

ATTACHMENTS

Taupo East Rural Representative Group Meeting

28 April 2022

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Taupo East Rural Representative Group Meeting Minutes

3 March 2022

**TAUPŌ DISTRICT COUNCIL
MINUTES OF THE TAUPO EAST RURAL REPRESENTATIVE GROUP MEETING
HELD AT THE WWW.TAUPO.GOV.T.NZ
ON THURSDAY, 3 MARCH 2022 AT 11.00 AM**

PRESENT: Cr Kylie Leonard (in the Chair), Cr John Boddy, Ms Evelyn Forrest, Mr Patrick Hart, Cr Anna Park, Mayor David Trewavas, Mr Mark Wynyard

IN ATTENDANCE: Chief Executive Officer, Senior Engineering Officer, IT Support Officer, Infrastructure Manager, Policy Manager, Senior Policy Advisor, Community Engagement & Development Manager, Communications Advisor, Strategic Partnerships Advisor, Governance Quality Manager, Policy Advisor, Property Advisor, Digital Transformation Manager, Executive Assistant

MEDIA AND PUBLIC: Nil

1 APOLOGIES

Nil

2 CONFLICTS OF INTEREST

Nil

3 CONFIRMATION OF MINUTES

3.1 TAUPŌ EAST RURAL REPRESENTATIVE GROUP MEETING - 14 OCTOBER 2021

TERR202203/01 RESOLUTION

Moved: Mr Patrick Hart

Seconded: Ms Evelyn Forrest

That the minutes of the Taupō East Rural Representative Group meeting held on Thursday 14 October 2021 be confirmed as a true and correct record.

CARRIED

4 REPORTS

4.1 NEW PAKAINGA UPDATE

Ms Evelyn Forrest provided the members with an update on the Papakainga, the following key points were noted:

- An issue that the Papakainga project has faced is the 50 metre setback rule. Te Puni Kōkiri (TPK) have been working with Council in the design phase to make changes to the Papakainga Policy in regard to that issue.
- Tauhara North No2 Trust have run a series of Wānanga Webinars for Whānau to receive progress updates and to assist Whānau with the application process.
- In answer to a members question, Ms Evelyn Forrest told the committee that the Mita Whānau have begun the build of their first Papakainga Home, and there is a series of requirements that need to be ready for the engagement process to begin for the 16 units that are being built across

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the 4 Marae. Some homes should be completed by the end of 2022. It would be possible for the Taupō East Rural Representative Group to hold a hui at a local Marae later in the year. This could include a site visit to the Papakainga projects.

TERR202203/02 RESOLUTION

Moved: Ms Evelyn Forrest

Seconded: Cr Kylie Leonard

That the Taupō East Rural Representative Group receives the new Papakainga Update.

CARRIED**4.2 VERBAL UPDATE ON NUKUHAU PLAN CHANGE**

The Senior Policy Advisor provided the committee with an update on the Nukuhau Plan Change and showed a map of the area on screen (A3116360) The following key points were noted:

- Nukuhau was a private plan change received from developers in 2020. Council went through submissions early 2021, and then hearings in November 2021. The panel was made up of three commissioners that were selected under the Tūwharetoa Joint Management Agreement. Council had accepted the commissioners' decision and it had now been notified and an appeal period commenced.
- A Traffic Impact Assessment is required with each development. This is to assess how the development would impact on the traffic capacity of Control Gates Bridge.
- No development can occur in the plan change area until wastewater capacity is addressed.
- An issue noted during the hearing process was that a cultural values assessment had not been carried out as part of the application. This was addressed by provisions included in the plan change.
- The lower section of Poihipi Road has been altered to come into Wairakei Drive next to Huka Falls Road to be aligned.
- There was a priority during the hearing process to ensure the gully system was protected. These areas are excluded from residential development.
- Minimum and maximum lot sizes were introduced to ensure the land was developed efficiently.
- In answer to a member's question around the wastewater being piped into the southern side of the Waikato river and why there are no wastewater treatment plants on the Nukuhau side of the river, the Chief Executive Officer explained that Council is working with Ngāti Tūwharetoa to assess the potential risks and benefits of this being an option in the future.

TERR202203/03 RESOLUTION

Moved: Cr Anna Park

Seconded: Mr Patrick Hart

That the Taupō East Rural Representative Group receives the update on Taupō District Council's Nukuhau Plan Change.

CARRIED**4.3 UPDATE ON CLIMATE CHANGE AND HOUSING**

The Senior Policy Advisor provided the committee with an update on housing, the following key points were noted:

- In 2021 Council employed an economist to look at significant data sets to articulate where the issues are in the market. This work will assist in defining the parameters around the most appropriate housing for Taupō in the future.
- The Council property team are developing a business case on the EUL land release strategy. This EUL land release strategy will provide a mechanism to address some of the housing issues in the

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district. The land release plan will align with the principles of the wider housing strategy. The Policy Advisor shared her screen to provide an explanation of the planned approach that Council is taking towards climate change response, the following key points were noted:

- In 2018, Council developed an emissions inventory which defined what emissions are created by Council and the Taupō community.
- In answer to a member's question, Council is not going to interrupt climate change work being done by rural sector groups, the approach will be to identify potential gaps, particularly in urban areas.
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TERR202203/04 RESOLUTION

Moved: Cr John Boddy
Seconded: Mr Patrick Hart

That the Taupō East Rural Representative Group receive the update on Climate Change and Housing Strategy.

CARRIED**4.4 ANNUAL PLAN UPDATE**

The Policy Advisor shared a PowerPoint presentation to provide the committee with an update on the Annual Plan (A...).

TERR202203/05 RESOLUTION

Moved: Cr Anna Park
Seconded: Ms Evelyn Forrest

That the Taupō East Rural Representative Group receives the update on Taupō District Council's Annual Plan.

CARRIED**4.5 UPDATE ON COUNCIL'S REVIEW OF SPEED LIMITS**

The Senior Engineering Officer introduced and explained the draft speed management plan, and draft consultation document. The following feedback was received from the committee:

- A member suggested that the communities impacted by the proposed speed changes be engaged with through the community halls to provide their feedback.
- The impact of imposing speed limits on rural roads is counterproductive to the rural sector that travel on those roads daily for work.
- In answer to a member's question on repairing unsafe sections of roads rather than restricting the speed limit of the entire road, Cr Leonard noted that Council did apply for funding from Waka Kotahi in regard to those, which was declined.
- Every kilometre slower can have a significant impact on rural residents and businesses.
- In answer to a member's question around having a one page template that can be filled out by members of the impacted communities to provide their feedback, the Senior Engineering Officer said that this will be created and will be made available when the consultation process is live.

TERR202203/06 RESOLUTION

Moved: Mr Patrick Hart
Seconded: Mayor David Trewavas

That the Taupō East Rural Representative Group receives the draft speed management plan and the draft consultation document in preparation for consultation.

CARRIED

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4.6 WAKA KOTAHI FUNDING OF ROADS IN THE TAUPO DISTRICT

The Infrastructure Manager shared a PowerPoint presentation to provide an explanation and update on the Waka Kotahi transportation funding process, the following key points were noted:

- Waka Kotahi transport funding is entirely from road user charges and petrol tax. With the increasing fuel efficiency in vehicles, the available revenue from those streams has not been sufficient for the requested work to be funded by Waka Kotahi.
- A member requested that the Broadlands Road widening project be expedited.
- A member noted that in 1995, Council sealed part of Tiverton Downs Road and the Roding Construction Manager said that the road would be resealed within 10 years, which has not been actioned. The Infrastructure Manager explained that there are a number of roads in the East Rural area that have high volumes, which requires Council to prioritise the work demands each year.
- A member mentioned that the Waka Kotahi 'Road to Zero' road safety strategy outlines road safety issues, but does not support funding for requested work such as the minor improvements in Council's draft Annual Plan. The Infrastructure Manager explained that it is largely due to how Waka Kotahi categorises funding, and minor improvements are not a priority in the 'Road to Zero' road safety strategy.
- In answer to a member's question around the efficiencies in the cost of roundabouts in Taupō town, the Infrastructure Manager explained that the physical cost is due to the size of the roundabouts which is determined by traffic volumes on the road and costs associated with retro fitting roundabouts into the existing network.

TERR202203/07 RESOLUTION

Moved: Mr Patrick Hart

Seconded: Cr Anna Park

That the Taupō East Rural Representative Group receives the information provided on Waka Kotahi Funding.

5 CONFIDENTIAL BUSINESS

Nil

The meeting closed at 12.44pm.

The minutes of this meeting were confirmed at the Taupo East Rural Representative Group Meeting held on 21 April 2022.

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CHAIRPERSON

**Submission to the Speed Management Plan Speed
Limit Proposed Changes 2022
By Taupō East Rural Representative Group**

To: Taupo District Council
Private Bag 2005
Taupo 3352
info@taupo.govt.nz

DRAFT

1.0 SUMMARY

ViaStrada Limited was commissioned by Taupō District Council (TDC) to prepare a speed management plan for the Taupō District. The Speed Management Plan is based on the Waka Kotahi (NZ Transport Agency) Speed Management Guide and will lead to the creation of an implementation plan for safer speeds in Taupō.

Following review of the relevant local, regional and national policies, and in discussion with TDC staff, a series of speed management principles were developed to establish criteria for using different speed limits for different road environment situations.

A prioritisation process was developed to group changes on the Taupō network into three priority categories for implementation. The main focus for Priority 1 changes (within the next two years) are:

- streets around schools
- rural roads with high safety issues or community concerns
- redevelopment of the Taupō township centre
- community centres in Kinloch and Turangi
- ratification of new or unclassified roads (including new subdivisions)
- additional roads adjacent to these to provide logical network completeness

Other roads, including those requiring additional engineering measures to support changed speed limits, will be implemented at a later date.

Scope of activity

1. Providing local input into the development of Council policy that will impact on the Taupō East Rural ward.
2. Maintaining an overview of service delivery, operational and capital expenditure, within the TER ward. Providing local input into the development and review of Council's key planning documents such as the Long-term Plan, Asset Management Plans, Structure Plans, Reserve Management Plans and the annual plan
3. Preparing an annual submission to Council's budgetary process for expenditure within the community
4. Considering and reporting on all matters referred to it by Council or any matter of interest or concern to the ward.
5. Communicating with the rural community, community organisations and special interest groups within the TER ward.

2.0 STREETS AROUND SCHOOLS

The Taupō East Rural Representative Group supports the proposed reduction in speed limits around schools.

3.0 RURAL ROADS

The Taupō East Representative Group does not support the proposed reduction in speed limits on any rural roads. The below factors are the reasons for the group's strong stance on this from the rural community.

3.1 Health and wellbeing –

Rural businesses are heavily monitored so that people are safe in their working environments. Drivers from these sectors are monitored through logbooks and are audited to ensure they are not exceeding driver hours. Reduced speed limits will add extra time to carry out their work. The proposed change will add 20% extra travel time. This in turn will add extra pressure to maintain service levels increasing the stress on an already stressed industry in these challenging times.

The increased time to travel will also impact school buses, adding extra time for children of all ages to be away from home. This equates into less time with family, less time to do homework and more time sitting on a school bus after a very long day.

Living in a rural setting means it takes time and planned trips to get to town to shop, socialize, or play sport. With the increase in travel time, many will think twice about heading into town which can have negative effects such as lost connection, lost social interaction and increased stress to provide for the whanau contributing to mental health issues.

3.2 Animal Welfare -

Time is a key factor when working rurally, but it can have devastating consequences for animals if a vet cannot get to a cow, deer, horse, or any other animal in time. Just a small increase in time such as 5 minutes can mean the difference between life and death.

3.3 Economic Impact –

As stated above, 20% extra time travel will have many different impacts, health and wellbeing, animal welfare which all carry their own burdens, but all these issues come with an economic impact too. Having to employ extra staff to cater for the extra time when juggling driver hours. The time the truck is on the road will cost more. Delivery times will increase which all equates to increased costs. Loss of animals due to the vet taking longer to reach a call out has large economic impact.

4.0 SOLUTIONS

The Taupō East Rural Representative Group would like to see more resources put into improving the quality of rural roads. The rural community pay a lot in taxes, rates and road users charges, they don't always see that coming through in the quality of roads they have to drive on every day.

Would like to see a better system for prioritizing roads that need improving. If the community can help feedback on parts or rural roads that could be prioritized for upgrades over others this would be of benefit.

Problem solving and thinking outside the box can also be of benefit to fixing roading problems. More engagement with rural communities and businesses maybe able to find innovative solutions to high-risk areas on roads. This approach has yet to be explored.

Thank you for the opportunity to make this submission.

DATED 29 March 2021

Taupō East Representative Group

DRAFT