land for games, sports, other activities for public recreation and charge for payment of entry for recreational purposes for up to 40 days per year without the consent of the parties.

Obligations of Council

Similar to the terms in the Waikato Trails Agreement, the lakefront management agreement contains the obligation of Council to maintain the Land and all improvements in good, clean and tidy condition and in doing so comply with applicable laws. Council must also ensure the health and safety of the public using the Land including notifications of hazards such as risk of flooding.

To assist the Rep Group with an understanding of the implications of the management agreement at local operational level, a question and answer table has been included below.

Question	Answer
Could Council remove the existing Council owned toilets and erect a new toilet block?	Yes provided consent of the parties is obtained.
Could Council plant vegetation or add a footpath?	<p><u>Section 3 SO 326125</u></p> <ul style="list-style-type: none"> - Yes and without consent <p><u>Part section 1 SO 326125</u></p> <ul style="list-style-type: none"> - Yes provided consent of parties is obtained.
Could Council prevent camping on the reserve?	Yes and without consent of the parties as camping is technically not authorised and Council would be managing the Land for its public recreational purpose.
Could Council permit camping on the reserve?	Yes [provided the consent of the parties Council could permit camping associated with events, or areas could be set aside for camping grounds.
Could Council require the bus stop café to modify or remove the existing structure?	Yes if the modification is it is unauthorised Council could require modification or removal without the parties prior consent.
Could Council grant a licence to the existing bus stop café?	Yes provided consent of the parties is obtained and provided the licence is necessary to enable the public to obtain the benefit and enjoyment of the Land or for the convenience of persons using the Land.
Could Council grant licences for the land? e.g. kayak hire, wakeboard retail	Same as above.

Once the agreement is signed by Council, it is proposed that officers will arrange a workshop with the Rep Group to get a sense of direction for planning management decisions relating to the Land. Officers can then approach MRP and LINZ for consent where required on management decisions, before seeking final approval from the Rep Group or Council (where required).

OPTIONS

Analysis of Options

The options available are either continue the status quo by maintaining the Land without a formal management agreement, or the preferred option to enter into the management agreement.

Option 1. Enter into the management agreement – **preferred option**

Advantages	Disadvantages
<ul style="list-style-type: none"> • Formal agreement for management of the land established- rights and obligations of parties clear. • Council can plan future use and 	<ul style="list-style-type: none"> • Council can be held responsible for breaches of the formal management agreement.

[Lake Maraetai Lakefront Management Agreement], [19 May 2015]

management of the land with certainty. <ul style="list-style-type: none"> • Future security of management of the land- public continue to receive benefits of enjoyment and use of the land. • Management agreement protects individual parties interests. 	
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Option 2. Do not enter into the management agreement – continue status quo

Advantages	Disadvantages
<ul style="list-style-type: none"> • Council cannot be held responsible for breaches of a management agreement. 	<ul style="list-style-type: none"> • No formal agreement for management of the Land – rights and obligation of parties unclear. • Council cannot plan future use and management of the land with certainty. • No future security in management of the Land- use and enjoyment of the Land by the public not guaranteed. • Individual parties interests are not protected under a management agreement.

Analysis Conclusion:

The preferred option is to enter into the management agreement as it presents overall benefits to Council. A signed management agreement will enable staff to plan the future use and management of the Land with certainty as the rights and obligations of the parties are clear established. The signed management agreement will also ensure that individual parties interests are protected, including the public's interest of securing the future use of the Land for recreational purposes. Signing the management agreement does present the disadvantage to Council in that it could be held responsible for breaches of any of the management agreement terms. However, this disadvantage is considered minor in the scheme of the greater benefits Council will receive in having a signed management agreement. Council can also mitigate the risk of breaching the management agreement by being aware of its obligations under the agreement.

CONSIDERATIONS

Financial Considerations

The signing of the management agreement is unlikely to have any financial considerations for Council as it is simply formalising the current situation whereby Council maintain and manage the land.

Financial consideration for the management agreement is a peppercorn fee to be paid by Council if requested. This is consistent with the current situation where Council do not receive payment from the Crown for the maintenance of the Land due to the public use and benefit received in return.

The management agreement provides that Council can apply money received from dealing with the Land (e.g. licences to occupy, events etc) to the purpose of managing the Land.

Under the management agreement Council is responsible for all rates, taxes and other charges payable in respect of the Land. This will not have any financial impact for Council as it already pays for charges associated with the use of the Land (electricity and water), and the Land is not rated as it is used for reserve purposes.

Legal Considerations

Local Government Act 2002

The matter comes within scope of the Council's lawful powers, including satisfying the purpose statement of Section 10 of the Local Government Act 2002. The matter will enable the Council to meet the current and future needs of communities for good quality local infrastructure.

The legal considerations of MRP's operating easement, and the Crown's underlying ownership of the Land has been discussed in the discussion section above. In summary, the signing of the management agreement will ensure that the parties rights, obligations, and the terms relating to Council's management of the Land are outlined and agreed.

[Lake Maraetai Lakefront Management Agreement], [19 May 2015]

Policy Implications

The signing of the management agreement will assist Council with policy planning work particularly development of future reserve management plans.

Under the District Plan, Section 3 SO 326125 is zoned as Rural Environment, Height Restricted Area (maximum building height of 5 meters), and Foreshore Protection Area.

Under the District Plan, part section 1 SO 326125 is zoned as Height Restricted Area (maximum building height of 5 meters), and Foreshore Protection Zone.

The District Plan planning restrictions will need to be taken into account by Council when managing the land.

Risk

The signing of the agreement formalises Council's responsibilities which presents risks if Council's obligations under the agreement are not carried out. If Council fails to meet its obligations the Crown or MRP may seek remedies for breach of contract including terminating the agreement if the breach is not remedied within 30 days. While this is a risk, it is a manageable risk as Council can meet its obligations under the management agreement.

The agreement stipulates that Council is to be responsible for any damage cause to any person or property while using the land including loss or damage caused by flooding. This is a manageable risk as Council can ensure that all major improvements are placed outside of the potential flood area, and appropriate health and safety procedures are carried out. Council also holds public liability insurance.

The management agreement provides that Council must take all practical steps to ensure the health and safety of all persons entering the Land. This obligation includes warning the public of hazards present on the Land including the risk of flooding. This obligation can continue to be managed by operational staff.

SIGNIFICANCE OF THE DECISION OR PROPOSAL

Council's Significance and Engagement policy identifies the following matters that are to be taken into account when assessing the degree of significance of proposals and decisions:

- a. The level of financial consequences of the proposal or decision;
- b. Whether the proposal or decision will affect a large portion of the community or community of interest;
- c. The likely impact on present and future interests of the community, recognising Maori cultural values and their relationship to land and water;
- d. Whether the proposal affects the level of service of an activity identified in the Long Term Plan; Whether community interest is high; and
- e. The capacity of Council to perform its role and the financial and other costs of doing so.

Officers have undertaken a rounded assessment of the matters in clause 11 of the Significance and Engagement Policy (2014), and are of the opinion that the matter does trigger the policy.

ENGAGEMENT

Taking into consideration the above assessment, that the decision is of a low degree of significance, officers are of the opinion that no further engagement is required prior to Council making a decision.

COMMUNICATION/MEDIA

Decisions made by Council should be communicated in the appropriate manner. It is considered that communication should be undertaken via the following methods:

- media release of decision using appropriate methods;
- notifying LINZ and MRP of decision.

[Lake Maraetai Lakefront Management Agreement], [19 May 2015]

CONCLUSION

Council currently manage the Lake Maraetai lakefront area of land vested in the Crown and subject to an operating easement in favour of MRP. There is currently no formal management agreement for the land. The parties have negotiated a management agreement which is similar to the signed Waikato River Trails Management Agreement but reflects the more general recreational use of the land. It is recommended that the Rep Group recommend Council execute the management agreement.

The signing of the management agreement will assist officers with management of the reserve for present and future use as it will ensure that the obligations, rights, and expectations of the parties are clearly defined.

RECOMMENDED RESOLUTION

1. That the Mangakino Pouakani Representative Group recommends Council authorise the Mayor and CEO to execute the management agreement for Lake Maraetai Lakefront attached to officers report [A1455129] by signing and affixing the Taupō District Council common seal to the agreement.

Report prepared by:

Report reviewed by:

Ella Howie
Land Management Officer

Gareth Green
Group Manager: Policy & Operations

ATTACHMENTS

- Attachment 1: Map of the Land
- Attachment 2: Lakefront Management Agreement [A1445923]

[Lake Maraetai Lakefront Management Agreement], [19 May 2015]

ATTACHMENT 1: MAP OF THE LAND



[Vesting of LINZ lakefront parcel into Council control and management as reserve], [15 September 2015]

ITEM NO: _____

TO: MANGAKINO/POUAKANI REPRESENTATIVE GROUP

PREPARED BY: Parks Officer- Legal

SUBJECT: Vesting of LINZ lakefront parcel into Council control and management as reserve

DATE: 15 September 2015

OBJECTIVE DOCUMENT ID: A1531822

PURPOSE

This report is to provide an update to the Mangakino-Pouakani Representative Group on the legal administration of the LINZ owned parcel of lake front land which is managed by Council. The report also seeks a new resolution supporting the control and vesting of the parcel of land into Council ownership as recreation reserve.

EXECUTIVE SUMMARY

Further information on the history of the Lake Maraetai lakefront parcel of land (section 3 SO 326125) has recently come to officer's attention. Namely, in 1995 the Taupō District Council was given an undertaking from the Crown that the parcel of lakeshore land (section 3 SO 326125) would vest in Council as recreation reserve after the hydroelectricity operating easement had been registered (see Attachment 1).

Officers have been advised by LINZ that the Department of Conservation is responsible on behalf of the Crown to undertake work required to declare and classify the reserve and vest it in Council. Officers enquired with DOC and have been advised that they estimate the parcel will be classified and re-vested in Council before the end of this year. DOC requires confirmation from Council that it still agrees to the land being vested in it.

This new information negates the need to enter into the draft management agreement for section 3 SO 326125, as having the land re-vested in Council as recreation reserve (subject to the registered operating easement) offers much greater rights.

The draft management agreement will still be useful for Council for part section 1 SO 326125 as the undertaking given by the Crown does not relate to this area of land. Therefore, the draft management agreement will need to be amended to remove reference to section 3 SO 326125 (parcel to be vested in Council ownership) before being reconsidered by the Mangakino-Pouakani Representative Group for signing.

Therefore, this report recommends that the previous Mangakino-Pouakani Representative Group's decision in respect of signing the management agreement is rescinded, and that it agrees to support the vesting of the section 3 SO 326125 in Council's control and management as recreation reserve.

A letter from Council's CEO to DOC can then be supplied referencing the Mangakino-Pouakani Representative Group resolution and confirming that Council still agrees to the land being vested in it.

RECOMMENDED RESOLUTION

1. That the Mangakino-Pouakani Representative Group revokes its recommendation [MP201505/03] made on 19 May 2015 to Council that His Worship the Mayor and the Chief Executive Officer execute the management agreement for Lake Maraetai Lakefront attached to officer's report [A1455129] by signing and affixing the Taupō District Council common seal to the agreement.
2. That the Mangakino-Pouakani Representative Group agrees that the lake Maraetai lakeshore parcel of land (Section 3 SO 326125) which is subject to the registered operating easement in favour of Mighty River Power, should be vested in Council's control and management as recreation reserve.
3. That the Mangakino-Pouakani Representative Group supports the re-drafting of the management agreement with LINZ and MRP for part section 1 SO 326125, subject to final approval by the Mangakino-Pouakani Representative Group.

[Vesting of LINZ lakefront parcel into Council control and management as reserve], [15 September 2015]

PURPOSE

This report is to provide an update to the Mangakino-Pouakani Representative Group on the legal administration of the LINZ owned parcel of lake front land which is managed by Council.

This report also seeks a new resolution supporting the control and vesting of the parcel of land into Council ownership as recreation reserve.

BACKGROUND

Officers have been working with LINZ and MRP on developing a management agreement for the Lake Maraetai lakefront area. However, officers were unaware of the historical undertaking given by the Crown to vest the parcel of the lakeshore land (section 3 SO 326125) into Council ownership as recreation reserve.

Officers only recently became aware of the historical undertaking, during discussions with LINZ over whether consultation had been undertaken with iwi on the draft management agreement. LINZ responded that they had consulted with iwi regarding Section 3 SO 326125 transferring to DOC and then being vested in Council. The documents detailing the historical undertaking attached to this report at Attachment 1 were then uncovered.

The attachments detail how in 1969, Section 3 SO 326125 was vested in the control and management of the Taupō County Council for its secondary use as recreation purposes. In 1995, the Department of Lands and Survey (now LINZ) requested Council's permission to uplift the secondary recreation reserve purpose. An undertaking was provided that the area would be vested in Council after the operating easement has registered and that the day to day management agreement could continue.

Council consented to the uplifting of the designation conditional upon the land being vested in Council for recreation reserve purposes once the operating easement had been registered.

The process was meant to take two to three years maximum to complete and it was not envisaged that it would take over twenty years to complete.

DISCUSSION

Due to Government Department restructuring and reforms, and delays in the process of registering the operating easement, the undertaking given in 1995 has still not been honoured. Finally, it appears as though the process to vest the land into Council ownership as reserve will be completed shortly. The Waipa District Council and South Waikato District Council are also in a similar situation with their reserves that border the Waikato River lakes.

DOC has estimated an 8-10 week time frame to complete the process of classification and vesting of the reserve in Council ownership via gazette notice. All work to undertake the gazette process will be carried out by DOC staff at no cost to Council.

Once the reserve is vested in Council and classified as recreation reserve, Council will control and manage the reserve in accordance with the Reserves Act 1977 and subject to the rights granted to MRP under the registered operating easement.

The operating easement allows MRP to store water and install and operate hydroelectricity works on the land. Council would therefore need to communicate with and seek permission from MRP when it wants to do anything which would interfere with the operating easement rights granted to MRP.

In accordance with the easement, Council must also consult with MRP prior to granting any leases or licences for the land, and the third party receiving the lease or licence must agree not to frustrate or interfere with MRPs easement rights.

SIGNIFICANCE OF THE DECISION OR PROPOSAL

Council's Significance and Engagement policy identifies the following matters that are to be taken into account when assessing the degree of significance of proposals and decisions:

- a. The level of financial consequences of the proposal or decision;
- b. Whether the proposal or decision will affect a large portion of the community or community of interest;

[Vesting of LINZ lakefront parcel into Council control and management as reserve], [15 September 2015]

- c. The likely impact on present and future interests of the community, recognising Maori cultural values and their relationship to land and water;
- d. Whether the proposal affects the level of service of an activity identified in the Long Term Plan;
- e. Whether community interest is high; and
- f. The capacity of Council to perform its role and the financial and other costs of doing so.

Officers have undertaken a rounded assessment of the matters in clause 11 of the Significance and Engagement Policy (2014), and are of the opinion that the matter does not trigger the policy.

DOC will be undertaking iwi consultation for the proposed classification and vesting of the reserve in Council.

ENGAGEMENT

Taking into consideration the above assessment, and that the decision to vest to reserve in Council as recreation reserve will simply enable Council to continue to manage the land but with clear authority and direction, officers are of the opinion that no further engagement is required prior to the Mangakino-Pouakani Representative Group making a decision.

COMMUNICATION/MEDIA

Decisions made by Council should be communicated in the appropriate manner. It is considered that communication should be undertaken via the following methods:

- Media release of the decision using appropriate methods;
- Notification to DOC of the decision.

CONCLUSION

This report recommends that instead of pursuing a management area for Section 3 SO 326125, the Mangakino-Pouakani Representative Group agree that Section 3 SO 326125 should be vested in Council's control and management as recreation reserve. This report recommends that officers continue to work on a management agreement for the remaining lakeshore area, part section 1 SO 326125.

RECOMMENDED RESOLUTION

1. That the Mangakino-Pouakani Representative Group revokes its recommendation [MP201505/03] made on 19 May 2015 to Council that His Worship the Mayor and the Chief Executive Officer execute the management agreement for Lake Maraetai Lakefront attached to officer's report [A1455129] by signing and affixing the Taupō District Council common seal to the agreement.
2. That the Mangakino-Pouakani Representative Group agrees that the lake Maraetai lakeshore parcel of land (Section 3 SO 326125) which is subject to the registered operating easement in favour of Mighty River Power, should be vested in Council's control and management as recreation reserve.
3. That the Mangakino-Pouakani Representative Group supports the re-drafting of the management agreement with LINZ and MRP for part section 1 SO 326125, subject to final approval by the Mangakino-Pouakani Representative Group.

Report prepared by:

Report reviewed by:

Ella Howie
Parks Officer- Legal

Gareth Green
Group Manager: Policy & Operations

ATTACHMENTS

- Attachment 1: Undertaking given by the Crown [A836821]
- Attachment 2: Map of Lake Maraetai lakefront

[Vesting of LINZ lakefront parcel into Council control and management as reserve], [15 September 2015]

ATTACHMENT 2: MAP OF LAKE MARAETAI LAKEFRONT



4.3 MANGAKINO LAKEFRONT MATTERS

Author: Nathan Mourie, Senior Reserves Planner

Authorised by: Kevin Strongman, Head of Operations

PURPOSE

To provide updated information to the Mangakino/Pouakani Representative Group (the Group) on matters relating to the Mangakino Recreation Reserve on Lake Maraetai.

EXECUTIVE SUMMARY

There are some projects and issues relating to Mangakino Recreation Reserve which officers consider the Group should be informed of.

RECOMMENDATION(S)

That the Mangakino/Pouakani Representative Group receive the information contained in this report.

BACKGROUND

The proposal has not been presented previously.

The primary issues for discussion in relation to Mangakino Recreation Reserve are:

- Public convenience renewal
- Bus stop café
- Parking
- Freedom camping
- Vegetation vandalism
- Playground

Public Convenience Renewal

There is \$372,000 in 2021/22 for Mangakino public convenience development in the 2018-28 Long-term Plan (LTP).

There are issues around land ownership on the reserve and the lakefront which have affected Council's ability to carry out works on the land. Essentially, Council currently has no official jurisdiction on a large portion of the reserve by the lakefront. Some of this land falls within the boundary of Lake Maraetai and is owned by Mercury; and some of this land (which the toilet sits on) was supposed to be vested in Council in 1995 by the Crown but this was never done. Subsequently the land is still in Crown ownership (administered firstly by Land Information New Zealand (LINZ) and now Department of Conservation (DOC) and throughout this time, Council has informally maintained the area. Council began pursuing the vesting of the parcel once this anomaly was discovered in 2015. In 2016 Council became aware of a Treaty of Waitangi claim over the land from Wairarapa Moana Incorporation and as such, put all processes on hold pending the outcome of the claim process and determination of the legal landowner. To date, the claim has still not been resolved. This ongoing uncertainty with the current status of the land i.e. the landowner is still unknown has meant that Council is unwilling to commit to significant infrastructure investment on the land; there is also no guarantee that the infrastructure will be allowed to remain there at the end of the claims process.

Assuming there is a desire to renew the toilet facility, it is preferred that this be in a location where there is assurance of long-term Council ownership and administration.



Figure 1 – Crown Land under claim

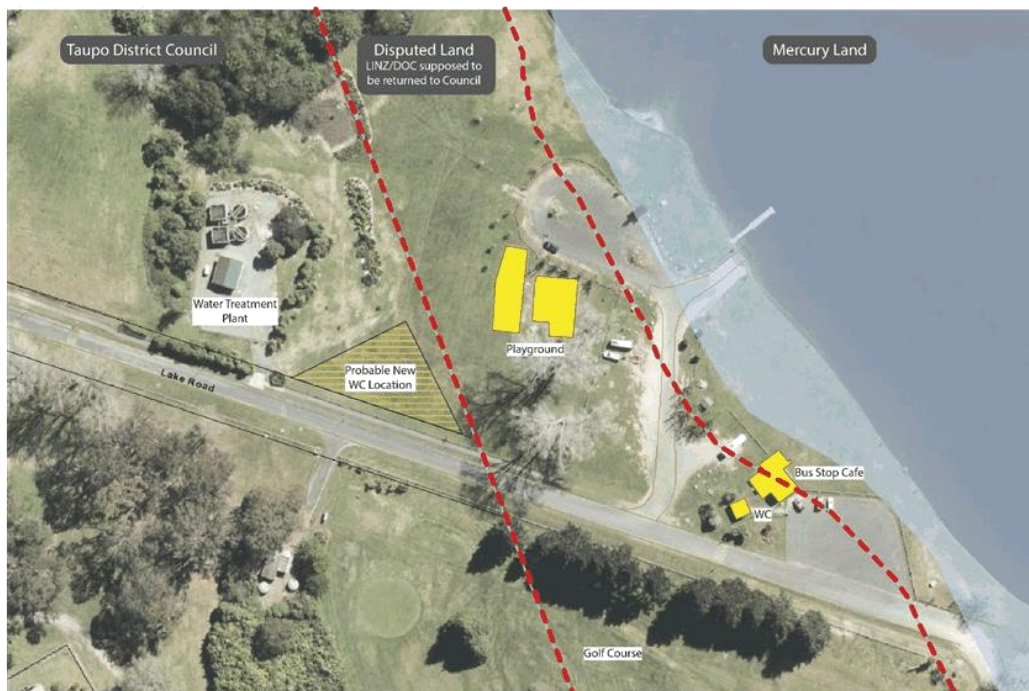


Figure 2 - Mangakino Recreation Reserve

Bus Stop Café

The bus stop café has been operating in this location on the lakefront since 2006. Over this time the operation has gradually expanded and changed. The licence agreement expired in 2010. In 2011 the operator wrote to Council asking for a new 10-year lease with a 12-month termination clause. This request does not appear to have been addressed at the time; and has not been addressed recently due to uncertainty over the land which the operation occupies.

Parking & Freedom Camping

During peak periods the car park on the lakefront can come under pressure. This area (and part of the reserve lawn) is available for self-contained freedom camping. The competing uses of freedom camping, boat trailer parking and other recreational users places significant pressure on the site during the summer months. There is a third designated freedom camping area by the bowling club which is not used. There seems to be some reluctance by freedom campers to use this designated freedom camping location due to perceived lack of proximity to the lake. There is the opportunity for discussion on long term approaches to these issues in light of the increasing usage of a finite space. Particularly the parking of vehicles (campers and boat trailers) on reserve spaces which could otherwise be used for recreation and amenity by people. Council also unofficially maintains Matekuri Island and the road into it which is used by campers although it is Mercury property.

Vegetation Vandalism

There has been some persistent illegal removal of vegetation on the reserve to allow for lake views of adjacent properties.

Playground

The playground is in a similar situation to the WC, in that if the land status is not clarified when it comes up for renewal there will need to be some consideration on the appropriateness of placing new equipment on land of uncertain tenure.

DISCUSSION

Although having a toilet facility further from the majority of lakefront activities may be considered a slight inconvenience to some, based on the aforementioned risks it is the more practical solution to provide this facility to park users. Based on the uncertainties around the land ownership and apparent desire and need to upgrade the facilities on the Mangakino lakefront, it is officer's recommendation that a new toilet facility be built on Council owned and administered land further inland from the current location. Some minor infrastructure will be necessary to ensure adequate accessibility to the facility e.g. pathways and possibly vehicle parking.

The community needs to decide on the appropriate use of a finite area, and how much should be used for vehicles, commercial activity and how much retained for recreation and amenity; as well as what the important amenity values are for the space e.g. vegetation retention and enhancement and the appearance of any infrastructure (commercial or council) on the land.

A proposal for the development of the lakefront was developed by APR Consultants in 2017 which covered some of these considerations.

CONSIDERATIONS**Financial Considerations**

The financial impact of the proposal is estimated to be \$372,000.

Long-term Plan/Annual Plan

The expenditure outlined is currently budgeted for in the LTP.

Legal ConsiderationsLocal Government Act 2002

The matter comes within scope of the Council's lawful powers, including satisfying the purpose statement of Section 10 of the Local Government Act 2002. The matter will enable the Council to meet the current and future needs of communities for good quality local infrastructure. (i.e. efficient, effective and appropriate to present and anticipated future circumstances).

Policy Implications

There are no known policy implications.

Māori Engagement

Council is bound by various Acts to consult and/or engage with Māori, including a duty to act reasonably and in good faith as a Te Tiriti o Waitangi partner. Equally, Council has a responsibility to develop and proactively foster positive relationships with Māori as key stakeholders in our district, and to give effect to the principles of Te Tiriti o Waitangi including (but not limited to) the protection of Māori rights and their rangatiratanga over tāonga. While we recognise Māori in general, we also need to work side by side with the three ahi kaa / resident iwi of our district.

Mangakino/Pouakani Representative Group Meeting Agenda

16 July 2019

Although good faith does not necessarily require consultation, it is a mechanism for Council to demonstrate its existence and commitment to working together as district partners. Appropriately, the report author acknowledges that they have considered the above obligations including the need to seek advice, guidance, feedback and/or involvement of Māori on the proposed recommendation/s, objective/s, project/s or service/s outlined within this report.

Risks

There are no known risks if the WC facility is contained entirely within known Council owned and administered land.

SIGNIFICANCE OF THE DECISION OR PROPOSAL

Council's Significance and Engagement policy identifies the following matters that are to be taken into account when assessing the degree of significance of proposals and decisions:

- a. The level of financial consequences of the proposal or decision;
- b. Whether the proposal or decision will affect a large portion of the community or community of interest;
- c. The likely impact on present and future interests of the community, recognising Maori cultural values and their relationship to land and water;
- d. Whether the proposal affects the level of service of an activity identified in the Long-Term Plan;
- e. Whether community interest is high; and
- f. The capacity of Council to perform its role and the financial and other costs of doing so.

Officers have undertaken a rounded assessment of the matters in clause 11 of the Significance and Engagement Policy (2016) and are of the opinion that the proposal under consideration is of low importance.

ENGAGEMENT

Taking into consideration the above assessment, that the decision is of a low degree of significance, officers are of the opinion that no further engagement is required prior to Council making a decision.

COMMUNICATION/MEDIA

A communications plan will be prepared in consultation with the communications team.

ATTACHMENTS

Nil

Community Report August 2020

Learning

- Local Schools have now all settled back into their new “normal” all students outside of those being home schooled are required to attend classes as normal. Both Mangakino & Whakamaru Schools have had successful school hangi /community events and celebrated Matariki.
- There are still a high number of cars up to 14 morning & afternoon at the Poihipi Road Western Bays intersection, any safety signage has still yet to be ok'd or installed this is an ongoing concern.
- School Holiday Programme, Danielle Karauna once again stepped up to fill the school holiday gap. A total of 20 children 12yrs up stayed 3 nights at the Pureora cabins activities included. Waitomo zip line, bush walks, eeling & Huka Prawn Park. This group was supported by adult whanau, Pouakani Marae and TDC.



Earning

EGLT - Mangakino Business After Five (BA5)

- BA5 / Taupo Events info evening is being planned to be held mid-August in Mangakino
- Taupo Pathways Community Connect Job Expo Tuesday 28th July, Great Lake Centre 5pm – 7pm. This is free event for if you have been recently made unemployed, looking for re-employment or new training options. This event has been sent out through social media channels.
- The Mangakino Hotel is currently being advertised for expressions of interest as 4 separate development options.

Waikato River Trails

- The Waikato River Trails are open again after lock down. June total trail 2029, Mangakino 679 & July total trail 4106, Mangakino 1752.
- The Green Gecko Treasure Trail was installed on the Lakefront / Swing bridge section of the river trails for the July School Holidays. This was part of the Taupo Red Bike and the Turangi Blue Duck Treasure Trails. Thanks to Glyn Wooller and Peter Shelton for installing the geckos and Peter also rode this section of the trail each day to check that none were missing.
- Total 80 entries from Mangakino, with 397 entries over all three trails.
- Promotion for the Waikato River Trails Summer Sizzler has started this event will be on Saturday 9th January 2021 with the finish at the Mangakino lakefront.
- Additional historical information signage is being developed to be installed at points of interest along the trail from Mangakino to Atiamuri, in particular, Titiraupenga, the Mangakino bridge, Mt Kaahu, Pohaturoa Rock and Atiamuri power station/area. Dave Wakelin who designed the heritage trail signage is supporting with this extended work and is close to a final draft stage. Glyn Wooller is in the process of getting approval from Raukawa for some of the panels.

Healthy Well & Forward Focused

Mangakino Cosy Homes/Firewood Bank

- The Fire Wood bank continues to be open for anyone who would like to save for winter 2021.
- Mangakino Health Services is currently working with Waikato River Trails on another firewood project.
- Pouakani Marae supported the community with food and care packages over lockdown and they are still continuing to do this



Neighborhood Watch

- Te Awa Anderson our new Mangakino based policeman is making himself known, attending school and local events, and operating a number of random police check points around town
- The process around installing extra town cameras has been held up by COVID-19 lockdown the completion date now will be the end of August.

Sports

- The news that the upgrade of the Mangakino changing facilities is going ahead has received positive feedback from the community.
- Junior winter sports netball & soccer have started up in July/August.
- Hawks Rugby League teams for the 2020 season include a senior men's team, u10, u8, & u6 junior teams. There is also a u17 team made up of players from Mangakino, Tokoroa & Putaruru. The senior men's season started on the 4th July and have won their first 4 games. Junior teams are starting 26th July and u17's is set to start at the beginning of August. Check out their face book page to keep up to date
<https://www.facebook.com/Mango-Hawks-223136494366147/>

Vibrant

- The "Mangakino Lake Hop 2020" was a huge success well beyond everyone's expectations. A total of 430 cars were registered and an estimated 600 turned up. There were cars parked both sides of the road from the lakefront to the shops and side roads were just as full.
- Feedback overall was positive, there are some areas to be worked on for next year. This event this year being held during school holidays worked well.



Social Media

- The Mangakino Community Facebook page has 1997 likes (up 9 since the last report) with 2043 followers (up 10)

Notice Boards

- A community newsletter was produced and widely distributed on social media channels during lockdown.



MANGAKINO & WHAKAMARU UPDATE
June 2020

Mangakino Lake Hop 2020
10am Saturday 11th July
Mangakino Lake Front
Remember to pre book and pay for the buffet dinner after the Lake Hop at Diyas Backcountry Restaurant \$30 per person \$15 child under 12yrs. message or call Dan 027 320 0280

Mangakino District Services and Citizens Club Inc
Annual General Meeting
Sunday 5th July at 1 pm
Any remits or recommendations you would like to be tabled, need to be in hands of Secretary by the 28th June and any Nominations for President, Vice President and Committee are now open and to be in Secretary's hands by 5pm on the 28th June.

Friday 3rd July
Term 2
LAST DAY of SCHOOL

Mangakino Service Centre & Library
Hours 10am - 4pm Monday to Friday

Find us on Facebook

MANGAKINO
Discover tranquility

Be kind, stay home, save lives. Love Mangakino

MANGAKINO & WHAKAMARU UPDATE
June 2020

4TH - 19TH JULY 2020
Explore Taupo's family friendly trails these July school holidays
Taupo Red Bike
Turangi Blue Duck
Mangakino Green Gecko
Walk or bike the three Taupo Treasure Trails, find the hidden icons, collect the letters and crack the secret codes.
#taupotreasuretrails **@lovetauponz**

Mangakino Health Services
Ladies Health
Ladies it is now more important than ever to look after your own health and well-being so having a regular smear is an important part of that.
Smear tests are FREE and YES under Level 1 you can come in for this with a pre booked appointment. You are most welcome to bring a support person with you should you wish.
We have Nurse Fiona here Mondays and Thursday and Dr Lockwood all week. So you can choose your preferred smear taker by just letting our receptionist know when you make your appointment.
If you have made a Drs appointment and are unable to attend, please cancel 078828299 in advance so we can give that time to another waiting patient.
Stay home if you're sick

Immunisations
Immunisations for children are still just as important as ever - please book with our Practice Nurse and keep your child up to date with immunisations.

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MANGAKINO & WHAKAMARU UPDATE
June 2020

Kia Ora Mangakino,
I've really enjoyed my time here so far.
Don't be shy, come and say hello. I'm thankful to have moved here to this beautiful town with my small family. I look forward to getting involved with our youth, schools, local sports clubs. I've met many of our business owners, volunteers, and many locals on early morning walks around town.
If you have things to report to Police. Feel free to call our non emergency line 105 or if it's an emergency call 111. Please use these numbers when first contacting Police as your information will be recorded for follow up. I look forward to meeting you all in the near future.
Te Aawa Anderson

SHUT THE GATE ON RURAL CRIME
TELL CRIMESTOPPERS WHAT YOU KNOW
CALL 0800 555 111

crimestoppers
speak up, it's anonymous

Remember the last day to register your dog is Tuesday 30th June.
Mangakino Service Centre / Library
or online www.taupodc.govt.nz

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MANGAKINO & WHAKAMARU UPDATE
July 2020

MATARIKI 2020
Matariki is the Māori name for a group of seven stars known as the Pleiades star cluster. Some people think of Matariki as a mother star with six daughters, and it is often referred to as the Seven Sisters. Others think that Matariki are the 'eyes of the god'. When Ranginui, the sky father, and Papatūmānuku, the earth mother, were separated by their children the god of wind, Tāwhirimāteia, became angry. Hearing out his eyes and hurling them into the heavens. Matariki appears in the eastern sky sometime around the shortest day of the year, and is thought to determine how successful the harvest crop will be in the coming season. The brighter the stars, the more productive the crop will be.
Arohana - Matariki, eyes of Tāwhirimāteia **Atea** - Tūpua-ā-rangi, sky tohunga
Electra - Wāpuna-ā-rangi, sky spring **Taygeta** - Wārii, sweet water
Pleione - Tūpua-ā-nuku, Earth tohunga **Marerope** - Ururangi, entry to the heavens
Mata - Whāiri, sprinkle of water

BACK TO SCHOOL
KUA HOKI KI TE KURA
TERM 3 MONDAY 20TH JULY

9TH JAN 2021
ENTRIES NOW OPEN!
WWW.HITSUMMERSIZZLER.COM

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