

**I give notice that  
an Ordinary Meeting of Taupō Reserves and Roding Committee will be  
held on:**

<b>Date:</b>	<b>Tuesday, 21 May 2024</b>
<b>Time:</b>	<b>1.00pm</b>
<b>Location:</b>	<b>Council Chamber 107 Te Heuheu Street Taupō</b>

# **AGENDA**

## **MEMBERSHIP**

**Chairperson** Cr John Williamson  
**Deputy Chairperson** Cr Yvonne Westerman

**Members**

- Cr Duncan Campbell
- Cr Kylie Leonard
- Cr Anna Park
- Mr Te Moananui Rameka
- Cr Christine Rankin
- Cr Rachel Shepherd
- Cr Kevin Taylor
- Mayor David Trewavas

**Quorum** 5

**Julie Gardyne  
Chief Executive**

## Order Of Business

<b>1</b>	<b>Karakia</b>	
<b>2</b>	<b>Whakapāha   Apologies</b>	
<b>3</b>	<b>Ngā Whakapānga Tukituki   Conflicts of Interest</b>	
<b>4</b>	<b>Whakamanatanga O Ngā Meneti   Confirmation of Minutes</b>	
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<b>6</b>	<b>Ngā Kōrero Tūmataiti   Confidential Business</b>	
	Nil	

**4.1 ORDINARY TAUPŌ RESERVES AND ROADING COMMITTEE MEETING - 19 MARCH 2024**

**Author:** Nicole Turnbull, Committee Advisor

**Authorised by:** Nigel McAdie, Legal and Governance Manager

**NGĀ TŪTOHUNGA | RECOMMENDATION(S)**

That the minutes of the Taupō Reserves and Roding Committee meeting held on Tuesday 19 March 2024 be approved and adopted as a true and correct record.

**NGĀ TĀPIRIHANGA | ATTACHMENTS**

1. Taupō Reserves and Roding Committee Meeting Minutes - 19 March 2024

**5.1 REQUEST FOR TREE REMOVALS 116 TO 122 KINLOCH ROAD, KINLOCH**

**Author:** Andrew Moor, Parks Manager - Open Space  
**Authorised by:** Greg Hadley, Parks and Reserves Manager

**TE PŪTAKE | PURPOSE**

To propose the removal of eight Lombardy Poplar [*Populus nigra 'Italica'*] from the berm adjoining the properties from 116 to 122 Kinloch Road, Kinloch.

**WHAKARĀPOPOTOTANGA MATUA | EXECUTIVE SUMMARY**

Council has been contacted requesting that the eight Lombardy Poplar trees are removed from the berm adjoining 116 to 122 Kinloch Road. The neighbour requesting the removal believes they are a health and safety risk due to their size and age. The trees have been assessed by Council’s Contract Arborist who believes there is no arboricultural justification for their removal. The trees provide a significant visual amenity to the Kinloch Village entrance. It is recommended that the trees are retained because of this visual amenity, particularly as the arborist has stated they show no sign of structural instability.

**NGĀ TŪTOHUNGA | RECOMMENDATION(S)**

That the Taupō Reserves and Roothing Committee declines the request to remove eight (8) Lombardy Poplar [*Populus nigra 'Italica'*] from the berm adjoining the properties from 116 to 122 Kinloch Road, Kinloch.

**TE WHAKAMAHUKI | BACKGROUND**

The proposal has not been presented previously.

The neighbour at 118 Kinloch Road, Kinloch has contacted Council (see attachment) requesting the removal of the line of eight Lombardy Poplar trees from the berm running between 116 and 122 Kinloch Road. The neighbour at 118 Kinloch Road believes the trees are a health and safety risk due to their size and age.



Location of trees.

The Kinloch Road reserve between the poplars and the residential sections was widened by 3m by a gift of land by the developer Lisland Properties about 20 years ago to accommodate the footpath and services, so protecting the established treeline. Council’s Contract Arborist has assessed the trees (see attachment) and believes they are all in good health, ranging from average to excellent condition. He has noted that some of

the trees have minor faults typical of mature trees, likely caused by mowing around their bases and/or footpath replacement works. He does not believe there is any sign of instability nor that there is any other arboricultural justification for their removal.

Sections of the adjoining footpath have been replaced and ground as the roots continue to cause damage.

Council’s Tree and Vegetation Policy 2014 states that generally in residential situations one tree will be permitted per property frontage. However, the trees in question pre-date the housing development and generally the policy applies to street ‘frontage’.

The Policy only allows for the removal of healthy trees in the following circumstances.

**Policy 3.2 – Removal of Healthy Trees**

Healthy trees on council land will be retained, and their removal will be the exception. Instances where council may consider removal of a healthy tree include:

- street redevelopment is to be implemented and options to retain the tree have been investigated and discounted,
- severe hardship is being experienced (trees which inhibit views or drop debris are not considered to be causing severe hardship),
- other community assets are impacted by trees or vegetation,
- the trees or vegetation are grown weeds and not intentionally planted, or
- the removal is part of a planned replacement programme.

**NGĀ KŌRERORERO | DISCUSSION**

The eight Lombardy Poplar trees between 116 and 122 Kinloch Road form an extension of the line of Poplars, listed as Amenity Trees in the Taupō District Council District Plan. These eight trees are of equal stature to those in the District Plan and as such, are significantly prominent at the entrance to the Kinloch Village.

The neighbour at 118 Kinloch Road is concerned that the Lombardy Poplars pose a safety risk due to their age, size and proximity to neighbouring homes. They have spoken to the other neighbours on the shared driveway, and they also support the trees’ removal for these reasons. The neighbour at 122 has confirmed this with Council. The neighbour has researched Lombardy Poplars and the diseases they are susceptible to. They have also identified a case where a similar sized tree has failed with tragic outcomes. This, along with the coronial advice is included in the appendices.

Council’s Contract Arborist has assessed the line of trees and believes they are good, healthy specimens. Although the trees will continue to shed branches occasionally, he believes there to be no sign of any overall loss of structural stability or vigour in the trees. He believes this is the difference between these trees and the one detailed in the appendices in that that tree had been in decline. However, he does believe that due to their size and proximity to homes it would be advisable to place the trees on the monitoring programme to ensure any change in the trees’ health is observed in a timely manner.

Removal of the trees between 116 and 122 will result in a break in the Poplar line at the entrance to Kinloch. This consistent line is part of the appeal of this entrance. Should it be deemed appropriate to remove the Poplars, extending the removal to all those within the ‘built environment’ [100 to 122 Kinloch Road] could be considered. This would require further consultation with the adjoining neighbours and the wider Kinloch community to decide on an appropriate species to replace the Poplars. This would maintain the visual appeal and consistent look of the approach to the township, while removing the issues associated with large growing trees.

Based on this information it is considered that there are 3 options.

**NGĀ KŌWHIRINGA | OPTIONS**

Analysis of Options

Option 1. Retain the eight Lombardy Poplar [*Populus nigra* ‘Italica’] on the berm adjoining the properties from 116 to 122 Kinloch Road, Kinloch and place them on the tree monitoring register to ensure any change in their health is noted.

Advantages	Disadvantages
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<ul style="list-style-type: none"> <li>• No cost associated with tree removals.</li> <li>• Maintains the visual impact the trees have on the entrance to Kinloch Village.</li> <li>• Maintains carbon sequestration capabilities of trees.</li> <li>• Maintains ecology and habitat within urban environment.</li> </ul>	<ul style="list-style-type: none"> <li>• Customer is not happy with outcome.</li> <li>• Ongoing issue with tree roots entering the neighbouring properties.</li> <li>• Requirement to replace concrete footpath with a more sustainable solution should it continue to be lifted by tree roots.</li> </ul>
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Option 2. Remove the eight Lombardy Poplar [*Populus nigra* ‘Italica’] on the berm adjoining the properties from 116 to 122 Kinloch Road, Kinloch and replace them with a smaller growing species such as *Populus* ‘Crow’s Nest’.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Customer is happy with outcome.</li> <li>• No requirement to replace concrete footpath with a more sustainable solution should it continue to be lifted by tree roots.</li> </ul>	<ul style="list-style-type: none"> <li>• Cost associated with tree removals.</li> <li>• Loss of significant visual amenity until new trees matures.</li> <li>• Loss of ecology and habitat within urban environment.</li> <li>• Loss of carbon sequestration capabilities of trees.</li> </ul>

Option 3. Remove all the trees from the berm between 100 and 122 Kinloch Road and replant with a tree species decided through consultation with the wider Kinloch community.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Customer is happy with outcome.</li> <li>• No requirement to replace concrete footpath with a more sustainable solution should it continue to be lifted by tree roots.</li> <li>• Visual amenity of a consistent line of trees is maintain at the entrance to the township through planting.</li> <li>• Ongoing issues associated with the Poplars is removed by choosing a smaller growing tree species.</li> </ul>	<ul style="list-style-type: none"> <li>• Significant cost of tree removals.</li> <li>• Loss of significant visual amenity until new trees mature.</li> <li>• Loss of ecology and habitat until new trees mature.</li> <li>• Loss of carbon sequestration capabilities of mature trees.</li> <li>• Some residents of Kinloch will be opposed to the removal of the trees that have been associated with Kinloch for many years.</li> </ul>

**Analysis Conclusion:**

On analysis the preferred option is Option 1, retain the eight Lombardy Poplar [*Populus nigra* ‘Italica’] on the berm adjoining the properties from 116 to 122 Kinloch Road, Kinloch and place them on the tree monitoring register to ensure any change in their health is noted.

**NGĀ HĪRAUNGA | CONSIDERATIONS**

**Ngā Aronga Pūtea | Financial Considerations**

The financial impact of the proposal is estimated to be approximately \$20,000 if the eight trees are approved for removal.

Long-term Plan/Annual Plan

The expenditure outlined is currently unbudgeted. As it is a significant cost, removal would need to be held off until the next financial year if approved.

## Ngā Aronga Ture | 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. That section of the Act states that the purpose of local government is (a) to enable democratic local decision-making and action by, and on behalf of, communities; and (b) to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future. It is considered that social and environmental well-beings are of relevance to this particular matter.

Authorisations are not required from external parties.

## Ngā Hiraunga Kaupapa Here | Policy Implications

The proposal has been evaluated against the following plans:

- Long Term Plan 2021-2031    ✓ Annual Plan     Waikato Regional Plan  
 Taupō District Plan                       Bylaws                      ✓ Relevant Management Plan(s)

The key aspects for consideration with regards to this proposal are as follows:

The removal of these trees does not contravene Council's Tree and Vegetation Policy section 3.2 Removal of Healthy Trees, as other community assets are being impacted upon by the trees. The Policy allows for elected members to decide to remove trees, see narrative Section 3.2 "Where necessary tree removal requests may be referred to Council's elected members for a decision (refer to policies in section 3)". However, the Policy is supportive of the removal of healthy trees when other community assets are impacted by trees or vegetation.

## Te Kōrero tahi ki te Māori | Māori Engagement

Taupō District Council is committed to meeting its statutory Tiriti O Waitangi obligations and acknowledges partnership as the basis of Te Tiriti. Council has a responsibility to act reasonably and in good faith to reflect the partnership relationship, and to give effect to the principles of Te Tiriti. These principles include, but are not limited to the protection of Māori rights, enabling Māori participation in Council processes and having rangatiratanga over tāonga.

Our statutory obligations outline our duties to engage with Māori, and enable participation in Council processes. Alongside this, we recognise the need to work side by side with the ahi kaa / resident iwi of our district. Engagement may not always be required by law, however meaningful engagement with Māori allows Council to demonstrate good faith and our commitment to working together as partners across our district.

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.

## Ngā Tūraru | Risks

Council's Contract Arborist has assessed the trees and believes they are healthy with no structural instability. There is however always an element of the unknown when assessing trees. Thus, it is recommended that if the trees remain, they are placed on the monitoring schedule to reduce any risk.

## TE HIRANGA O TE WHAKATAU, TE TONO RĀNEI | SIGNIFICANCE OF THE DECISION OR PROPOSAL

Council's Significance and Engagement Policy identifies matters to be taken into account when assessing the degree of significance of proposals and decisions.

Officers have undertaken an assessment of the matters in the [Significance and Engagement Policy \(2022\)](#), and are of the opinion that the proposal under consideration is of a low degree of significance.

**TE KŌRERO TAHI | 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.

**TE WHAKAWHITI KŌRERO PĀPAHO | COMMUNICATION/MEDIA**

Direct communication has been/will be carried out with affected parties/key stakeholders but no wider communication is considered necessary.

**WHAKAKAPINGA | CONCLUSION**

When considering the visual significance of these trees at the entrance to the Kinloch Village along with the assessment of Council's Contract Arborist stating that they are healthy, it is recommended that the eight Lombardy Poplars are retained within the berm adjoining 116 to 122 Kinloch Road.

**NGĀ TĀPIRIHANGA | ATTACHMENTS**

1. Arborist's Assessment - Poplar Trees 106 - 122 Kinloch Road
2. Email from Neighbour re Poplars Kinloch Road
3. Arborist Memo - 118 Kinloch Road
4. Letter from Neighbour re trees 118 Kinloch Road



**5.2 NEW LEASES TO TAUPŌ GOLF CLUB AND TAUPŌ BRIDGE CLUB**

**Author:** Billie Vi, Parks Advisor - Planning and Operations

**Authorised by:** Scott Attenborough, Property Manager

**TE PŪTAKE | PURPOSE**

To consider the proposal to surrender the current lease to Taupō Golf Club Incorporated (**Golf Club**) (including its existing sublease to Taupō Bridge Club Incorporated) and enter a new 33-year lease with the Golf Club and (consequently) a separate lease to Taupō Bridge Club Incorporated (**Bridge Club**) in respect of the recreation reserve at 130 Tauhara Road, Taupō.

**WHAKARĀPOPOTOTANGA MATUA | EXECUTIVE SUMMARY**

In 2023 the Golf Club approached Council officers with plans to upgrade its facilities and courses, as envisaged in the attachments. However, the Golf Club requires a longer lease term to meet its lender's criteria for funding of these development aspirations. The current lease period is 33 years, which started on 1 January 2002 and ending on 31 December 2034.

The remaining 10 years of term is insufficient for the golf club's lending abilities. So, the Golf Club has asked to surrender its lease and to be granted a new 33-year lease, starting in 2024 and ending in 2057.

Although, strictly speaking, the existing sublease to the Bridge Club is not affected by any surrender of the Golf Club lease, it is proper that the position of the Bridge Club be dealt with at the same time.

There are disadvantages for the Golf Club, the Bridge Club, and Council in preferring the status quo; these are:

1. the inability of the Golf Club to secure funding for renovations of its facilities; meaning:
2. limited ability of the Golf Club to generate income from its facilities as they stand.
3. the leased area is unclear, and
4. the existing legal arrangement does not reflect the Golf Club's understanding (that is: the Golf Club believes it has **no** contractual relationship with Bridge Club, its sublessee).
5. Council cannot lease directly to Bridge Club for so long as the head-lease to the Golf Club remains in place.

The proposal to surrender the Golf Club's existing lease and the Bridge Club's sublease provides an opportunity to properly address these matters.

Based on this information, there are two options:

1. Decline the application for new leases (status quo).
2. Agree to grant new leases to the golf club and Taupō Bridge Club, to begin on the date the club's existing lease ends, subject to agreement on lease terms and conditions (including leased areas), public consultation and obtaining Ministerial consent.

On balance it is considered that the preferred option is Option 2.

**NGĀ TŪTOHUNGA | RECOMMENDATION(S)**

The Taupō Roding and Reserves Committee agrees in principle to:

1. surrender the existing lease to Taupō Golf Course Incorporated;
2. grant a new ground lease to Taupō Golf Course Incorporated in accordance with section 54(1)(c) of the Reserves Act 1977 for a term of 33 years, subject to the parties agreeing on lease provisions, and the outcome of public consultation and obtaining Ministerial consent; and
3. grant a new ground lease to Taupō Bridge Club Incorporated in accordance with section 54(1)(b) of the Reserves Act 1977 for a term not exceeding 33 years, subject to the parties agreeing on lease provisions, and subject to the outcome of public consultation and obtaining Ministerial consent.

**TE WHAKAMAHUKI | BACKGROUND**

This proposal has not been presented previously.

Taupō Golf Club opened in 1928 with, initially, a 9-hole course, which expanded to an 18-hole course, and added to by a separate 18-hole course. The golf club’s membership is currently 1109, across all age groups. Looking forward to its centennial celebrations, the golf club wishes to invest in its facilities to cater to the growing needs of its members, and to provide opportunities to the Taupō community. These include an ongoing native tree planting programme, additional golf cart storage, and a ground floor hospitality option to enhance visitor and member experience.

The golf club has experienced some financial hardship in the past, but now the golf club describes its financial position as sound, giving its governing board confidence to secure institutional lending for its development plans.

The lease proposal involving the Taupō Bridge Club is a simple exercise of replacing a sublease arrangement that is recorded in multiple documents, dating back to 1974, with one deed of lease between Council and the Bridge Club.

**NGĀ KŌRERORERO | DISCUSSION**

The Golf Club’s current lease does not end until 31 December 2034, so there is no immediate urgency to extend this term or give a new lease. But doing nothing will inhibit the Golf Club’s ability to undertake development because, essentially, that Club’s lender requires a longer lease term.

In some cases, it is possible to extend a lease term, but in this instance, it is not an option: the Reserves Act imposes a 33-year limit on lease terms, and the original term of this lease was 33 years.

Also relevant to the current decision is that:

1. The form and content of the golf club lease are out-dated.
2. The form and content of the sublease to Taupō Bridge Club are difficult to ascertain, and outdated.
3. The plan attached to the golf club’s lease does not accurately show the area occupied by that club.
4. There is no plan readily available of the area subleased to the Bridge Club.
5. The golf club lease does not allow that club to use its clubrooms to generate revenue.
6. The golf club needs at least a further 20 years to secure funds for its development.
7. The proposed terms comply with the time-limits imposed by the Reserves Act 1977.
8. Public notice of the leases is required, and any objections/submissions considered before a final decision may be made.
9. Ministerial consent to the leases is required. Such consent may be given by Council as the Minister’s delegate, and officers will report separately to Council in that respect.

Based on this, two options are proposed.

**NGĀ KŌWHIRINGA | OPTIONS**

The proposed options are:

1. Decline the application for a new lease.
2. Agree to grant new leases starting from the date of surrender of the existing leases.

Analysis of Options

**Option 1: Decline the application.**

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• No further work required.</li> </ul>	<ul style="list-style-type: none"> <li>• The Golf Club cannot obtain finance for its development plans.</li> <li>• The arrangement with the Bridge Club remains obscure and unmanaged bearing in mind the golf club’s misunderstanding of the (sublease) arrangement.</li> </ul>

**Option 2: Agree to surrender the current golf club lease and grant new leases to Golf Club and Bridge Club.**

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Opportunity to update the format and content of the Golf Club lease, to ensure terms and conditions are appropriate for the management of the reserve over the next 33 years.</li> <li>• Opportunity to review and update lease provisions relating to the permitted use of the Golf Club’s facilities and clubroom.</li> <li>• Opportunity to replace the lease plans with ones that correctly reflect the areas of the reserve occupied by each Club.</li> <li>• Opportunity to remove natural areas or add provisions relating to protection and enhancement of natural areas.</li> <li>• Opportunity to lease directly to the Bridge Club on updated terms and lease area plan.</li> </ul>	<ul style="list-style-type: none"> <li>• If the Golf Club lease is to be renegotiated, the process might take longer than a straight-forward extension of term.</li> <li>• Involves extra negotiation with the Bridge Club.</li> </ul>

Analysis Conclusion:

On the analysis of options, the preferred choice is option 2: grant of new leases subject to agreement on lease terms, the outcome of public consultation, and ministerial consent.

**NGĀ HĪRAUNGA | CONSIDERATIONS**

**Ngā Aronga Pūtea | Financial Considerations**

Option 2 will incur some administration costs associated with public notification, and the collection, analysis and hearing of any objects and submissions received. The rent payable under each lease will be reviewed.

Long-term Plan/Annual Plan

The expenditure outlined is currently budgeted for under Parks Operations.

**Ngā Aronga Ture | 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. That section of the Act states that the purpose of local government is (a) to enable democratic local decision-making and action by, and on behalf of, communities; and (b) to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future. It is considered that social and economic well-being are relevant to this matter.

Authorisations are not required from external parties.

Reserves Act 1977

The Committee as administering body of the reserve is authorised to grant leases under section 54(1)(b) and (c) of the Reserves Act 1977, subject to compliance with the Act.

**Ngā Hīraunga Kaupapa Here | Policy Implications**

There is no reserve management plan for this recreation reserve, meaning public notice of the proposed leases is required.

**Te Kōrero tahi ki te Māori | Māori Engagement**

Taupō District Council is committed to meeting its statutory Tiriti O Waitangi obligations and acknowledges partnership as the basis of Te Tiriti. Council has a responsibility to act reasonably and in good faith to reflect

the partnership relationship, and to give effect to the principles of Te Tiriti. These principles include but are not limited to the protection of Māori rights, enabling Māori participation in Council processes, and having rangatiratanga over tāonga.

Our statutory obligations outline our duties to engage with Māori and enable participation in Council processes. Alongside this, we recognise the need to work side by side with the ahi kaa / resident iwi of our district. Engagement may not always be required by law, however meaningful engagement with Māori allows Council to demonstrate good faith and our commitment to working together as partners across our district.

The report author will engage further with Māori as part of the process for negotiating the lease.

### **Ngā Tūraru | Risks**

There is no known risk.

### **TE HIRANGA O TE WHAKATAU, TE TONO RĀNEI | SIGNIFICANCE OF THE DECISION OR PROPOSAL**

Council's Significance and Engagement Policy identifies matters to be taken into account when assessing the degree of significance of proposals and decisions.

Officers have undertaken an assessment of the matters in the [Significance and Engagement Policy \(2022\)](#), and are of the opinion that the proposal under consideration is of a low degree of significance.

### **TE KŌRERO TAHI | 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 deciding to grant the lease, subject to the outcome of public consultation.

### **TE WHAKAWHITI KŌRERO PĀPAHO | COMMUNICATION/MEDIA**

Communication will be carried out as part of wider consultation with the community on this issue.

### **WHAKAKAPINGA | CONCLUSION**

For the above reasons, it is recommended that the Committee resolve to agree to surrender the Golf Club's existing lease and grant new leases to the Golf Club and the Bridge Club on terms to be agreed, subject to public consultation and Ministerial consent.

### **NGĀ TĀPIRIHANGA | ATTACHMENTS**

1. Taupō Golf Club Application for Lease
2. Taupō Golf Course Block Model
3. Taupō Golf Course Block Model Notes

**5.3 NEW PUBLIC ROAD NAME - OFF NAPIER ROAD**

**Author:** Louise Wood, Senior Resource Consents Planner  
**Authorised by:** Warrick Zander, General Manager Strategy and Environment

**TE PŪTAKE | PURPOSE**

This item is being presented to the Committee to make a decision on a new public road name within Taupō.

**WHAKARĀPOPOTOTANGA MATUA | EXECUTIVE SUMMARY**

There is to be a new public road off Napier Road that requires a name. The new road will extend to the south off Napier Road located opposite the Z service station to the north. The name put forward is ‘Hineure Road’.

**NGĀ TŪTOHUNGA | RECOMMENDATION(S)**  
 That the Taupō Reserves and Roding Committee approves the new road name ‘Hineure Road’.

**TE WHAKAMAHUKI | BACKGROUND**

There is to be a new public road off Napier Road that requires a name. The new road will extend to the south off Napier Road located opposite the Z service station to the north. The new road is currently under construction as part of the subdivision and development of 189 Napier Road for a large trade supplier (Bunnings) and three food outlets. The road, when extended further in future, will link up to Tauhara Ridge Drive within the East Urban Lands masterplan development. The name for the new road is ‘Hineure Road’. Hineure is the tūpuna of Waipāhīhī Marae and name of the hapū Ngāti Hineure.

The proposal has not been presented previously.

**NGĀ KŌRERORERO | DISCUSSION**

The proposed road name ‘Hineure Road’ does not have any duplications or similarities to other road names in the Taupō District. The name meets the requirements of the ASNZS 4819 Rural and Urban Address and Road Naming Standard 2011 and the name has been checked by the emergency services (Police, St John Ambulance and Fire Service) and no issues have been raised on the name. As such, the name can be approved.

Based on this information it is considered that the Committee has the following options:

1. Accept the name
2. Reject the name
3. Select an alternative name

**NGĀ KŌWHIRINGA | OPTIONS**

Analysis of Options

The developers and Waipāhīhī Marae have selected their preferred road name and it is not considered effective to reject or select an alternative road name.

Option 1. Accept the road name.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• The developers and Waipāhīhī Marae have selected their preferred road name.</li> <li>• There are no other similar road names within the district.</li> </ul>	<ul style="list-style-type: none"> <li>• An alternative name may be more suitable.</li> </ul>

Option 2. Reject the road name.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>Opportunity to select an alternative road name that may be more suitable.</li> </ul>	<ul style="list-style-type: none"> <li>Selection of alternative road name would require further consultation.</li> </ul>

Option 3. Select an alternative road name

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>Opportunity to select an alternative road name that may be more suitable.</li> </ul>	<ul style="list-style-type: none"> <li>Selection of alternative road name would require further consultation.</li> <li>The item would be required to be presented to the Committee again.</li> </ul>

Analysis Conclusion:

It is considered appropriate to accept the road name.

**NGĀ HĪRAUNGA | CONSIDERATIONS**

**Ngā Aronga Pūtea | Financial Considerations**

There are no financial impacts associated with the proposed road name.

**Ngā Aronga Ture | 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. That section of the Act states that the purpose of local government is (a) to enable democratic local decision-making and action by, and on behalf of, communities; and (b) to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future. It is considered that the cultural wellbeing of communities is of relevance to this particular matter.

As long as the proposed road name is evaluated with regards to the relevant road naming regulations and is consistent with these requirements, there are no legal considerations associated with the new road name.

**Ngā Hīraunga Kaupapa Here | Policy Implications**

There are no known policy implications.

**Te Kōrero tahi ki te Māori | Māori Engagement**

Taupō District Council is committed to meeting its statutory Tiriti O Waitangi obligations and acknowledges partnership as the basis of Te Tiriti. Council has a responsibility to act reasonably and in good faith to reflect the partnership relationship, and to give effect to the principles of Te Tiriti. These principles include, but are not limited to the protection of Māori rights, enabling Māori participation in Council processes and having rangatiratanga over tāonga.

Our statutory obligations outline our duties to engage with Māori, and enable participation in Council processes. Alongside this, we recognise the need to work side by side with the ahi kaa / resident iwi of our district. Engagement may not always be required by law, however meaningful engagement with Māori allows Council to demonstrate good faith and our commitment to working together as partners across our district.

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. The developer has consulted with Waipāhīhī Marae and the proposed road name has been chosen by the Marae. As such, the appropriate engagement has been undertaken.

**Ngā Tūraru | Risks**

There are no known risks.

**TE HIRANGA O TE WHAKATAU, TE TONO RĀNEI | SIGNIFICANCE OF THE DECISION OR PROPOSAL**

Council's Significance and Engagement Policy identifies matters to be taken into account when assessing the degree of significance of proposals and decisions.

Officers have undertaken an assessment of the matters in the [Significance and Engagement Policy \(2022\)](#), and are of the opinion that the proposal under consideration is of a low degree of significance.

**TE KŌRERO TAHI | 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.

**TE WHAKAWHITI KŌRERO PĀPAHO | COMMUNICATION/MEDIA**

No communication/media required.

**WHAKAKAPINGA | CONCLUSION**

It is recommended that the Committee approves the road name - Hineure Road.

**NGĀ TĀPIRIHANGA | ATTACHMENTS**

1. Map & Plans of New Public Road off Napier Rd

**5.4 APPROVAL FOR LOCKY DOCK LOCATIONS**

**Author:** Claire Sharland, Asset Manager Transportation

**Authorised by:** Roger Stokes, Infrastructure Manager

**TE PŪTAKE | PURPOSE**

To seek approval of the first locations for Locky Dock stations.

**WHAKARĀPOPOTOTANGA MATUA | EXECUTIVE SUMMARY**

In order to promote cycling as a popular, easy and safe activity across the Taupō District and to encourage more people to get on their bike, we are proposing to install Locky Dock stations across several Taupō locations, with the first few to be installed as soon as practicable. These are free, app-activated secure bike locks that give cyclists confidence and convenience when getting around town. The toughened steel locking bike racks include e-bike charging ports, digital wayfinding, and street media that can all be controlled from a mobile phone.

We have heard from the community that they would like to see more secure cycle places to park their bike. Knowing where they can safely cycle around town currently acts as a barrier to them and we would like to take the opportunity of installing some Locky Docks within the Taupō Central Business District (CBD) and/or the Tūrangi CBD. Once locations are confirmed we will need to produce a licence to occupy for the sites.

**NGĀ TŪTOHUNGA | RECOMMENDATION(S)**

That the Taupō Reserves and Roothing Committee:

1. Approves one Locky Dock Station to be installed outside the Taupō Customer and Visitor Information Centre, 30 Tongariro Street near the bus stops; and
2. Approves one Locky Dock Station to be installed on the corner of Ruapehu and Horomātangi Streets near Kefi café;
3. Approves both Locky Dock Stations to be funded by advertising revenue from the digital media signs attached to the stations; and
4. Instructs officers to draft licence to occupy agreements once exact locations are confirmed.

**TE WHAKAMAHIKI | BACKGROUND**

Locky Docks are an initiative from Big Street Bikers (BSB) – a New Zealand company and social enterprise accredited to the Akina Foundation. They are a public amenity that is both free to the council if the media option is used and free to the user.

Locky Docks enable more people to ride more often; people are more likely to use their bikes when they have secure bike parking at their destination.

A workshop was held with Elected Members on 6 June 2023 to provide them with information about what Locky Docks are, how these are funded and some proposed locations.



Model	Cost of Station (capex)	Installation Costs (excluding electrical connection)	Electrical Connection (32amp single phase)	On-going Power (metered)	Maintenance, Activation Customer Support	Utilisation Data
<b>Media funded</b>	Covered by BSB	Covered by BSB	Covered by BSB up to \$4,000  (additional costs covered by Council)	Covered by BSB	Covered by BSB	Included  (Quarterly reporting)
<b>Purchase</b>	\$20,000 for a 5 dock station  \$30,000 for a 10 dock station	\$5,000+  (subject to site complexity)	Covered by Council  (costs vary whether existing or new connection)	Covered by Council	\$5,000 per site p.a  (Every 3 media funded sites can cover the cost of 1 purchase site)	Included  (Quarterly reporting)

There are two business models for these which can be seen in the table above, one is media funded from the sale of digital advertising on the attached display (see picture below), which requires a small investment from Council in terms of installation and can be covered by existing budgets. The second model is with no media so a purchase is required by Council. The media business model is proposed to be used for the first two locations so there is minimal cost implications to council.

To promote cycling as a popular, easy and safe activity across the Taupō District and to encourage more people to get on their bike, we are proposing to install Locky Dock stations across several Taupō locations, with the first few to be installed as soon as practicable. These are free, app activated secure bike locks that accommodate up to 5 bicycles per station and give cyclists confidence and convenience when getting around town. The toughened steel locking bike racks include e-bike charging ports, digital wayfinding, and street media, that can all be controlled from a mobile phone.

### NGĀ KŌRERORERO | DISCUSSION

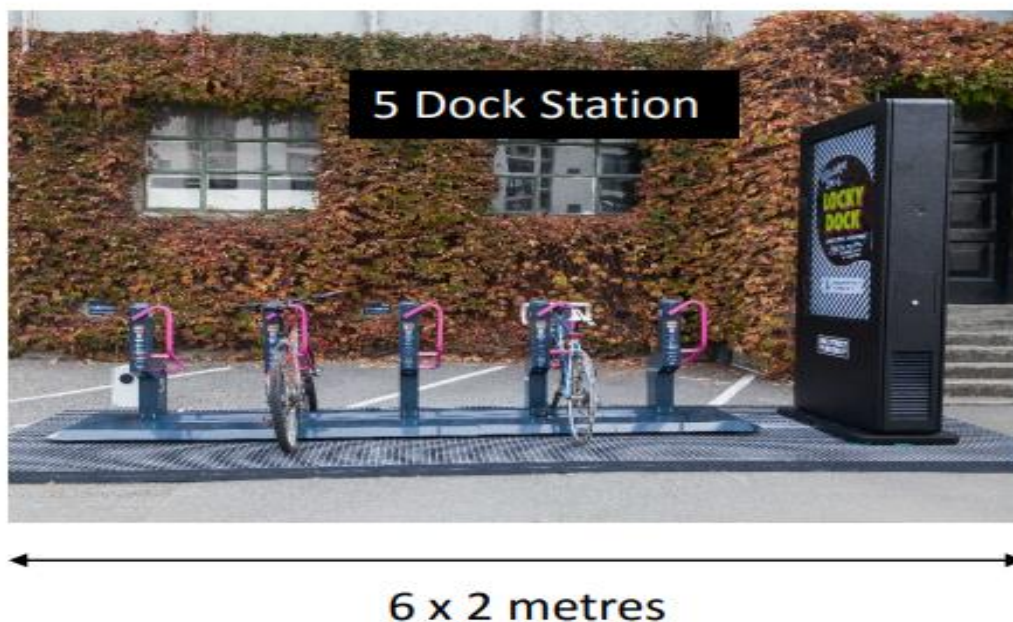
We have heard from the community that they would like to see more secure cycle places to park their bike and knowing where they can safely cycle around town is currently acting as a barrier to them. A picture below shows the docking station setup.

Following the workshop in June 2023 we have discussed the proposed locations with Bike Taupō and come up with a priority list with the first to be installed within the CBD area.

The locations we are considering are:

1. outside the Taupō Customer and Visitor Information Centre, 30 Tongariro Street near the bus stops
2. corner of Ruapehu and Horomātangi Streets near Kefi café (see attached indicative locations plan).

A third location identified as a high priority was one on Roberts Street, however we are leaving this out for now due to funding and ongoing operational costs. We are currently working with ANZCO, the new naming sponsor for Iron Man NZ (debut in March 2024) and have expressed interest in funding something for the community that would double as an acknowledgement of the incredible event. We have consulted with Town Centre Taupō who are keen to see some also installed on Roberts Street.



Based on this information it is considered that there are 2 options.

**NGĀ KŌWHIRINGA | OPTIONS**

Analysis of Options

Option 1. To support the installation of the Locky Dock stations with the media funded option.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Secure parking is provided.</li> <li>• Does not block footpaths as cycles can be secured and not near table or pedestrian flows.</li> <li>• Free to use.</li> <li>• Encourages people to cycle into town and stay for longer periods.</li> <li>• Reduces the need for additional parking spaces in town – modal shift to cycling which aligns with the Transport strategy.</li> <li>• Reduction in carbon emissions.</li> <li>• Using media funding will mean less cost implication to Council.</li> <li>• Partnership agreement proposed with Big Street Bikers.</li> </ul>	<ul style="list-style-type: none"> <li>• Will take up some footpath space with 5 cycles at the docking stations.</li> </ul>

Option 2. Do not support the installation of the Locky Dock stations.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• No footpath space is taken up with docking stations.</li> </ul>	<ul style="list-style-type: none"> <li>• Secure parking is not provided.</li> <li>• Does not encourage cyclists to stop in town and spend unless they have their cycle beside them.</li> <li>• Cyclists may block footpath in other areas.</li> <li>• Carbon emissions may not be reduced by modal shift.</li> <li>• Parking spaces will still be at premium in the CBD.</li> </ul>

	<ul style="list-style-type: none"> <li>• Space for messaging will not be available.</li> </ul>
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Option 3. To support the installation of the Locky Dock stations without media funding.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Secure parking is provided.</li> <li>• Does not block footpaths as cycles can be secured and not near table or pedestrian flows.</li> <li>• Free to use.</li> <li>• Encourages people to cycle into town and stay for longer periods.</li> <li>• Reduces the need for additional parking spaces in town – modal shift to cycling which aligns with the Transport strategy.</li> <li>• Reduction in carbon emissions.</li> </ul>	<ul style="list-style-type: none"> <li>• Cost implications – up to \$20K per 5 Locky Dock plus installation and electrical connection costs.</li> </ul>

**Analysis Conclusion:**

Preferred option is option 1 with the Locky Dock station media funded, so we can encourage more people to cycle into and out of town by providing secure parking for their bike and allowing them to stay longer in town without concern for the bike security and reduce costs to Council and ratepayers. A partnership agreement has been prepared with BSB, see attachment. Once we have confirmed locations, we will need to draft a licence to occupy for both locations.

**NGĀ HĪRAUNGA | CONSIDERATIONS**

**Ngā Aronga Pūtea | Financial Considerations**

The financial impact of the proposal is estimated to be approximately \$4,000 per location and can be covered by existing budgets which covers the installations. Operational costs will be met by Locky Dock, funded by revenue from the advertising.

**Ngā Aronga Ture | 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. That section of the Act states that the purpose of local government is (a) to enable democratic local decision-making and action by, and on behalf of, communities; and (b) to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future. It is considered that [social / economic / environmental and / or cultural of relevance to this matter.

After consultation with the planning team it has been determined that no resource consent will be required.

The proposal has been evaluated with regards to a range of legislation. The key legislation applicable to the proposal has been reviewed and the relevant matters for consideration are as follows:

Authorisations as follows are required for the proposal:

- Resource Consent     Building Consent     Environmental Health
- Liquor Licencing     Licence to occupy

**Ngā Hīraunga Kaupapa Here | Policy Implications**

There are no known policy implications.

## **Te Kōrero tahi ki te Māori | Māori Engagement**

Taupō District Council is committed to meeting its statutory Tiriti O Waitangi obligations and acknowledges partnership as the basis of Te Tiriti. Council has a responsibility to act reasonably and in good faith to reflect the partnership relationship, and to give effect to the principles of Te Tiriti. These principles include but are not limited to the protection of Māori rights, enabling Māori participation in Council processes and having rangatiratanga over tāonga.

Our statutory obligations outline our duties to engage with Māori and enable participation in Council processes. Alongside this, we recognise the need to work side by side with the ahi kaa / resident iwi of our district. Engagement may not always be required by law, however meaningful engagement with Māori allows Council to demonstrate good faith and our commitment to working together as partners across our district.

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.

### **Ngā Tūraru | Risks**

There are no known risks.

## **TE HIRANGA O TE WHAKATAU, TE TONO RĀNEI | SIGNIFICANCE OF THE DECISION OR PROPOSAL**

Council's Significance and Engagement Policy identifies matters to be taken into account when assessing the degree of significance of proposals and decisions.

Officers have undertaken an assessment of the matters in the [Significance and Engagement Policy \(2022\)](#), and are of the opinion that the proposal under consideration is of a low degree of significance.

## **TE KŌRERO TAHI | 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 deciding. We have consulted with Towncentre Taupō who were very supportive of these being installed in the town centre and Roberts Street. We have yet to consult with the adjacent businesses at the time of completing this report as we were working with BSB to check sites were suitable but will take a copy of the mock-ups to show businesses (see attachment) for their comment/feedback.

## **TE WHAKAWHITI KŌRERO PĀPAHO | COMMUNICATION/MEDIA**

No communication/media required.

## **WHAKAKAPINGA | CONCLUSION**

We want to promote cycling as a popular, easy and safe activity across the Taupō District. To encourage more people to get on their bike, and ensure cycling is attractive and convenient we are proposing to install Locky Dock stations across two Taupō locations. Working in partnership with BSB means we can install these at no cost to ratepayers and the only disbenefit is the use of some footpath space.

## **NGĀ TĀPIRIHANGA | ATTACHMENTS**

1. Locky Dock locations
2. Partnership agreement with Big Street Bikers Ltd
3. Mockup of proposed locations

**5.5 TAUPŌ DISTRICT COUNCIL TRAFFIC CONTROL DEVICE UPDATE**

**Author:** Claire Sharland, Asset Manager Transportation

**Authorised by:** Roger Stokes, Infrastructure Manager

**TE PŪTAKE | PURPOSE**

To update the Taupō District Council traffic controls or prohibitions on roads or public spaces, in accordance with the Taupō District Council Traffic Bylaw 2014.

**WHAKARĀPOPOTOTANGA MATUA | EXECUTIVE SUMMARY**

The Taupō District Council Traffic controls may be updated from time to time with new controls or prohibitions.

**NGĀ TŪTOHUNGA | RECOMMENDATION(S)**

That, pursuant to the Taupō District Council Traffic Bylaw, the Taupō Reserves and Roding Committee imposes the following traffic controls and/or prohibitions on roads and/or public spaces in the Taupō District:

Sign/Marking	Why	Where
1. RG17 Keep Left signage x 2	To keep traffic left of the central pedestrian island.	Spa Road near property 169 & 172 Spa Road, Taupō.
2. Painted zebra crossing markings including limit lines.	Installation of a new zebra crossing point.	Spa Road near property 169 & 172 Spa Road, Taupō.
3. Greening of Cycle symbol markings and dashed cycle lane markings.	Cycle lane ends prior to after crossing point.	Spa Road near property 169 & 172 Spa Road and outside Spa Road shopping centre at 173 to 175 Spa Road, Taupō.
4. RG17 Keep Left signage x 2	To keep traffic left of the central pedestrian island.	Outside # 45 Taharepa Road near Hilltop shopping centre, Taupō.
5. Painted zebra crossing markings including limit lines.	Installation of a new zebra crossing point for Hilltop School students and nearby residents going to the shops.	Both sides outside # 45 Taharepa Road and outside Hilltop shopping centre, Taupō.
6. No Stopping At All Times (broken yellow lines) for a distance of 15m either side of the zebra crossing.	To provide adequate visibility to pedestrians waiting to cross and for drivers to see pedestrians.	Outside # 45 Taharepa Road, Taupō.
7. No Stopping At All Times (broken yellow lines) for a distance of 15m either side of the zebra crossing.	To provide adequate visibility to pedestrians waiting to cross and for drivers to see pedestrians	Adjacent to the Hilltop shopping centre on Taharepa Road, Taupō.
8. RG17 Keep Left signage x 2	To keep traffic left of the central pedestrian island	Outside # 37 Richmond Avenue, Taupō.
9. Painted zebra crossing markings include limit lines.	Installation of a new zebra crossing point.	Outside # 37 Richmond Avenue, Taupō.
10. No Stopping At All Times (broken yellow lines) for a distance of up to 15m each side of table.	To provide adequate visibility to pedestrians waiting to cross and for drivers to see pedestrians	Outside # 37 Richmond Avenue, Taupō.

11. No Stopping At All Times (broken yellow lines) for a distance of up to 15m each side of table.	To provide adequate visibility to pedestrians waiting to cross and for drivers to see pedestrians.	Adjacent to Parkdale Reserve on Richmond Avenue, Taupō.
12. RG17 Keep Left signage x 2	To keep traffic left of the central pedestrian island	Opposite # 115 Rifle Range Road, Taupō.
13. No Stopping At All Times (broken yellow lines) for a distance of 32 metres either side of pram	To provide adequate visibility to pedestrians waiting to cross and for drivers to see pedestrians	Opposite # 115 Rifle Range Road, Taupō.
14. No Stopping At All Times (broken yellow lines) for a distance of 32 metres either side of pram crossing	To provide adequate visibility to pedestrians waiting to cross and for drivers to see pedestrians.	Outside # 115 Rifle Range Road, Taupō.
15. RG17 Keep Left signage x 2	To keep traffic left of the central pedestrian island	Lake Terrace outside # 2 Pataka Road, Taupō. (Already placed as part of recent Lake Terrace works)
16. No Stopping At All Times (broken yellow lines) for a distance of 18 metres.  Note: This will require the removal of two carpark spaces on the northern approach of Lake Terrace.	To provide adequate visibility to pedestrians waiting to cross and for drivers to see pedestrians	Adjacent to Lakefront reserve, Taupō.
17. RG17 Keep Left signage x 2	To keep traffic left of the central pedestrian island	Outside # 148 Lake Terrace, Taupō. (Already placed as part of recent Lake Terrace works)
18. No Stopping At All Times (broken yellow lines) for a distance of 14.30metres.	To restrict vehicles parking or stopping on the outside of the corner.	Outside # 115 Shepherd Road opposite Botanical Gardens entrance, Taupō.
19. No Stopping At All Times (broken yellow lines) and speed humps on inside corner of Shepherd Road.	To reduce vehicles cutting the corner and reduce speed when entering the corner.	Outside # 115 Shepherd Road (inside of corner on Shepherd Road opposite Botanical Gardens entrance), Taupō.
20. No Stopping At All Times (broken yellow lines) for a distance of 7.15metres	To provide visibility of new crossing point.	Shepherd Road adjacent to Botanical Gardens entrance, Taupō.
21. No Stopping At All Times (broken yellow lines) on the outside of the corner of Hyde Ave and Shepherd Road.	To provide visibility of new crossing point and restrict vehicles parking.	On exit to Botanical Gardens, Taupō.
22. RG17 Keep Right x 2	To keep right of the islands at the new crossing point.	On new island at crossing point on Hyde Avenue outside #115 Shepherd Road, Taupō.
23. RG6 Give Way sign	To formalise the priority	On exit to Botanical Gardens, Taupō. (Already in place).
24. No Stopping At All Times (broken yellow lines) for a distance of 24.59metres	To restrict vehicles parking or stopping on the outside of the corner.	Shepherd Road adjacent to Botanical Gardens entrance, Taupō.
25. RG17 Keep Left signage	To keep traffic left of the central	Opposite # 37 Mere Road, Taupō.

x 2	pedestrian island	
26. No Stopping At All Times (broken yellow lines) for a distance of 33.9metres	To provide visibility of new crossing point and restrict vehicles parking.	Outside Mere Road Reserve (near to # 42 Mere Road) , Taupō.
27. No Stopping At All Times (broken yellow lines) for a distance of 33.9metres	To provide visibility of new crossing point and restrict vehicles parking.	Outside # 37 Mere Road, Taupō.

## TE WHAKAMAHUKI | BACKGROUND

Council must make a resolution whenever a sign or marking on the road is recommended or recommended to be changed, and as a consequence, controls or prohibits the use of a road or public space.

The Taupō District Council Traffic Control Device Register (the Register) sets out all the signs and markings which control and prohibit the use of a road or public space in the Taupō District.

## NGĀ KŌWHIRINGA | OPTIONS

The two options before Council are:

- 1) Accept the recommendation to amend and update the controls; or
- 2) Do not accept the recommendation to amend and update the controls.

It is recommended that Council accepts the recommendation to update and amend the controls.

## NGĀ HĪRAUNGA | CONSIDERATIONS

The controls require updating to incorporate the following new signs and markings:

Sign/Marking	Why	Where
1. RG17 Keep Left signage x 2	To keep traffic left of the central pedestrian island.	Spa Road near property 169 & 172 Spa Road, Taupō.
2. Painted zebra crossing markings including limit lines.	Installation of a new zebra crossing point.	Spa Road near property 169 & 172 Spa Road, Taupō.
3. Greening of Cycle symbol markings and dashed cycle lane markings.	Cycle lane ends prior to after crossing point.	Spa Road near property 169 & 172 Spa Road and outside Spa Road shopping centre at 173 to 175 Spa Road, Taupō.
4. RG17 Keep Left signage x 2	To keep traffic left of the central pedestrian island.	Outside # 45 Taharepa Road near Hilltop shopping centre, Taupō.
5. Painted zebra crossing markings including limit lines.	Installation of a new zebra crossing point for Hilltop School students and nearby residents going to the shops.	Both sides outside # 45 Taharepa Road and outside Hilltop shopping centre, Taupō.
6. No Stopping At All Times (broken yellow lines) for a distance of 15m either side of the zebra crossing.	To provide adequate visibility to pedestrians waiting to cross and for drivers to see pedestrians.	Outside # 45 Taharepa Road, Taupō.
7. No Stopping At All Times (broken yellow lines) for a distance of 15m either side of the zebra crossing.	To provide adequate visibility to pedestrians waiting to cross and for drivers to see pedestrians	Adjacent to the Hilltop shopping centre on Taharepa Road, Taupō.
8. RG17 Keep Left signage x 2	To keep traffic left of the central pedestrian island	Outside # 37 Richmond Avenue, Taupō.

<b>Sign/Marking</b>	<b>Why</b>	<b>Where</b>
9. Painted zebra crossing markings include limit lines.	Installation of a new zebra crossing point.	Outside # 37 Richmond Avenue, Taupō.
10.No Stopping At All Times (broken yellow lines) for a distance of up to 15m each side of table.	To provide adequate visibility to pedestrians waiting to cross and for drivers to see pedestrians	Outside # 37 Richmond Avenue, Taupō.
11.No Stopping At All Times (broken yellow lines) for a distance of up to 15m each side of table.	To provide adequate visibility to pedestrians waiting to cross and for drivers to see pedestrians.	Adjacent to Parkdale Reserve on Richmond Avenue, Taupō.
12.RG17 Keep Left signage x 2	To keep traffic left of the central pedestrian island	Opposite # 115 Rifle Range Road, Taupō.
13. No Stopping At All Times (broken yellow lines) for a distance of 32 metres either side of pram	To provide adequate visibility to pedestrians waiting to cross and for drivers to see pedestrians	Opposite # 115 Rifle Range Road, Taupō.
14.No Stopping At All Times (broken yellow lines) for a distance of 32 metres either side of pram crossing	To provide adequate visibility to pedestrians waiting to cross and for drivers to see pedestrians.	Outside # 115 Rifle Range Road, Taupō.
15.RG17 Keep Left signage x 2	To keep traffic left of the central pedestrian island	Lake Terrace, outside # 2 Pataka Road, Taupō. (Already placed as part of recent Lake Terrace works).
16.No Stopping At All Times (broken yellow lines) for a distance of 18 metres.  Note: This will require the removal of two carpark spaces on the northern approach of Lake Terrace.	To provide adequate visibility to pedestrians waiting to cross and for drivers to see pedestrians	Adjacent to Lakefront reserve, Taupō.
17. RG17 Keep Left signage x 2	To keep traffic left of the central pedestrian island	Outside # 148 Lake Terrace, Taupō. (Already placed as part of recent Lake Terrace works)
18. No Stopping At All Times (broken yellow lines) for a distance of 14.30metres.	To restrict vehicles parking or stopping on the outside of the corner.	Outside # 115 Shepherd Road opposite Botanical Gardens entrance, Taupō.
19. No Stopping At All Times (broken yellow lines) and speed humps on inside corner of Shepherd Road.	To reduce vehicles cutting the corner and reduce speed when entering the corner.	Outside # 115 Shepherd Road (inside of corner on Shepherd Road opposite Botanical Gardens entrance), Taupō.
20. No Stopping At All Times (broken yellow lines) for a distance of 7.15metres	To provide visibility of new crossing point.	Shepherd Road adjacent to Botanical Gardens entrance, Taupō (already placed).
21. No Stopping At All Times (broken yellow lines) on the outside of the corner of Hyde Ave and Shepherd Road.	To provide visibility of new crossing point and restrict vehicles parking.	On exit to Botanical Gardens, Taupō.
22. RG17 Keep Right x 2	To keep right of the islands at	On new island at crossing point on



Sign/Marking	Why	Where
	the new crossing point.	Hyde Avenue outside #115 Shepherd Road, Taupō.
23. RG6 Give Way sign	To formalise the priority	On exit to Botanical Gardens, Taupō.
24. No Stopping At All Times (broken yellow lines) for a distance of 24.59metres	To restrict vehicles parking or stopping on the outside of the corner.	Shepherd Road adjacent to Botanical Gardens entrance, Taupō.
25. RG17 Keep Left signage x 2	To keep traffic left of the central pedestrian island	Opposite # 37 Mere Road, Taupō.
26. No Stopping At All Times (broken yellow lines) for a distance of 33.9metres	To provide visibility of new crossing point and restrict vehicles parking.	Outside Mere Road Reserve (near to # 42 Mere Road) , Taupō.
27. No Stopping At All Times (broken yellow lines) for a distance of 33.9metres	To provide visibility of new crossing point and restrict vehicles parking.	Outside # 37 Mere Road, Taupō.

The above projects have been identified through our deficiency database and/or customer service requests. See attachments for the detail of each safety improvement.

**Spa Road (New zebra crossing)** – A safer crossing point was identified through a number of service requests and mobility impaired pedestrians who have real difficulty crossing Spa Road due to the high traffic volumes. A number of school children and others access the small block of shops especially during the weekdays. A cycle lane already exists along Spa Road and was resolved a number of years back but will need to stop and start prior to and after the zebra pedestrian crossing hence we will be marking green paint below the cycle symbols to make cyclists aware of the new crossing point.

**Taharepa Road (New Zebra crossing)** – A concern from both the Police and the school about the existing location of the kea crossing on Taharepa Road has been raised a number of times over many years. The issues have been distance from the school and having to provide patrols has been one issue but also the location of the crossing being very close to the intersection of Ngamotu Road which makes it difficult to patrol safely. A new zebra pedestrian crossing is to be located closer to the Hilltop Shopping centre which will make is easier for both school students and pedestrians walking to and from the shops.

**Richmond Avenue (New Zebra crossing)** – The existing kea crossing for Waipāhīhī School was removed from Richmond Avenue while some works were occurring and the school no longer considered this location to be ideal, both for a crossing point and being able to patrol this in the afternoons. As Richmond Avenue has become built up and traffic volumes are higher now, a new location is proposed closer to the Richmond Avenue shopping centre which will provide a safer crossing point for school students and those walking to and from the shops. Also, the crossing point is close to the bus stop used for both school students and the Taupō Connector passengers.

**Rifle Range Road (New pedestrian refuge island)** – we have received a number of service requests for a crossing point near the shops and Gull Station. This is also on the bus route so provides a safer crossing point for those using the bus service.

**Lake Terrace (New pedestrian refuge island)** – we continue to receive a number of service requests for people wanting to cross Lake Terrace to access the lake front. Finding appropriate locations can pose some difficulty due to entranceways however we have identified two locations that have been proposed, one near Pataka Road and one closer to Mere Road where a number of people cross to access the Great Lake walkway from Mere Road. We have also had a request for one near Huia Street so will consider this in the next round of works.

**Shepherd Road and Hyde Avenue corner (new improvements)** – a number of crashes both reported and unreported have occurred on this corner with a couple hitting parked vehicles. The issue is vehicles taking the corner at a higher speed and/or end up cutting the corner. Residents are too scared to leave vehicles on

the road and often are awakened to crashes and the aftermath. Some residents have been abused by drivers when attending to assist. The islands and markings also assist with the intersection/entranceway into the Botanical Gardens.

**Mere Road (New pedestrian refuge island)** – a request from some parents who wish to have a safe crossing point on Mere Road to access the playground and reserve. This will also assist students walking to Hilltop Schools and shopping centre and also to add some traffic calming to Mere Road.

### **Ngā Aronga Pūtea | Financial Considerations**

The financial impact of maintenance to the Register does not change and is met within current budgets.

### **Ngā Aronga Ture | 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 proposal has been evaluated regarding the Traffic Bylaw 2014, the Land Transport Act 1998 and the associated Rules. Prescribed signs need to be installed to be enforceable by our compliance officers.

### **Ngā Hiraunga Kaupapa Here | Policy Implications**

There are no known policy implications associated with this report.

### **Te Kōrero tahi ki te Māori | Māori Engagement**

Taupō District Council is committed to meeting its statutory Tiriti O Waitangi obligations and acknowledges partnership as the basis of Te Tiriti. Council has a responsibility to act reasonably and in good faith to reflect the partnership relationship, and to give effect to the principles of Te Tiriti. These principles include but are not limited to the protection of Māori rights, enabling Māori participation in Council processes and having rangatiratanga over tāonga.

Our statutory obligations outline our duties to engage with Māori and enable participation in Council processes. Alongside this, we recognise the need to work side by side with the ahi kaa / resident iwi of our district. Engagement may not always be required by law, however meaningful engagement with Māori allows Council to demonstrate good faith and our commitment to working together as partners across our district.

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. No engagement is needed on this agenda item.

### **Ngā Tūraru | Risks**

There are no known risks.

### **TE HIRANGA O TE WHAKATAU, TE TONO RĀNEI | SIGNIFICANCE OF THE DECISION OR PROPOSAL**

Council's Significance and Engagement Policy identifies matters to be taken into account when assessing the degree of significance of proposals and decisions.

Officers have undertaken an assessment of the matters in the [Significance and Engagement Policy \(2022\)](#), and are of the opinion that the proposal under consideration is of a low degree of significance.

### **TE KŌRERO TAHI | 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.

### **TE WHAKAWHITI KŌRERO PĀPAHO | COMMUNICATION/MEDIA**

No further communication required.

### **WHAKAKAPINGA | CONCLUSION**

It is recommended that Council imposes the traffic controls and prohibitions detailed in the report. Staff will then update the Traffic Control Device Register in accordance with the resolution.

### **NGĀ TĀPIRIHANGA | ATTACHMENTS**

1. Spa Road Pedestrian zebra crossing - NEW

2. Taharepa Road pedestrian zebra crossing - NEW
3. Richmond Avenue pedestrian zebra crossing - NEW
4. Rifle Range Road pedestrian refuge island - NEW
5. Lake Terrace pedestrian refuge island near Pātaka Road - NEW
6. Lake Terrace pedestrian refuge island near Mere Road - NEW
7. Shepherd Road and Hyde Ave improvements - NEW
8. Mere Road pedestrian refuge island - NEW