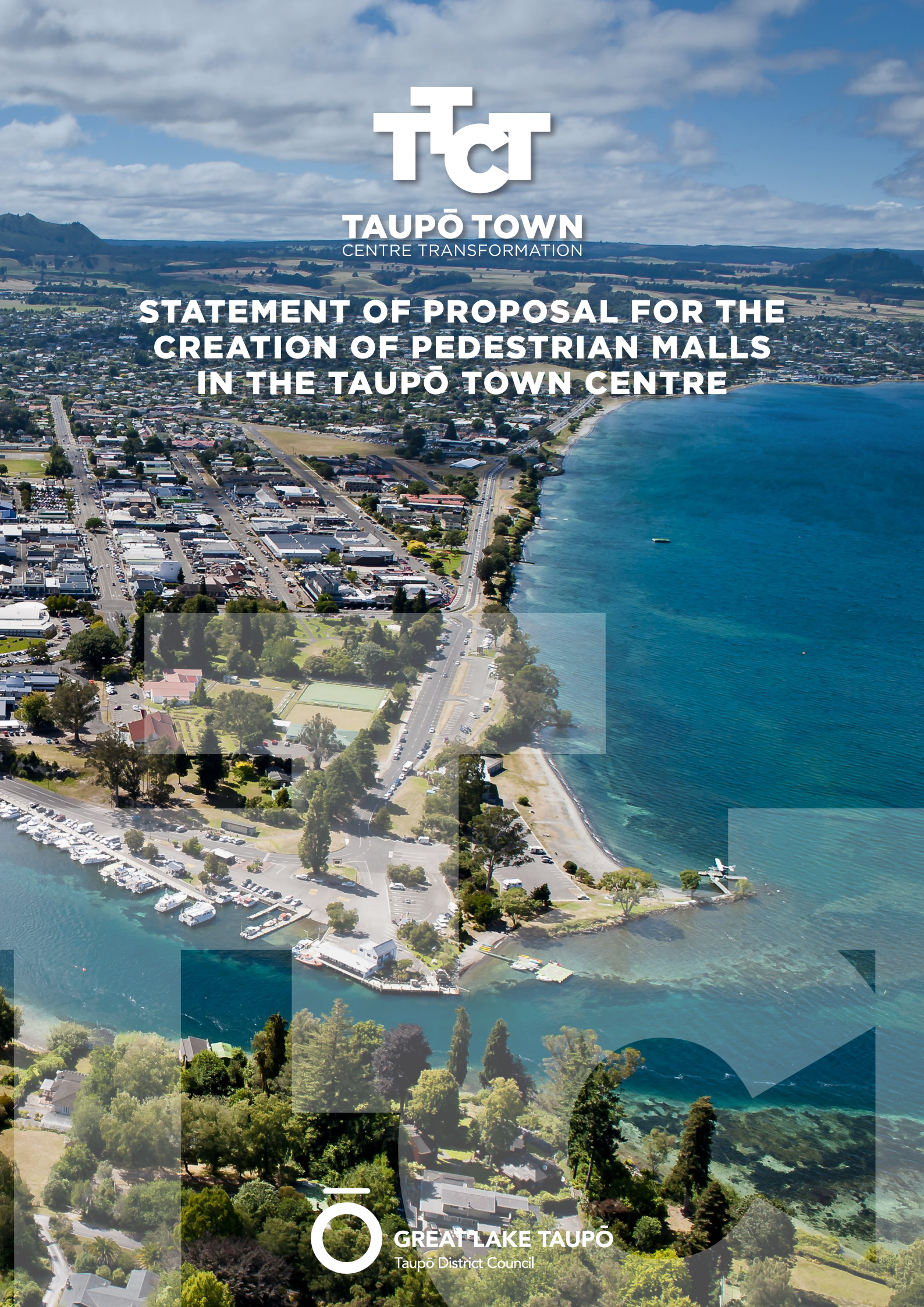




TAUPŌ TOWN
CENTRE TRANSFORMATION

**STATEMENT OF PROPOSAL FOR THE
CREATION OF PEDESTRIAN MALLS
IN THE TAUPŌ TOWN CENTRE**



GREAT LAKE TAUPŌ
Taupō District Council

INTRODUCTION

Taupō District Council is undertaking a range of roading improvements across the Central Business District as part of the \$20.6 million Government-funded Town Centre Transformation Project. As part of the design work for the project, it has become clear that it would be desirable to restrict or prohibit vehicle movements in some areas. This will enable the transformation of public spaces into people places with a greater focus on pedestrians, and address safety concerns around Taupō Primary School. There are a number of options that would achieve our goal, but our preferred option is to create pedestrian malls. **We encourage you to have your say.**

BACKGROUND

Council has received \$20.6m from the Government to implement “shovel ready” projects in the Taupō Town Centre. The application was based on implementing the Taupō Urban Commercial and Industrial Structure Plan. Specifically, it identified the Council and community aspirations to change the roading pattern to achieve the following:

- Moving the main traffic flow from Tongariro Street and Lake Terrace across to Spa Road and then down Titiraupenga Street.
- A reduction of Tongariro Street down to two lanes and improvements to make it easier to cross and connect the Tongariro Domain with the commercial areas.
- Removal of part of Lake Terrace with traffic moved onto a slower speed Roberts Street and the creation of a world class waterfront focused on people rather than cars.

The design work to understand exactly how these objectives could be achieved has identified two areas where it makes sense to restrict the movement of motor vehicles.

In accordance with section 83(1)(a)(i) of the Local Government Act 2002 (LGA02), Taupō District Council gives notice through this Statement of Proposal of its intention to create pedestrian malls over two parts of existing road within the Taupo Town Centre as provided for by section 336 of the Local Government Act 1974 (LGA74)

WHAT IS A PEDESTRIAN MALL?

A pedestrian mall is an area of the legal road corridor where the right to use vehicles is prohibited or restricted. Our roading network is designed to help people and vehicles move around the town, however there are some places where we want to avoid conflict between pedestrians and vehicles. This is a legal mechanism that enables Council to create those safe areas for pedestrians. At the same time, it enables us to retain the land as legal road so we can continue to maintain the public and private infrastructure that is already in place.

PROPOSAL

Taupō District Council proposes to create two pedestrian malls, one on the eastern leg of Horomatangi Street intersection with Titiraupenga Street, and the second on an area of Lake Terrace located between Tongariro Street and Ruapehu Street. The areas proposed to be subject to pedestrian malls are identified in the images provided in the options below.

The proposed prohibition wording outlined below relates to both proposed pedestrian malls.

Proposed prohibition

*Pursuant to section 336(1) of the Local Government Act 1974, the Council;
Prohibits at all times the driving, riding, or parking of any vehicle, or the riding of any animal on the pedestrian mall.*

Proposed exemptions

It is proposed that the following exemptions will apply to the pedestrian mall:

- *Cyclists (and riders of wheeled recreational devices, including motorised and e-scooters) will be exempt from the prohibition and may access any part of the pedestrian mall at all times but must give priority to pedestrians.*
- *Emergency service vehicles will be exempt from the prohibition and may access the pedestrian mall at any time that is necessary.*
- *Authorised vehicles (with prior permission from Taupō District Council) will be exempt from the prohibition and may access the pedestrian mall when necessary to undertake maintenance, make essential deliveries or collections or assist in activities occurring within the pedestrian mall.*



LAKE TERRACE PEDESTRIAN MALL

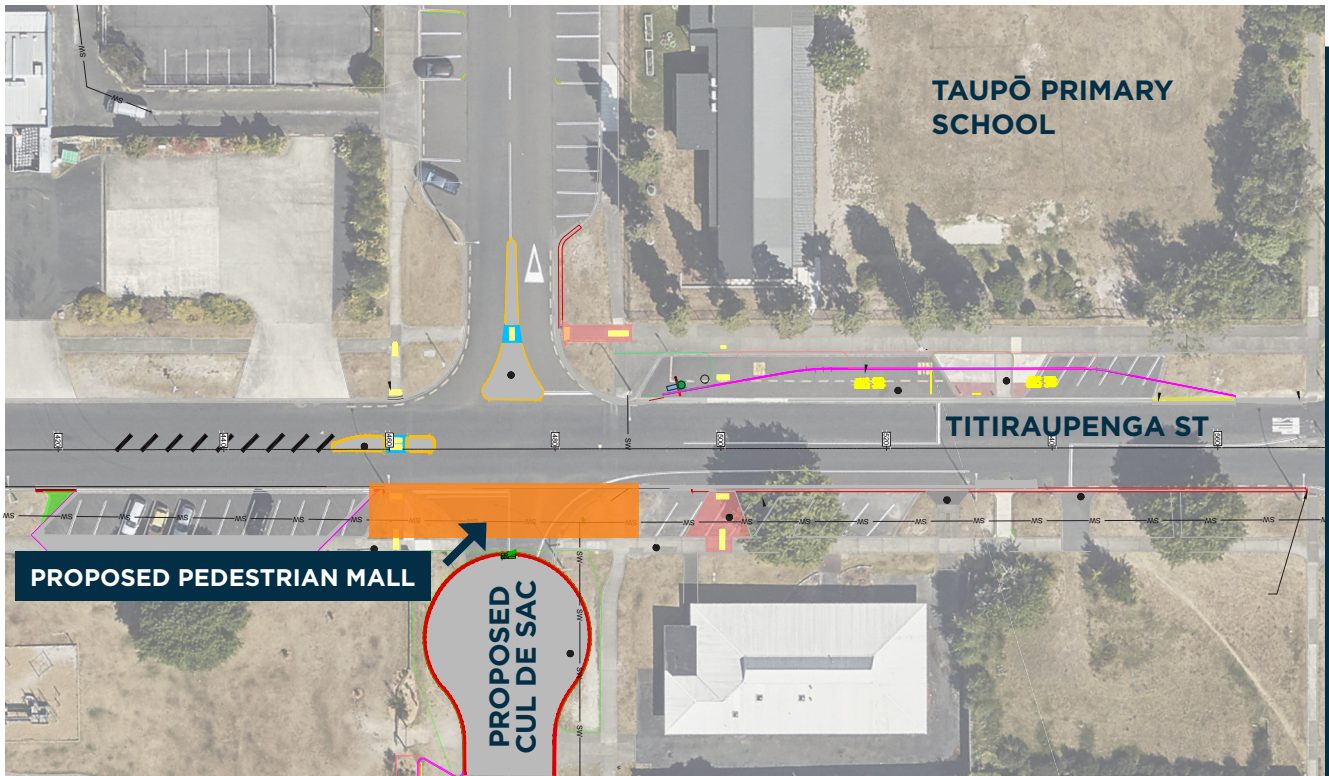
In 2011, we signaled through our Taupō Urban Commercial and Industrial Structure Plan a desire to create better connections between our district's biggest asset, Lake Taupō, and the Taupō town centre. The Taupō Town Centre Transformation Project has presented an opportunity for us to create a world class lakefront that seamlessly connects to the commercial area and has the flexibility and functionality to be used in a number of different ways.

To allow us to achieve this, we will be moving the main traffic flow from Tongariro Street and Lake Terrace across to Spa Road and then down Titiraupenga Street. This will markedly decrease traffic volumes through the central business district and reduce the speeds those accessing the town centre will be travelling at.

We also intend shifting traffic off the existing Lake Terrace between Ruapehu Street and Tongariro Street, and onto a reconfigured one-way Roberts Street which will flow north to south. The traffic flow

from the south will come along Lake Terrace and then be directed into Ruapehu Street and through the town centre. This will move cars away from the lakefront, while still retaining vehicle access to businesses. These changes mean that vehicles won't need to drive along the existing Lake Terrace road alignment between Ruapehu Street and Tongariro Street, so we propose changing it into a pedestrian mall.

This will create a safer environment for people and opportunities for more outdoor dining space and places for people to enjoy the amazing lakefront. We see the opportunity for the grass area to be extended to encourage people to 'linger longer' in the area and enjoy the natural vista that is on offer. The area could also be used for events and it is likely there would be an increased area available to be leased by the hospitality businesses that currently front on to Roberts Street. We plan to use that part of Lake Terrace for a much wider path along the lakefront for pedestrians and cyclists. It will link with the existing lakefront path and flow through to a proposed new shared path along the Domain side of Tongariro Street.



HOROMATANGI STREET PEDESTRIAN MALL

Phase two of the Town Centre Transformation Project is the reorientation of the street network to shift local through traffic from Lake Terrace and Tongariro Street to Titiraupenga Street and Spa Road. It will involve intersection upgrades along Titiraupenga Street, including creating a cul de sac at the intersection with Horomatangi Street which is a crossing point for students at Taupō Primary School.

We are proposing to create a pedestrian mall on the eastern side of the intersection so the students only have one road crossing point to access the field. The Titiraupenga Street crossing point will be controlled by a signalised pedestrian crossing. This will also have the added benefit of acting as a school drop off zone. The main objective for creating a small pedestrian mall area here is to ensure the safety of the children.

ASSESSMENT OF OPTIONS

To achieve our objectives along the lakefront and at Horomatangi Street we need to restrict where vehicles can go. Our investigations have shown the creating pedestrian malls is an effective way of doing this, however there are a number of alternatives that we have considered.

OPTION 1: PHYSICAL BARRIER WITHOUT UNDERLYING LEGAL RESTRICTION

ADVANTAGES

The installation of a physical barrier will prevent vehicles from accessing the area we want to keep dedicated for pedestrians.

Physical barriers can be designed so they can be moved as required. The legal status of the road is maintained.

DISADVANTAGES

Council needs to have a legal mechanism to enable a physical barrier to be put in place. Erecting a physical barrier on its own is not a practicable option.

OPTION 2: BYLAW MAKING POWERS UNDER THE LAND TRANSPORT ACT 1998 OR THE LOCAL GOVERNMENT ACT 2002

ADVANTAGES

There are no advantages that have been identified for this option.

DISADVANTAGES

Council has the power to make bylaws under both these Acts to regulate the use of roads, however none of the powers extend to making bylaws to prohibit all vehicular use of a part of the road. This means a bylaw making power is not a practicable option.

OPTION 3: ROAD STOPPING

ADVANTAGES

Stopping a road brings to an end to its legal status as a road. This would enable Council to prevent vehicles from being able to access the area at any time.

A public consultation process is required whereby Council must make the approved road stopping plan available to the public in two rounds of consultation. Any objections received are referred to the Environment Court.

DISADVANTAGES

The loss of legal road status would make it more difficult for Council and other infrastructure providers to maintain the existing infrastructure like water and power.

This option could create significant delays and would put significant pressure on the ability to deliver the proposed roading changes by the deadline of November 2022.

Removing the legal road status reduces options available to Council. For example, if Council is required to reinstate back to road for whatever reason there would be costs and other matters that could prove problematic.

The land will revert back to freehold land and may require the provision of easements to access existing infrastructure.

OPTION 4: ROAD CLOSURE

ADVANTAGES

There are no advantages that have been identified for this option.

DISADVANTAGES

A road closure is a temporary measure used when a road is required for a reason unsuitable for normal vehicular use, such as an event. Road closure is therefore not a suitable option for prohibiting or restricting vehicles on a permanent basis.

Road closures can only occur on any part of a road or entire road for up to 31 days in any year. This option will not meet the objectives of the Town Centre Transformation Project which seeks to permanently pedestrianise these areas.

ASSESSMENT OF OPTIONS

To achieve our objectives along the lakefront and at Horomatangi Street we need to restrict where vehicles can go. Our investigations have shown the creating pedestrian malls is an effective way of doing this, however there are a number of alternatives that we have considered.

OPTION 5: SHARED ZONE

ADVANTAGES There are no advantages that have been identified for this option.

DISADVANTAGES A shared space is deliberately designed and landscaped for pedestrians. However, as vehicles would not be excluded from the proposed areas there would still be a safety risk to pedestrians. This means that this is not a practicable option.

OPTION 6: PEDESTRIAN MALL (PREFERRED OPTION)

ADVANTAGES A pedestrian mall will provide a legal mechanism to restrict vehicles from the identified areas and thereby creating a safer environment for pedestrians.

The legal status of the road remains in place enabling Council and other infrastructure providers to effectively and efficiently manage the infrastructure already in place.

The ability to create exemptions or conditions means a pedestrian mall can accommodate aspects such as vehicles to service infrastructure, deal with emergencies or set up for events.

Putting a pedestrian mall in place along the lakefront will enable the creation of the world class waterfront envisaged through the Taupō Urban Commercial and Industrial Structure Plan.

The reconfiguration of Roberts Street will ensure that traffic can continue to flow from Tongariro Street past the businesses fronting the lakefront.

DISADVANTAGES The creation of a pedestrian mall is subject to appeal to the Environment Court. That could cause some delays to the overall project delivery.

OPTION 7: RETAIN EXISTING ROAD OPENING (STATUS QUO)

ADVANTAGES Access is maintained to all vehicles.
No costs are incurred by Council.

DISADVANTAGES The Horomatangi Street intersection would be more dangerous, particularly for children accessing Taupo Primary School and the nearby field.

Retaining the current Lake Terrace would significantly compromise the ability to create an enhanced pedestrian space along the lakefront. It would be difficult to access reserve areas and there would be less opportunity to create additional outdoor dining space.

WE WOULD LIKE TO KNOW YOUR VIEWS

We would like to hear your views on the creation of pedestrian malls by 5pm on April 16, 2021. Please indicate your support or opposition, and suggestions through our online survey at www.taupo.govt.nz/consultation. For enquiries you can email us at PedestrianMalls@taupo.govt.nz.

All submissions will be considered. If you want to present your submission in person, please let us know and we will invite you to a hearing to be held on 11 May 2021.

Please note that all submissions, including names and contact information, are made available to the public and will be heard in a meeting that is open to the public. Council's final decision on the proposal is subject to appeal to the Environment Court in accordance with section 336 of the Local Government Act 1974.

IF YOU NEED FURTHER INFORMATION YOU CAN CONTACT US:

IN PERSON:

Taupō office, 30 Tongariro Street, Taupō.

Turangi office, 1 Ngaweka Place, Turangi.

Mangakino office, Civic Centre, Rangatira Drive, Mangakino.

BY PHONE:

07 376 0899

or 0800 ASK TDC (0800 275 832)

ONLINE: www.taupo.govt.nz/consultation

BY EMAIL: PedestrianMalls@taupo.govt.nz

BY POST: Taupō District Council, Private Bag 2005, Taupō 3352.

Gareth Green

CHIEF EXECUTIVE



TCT

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