

ATTACHMENTS

Ordinary Council Meeting

29 October 2024

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**TAUPŌ DISTRICT COUNCIL
MINUTES OF THE ORDINARY COUNCIL MEETING
HELD AT THE COUNCIL CHAMBER, 107 TE HEUHEU STREET, TAUPŌ
ON TUESDAY, 24 SEPTEMBER 2024 AT 1.00PM**

PRESENT: Mayor David Trewavas (in the Chair), Cr Duncan Campbell, Cr Karam Fletcher, Cr Sandra Greenslade, Cr Danny Loughlin, Cr Anna Park, Cr Christine Rankin, Cr Rachel Shepherd, Cr Kevin Taylor, Cr Yvonne Westerman, Cr John Williamson (via MS Teams)

IN ATTENDANCE: Chief Executive (J Gardyne), General Manager Community Infrastructure and Services (T Hale), General Manager Organisation Performance (S Matthews), General Manager People and Community Partnerships (L O'Brien), General Manager Strategy and Environment (W Zander), Iwi and Co-Governance Manager (D Rameka), Policy Manager (N Carroll), Legal and Governance Manager (N McAdie), Project Management Office Manager (P Fletcher), Executive Manager Mayor's Office (J Later), Governance Quality Manager (S James), Environmental Impact Manager (B Aitken), Co-Governance Management Partner (C Dempsey), Team Leader Corporate Planning (A Smith), Team Leader Communications (D Beck), Senior Policy Advisor (H Samuel), Senior Policy Advisor (T Wood), Funding and Partnerships Advisor (E Godwin via MS Teams), Senior Solicitor (K Hollman via MS Teams), Policy Advisor (A Wilson), Digital Content Creator (C Hollinger), Senior Committee Advisor (K Watts)

MEDIA AND PUBLIC: No members of the public

1 KARAKIA

The meeting was opened by all present reciting the Taupō District Council's karakia.

2 WHAKAPĀHA | APOLOGIES

TDC202409/01 RESOLUTION

Moved: Cr Rachel Shepherd

Seconded: Cr Karam Fletcher

That the apologies received from Crs Kylie Leonard and Kirsty Trueman, be accepted.

CARRIED

Note: All members present at the Council meeting voted in favour of resolution TDC202409/01 above.

3 NGĀ WHAKAPĀNGA TUKITUKI | CONFLICTS OF INTEREST

Cr Duncan Campbell stated that he did not have a conflict of interest with item 5.2 and did not want to give that impression.

Cr Danny Loughlin advised that he was a trustee on the Tūwharetoa Māori Trust Board, relating to item 5.4.

4 WHAKAMANATANGA O NGĀ MENETI | CONFIRMATION OF MINUTES**4.1 ORDINARY COUNCIL MEETING - 29 JULY 2024****TDC202409/02 RESOLUTION**

Moved: Cr Anna Park

Seconded: Cr Danny Loughlin

That the minutes of the Council meeting held on Monday 29 July 2024 be approved and adopted as a true and correct record.

CARRIED

Note: All members present at the Council meeting voted in favour of resolution TDC202409/02 above.

4.2 ORDINARY COUNCIL MEETING - 27 AUGUST 2024**TDC202409/03 RESOLUTION**

Moved: Cr Sandra Greenslade

Seconded: Cr Anna Park

That the public and confidential portions of the minutes of the Council meeting held on Tuesday 27 August 2024 be approved and adopted as true and correct records.

CARRIED

Note: All members present at the Council meeting voted in favour of resolution TDC202409/03 above.

5 NGĀ KAUPAPA HERE ME NGĀ WHAKATAUNGA | POLICY AND DECISION MAKING**5.1 NOTICE OF MOTION - AUDIO-VISUAL RECORDING OF ALL WORKSHOPS, COMMITTEE MEETINGS AND COUNCIL MEETINGS INVOLVING ELECTED MEMBERS**

Cr Campbell supported audio-visual recording of all workshops and meetings held in the Council Chamber for reasons noted below:

- It was a requirement of the Local Government Act 2002 to conduct meetings in an open transparent manner, also a requirement of the Public Records Act 2005.
- Nearly all workshops and meetings took place on weekdays during working hours so many members of the community were not able to attend.

Members did not support the motion because in early 2025 the Council Chamber would move premises and the technology would be available for Council meetings to be livestreamed. The staff time required from the Digital Content Creator and wider Communications team would mean that other work that supported the community with digital and video content would not be able to be completed. Each month a list of upcoming meetings and workshops was provided to the Mayor and Chief Executive for them to decide which needed to be recorded and uploaded to Council's You Tube channel. This included workshops that had a high public interest so was meeting a demand from the community. All workshops were advertised online and usually open to the public unless there was a reason under the Local Government Official Information and Meetings Act 1987 for excluding the public.

The motion was not seconded and therefore did not proceed to a debate.

5.2 NOTICE OF MOTION - COUNCIL OFFICERS UNDERTAKE TO ALWAYS PROVIDE THE FULL RANGE OF REASONABLY PRACTICABLE OPTIONS IN ANY STAFF PAPERS PRESENTED TO ELECTED MEMBERS REQUIRING A DECISION

Cr Campbell referred to the recent Court of Appeal decision regarding a decision made by Wellington City Council. Members in that case had not been presented with all practicable options and the decision was challenged. He highlighted decisions that Taupō District Council had made where he believed that elected members had not been presented with all practicable options which were related to the Motutere Reserve Management Plan review, the Tūrangi Wastewater project and many transport items.

Members disagreed that Council was not provided with all reasonably practicable options and the motion was not seconded.

5.3 ADOPTION OF THE WASTE MANAGEMENT AND MINIMISATION PLAN

The Environmental Impact Manager summarised the report and added that in the food rescue space, the Foodprint app had just been launched which helped to reduce food waste. Council was also talking with the foodbank to see how they could support it, and those in the construction and demolition space. They had started to book hui to discuss what would happen at the Broadlands landfill.

In answer to questions, the following was clarified:

- The closing of the Penrose Paper Processing Mill in Auckland would not affect Taupō.
- The increase in waste of tonnes per capita was significant compared with 10 years previously because the increase reflected the high visitor tonnage but the population was not included in the statistics of those residing in Taupō.

The Environmental Impact Manager added that any new developments within the Waste Management fund could be accommodated within the fund and would not impact rates. This meant that if Council could find more ways of diverting waste, ratepayers would not bear the costs.

TDC202409/04 RESOLUTION

Moved: Cr Danny Loughlin

Seconded: Cr Rachel Shepherd

That Council:

1. Receives and deliberates on submissions received on the Waste Management and Minimisation Plan 2024 during the Long-term Plan 2024-34 process; and
2. Adopts the Waste Management and Minimisation Plan 2024 (objective reference A3602769) including recommended changes following the Long-term Plan 2024-34 consultation.

CARRIED

Note: All members present at the Council meeting voted in favour of resolution TDC202409/04 above.

5.4 TŪWHARETOA MĀORI TRUST BOARD - TAUPŌ DISTRICT COUNCIL JOINT MANAGEMENT AGREEMENT [JMA]

The Co-Governance Management Partner highlighted key items from the report.

In answer to questions, the following was clarified:

- The Joint Management Agreement (JMA) for this agenda item related to the Ngāti Tūwharetoa, Raukawa, and Te Arawa River Iwi Waikato River Act 2010 whereas the previous Joint Management Agreement with Ngāti Tūwharetoa was established under the Resource Management Act 1991 in relation to notified resource consents and private plan changes affecting multiply owned Māori land.
- The purpose of that JMA and this new one were quite different.

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- The final Joint Management Agreement would come back to Council and the Tūwharetoa Māori Trust Board (TMTB) for final approval. Both parties would also be kept informed of progress along the way.
- The proposed additional matters to be included in the negotiation scope (recommendation three of the report) incorporated how Council already engaged with its iwi partners. It would formalise what happened in practice.
- The other Joint Management Agreements formed with Te Arawa River Iwi Trust and Raukawa also had similar scope provisions added.
- The benefit of supporting the recommendation in principle now meant that the joint working group comprising of TMTB and Council officers and legal advisors could start drafting the details of the JMA. The joint committee would make recommendations on the scope and final contents of the JMA to Council and TMTB for approval.

Some members were not comfortable with recommendation three of the report and felt that by agreeing to it, it could damage the relationship further down the track if changes were made.

The Policy Manager summed up by saying that the River Act legislation required Council to set up this committee. The practice was consistent with Raukawa and Te Arawa River Iwi Trust as per the River Act. The recommendation relating to the scope of the JMA was also consistent with the JMAs Council had with Raukawa and Te Arawa River Iwi Trust where there were elements that went beyond the minimum requirements. It was a starting point for negotiation and allowed for off-ramps throughout the negotiation process.

TDC202409/05 RESOLUTION

Moved: Cr Yvonne Westerman
Seconded: Cr Sandra Greenslade

That Council re-establishes the Tūwharetoa Māori Trust Board [TMTB] – Taupō District Council [Council] joint committee.

CARRIED

Note: All members present at the Council meeting voted in favour of resolution TDC202409/05 above except for Cr Duncan Campbell who abstained from voting.

TDC202409/06 RESOLUTION

Moved: Cr Christine Rankin
Seconded: Cr Kevin Taylor

That Council appoints Crs Karam Fletcher, Kylie Leonard, Kirsty Trueman as members, and Cr John Williamson as an alternate to the Tūwharetoa Māori Trust Board [TMTB] – Taupō District Council [Council] joint committee.

CARRIED

Note: All members present at the Council meeting voted in favour of resolution TDC202409/06 above except for Cr Duncan Campbell who abstained from voting.

TDC202409/07 RESOLUTION

Moved: Cr John Williamson
Seconded: Cr Yvonne Westerman

That Council approves in principle, that additional matters requested by TMTB may be included under section 54 of the River Act in the negotiation scope of the Joint Management Agreement (JMA).

CARRIED

Note: All members present at the Council meeting voted in favour of resolution TDC202409/07 above except for Crs Duncan Campbell, Sandra Greenslade, Anna Park, Christine Rankin and Rachel Shepherd who

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voted against resolution TDC202409/07.

TDC202409/08 RESOLUTION

Moved: Cr Sandra Greenslade

Seconded: Cr Kevin Taylor

That Council agrees to complete the Joint Management Agreement by 30 June 2025.

CARRIED

Note: All members present at the Council meeting voted in favour of resolution TDC202409/08 above except for Cr Duncan Campbell who abstained from voting.

5.5 CLASS 4 GAMBLING REPORT BACK TO COUNCIL

The Policy Advisor summarised the report and reiterated that the recommendation was for members to receive the information.

TDC202409/09 RESOLUTION

Moved: Cr Danny Loughlin

Seconded: Cr Sandra Greenslade

That Council receives this update on the state of Class 4 Gambling in the Taupō District.

CARRIED

Note: All members present at the Council meeting voted in favour of resolution TDC202409/09 above.

5.6 TAUPŌ DISTRICT COUNCIL PERFORMANCE REPORT - AUGUST 2024

The Project Management Office Manager highlighted that the Airport Apron project was an extension of the parking lot for the planes and was using the last of the Provincial Growth Fund from central government.

The Local Water Done Well project was at risk due to the time, and the massive amount of work required for the legislative water services delivery plan.

The Whangamata Road improvements contract was being finalised and construction would commence in October.

The increased risk for the View Road project had reduced over the previous week because compliance data had been received.

The following month, more information would be provided regarding the life budget spent for individual projects. Around \$13m had been spent on capital works projects.

In answer to questions, the following was clarified by the General Manager People and Community Partnerships, and the General Manager Community Infrastructure and Services:

- Phase 3 of Project Quantum had progressed in order for Council to strike rates. Customers would see a new system when they paid online.
- Council staff were working with the New Zealand Transport Agency around mitigating impacts on local roads during January when State Highway 1 between Tūrangi and Taupō was proposed to be closed.

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TDC202409/10 RESOLUTION

Moved: Cr Anna Park
Seconded: Cr Karam Fletcher

That Council notes the information contained in the Performance Report for the month of August 2024.

CARRIED

Note: All members present at the Council meeting voted in favour of resolution TDC202409/10 above.

5.7 PROPOSED AMENDMENT TO THE TAUPŌ / TAUPŌ EAST RURAL COMMUNITY GRANT DISTRIBUTION COMMITTEE TERMS OF REFERENCE

The Senior Committee Advisor explained that this item was before Council following deliberations of the Long-term Plan 2024-34. In answer to a question, she confirmed that the two community members would be appointed by Council at a future meeting, in the same way that community and Māori representatives were appointed to committees of Council at the start of the triennium.

TDC202409/11 RESOLUTION

Moved: Cr John Williamson
Seconded: Cr Rachel Shepherd

That Council amends the Terms of Reference for the Taupō / Taupō East Rural Community Grant Distribution Committee (A3617182) to increase the membership by including two community representatives for the 2022-25 Triennium.

CARRIED

Note: All members present at the Council meeting voted in favour of resolution TDC202409/11 above.

5.8 COUNCIL ENGAGEMENTS OCTOBER 2024, APPOINTMENTS, AND TRAINING AND CONFERENCE OPPORTUNITIES

The Senior Committee Advisor advised that two additional workshops had been added on Thursday 10 October:

- 11.30am-12.30pm Lake Terrace / Maunganamu Drive New Roundabout - connection to Pukenu Road
- 1.30pm – 2.30pm Simplifying Public Transport Investment: Waikato regional rating model

The Chief Executive confirmed the process that would be followed for the workshop regarding the new roundabout because there were many interested members of the public. They would be given the opportunity to submit their questions in advance of the workshop and were welcome to attend in person. The workshop was for elected members to receive information. The interested members of the public would be given an opportunity to address Council when the item was brought to the October Council meeting.

TDC202409/12 RESOLUTION

Moved: Cr Rachel Shepherd
Seconded: Cr Karam Fletcher

That Council receives the information relating to engagements for October 2024.

CARRIED

Note: All members present at the Council meeting voted in favour of resolution TDC202409/12 above.

6 NGĀ KŌRERO TŪMATAITI | CONFIDENTIAL BUSINESS

TDC202409/13 RESOLUTION

Moved: Cr Karam Fletcher

Seconded: Cr Christine Rankin

RESOLUTION TO EXCLUDE THE PUBLIC

I move that the public be excluded from the following parts of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48[1] of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution	Plain English reason for passing this resolution in relation to each matter
Agenda Item No: 6.1 Delegation for Settlement of Appeals on Plan Changes 38, 42 and 43	Section 48(1)(d) - the exclusion of the public from the whole or the relevant part of the proceedings of the meeting is necessary to enable the Council to deliberate in private on its decision or recommendation where a right of appeal lies to any court or tribunal against the final decision of the Council in these proceedings	Section 48(1)(d)- the exclusion of the public from the whole or the relevant part of the proceedings of the meeting is necessary to enable the Council to deliberate in private on its decision or recommendation where a right of appeal lies to any court or tribunal against the final decision of the Council in these proceedings	Council needs to deal with this item with the public excluded because there is a right of appeal to the Environment Court in relation to the Council's decision.

CARRIED

Note: All members present at the Council meeting voted in favour of resolution TDC202409/13 above.

The meeting closed at 2.50pm with a karakia recited by all present.

The minutes of this meeting were confirmed at the Ordinary Council Meeting held on 29 October 2024.

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CHAIRPERSON

**TAUPŌ DISTRICT COUNCIL
MINUTES OF THE ORDINARY COUNCIL MEETING
HELD AT THE COUNCIL CHAMBER, 107 TE HEUHEU STREET, TAUPŌ
ON MONDAY, 30 SEPTEMBER 2024 AT 1.30PM**

PRESENT: Mayor David Trewavas (in the Chair), Cr Duncan Campbell (via MS Teams), Cr Karam Fletcher (via MS Teams from 1.34pm), Cr Sandra Greenslade, Cr Kylie Leonard, Cr Danny Loughlin, Cr Anna Park, Cr Rachel Shepherd, Cr Kevin Taylor, Cr Kirsty Trueman, Cr Yvonne Westerman

IN ATTENDANCE: Chief Executive (J Gardyne), General Manager Organisation Performance (S Matthews), General Manager Community Infrastructure and Services (T Hale), People and Culture Manager (L Nienhuser), Policy Manager (N Carroll), Finance Manager (J Paenga), Community Engagement and Development Manager (H Tattle via MS Teams), Executive Manager Mayor's Office (J Later), Digital Content Creator (C Hollinger), Senior Financial Planner (J Caldwell), Team Leader Corporate Planning (A Smith), Team Leader Communications (D Beck), Senior Policy Advisor (K Goode), Asset Manager Transportation (C Sharland via MS Teams), Senior Community Development Advisor (G Smith via MS Smith), Team Lead – Transportation Operations (I Cruz via MS Teams), Senior Policy Advisor (P Caruana), Policy Advisor (A Wilson), Community Development Advisor (A Hendricks via MS Teams), Community Development and Emergency Management Advisor (P Lawson via MS Teams), Community Engagement Advisor (R Prisk via MS Teams), Senior Committee Advisor (K Watts)

MEDIA AND PUBLIC: Messrs Leon Pieterse and Kayode Oloro, Audit New Zealand (via MS Teams)

1 KARAKIA

All present opened and closed the meeting with a karakia.

2 WHAKAPĀHA | APOLOGIES

TDC202409/14 RESOLUTION

Moved: Cr Rachel Shepherd
Seconded: Cr Anna Park

That the apologies received from Crs Christine Rankin, Cr John Williamson (for absence), and from Cr Karam Fletcher (for lateness) be accepted.

CARRIED

Note: All members present at the Council meeting voted in favour of resolution TDC202409/14 above.

3 NGĀ WHAKAPĀNGA TUKITUKI | CONFLICTS OF INTEREST

Nil

4 WHAKAMANATANGA O NGĀ MENETI | CONFIRMATION OF MINUTES

Nil

5 NGĀ KAUPAPA HERE ME NGĀ WHAKATAUNGA | POLICY AND DECISION MAKING

5.1 ADOPTION OF THE LONG-TERM PLAN 2024-34

The Senior Policy Advisor thanked elected members and talked through key changes summarised in the

document attached to the agenda as a result of the audit process.

She noted that these changes were highlighted and where they had flow on effects in the Long-term Plan, they were shown via tracked changes.

The General Manager Organisation Performance noted that there was one Emphasis of Matter raised in the audit report which was attached to the agenda.

Audit New Zealand representatives Leon Pieterse and Kayode Oloro introduced themselves. Mr Pieterse explained that while there was an emphasis of matter noted for the East Urban Lands project, the opinion of Audit New Zealand was that the Long-term Plan provided a reasonable basis for long term integrated decision making.

Members thanked staff for their hard work, especially the level of engagement generated through consultation which had resulted in over 1400 submissions being received.

One member did not support the Long-term Plan on the basis he thought he had been elected on a platform of questioning decisions and perceived a deficiency of critical thinking in the significant transport items.

TDC202409/15 RESOLUTION

Moved: Mayor David Trewavas

Seconded: Cr Danny Loughlin

That Council:

1. Receives the audit report relating to the Long-term Plan 2024-34, pursuant to section 94(1) of the Local Government Act 2002 (Attachment 17)
2. In accordance with section 102 of the Local Government Act 2002, adopts the:
 - The Revenue and Financing Policy 2024 (Attachment 12)
 - The Rates Remission and Postponement Policy 2024 (Attachment 2)
 - The Treasury Management Policy 2024 (Attachment 3)
 - The Development Contributions Policy 2024 (Attachment 4)
3. Adopts the audited Long-term Plan 2024-34 (Attachment 5) pursuant to section 93 of the Local Government Act 2002, including but not limited to the Funding Impact Statement, Financial and Infrastructure Strategies
4. Authorises the Chief Executive to make any necessary minor drafting or presentation amendments to the Long-term Plan 2024-2034 before final design.

CARRIED

Note: All members present at the Council meeting except for Cr Duncan Campbell voted in favour of resolution TDC202409/15 above. Cr Duncan Campbell voted against resolution TDC202409/15 above.

5.2 RATES RESOLUTION 2024-25

The Finance Manager highlighted that the due date for the metered water supply rates would be changed from 21 October to 20 November 2024.

TDC202409/16 RESOLUTION

Moved: Cr Kevin Taylor

Seconded: Cr Anna Park

That, pursuant to section 23 of the Local Government (Rating) Act 2002, and in accordance with the Taupō District Council's Long Term Plan 2024-34, including the Funding Impact Statement the Taupō District Council hereby sets the rates and charges as set out in this resolution; (and in accordance with sections 24 and 57 states the due dates for payment of rates and authorises the addition of penalties to unpaid rates) for the period commencing on 1 July 2024 and ending on 30 June 2025:

The rates and charges are as follows:

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1. General Rate

A General Rate, set under section 13 of the Local Government (Rating) Act 2002 on every rating unit in the district and calculated on the capital value of each rateable rating unit. This rate is set on a differential basis as follows:

Rating Unit Category	Rate per \$ of CV 2024/25 GST incl
Residential	0.0019507/\$
Rural	0.0019507/\$
Industrial/Commercial (including electricity generators, utility assets and networks)	0.0035112/\$
Accommodation	0.0035112/\$
Other	0.0019507/\$

2. Uniform Annual General Charge

A Uniform Annual General Charge set under section 15 of the Local Government (Rating) Act 2002 assessed on every separately used or inhabited part (SUIP) of a rating unit in the district.

Per SUIP	2024/25 GST incl
Uniform Annual General Charge	\$250.00

3. Sewage Disposal

A targeted rate for sewage disposal, set under section 16 of the Local Government (Rating) Act 2002, assessed on every rating unit connected or available to be connected (serviceable) to an accessible Council scheme on the basis of one charge per pan, urinal discharge point (with the exception of the residence of a single household – which shall be assessed only one charge) for connected rating units and per rating unit for serviceable rating units. For the avoidance of doubt the words 'a single household' do not restrict the charge to one pan/urinal in the situation where a rating unit has separately used or inhabited parts. In such a situation each separately used or inhabited part is regarded as a separate household, and the pan charge applied will be at the cumulative per pan rate multiplied by the number of households. (Serviceable - rating units within 30 meters of an accessible sewage drain).

The sewer schemes are: Taupō Township, Acacia Bay, Kinloch, Whakamaru, Mangakino, Ātiamuri, Tūrangi Township/Tokaanu, Omori/Kuratau/Pukawa, Motutere, Whareroa and Motuoapa.

Targeted Sewer Disposal charges per rating unit are:

Factor	2024/25 GST incl
Connected (1 pan/urinals) per pan/urinal	\$1118.83
Connected (2 pans/urinals) per pan/urinal	\$839.12
Connected (3 or more pans/urinals) per pan/urinal	\$559.42
Wastewater discharge points	\$1118.83
Connected Schools per pan/urinal	\$279.71

Serviceable (available to be connected) per rating unit	\$559.42
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4. Water supply

A fixed targeted rate for water supply, set under section 16 of the Local Government (Rating) Act, assessed on each separately used or inhabited part of a rating unit, and being a rating unit, which is connected, or is available to be connected (serviceable), to an accessible Council scheme. A full charge will be made for each connected separately used or inhabited part of the rating unit and a half charge for serviceable separately used or inhabited parts of a rating unit (those within 100 meters of any part of the water scheme).

Water Supply rate	2024/25 GST incl Serviceable (available to be connected)	2024/25 GST incl Connected
District wide fixed targeted	\$416.91	\$833.81

The water schemes are: Taupō, Kinloch, Whakaroa, Bonshaw Park, Whakamoenga Point, River Road, Mangakino, Tirohanga, Turangi, Motuoapa, Tokaanu, Hatepe, Omori/Kuratau/Pukawa, Whakamaru, Atiamuri, Rakaunui Road, Waihaha, Whareroa, Centennial Drive, Motutere

5. Metered Water Supply

Targeted rates for metered water supply, set under section 19 of the Local Government (Rating) Act 2002, and assessed on the volume of water supplied to every rating unit with a water meter. These metered water charges apply for supply over and above the equivalent supply allocation provided under the fixed targeted rate, where the equivalent supply allocation is the amount of the fixed targeted rate, divided by the rate per m³ for the relevant water scheme that the property is connected to.

The targeted water meter rates by water scheme are:

Water Scheme	2024/25 GST incl
	cents/m ³
Taupō (includes Taupō township, Waitahanui, Wairakei Village, Acacia Bay, Five Mile Bay and the wider Mapara area).	227
Kinloch	186
Whakaroa	229
Bonshaw Park	291
Whakamoenga Point	169
River Road	203
Mangakino	186
Tirohanga	100
Tūrangi	75

Motuoaapa	120
Tokaanu	140
Hatepe	259
Omori/Kuratau/Pukawa	159
Whareroa	227
Whakamaru	159
Ātiamuri	186
Rakaunui Road	70
Centennial Drive (untreated)	57
Waihaha	100
Motutere	259

6. District Refuse Disposal Charge

A targeted rate for district refuse disposal, solid waste operations and waste minimisation initiatives, set under section 16 of the Local Government (Rating) Act 2002 and assessed on each separately used or inhabited part (SUIP) of each rateable rating unit in the district on the basis that properties categorised as residential, rural or other shall be assessed with one charge per SUIP, and industrial/commercial (including electricity generators, utility assets and networks) or accommodation, rating units shall be assessed with twice the charge per SUIP. For the avoidance of doubt, where a rating unit is divided into separate parts for rating purposes, each separate part is treated as if it were a separate rating unit for the application of this District Refuse Disposal Charge.

The targeted District Refuse Disposal Charge is:

	2024/25 GST incl Accommodation, Industrial/Commercial, Electricity Generators, Utility Assets & Networks	2024/25 GST incl Residential, Rural or Other
District Refuse Disposal Charge	\$308.36	\$154.18

7. Whareroa Refuse Rate

A targeted Whareroa Refuse Rate, set under section 16 of the Local Government (Rating) Act 2002, assessed on all rating units in the Whareroa rating area as a fixed amount per rating unit.

The targeted Whareroa Refuse Rate is:

	2024/25 GST incl
Whareroa Refuse Rate	\$208.69

8. Town Centre Taupō Management Rate

A targeted Town Centre Taupō Management Rate, set under section 16 of the Local Government (Rating) Act 2002, assessed on each separately used or inhabited part of industrial/commercial (including electricity generators, utility assets and networks) rating units within the Taupō town centre boundary.

The targeted Town Centre Taupō Management Rate is:

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	2024/25 GST incl
Town Centre Taupō Management	\$416.93

9. Goods and Services Tax (GST)

15% GST is included in the rates.

10. Due dates for payment

The due dates for the three instalments for rates assessed (excluding rates for metered water supply) are set out in the table below:

Instalment	Due Dates	Period the instalment covers
One	20 November 2024	1 July – 31 October
Two	20 February 2025	1 November – 28 February
Three	20 May 2025	1 March – 30 June

The due dates for the targeted rates for metered water supply are set out in the table below:

Month	Area	Due Date	
1	Taupō Town	20-Nov-24	20-Feb-25
2	Taupō Town, Acacia Bay, Wairakei	20-Nov -24	20-Mar-25
3	Taupō Town, Broadlands Rd/TMP, Mapara, Tokaanu, Tūrangi, Omori/Kuratau/Pukawa & Whareroa	20-Nov -24	21-Apr-25
4	Mangakino/Atiamuri/Whakamaru, Bonshaw Park, Waitahanui/Hatepe/Motuoapa, Centennial Drive/Rakaunui Road, River Road, Whakamoenga Point, Waihaha	20-Nov-24	20-May-25
5	Taupō Town, Kinloch, Whakaroa, Tirohanga, Serenity Cove	20-Dec-24	20-Jun-25
6	Taupō Town, Ashwood Park	20-Nov -24	22-Jan-25
Monthly	A C Baths, various other (Taupō)	20 th of each month (or the next working day)	
Quarterly	Various (Taupō)	20 Nov & 20 Dec 2024 20 Mar & 20 June 2025	

(Unless otherwise noted in the table, meters are read six monthly)

11. Penalty Charges

A 10% penalty will be added to any part of the rates instalment that remains unpaid after the due date as shown in the table below as provided for in Section 57 and 58(1)(a) of the Local Government (Rating) Act 2002.

Due Date	Penalty added
20 November 2024	27 November 2024
20 February 2025	27 February 2025

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20 May 2025	27 May 2025
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A further 10% penalty on any rates that are unpaid from previous years on 7 October 2024 being 5 working days after this resolution is made, as provided in Section 58(1)(b)(ii) of the Local Government (Rating) Act 2002 will be added on 8 October 2024.

CARRIED

Note: All members present at the Council meeting voted in favour of resolution TDC202409/16 above.

6 **NGĀ KŌRERO TŪMATAITI | CONFIDENTIAL BUSINESS**

Nil

The meeting closed at 2.01pm.

The minutes of this meeting were confirmed at the Ordinary Council Meeting held on 29 October 2024.

.....
CHAIRPERSON



GREAT LAKE TAUPŌ
Taupō District Council



TAUPŌ DISTRICT COUNCIL
LAKE TERRACE ROUNDABOUT CONSULTATION

COMMUNITY ENGAGEMENT FEEDBACK SUMMARY

MAY 2024

BACKGROUND

Wharewaka East Ltd (the developer) has a resource consent to develop 700+ housing sites at Wharewaka on the east side of Lake Terrace.

When consent was granted, a condition specified a four-leg roundabout is to be installed at the cost of the developer when over 2000 vehicles are measured as consistently using one of the new subdivision roads (Maunganamu Drive) per day.

The consent condition outlines construction of a four-leg roundabout would be constructed at the Lake Terrace and Maunganamu Drive intersection, also connecting Pukenamu Road to the network. The roundabout has been a part of development plans for several years and was an approved notified resource consent, in addition to going through the Environment Court.

In early 2024 the usage threshold was met, and the developer began to plan for installation of a roundabout at the Lake Terrace and Maunganamu Drive intersection.

Once operational, the plans outlined a portion of Pukenamu Road leading up to Wharewaka Road would be permanently closed and turned to reserve land. Council decided to engage with residents on the opportunity to repurpose the closed section of road into something useful for the community.

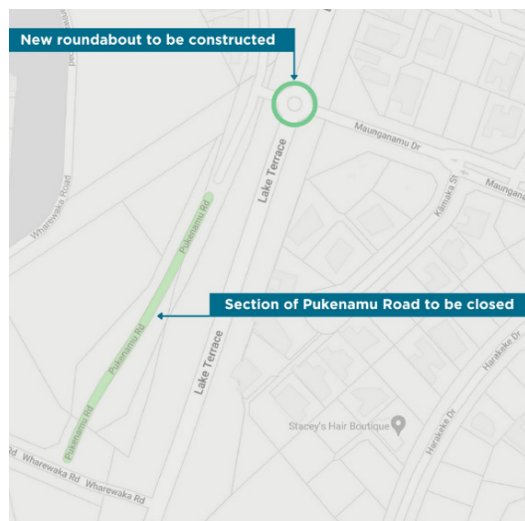


Figure 1: Proposal to connect Pukenamu Road to Lake Terrace and close portion of Pukenamu Road leading to Wharewaka Road

INITIAL ENGAGEMENT

In early 2024, Council undertook initial engagement with the community to learn what aspirations they had for the part of Pukenamu Road that was to be closed following installation of the new roundabout.

In early 2024, Council undertook initial engagement with the community to learn what aspirations they had for the part of Pukenamu Road that was to be closed following installation of the new roundabout.

To dig up and remove the closed section of road and return the area to being a reserve or green space is a costly exercise, estimated at \$150,000. All the asphalt, concrete and stones that make up the road would no longer be useful and would have to go to landfill. Rather than spend money doing that work, Council had a unique opportunity to repurpose the closed section of road into something useful for the community.

From 20 February until 15 March 2024 Council sought feedback from surrounding communities on what to do with the closed section of Pukenamu Rd.

Some possible options included:

- Adding some creative play / other elements to the road.
- Leaving the road as is but closed.
- Removing the road and return to reserve/green space.

During the initial engagement period, it became very clear that a large number of Lakeside Terraces

residents did not want to connect the roundabout that would join up Lake Terrace, Maunganamu Rd and Pukenu Rd. Lakeside Terraces includes Pukenu Rd, Kiuwai Drive and Kurapoto Lane in Rainbow Point. Residents felt they were not given the opportunity to have their say.

It was considered that the planned four-leg

roundabout had already determined by the resource consents when Council first engaged in February. However, following strong feedback from the community, it was agreed that the four-leg roundabout connecting Pukenu Rd could be reconsidered by council. As a result, the project was put on hold until Council could engage solely on the topic of connection to the roundabout.

SECOND ROUND ENGAGEMENT

Council undertook a second round of engagement from 3 May to 17 May 2024 directly with just the property owners of the Lakeside Terraces.

The purpose of this engagement was to support residents to have their say on connecting Pukenu Rd to Lake Terrace via the planned roundabout. Council sought feedback directly from property owners as it was recognised that they were the daily users impacted by the changes.

The online survey stated that Council was conducting a targeted survey exclusively for owners

of the Lakeside Terraces properties. Council asked that they review the information and background details that were provided. Each household was asked to submit one survey response.

The survey also noted that personal information (names, address details etc) will remain confidential and only accumulated information where responses cannot be attributed to identifiable individuals would be made available to the public.

OBJECTIVES

With this project reset, Council needed to find out which residents want to connect to the roundabout and why, as well as those who do not want to connect to the roundabout and why.

Responses to the survey have been carried out in a safe and confidential way. The purpose of gathering information was to provide insight to decision makers.

SCOPE OF WORK

- An online survey to gain this specific community's views.
- The only topic of consultation is to find out whether residents want Pukenu Rd to connect or not connect to Lake Terrace via a roundabout and why.
- To keep people safe and to run a process that is free from bias, the data from the survey will not be able to be gained by a LGOIMA that will identify any one resident.
- Out of scope is the previously paid development contributions, next steps, or other options.

HOW WE ENGAGED OUR COMMUNITY

- An online survey was sent to property owners via Council's engagement email address.
- Direct follow-up emails were sent via the engagement advisor's email to those who hadn't responded to make sure they received the first email.
- A phone call was made to those who had not completed the survey by the last week it was open.

**FEEDBACK RECEIVED:
NUMBER OF ONLINE SURVEYS COMPLETED: 55.**

This generated a lot of interest from residents of Lakeside Terraces who feel strongly about what is happening in their community. Residents have been well-informed and understand the importance of feedback and participating in this process.

By the deadline of 17 May 2024, 84.6% of identified property owners had completed the online survey. Of those, 90.9% do not agree with the four-legged roundabout and would like a three-leg roundabout where Pukenamu Rd does not connect. This would leave Pukenamu Rd as is.

5.45% of those who completed the survey agreed with the four-legged roundabout that would connect Pukenamu Rd to Lake Terrace, and 3.6% said either option is acceptable.

REASONS FOR ANSWERS TO “YES” OR “EITHER OPTION IS ACCEPTABLE”: 5

Reasons for answers to “Yes” or “Either option is acceptable”: 5.

- Shortened distance north to town.
- Reduce Co2 emissions.
- Reduce the time for emergency services to access the subdivision.
- Safety and traffic flow.
- Roundabouts are safer than a tee intersection.
- No cost to the ratepayer.
- Safety.
- Don't believe exclusivity will be significantly affected.
- Is professionally the best option from engineers, town planners etc perspective.
- Please see attached correspondence for further information.

REASONS FOR ANSWERS TO “NO”: 50

- Not required.
- Maintain private access.
- Changes the whole nature of the subdivision.
- Accessing the boat ramp would mean going on the main road – this is not ideal and puts more stress on main road.
- No need to spend additional money.
- Current access of Wharewaka works well.
- Pukenamu Rd is safe and quiet where kids can play, bike, and walk in the area.
- Would create more traffic on Pukenamu Rd, making it unsafe for kids.
- Safety concerns.
- Additional traffic movements into Pukenamu Rd.
- Waste of money.
- Waste of taxpayer money.
- Lacks common sense.
- Makes Lakeside less safe, less secure.
- Makes Lakeside more accessible to sightseers and boatees.
- Already have issues with boy racers in Secombe Park.
- No advantage.
- Additional non-residents.
- Further to travel to get to the boat ramp and the need to turn across traffic on the main road.
- Want the privacy of the present access.
- Cost saving.
- Safety of present access – avoids congestion on Lake Terrace, especially to beach or jetty.
- Traffic already builds up at the roundabout to supermarket.
- Privacy - guaranteed to have increased traffic as more “Sunday Drivers” taking a look down Pukenamu Rd.
- Ease of access to the lake.
- Safety for pedestrians and mobility scooters traversing from Wharewaka Rd towards town along the Lakeside Terrace walkway.
- Have a negative effect on property values within the Lakeside subdivision, would add to noise levels with vehicles (especially heavy vehicles) accelerating and decelerating into and out of the roundabout.
- Align with the general wishes of Lakeside residents.
- Safer for non-vehicular traffic.
- The current access was one of the big attractions to buying the property.

- Unique entrance to Pukenamu Road which gives the street a holiday/tranquil feel about it.
- A four-legged roundabout will create an additional crossing for pedestrians and other footpath users on Lake Terrace.
- The distance is saved, only if heading towards town.
- With the speed limit now at 50km/hr the T intersection at Wharewaka is a lot safer.
- Has consideration been given to cyclist's safety at a 4-legged roundabout?
- Increased noise.
- Prior consent for state highway outdated.
- Argument re emissions is not measurable this is only a broad assumption.
- A four-legged roundabout will create access off Lake Terrace from the roundabout directly into the estate by way of 'wrong turn' thinking they will access the boat ramp and parklands, whereas the current Pukenamu Rd access is not confusing for motorist/tourist.
- More difficult exit from Lakeside because the high volume of traffic entering the roundabout from Nga Roto Estate and from Lake Terrace will have right of way.
- No logical reason.
- Negative consequences far outweigh the potential benefits.
- The suggested benefits (attributed to the transport team) from reduced journey distances (1.2 km) and emissions are trivial and 'grasping at straws'.
- Prestige - I believe Lakeside subdivision is one of Taupo's prestigious subdivisions which we want to protect.
- Increased traffic on private laneways.
- The size of the Pukenamu Rd subdivision area is contained and not increasing, so traffic flow from this area will remain constant and not add any danger to the Wharewaka Rd intersection.
- Less community peace and safety.
- The issue of saving time is a joke.
- Makes the boat ramp harder to access.
- We will lose financially as our house will devalue due to being very near to a roundabout.
- Closing off Pukenamu Road from Wharewaka Road and making it into a reserve/park area would force elderly pedestrians out onto Lake Terrace and having to negotiate one major roundabout.
- Lack of research information that clearly details how this proposal would change safety, access, flow.
- The proposed roundabout will have high volumes of traffic entering from the Nga Roto Estate and from Lake Terrace and will therefore make it difficult for vehicles attempting to enter it from Pukenamu Road.
- If a roundabout is necessary for providing safe entry to, and exit from, the Nga Roto Estate it could very easily be designed so that no change is made to the present road access to the Lakeside residential area.

OTHER SUGGESTIONS:

- Have a roundabout at Wharewaka Rd and Lake Terrace and one at Maunganamu Drive and Lake Terrace.
- If safety is a major concern, we would rather see the contribution go towards an additional roundabout at Wharewaka Rd/Lake Terrace; this combined with the savings made in not having to modify Pukenamu Road would be a decent amount towards another roundabout.
- The cost to close the current Pukenamu Road entrance would be excessive, therefore these funds should be used elsewhere.
- The opportunity to improve the visual amenity at the access to Pukenamu Road is a worthy objective. The funds allocated to the unnecessary Pukenamu access to the roundabout could more properly and effectively be put to this use.

BENEFITS OF ENGAGEMENT

Even though the initial engagement topic was not a successful venture, the process allowed us to connect with the community and hear their thoughts. If we hadn't gone out to the community to gain their thoughts on some potential possibilities, we wouldn't have had the feedback from Lakeside Terraces residents about the roundabout as a side topic.

PRESENTATIONS

16 out of the 55 who submitted would like to present to the Reserves and Roading committee meeting on 10 September 2024. 15 presenters are against the proposal, and one is for the proposal.

Pukenamu Road – Round 2 Engagement – April 2024 – Additional Feedback submitted via email.

PROPOSED ROUNDABOUT – MAUNGANAMU DRIVE & LAKE TERRACE

To Whom It May Concern,

We understand that the one of the options under considerations for the above mentioned roundabout is to include a fourth exit on to Pukenamu Road. We understand that should Pukenamu Road be linked in, the section of Pukenamu Road from the roundabout to Wharewaka Road would be removed.

We are **strongly opposed to the connection of Pukenamu to Lake Terrace via the roundabout** for the reasons summarised by the following.

1. Pukenamu Road is a nice quite road with little traffic and a tranquil feel as you drive in from Wharewaka Road. The current access to Pukenamu Rd was one of the big attractions to buying our property. Destruction of the current entrance to Pukenamu and making a roundabout adjacent to the beginning of the residences will destroy this aspect of the neighbourhood.
 2. We are concerned as one of the closest properties to the roundabout in terms of;
 - a. Noise
 - b. Additional traffic past our property, wrong turns, Sunday drivers etc
 - c. A negative effect on the valuation of our property
 3. As explained to us at the meeting on the 7th of March the main reason for this is for Safety, which we understand is based on the residents utilising Pukenamu Rd will access Lake Terrace via a Roundabout as opposed to a T Intersection. Have the following circumstances been taken into account;
 - a. A four-exit roundabout will require a crossing in the existing footpath along Lake Terrace. This footpath is well used by a lot of people exercising or access from Somerset Retirement Village. A 3-exit roundabout will leave the footpath uninterrupted and be the safest option for pedestrians and cyclists.
 - b. During holiday periods, for which Pukenamu Road is at its busiest, a lot of the traffic is heading to the 3 Mile Boat Ramp. Currently this can be done without travel on a major road. The roundabout will require traffic with Boats to take the roundabout on to Lake Terrace then the T intersection on to Wharewaka Rd to get to 3 Mile Boat Ramp. This to us seems both detrimental to safety and to traffic on Lake Terrace. Traffic to the boat ramp will add to congestion at the roundabout as well as pedestrian conflict with Pukenamu/Lake Terrace footpaths.
If safety is a major concern wouldn't an additional 3 exit roundabout at Wharewaka Road to Lake Terrace be a better investment? This would reduce the risk for all of the Wharewaka area residents not just Pukenamu Road residents.
 4. Costs – the removal of the road and restoring it to park seems a waste of rate payers money.
 5. We would rather see the contribution from the Pukenamu Road development go to the maintenance of the road or a roundabout at the Wharewaka Rd/Lake Terrace T intersection.
-

02.04.24

To Rose Prisk
Community Engagement Advisor
Taupo District Council

Subject: Pukenamu Road

Dear Rose,

My wife and I moved to Taupo 18 months ago to retire. We chose Pukenamu Rd as it is a no exit road and does not feed directly off the busy main Lake Terrace Rd. We considered these important factors to ensure our safety, security and privacy because the existing Pukenamu Rd entry position naturally limits unnecessary general public vehicle and pedestrian use from Lake Terrace Road.

We attended the 7th March meeting and whilst I did not agree with the manner in which some residents behaved we understood from the Council Representative that council are happy to listen to all residents point of view in writing.

We do not object to a roundabout at the intersection of Lake Terrace Rd and Maunganui Drive as long as it is **ONLY 3 WAY** and **DOES NOT** feed into Pukenamu Rd and Pukenamu Road remains untouched for the already mentioned reasons of safety, security and privacy.

We also oppose a skateboard park or similar as proven in other areas it attracts elements of anti-social behaviour like graffiti, drinking, and worse particularly enhanced by being potentially situated in a non-visible position.

In regard to another matter, we have noticed in the short time we have lived here the presence of boaties and cars thinking Pukenamu Rd is the access road to the lake. It would be appreciated if Council could install an additional sign "No Lake Access" on the Pukemanu Rd sign to eliminate this continual confusion.

How do we go about getting Council to consider and install such a sign?

In summary, please can Council leave Pukenamu Rd as is to maintain the original concept integrity intended for this subdivision of which we purchased this property for.

30th April 2024

Dear Rose,

Pukenamu Road Roundabout Submission

We are permanent residents in the Lakeside subdivision where we have lived since the completion of our build in Nov 2012.

We appreciate there is a continual need for roading and infrastructure improvements in Taupo due to the increased housing and commercial/industrial developments in recent years and we totally support the work of TDC to facilitate this growth provided expenditure is managed sensibly and within our means.

However, it is of concern that our mayor has publicly stated that our rates are likely to increase by "double digit" figures when the review is finalised. For this reason, it is paramount that TDC ensures that all proposed expenditure is critically examined before approval in the LTP.

With this in mind and in consideration of the proposed Pukenamu Road Roundabout, we wish to advise that we are ...

- Absolutely opposed to having the Pukenamu Road shortened and connected directly to the proposed 4-way roundabout on Lake Terrace.
- Fully supportive of retaining the status quo being the continuation of Lakeside access to Lake Terrace from Pukenamu Road via Wharewaka Road.

1.0 Traffic Volumes :

Having lived on Pukenamu since 2012 and used the existing roading layout since then to access Lake Terrace via Wharewaka Road, we can honestly say that we have never ever encountered any hold ups or congestion through these two intersections. This also applies to more recent times as well, now that most of the sections have been developed/occupied and even during the peak holiday periods when most dwellings are fully occupied, the beaches are extremely popular and the boat ramp is fully utilised. The exception to this is when the Iron Man or other sporting events take place but even then, there are rarely any issues exiting on to Lake Terrace.

At no time have we found turning on to Lake Terrace or turning into Wharewaka/Pukenamu difficult or hazardous.

The TDC recently installed a traffic monitoring device (on or about 15 April 2024) on Pukenamu Road just before it meets Wharewaka Road so it will be interesting to see the results of this monitoring compared with earlier monitoring on the same road. It will also be interesting to see all the monitoring results for the traffic flow ex Wharewaka.

The fact is that there are hardly any holdups on either intersections and as there is little undeveloped land in Wharewaka or Lakeside, the current volume of vehicle traffic passing through this area is unlikely to increase. So what is the point of changing the current layout ?

In the event that Pukenamu Road is linked to the proposed roundabout, then the traffic flow dynamics is likely to change dramatically which is of considerable concern with vehicles mistakenly trying to access the reserve, the lakeside beaches and boat ramp only to find it is a dead end. Turning around and back tracking, particularly with a boat or such like will undoubtedly lead to safety issues.

2.0 Safety & Security :

These are extremely important considerations which have been covered extensively by several Lakeside residents in their submissions. In general, we support the views expressed by them and we see no need to add further comment other than to say that currently, because there is a limited amount of pedestrian and vehicle traffic passing through Lakeside, the residents of all ages are able to enjoy a peaceful and relatively safe environment. This is one of the reasons we invested our future living in this subdivision. So why change it unnecessarily?

3.0 "Repurposing" :

Besides strongly opposing the Pukenamu Roundabout connection, we are equally opposed to both the proposed options being "Creative Play/Other Elements" and "Leave the Road as is but closed".

Like many other Lakeside Property owners, when we originally purchased our section in 2010, we did so on the clear understanding that in the event that Pukenamu Road joined Lake Terrace adjacent to No.2, then the disused gully road section would be closed, removed and the ground would be reinstated as reserve/green space.

“Creative Play/Other Elements”:

The notion of converting the proposed “closed section” into some sort of developed outdoor activity/play area simply does not make sense. On the one side there is the Summerset Retirement Village and on the other side is the Lakeside subdivision, both with a high percentage of retired residents and very few children and young adults.

Such a development may be of some benefit to the children and young adults on the Nga Roto subdivision but if such an activity area is actually warranted, then would it not be far better located in that subdivision rather than on the other side of Lake Terrace. In the case of the latter, safety and the welfare of the young could then become an issue. There may be tunnel access at two points under Lake Terrace but who is to say that it will be the only route used ?

If the idea is that the participants will come from further afield, then would “bussing-in” and additional car parking become a consideration ? Again, this would not make any sense and would undoubtedly destroy the existing peace and tranquillity of Secombe Park Reserve which is enjoyed by so many each day.

“Leave the Road as is but closed”

Under no circumstances should it be closed and left. Besides being totally incongruent with the surrounding environment, it would have to be regularly maintained at an ongoing cost so as to avoid it becoming a derelict unkempt ugly waste land. What would be the point ?

“Remove it and return it to reserve/green space”

Whilst we are totally opposed to any change, should the TDC be able to justify the expense and convince the residents that the 4-way roundabout is absolutely essential, safer than any other option and in the best interests of all parties, then this option would seem to be second best and the only one in terms of “Repurposing”.

The Pritchard payment in 2007 would have included a provisional sum to cover the cost of reinstating and integrating the redundant section of Pukenamu Road back to a reserve/green space as part of Secombe Park Reserve which in itself, is a wonderful tranquil activity area with good access and sufficient parking for all to enjoy.

4.0 Capital Expenditure:

In the TDC letter dated 20 February 2024, it has quoted several figures relating to the “repurposing” of the closed section of Pukenamu Road as part of the overall Pukenamu Roundabout Project but the TDC has not disclosed what

- The total cost of the proposed 4 road roundabout will be ?
- How much of the Pritchard amount will be used ?
- How much will the Nga Roto developers contribute ?
- What will the TDC’s contribution be ?

We share the view of other Lakeside residents that:

- There is considerable road space around the intersection area at Lake Terrace and Maunganamu Drive with a feed in lane which seems to work well so we question the need and expense for a roundabout.

- To include Pukenuamu in any such roundabout is not wanted and is simply just a waste of money. Better spent elsewhere.
- There are plenty of other intersections in Taupo known to be dangerous such as Mere Road & Rifle Range Road or Taharepa Road, Tauhara Road and AC Baths Avenue. Both should have roundabouts ... particularly the former.

In March 2007 Lakeside Terraces paid to TDC \$120,000 (+\$15,000 gst.) for "Financial Contribution Highway Intersection" and it is reasonable to suppose that this would have been held in trust until required and invested at say 5% p/a for 17 years, the accrued interest alone would currently amount to in excess of \$140,000.

Together the total could now be in the region of about \$260,000 which would go a long way towards completing (as originally intended) the reinstatement and landscaping along the first 600 metres of Pukenuamu Road and its ongoing maintenance costs in its current and unchanged layout.

5.0 Summary:

In summary, we ask you to seriously consider the following:

- 5.1 Leave the Lake Terrace/Maunganuamu intersection as is and save the ratepayers some money.
- 5.2 Leave Pukenuamu Road/Wharewaka Road link with Lake Terrace as is and save the rate payers some money.
- 5.3 Build a 3-way roundabout linking Lake Terrace/Maunganuamu only if it makes absolute sense.
- 5.4 Forget about any "repurposing" on the west side of Lake Terrace (in the area proposed) and only if the expense can be justified, place it somewhere in the Nga Roto subdivision.
- 5.5 Complete the reinstatement (landscaping) of the first 600 metres of Pukenuamu Road as originally intended using the funds amassed in the Pritchard fund and use the balance as a contribution towards the ongoing upkeep of the same including the road.

We respectfully ask the TDC to seriously consider our view and the views of all the other Lakeside Property Owners.

We also look forward to being kept fully informed on any matters relating to this project.

Thank you

Proposal for a Roundabout to Access Pukenuamu Road

I am writing to advise the Taupo District Council that as long-term owners, ratepayers and permanent residents, we strongly object to the Council's proposal to change the access to Pukenuamu Road. The proposed change provides no benefit to Pukenuamu Road, Kurapoto Lane or Kuiwai Drive residents.

The present access from Lake Terrace via Wharewaka Road provides a very satisfactory route for vehicles. The proposed roundabout will have high volumes of traffic entering from the Nga Roto

Estate and from Lake Terrace and will therefore make it difficult for vehicles attempting to enter it from Pukemanu Road. Moreover, a direct exit off the roundabout to Pukemanu Road may well increase traffic on Pukemanu Road as drivers mistakenly take that exit in the belief that it will provide them with access to the lake front.

If a roundabout is necessary for providing safe entry to, and exit from, the Nga Roto Estate it could very easily be designed so that no change is made to the present road access to the Lakeside residential area.

As new residents of Lakeside and Pukemanu Rd, we purchased this property as it was in a quiet no exit street, occupied by mainly senior citizens. Traffic density consists of residents.

We are in total agreement with points raised against the roundabout by Lakeside residents.

The value of a 4-sided roundabout is of no value to us as the only point raised for it, is that it will shorten the drive to town. Really this is of no concern to us. If we have to wait a few minutes longer at the Wharewaka /lake Terrace intersection, so be it we have the time not to rush.

Most traffic into the area other than residents is boat traffic which accesses the Lake via Wharewaka Rd as do Visitors.

The new subdivision opposite Lakeside, whether boaties or residents taking their dogs to the park mostly also drive. A roundabout is not going to ease this at all. They will still use Wharewaka Rd.

Lakeside residents will be at a disadvantage in that their proposed way of quiet peaceful area could and most probably will be disrupted due to wayward traffic heading the wrong way down a no exit road to the lake.

I know of 1 family in Lakeside with 3 young children. So the benefit is almost nil. Children in the new subdivision will still have to negotiate at their peril, around or through a roundabout. How would you propose this.

The cost which seems very light does not warrant the expenditure or the benefits in particular to Lakeside residents.

By all means do a 3-sided roundabout if that's what the council wants. The expense would be better placed in other areas.

The Reserves and Roding Committee. Taupo District Council

I wish to present my submission in Favour of the 4-legged roundabout connecting Pukemanu Road to the designed Lake Terrace roundabout which is definitely to be built this year (2024) at no cost to the Taupo ratepayers. This involves the closure of the temporary section of road linking Pukemanu Road

to Wharewaka Road I come to this somewhat controversial issue purely from a safety perspective. There are other factors involved but my prime motivation is safety. Safety is critical.

As recognized by professionals in the engineering and town planning fraternity roundabouts are where accidents are far less frequent and have less serious consequences. Roundabouts therefore are significantly safer than Tee intersections where the likelihood of serious injury or fatalities are present. Joining the roundabout eliminates 2 such Tee intersections but possibly more importantly it also eliminates another serious hazard on the temporary section of Pukemanu Road. I refer to the approach to the Pukemanu Road residential area. At the point where that dreadful section of Pukemanu Road enters the residential area a Northbound motorist is faced with a blind corner whilst coming up a minor rise in the road. If vehicles are parked on the left-hand side of the road the Northbound motorist is forced to move to the right virtually blocking any Southbound traffic. (also, blind) This could eventually result in a head on collision with a drastic outcome. Locals would be familiar with this hazardous location which is critically important regarding closing the temporary road. Joining the roundabout will eliminate this hazard making traffic movement significantly safer.

An argument put forward by the anti-join the roundabout lobby group (the status quo) is to discourage uninvited rubbernecks. My own experience goes back some years and I have noticed a gradual decline in the rubberneck type visitors. We have already had a burnt-out vehicle on that dreadful temporary section of Pukemanu Road. This highlights the fact that the current entrance to Lakeside actually encourages undesirables. You have to tolerate a certain number of legitimate visitors. Service people, gardeners, (many with trailers) home care personnel, St Johns Ambulance. The list goes on. I don't believe you would see much change under either option, but good signage is the key. What I mean by good signage is. Larger No Exit signs. The No Exit sign presently located on Pukemanu Road is so small it can't be seen. Other signs such as. No Lake Access should be considered, We certainly on occasion see younger people on push bikes whizzing down the hills in the park. Far better they do that than "borrow" somebody's car and use it to enter Michael Hill Jeweler.

Exclusivity is another factor. The area already has a relatively high level of exclusivity due to the high standard of buildings, great outlook and proximity to the lake. Lakeside has only one access entrance now and it will still only have one entry as a result of joining the roundabout. I don't believe exclusivity will be significantly affected by direct access to the new roundabout. It just makes it safer.

When one purchased a lot or dwelling in Lakeside one had the opportunity of perusing the subdivision plan/conditions which shows the proposed future roundabout. After all the TDC took a substantial (at the time) financial contribution from the developer to install the roundabout. This would have been reflected in the property price paid. Significantly c.16 years later that roundabout is about to be constructed. A purchaser could therefore reasonably expect to participate with that safer form of access when it is installed. This should not be curtailed or blocked by some other purchasers who for whatever reasons none related to safety have no wish to join the roundabout.

If linking to the roundabout does not proceed the developer's contribution (circa \$130,000) will of necessity be returned to the developer. It should not be used for any beautification, playgrounds, skate parks etc. Council will need to give assurance that the dreadful section of temporary road linking Pukemanu Road to Wharewaka Road would have the tar seal broken up, pumice, topsoil applied and re-grassed in order to return the area concerned in identical form to the rest of the park. This would have the effect of separating Lakeside from Wharewaka which from an exclusivity viewpoint would be desirable.

The restoration of the dreadful section of Pukemanu to Wharewaka Road is a legitimate and critical part of the Anti-Joining lobby's argument in favour of not joining the roundabout. I agree with them on this aspect and would withdraw my support for joining if TDC had any intention of retaining that tar sealed area of the closed temporary road for the purpose of any community facility, skatepark etc. Obviously, this idea comes from the Nga Roto side of Lake Terrace where they are getting the safety advantages of the roundabout but that should be limited to just that and the inherent safety it provides. Any development of this nature would attract additional parking and anti-social behavior. This aspect is where the greatest opportunity for compromise with the anti-joining lobby lies. TDC would need to give a legal undertaking prior to any work being programmed that the tar seal would be broken up, covered with pumice (This could come from the elimination of the bund on Lake Terrace) and re-grassed with the area to again become part of the park.

Having followed the correspondence closely of which I appear to be coming from a minority position I am yet to see any reference from the non-joining lobby to making travel to and from Lakeside for the vast majority of vehicles any safer. In fact, apart from the potential of the undesirable future use of the closed temporary road and being closer to the boat ramp, very few if any reasons are given for supporting the status quo and not joining the roundabout. When I first passed my driving test using the family 1936 Ford V8 there were virtually no roundabouts in New Zealand. Worldwide today there would be millions. What were they built for? safety. Why a large body of Lakeside residents would pass up the opportunity of joining a roundabout which they have already paid for defeats me.

This roundabout will definitely be built this winter making it therefore vital that we listen to the professionals (engineers, town planners etc.) and support them in including Lakeside as the fourth leg of the completed structure. The positive consequence of joining will provide far greater safety for present and future residents.

Safety is critical.

We have been the owners of this section since 2015 and have lived here full time since September 2018.

I, along with my wife am writing this letter as a submission in relation to the council proposal/plan to put a 4-way roundabout in at the intersection of Mauganamu Drive/Lake Terrace with the intention of encroaching onto Pukenamu Road and closing it at the intersection of Wharewaka Road.

We would like to make it known that we both fully oppose the current council proposal to have a 4-way roundabout.

We were both present at the meeting that council had with the residents of Pukenamu Road, Kuriwai Drive and Kurapoto Lane on the 7th of March 2024 where you were present.

As you and your colleague were well aware, much was said at this meeting and there was a lot of frustration and anger.

What was very clearly evident in this meeting was that everyone was opposed to the 4-way roundabout.

It makes no sense to me, and the other residents present as to why Pukenamu Road needs to be part of a roundabout. Even when both yourself and your colleague especially tried to explain why, it still made no sense.

One of the reasons given was that it would save us (the residents) having to travel 600 metres one way before driving back along Lake Terrace if he were heading into town.

We, as residents don't care. If we have to wait, we will wait. We are all happy how things are, nothing needs to change.

Even the 3 proposals as to upgrades to Pukenamu if the proposed roundabout happens, is a complete waste of the rate payers money.

The worst fact of all is that the roundabout will be built into Pukenamu Road which will then be closed off from Wharewaka Road. There will very clearly have to be retaining walls or similar built as part of the roundabout as there is an obvious gully where the roundabout will be place.

This will destroy what we the residents have which is quiet where traffic is restricted to resident traffic only.

I can only speak for and I, but this is what drew us to the area.

As it currently stands, it is a great area to live in, we love it in its current structure. Having a 4-way roundabout would literally destroy it for us.

Our children and others that reside in this area, have the freedom to play out on the street in relative safety, knowing that the traffic is minimal with only resident cars coming through.

Closing off Pukenuamu and putting in the 4-way roundabout, would naturally draw more vehicle traffic into the immediate area, putting the safety of the children (not only mine) and other pedestrian traffic at risk. This is only natural.

What seems to be overlooked by council is that there are a lot of elderly residents in and around the immediate area that use Pukenuamu Road as a safe way to travel, specifically the Summerset retirement village as they don't want to deal with busy traffic.

My wife and I see it on a daily basis. We are always seeing residents using Pukenuamu Road as a safe way of getting to and from their residents to walk to the Supermarket or other places. My mother resides in the Summerset retirement village. She uses her mobility scooter to get to our place to see her grandchildren as it's safe to do so.

There is next to no vehicle traffic and/or intersections for her to navigate. Closing off Pukenuamu Road from Wharewaka Road and making it into a reserve/park area would force her out onto Lake Terrace and having to negotiate one major roundabout to get to our house and two to get to the shopping centre.

This, as her son is a huge safety concern. She is nervous crossing roads at the best of times. She would not be the only one, taking into account the retirement village. As well as this, I believe that the pedestrian crossing area at the roundabout at Kokomea is not pedestrian friendly, especially for those who use mobility scooters and the like.

There are also school children that use Pukenuamu Road as a way of getting to the school buses, our children included.

The Council will be forcing a significantly large number of residents (elderly included) as well as school aged children to navigate one or two busy intersections in order to get to their destinations if Pukenuamu Road is closed off.

This will cause obvious safety issues and put members of the public that you as council represent at an unnecessary risk.

Your colleague, apart from mentioning that having a roundabout at Pukenuamu would save us having to travel 600 unnecessary metres also mentioned that when the subdivision was originally planned that it was planned to have a 5-way roundabout but that this was then changed to a 4 way.

My submission is that if it can be changed from a 5 way to a 4 way, then it can be changed from a 4 way to a 3 way and leave Pukenuamu Road as it currently stands.

No one wants a 4-way roundabout that is built into Pukenuamu Road, this is very clearly evident.

Residents, going by the meeting would accept a 3-way roundabout akin to what the entrance to Kokomea shopping centre has. There is absolutely no need to build this roundabout into Pukenuamu Road which would require some form of retaining walls. There is sufficient land at the intersection of

Mauganamu and Lake Terrace to accommodate a 3 way round about without building into Pukenuamu Road.

One of the residents present mentioned that if there was a 3 way roundabout instead of a 4 way roundabout, then the council would be happy as there is a roundabout in place to fulfil their obligations, the developer would be happy as it would save them I believe it to be \$180000 in development fees and most importantly we as residents would be happy as Pukenuamu Road would remain as it is.

This is clearly a win/win for all parties involved.

This needs to be taken into account especially in this fiscally challenging environment.

What was also clearly evident is that no one wants a basketball court etc. All the residents want, us included is for Pukenuamu Road to remain as it is with no changes.

Even the 3 proposals of what to do with Pukenuamu Road in the event that it is closed off makes no sense both from a residential and monetary standpoint. All options are a complete waste of the rate payers money.

I have been a Police Constable for the past 25 years, the last 7 of which have been in Taupo. As part of my duties, I patrol many times a day along Lake Terrace.

I see both the pedestrian and vehicle traffic using this area on a daily basis.

What I can clearly see in my capacity as a Police officer is if more pedestrian traffic is forced onto a busy road and then have to navigate one or two busy intersections to get to their desired destination then this is a recipe for disaster.

You will not only have a larger number of elderly residents who tend to become increasingly timid and/or nervous as they get older having to navigate these areas, but you will also have school children taking unnecessary risks crossing the road.

The pedestrian crossing area at the Kokomea roundabout is not in my professional view very pedestrian friendly, especially to the elderly residents who are slow moving and timid.

Far too many times in my 25 years of Policing have I attended serious and/or fatal accidents involving pedestrians and vehicles. We, as Police attend these scenes. We as Police are the people who deal with the trauma, informing families that their loved ones have passed. I do not want any addition to the statistics.

What I can clearly say in my capacity as a Police officer is that closing off Pukenuamu Road would naturally push an increasing number of vehicle and/or pedestrian traffic out onto

Lake Terrace. This in turn would increase the risk of accidents happening. Is this something that the council is willing to accept?

One thing I vividly remember that your colleague said during the meeting was that we, the residents DON'T WANT A 4 WAY ROUNDABOUT.

We would ultimately not want any roundabout but would be willing to have a 3-way roundabout akin to what is at Kokomea and Lake Terrace.

Just leave Pukenuamu Road alone.

I urge council to listen to the rate payers of the area. We are the ones that live in the area and move about on a daily basis. We know this area the best, what would and would not work, not someone in an office who thinks they know best.

I believe that we as a collective, have made it very clear that we do not want a 4-way roundabout.

Far too many times, especially in my capacity as a Police officer, I have seen decisions made by office staff with little or more often than not no consultation with those that it will affect.

Please listen to us, as rate payers for this area. A 4-way roundabout is so very wrong for this area and it would destroy and devalue this subdivision.

Ultimately no roundabout would be my choice, however a 3 way with no encroachment onto Pukenamu and leaving everything as it is would be the best solution for everyone concerned as I have mentioned in this letter already.

Thank you for your time.

Kind regards

Pukenamu Road – Round 2 Engagement – May 2024 – Comments part of a survey

We do not want to be connected by that roundabout - and suggest a roundabout at Wharewaka Rd would be a better solution. The Nga Roto residents already have a roundabout in front of the shopping centre, and we believe another is unnecessary.

it is not required and stating that it would save residents a small drive, is not an acceptable response. We purchased our place because of its location and private access. the council would be changing the whole nature of the subdivision. also accessing the boat ramp would mean going onto the main road which is definitely not ideal and puts more stress on the main road, especially during holiday periods

I disagree with forming an access to Pukenamu Road off the roundabout. There is no need to spend this additional money when the current access off Wharewaka Road works well.

We have 4 active boys that like to play, bike and walk in our Road/area. Currently Pukenamu Road is a safe and quiet road for them to do so. We oppose to the roundabout connecting to our road as this will create so much more traffic on our road which will be unsafe for our kids.

Safety concerns, additional traffic movements into Pukenamu area, total waste of funds.

We have a perfectly safe entrance at present that needs no alteration.

I believe it is a serious waste of taxpayer money and lacks serious common sense.

Having a roundabout would make our subdivision less safe, less secure, more accessible to sightseers and boaters (that make the wrong call on travelling to the boat ramp.) On the aspect of Privacy, we have enough problems with boy-racers at night making excessive use of Secombe Park and the parking area of the boat ramp. The less traffic the better.

In relation to the \$135,000 given by our Lakeside Developers Pritchard Brothers - to the Council for roading improvement of Pukenamu, we suggest this be used in the following manner:

- Landscaping the roadside banks on either side of Pukenamu in the dip area to improve the entrance

way. This was planned but never initiated.

- Landscape improvement of the Northern end of Pukenuamu, where it joins both Kuiwai and Kurapoto Roads. (Looking down on Chad St).

- Place conspicuous signs at the entrance to Pukenuamu, saying 'No Exit' and 'No Boat Ramp Access'.

As Pukenuamu is a no exit road, we cannot see any advantage or reason for a & legged round about where it is proposed to be.

Additional non-resident traffic entering Lake terraces development as a result.

Increased likelihood of vehicles with boats mistakenly entering Lake terraces creating a significant H&S risk when they attempt to turn in an area which has limited option for this.

Further to travel for LT terraces to get to the boat ramp and the need to turn across traffic on the main road to get to boat ramp.

Want the privacy of our present access. Cost saving - save the money for some other more deserving project. Safety of present access - avoids congestion on lake Tce as traffic builds up at the roundabout specially when we go to the beach or jetty. Case in point the traffic already builds up at present roundabout to supermarket.

If you must have a roundabout, make it a 3 =way one leaving Pukenuamu out.

I strongly object to Pukenuamu street being directly connected to Lakeside terrace via a roundabout for reasons of Privacy, Ease of access to the lake, and Safety for pedestrians and mobility scooters traversing from Wharewaka street towards town along the Lakeside terrace walkway.

In addition I believe a roundabout directly connecting Lakeside terrace to Pukenuamu street would have a negative effect on property values within the lakeside subdivision, would add to noise levels with vehicles (especially heavy vehicles) accelerating and decelerating into and out of the roundabout.

Reverting to a 3 way roundabout is more economically feasible than a 4 way roundabout, would align with the general wishes of Lakeside residents, would be safer for non-vehicular traffic, and would preserve our existing privacy and residential value.

- A roundabout at the Wharewaka Rd is preferable, due to the traffic volume accessing the residences, beaches and boat ramp. Currently our subdivision has direct access to the boat ramp without the need to use Lake Terrace. Using Lake Terrace is the less safe option, as cars and trailers need to cross the centre line to turn right into Wharewaka rd.

- The existing Pukenuamu Rd layout provides security for the Lakeside subdivision.

- alternatively a 3 way roundabout at Maunganamu would provide safe access for those needing to turn right onto Lake Terrace from Nga Roto estate.

It is preferable to shorten the distance northwards to the town and shops. This shorter distance will reduce co2 emissions considerably and benefit everyone. Most residents of the Lakeside subdivision would appear to have their own selfish interests at heart and fail to consider the bigger picture. Shortening the distance to/from town will be to the benefit of everyone in the subdivision. It will reduce the time it takes for emergency services to arrive at any property within the subdivision. This is vitally important for the predominantly elderly residents of this subdivision. The extra one to two minutes driving time that an ambulance or fire truck has to incur with the present road layout can be fatal. In the case of a medical emergency one or two minutes is the difference between life and death. Likewise in a fire it decides if rescue is possible or not. Lakeside subdivision is poorly served for emergency access, it has one long access road for 62 sections, it would be more sensible to have completed the link with Chad Street and offered an alternative access.

1. Destruction of the unique entrance to Pukenuamu Road which gives the Street a holiday/tranquil feel about it. The current access was one of the big attractions to buying the property.

2. We believe that the Roundabout will have a negative effect on our property especially as we are one of the closer properties to the proposed roundabout.

3. A 4-leg roundabout will create an additional crossing for pedestrians and other footpath users on Lake Terrace. A 3-leg roundabout will leave the footpath uninterrupted as per the present.
4. During the busy Holiday period a large amount of Traffic past our property are vehicles towing boats, the 4-leg roundabout will require the Traffic to go on to Lake Terrace then back on to Wharewaka Road to access 3 Mile Bay Boat ramp. The traffic to the 3 Mile Boat Ramp will add to the congestion at the roundabout as well as pedestrian conflict with Pukenuamu and Lake Terrace footpaths.
5. The distance is saved, only if heading towards town, on most of our trips now we turn South on to Lake Terrace to travel via the Bypass since Town is now so difficult to drive through.
6. With the speed limit now at 50km/hr the T intersection at Wharewaka is a lot safer.
7. If safety is a major concern, we would rather see the contribution go towards an additional roundabout at Wharewaka Rd/Lake Terrace. This combined with the savings in not having to modify Pukenuamu Road would be a decent amount towards another roundabout.
8. Opening of the area for the roundabout in our opinion will increase noise at our property.
9. We are guaranteed to have increased traffic as more "Sunday Drivers" taking a look down Pukenuamu Rd.
10. Has consideration been given to cyclist's safety at a 4-leg roundabout?

Unnecessary expense

Safety issues

Prior consent for state highway outdated

This question is misleading, the options are 1) four-legged roundabout 2) three-legged roundabout 3) no change 4) either of the three options. the question implies there is only one option.

The water mark image used here is very different to the image shown on page 2 of the document "Community Engagement feedback - Pukenuamu Rd Project"

We are another Lakeside Resident who opposes the new roundabout as we feel this will certainly NOT make it a safer road.

A potential hazard for residents to use the new roundabout, having to go onto Lake Terrace and then use the Lake Terrace & Wharewaka Road intersection to get to Secombe Park, Boat Ramp & Wharewaka.

A large number of Pukenuamu Road, Kurapoto Lane & Kuiwai Drive residents are not happy about this four legged roundabout, as confirmed at the meeting. This cannot happen.

The cost to close the current Pukenuamu Road entrance would be excessive, therefore these funds should be used elsewhere.

If a roundabout has to be constructed for Nga Roto Estate it should be a 3-legged roundabout without linking Pukenuamu Road.

Our submission will be represented by our Lakeside Residents Association at the Reserves and Rounding Committee meeting.

Safety risks to Lakeside residents. Residents do not wish to have Pukenuamu Rd closed. Cost impacts by opting for a 3 leg roundabout are negligible, Lakeside developer funds can be used to beautify parklands at entry to Pukenuamu Rd. Argument re emissions is not measurable this is only a broad assumption. The travel time referred to has never been raised by Lakeside residents as a problem and Lakeside residents have made strong rejection of this plan to close Pukenuamu Rd and have a 4 leg roundabout, they prefer a 3 leg roundabout. Transport team reference to cancelling 2 'give way' intersections does not consider safety of Lakeside residents as the 4 leg roundabout will create access

of Lake Terrace from the roundabout directly into the estate by way of 'wrong turn' thinking they will access the boat ramp and parklands, whereas the current Pukenamu Rd access is not confusing for motorist/tourist. There will still be a 'Give Way' from Lake Terrace to Wharewaka Rd.

See accompanying notes to Rose at TDC

The existing road provides good access to the Lakeside subdivision. It also provides good access for vehicles from the subdivision to the boat launching ramp without adding to the volume of traffic on Lake Terrace.

The Council's proposal for the connection of Pukenamu Road to the roundabout will result in a more difficult exit from Lakeside because the high volume of traffic entering the roundabout from Nga Roto Estate and from Lake Terrace will have right of way and at times of high traffic flow opportunities to enter the roundabout from Pukenamu Road will be quite limited.

The proposed new road layout will be likely to add to traffic volumes on Pukenamu Road when drivers mistake the connection for a road accessing the lake front. This is not desirable.

I absolutely oppose the proposed roundabout on Pukenamu drive, I definitely do not want our subdivision to be connected to the main thoroughfare of Lake Terrace Road, A roundabout as per the entrance to the new supermarket complex would be more than suitable.

Currently Pukenamu Dr is isolated from traffic, its entry sits alone. It was on this basis that we purchased and chose to live there, for its quiet and less obvious access creating more seclusion and privacy. The original appeal was the privacy due to current entry. Thank you for allowing me to comment.

As per my submission dated 02.04.24

We do not want additional traffic in the Road. We want Pukenamu Road, left how it is. See all of our Submissions to the TDC which clearly state our reasons, please respect our requests.

Pukenamu Rd entrance to roundabout:

1. We strongly oppose, repeat strongly oppose, the idea of a Pukenamu Road entrance to the proposed roundabout.
2. There is no logical reason for this. We note also that the 'roading circumstances' have changed considerably since the original decision to place a roundabout at this junction.
3. We are not persuaded by the argument of improved safety and believe that the potential negative consequences far outweigh the potential benefits.
4. If any roundabout is to be built, it should be servicing the residents of the several hundred dwellings in Wharewaka - that is an obvious safety concern, especially when the residents of Summerset are considered. (See point 6)

Safety:

5. The argument that safety of Pukenamu/ Kurapoto /Kuiwai traffic entering Lake Terrace benefiting from the roundabout is highly questionable, as the Wharewaka Rd T intersection is now in a 50km/hr zone, and the risk to traffic when entering and exiting from Lake Terrace is reduced because of this.
6. The traffic entering from Pukenamu Road (65 properties) would be without doubt a very small percentage of that currently entering from the Wharewaka Rd T intersection. The vast majority of traffic enters from housing south of Wharewaka road, and this will not change, and the safety profile for these residents remains unaltered.

Benefits:

7. The suggested benefits (attributed to the transport team) from reduced journey distances (1.2 km) and emissions are trivial and 'grasping at straws'.

Skate Park:

8. For avoidance of doubt, we also strongly, repeat strongly, oppose the idea of a skate park in our immediate neighbourhood.
9. Our local community demographic is retired residents and absentee holiday homeowners. We are

not skaters, and it is inappropriate to encourage skating and non-skating youth to frequent our neighbourhood.

10. A skate facility is likely to result in an influx of non-local skaters and non-skaters. It is likely to encourage more foot traffic (sightseers) in our immediate area with associated refuse (rubbish), potential damage to and tagging of structures. Overall, it has significant potential to compromise residents' security and peaceful enjoyment of our/their neighbourhood.

Costs:

11. The reduction in so called road maintenance costs will be replaced, and in all likelihood superseded, by maintenance required to keep any fixed amenity (roundabout, skate park fixtures) in good condition....

Beautification:

12. The opportunity to improve the visual amenity at the access to Pukenu Road, is a worthy objective. The funds allocated to the unnecessary Pukenu access to the roundabout could more properly and effectively be put to this use.

Overall:

13. Overall, we strongly support the continuation of Pukenu/ Kurapoto /Kuiwai residents accessing Lake Terrace from Wharewaka Road i.e. no change.

I definitely do not want our subdivision to be connected to the main thoroughfare of Lake Terrace Road my reasons -

SECURITY - by opening up to the main road it would give easy access to undesirables, as it is we have a long way in and out to our subdivision which gives us good security, to date we have had no issues with burglaries/theft etc.

SAFETY - we don't want to be dragging our boats/jet skis etc. out onto the main thoroughfare of Lakeside Terrace Road and then having to turn right into Wharewaka Road as there is a lot of traffic in this area with traffic coming into town from state highway one as well as the airport and we will be adding to the congestion with the Wharewaka residents, and people heading to the Wharewaka beach and boat ramp especially in the peak of summer, also people leaving with boats etc, turning right onto Lake Terrace RD this is dangerous.

I do hold a L1 STMS qualification from Waka Kotahi so I do know about traffic.

PRESTIGE -I believe Lakeside subdivision is one of Taupo's prestigious subdivisions which we want to protect.

All the reasons above are why we would want our subdivision to be left as it is.

The issue of traffic safety relates more to traffic exiting Maunganamu Drive rather than Pukenu Road via Wharewaka Road so a three-way roundabout would address that. Also, the intended uses of the closed section of Pukenu Road are either cost-negative or ill-conceived (a basketball court on sloping ground). Not sure how you quantify a reduction of 10-15% of users at Lake Terrace-Wharewaka Road as meaningful.

We are elderly residents of Pukenu Road and have shifted here quite recently for a quieter retirement by choosing Pukenu Rd as a no exit Road to live in there would be a lot more cars coming down here and we have young grandchildren that stay with us quite regularly and we would be worried about the extra traffic, this would create on Pukenu Rd by having cars turning into the road not knowing that this was a no exit road and by having a four legged roundabout would certainly devalue the price of all houses in this area

1. Traffic safety - we believe having people towing boats (we have a very high percentage of boat owners living on Kurapoto Lane and Kuiwai Drive) enter a roundabout on a very busy main road, drive a very short distance, and then have to turn right across oncoming traffic to get our local boat ramp is substantially increasing the risk of accidents and traffic congestion.

2. Increased traffic on private laneways - Kurapoto Lane and Kuiwai Drive are private laneways with

maintenance and repairs funded by the resident that live on these roads. We have had issues with non-residents/guests driving down to view the area in the past and this creates more wear and tear on our roads which we then have to pay to remedy.

3. Community peace and safety - as you will have seen from the gathering of folks who came to the meeting, the majority of residents in this area are older people who value the peace and safety of the area. We do not have young families and are not interested in having playgrounds, skate parks or BMX parks in our area as we believe there are plenty of these amenities for people to enjoy elsewhere in Taupo.

There are 23 points.

Firstly, it's a complete waste of money adding Pukenuamu to the roundabout (it doesn't matter who's money, it's just a waste). "Don't fix what ain't broke".

Secondly, the size of the Pukenuamu Rd subdivision area is contained and not increasing, so traffic flow from this area will remain constant and not add any danger to the Wharewaka Rd intersection.

Thirdly, You keep saying to make things safer. But by adding Pukenuamu to the Roundabout there would be an additional road for kids and the elderly (from Somerset) would have to cross. If the roundabout is connected to Pukenuamu Rd, The driving distance saved is about 1.2km, but no one cares about that (especially with the economical-electric cars becoming more and more popular).

There are a lot of boat owners in the street and connecting to a roundabout would mean driving these boats out on to the main road and then re-turning down Wharewaka to get to the boat ramp. This makes it longer and also creates more safety issues.

It's not necessary. A Round-a-bout at Wharewaka Road would be more practical. I purchased in Pukenuamu Road as I felt it was a quiet safe area to retire to.

I am happy with the present roading layout if its not broken don't fix it
it gives our subdivision exclusivity and also keeps it private from other road users

I also have a boat and I can connect with the 3 mile bay boat ramp without going onto the highway

Closing the Pukenuamu road section saves nothing. All three council options create emissions and incur substantial costs, which will be ongoing regardless of any option selected.

Nothing is broken and does not require fixing here.

Constructing playgrounds, parking and other hard structures costs money & creates emissions including those of digging up the road & using landfill to dispose of this. Use of these proposed facilities would just create more traffic for the roundabout. Forcing us to use an already very busy roundabout instead of the currently perfectly good access road is not safer, and waiting to enter it will not save any emissions. There are few children living here due to the nature of the Pukenuamu subdivision, but a large, aged care facility.

The issue of saving time is a joke. We are completely happy to spend the maybe 30 seconds driving down the current road. It is good for everybody's mental health!

Leaving the road as is will inevitably lead to an abandoned site and be a perfect place for vandals and racers to use the roading strip to race/hang out on. It will deteriorate into an eyesore. It is not even a realistic option, and I am surprised the council has even considered it.

A green walking space, keeping the current road operable would be far preferable. Don't give the \$135,000.00 to the developers, use it to create something of beauty for once. A native shrub and tree planting programme instigated around where the council are proposing to dig up the road and put in more concrete, or abandon it, would be far less invasive and easier on the council's much vaunted concern for the environment. More planting and landscaping in the existing park would do much more to counter current emissions and would provide a far better public facility, which could be used by both young and old.

It seems as though the council just want to have the four-lane roundabout because the developer is willing to pay for it, not the council. What poor and short-sighted reasoning, covered up with talk about concern for emissions, safety and time saving. Leave the Pukenamu Road alone. Save the expenditure.

Would seriously impact the traffic flow. Plus, I bought this section for its private road and this could also hinder the value of my property.

Makes the boat ramp harder to access and brings in a lot more traffic and unnecessary activity to our area.

Lots of traffic in this area as it is, especially over the summer. We would have to drive back to the main road with boat trailers etc to access the boat ramp. We believe this roundabout will devalue our property by making it more accessible to the public. We purchased this land because it was a private subdivision

We do not require a one leg of the round about to enter Pukenamu Road. We do not need our Road to be blocked off or a park at the end of it. It is unnecessary as it would, will create more traffic and cut off our easy access to the lake. The money could be used to beautify the end of our Road and still keep our easy access.

We are a quiet community with no thoroughfare to other streets. We already have a perfectly good entrance into Pukenamu Rd, and I feel that should this roundabout go ahead we will see a lot of traffic coming into our area thinking they can access the lake and just generally being nosey. Pukenamu Rd leads into private roads, and I feel opening up the main Rd to Pukenamu like this will only make it easier for unwanted traffic. We would like our privacy protected like it currently is, we spent millions buying into this subdivision and was not expecting an entrance from the main Rd!

Our preference is a roundabout at the Wharewaka Rd intersection

However we think a roundabout is logical

Please don't put this on the yes file if a skateboard park etc is proposed

Should only be three-legged with no exit into Pukenamu Road.

There is no need for Pukenamu Road to be included in the proposed roundabout, it can be a 3-legged roundabout as installed at Kokomea Village Drive. A 4-legged roundabout is a further waste of rate payers' money. We are absolutely opposed to having a roundabout connecting us with Lake Terrace and Maunganamu Drive.

4-Legged roundabout inhibits the residents of the lower subdivisions in regard to: Boat movements to the ramp, issues of lights into housing, added impact of general public entering a private subdivision.

We have been the owners of this section since 2015 and have lived here full time since September 2018.

We would like to make it known that we both fully oppose the current council proposal to have a 4-way roundabout.

It makes no sense to me, and the other residents as to why Pukenamu Road needs to be part of a roundabout. Even when both yourself and your colleague especially tried to explain why, it still made no sense. The reason given was that it would save us (the residents) having to travel 600 metres one way before driving back along Lake Terrace if he were heading into town is ludicrous.

We, as residents don't care. If we have to wait, we will wait. We are all happy how things are, nothing needs to change. The worst fact of all is that the roundabout will be built into Pukenamu Road which will then be closed off from Wharewaka Road. There will very clearly have to be retaining walls or similar built as part of the roundabout as there is an obvious gully where the roundabout will

be place.

The proposed 4-legged roundabout would destroy not only Pukenamu but the subdivision as a whole and devalue it. There has been no thought at all by the planners or council as to how this will affect the residents. We will lose financially as our house will devalue due to being very near to a roundabout.

Our children and others that reside in this area, have the freedom to play out on the street in relative safety, knowing that the traffic is minimal with only resident cars coming through.

Closing off Pukenamu and putting in the 4-way roundabout, would naturally draw more vehicle traffic into the immediate area, putting the safety of the children (not only mine) and other pedestrian traffic at risk. This is only natural.

The safety of the elderly has also been overlooked by council who use this as a means to get to the shops. Closing off Pukenamu Road from Wharewaka Road and making it into a reserve/park area would force her out onto Lake Terrace and having to negotiate one major roundabout to get to our house and two to get to the shopping centre.

There has been no thought by any member as to how this has affected or will affect us as residents and rate payers. We know the area best not someone who sits behind a desk.

1) Will have a negative impact on Pukenamu Road and surrounding residents creating more through traffic. 2) Will be a waste of rate payer funds to build and maintain new road layout, plus extra cost to remove the existing perfectly good roadway and access for Pukenamu Road and surrounding residents.

The present system appears to work well; however, I can see its installation of a roundabout is a safety and traffic flow issue. Perhaps an option would be to install 2 three legged roundabouts - one at the proposed site and one at Wharewaka Road.

Waste of money as totally unnecessary.

There will be an increase in numbers of vehicles entering Pukenamu Rd and finding themselves in a dead-end road that is difficult to turn their boat trailer around in.

Pukenamu Rd doesn't need a playground or community area- all the residents in the area are retired. There are no children in this location.

Connecting Pukenamu Rd with a four-legged roundabout is also combined with the removal or closure of the portion of Pukenamu Rd to Wharewaka Rd leaving no direct connection to the 3-mile bay boat ramp and Wharewaka Point. I feel I should be entitled to a standard road for the full length of my property so as to be able to develop the section and not be restricted by the access.

During the period when the Lakeside Subdivision was being developed and the Pukenamu Roundabout was conceived, New Zealand was heading towards an acclaimed "Rock Star Economy". Since 2014 our economy has gone from "Rock Star" to "Re-hab" ... and it's not all over yet ! It is the responsibility of our Government and our Councils to critically examine and challenge all types of expenditure to ensure that under the present economic climate, every penny spent can be fully justified and provides value for money.

Now is not the time to be contemplating unwarranted or "nice to have" projects.

It is almost 20 years since the final resource consent decision was made in respect of the direct access from the Lakeside Subdivision onto Lake Terrace via Pukenamu Road.

The question that must be asked today, is what traffic conditions were envisaged at the time the roundabout was conceived and how do they compare with what we have today.

Of the 65 Lakeside sections, only 3 or 4 remain undeveloped and Wharewaka Point is unlikely to be developed much more than it is now. This being the case, the existing traffic flows through Pukenamu Road and Wharewaka Road on to Lake Terrace are unlikely to increase.

Having lived in Pukenamu Road since 2012, we know that even during the short peak holiday periods when all the Lakeside & Wharewaka holiday homes are fully occupied, the local beaches are bustling and the 3 Mile Boat Ramp is completely chokka, the existing roading system copes admirably. Rarely, if ever, do we experience any congestion at any of the existing intersections ... from time to time, there is actually more congestion at the boat ramp!

Even the occasional sporting events in and around Wharewaka present no issues in terms of traffic congestion.

Based on the copies of the submissions sent to the TDC by the Lakeside Property Owners, we know that for the variety of reasons expressed in these submissions, more than 80% of them are absolutely and totally opposed to Pukenu Road being closed and linked directly to Lake Terrace via the proposed roundabout.

Equally they are strongly opposed to it being closed and "repurposed".

Given the current free flowing traffic conditions and the current economic situation none of it makes any sense.

In the interests of protecting the existing Lakeside community and tranquil nature of the subdivision together with the Secombe Park Reserve, the majority of Lakeside Property Owners clearly wish the status quo to remain, exiting via Pukenu Road and Wharewaka Road onto Lake Terrace.

Given the above and particularly with our mayor predicting forthcoming double digit rate increases (which is neither acceptable nor affordable), we strongly urge the TDC to listen to the Lakeside residents wishes and reconsider the existing plans by

1. Leaving Pukenu Road as it is, exiting via Wharewaka Road as the traffic volumes are hardly likely to increase and to complete the landscaping on the RHS bank as originally planned, funded by the original Pritchard Group funds.
2. Leaving Mauganamu Drive to feed onto Lake Terrace as it does now or construct a 3 – legged roundabout, but only if deemed absolutely essential and funded solely by the developer.
3. In the case of the latter, the construction of the 3 – legged roundabout could of course be deferred until such time as it becomes essential and once the economic situation in New Zealand has improved.

For further detail, kindly refer to our emailed submission addressed to Rose Prisk dated 30 April 2024 (@3.13 pm)

It's unnecessary - the existing access is fine

Happier with road as it is, as will change the neighbourhood and entire subdivision, creating access for people to drive though and less security with new roundabout. Like the easy access to boat ramp as is.

Happier with road layout as it is. Do not want the exclusivity of the neighbourhood lessened. Like the easy access to the boat ramp. I think the safety aspect is better as is as well.

I bought the section for the exclusivity element. Enjoy the easy boat access and do not want a more public area close to my section (when I eventually built my new home).

Like the road as it is, giving more exclusivity. Also like the easy boat ramp access. Concerned about new roundabout safety issues. I believe it will have a negative effect for the effectiveness of our neighbourhood.

There are a myriad of reasons ranging from:

- the purpose of such a proposal in relation to the benefit to the community considering the initial time frame and purpose of the proposal
 - the dramatic change being considered that has an adverse effect on the residents of Pukenu Rd and adjacent lanes
 - the apparent lack of appropriate accurate independent research that suggests that this proposal would be of benefit to any of the current or future road users
 - serious concerns about increasing road danger for residents in the area
 - the cost benefit of such a proposal
 - the lack of research information that clearly details how this proposal would change safety, access, flow
 - the apparent suggestion that the entire nature of the reserve and associated areas would be converted into some form of "playground" for tamariki as currently this area is used by residents & visitors and there does not appear to be any demand for changing the nature of the reserve.
- The various concerns and objections have been voiced in previous email communications.

Maunganamu Drive Roundabout

Safety Review

16/08/2024



Project No.: 00014 T05

Prepared for Taupō District Council





Document Details

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1.1	16/08/2024	Ashley Green		Ashley Green	Issued

Revision	Details
1.1	<div>- Minor amendments</div> <div>- Update to economic calculations to account for travel time</div>



Disclaimer

This report has been prepared by Corridor Solutions Limited exclusively for Taupō District Council (**Client**) in relation to Traffic Engineer – Task Maunganamu Drive Roundabout Review (**Purpose**). The findings within this report are based on and subject to the assumptions specified in the report and the Short Form Agreement dated 22 January 2024. Corridor Solutions Limited accepts no liability for reliance or use of this report for any use other than the Purpose. Unless specifically agreed this report may not be used by anyone other than the Client, therefore, Corridor Solutions Limited accepts no liability for use of this report by any third party.

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1. Introduction

Corridor Solutions has been asked by Taupō District Council to provide feedback on a proposed roundabout located at the Lake Terrace and Maunganamu Drive intersection. We understand that the developer of Maunganamu Drive has a consent clause to construct a roundabout at the location which has been triggered due to traffic volumes. We also understand that this roundabout will be constructed at the developer's cost with Taupō District Council providing previously allocated developers contributions from the Pukenu Road development. Taupō District Council are considering whether this roundabout should be either a 3-leg or a 4-leg roundabout which would include Pukenu Road. However, some residents of Pukenu Road have raised concerns about the 4-leg option and others about any upgrade of the intersection to a roundabout. We also understand that Taupō District Council have previously considered including Wharewaka Road into the roundabout as a fifth leg, however, this option is no longer being considered.

2. Location Background

The site of the proposed roundabout, Lake Terrace and Maunganamu Drive intersection, is situated south of Taupō CBD and approximately 1.5 km north of Taupō Airport Roundabout, see Figure 2-1.

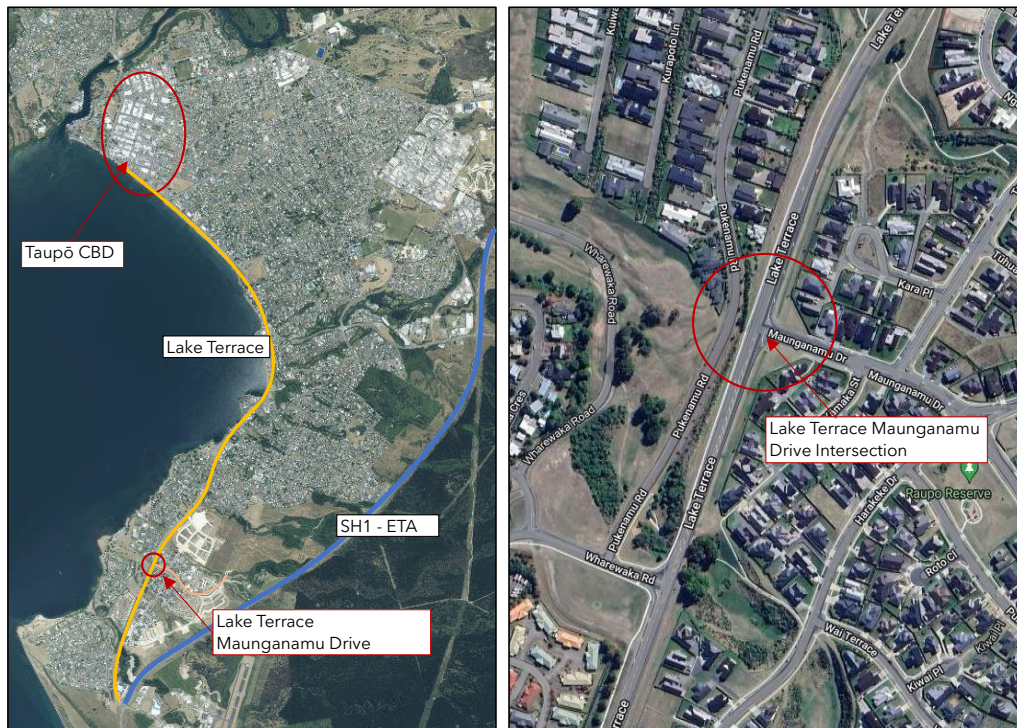


Figure 2-1 Summary of location



Lake Terrace is the primary route into Taupō from the south and is classified as an Urban Connector using the One Network Framework (ONF). Lake Terrace was formerly State Highway 1 (SH1) prior to the construction of East Taupō Arterial (ETA) and was gazetted in February 2016.

When Lake Terrace was SH1 the speed limit was 100 km/h, this was then reduced to 80 km/h shortly after it was vested to Taupō District Council and in 2022 the speed limit was reduced to 50 km/h as part of the 2022 Speed Management Plan. The characteristics of the road have not significantly changed during this time and Lake Terrace still has relatively wide lanes, shoulders and berms typically associated with state highways, particularly south of Rainbow Drive. Land either side of Lake Terrace has been developed in recent years with a Countdown supermarket also being constructed off Tauhara Ridge Road along with a roundabout constructed at the Lake Terrace Tauhara Ridge Road intersection.

If the Draft Land Transport Rule: Setting of Speed Limits 2024 is implemented in its current form it will not mandate that the speed limit of Lake Terrace be reversed to 80 km/h, however, it does propose that the speed limit should be between 50 – 80 km/h and that New Zealand Transport Agency (NZTA) will produce guidance on choosing a speed limit. This guidance may recommend that Taupō District Council implement a speed limit at the upper end of the range, potentially 80km/h, however, until the guidance is released it is unknown what NZTA will recommend.

Figure 2-2 shows a summary of the latest traffic data held within Taupō District Council's Road Assessment and Maintenance Management (RAMM) database for Lake Terrace. There is no data for the section of road between Rainbow Drive and Wharewaka Road, where the proposed roundabout is located. However, there is a significant change in Average Daily Traffic (ADT) between the counts north and south of the proposed roundabout location, with the ADT north of Rainbow Drive approximately double the value south of Wharewaka Road. The figure also shows that the 85th percentile speeds south of Wharewaka Road were recorded as 67.71 km/h which is significantly (35%) above the speed limit. It is likely that the operating speed near the proposed roundabout location is similar to this value.

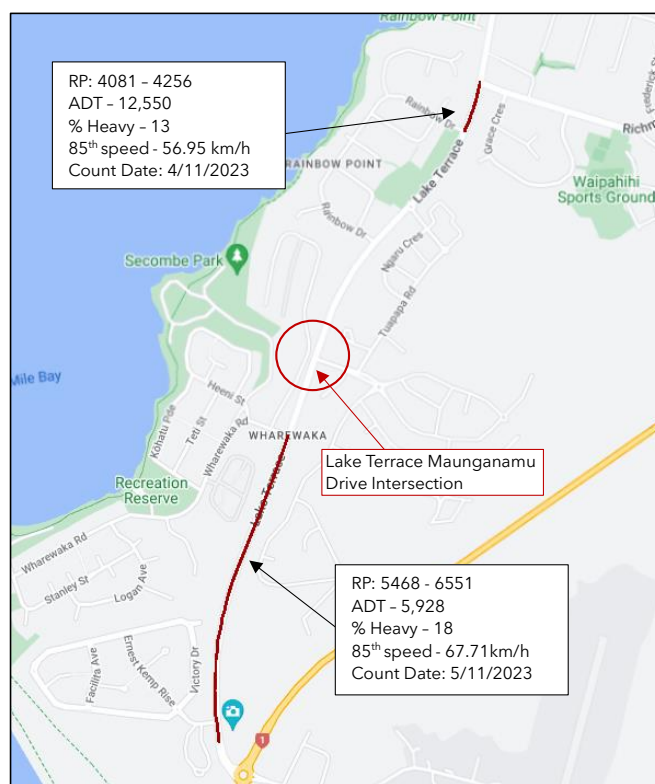


Figure 2-2 Summary of Lake Terrace traffic data

The development off Maunganamu Drive, Nga Roto Estate, began in 2017, however, most of the existing houses were constructed between 2020 to 2024. In total the development consists of approximately 700 lots with approximately 50% of these built. Maunganamu Drive is classified as a Local Street using the ONF with a speed limit of 40 km/h. It is likely that if the the Draft Land Transport Rule: Setting of Speed Limits 2024 proposed by central government is implemented that the speed limit of Maunganamu Drive would be increased to 50 km/h by 1 July 2025. It is understood that the developer is conducting traffic surveys with ADT approximately 2,200.

Development of the Pukenu Road subdivision started in 2007, however, the lots have steadily been developed since then. The subdivision consists of approximately 65 lots, with the majority of these fully developed. Pukenu Road is classified as a Local Street using the ONF with a speed limit of 50 km/h. The latest traffic count in Taupō District Council's RAMM database (05/11/2023) shows that Pukenu Road has an ADT count of 287. For this review, it is assumed that 80% of Pukenu Road traffic travel north on Lake Terrace. Currently Pukenu Road intersects Wharewaka Road at a T-intersection with traffic needing to navigate through another T-intersection on Lake Terrace to travel north or south.

As part of the Pukenu Road development, the eastern end of Wharewaka Road was realigned such that the current intersection with Lake Terrace is approximately 60 m north



of its original location. Wharewaka Road provides access to the Wharewaka suburb of Taupō along with two boat ramps (Three Mile Bay and a smaller ramp within the Recreation Reserve) that provide access to Lake Taupō. Wharewaka Road is classified as a Local Street using the ONF with a speed limit of 50 km/h. The latest estimate of traffic from MobileRoad (20/06/2024) for Wharewaka Road between Lake Terrace and Pukenu Road indicates an ADT of 2,561 with 27% heavy, this would include traffic traveling from Pukenu Road north or south via Lake Terrace.

3. Existing Safety Concerns

3.1. Alignment with Safe System

The Safe System approach to road safety tries to eliminate the potential for a fatal or serious crash to occur on the road network. The Safe System approach has been incorporated into New Zealand road safety strategies since at least 2010, and the current road safety strategy, Road to Zero uses Figure 3-1 to portray the Safe System.

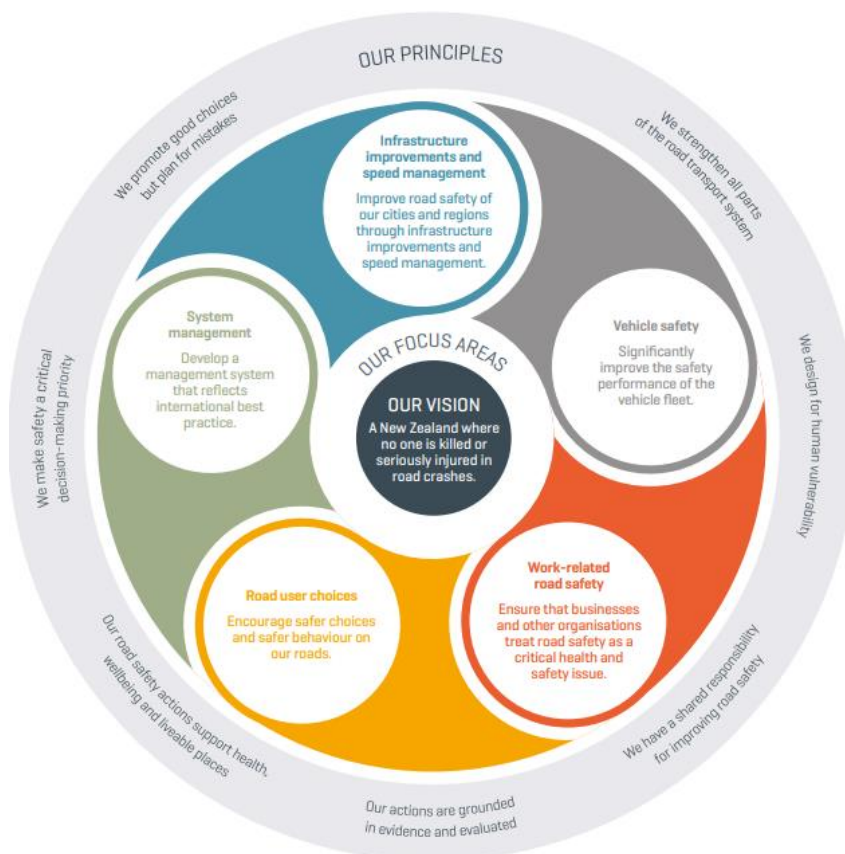


Figure 3-1 Safe System principals in New Zealand - Road to Zero, Ministry of Transport 2019



Safe System Assessments review the exposure, likelihood and severity of a location and are particularly useful in reviewing the alignment of a proposed design with Safe System principals. Each of these three elements is scored from 0 to 4 as per the guidelines in NZTA Safe System audit guidelines. There is an element of interpretation/judgment when undertaking assessments, therefore comparing scores from different assessors should be done with caution. For clarity, the lower the score the better aligned an option is with the Safe System principles. A score of zero would indicate an option is fully aligned with the Safe System.

The Safe System Assessment score for the Lake Terrace Maunganamu Drive intersection is shown in Table 3-1 with a breakdown of the scores for each crash type shown in Figure 3-2. The reasoning for each score is given in Appendix A - Table A-9-1. The main concerns with the existing layout are:

- The relatively high operating speed of Lake Terrace which is above the established safe impact speed for an intersection crash.
- The potential masking effect of the left turn auxiliary lane.
- Potential for pedestrian and cyclist crashes.

There is a lack of pedestrian or cyclist facilities at the intersection, however, there are underpasses further along Lake Terrace. The wide carriageway width makes it difficult for these road users to cross or navigate through the intersection. There is the potential that a lack of pedestrian facilities at the intersection currently deters pedestrians, although there are some signs of pedestrians cutting across the bank between Pukenu Road and Lake Terrace.

Table 3-1 Safe System assessment score summary table

Location	Score
Lake Terrace / Maunganamu Drive Intersection	148.5 / 448

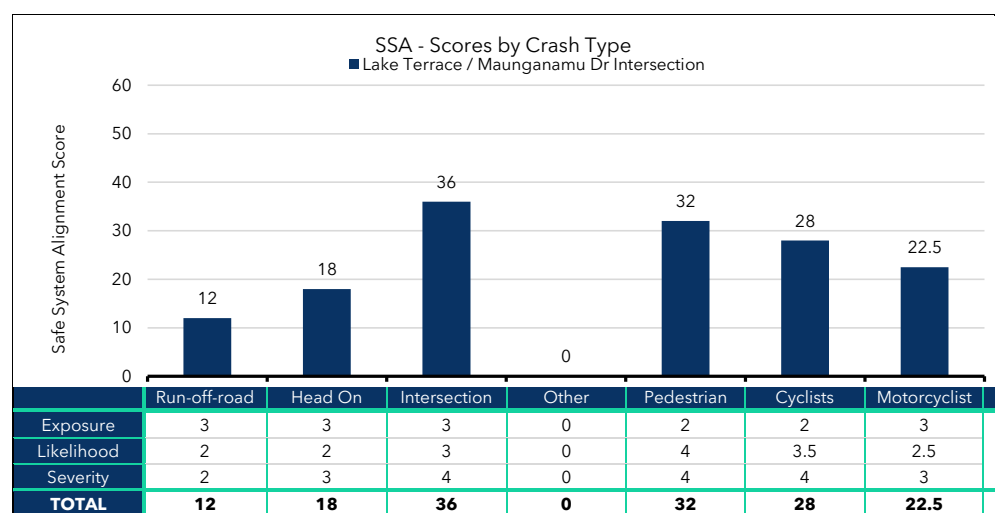


Figure 3-2 Safe System Assessment scores for existing condition



3.2. Historic Crash Data

Table 3-2 and Figure 3-3 gives a summary of reported crashes from 2014 - 2023 (10-year period) from NZTA Crash Analysis System (CAS) by severity and intersection for the blue region indicated in Figure 3-3. CAS is currently indicating that non-injury crash reports are taking up to 7 months to process, therefore, 2024 data was not used. However, CAS currently has no reported crashes at any of the locations during 2024. Table 3-2 shows 6 crashes have been reported in the past 10 years, however, no serious or fatal crashes have been reported in this period. Of the crashes reported:

- 50 % involved alcohol
- 50 % occurred in wet conditions
- Two thirds occurred on weekends
- One third occurred between 00:00 - 02:59 hrs

Table 3-2 Summary of CAS data for 2014 - 2023 by intersection

Crash Severity	Lake Terrace / Wharewaka Road Intersection	Lake Terrace / Maunganamu Drive Intersection	Wharewaka Road / Pukenu Road Intersection
Fatal	0	0	0
Serious	0	0	0
Minor	3	0	0
Non-injury	1	2	0
Total	4	2	0

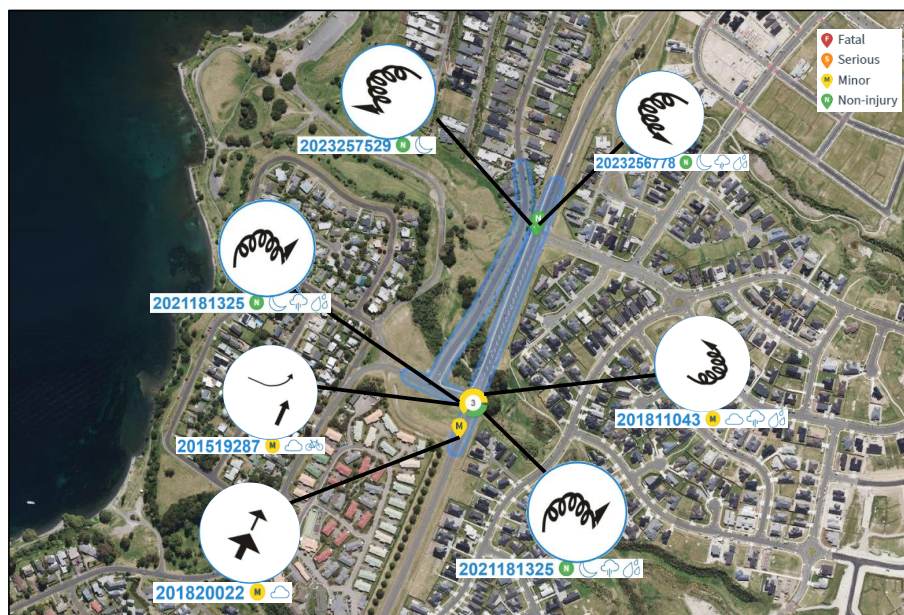


Figure 3-3 Summary of CAS data for 2014 - 2023¹

¹ CAS movement diagram descriptions can be found in Appendix 1 of NZTA Guide to coded Crash Reports <https://www.nzta.govt.nz/assets/resources/guide-to-coded-crash-reports/docs/guide-to-coded-crash-reports.pdf>



4. Benefits of Roundabout (General)

According to Vic Road TEM Vol1 Part 2.6 “When designed correctly the roundabout is probably the safest type of intersection”. For this reason, roundabouts are considered a primary Safe System treatment for intersections. This means that if designed properly they can almost eliminate the risk of a fatal or serious crash occurring at an intersection.

The safety benefits of roundabouts are largely due to lower operating speeds through the intersection along with fewer conflict points which are also typically at a shallower impact angle when compared to other types of intersections. For example, Figure 4-1 shows the conflict points of a 4-leg roundabout, 3-leg roundabout and a T-intersection. The figure shows that a 3-leg roundabout has half the number of conflict points (3) compared to a T-intersection (6) and a 4-leg roundabout has just 4 conflict points. The figure also indicates that all the conflict points at roundabouts involve merge manoeuvres which have shallow impact angles. Whereas 3 of the 6 conflict points at T-intersections involve crossing manoeuvres which have a higher likelihood of resulting in fatal or serious injury crashes due to the almost 90-degree impact angle.

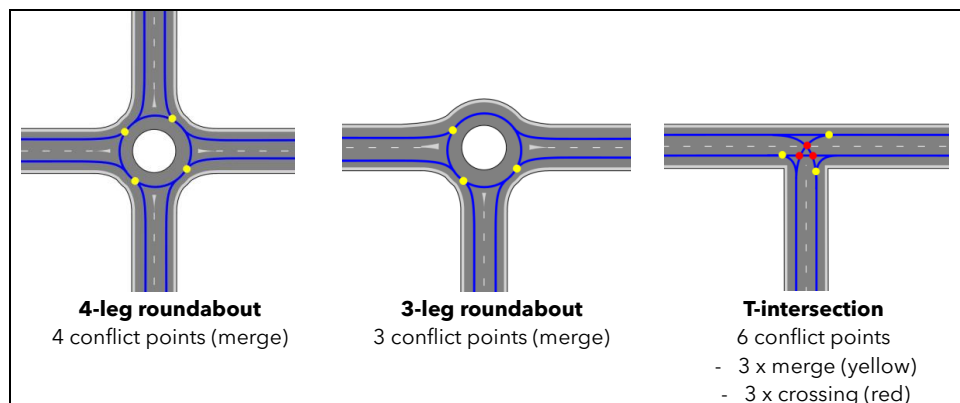


Figure 4-1 Conflict points

Roundabouts can also simplify decision making for drivers, especially those on side roads who only need to check for gaps in traffic from their right. In comparison a driver of a right turning vehicle on the side road of a T-intersection needs to identify a simultaneous gap in the traffic from their right and left to be able to complete a right turn out manoeuvre. Or, if there is a median the driver could attempt the manoeuvre in two stages, waiting in the median whilst traffic pasts them at free flow speed until they are able to merge with traffic approaching from their left. This type of two-phase manoeuvre exposes the driver and the occupants to both a rear-end crash and a head-on crash, especially if the median is narrow and through traffic speeds are high.

Sightlines are also typically improved when roundabouts are used instead of T-intersections. This is due to a reduce likelihood of dynamic masking which occurs at a T-intersection when a left turning vehicle from the through road masks a vehicle traveling through the intersection. This is known to result in crashes as a right turning vehicle from the side road may think it is safe to complete their manoeuvre.



Typically, roundabouts create more efficient traffic flows than other intersections like T-intersections which can result in reduced driver frustration. This is especially the case where there is a significant amount of right turning traffic.

VicRoads undertook a Review of Pedestrian Safety at Roundabouts in 1997 which concluded that according to most literature from Australia and overseas there is not a demonstrated safety problem for pedestrians at roundabouts when appropriate facilities are installed. The review also indicated that the severity of crashes involving pedestrians at roundabouts is lower than for other types of intersection. Roundabouts naturally create an opportunity to install pedestrian crossing facilities due to their splitter islands and reduced operating speeds. The safety of these facilities can be improved by installing raised safety platforms to encourage lower vehicle speeds, this in turn also has a safety benefit for vehicle occupants at roundabouts.

One travel mode that can struggle navigating roundabouts are cyclists, especially if a roundabout has multiple lanes. Historically roundabouts were designed to encourage cyclists to 'take the lane', however, typically only experienced cyclists have the confidence to do this. Roundabouts can include separated cycle facilities which typically encourage a cyclist to use a shared path (or separated cycle lane) to navigate around the roundabout and then rejoin the carriageway, see Figure 4-2 for example layouts. These cycle lanes can either be at grade where cyclists are typically crossed at the same location as pedestrians, or they can be grade separated using either underpasses or bridges.

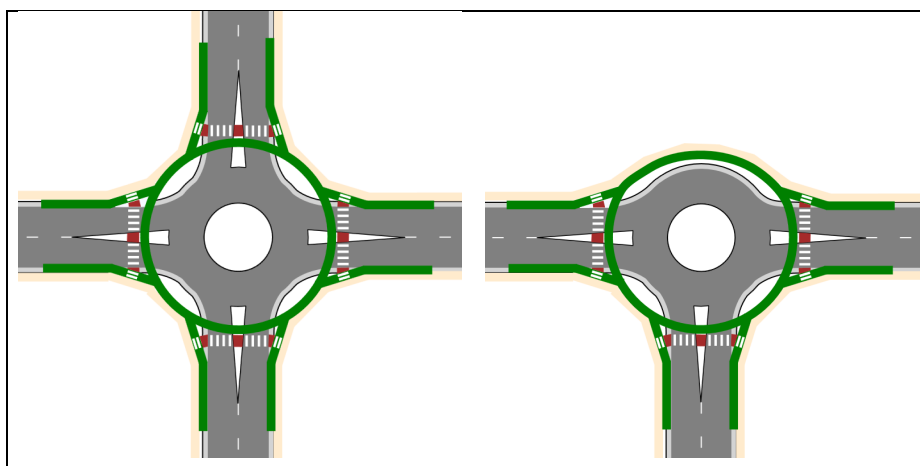


Figure 4-2 Example of separated cycle lanes at roundabouts



5. Option - 3-Leg Roundabout

5.1. Summary of Option

A concept layout for a 3-leg roundabout at the Lake Terrace Maunganamu Drive intersection has been provided by Taupō District Council for this review and can be seen in Figure 5-1. The concept indicates that a reverse curve will be used for northbound Lake Terrace traffic approaching the roundabout which should reduce entry speeds for this approach. The concept also shows pedestrian refuge islands will be constructed along with cyclist merge and diverge locations.

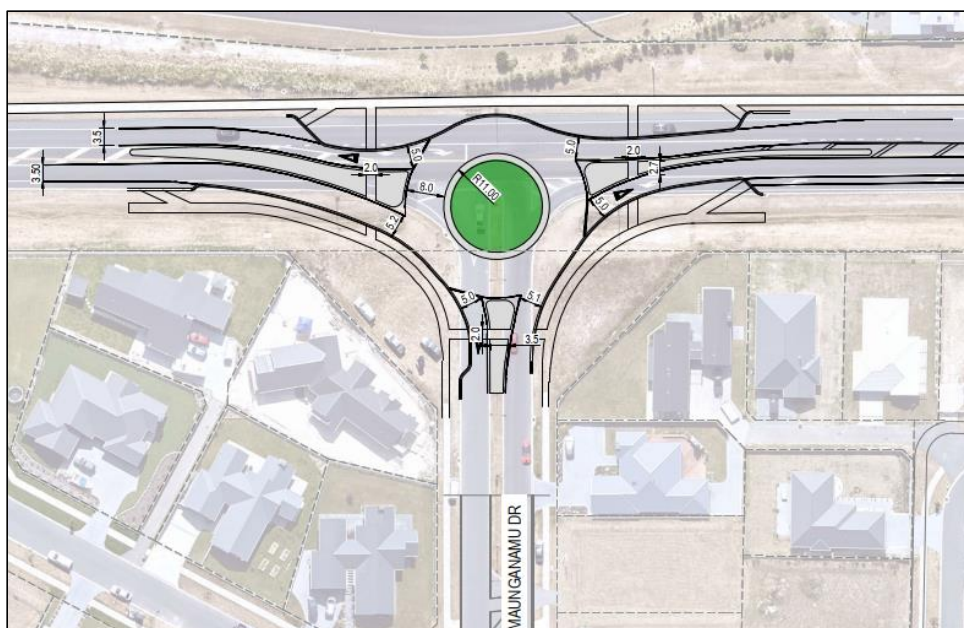


Figure 5-1 Concept layout of 3-leg option for Maunganamu Drive roundabout

5.2. Road Safety Implications

The Safe System Assessment score for the 3-leg roundabout option is shown in Table 5-1 with a breakdown of the scores for each crash type shown in Figure 5-2. The reasoning for each score is given in Appendix A - Table A-9-2. The 3-leg roundabout more than halves the Safe System Assessment score when compared to the existing conditions, this is largely due to the option reducing the operating speed through the intersection, reduced number of conflict points and reduced angle of impact at these conflict points. In addition, the option provides pedestrian and cycle facilities to navigate through the intersection. This option could be further aligned with the Safe System principals if raised platforms were used at the pedestrian crossings.

There is the potential for some queuing of traffic, however, the long splitter islands and taper median are likely to negate any risks associated with this by alerting drivers of the change in road environment. In addition, a similar roundabout design has been used at Tauhara Ridge Road, which has similar traffic volumes, with no significant queues.



The exclusion of Pukenamu Road from the roundabout only has a marginal increase in road safety risk and is unquantifiable in a Safe System Assessment due to the low traffic volumes. This is also due to most of the traffic traveling north which requires two left turns prior to entering the proposed roundabout. In contrast, there would be reasonable road safety benefits if Pukenamu Road was connected to the roundabout for traffic traveling south on Lake Terrace from Pukenamu Road as this traffic would use a roundabout to make the right turn manoeuvre rather than a T-intersection.

Table 5-1 Safe System assessment score for 3-leg roundabout

Option	Score
Existing conditions	148.5 / 448
3-leg roundabout	69 / 448

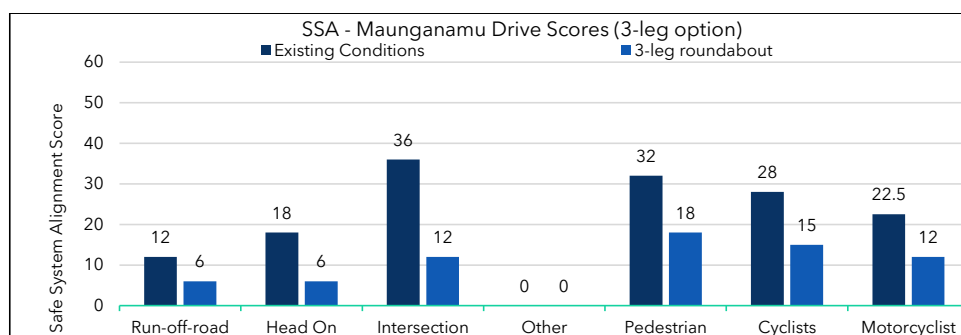


Figure 5-2 Safe System Assessment scores for 3-leg roundabout

5.3. Future Requirements of Pukenamu Road

The 3-leg option would require Taupō District Council to continue to maintain approximately 260 m of Pukenamu Road. In addition, vehicles traveling north would need to travel approximately 590 m extra per trip (one direction) which has associated cost. Using assumptions from NZTA Monetised Benefits and Costs Manual these costs can be estimate. It can be seen from Table 5-2 that these additional operating costs are estimated to equate to \$81,300 per year and \$3,254,500 over a 40-year period². Assumptions used within the calculations to produce the values in Table 5-2 can be seen in Appendix B.

Table 5-2 Summary of additional operational costs

Cost Category	Cost/Year	Total over analysis period (40 Yrs)
Vehicle Operating Costs (VOC)	\$17,300	\$693,100
Vehicle Emissions costs	\$21,900	\$877,300
Value of Time (VoT)	\$32,600	\$1,305,100
Road renewal Cost (Pukenamu Rd)	\$9,500	\$379,000
Pavement renewal	\$4,900	\$194,100
Seal renewal	\$4,600	\$184,900
Total	\$81,300	\$3,254,500

² 40 years is the standard analysis period within NZTA Monetised benefits and costs manual



6. Option - 4-Leg Roundabout

6.1. Summary of Option

A concept layout for a 4-leg roundabout at the Lake Terrace Maunganamu Drive intersection has been provided by Taupō District Council for this review and can be seen in Figure 6-1. The concept indicates that compared to the 3-leg option a reverse curve will not be used for northbound Lake Terrace traffic approaching the roundabout, however, this could be incorporated during detailed design. Like the 3-leg option the 4-leg concept shows pedestrian refuge islands will be constructed along with cyclist merge and diverge locations.

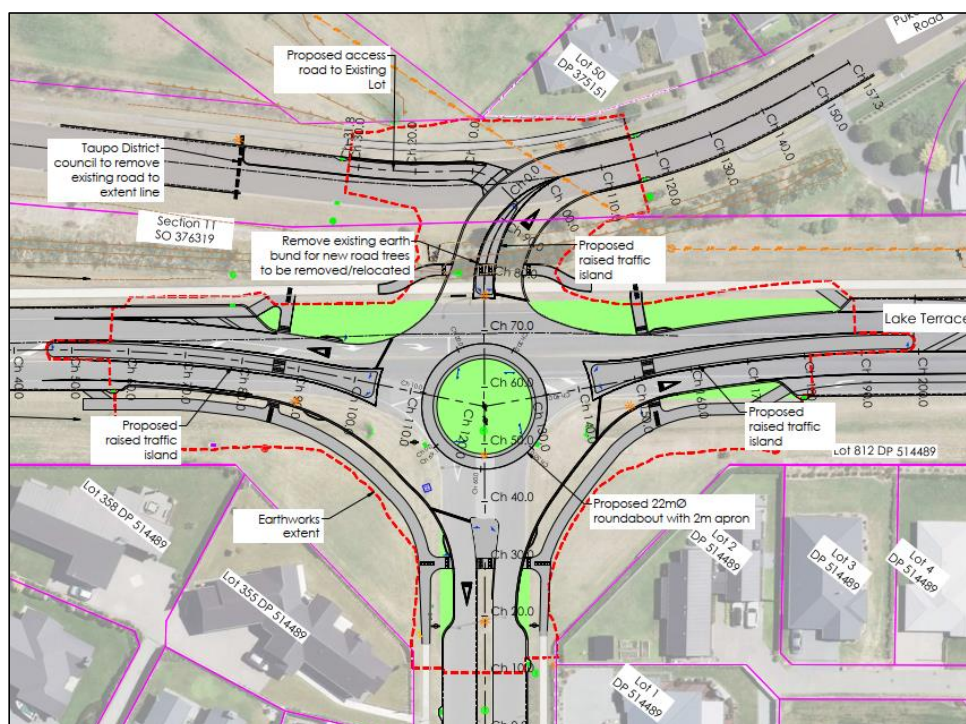


Figure 6-1 Concept layout of 4-leg option for Maunganamu Drive roundabout

6.2. Road Safety Implications

The Safe System Assessment score for the 4-leg roundabout option is shown in Table 6-1 with a breakdown of the scores for each crash type shown in Figure 6-2. The reasoning for each score is given in Appendix A -Table A-9-3. Similar to the 3-leg roundabout the 4-leg roundabout more than halves the Safe System Assessment score when compared to the existing conditions. However, the 4-leg option is marginally higher by 3 points than the 3-leg option. This is due to a slight increase in the likelihood of a cyclist crashes due to the fourth leg, which means northbound cyclist need to cross a road unlike in the 3-leg option. As with the 3-leg option the 4-leg roundabout could be further aligned with the Safe System principals if raised platforms were used at the pedestrian crossings.



As explained in Section 5.2, there is marginal road safety benefits for Pukenu Road traffic with the 4-leg option, but this is unquantifiable in a Safe System Assessment due to the low traffic volumes. Therefore, the Safe System Assessment scores for all motor vehicle crashes are the same for both options.

Table 6-1 Safe System assessment score for 4-leg roundabout

Option	Score
Existing conditions	148.5 / 448
4-leg roundabout	72 / 448

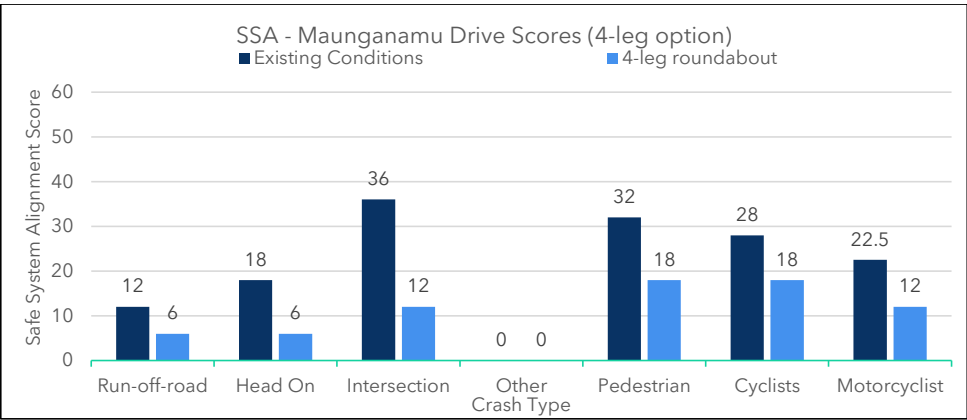


Figure 6-2 Safe System Assessment scores for 4-leg roundabout

7. Residents’ concerns

We have been provided with some of the resident’s feedback from consultations. We have tried to respond to the road safety concerns raised by residents, although we acknowledge other topics were raised and some feedback was in favour of Pukenu Road being connected to the roundabout.

Existing roundabout at Tauhara Ridge so why another?

The roundabout at Lake Terrace Tauhara Ridge intersection only accommodates movement from the northern portion of the subdivision. However, there is significant demand from the southern portion of the subdivision to use Maunganamu Drive. There is also a significant number of additional houses yet to be built in the southern portion which will further increase this demand in years to come. The right-out manoeuvre for traffic on Maunganamu Drive is a particularly high-risk manoeuvre which a roundabout helps to mitigate.



For the 4-leg roundabout access to the boat ramp from Pukenamu Road would mean traveling onto Lake Terrace increasing risk to boat owners.

This is correct as it does increase the exposure of these trips. We do not have traffic count data for how many trips involve a vehicle towing a boat, so it is difficult to quantify the increased risk. However, we consider the risk for an individual trip to only be marginally riskier than if Pukenamu Road was not connected to the roundabout (3-leg option). Though, as explained in Section 5.2 there is marginal safety benefit for Pukenamu Road traffic traveling north and a reasonable safety benefit for Pukenamu Road traffic traveling south on Lake Terrace if Pukenamu Road is connected to the roundabout which we would consider outweigh these disbenefits.

Connecting Pukenamu Road to the roundabout could increase traffic on Pukenamu Road.

We understand that some residents feel the unique designs of their houses could attract other residents to view their homes if the subdivision is made easier to access. We do not believe this will be the case. Botanical Heights has similarly architecturally unique properties with relatively easy access, and we are not aware that this has generated additional trips in the subdivision.

We also understand that some residents believe some may think there is lake access down Pukenamu Road which could increase traffic volumes. From some of the consultation feedback we have reviewed this already appears to be a problem and we would not expect this issue to increase with the inclusion of Pukenamu Road into the roundabout. In addition, we recommend that signs be installed to indicated "no lake access" down Pukenamu Road to try and mitigate this issue.

There is no new trip generating activity proposed on Pukenamu Road so we would not expect the traffic volume to change due to a roundabout.

Increased risk for pedestrians traveling from Pukenamu Road to Wharewaka.

It is our understanding that if Pukenamu Road was to be connected to the roundabout a path would be kept connecting Pukenamu Road to Wharewaka Road, following a similar alignment to the existing Pukenamu Road. Therefore, conditions for these pedestrians are likely to be improved over this stretch as pedestrians will be fully segregated from traffic.

Suggestion of a roundabout at Wharewaka Road.

This would have safety benefits, and we would recommend that Taupō District Council investigate this option in the future. However, as most traffic travels north towards Taupō CBD which is a left-out right-in this would not be as beneficial as a roundabout at Maunganamu Drive, where most traffic has a right-out left-in which is less favourable. A roundabout at Wharewaka Road would help mitigate some of the increased risk associated with those towing boats if the 4-leg roundabout option is constructed.



8. Comparison of Options

From a road safety perspective there is marginal difference between the 3-leg roundabout option and the 4-leg roundabout option. Table 8-1 lists the benefits of each option compared to the other option.

Table 8-1 Comparison of benefits between roundabout options

3-Leg Roundabout	4-Leg Roundabout
<ul style="list-style-type: none">- Northbound cyclists do not need to cross a leg at the roundabout, therefore, there is reduced exposure for these users.- Traffic towing a boat from Pukenu Road do not need to travel along Lake Terrace.- This option addresses concerns of residents about increased traffic on Pukenu Road which were raised with the 4-leg option. Although there is no evidence to show that traffic would increase due to the 4-leg option.	<ul style="list-style-type: none">- Pukenu Road south of the intersection does not need to be maintained.- Pukenu Road traffic traveling north on Lake Terrace have a reduced journey length.- Traffic traveling south on Lake Terrace from Pukenu Road will make the right turn manoeuvre at a roundabout rather than T-intersection.- Pedestrians using the footpath south of Pukenu Road towards Wharewaka will be segregated from traffic through the existing alignment of Pukenu Road.- This option would make it easier to install a roundabout at the Lake Terrace Wharewaka Road intersection in the future.



9. Conclusion

The main concerns with the existing T-intersection at Maunganamu Drive are:

- Relatively high operating speed of Lake Terrace (approximately 70 km/h)
- The potential for dynamic masking due to the left turn auxiliary lane
- A lack of pedestrian or cyclist facilities

There is a significant safety improvement with both roundabout options with the Safe System Assessment scores about half that of the existing conditions. Safe System Assessment scores for the 3-leg roundabout and 4-leg roundabout options are very similar with marginal safety improvements for Pukenu Road traffic in the 4-leg option but the 4-leg option also slightly increases the risk for cyclists.

Residents have raised concerns about connecting Pukenu Road to the roundabout. These concerns mainly focused on resident's belief that traffic volumes would increase on Pukenu Road, however, there is no evidence this will occur. Residents also raised concerns with the 4-leg option for those wishing to tow their boats which is a valid concern but one we feel is outweighed by the marginal safety improvements for other trips from Pukenu Road.

Residents have raised that Lake Terrace Wharewaka Road intersection should have a roundabout. This intersection would score similar to the existing Lake Terrace Maunganamu Drive intersection in a Safe System Assessment so we would recommend a roundabout is investigated in the future as it would have reasonable safety benefits.

There is associated operating costs for keeping Pukenu Road south of the proposed intersection in the 3-leg roundabout option which are estimated to equate to \$81,300 per year and \$3,254,500 over a 40-year period.

Based on the discussion points within this review we would recommend Taupō District Council proceed with the 4-leg roundabout option. Although, as stated, there is marginal difference between the two options and therefore Taupō District Council may need to consider other factors into their decision making.



Appendix A - Safe System Assessment Matrix

Table A-9-1 Lake Terrace Maunganamu Drive Intersection existing conditions Safe System Assessment matrix

	Run-off road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclists
Exposure Comments:	Assumed traffic 8,500 ADT	Assumed traffic 8,500 ADT	Assumed combined traffic <10,000 ADT		Assumed 10-50 people per day	Assumed 10-50 cyclists per day	Assumed 1% of ADT
Exposure Score:	3/4	3/4	3/4	0/4	2/4	2/4	3/4
Likelihood Comments:	Increasing factors: <ul style="list-style-type: none"> 70 km/h speed environment Presence of intersection Decrease factors: <ul style="list-style-type: none"> Wide lanes Wide shoulders Good line markings Kerb 	Increasing factors: <ul style="list-style-type: none"> 70 km/h speed environment Right turn bay Decrease factors: <ul style="list-style-type: none"> Wide lane Good line markings 	Increasing factors: <ul style="list-style-type: none"> Potential for masking due to left turn bay T-intersection with multiple conflict points Large number of right turning vehicle out of side road 70 km/h speed environment Decrease factors: <ul style="list-style-type: none"> Good sight lines 	Increasing factors: <ul style="list-style-type: none"> Decrease factors: <ul style="list-style-type: none"> 	Increasing factors: <ul style="list-style-type: none"> No pedestrian facilities - appears people cross Lake Terrace to navigate to lake front / reserves Large carriageway (crossing) width Decrease factors: <ul style="list-style-type: none"> None 	Increasing factors: <ul style="list-style-type: none"> No formal facilities through intersection Decrease factors: <ul style="list-style-type: none"> Large shoulder for northbound cyclist on Lake Terrace 	Increasing factors: <ul style="list-style-type: none"> Presence of intersection Decrease factors: <ul style="list-style-type: none"> Wide lanes Good sight lines Good pavement/surface conditions Relatively straight alignment
Likelihood Score:	2/4	2/4	3/4	0/4	4/4	3.5/4	2.5/4
Severity Comments:	Increasing factors: <ul style="list-style-type: none"> 70 km/h speed environment Decrease factors: <ul style="list-style-type: none"> Wide berms with limited number of hazardous objects 	Increasing factors: <ul style="list-style-type: none"> 70 km/h speed environment Decrease factors: <ul style="list-style-type: none"> 70 km/h speed environment 	Increasing factors: <ul style="list-style-type: none"> 70 km/h speed environment Decrease factors: <ul style="list-style-type: none"> None 	Increasing factors: <ul style="list-style-type: none"> Decrease factors: <ul style="list-style-type: none"> 	Increasing factors: <ul style="list-style-type: none"> 70 km/h speed environment Decrease factors: <ul style="list-style-type: none"> None 	Increasing factors: <ul style="list-style-type: none"> 70 km/h speed environment Decrease factors: <ul style="list-style-type: none"> None 	Increasing factors: <ul style="list-style-type: none"> 70 km/h speed environment Decrease factors: <ul style="list-style-type: none"> 70 km/h speed environment
Severity Score:	2/4	3/4	4/4	0/4	4/4	4/4	3/4
Product	12/64	18/64	36/64	0/64	32/64	28/64	22.5/64
TOTAL							148.5/448



Table A-9-2 Lake Terrace Maunganamu Drive Intersection 3-Leg Concept Safe System Assessment matrix

	Run-off road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclists
Exposure Comments:	Assumed traffic 8,500 ADT	Assumed traffic 8,500 ADT	Assumed combined traffic <10,000 ADT		Assumed 10-50 people per day	Assumed 10-50 cyclists per day	Assumed 1% of ADT
Exposure Score:	3/4	3/4	3/4	0/4	2/4	2/4	3/4
Likelihood Comments:	Increasing factors: <ul style="list-style-type: none"> • 70 km/h speed environment • Presence of intersection Decrease factors: <ul style="list-style-type: none"> • Wide lanes • Wide shoulders • Good line markings • Kerb 	Increasing factors: <ul style="list-style-type: none"> • 70 km/h speed environment • Right turn bay Decrease factors: <ul style="list-style-type: none"> • Wide lane • Good line markings • Splitter islands on approach • Assumed 50 km/h speed environment due to roundabout 	Increasing factors: <ul style="list-style-type: none"> • Potential for masking due to left turn bay • Intersection with multiple conflict points • Large number of right turning vehicle out of side road • 70 km/h speed environment Decrease factors: <ul style="list-style-type: none"> • Good sight lines • RAB reduces conflict points 	Increasing factors: <ul style="list-style-type: none"> • Decrease factors: <ul style="list-style-type: none"> • 	Increasing factors: <ul style="list-style-type: none"> • No pedestrian facilities = appears people cross Lake Terrace to navigate to lake front / reserves • Large carriageway (crossing) width Decrease factors: <ul style="list-style-type: none"> • Refuge islands on all legs 	Increasing factors: <ul style="list-style-type: none"> • No formal facilities through intersection Decrease factors: <ul style="list-style-type: none"> • Large shoulder for northbound cyclist on Lake Terrace • Cyclists diverge and merge at RAB • Northbound cyclists don't need to cross a side road 	Increasing factors: <ul style="list-style-type: none"> • Presence of intersection Decrease factors: <ul style="list-style-type: none"> • Wide lanes • Good sight lines • Good pavement/surface conditions • Relatively straight alignment • RAB reduces conflict points
Likelihood Score:	2/4	2-1/4	3 2/4	0/4	4 3/4	3-5 2.5/4	2-5 2/4
Severity Comments:	Increasing factors: <ul style="list-style-type: none"> • 70 km/h speed environment Decrease factors: <ul style="list-style-type: none"> • Wide berms with limited number of hazardous objects • 50 km/h speed environment 	Increasing factors: <ul style="list-style-type: none"> • 70 km/h speed environment Decrease factors: <ul style="list-style-type: none"> • 70 km/h speed environment • 50 km/h speed environment 	Increasing factors: <ul style="list-style-type: none"> • 70 km/h speed environment Decrease factors: <ul style="list-style-type: none"> • Less than 50 km/h speed environment at conflict points 	Increasing factors: <ul style="list-style-type: none"> • Decrease factors: <ul style="list-style-type: none"> • 	Increasing factors: <ul style="list-style-type: none"> • 70 km/h speed environment • 50 km/h speed environment Decrease factors: <ul style="list-style-type: none"> • 50 km/h speed environment 	Increasing factors: <ul style="list-style-type: none"> • 70 km/h speed environment Decrease factors: <ul style="list-style-type: none"> • 50 km/h speed environment 	Increasing factors: <ul style="list-style-type: none"> • 70 km/h speed environment Decrease factors: <ul style="list-style-type: none"> • 70 km/h speed environment • Less than 50 km/h speed environment at conflict points
Severity Score:	2 1/4	3 2/4	4 2/4	0/4	4 3/4	4 3/4	3 2/4
Product	12 6/64	18 6/64	36 12/64	0/64	32 18/64	28 15/64	22.5 12/64
TOTAL							148.5 69/448



Table A-9-3 Lake Terrace Maunganamu Drive Intersection 4-Leg Concept Safe System Assessment matrix

	Run-off road	Head-on	Intersection	Other	Pedestrian	Cyclist	Motorcyclists
Exposure Comments:	Assumed traffic 8,500 ADT	Assumed traffic 8,500 ADT	Assumed combined traffic <10,000 ADT		Assumed 10-50 people per day	Assumed 10-50 cyclists per day	Assumed 1% of ADT
Exposure Score:	3/4	3/4	3/4	0/4	2/4	2/4	3/4
Likelihood Comments:	Increasing factors: <ul style="list-style-type: none"> 70 km/h speed environment Presence of intersection Decrease factors: <ul style="list-style-type: none"> Wide lanes Wide shoulders Good line markings Kerb 	Increasing factors: <ul style="list-style-type: none"> 70 km/h speed environment Right turn bay Decrease factors: <ul style="list-style-type: none"> Wide lane Good line markings Splitter islands on approach Assumed 50 km/h speed environment due to roundabout 	Increasing factors: <ul style="list-style-type: none"> Potential for masking due to left turn bay Intersection with multiple conflict points Large number of right turning vehicle out of side road 70 km/h speed environment Decrease factors: <ul style="list-style-type: none"> Good sight lines RAB reduces conflict points 	Increasing factors: <ul style="list-style-type: none"> Decrease factors: <ul style="list-style-type: none"> 	Increasing factors: <ul style="list-style-type: none"> No pedestrian facilities = appears people cross Lake Terrace to navigate to lake front / reserves Large carriageway (crossing) width Decrease factors: <ul style="list-style-type: none"> Refuge islands on all legs 	Increasing factors: <ul style="list-style-type: none"> No formal facilities through intersection Decrease factors: <ul style="list-style-type: none"> Large shoulder for northbound cyclist on Lake Terrace Cyclists diverge and merge at RAB 	Increasing factors: <ul style="list-style-type: none"> Presence of intersection Decrease factors: <ul style="list-style-type: none"> Wide lanes Good sight lines Good pavement/surface conditions Relatively straight alignment RAB reduces conflict points
Likelihood Score:	2/4	2-1/4	3 2/4	0/4	4 3/4	3-5 3/4	2-5 2/4
Severity Comments:	Increasing factors: <ul style="list-style-type: none"> 70 km/h speed environment Decrease factors: <ul style="list-style-type: none"> Wide berms with limited number of hazardous objects 50 km/h speed environment 	Increasing factors: <ul style="list-style-type: none"> 70 km/h speed environment Decrease factors: <ul style="list-style-type: none"> 70 km/h speed environment 50 km/h speed environment 	Increasing factors: <ul style="list-style-type: none"> 70 km/h speed environment Decrease factors: <ul style="list-style-type: none"> Less than 50 km/h speed environment at conflict points 	Increasing factors: <ul style="list-style-type: none"> Decrease factors: <ul style="list-style-type: none"> 	Increasing factors: <ul style="list-style-type: none"> 70 km/h speed environment 50 km/h speed environment Decrease factors: <ul style="list-style-type: none"> 50 km/h speed environment 	Increasing factors: <ul style="list-style-type: none"> 70 km/h speed environment Decrease factors: <ul style="list-style-type: none"> 50 km/h speed environment 	Increasing factors: <ul style="list-style-type: none"> 70 km/h speed environment Decrease factors: <ul style="list-style-type: none"> 70 km/h speed environment Less than 50 km/h speed environment at conflict points
Severity Score:	2 1/4	3 2/4	4 2/4	0/4	4 3/4	4 3/4	3 2/4
Product	12 6/64	18 6/64	36 12/64	0/64	32 18/64	28 18/64	22-5 12/64
TOTAL							148-5 72/448



Appendix B – Economic calculations for Pukenu Rd

This section provides the calculations and assumptions used for calculating the on-going operations costs of keeping Pukenu Road south of the proposed intersection. It should be noted that where possible 2024 costs have been used or have been adjusted using the Reserve Bank of New Zealand transport inflation tables (HM1).

These calculations should be deemed as a simple economic assessment rather than a detailed assessment. Calculations have used assumptions from NZTA Monetised Benefits and Costs Manual along with assumptions on existing vehicle use. These calculations do not consider future changes in vehicle use (e.g. increase in electric vehicle use).

Vehicle Operating Costs (VOC)

Vehicle type	ADT %	ADT	80% of ADT ^{1,2}	Additional travel length (km)	VOC ³ (2015 cents/km)	VOC ⁴ (2024 cents/km)	VOC (\$ / year) 2024 prices
Cars	75.495	216.7	173.3	0.590	21.8	26.4	\$9,846.15
LCV	3.498	10.0	8.0	0.590	27.6	33.4	\$577.59
MCV	20.509	58.9	47.1	0.590	54	65.3	\$6,625.67
HCV I	0.498	1.4	1.1	0.590	93	112.5	\$277.08
HCV II	0.000	0.0	0.0	0.590	159.8	193.4	\$0.00
Total		287.0	229.6				\$17,326.50

Notes:

- 1) Taupō District Council provided the assumption that 80 % of traffic on Pukenu Road travels north.
- 2) Change in VOC for traffic traveling south is assumed to be negligible.
- 3) VOC values taken from Tables A79 - A83 in NZTA Monetised Benefits and Costs Manual with an assumed speed of 50 km/h and 0% gradient.
- 4) 2015 prices adjusted using the transport inflation index for June 2015 to June 2024 from M1 data table <https://www.rbnz.govt.nz/statistics/series/economic-indicators/prices>

Vehicle Emissions Costs (VEC)

Pollutant	Urban Costs ¹ (\$/tonne)	Emission factor ² (g/km)	80% ADT ^{3,4}	Additional travel length (km)	VKT/day	VKT/yr	tonne/yr	\$/yr
PM _{2.5}	\$853,824.00	0.008201	229.6	0.590	135.464	49444.36	0.00041	\$346.24
NO _x	\$865,797.00	0.504197	229.6	0.590	135.464	49444.36	0.02493	\$21,584.04
CO	\$4.87	0.378332	229.6	0.590	135.464	49444.36	0.01871	\$0.09
Volatile organic compounds	\$1,545.00	0.027775	229.6	0.590	135.464	49444.36	0.00137	\$2.12
SO ₂	\$39,334.00		229.6	0.590	135.464	49444.36	0.00000	\$0.00
Total								\$21,932.49

Notes:

- 1) VEC urban cost values taken from Tables 9 in NZTA Monetised Benefits and Costs Manual.
- 2) Emission factors from NZTA Vehicle Emission Prediction Model (VEPM) using default fleet values for 50 km/h.
- 3) Taupō District Council provided the assumption that 80 % of traffic on Pukenu Road travels north.
- 4) Change in VEC for traffic traveling south is assumed to be negligible.



Value of Time (VoT)

Road	Length (km)	Avg. Speed (km/h)	Time (hr/trip)	VoT ¹ (\$/hr/person)	80% ADT ^{2,3}	VoT/yr
Pukenamu Rd	0.260	50	0.0052			
Wharewaka Rd	0.060	30	0.002			
Lake Terrace	0.270	50	0.0054			
Total	0.590		0.0126	30.90	229.6	\$32,628.25

Notes:

- 1) VoT values for commuting to/from work taken from Tables 13 in NZTA Monetised Benefits and Costs Manual.
- 2) Taupō District Council provided the assumption that 80 % of traffic on Pukenamu Road travels north.
- 3) Change in VoT for traffic traveling south is assumed to be negligible.

Road renewal costs (Pukenamu Road)

Built	2007
Age (yr)	17
Width (m)	8
Length (m)	260
Area (m ²)	2,080
Surface Type	Asphalt mix

Data from Taupō District Council RAMM database

Surface life - assumed (yr)	30	Pavement life - assumed	90
Surface reseal rate (\$/m ²)	\$70	Pavement renewal rate (\$/m ²)	\$200
Surface renewal cost (2024)	\$145,600.00	Pavement renewal cost (2024)	\$416,000.00
Surface renewal Cost/Yr ¹	\$4,853.33	Pavement renewal Cost/Yr ¹	\$4,622.22

Notes:

- 1) Renewal costs for surface and pavement spread across assumed life of asset.



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JAMES WINCHESTER BARRISTER

18 October 2024

Taupō District Council
Private Bag 2005
Taupō Mail Centre
Taupō 3352

For: Nigel McAdie, Legal and Governance Manager (e-mail: nmcadie@taupo.govt.nz)

Lakeside Terraces Subdivision - Lake Terrace Roundabout

1. You have sought my advice on issues relating to the Council's legal obligations to apply funds held by the Council, pursuant to a condition of a resource consent, for the purpose of forming a new roading access point from Lake Terrace to the Lakeside Terraces subdivision at Wharewaka, Taupō.
2. The advice has been sought in circumstances where the proposal by the Council to apply the funds and approve a new roading access via a 4-legged roundabout at the Lake Terrace and Maunganamu Drive intersection (and close the temporary road access to Lakeside Terraces via the existing Pukenu Road off Wharewaka Road) has been opposed by a number of residents who live in the Lakeside Terraces subdivision.

Summary of advice

3. For the reasons that I set out in this advice, I consider that the Council is obliged to apply the funds that it holds to create a new roading access point to Lakeside Terraces from Lake Terrace. The relevant consent condition, while unusual, was clear in its intent that in the longer term, roading access would be required from Lake Terrace and that it would be the Council's responsibility to provide it. The condition was agreed by the Council and the consent holder, and consciously approved by the Environment Court.
4. The Council would be entitled to achieve the new Lakeside Terraces roading access as part of its administration of a resource consent relating to the more recent Nga Roto subdivision to the east of Lake Terrace, and indeed has made specific provision for this outcome in a Deed of Arrangement and Landowners Agreement (**DoA**) with the consent holder and developer of Nga Roto.
5. In the circumstances, it would be reasonable for the Council to satisfy its obligation by approving a 4-legged roundabout which addresses the requirements of both the Nga Roto and Lakeside Terraces consents at the same time. A decision by the Council not to apply the funds to creation of new roading access to Lakeside Terraces (and perhaps use the funds elsewhere) would likely be susceptible to legal challenge as being unreasonable and/or unlawful.

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6. In addition, I consider that a decision to not apply the funds at this time would not relieve the Council of its obligation to create a new roading access to Lakeside Terraces at some time in the future.

Factual background

7. The Lakeside Terraces subdivision was approved in 2005 following an Environment Court appeal. The Court upheld the Council's decision to grant consent in an interim decision¹. In a final decision issued in September 2005², the Court considered and approved a set of detailed conditions.
8. In terms of the Court's interim decision, there was no concern from any party about the appropriateness of the proposed subdivision and development itself. Rather, the appeal related solely to the appropriate access options for the Lakeside Terraces proposal, the Court approached the question of roading access on the basis that the most appropriate long-term access would be from Lake Terrace (which was at that time State Highway 1). Therefore any roading access approved by it to provide roading access to the subdivision would effectively be temporary until Lake Terrace became local road or the approval of Transit New Zealand (as it then was) for such access was obtained³.
9. The Court's final decision approved conditions that were agreed by all parties. Importantly, conditions 35 and 43⁴ of the consent approved by the Court provided:

Prior to the issue of titles the consent holders shall pay to the Taupo District Council a financial contribution sufficient for the development of an access from the present State Highway 1 in general accordance with the plan marked "Indicative State Highway 1/Lakeside Terraces Intersection" contained in Appendix 4 of the March 2004 application, which shall be developed by Taupo District Council when the State Highway reverts to a local road, or when the authority controlling the present State Highway 1 gives its consent to such access.
10. In accordance with this condition, a payment of \$133,511.11 + GST was made by the consent holder to the Council in 2007 and has been held in reserve since that time. As at May 2024, the sum stood at \$221,482.11 (inclusive of accrued interest) which increases by the OCR rate of interest each month.
11. The Lakeside Terraces consent was otherwise fully given effect to and the development has been completed for a number of years, with roading access provided along Pukemamu Road from Wharewaka Road. It is relevant to note that State Highway 1 (Lake Terrace) reverted to local road in 2015.
12. I also understand that the Council has consistently included copies of the original subdivision consent conditions, including the wording of the Environment Court decisions and the requirement for the developer to pre-fund the connection to Lake Terrace, on Land Information Memoranda for the Lakeside Terraces properties.

¹ Decision ENV A97/05

² Decision A158/05

³ For completeness, this position was the same as that considered by the Council in the first instance in granting the consent and was explicitly recorded in the Council's written decision

⁴ Condition 43 effectively repeats condition 35 using entirely the same language

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13. After the Lakeside Terraces consent was granted, a resource consent was sought and granted for the Nga Roto development of approximately 700 houses on the eastern side of Lake Terrace. The Nga Roto proposal addressed the Lakeside Terraces entrance approval with a proposal to locate its own Maunganamu Drive access to match the proposed Lakeside Terraces connection.
14. The Nga Roto consent conditions require the consent holder to form a roundabout with a connection to Lakeside Terraces/Pukenamu Road at its cost once the average daily traffic on Maunganamu Drive had reached 2000 vehicles. This threshold was triggered in March 2024 and therefore the obligation in the Nga Roto consent conditions to construct the roundabout has crystallised.
15. In addition, there is a DoA between the Council and the Nga Roto developer which provides that, if the roundabout is constructed to also provide access to Lakeside Terraces, the Council will pay the funds held from the Lakeside Terraces consent to the Nga Roto developer and otherwise the roundabout will be constructed at no cost to the Council.

Discussion and analysis

16. The starting point is to consider the effect of the Lakeside Terraces consent and relevant conditions.
17. Condition 35 of the consent is clear and unambiguous on its face. While it refers to a financial contribution, what was required was not a financial contribution⁵ as defined in the Resource Management Act 1991 (**RMA**). Rather it was a cash payment from the consent holder for a specific purpose which, once paid, created an obligation on the Council to develop the road link from Lake Terrace when the triggering circumstances came into being. The condition reflects the clear intent of the Environment Court's decision and was agreed by all parties.
18. Because the payment made pursuant to condition 35 is not, as a matter of law, a financial contribution, statutory provisions relating to use of financial contributions and return of money if the relevant activity does not proceed do not apply⁶.
19. The Lakeside Terraces developer/consent holder has in any event fully discharged its obligations under the consent and has been removed from the Companies Register so there is a practical and legal issue if the Council wished to return the money (and was lawfully able to do so). For the reasons set out below, I doubt that the Council could lawfully seek to avoid providing the new road access from Lake Terrace, return the money it holds, or use that money for another purpose.
20. The condition, to the extent it creates an express obligation on the Council (rather than the consent holder), is unusual and would normally be invalid if the obligation on the Council was sought to be independently imposed by the Court. In this instance however, the condition was expressly accepted by both the Council and the consent holder and appears to have been consciously approved by the Court. As such, it is akin to an agreed or volunteered condition and is, in my view, both valid and binding on the Council.

⁵ Section 108(10) of the RMA requires that a financial contribution must be in accordance with a purpose specific and determined in a manner described in the in the district plan – this was not

⁶ See for example sections 110 and 111 of the RMA

JAMES WINCHESTER
BARRISTER

21. The Council is not the consent holder for Lakeside Terraces and the consent has, in any event, been fully implemented. The consequence of this position is that I do not consider the Council would have the legal ability to change or cancel condition 35. Accordingly, to the extent that the relevant triggering circumstances occurred in 2015 with Lake Terrace becoming local road, the Council has been and continues to be subject to an obligation to use the funds to develop the new road access to Lakeside Terraces.
22. If the Council does not use the funds held and/or does not develop the new road access to Lakeside Estates, it would be susceptible to potential legal challenge. This could be through legal proceedings seeking to enforce or compel it to comply with its clear obligations under condition 35, or through judicial review of its decision-making on the basis that it was unreasonable and/or unlawful⁷.
23. It would however be lawful and reasonable for the Council to satisfy its obligation under condition 35 by relying upon the Nga Roto consent and DoA to achieve the provision of a 4-legged roundabout providing a new road access to Lakeside Terraces. In that regard, it is clear that the Nga Roto consent and DoA reflects deliberate and conscious long-term planning by the Council to achieve integration between the two developments with regard to key Council infrastructure.
24. It would be possible for the Council to forego the opportunity provided by the Nga Roto consent and DoA at this time but, for the reasons identified earlier, this would not relieve the Council of the obligation to comply with condition 35 at some stage in the future. A deferral decision could involve adverse financial consequences for the Council in terms of it having to fund and construct the new Lakeside Estates access separately, or at a later stage.

Summary and conclusion

25. I emphasise that the factual and legal circumstances relating to this matter are unusual and somewhat unique. Notwithstanding this, I consider that the legal position insofar as it relates to the Council's obligations and options to provide roading access from Lake Terrace to Lakeside Estates is reasonably clear.
26. I trust that this advice has been of assistance. Please come back to me if any clarification or further advice is required.

Yours sincerely



James Winchester

⁷ For example, if it decided not to create the new access and sought to use the funds held for another purpose, or if it decided not to take up the opportunity of having access provided through the Nga Roto consent and DoA

TAUPŌ DISTRICT COUNCIL

NOTICE OF MOTION

I Danny Aperahama Loughlin, give notice that I intend to move the following motion at the Taupō District Council meeting to be held on 29th October 2024:

That Council amends clause 27 of Taupō District Council's Standing Orders | Ngā Tikanga Whakahaere Hui 2022-2025 as follows:

- insert the words “and a seconder” after the word “mover” in the first line of the first paragraph of clause 27.1;
- insert the words “and seconder” after the word “mover” in the last line of the first paragraph of clause 27.1; and
- insert the words “will direct the chief executive to refuse to accept any notice of motion which is not signed by both the mover and a seconder, and” after the word “chairperson” in the first line of clause 27.2.

I propose that this amendment take place at the Taupō District Council meeting 29th October 2024.

It is my contention that the amendment is of a minor nature and could be dealt with expeditiously.

Explanation

I propose that Council amends clause 27 of the Taupō District Council Standing Orders to make it mandatory for a member making a **Notice of Motion** to obtain a seconder for the Notice of Motion. The seconder must sign the Notice of Motion before it is submitted.

At the Taupō District Council meeting held on 24th September 2024 we had two Notices of Motion that failed to be seconded at the meeting. Despite this, the mover proceeded to debate both motions and we took up approximately 30 minutes of Council's valuable time. It is my contention that the Notices of Motion did not meet the requirements of the Local Government Act 2002, ss 77-82 and they should not have been accepted for consideration at the meeting. My amendment is in the interest of improving efficiency.

Analysis of Options

Option 1 – preferred option - amend clause 27 of the Taupō District Council Standing Orders adopted on 13 December 2022 to make it mandatory for a member making a **Notice of Motion** to obtain a seconder for the Notice of Motion prior to delivery to the Chief Executive and acceptance by the chairperson.

Advantages:

- More efficient Council meetings
- Discourage frivolous and vexatious Notices of Motion

Disadvantages: None that I am aware of.

Option 2 – status quo

Advantages: None that I am aware of.

Disadvantages:

- Inefficient Council meetings

Financial Considerations: Minor direct cost involving staff time required to amend the Standing Orders and update the TDC website. Compared with the cost of Councillors and staff time dealing with Notices of Motion that fail to secure a seconder, this amendment could provide significant savings and also ensure adequate time when dealing with a whole agenda.

Policy Implications: There are no known policy implications.

Māori Engagement: not required due to the minor nature of the amendment.

Risks: No risks as any appropriate notice of motion would likely be supported by a seconder.

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. This proposal under consideration has a low degree of significance.

Signed by mover:



Danny Aperahama Loughlin

Date:

10 October 2024

Signed by seconder (optional):



Anna Mary Park

Date:

10 October 2024

TAUPŌ DISTRICT COUNCIL

NOTICE OF MOTION

I Duncan Campbell, give notice that I intend to move the following motion at the Taupō District Council meeting to be held on 29 October 2024:

- 1 Elected Members will provide minimum 250 word written summaries suitable for publication, within two weeks of attending any ratepayer funded conference, course or event.**

Many Elected Members attend at least a handful of ratepayer funded events or conferences each year, but there is currently no requirement to give feedback or disseminate the information and learnings to other Elected Members or the public. Although several months ago there was an inference that something of this nature would start happening, this has not been followed up in a meaningful way.

The intention of this Notice of Motion is to put in place a minimum requirement which should be well within the comprehension capabilities of all Elected Members to be able to fulfil. It will also be a worthwhile exercise to demonstrate the value of these events to the ratepayers who fund them.



Signed by mover:

Date: 29 October 2024

TAUPŌ DISTRICT COUNCIL

NOTICE OF MOTION

I Duncan Campbell, give notice that I intend to move the following motion at the Taupō District Council meeting to be held on 29 October 2024:

- 1 Council Officers will review the current Delegations of Elected Members, referring specifically to the Local Government Act including Sections 76 to 78 which relate to the requirement to take community views into consideration during any decision making process. A staff paper with recommendations is to be presented to Elected Members no later than February 2025.**

The purpose of the Local Government Act as specified in Section 10 (1) (a) is:

“to enable democratic local decision-making and action by, and on behalf of, communities...”

I believe that the current delegations to Elected Members at Taupo District Council is not sufficient for the above to adequately occur at all times, and that there is need for a review. One pertinent example is in the area of transportation decisions, which in my experience at other Councils are delegated in such a way that Elected Members make the substantial decisions. This is not currently the case in Taupo.

A recent example is a roundabout in Wharewaka which was elevated to an Elected Member workshop discussion as a result of adverse resident feedback, but this was very much an exceptional case. In Taupo District Council, once the financial line items are signed off in Annual or Long Term Plans, matters of transportation are almost exclusively dealt with by staff and very much outside the oversight of Elected Members. This is not considered appropriate for an element of Council that directly affects the community, and which can be subjective in its interpretation and application.

The staff paper should outline the current delegations to Elected Members, and make appropriate recommendations with regard to more appropriately taking community views and those affected into consideration. Transportation is one identified element of Council, but there may be others which Elected Members may not have considered.



Signed by mover:

Date: 29 October 2024

Adopted:	1 August 2024
Next review date:	2030/31 (to align with the development of the 2030 - 40 Long-term Plan) or unless otherwise agreed by Council.
Document number:	A3605964
Sponsor/Group:	Strategy and Environment



COMMUNITY FUNDING POLICY 2024

PURPOSE

1. Taupō District Council (the Council) has a vision to be **“a district of connected communities who thrive and embrace opportunities”** and have set community outcomes to improve the social, economic, cultural, and environmental wellbeing of our community.
2. Council recognises the important role community groups or organisations and individuals play in helping to promote the social, economic, cultural, and environmental wellbeing of Taupō District residents. Council provides funding for these activities, to improve community wellbeing and to support our vision and community outcomes.
3. Community funds are aimed at further developing strategic relationships, helping to build upon and support community-led initiatives, creating positive change in the community and developing community capability and capacity.
4. This Community Funding Policy (the policy) affirms Taupō District Council's commitment to the disbursement of funds as a local public service.
5. The policy sets out:
 - a) the principles underpinning the community funding programme.
 - b) the support provided to community groups or organisations, strategic partners, and individuals through the community funding programme.
 - c) the process Council will follow:
 - when distributing funding to ensure the allocation and distribution of funding occurs in a transparent, fair, equitable, efficient, and consistent manner.
 - when receiving, processing and vetting funding applications

SCOPE

6. This policy applies to community funding provided by Taupō District Council through the following funds (*definitions below*):
 - a) Community Grant Fund
 - b) Accelerator Fund
 - c) Strategic Partnership Fund

DEFINITIONS

7. For the purpose of this policy, the following terms and definitions apply:

Accelerator Fund	A contestable, multi-year fund that can be accessed by eligible community groups or organisations who support community aspirations and contribute to community wellbeing.
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	Agreements under this fund are for three years and the organisation cannot reapply under this fund.
Community Funding Eligibility and Assessment Framework	A document accompanying this policy that sets out Council's priorities when determining the eligibility of funding applications and the assessment framework to use to consider applications and disburse funds to prospective applicants.
Community grant fund	<p>A contestable fund that can be accessed by an individual or community group. Funding is provided for community events, projects, and initiatives that benefit the community.</p> <p>Funding for these grants is allocated by Committees of Council under three main areas of the district, namely Taupō township and East Rural areas, Mangakino Pouakani, and Tūrangi Tongariro.</p> <p>Funding for these grants is allocated twice per year.</p>
Community groups or organisations	A not-for-profit, charitable organisation that is established with the primary purpose of providing a benefit to communities in the Taupō district. For the purposes of the community funding programme, local schools meet this definition.
Strategic Partnership Fund	<p>A contestable, multi-year fund accessed by eligible community groups or organisations who deliver a service that supports Council to achieve core strategic outcomes and provide advice on business – as – usual activities and projects.</p> <p>Agreements under this fund are for three years and eligible for renewal following the long-term planning process.</p>

REVOCATIONS

8. The Grants and Partnership Policy 2021 is revoked when this policy comes into force on 1 August 2024.

DELEGATIONS

9. The implementation of this policy is delegated to the chief executive and their sub-delegates.

PRINCIPLES

10. The following principles underpin the design, implementation, and disbursement of community funds and Council's decision-making process.

Transparency – Council will operate in a transparent manner when distributing community funding. This includes raising awareness and promoting funding opportunities, provide clear information on what funding is for and how it can be accessed, and the process to assess funding applications.

Fair and Equitable – Council will disburse funds towards events, activities or projects that contribute the most to our vision and community outcomes.

Efficient and Consistent – Council will ensure that administrative and operational processes are cost-effective, and adequate resources are provided to support the policy framework and funding processes.

FUNDING DETERMINATION

11. Council will set the overall budget allocated to the community funding programme through the Long-term Plan (LTP) and following consultation with the community.
12. Council will determine the share of the overall budget to be allocated to each of the three funds (Community Grant Fund, Accelerator Fund, Strategic Partnership Fund), and the maximum funds that can be granted to a community group, organisation or individual.
13. Council will determine the share of the Community Grant Fund allocated to each of the three geographic areas Taupō township and east rural areas, Mangakino Pouakani, and Tūrangi Tongariro.
14. Disbursement of funds to individuals or community groups or organisations is directed by the Community Funding Eligibility and Assessment Framework (*see definitions*) which will be adopted separately by Council. The Community Funding Eligibility and Assessment Framework may be amended via resolution at any time.
15. Council will prepare an annual report, by no later than 30 September of the following financial year, accounting for the distribution and utilisation of funds disbursed through the community grants programme.
16. Council will audit the community grants programme, as necessary.

FUNDING PROCESS

17. Council will call for applications for the strategic partnership and accelerator funds following the adoption of the LTP.
18. Council will call for applications for the community grant funds twice per financial year.
19. Council officers will assess funding applications according to the Community Funding Eligibility and Assessment Framework:
 - The eligibility criteria establishes whether a prospective applicant is eligible to apply for funding.
 - If eligible, the assessment framework guides the priority of the applicants.
20. Following assessment, Council officers will provide a recommendation on the eligible and prioritised applications.
21. For the strategic partnership fund and accelerator fund, Council will assess the recommendation and determine the fund allocation to each applicant via resolution.
22. For the community grant funds, committees of council will assess the recommendation and determine the fund allocation to each applicant via resolution.

- 23. Should any committee cease to exist, the decision-making on the allocation of funds will revert to Council.
- 24. Council will not accept late applications.
- 25. Council will approve up to two grants per year to the same community group or individual across all funds.
- 26. Council will direct any requests for funding made through the LTP and/or Annual Plan to the community funding programme.
- 27. All funding decisions will be made publicly available.
- 28. Successful applicants will be required to enter into an agreement with Council setting out the terms that the applicants will need to comply with including the use of funds and reporting requirements.
- 29. Failure to comply with the terms of the agreement may result in funding being discontinued and all granted funds are to be returned to Council.

MONITORING AND REVIEW

- 30. Implementation of this policy will be monitored by a General Manager appointed by the Chief Executive.
- 31. This policy will be reviewed every six years or as deemed appropriate by Council.

Adopted:	1 August 2024
Next review date:	2030/31 (alongside review of the Community Funding Policy and development of the 2030 - 40 Long-term Plan) or unless otherwise agreed by Council.
Document number:	A3605969
Sponsor/Group:	Strategy and Environment



COMMUNITY FUNDING ELIGIBILITY AND ASSESSMENT FRAMEWORK 2024

PURPOSE

This document accompanies the Community Funding Policy 2024. The purpose of this document is to:

1. Set out Council's priorities when assessing the eligibility of funding applications and when disbursing funds under the community funding programme.
2. Provide applicants with clear and consistent eligibility criteria when applying for funds through the community funding programme.
3. Provide the assessment framework Council will use when vetting applications and disbursing funds to funding applicants.

REVOCATIONS

4. The Taupō District Council Community Grants Eligibility and Criteria (2021) is revoked when this document comes into force on 1 August 2024.

SCOPE

5. The Community Funding Eligibility and Assessment Framework set out in this document applies to community funding provided by Taupō District Council through the following (*definitions below*):
 - a) Community Grant Fund
 - b) Accelerator Fund
 - c) Strategic Partnership Fund

DEFINITIONS

6. For the purpose of this document, the following terms and definitions apply:

Accelerator Fund	<p>A contestable, multi-year fund that can be accessed by eligible groups or organisations who support community aspirations and contribute to community wellbeing.</p> <p>Agreements under this fund are for three years and the organisation cannot reapply under this fund.</p>
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Community grant fund	<p>A contestable fund that can be accessed by an individual or community group. Funding is provided for community events, projects, and initiatives that benefit the community.</p> <p>Funding for these grants is allocated by Committees of Council under three main areas of the district, namely Taupō township and East Rural areas, Mangakino Pouakani, and Tūrangi Tongariro.</p> <p>Funding for these grants is allocated twice per year.</p>
Community groups or organisations	<p>A not-for-profit, charitable organisation that is established with the primary purpose of providing a benefit to communities in the Taupō district. For the purposes of the community funding programme, local schools meet this definition.</p>
Strategic Partnership Fund	<p>A contestable, multi-year fund accessed by community groups or organisations who deliver a service that supports Council to achieve core strategic outcomes and provide advice on business – as – usual activities and projects.</p> <p>Agreements under this fund are for three years and eligible for renewal following the long-term planning process.</p>

FUNDING PRIORITIES

7. Council's vision for the Taupō District is to be ***“a district of connected communities who thrive and embrace opportunities”***.
8. This vision is accompanied by five community outcomes aimed at improving the social, economic, cultural, and environmental wellbeing of our community.
9. Council will prioritise funding towards projects, operational costs, events or initiatives that contribute towards one or more of these community outcomes.
10. The funding allocated towards the community funding programme is set through the long-term planning process and approved by Council.
11. A prospective funding applicant needs to demonstrate how the project, event or initiative meets one or more of the community outcomes as set out in the following table.

COMMUNITY OUTCOME	GUIDANCE
Tangata whenua are acknowledged and respected	<p>We want to fund initiatives, projects or activities that:</p> <ul style="list-style-type: none"> - Meet the needs and aspirations of hapū and iwi - Promote the cultural heritage of Māori - Celebrate Māori identity - Improve knowledge of tikanga and te reo
Vibrant places and connected communities	<p>We want to fund initiatives, projects or activities that:</p> <ul style="list-style-type: none"> - Celebrate our people, history or culture - Support arts, culture and ngā toi activities

COMMUNITY OUTCOME	GUIDANCE
	<ul style="list-style-type: none"> - Support sport and recreation activities - Connect people for shared experiences
Resilient communities working in partnership	<p>We want to fund initiatives, projects or activities that:</p> <ul style="list-style-type: none"> - Improve the ability of whanau and communities to meet their needs - Establish safe places that offer support to vulnerable people in our community - Promote collaboration within the community and foster a spirit of working together - Enhance social and economic resiliency in our communities
Innovative, thriving economy	<p>We want to fund initiatives, projects or activities that:</p> <ul style="list-style-type: none"> - Enhance the image of our district - Support vibrancy and attractiveness of our public places
Flourishing environment	<p>We want to fund initiatives, projects or activities that:</p> <ul style="list-style-type: none"> - Improve the state of our natural environment and conservation efforts - Promote sustainable outcomes - Champion activities that emphasize the principles of reuse, reduction, or recycling of waste

ELIGIBILITY CRITERIA & ASSESSMENT FRAMEWORK

Eligibility Criteria

12. These criteria determine whether an individual, group or organisation is eligible **to apply** for funding under the community funding programme.
13. These criteria vary depending on the type of fund that the applicant is requesting funding from:
 - **Strategic Partnership Fund:** the applicant must be a not-for-profit, charitable organisation who will use the funds to benefit the local community (irrespective of where the organisation is based). An applicant who has previously received funding from Council must have fulfilled all its obligations and requirement under the previous funding agreement.
 - **Accelerator Fund:** the applicant must be a not-for-profit, charitable organisation who will use the funds to benefit the local community (irrespective of where the organisation is based). An applicant who has previously received funding from Council must have fulfilled all its obligations and requirement under the previous funding agreement.
 - **Community Grant Funds:** the applicant must be a not-for-profit, charitable organisation or an individual who will use the funds to benefit the local community (irrespective of where the organisation or individual is based or resides). The applicant must also use the funds contribute to one or more of our community outcomes. An applicant who has previously

received funding from Council must have fulfilled all its obligations and requirement under the previous funding agreement.

14. Funding may be used for but not limited to the following purposes:

- Materials & supplies
- Equipment and uniforms retained by club/organisation
- Advertising costs
- Venue or equipment hire
- Rent
- Salaries & wages
- Travel
- Accommodation
- Operational costs
- Maintenance of equipment or facilities

15. Funding may not be used for the following purposes:

- Capital improvements to facilities not owned by the applicant
- Food/catering for an event
- Insurance
- Subscriptions
- Services or projects seeking to promote commercial, political or religious objectives
- Costs associated with fundraising events where profits are redistributed to another group
- Debt servicing or repayment
- Legal expenses
- Medical expenses
- Public services that are the responsibility of central government (e.g. core education, primary health care)
- Purchase of alcohol
- Prize money
- Equipment and uniforms retained by individuals

16. Eligibility is not a guarantee that the applicant will be granted funding. This is determined through the Assessment Framework (see below).

Assessment Framework

17. Council will assess eligible applicants on how well the application meets the assessment framework set out below.

18. Applications will be prioritised with a score from 1 – 5 , with 5 being the highest score.

19. The assessment framework is:

- **Project Purpose:** Has the applicant clearly defined the purpose and expected community outcomes of the project, activity, or service? What is the need that is being met and why is this important?

- **Strategic Alignment:** Has the applicant demonstrated how their initiative aligns to council's strategic priorities and goals? Has the applicant demonstrated if the initiative aligns to relevant strategies or action plans?
- **Capacity and Experience:** Does the applicant have the capability, capacity, and experience to deliver the project, activity, or service to an appropriate standard? Is this evidenced by a relevant track record of successful delivery?
- **Evidence-Based Budget:** Does the application present a realistic, evidence-based budget for the project, activity, or service? Does this budget include all elements of the project? Has the applicant identified how the grant will be spent?
- **Success Evaluation:** Has the applicant identified how the success of the project, activity, or service will be evaluated? For example, will any information be collected on the number of people benefitting from the initiative?
- **Project Benefit:** Has the applicant identified who the project, activity or service will benefit and where in the Taupō District, these people reside?
- **Community Support:** Has the applicant provided evidence of community support, collaboration or involvement in the project, activity, or service e.g., volunteer hours or donated goods/services? Has the applicant provided evidence of support from the recognised regional or national body (where relevant)?

20. Following assessment, Council officers will provide a recommendation on the eligible and prioritised applications.



TAUPŌ DISTRICT COUNCIL

PERFORMANCE REPORT

SEPTEMBER 2024

SEPTEMBER 2024

JULIE GARDYNE

TUMU WHAKARAE | **CHIEF EXECUTIVE**

The Long-term Plan was adopted on Monday 30 September. In achieving that milestone, I want to acknowledge the support of the Mayor and Councillors in their decision-making role, and their support for our team, and what we do for the community.



The TDC team working on Project Quantum has done the hard yards to get the next phase up and running from early September. I appreciate that there was some impact to our community during the transition, but the aim of Project Quantum is to enable TDC to be more responsive in the way we interact with our customers and each other. I want to also acknowledge the hard work of the team involved in achieving this important milestone for the organisation.

Finally, the Executive team have been holding BBQ team catchups (or staff briefings) across the organisation (without the sausages!) where we have discussed topics like local waters done well, Central Government directives, and Te Whare, but we also dove into topics brought up by staff. It has been a great opportunity to connect with everyone, and a reminder of the diversity across the approximately 40 different activities we provide to the community.

Ngā mihi

Julie

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SEPTEMBER 2024

SARAH MATTHEWS

KAIWHAKAHAERE MATUA -
WHAKATUTUKI WHAKAHAERE
**ORGANISATION PERFORMANCE
GENERAL MANAGER**



Group highlights of the month

The property team were near completion of the procurement of a civil works contractor for the East Urban Lands (EUL) development, which is a major milestone in delivering Council's vision of affordable homes in our district. Earthworks on Council's commercial development on Crown Road is ahead of schedule, although awaits removal of electricity lines to complete this stage of the development.

The Business Excellence Team was busy delivering on their Risk and Assurance Committee workplan which saw a very full agenda at the September meeting. Council's new Health and Safety Manager has been progressing improvement of management of Council's Critical Risks, with new critical risk registers being developed. She has also been focusing on progression of items from Council's 2023 Health & Safety Audit. Council's Procurement Manager has been supporting the teams with procurement processes ready for adoption of Council's Long-term Plan (LTP).

The Finance team was working on finalising the financial information for Council's LTP, which was adopted at the end of September, at the same time as progressing the Annual Report, which is due to audit mid-October. Implementation of forecasting and new reporting was also being progressed with delivery planned for 31 October.

This month, the Digital Solutions team completed network and audio-visual procurement and configuration for Te Whare, implemented a new security suite, and completed rollout of new printers to enable our move from on premise servers to the cloud. Upgrades to improve connectivity at our sites began with fibre connection installed at the Tūrangi Visitor Centre. Project Quantum Phase 3 went live on 11 September 2024 and highlighted the collaboration in these large transformational projects is the key to success.

Group challenges of the month

The property team had several people on various types of leave, meaning resourcing challenges.

In anticipation of the LTP adoption there has been a significant influx in procurement as the organisation drives to deliver its programme of work.

We are in hyper-care post go-live of the property and rating module, and there is still a lot of work to do to get the system functioning properly.

The finance team has had significant workload pressures following post go-live of the rating system and ensuring we can strike rates in November. Annual report, LTP finalisation, and modelling for Local Waters Done Well (LWDW) was also driving heavy workloads.

Upcoming plans for the next quarter

In the coming months, the digital team's focus will be on continued support, improvements, and annual upgrade testing for the property and rating module. Preparations for the move to the new building will

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include digital storage and conducting performance and functional testing on new equipment. National Cybersecurity Month will emphasize raising awareness about online security and providing tailored cybersecurity training for Finance and HR teams.

The property team will be progressing Civil works on the EUL project and commercial development on Crown Road.

The business excellence team will be working hard to establish a new operational health and safety governance structure and implementation of associated training, while also progressing the health and safety actions from Council's 2023 health and safety audit. We will also be progressing rollout of procurement training and reporting to provide the Executive assurance to Council's Procurement Policy and Procedure.

The finance team hope to be finalising the Annual Report before the end of the calendar year, progressing Annual Plan financial modelling, planning for the pre-election report, and modelling for LWDW.

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LIBBY O'BRIEN

KAIWHAKAHAERE MATUA –
HONONGA TĀNGATA, HAPORI
**PEOPLE AND COMMUNITY PARTNERSHIPS
GENERAL MANAGER**

Group highlights of the month

As part of work to increase staff engagement, we held our quarterly induction sessions with new staff and are rolling out the final stages of our leadership development programme for senior staff. We are also working at pace to prepare our staff to move into the new building – at the moment this means cleaning and decluttering our existing work areas.

Key events for our Iwi and Co-Governance Team included new staff inductions highlighting iwi partnerships, a district-wide Civil Defence Emergency Management iwi hui (more details below), Te Wiki o te Reo Māori activities, TARIT Co-Governance meeting, and a whakatau for new Destination Great Lake Taupo general manager Patrick Dault.

The Ngāti Tūwharetoa Taiopenga 2024 Festival helped our customer relations see the busiest six-day period since before COVID with over 9,446 visitors through the doors of Taupō Events Centre. For September we had almost 40,000 face-to-face customer interactions across the rohe, one of our biggest months this year.

The first cross-boundary Civil Defence Emergency Management meeting was held with Ruapehu, and the western Waikato district councils for the purpose of initiating enhanced planning and coordination of welfare response for communities living close to council boundaries in the northwest part of the district. The initiative seeks to address the fact that communities of place and identity exist across council boundary lines, and we need to take this into account when we are responding to community needs during an emergency.

The Waikato Civil Defence Emergency Management Group Manager, with support from David Rameka, hosted iwi representatives for an engagement hui on the development of the Waikato Group Plan. Good discussion was had at the meeting, and future discussions at the local level will continue to inform the development of the plan, with formal consultation happening early in 2025. In addition to iwi engagement a community wide survey was circulated and promoted by the People and Community Partnerships teams. From their efforts it was pleasing to see that residents from the Taupō district provided the second highest response rate from across the 11 councils in the group.

A Heart Friendly collaboration between council, St John and Neighbourhood Support has so far been a success, working together to deliver basic CPR and AED training to communities across the district. We have delivered training to 320 people in the community to date, with further workshops planned. The goal is to have trained 400 people by the end of the year, with remaining training dates booked in.

The communications team's campaign on fee increases was well-received. This campaign aimed to help people understand the reasoning behind recent rises and we developed a series of posters featuring Council staff explaining the services they provide to the community, such as water skills to keep tamariki safe, and managing our waste to protect the environment. The posters and social media tiles looked great, were well-received by service users and the wider community and helped avoid negative feedback directed at front line staff.

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Our long-awaited new destination signboards went up at the state highway entrances to Tūrangi and a couple of weeks later, in Taupō too. They look great and replaced the old signboards which were around 10 years old and showing their age.

Group challenges of the month

We had a very high volume of rates enquiries during September (42% increase on 2023 numbers) with our community wanting to really understand the impact of the changes this year and the options available to them to ensure affordability of their budgets. The communications to our rate payers generated a huge volume of response which was powerful in enabling our teams to support in strength during an unprecedented time.

We are having a number of conversations with our communities to support driving aspirations forward, while also being mindful of the significant pressures many of our community organisations are feeling.

The uncertainty of funding streams available to mana whenua from Te Puni Kōkiri (TPK) to build marae resiliency and readiness has left a gap in support for that work. We were beginning to discuss how we could work closely with TPK in response and the Iwi and Co-Governance team was ready to host the local TPK Emergency Management lead at hapū cluster meetings to discuss iwi views on working with TPK, however this has come to a halt this month. To date there has not been any further information from TPK as to what services they will offer for the district.

Social media misinformation and misunderstanding of council's role continues to be a theme. The team was also pulled in to do some urgent communications over community confusion around what rubbish bag sizes are collected at kerbside, thanks to a proliferation in rubbish bag sizes available to buy. We intend to keep working on waste minimisation and education generally as it is an ongoing challenge.

Upcoming plans for the next quarter

Our people and culture team will start preparing for our annual engagement survey. We are also making plans to deliver our leadership development programme to our 4th tier team leaders in the next quarter.

We have upcoming treaty workshops and a district tour for staff as well as a new cohort of staff taking up Māori classes with colleagues across other agencies (such as police) joining us. Engagement is ongoing with hapū and iwi regarding the Broadlands landfill consent and lakeside erosion, as well as implementation of the Mayors Taskforce for Jobs contract implementation and the Joint Management Agreement negotiation with Tūwharetoa Māori Trust Board.

From a communications perspective, work to educate the community about what it can expect during the VinFast IRONMAN 70.3 World Championship event on 14 and 15 December will begin to ramp up shortly. Preparation for summer messaging and ongoing waste education is also underway. Our other big rock is communications for staff around preparing for the move into the new building in the first quarter of 2025.

Key projects for the Community Engagement and Development team include:

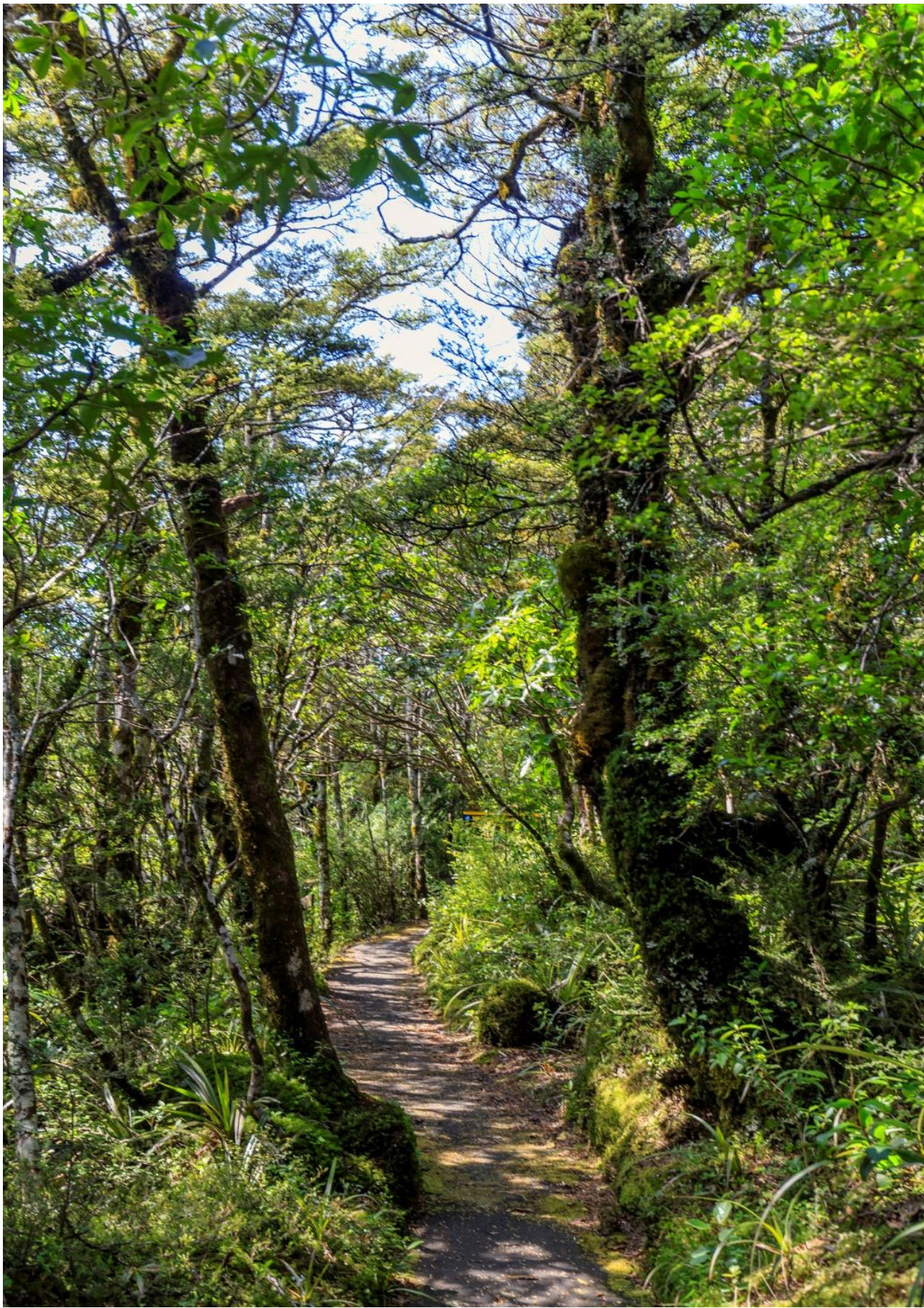
- Implementation of the new Community Funding Policy and Eligibility and Assessment Framework, and ongoing communication to communities around changes to funding.
- Facilitation of another funders' forum to provide local funders the opportunity to collectively meet and discuss significant community-led projects.
- Community Ambassador planning for the coming summer period.
- Motutere Reserve Management Plan review stage two engagement, continuing until the end of October 2024.

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- Overland flow path project – timing to be confirmed but will require significant community engagement resourcing.
- Future Development Strategy – timing to be confirmed, but likely community engagement from November 2024 onwards.
- Water Services Delivery Plan – timing to be confirmed, but likely community engagement required in early – mid 2025.
- Emergency management community response planning will continue in those communities where we have been working.
- “Shakeout” campaign planning.
- Local Welfare Committee meetings have been reestablished with new Welfare Manager Jacalyn Later - first meeting due to be held in October.
- Entering into a new three-yearly agreement for economic development service grant with Amplify.

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WARRICK ZANDER

KAIWHAKAHAERE MATUA - RAUTAKI, TAIAO
STRATEGY AND ENVIRONMENT
GENERAL MANAGER

Group highlights of the month

Environmental Ranger Liam Andrews was named Kaitiaki o te Tau - Ranger of the Year, an annual award given to the member of the parks and reserves team who best represents council's values. The award was given during a rangers' team day, a well-earned opportunity for the team who normally work in shifts to take a break and spend some time together.



Following a detailed submission from the Kinloch Community Association, Council approved remedial work in the Domain to be carried out by local volunteers. This is a win:win for both the community and the council to get the Domain back into shape and save ratepayer funds. A general clean up, including the outlet drain, was completed at the end of August and groundwork repairs continued during September.

Ministry of Transport has agreed to fund 50 percent of the Airport's perimeter fence renewal (a three-year rolling programme) and 50 percent of the apron surface treatment scheduled for January 2025.

The running gear of the terminal automatic doors has been replaced and the baggage make-up extension is now complete and in use by Air New Zealand.

100 percent of building consents issued this month (59) have been processed within the statutory timeframes. This was achieved through collaboration and effective communication with the local industry.

Group challenges of the month

The review of the Long-term Plan by Audit New Zealand put significant pressure on the policy and finance teams however the teams managed to pull through for a successful adoption on 30 September.

September saw a spike in building inspections; local contractors have been engaged to alleviate the pressure.

Upcoming plans for the next quarter

Consultation will close at the beginning of November on the Motutere Reserve Management Plan with hearings and deliberations to follow at the end of the month.

The Policy team anticipates consulting the community on the draft Future Development Strategy and testing initial drafts of plan changes related to residential and open space zones.

The annual report will be prepared and reviewed by Audit New Zealand ahead of adoption by Council in early December. Work is starting on the annual plan for 2025/26.

Applications for the District Licencing Committee membership have closed, with some great candidates to interview in October. The current committee has been appointed to 30 November 2025.

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Construction for the airport apron extension will commence once the contract is signed. Taupō Airport Authority's structure workshop with the elected members is scheduled for 31 October.

As we approach the warmer summer months and anticipate major events in the area, the parks and reserves team will experience an increased level of activity.

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TONY HALE

KAIWHAKAHAERE MATUA - HANGANGA HĀPORI, RATONGA
COMMUNITY INFRASTRUCTURE AND SERVICES
GENERAL MANAGER



Group highlights of the month

September marked up a busy month across our venues and teams. During the Ngāti Tūwharetoa Taiopenga Kapa Haka Festival 17-20 September, over 3000 people a day walked through the reception of AC Baths Tuesday to Friday. On Saturday and Sunday of the same week, the pedestrian count was over 1200 people. Global Games Junior Rugby at Owen Delany Park 20-22 September had 137 teams and 67 clubs represented, two of which were from Australia. The movie 'Inside Out 2' attracted 700 people to the Great Lake Centre on Friday 13 September; the successful Pop-up Cinema series will continue in October and November. Memento Moa, an exhibition by artist Gary Baseman who creates a mythical land of hybrid creatures is being held at Taupō Museum from 28 September to 9 December.

Other events across the district included Kinloch Offroad Challenge on 7 September, and Mangakino Lake Hop on 21 September which is a great fundraiser for the local community. Award winning local author and illustrator Donovan Bixley met kids and signed copies of his books at Taupō and Tūrangi libraries at the end of the month.

The waste minimisation team ran its third Clean Up Week all-schools competition from 23 to 27 September. Tamariki across the rohe picked up 400kg of rubbish. Three waters maintenance contractor Downer organised a litter collection with water and waste teams, collecting 35.5kg of rubbish in a couple of hours.

The traffic management plan for Ironman 70.3 World Championship has been submitted and is awaiting final approval. The events team has been engaging with internal stakeholders, iwi and hapū, emergency services, the impacted community, and businesses to further understand their access requirements on the event days. The team also met with Waka Kotahi to request a moratorium of works to be in place from approximately 9 to 16 December to reduce the impact on athletes and supporters travelling to Taupō from Auckland.

The civil works for the Omori water treatment plant have commenced with significant earthworks on site. The Omori water main has been installed, and Tūrangi and Whakamaru water main renewal works have commenced. Whakamoenga Point pipeline construction is currently ahead of programme, and the works are commencing within the gated community.

The Water NZ conference took place in Hamilton in late September; the pre-conference symposium on Local Water Done Well provided useful perspectives from the industry. The Water Services Delivery Plan templates were released by the Department of Internal Affairs, giving the councils 12 months to develop their plans (by September 2025). Our project team has kicked off, and the plan is to populate data by the end of October in preparation for options analysis and public consultation in the first quarter of 2025.

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Group challenges of the month

The Broadlands Road Landfill crushed concrete asbestos contamination remediation plans continue. No new customer reports of taking contaminated loads have been received and the splitting up of the stockpile into smaller piles for more detailed testing is underway.

State highway one closures and full traffic diversions have affected local arterial roads, particularly Poihipi Road. This is expected to continue over the next year with different closures planned from time to time.

Upcoming plans for the next quarter

Work is underway on the early stages of re-consenting the Broadlands Road Landfill, with initial iwi and hapū engagement commencing. The refuse bag and recycling collection contract to commence on 1 July 2025 is still under final negotiation; once this is concluded, a contract adoption recommendation will be brought to Council.

Having the transportation projects approved at the long-term plan adoption meeting without significant changes to the local share has enabled detailed planning to continue for a busy nine-month delivery period. Whangamata Road safety improvements adjacent to Kinloch start mid-October to avoid disruption during the holidays. Most major projects are planned for after the peak summer period and with a full events calendar winding up.

Southern Trunk sewer main works are progressing along the Lake Terrace, with the pipe installed and machines off the road before the Ironman 70.3 World Championship. The project is expected to be fully completed in February 2025. Tauhara Ridge Reservoir and Airport Link drilling will continue along the state highway one next to the new cycle lane/footpath. The new pump station has been procured and will be installed at the beginning of January 2025.

The 25m outdoor pool in AC Baths will be closed for three weeks in late October and early November for planned maintenance works. Recruitment of summer roles is to be completed in October with onboarding training in November. The new score clocks are being installed at Taupō Events Centre and will be used for the upcoming women's national league basketball matches.

The Owen Delany Park lighting upgrade has been completed and planning is underway for public opening at the conclusion of the Rotary fireworks on Friday 1 November. The McCartney Invitational Football Tournament 11-13 October brings about 130 junior footballers and their families to Crown Park. The Dancing for Life Education fundraiser will be held at the Taupō Events Centre on 19 October. The Taupō Ultramarathon on 12 October winds along the Great Lake trails, ranging from 24km to 100km. The annual Kinloch market on 27 October is fully booked (300 stalls).

Ironman 70.3 World Championship will be the largest Ironman event held in New Zealand with over 150 staff members from Global and Oceania Ironman Group working for the event and approximately 2000-3000 volunteers needed on each of the days. The teams will start to arrive from the end of November, and pack in will begin on 2 December.

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<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div><div>GREAT LAKE TAUPŌ</div><div>Taupō District Council</div></div></div><div>PORTFOLIO UPDATE</div></div>								
PROJECT	OVERALL	TIME	COST	SCOPE	KEY UPDATES	UPCOMING MILESTONES	% COMPLETE (Life Budget)	LIFE BUDGET
Community Facilities								
Airport Apron	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div>It has been identified that the existing ground material underneath the proposed airport apron is unsuitable to construct on. However, we have located suitable material onsite to replace this. Time: A small delay may occur due to the additional material required for the base of the airport apron. Cost: Additional costs for importing of cleanfill material but we are still within our original budget. Scope: Scope for contractors has changed due to undercutting material and replacement with clean fill.</div></div>	<div>Award of civil contractor. Commencing physical work end of October/early November.</div>	<div><div></div></div> 8%	<div>\$1.6M</div>
Mangakino Lakefront Upgrade Project (phase 1)	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div>On hold.</div>		<div><div></div></div> 97%	<div>\$0.4M</div>
Owen Delany Park upgrade	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div>Lighting construction is complete and site clean up is underway.</div>	<div>Lighting Contract close out.</div>	<div><div></div></div> 35%	<div>\$8.5M</div>
Democracy & Planning								
Long Term plan	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div>LTP has been adopted.</div>		<div><div></div></div> 0%	<div>\$0.0M</div>
Parks & Reserves								
Erosion control-Taupo Bay, Lake Tce Cliffs & Tapuaeharuru Bay	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div>Ecology report and eDNA testing has been completed - awaiting results from the lab, due mid November. Time: Challenges around arranging key stakeholder meetings have impacted the timeline of this project. However, meetings have now been scheduled with hapū.</div>	<div>Meeting has been booked with hapū for the 15th of October. To discuss the situation and possible engagement</div>	<div><div></div></div> 35%	<div>\$2.0M</div>
Property								
Civic Administration Building - Fit out	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div>The council project team is getting good outcomes from the relationship/user group meetings. Time: Project is currently 3 weeks ahead of schedule - this poses a potential time risk to Council as we work through finalising some minor fit-out items before the contractor closes in the walls and ceilings.</div>	<div>The contractor is currently working to achieve Certificate of Public Use for the fit-out portion in December 2024.</div>	<div><div></div></div> 52%	<div>\$6.0M</div>
Reform, Investments								
204 Crown Road - subdivision earthworks & Civil	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div>Meeting has been set up with Unison regarding high voltage/low voltage network. Time: Potential delay with Unison establishing onsite - still to be confirmed. Cost: Contractor claiming variation on extra topsoil depth - costs to be calculated.</div>	<div>Livening of 300mm watermain, commencing.</div>	<div><div></div></div> 50%	<div>\$14.1M</div>
3 Waters Reform Activities	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div>DIA provided templates and guidance for Water Services Delivery Plans - a work plan is in place to complete the raw data. Project Team kicked off in preparation for expected upcoming workload for Legal, Engagement, Comms, Policy, P&C & Finance.</div>	<div>Decision in Oct/Nov to sign Head of Agreement with Waikato Water. Water Services Delivery Plan template to be populated with most data by end of October, to facilitate options analysis beginning November.</div>	<div><div></div></div> 0%	<div>\$0.0M</div>
EUL Stage 1 Lot 20 -Earthworks & Civil	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div>Awarded civil works to contractor last week and planning to start civil works Monday 14th October. Scope: Civil works contract has been award to Camex Civil, with a planned start of mid October.</div>	<div>Commencing civil works onsite mid October.</div>	<div><div></div></div> 34%	<div>\$7.6M</div>
Project Quantum & Tech One	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div>TDC are up and running in the new system. There are some post implementation issues that the project team are working through.</div>	<div>Transition to 'business as usual' and project phase 3 close out tasks are kicking off.</div>	<div><div></div></div> 90%	<div>\$10.1M</div>
Transport								
Whangamata Road improvements	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div>Contract awarded to WMConstruction.</div>	<div>Construction expected to start Mid-October.</div>	<div><div></div></div> 25%	<div>\$2.1M</div>

<div><div><div><div></div><div>GREAT LAKE TAUPŌ</div><div>Taupō District Council</div></div></div><div>PORTFOLIO UPDATE</div></div>									
PROJECT	OVERALL	TIME	COST	SCOPE	KEY UPDATES	UPCOMING MILESTONES	% COMPLETE (Life Budget)	LIFE BUDGET	
Wastewater									
SCADA Upgrade	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	32 wastewater pump stations have been converted to FTView, 34 wastewater step stations have been converted to FTView. Electronic zone flow meters in the water reticulation are in development to transfer to FTView.	Planning is underway to allow for remote acces with multi-factor authentication to the SCADA system.	<div><div></div><div></div><div></div><div></div></div>	77%	\$4.6M
Taupo Wastewater Treatment Plant Primary Clarifier 3	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	Preliminary design is underway.	Final design expected early 2025.	<div><div></div><div></div><div></div><div></div></div>	14%	\$1.0M
Taupo WW Southern Trunk Main Upgrade Stage 1	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	Some delays have ocured due to the drill being used outside of the District. 400m of pipe install to go.	Project completion date has moved to February because of the contractors drill availability and material supply challenges	<div><div></div><div></div><div></div><div></div></div>	72%	\$10.4M
View Road Stage 2 LDS Expansion	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	Practical completion has been issued, and the integration into the existing site is underway. All compliance data is now collected via SCADA as opposed to manually recording data on site. Time: Delays due to challenges with SCADA and the integration of the new site into the existing system.	Completion of intergration into the existing site.	<div><div></div><div></div><div></div><div></div></div>	21%	\$5.4M
Water									
Kinloch Drinking Water Standards NZ Upgrade	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	The contractor is currently working towards pouring the slabs early/mid October. Cost: Reduced to amber due to the LTP - funding has been secured for the completion of this project.	Completion of concrete foundation.	<div><div></div><div></div><div></div><div></div></div>	106%	\$14.1M
Motuoapa Drinking Water Standards NZ Upgrade	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	Preliminary ground improvement solution has been supplied and TDC + the peer reviewer are currently in the process of reviewing these. Cost: Reduced to green due to the LTP - funding has been secured for the completion of this project.	Approval of ground improvement solution.	<div><div></div><div></div><div></div><div></div></div>	26%	\$3.9M
Omori Drinking Water Standards NZ Upgrade	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	Site works are well underway, sheet piling has been completed and the large dig-out and excavation is underway for foundation works. Cost: Reduced to green due to the LTP - funding has been secured for the completion of this project.	Completion of major ground works.	<div><div></div><div></div><div></div><div></div></div>	62%	\$6.0M
Tauhara Ridge Reservoir & Airport Connection	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div></div>	All work completed from Titoki Reservoir to the EUL area where the Tauhara Ridge Reservoir will be located. Contractor currently drilling pipeline from Airport towards EUL area.	Pipeline installation from Airport towards EUL area with SH1 road crossing to be done as well in next week.	<div><div></div><div></div><div></div><div></div></div>	37%	\$2.0M

KEY			
<div></div>	Low Risk	<div></div>	Risk Decreased (Amber/Red to Green)
<div></div>	Medium Risk	<div></div>	Risk Decreased (Red to Amber)
<div></div>	High Risk	<div></div>	Risk Increased (Green to Amber)
<div></div>	On Hold (waiting LTP)	<div></div>	Risk Increased (Amber/Green to Red)
<div><div>89%</div></div>	Almost Complete	<div><div>\$1.0M</div></div>	Smaller Value Project
<div><div>12%</div></div>	Low Spend to Date	<div><div>\$8.5M</div></div>	High Value Project
% Complete = \$ Spend to Date / Life Budget			