

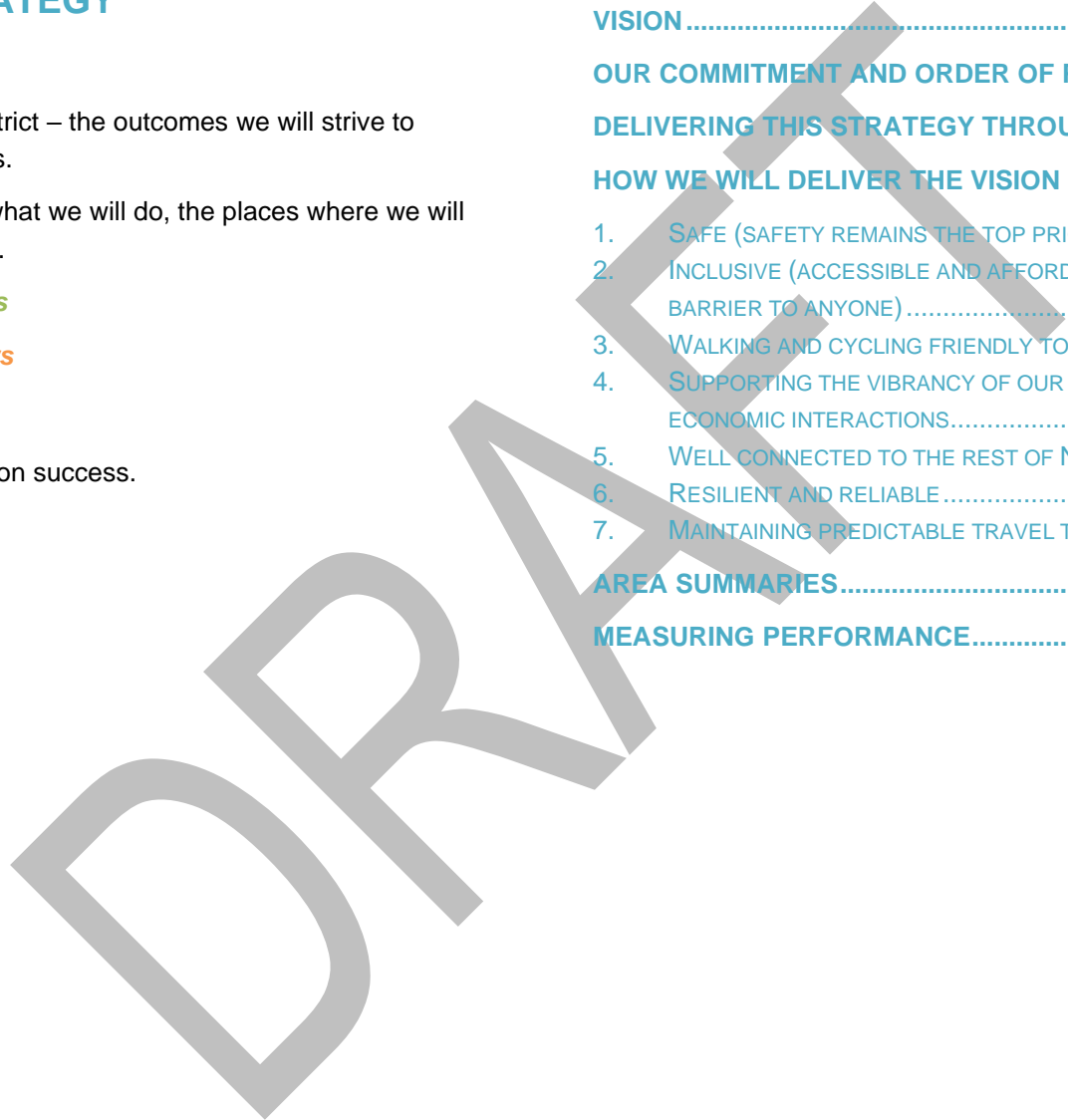
PURPOSE OF THIS STRATEGY

This strategy sets out:

- The vision for transport in the district – the outcomes we will strive to achieve and the order of priorities.
- How we will deliver the vision – what we will do, the places where we will focus, and indicative time frames.
 - *Short-term is within 5 years*
 - *Medium-term is 5 – 15 years*
 - *Long-term is 15 – 30 years*
- How we will measure and report on success.

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STRATEGIC CONTEXT

Transport is our means of connecting to people and places. It connects us to job opportunities, education, health services, shops and essentials – like groceries and medicine. It connects us to our friends, families and communities. It connects us to social and cultural places – like marae or church. It connects us to recreational and social activities. It connects our goods to our customers, supporting our jobs and livelihoods.

Given its importance, Taupō District Council (the Council) must get the planning right. And with that comes a need to address some significant transport challenges.¹

- Increased traffic is creating barriers and safety concerns, especially for pedestrians
- Safety remains a top priority
- We will have to transition to low emission transport.
- We have an aging population who will require more user-friendly and forgiving intersections, pedestrian crossings, and footpaths.
- Car centric transport networks have delivered poor horizontal walking and cycling connections that traverse hills, and low walking and cycling rates
- We need to fully realise the outcomes of the Taupō Urban Commercial and Industrial Structure Plan, which identifies opportunities to improve economic and social interactions.
- Population growth in some areas along with continued growth in state highway traffic and tourism, plus seasonal influxes, are combining to place pressure on a few concentrated roads and intersections.
- We will face more severe and frequent weather events which will impact transport routes.

- Continued growth in national freight, which travels through and often stops in the district.
- Increased potential for new rural industrial activities which will increase the number of trucks on rural roads.
- Financial constraints and the need to be mindful of ongoing costs for areas with low populations and growth.

¹ A separate issues paper informed by consultation with the community, transport operators and other experts identifies and explains these challenges in more detail.

VISION

“Making it easier to get to the people and places we want, safely and sustainably.”

OUR COMMITMENT AND ORDER OF PRIORITIES

“We will maintain and enhance our transport networks so they are:

1. **Safe**

(safety remains the top priority)

Deaths and injuries on our roads are a huge trauma for the people and families involved – and a massive social and economic toll for our communities. Although most fatal and serious crashes in Taupō District occur on State Highways, which are the responsibility of Waka Kotahi (the NZ Transport Agency), the local impacts are significant. Local communities should not have to fear for their safety. We want Taupō to be safe district for people to live and visit.

2. **inclusive**

(accessible and affordable so that getting around is not a barrier to anyone)

While transport is reasonably easy for most people, for a significant part of our community, getting around can be a real challenge including people who cannot drive or do not have a car, or people with disabilities.

The social and economic costs of people being unable to fully participate in society due to transport barriers can be large. Without good transport connections, people’s independence is impacted. People can become isolated or excluded. Good, easy and safe transport is a key part of a good quality of life.

High quality, accessible paths and streets benefit everyone. They are better for people with wheels - including people in wheelchairs, on mobility scooters, pushing prams, and children on scooters. They reduce trip hazards. And they make our streets easier and more inviting for all.

3. **walking and cycling friendly to support sustainable choices**

Walking and cycling are healthy, environmentally conscious and social forms of transport and recreation. They promote a healthy and active lifestyle. Also, by walking or cycling instead of driving, we have less traffic, need less expensive road upgrades, and reduce harmful emissions that contribute to climate change. These are especially relevant with mental health, obesity, and climate change pressing issues in New Zealand, especially affecting our younger generations.

We want walking and cycling to be popular, easy and safe. To be popular, walking and cycling must be attractive and convenient. Having great walking and cycling opportunities helps make Taupō a great place to live and visit.

Whenever we do something, like a new development, or street improvement, we will ask the question – is this walking and cycling friendly?

4. *supporting the vibrancy of our town centres and fostering social and economic interactions*

Our towns are the heart of the district. They are where we get together for economic and social interactions. We want welcoming town streets that attract locals, shoppers and visitors, and foster economic and social opportunities.”

From a transport perspective that means our streets must be:

- easy to travel, and intuitive for visitors
- easy to stop and stay (e.g. park)
- easy to walk around
- vibrant and attractive
- provide seamless connections and interactions with recreational, social and economic spaces.

5. *well connected to the rest of New Zealand*

Taupō district needs strong connections to the rest of New Zealand to support economic and social opportunities. Our connections need to be efficient, affordable, and swift – closing the gap between Taupō district and the rest of New Zealand. Priorities are supporting:

- visitors and tourists coming to Taupō district
- business and employment opportunities with the largest and fastest growing areas of Auckland, Hamilton and Tauranga.
- getting goods to/from Auckland (our largest domestic market, import port and distribution centre), and Tauranga (New Zealand’s largest export port)
- flights that support social and business connections with other parts of the country. In particular with Auckland, which has connections to the rest of the country, and to overseas.

6. *resilient and reliable*

Our transport networks provide vital and important connections. Keeping communities connected to necessary goods and services, jobs, and customers. We need to:

- understand the risks to these connections
- understand the potential impacts of closures or disruption
- ensure communities are prepared for the possibilities
- have plans in place to respond
- and invest to reduce risks where sensible.

7. *maintaining predictable travel times in the face of growth.*

One of the drawcards of Taupo district, which sets us apart from larger cities, is the ease of getting around and short commute times. This frees up time for recreation, leisure, and family – and makes Taupō district a great place to live.

Over time, with growth, it may not be possible to retain the current ease of getting around. With strong seasonal and commuting peaks, and quiet roads the rest of the time, we will aim to manage growth and peaks by making the most of our existing networks without large expensive new roads, which would be unnecessary for much of the time.

Our focus will be on ensuring predictable and reliable travel times, rather than trying to prevent congestion at peak periods and provide additional infrastructure to cater to increased single person car trips. Slow but stable traffic flow, and a few minutes delay for commuters, and summer visitors is acceptable. But we will aim to plan to avoid regular risks of large unexpected delays, where traffic flow breaks down completely and causes uncertainty and disruption.

DELIVERING THIS STRATEGY THROUGH LONG-TERM PLANS

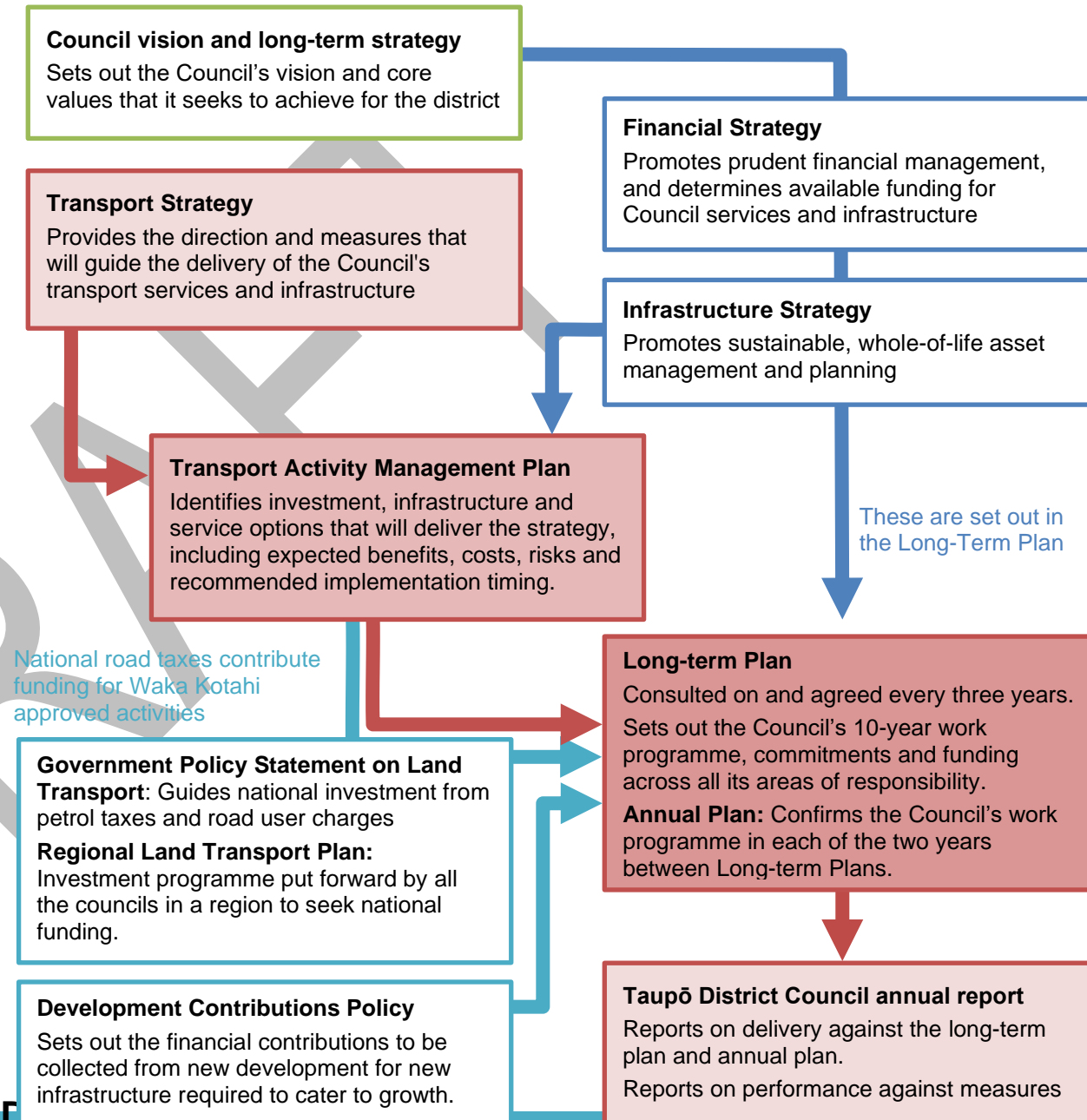
We have finite resources. Transport funding principally comes from our residents, through property rates and national fuel taxes and road user charges. Commitment and funding for projects requires weighing the needs and priorities across all council functions, including providing water, wastewater, stormwater, solid waste, community facilities, and community services. The Council must consider affordability and practise prudent financial management. This is done through the Council's *Long-term Plans*, which are consulted on and agreed every three years. A *Long-term Plan* sets out the Council's work programme, commitments and approves funding for projects.

This strategy will guide the investigation of projects and the development of the Council's *Transport Activity Management Plans*. *Transport Activity Management Plans* will identify the operational and investment options that can achieve the aims of this strategy. Asset management plans will identify individual projects and programmes, their expected benefits, costs, risks, recommended implementation timing and how they align with this strategy, its vision and outcomes.

To ensure value for money (in addition to direction in this strategy), all significant investment must be supported by a robust business case that demonstrates all feasible options have been considered and shows the preferred option will provide benefits that significantly outweigh the full costs (i.e. costs over the whole life of the investment).

Long-term Plans (also *Annual Plans*) will provide the funding for the options identified by the *Transport Activity Management Plans*.

Figure 1 – Framework for the delivery of this strategy



This Transport Strategy replaces previous strategies

- Walking and cycling strategy (2010)

Other relevant Council strategies

This Transport Strategy sits alongside other key council strategies, including:

- Structure planning, including the Taupō Urban Commercial and Industrial Structure Plan (CISP).
- Economic development strategy
- TD2050 – growth management strategy
- Recreation strategy

Other Council plans and activities

The Transport Strategy will also guide other council activities and plans, including:

- Code of Practice – which sets design requirements and standards for new developments
- Reserve management plans, including the provision of walkways and paths
- Taupo District Plan, including the identification of major roadways, and land use controls to protect and support transport networks
- Speed management planning and speed limit register / bylaw
- Parking and traffic management and bylaw
- Tree and Vegetation Policy

Other national and regional strategies

The triennial Government Policy Statement on Land Transport, the triennial Regional Land Transport Plan, and Waikato Regional Public Transport plan will feed the direction of investment focus for the Council's Transport Activity Management Plans alongside this strategy.

Current direction, and other national and regional strategies and plans have informed this Transport Strategy as identified in the separate Issues Paper.

Taking a partnership approach

Taupō District Council has a number of roles and responsibilities for the provision of transport networks and services. However, when it comes to the aims of improving safety, accessibility, increasing walking and cycling, reducing carbon emissions, improving our connections to the rest of New Zealand, and improving resilience we are just one of many players. There are a number of other government, community, and private organisations and groups who have strong roles and in these areas.

We pledge to work with these groups to achieve shared outcomes as partners.

That means

- we will collaborate and work with you where we can
- we recognise that we cannot achieve our goals without you
- and we recognise your goals and will support you to achieve them, wherever we can.

Also, we will not shy away when it's not our direct responsibility. We will accept our role to continue to push other responsible parties to deliver the outcomes sought by our community in this strategy.

Taupō District Iwi/hapū

Council has a strong relationship with local Iwi and recognise and respect the importance of, and connection between, iwi and freshwater (wai Māori).

Ngāti Tūwharetoa are the descendants of Ngatoroirangi and Tia and other Tūpuna who have occupied the Taupō region since the arrival of the Te Arawa waka. Ngāti Tūwharetoa are linked by whakapapa to the lands and taonga (treasures) in this region. This connection establishes their mana whenua, kaitiakitanga, and rangatiratanga.

Tūwharetoa Māori Trust Board is the legal owners of Taupō waters. The term Taupō Waters refers to property including the lake bed, water column and air

space of Lake Taupō and the Waihora, Waihaha, Whanganui, Whareroa, Kuratau, Poutu, Waimarino, Tauranga-Taupō, Tongariro, Waipahi, Waiotaka, Hinemaiaia and Waitahanui Rivers and the Waikato River, from the outlet of Lake Taupō to a place known as Te Toka a Tia, downstream and inclusive of Huka Falls.

Ngāti Tūwharetoa are in a unique position holding legal ownership of most of the waterways and waterbodies in the district as well as retaining ownership of most of the private land within the associated catchments.

Tūwharetoa Limited is the commercial company established to hold Tūwharetoa Settlement Trust's investment portfolios which includes forestry.

Ngāti Tūrangitukua is a Hapū of Ngāti Tūwharetoa and maintains Ahi kā roa - Mana Whenua in Te

Mātāpuna. Ngāti Tūrangitukua claim the Kaitiakitanga and Rangatiratanga (Mana Whakahaere) over all properties and assets within its immediate area of influence and in accordance with its own tikanga and whakapapa.

Ngāti Tūrangitukua also recognises that the Hapū of Ngāti Tūwharetoa are interconnected and the relationship and interest of whānau and Hapū across the Mātāpuna are dynamic, bound by common whakapapa and whanaungatanga - Tūwharetoa ki Kawerau, Tūwharetoa ki Waiariki, Tūwharetoa ki te Tonga.

The Ngāti Tūrangitukua Claims Settlement Act was passed in 1999 and led to the return of ancestral land in the Turangi area to the Ngāti Tūrangitukua hapu. This land was taken by the crown for the construction of the Turangi township under the Public Works Act 1928 and the Turangi Township Act 1964. While most of the reserves in Turangi are owned by Ngāti Tūrangitukua, Council is required to maintain any land categorised as a reserve.

In order for Tuwharetoa land owners to use their land productively and sustainably, adequate infrastructure and services need to be in place in order to effectively support the development of Māori land. Restrictive or lack of access to

infrastructure is a significant barrier for iwi/hapū to increase the productivity of Māori land and is a key impediment to unlocking Māori land potential.

Ngāti Tuwharetoa and Ngāti Tūrangitukua continue to express interest in the future infrastructure planning of the Taupō district. The success of effective, progressive and strategic infrastructure and service planning plays a fundamental role in achieving iwi/hapū social, cultural, economic and environmental aspirations. Active participation and engagement with decision making within their area of interest is an expression of kaitiakitanga, and enables Council to give effect to their legislative responsibilities to iwi/hapū.

Council will give effect to the Treaty of Waitangi. Council will uphold and work collaboratively with iwi and hapū to give effect to Treaty Settlement legislation and any arrangements that result from these.

We are committed to working with iwi/hapū regarding additional opportunities for further partnerships, including opportunities for co-governance and co-management arrangements with iwi/hapū.

Responsibility for delivery

Councillors are responsible for ownership of this strategy, its direction and measures. Councillors are responsible for ensuring that it is appropriately prioritised, funded and delivered through the activities of the Taupō District Council.

The *Head of Department – Operational Services, Infrastructure Manager, and Asset Manager Transportation* are responsible for ensuring that this strategy, its direction and measures are embedded into operating plans, activity management plans, and reporting. They are responsible for ensuring that credible, considered options to deliver the strategy are put forward for consideration by Councillors as part of *Long-term Plan* and *Annual Plan* processes.

Reporting on delivery

Taupō District Council's annual report explains what transport investment and services it has delivered in the year, how this compared to the plan set out in the long-term plan and annual plans. It also reports on levels of service, performance measures and targets.

The *Annual Report* will report on progress on planned actions to deliver this strategy.

The measures (and any targets) in this strategy will be included in the *Transport Activity Management Plans, Long-term Plans* and *Annual Plans*. These will then be reported against in the *Annual Report*.

HOW WE WILL DELIVER THE VISION

1. Safe (safety remains the top priority)

1.1 Working in partnership with central government and Waka Kotahi (the NZ Transport Agency) to address unsafe or not fit-for-purpose State highways

Short—Medium-term

State Highways provide critical roads for local traffic within Taupō District. They also face significant truck and visitor traffic (including campervans), both of which have increased in recent years and are expected to continue increasing. These roads need to be fit for these purposes. In some places they are currently substandard with a number of safety issues, including places where trucks cannot pass in opposite directions. We support moves to reduce speeds at higher risk areas, but believe engineering measures, such as centre wire barriers, will be required to achieve safer speeds and protect users. SH1 between Taupo and Turangi, is a particular concern. This is a very important local road, as well as an important lifeline link, and improved safety, reliability and resilience is essential. A bypass of significant existing problem areas is the preferred solution for the community.

We will be proactive and engage with central government and Waka Kotahi (the NZ Transport Agency), who hold responsibility for State highways. We will use our participation in the Regional Transport Committee (which is tasked with determining the priorities for investment in the Waikato region) to put our case for improvements.

1.2 We will undertake rural road safety assessments and deliver a Rural Road Safety Programme of works *Ongoing*

We will continue our long-term safety improvement programme for Poihipi Rd, Broadlands Rd, Waipapa Rd (which include road widening and corner improvements) and the major intersections on Wairakei Dr. In the short-medium term we will undertake new assessments of these roads to update our programme and expand the scope to include Whangamata Rd, reflecting recent and continued growth on these roads. These assessments will identify and confirm short-term (low cost), medium-term, and long-term options to improve safety. The assessments will then inform the ongoing Rural Road Safety Programme of works. In the short-medium term we will undertake assessments of other higher-growth or higher-risk roads.

We will also deliver a programme of small (low cost/low risk) interventions to improve safety, including:

- reviewing and improving rural intersection lighting
- reviewing, improving, creating turning bays and laybys
- addressing other identified deficiencies or potential improvements.

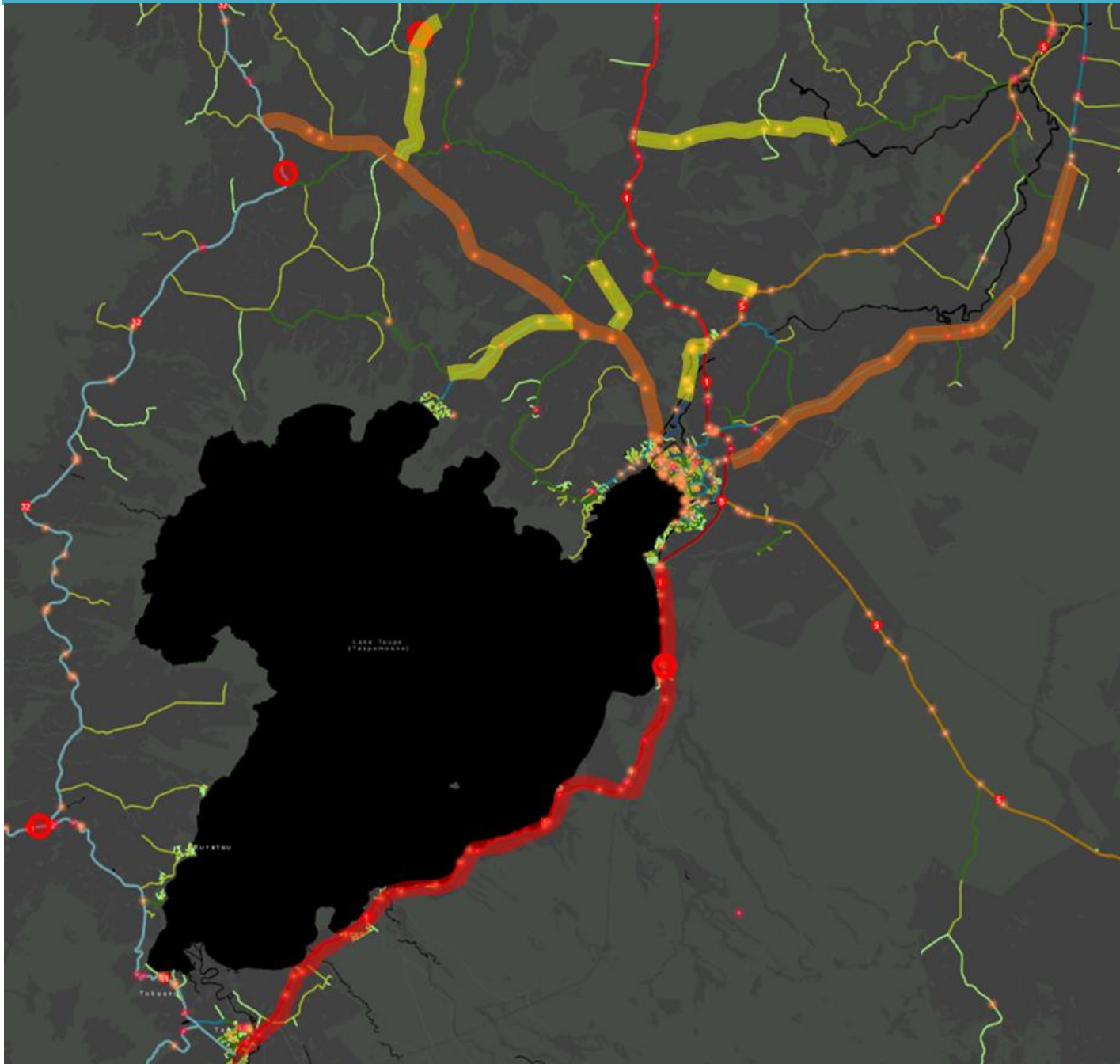



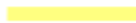













Figure 2 – Rural safety focus areas

	School speed management area Advocate if State highway
	Advocate for safety improvements on State highway
	Continue improvement programme and review
	Safety review and implement improvements
Crash Analysis System (CAS) Data	
	Serious Crash
	Fatal Crash
Road Classification	
	High Volume
	National
	Regional
	Arterial
	Primary Collector
	Secondary Collector
	Access
	Low Volume
	Unknown

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

Increased traffic is creating barriers and safety concerns, especially for pedestrians.

Safety assessments will include consideration of improvements to intersections, speed management, supporting pedestrian crossing (especially in identified walking routes, accessibility areas and school areas), and supporting improved cycling networks. We will start by looking at higher-growth, higher-risk and pedestrian areas, including Tongariro St, Lake Tce, Spa Rd, Titiraupenga St, and Mere Rd. These assessments will then inform the ongoing Urban Road Safety Programme of works.

We will also deliver a programme of small (low cost/low risk) interventions to improve safety, including:

- guard rails
- reviewing, improving, creating turning bays
- addressing other identified deficiencies or potential improvements.
- other minor safety project

1.4 We will implement and regularly review a district wide speed management plans *Short-term*

We will support and implement the Waikato Regional speed management plan when it is developed.




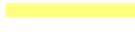








We will develop and implement district wide speed management plans for identified risk areas the district. We will consider the need to reduce speeds or upgrade the road to make existing speeds safe. We will follow the national guidance on speed management, including considering:

- recommended speeds for roads that takes into account their purpose and use
- alternative options to address safety concerns (rather than speed reductions)
- engineering measures required to reinforce lower speed environments - rather than just posting lower speed limits

Areas for priority assessment include:

- around schools, including rural schools and work with Waka Kotahi where these are on State highways.
- walking and cycling routes and pedestrian crossings (especially to/from school)
- town and village areas
- any other identified higher risk areas.

Figure 3 – Urban safety focus areas

	School speed management area
	Slow zone Walking and cycling friendly town centre
	Intersection safety review and implement improvements
	Corridor safety review and implement improvements
Crash Analysis System (CAS) Data	
	Serious Crash
	Fatal Crash
Road Classification	
	Arterial
	Primary Collector
	Secondary Collector
	Access
	Low Volume
	Unknown



1.5 We will deliver a programme of safety awareness and education*Ongoing*

The focus for education and awareness will be:

- high-risk and poor driver behaviours (as identified by Waka Kotahi as high and medium strategic safety focus issues)
- promoting driver awareness of walkers and cyclists to support safety and increased walking and cycling.

We will continue to support road safety campaigns, as part of the Waikato Regional Road Safety Education Group. We will continue work with the Police and other road safety partners and support the sustainability of existing collaborative programmes that aim to educate our young drivers, cyclists and pedestrians.

1.6 Taupo District Council will play an active role in road safety, alongside our road safety partners*Ongoing*

We will proactively raise concerns and issues that affect our district and engage with our road safety partners (including the Police, Waka Kotahi, transport operators, and lawmakers) to improve road safety in Taupō District.

Photo source: Google Maps



2. Inclusive (accessible and affordable so that getting around is not a barrier to anyone)

2.1 We will provide reliable and accessible public transport *Ongoing*

We will continue to work with Waikato Regional Council to provide low cost, accessible bus services. Taupō District Council as a co-principle funder of bus services in the district, will have strong input into the provision of public bus services to ensure they meet the needs of our community.

Services will connect residential areas, and rural settlements of the district to local shops, medical facilities, education and recreational facilities. Together, we will provide regular, reliable, scheduled services to allow people to make

appointments, plan errands, and make social commitments. This will reduce the isolation of rural communities and those without access to a car. It will also support connectivity for an aging population.

Regular and reliable bus connections from Turangi to Taupō, and Mangakino to Tokoroa are an important focus.

We will regularly review our provision of public transport services to ensure that they are adequately meeting demand and supporting accessibility to desired locations and services.

Over time we aim to ~~increase~~ **improve** public transport services, including more direct commuting services to Taupō to provide sustainable commuting options, and support employment opportunities for those without access to a car. The provision of services will be subject to the level of patronage to ensure it is effective, environmentally efficient, and affordable. Surveys and trials of services supported with proactive promotion and awareness campaigns may be used to test patronage levels. We will ensure that new residential developments cater for the future provision of public transport (for example, have allocated and designed spaces for bus stops).

We will:

- continue to support and fund the existing Total Mobility Scheme for the whole of Taupō district
- work with the Ministry of Education to assist their provision of suitable, safe, and inviting bus services for school children
- work with the Lakes District Health Board to assist their provision of suitable health transport services, including supporting public awareness of available services



2.2 We will make our towns and villages accessible and age friendly

Short – Medium-term

We will provide ~~enough~~ mobility parking to meet the demographics of our district and visitors. We will undertake regular accessibility audits and deliver a programme of accessibility improvements. Priority areas are our towns and villages. ~~We will continue to undertake regular accessibility audits, following on from the audits we have undertaken for Taupō, Turangi, Mangakino, including areas around medical facilities and swimming pool facilities.~~

Following this ~~we will include an accessibility audit and review for Kinloch, and we will examine areas around medical facilities, areas around swimming pool facilities.~~ popular recreational walks and reserves, retirement village areas and residential areas with a large aged-population. ~~We will work with the Access Taupō Group to identify these next areas for review and improvement.~~

Our *Code of Practice* will be updated and maintained to deliver best practice streets and paths and ensure that all new streets and paths will be designed for everyone to use including the mobility impaired. We will apply this same standard to any significant refurbishments or improvements to existing streets or paths, where possible.

We will undertake regular reviews (condition ratings) of all footpaths to ensure footpaths are smooth, well maintained, and vegetation is trimmed. This will support accessibility and promote walking, cycling and scootering. Priority areas are:

- identified accessibility areas
- school areas
- walking routes.

We will provide footpaths on at least one side of all urban streets to support easy accessibility.

We will work regularly with the Access Taupō Group to identify accessibility issues, solutions, and priorities. We will get the group's input into significant new developments and improvements to make sure that they are accessible and age-friendly.

We will support and promote refresher driving courses. We will promote consideration of age-friendly traffic design for drivers when undertaking traffic works or improvements.

3. Walking and cycling friendly to support sustainable choices

3.1 We will develop a network of shared paths, both paved and off-road that connect communities to:

Medium-term

- local shops
- local schools and kindergartens
- local playgrounds and recreational areas
- Lake Taupō.

We will improve our walking and cycling networks. Priorities are:

- Creating well identified higher volume spines to make these attractive, inviting and safe with:
 - wide smooth paths
 - separated from road traffic
 - upgrade and improve intersections and road crossings
 - horizontal connections that traverse hills
 - apply crime prevention through environmental design (CPTED) principles
 - good lighting
 - rest areas and shady trees
 - art and other items of interest.
- improving the safety and increasing the ease of school and commuter routes, including widening busy footpaths, increasing space and road marking of cycleways, improve lighting, and improved intersections and safer crossings.

- improve feeder connections to key spines with the aim of avoiding people having to unnecessarily cross the road or get wet feet (e.g. grass path).
- improving cycling links between towns and recreational mountain biking tracks, and improved and safer connections between lake and river trail sections.

We will link and join these paths to provide a high quality connected shared path / active network that supports alternatives to car travel, including walking, cycling, E-bikes, E-scooters, mobility scooters, scooters, etc.

We will work with [and support](#) Bike Taupo to finalise cycle links [and develop and maintain biking infrastructure around the District](#).







We will publicise improvements, and popular routes

Increased traffic is creating barriers and safety concerns, especially for pedestrians and cyclists. As part of our intersection and corridor improvement programme [safety action 1.3 refers], we will put priority on improving intersections and road crossings to support safe and easy connections of these paths and networks.

We will address gaps in the footpath and walking network, aiming to minimise road crossing, and un-formed or grass connections.

Priority areas are identified in *Figure 4 and AREA SUMMARIES*, and school and commuter routes identified by subsequent travel management plans.

Figure 4 – Strategic walking and cycling maps

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

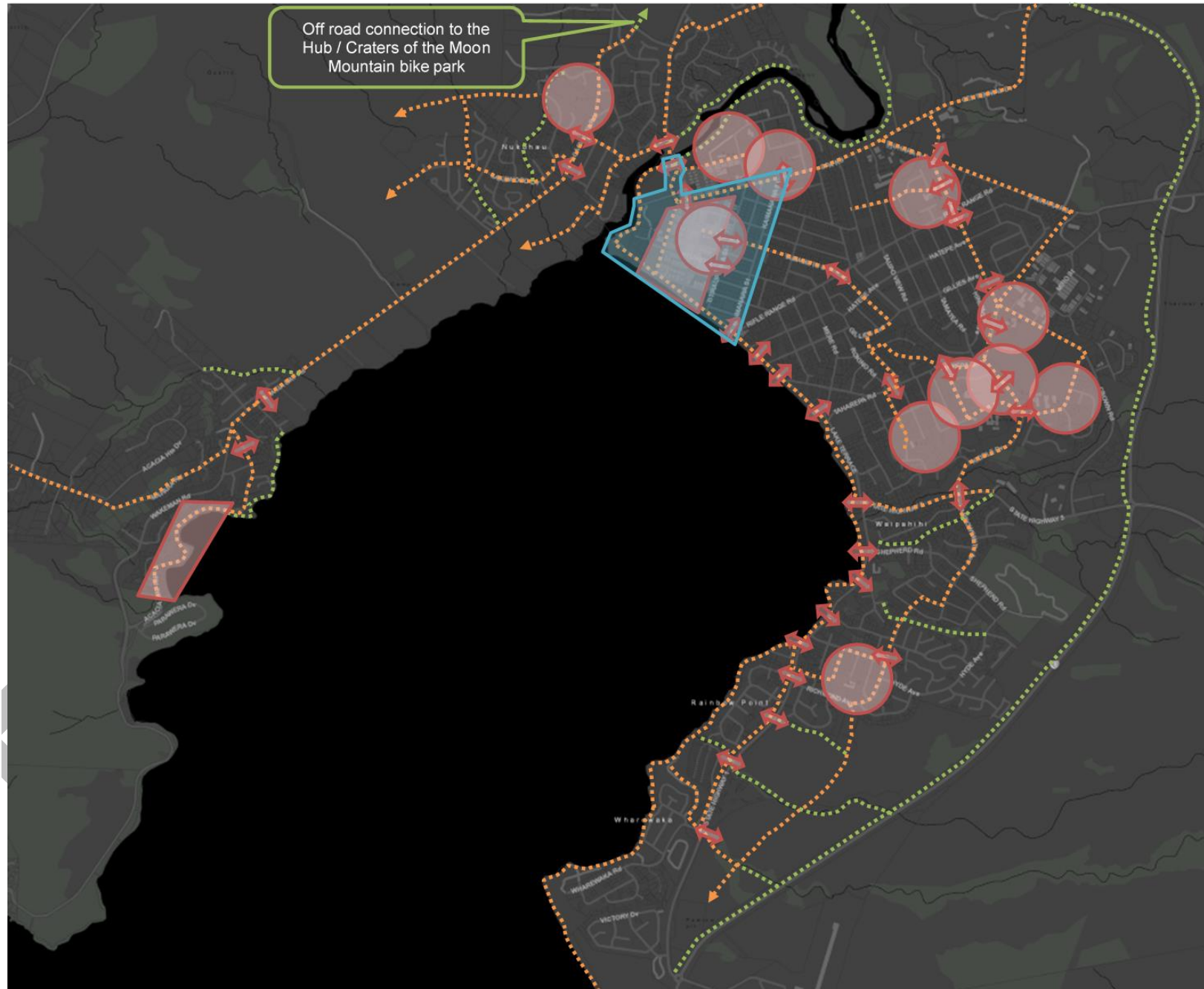
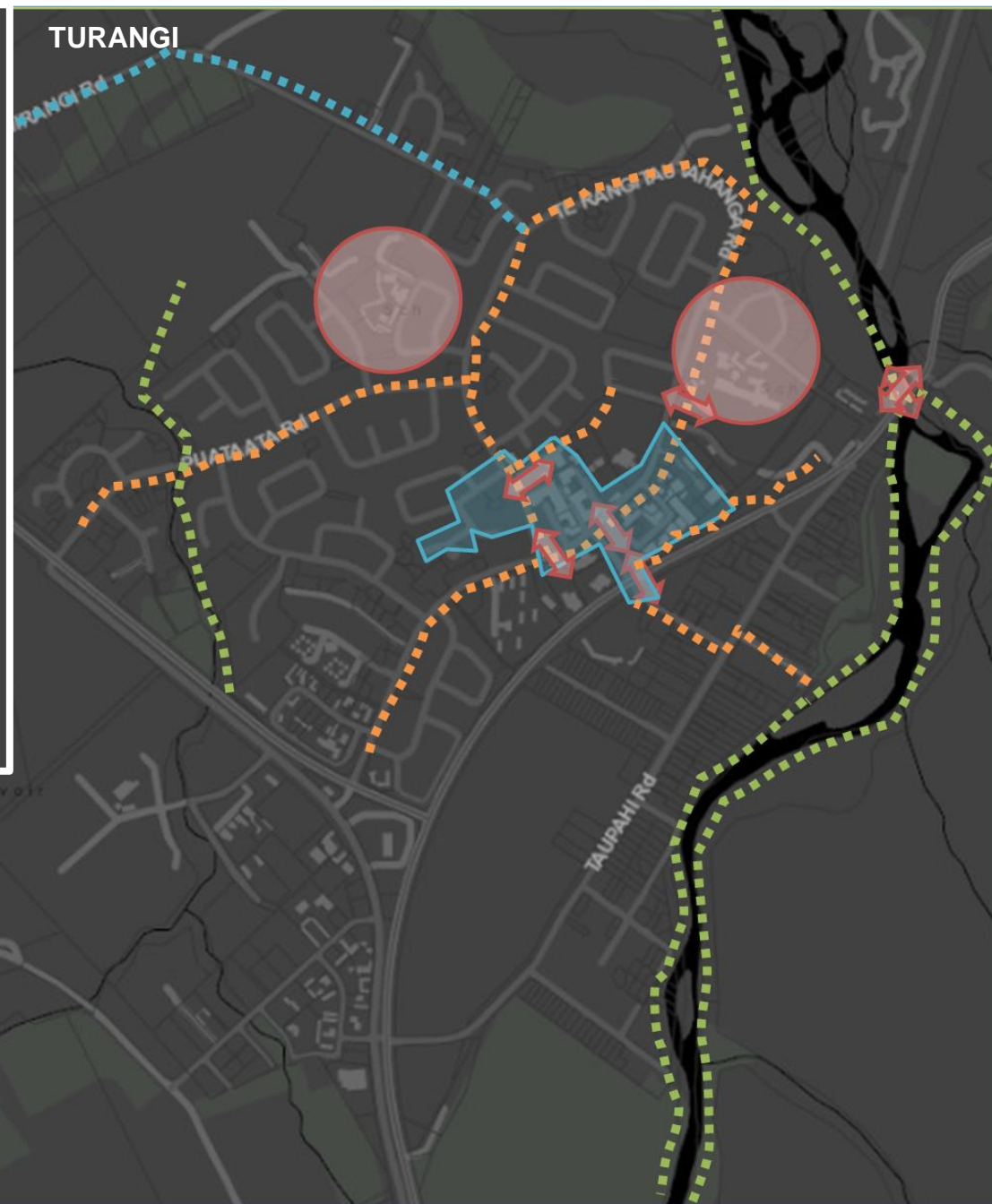
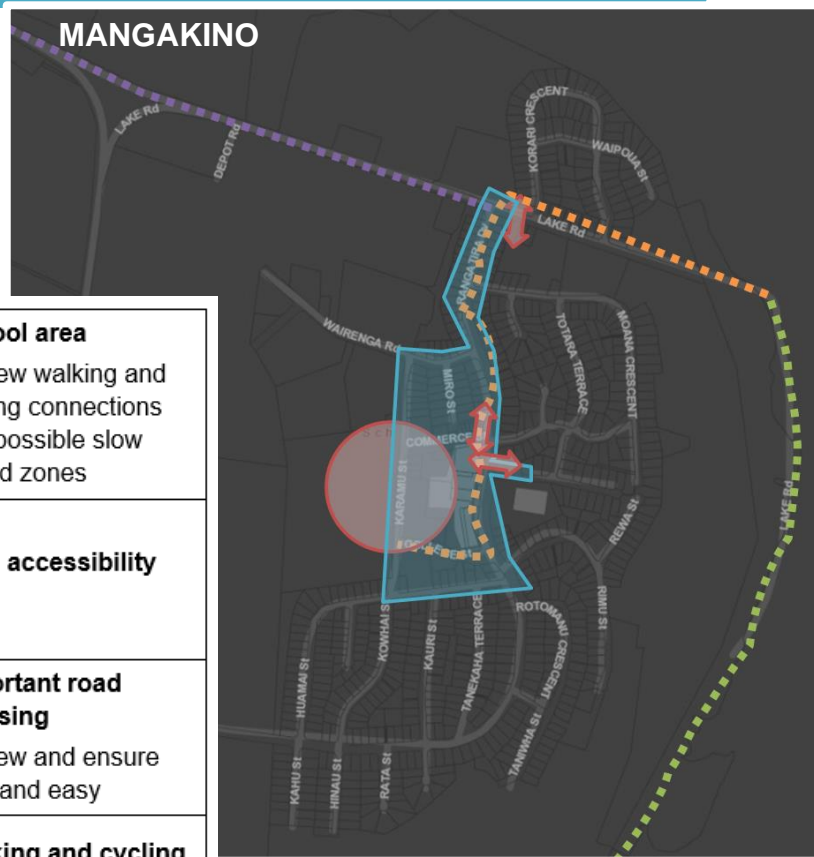

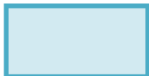







Figure 4b – Strategic walking and cycling maps



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



FINAL DRAFT FOR ADOPTION

3.2 We will make our towns and villages walking and cycling friendly *Short–Medium-term*

We will ensure through our *Code of Practice, District Plan,* and structure planning processes that all new subdivisions are walking and cycling friendly, with easy and attractive connections and horizontal connections that traverse hills especially to community facilities, shops, parks, kindergartens and schools.

We will work with developers to provide quality off street links, where practical, including the use of gullies and reserves.

We will ensure that all new urban roads and paths are designed to support cyclists and pedestrian use. We will apply this same standard to any significant refurbishments or improvements to existing roads or paths, where possible. New streets, reserves and paths will be consistent with crime prevention through environmental design (CPTED) principles.

We will maintain a compact urban form for our towns through the Taupō District Plan.

We will aim to provide walking and cycling friendly villages, with slow speeds, and safe crossings that support pedestrians, including children accessing recreation areas and the lake.

We will provide facilities to support walking and cycling, including safe, secure and convenient bike parking or storage, shower facilities, and other supporting facilities and infrastructure.

We will aim to provide and maintain trees that support attractive streets and shelter, but avoid locations and species where roots and leaves interfere with footpaths and streets.

Public transport services will provide bike racks where possible.

Target users and user needs

<u>Target user</u>	<u>User needs</u>
<u>Commuter walking</u>	<u>Short distance to Town Centre</u> <u>Easy, safe arterial road crossings</u> <u>Possible park and walking/ride options to avoid town congestion.</u>
<u>Independent school walking</u>	<u>Short distance to intermediate and high schools</u> <u>Easy, safe arterial road crossings</u> <u>Possible park and walking/ride options to avoid town congestion.</u>
<u>Commuter and school cycling (high confidence)</u>	<u>On road / moderate – high speed (separated where possible)</u> <u>Medium distance to Town Centre, intermediate and high schools</u> <u>High visibility / driver awareness and safety, especially at intersections</u>
<u>Commuter and school cycling (beginner)</u>	<u>Off-road shared paths / low speed</u> <u>Short-medium distance to Town Centre, intermediate and high schools</u> <u>Easy, safe arterial road crossings</u>
<u>Holiday makers (especially at seasonal peaks)</u>	<u>Walking or off-road shared paths cycling / low speed</u> <u>Medium distance to Town Centre and other recreational and leisure attractions</u> <u>Attractive, scenic, leisurely routes</u> <u>Easy, safe arterial road crossings</u> <u>Possible park and walking/ride options to avoid town congestion.</u>
<u>Commuter driving</u>	<u>Easily accessible and defined all-day parking areas, with walking connections to Town Centre, including easy and safe arterial road crossings.</u> <u>Possible park and walking/ride options to avoid town congestion.</u>

3.3 We will undertake shared path management, including:*Short-term*

- developing clear rules and etiquette for how shared paths should be used, including who has right of way, and what behaviours are unacceptable.
Pending clear national guidance, we will support rules where:
 - mobility impaired users and older persons are given priority
 - cyclists and other users slow down to walking speed when passing pedestrians and others.
- providing signs and other promotion to ensure public and user awareness around rules and expectations.
- if use is sufficiently high to justify dual pathways, and/or shared path management does not suitably manage conflicts, consideration of separating low-speed (walkers) and other activities (cyclists and e-scooters).

3.4 We will maintain a Tree and Vegetation Policy to prevent future planting that will create conflicts with transport networks, including leaf fall and footpath lifting and cracking from roots.*Ongoing***3.5 We will work with schools and employers to increase walking and cycling***Short-term*

We will work with schools, town centre businesses and large employers to develop travel management plans. These will identify where students and staff live, how they get to school/work, and any barriers to walking or cycling – for example lack of shower facilities. They will also aim to support other sustainable options, including use of electric vehicles or car-pooling for staff.

Travel management plans will support investigation of issues and investment decisions, including the identification of strategic walking and cycling routes and high-volume spines for improvement.

We will work with schools and other community organisations to provide safe walking and cycling education to children and new cyclists.

3.6 We will undertake a programme of cycling and pedestrian safety assessments and improvements*Short – Medium-term*

Priorities are improving difficult road crossing areas, higher risk areas, identified walking routes (including identified school walking and cycling routes, and high-importance accessibility areas) and our town and village centres. We will consider traffic calming and speed management in popular pedestrian areas.

We will follow national guidance and best practice to determine the appropriate road crossing options for any location.

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

3.8 Provide a strategic road cycling network

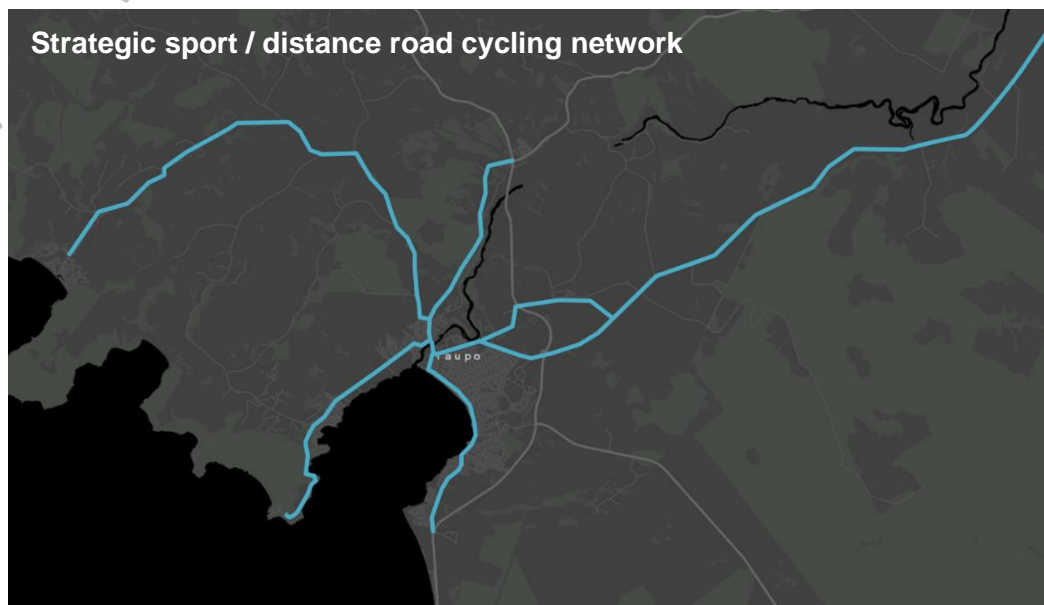
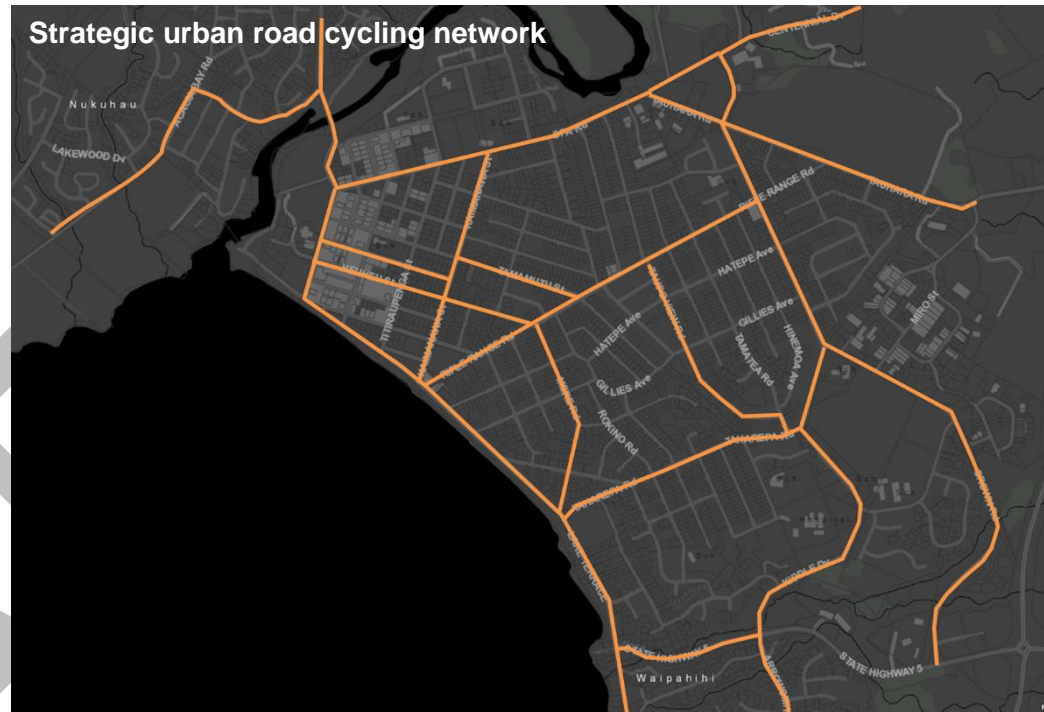
Provide a strategic road cycling network, which provides safe, intuitive and easy road cycling connections that support alternatives to car travel, in particular for older school students and commuters.

- Separate on road cycleways from motor-vehicle traffic where possible
- Ensure networks are visible and support driver awareness and cycling safety.
- Protect these networks from future on-street car parking that would jeopardise the provision of safe cycling networks.

Provide options for long-distance / sport cycling

- Recognise Poihipi Rd / Whangamata Rd, Wairakei Dr, and Broadland Rd as strategic long-distance / sport riding locations.
- Consider measures to support cycling safety as part of the safety review and road widening programmes for these roads.
- Focus on signage and other measures to support driver awareness, and need for drivers to watch out for cyclists, be respectful, and allow space when passing.

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3.83.9 We will support recreational walking and cycling, and the inclusion of Taupō District in the development of regionally and nationally connected networks
Short – Medium-term

We will work with community groups (including Bike Taupō), the Department of Conservation and other landowners to provide and promote a range of recreational walks and bike tracks for locals and visitors alike.

We will work with community groups (including Bike Taupō), to support cycling skills and mountain bike training, including training and practice facilities.

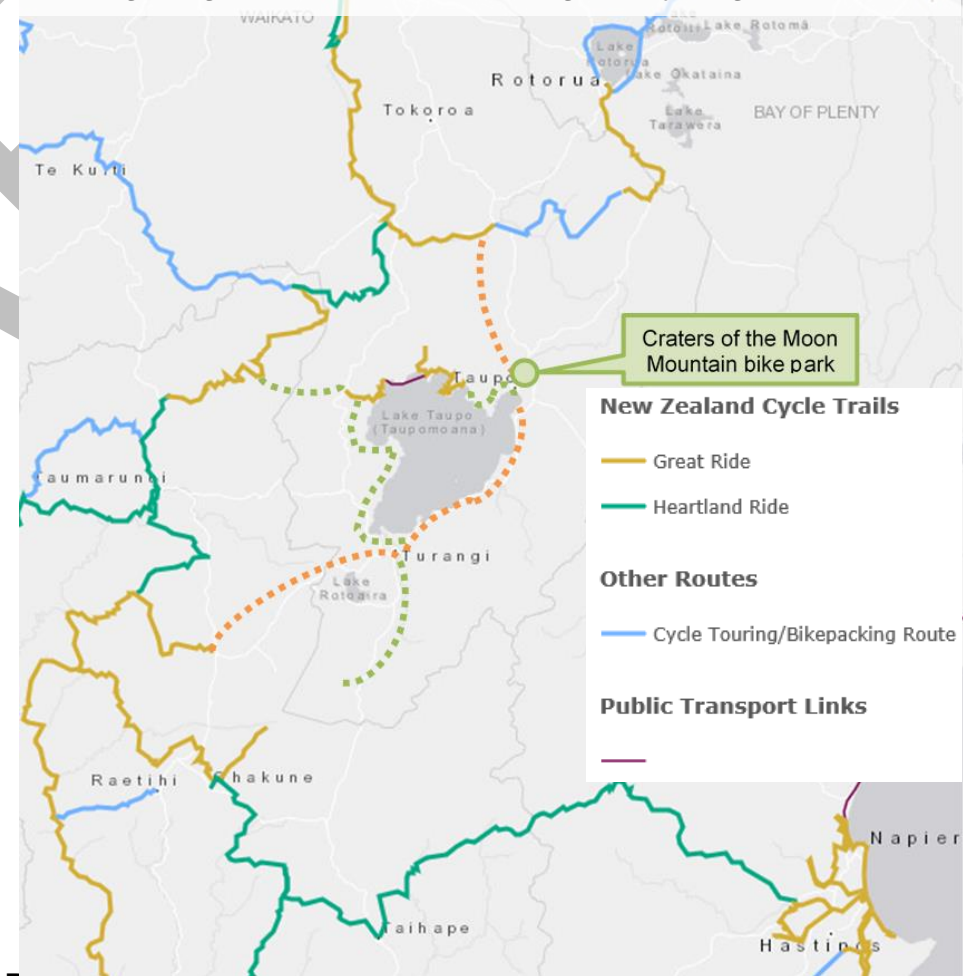
We will consider including the development of a policy for managing unformed legal roads and road stopping, including working with the New Zealand Walking Access Commission Ara Hikoi Aotearoa, in the work programme for the 2024 Long-term plan.

We will ensure that Taupō district routes and networks are included in the development of regionally and nationally connected networks, providing for a range of skill levels but including inclusive and inviting tracks that attract visitors to the district, including wider parts of the district such as Turangi and Mangakino. Priorities include:

- Creating connections to the national cycling network suitable for visitors and tourists, to form part of backpacking and cycle touring routes:
 - from the Waikato River Trails to Taupō
 - from Turangi to Taupō (an aspiration that requires the support of landowners for it to proceed)
 - a connection from Turangi back into national network
- Create a new Great Ride near Turangi, to support Turangi as a cycling destination and part of national backpacking and cycling touring routes.
 - potential to link the current Tongariro River Trail through to the Pillars of Hercules, Tree Trunk Gorge Trail, and to the Waihohonu Track

- ~~Connecting the Waikato River Trails) south to Taupō, further south to Turangi, and then other regional connections.~~ Connecting the Waikato River Trails, to the Timber Trail, to the Great Lake Trails, and to trails in Turangi and further south connecting through to Taupō.
- Creating a track around as much of Lake Taupō as possible, with good connections between sections.

Strategic regional recreational walking and cycling links



Supporting other sustainable choices

3.93.10

e will work with larger companies and fleet owners in the district to encourage their leadership, the uptake of sustainable freight, transportation and vehicles, and facilitate any opportunities for wider collaboration

Short– Medium-term

We will support ride-sharing and car-pooling initiatives, for example by facilitating common pick/up drop off locations.

3.103.11

e will make Taupō District an electric car friendly destination

Short– Medium-term

We will promote convenient and easy electric vehicle charging carparks, that support visitors coming and enjoying the district.

Will ensure there are no undue barriers to market provision of electric vehicle charging facilities and carparks, including facilitating the provision of suitable locations.

We will explore options to consider the merits of provide use electric bus services.

3.113.12

e will make Taupo district E-bike and E-scooter friendly

Medium-term

We will provide safe cycling routes, and support the provision of appropriate parking and charging facilities.

3.123.13

e acknowledge that our road network provides stormwater and we will aim to manage that in a way that protects our lakes and waterways.

Short– Medium-term

3.133.14

e will engage Waka Kotahi (the NZ Transport Agency) for significant safety improvements to high risk areas to reduce the potential for environmental damage as a result of a vehicle and/or its cargo falling into Lake Taupō or other waterways

Short– Medium-term

4. Supporting the vibrancy of our town centres and fostering social and economic interactions

4.1 Ensuring our towns are easy, inviting and intuitive for visitors

Medium – Long-term

We will aim to provide an inviting, intuitive visitor heart for our towns and naturally direct visitors there. We will provide appropriate parking and other public services along with facilities to support visitors to stop, explore our towns, spend time and provide economic opportunities.

4.2 Deliver the Taupo Urban Commercial and Industrial Structure Plan (CISP), and its vision of creating multi-use, vibrant town streets that seamlessly link public leisure areas with hospitality and retail offerings *Short-term (subject to Government funding)*

Increased traffic flows in Taupō will be accommodated by directing local and through traffic towards and along Titirapenga St, with road and intersection improvements to support this traffic flow.

Gateway treatments will direct and invite visitor and stopping traffic into Tongariro St. Tongariro St will become a slow traffic area to support stopping, parking, pedestrian, economic and social activity.

Improved street design and alignment of Lake Tce and Tongariro St can create improved multi-use, vibrant public spaces that seamlessly connect public interest, rest and leisure spaces with town retail and hospitality offerings.

Over time improved street design of Ferry Rd and Story Pl will create more intuitive and efficient visitor parking areas, improved pedestrian spaces and links to town, the Tongariro Domain, and the Boat Harbour.

4.3 Ensure that Turangi town centre's road design, public parking, bus parking and walking and cycling connections support social and economic interactions. *Medium – Long-term*








We will work with Waka Kotahi (the NZ Transport Agency) to create an attractive and inviting entrance that marks Turangi as a destination and reflects the pride of Turangi.

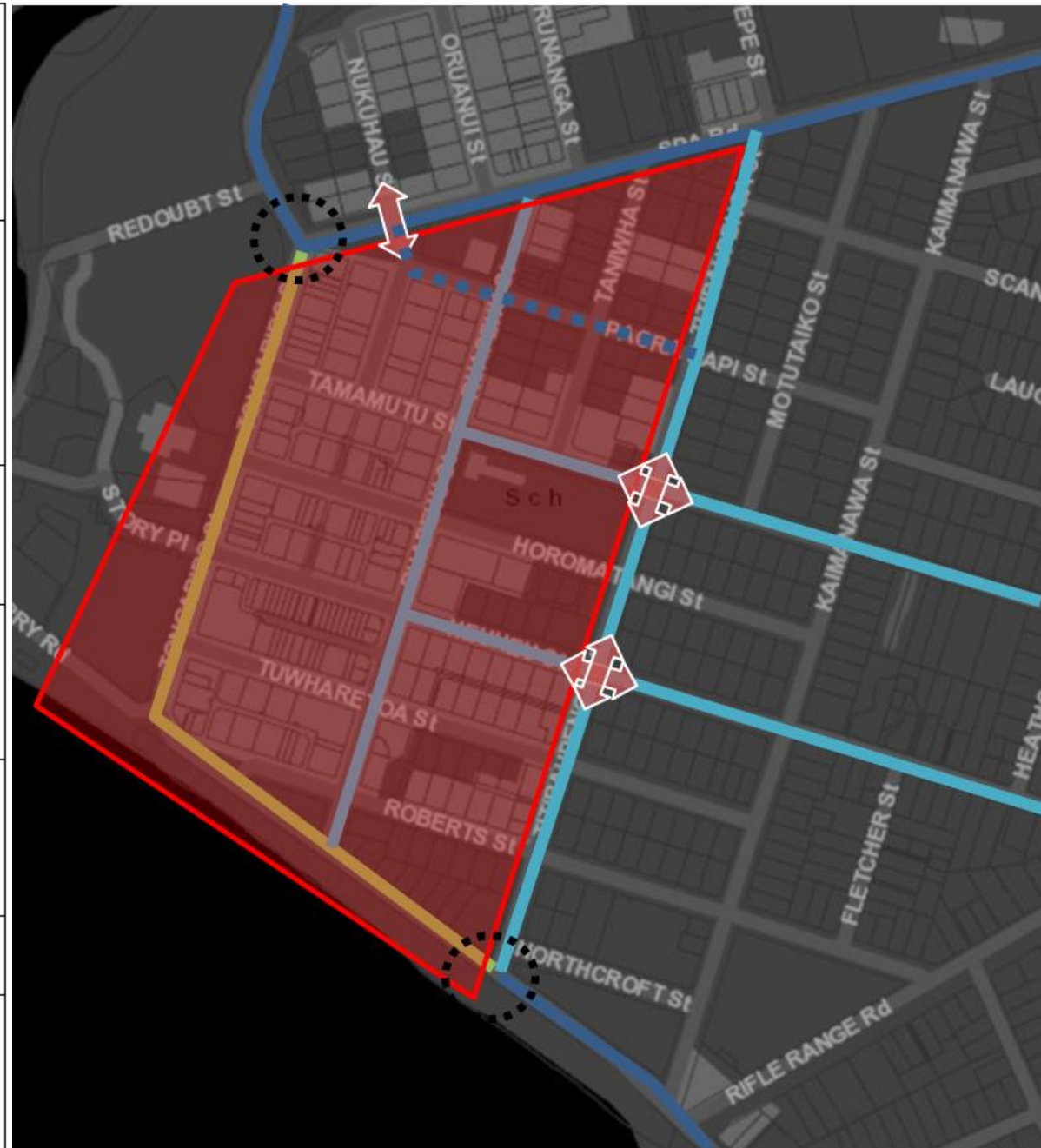
- A roundabout on State Highway 1 at Turangi is a priority to support this, and will better connect the community across State Highway 1.

We will be responsive to any future changes to Turangi town centre that aims to increase social and economic opportunities. Responses may include working with private developers and community groups to:

- Create visible, intuitive and attractive parking and stopping areas
- Create obvious and easy links to public toilets, play and picnic green areas, artworks, gardens and other interests
- Create seamless shopfront connections, that are visible and enticing
- Create improved links to the Tongariro River Trails
- Explore the potential opportunity for bus and shuttle links, where Turangi becomes an entrance point and hub for the Tongariro Crossing and Whakapapa Ski field and gondola.

Figure 5 – Strategic elements of implementing the Taupō CISP

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



Taupō parking

4.4 Proactively manage Taupō town centre parking supply

Short – Medium-term

We will maintain district plan rules that allow business to build on entire town centre lots without providing worker and customer parking. Instead Council will provide sufficient on-street and off-street parking for workers and customers as a collective pool. We will deliver an average occupancy across most areas of 85% for much of the year.

We will retain central Taupō free parking with 60-minute time limits in the short – medium-term.

We will:

- provide sufficient and suitable mobility parking, and consideration for others with specific needs, such as for those with small children and/or prams
- increase 2–3-hour visitor parking on Ferry Rd and Story place near Tongariro St
- provide sufficient longer vehicle parks in these areas for campervans, mini-vans, and cars with trailers, boats and caravans
- improve pedestrian crossing opportunities between these areas and the town centre.

We will increase 2–3-hour parking on the periphery of the town centre to cater to shoppers and others requiring more time, and to ease pressure on central 60-minute areas. Over time, increases in 2–3-hour parking may include some or all of the current off-street all-day parks, with workers required to park further afield.

We will reduce the number of lanes on Tongariro St and consolidate bus parks to increase the number of 60 – 120-minute angled parks on the western side of Tongariro St.

We will increase and clearly identify worker parking areas (including new in-berm parking) within a 10-minute walk of the town centre. We will improve walking links and pedestrian crossing opportunities between parking areas and the town centre to make them easy and attractive options. The district plan will require verandas on shopfronts on key walking corridors to provide sheltered walkways.

Paid parking (with the first 60 minutes free) may be considered in the medium – long-term, only if other options to improve parking are exhausted and fail to achieve effective parking rates of less than 85% for much of the year.

In the long-term, a parking building at Heuheu St to provide 2–3 hour visitor and shopper parking on lower levels and worker parking on higher levels will be considered if above measures, including paid parking, fail to provide adequate parking supply and effective parking occupancy rates of less than 85% for much of the year. Funding for a parking building would go through a long-term plan discussion, including how it ought to be paid for.

4.5 We will explore a new, additional, mobility parking hub in Story place, with accessibility connections to Taupō Town *Short – Medium-term*

4.6 Regular monitoring and reporting of parking occupancy, including to understand daily and seasonal peaks and trends *Short-term*

We will provide information on parking options and areas to people to find the right park, including real time information as new technology allows.

4.7 Undertake parking enforcement to ensure priority and rotation of parks for customers *Short-term*

We will continue parking enforcement (e.g. ticketing) to promote parking circulation and turn-over consistent with parking time limits. Parking enforcement will focus on:

- busy times of day
- ensuring that workers do not take up parking meant for visitors (including by shuffling between time limited car parks) especially at busy times of year.

We will use softer measures to promote compliance as new technology allows (for example text warnings), working with town employers to support worker parking in the right areas, and a reasonable grace period will be considered.

Taupō Bus hub

- 4.8 Provide suitable bus shelter and bus-parking facilities in the Taupō town centre to support tourism and visitors, and regional connections for locals. *Medium – Long-term***

Priorities are:

- Safe and efficient bus movements
- Quality shelter and protection from the weather
- Safe location, lighting, security (CCTV)
- Nearby accessible toilets
- Nearby drinking water
- Nearby baby change facilities
- Nearby food and coffee
- Nearby shops to support economic opportunities
- Nearby parking and taxi services

Nice to have include:

- A veranda / rain protection over buses
- Locker facilities (to support exploring of town for short layovers / bus-transfers)
- Nearby picnic, recreation and playground areas
- Ticketing facilities
- Wi-Fi
- PA system and customer support (alternatively electronic signage, with updates or alerts)
- Nearby to i-Site

- Nearby to accommodation to incorporate tour buses

- 4.9 When reducing the number of lanes on Tongariro St, we will look to consolidate and better locate ~~improve the quality of~~ the bus infrastructure in Taupō town centre *Medium – Long-term***

- As close as possible to public toilets.
- Explore options for a combined stop for ~~Providing quality facilities that will accommodate both scheduled regional bus services and tour buses provide an opportunity to create improved dedicated bus space that caters directly to both north and south bound traffic.~~ This may also provide a town hub for local bus services.
- Consider both either:
 - At the northern end of Tongariro St, near the existing free public toilets.
 - or and
 - close to the i-Site and super loo (with potential free access for bus patrons). This location provides superior nearby services.

- 4.10 Maintain Turangi inter-regional bus stop outside the i-site with good links to public toilet *Ongoing***

5. Well connected to the rest of New Zealand

Tourist connections

- 5.1 **Work with other districts and Waka Kotahi (the NZ Transport Agency) to support the provision of coordinated tourist routes that are safe, and provide attractions, activities and stops that promote tourist activity and travel to Taupō district** *Medium-term*

Priorities are great tourist links:

- between Taupō and Turangi
- to/from the mountains, and the south
- to/from Rotorua, and wider Bay of Plenty
- to/from Mangakino, the Waikato, and up to Auckland
- to/from the Hawke's Bay

Air services

- 5.2 **Work with airlines to support the provision of regular, quality and affordable air services that connect Taupō to the rest of New Zealand** *Medium-term*

In partnership with central government, we will provide a quality airport that aims “To operate a successful commercially viable business providing land and infrastructure for the safe, appropriate and efficient air transport needs of the Taupo district.”

We will aim to provide easy connections between the Airport and Taupo town centre.

Bus connections

- 5.3 **Work with bus operators, other districts and Waka Kotahi (the NZ Transport Agency) to support the provision of coordinated inter-regional bus services that support visitors coming to Taupō district and provide a quality car-free travel option** *Medium-term*

Freight and logistics

5.4 We will undertake a programme of bridge and culvert assessment to improve and increase High Productivity Motor Vehicle (HPMV) routes. *Medium-term*

5.5 We will recognise the role of roads for moving freight, and work with industry and business to cater to these movements and support economic opportunities.

5.6 Work with other districts, Waka Kotahi (the NZ Transport Agency), truck operators and industry to provide coordinated truck freight routes that are safe, provide suitable rest stops and passing opportunities *Medium-term*

Priorities are improvements to SH 1 between Taupō and Turangi in recognition of the tight corners, safety concerns, growth in truck volumes, and the growth in tourists and campervans.

5.7 We will work with truck operators and industry groups to reduce the volume of truck travel in our urban and residential streets *Medium-term*

We will zone industrial land close to state highway connections, and aim to minimise travel through residential areas through the Taupō District Plan.

Where truck congestion occurs, we will work with relevant businesses to organise appropriate wait areas, scheduling, or other arrangements to minimise road disruption, congestion and safety risks.

We will work with Waka Kotahi (the NZ Transport Agency) and other parties to provide and promote quality truck stop locations on the outskirts of our urban areas to support driver transfer and safety, and reduce the volume of truck travel in our urban and residential areas.

We will work with truck operators and industry groups to minimise the noise and vibration impacts of trucks on residential and commercial areas, including consideration of:

- route and travelling time management
- speed management
- engine break restrictions
- lower noise road surfaces.

5.8 The Taupō District Plan will aim to manage the risks associated with new large industrial activities in the rural environment that substantial increase the volume of trucks on unsuitable rural roads and/or create safety concerns through *Short – Medium-term*

6. Resilient and reliable

6.1 We will undertake risk assessments to identify risks to important transport connections *Medium – Long-term*

Assessments will identify the risk and potential impacts, the number of people affected, and likely length of time for reinstatement of transport connections. They will identify potential short (low-cost), medium and long-term improvement and mitigation options. They will also identify risk monitoring arrangements. Priorities are:

- routes that are identified as lifeline infrastructure
- routes that support the operation and reinstatement of lifeline infrastructure in an emergency event
- communities who might be isolated (where there are not alternative routes).

6.2 We will improve resilience on important routes as the opportunities arise. As a minimum, improvements will be made when these areas come up for significant renewal work or when it is efficient to coordinate with other works. *Medium – Long-term*

6.3 We will investigate agreements with the Department of Conservation, forestry owners/operators and farmers to make use of any conservation and private roads or paths that may support the delivery of essentials like water, food and fuel to isolated communities and other civil defence and emergency management operations in the event of road failure. We note that these routes are unlikely to safely support civilian travel. *Short – Medium-term*

6.4 We will have a risk monitoring programme, including regular review of structures, and tree assessments. *Short – Medium-term*

6.5 We will engage Waka Kotahi (the NZ Transport Agency) to ensure that the State highways that connect our district are adequately maintained to be reliable so that service levels, including the number of closures and the time for reinstatement are acceptable. *Ongoing*

7. Maintaining predictable travel times in the face of growth

7.1 Provide and protect our strategic road network and hierarchy

Short – Long-term

We will deliver street designs (including parking) and treatments consistent with the function of key roads as identified in this strategy.

We will implement appropriate protection measures for the road classifications and functions identified in this strategy (Figure 7 and 8) through the Taupō District Plan. These will include managing land use and road access (driveways) to support and protect appropriate road functions.

7.2 Monitor and manage traffic congestion impacts for both summer and commuter peaks

Short-term

We will improve traffic counting / performance monitoring to give a year-round picture of road performance. We will undertake regular (every 3–6 years) traffic modelling and forecasting of regular peaks and road performance.

Forecast / modelled service levels of C or D [refer Abley, *Taupō Future Road Network Assessment*, 2019] will be considered acceptable for short peak periods – reflecting that a degree of congestion is acceptable, but we will aim to limit the risk of complete traffic breakdowns that make travel times unreliable.

Where service levels are forecast to become service levels of E or F (where there is greater risk of traffic breakdowns), we will aim to identify potential low-cost traffic improvements.

However, high-cost infrastructure measures, such as large intersection upgrades or increasing road lanes, will only be considered after other alternatives have been exhausted: These include:

- improving walking and cycling connections
- developing and implementing school and workplace travel plans
- consideration of park and walk/ride facilities
- traffic management for extreme peaks / events

High cost infrastructure measures will only be considered where the problem is expected to be severe and prolonged, and where the benefits outweigh the costs.

7.3 Traffic management for extreme peaks / events (including promotion of alternative entrances to Taupō)

Short-term

Improved gateways for alternative entrances to Taupō and other wayfinding measures may be required to make increased use of these entrances in future. Providing easy, attractive and intuitive alternative entrances into Taupō, may provide options to manage growth in the long-term or in a high traffic-growth scenario.

7.37.4 Planning for a second Taupō bridge and any other major infrastructure in advance of its need *Short–Medium-term*

Early investigation of options for a second Taupō Bridge at the Taupō Control Gates will determine the preferred location and alignment for a new bridge, as well as associated intersection and road upgrades to accommodate increased flows. The investigation will include solutions that support the shifting of local and through traffic to Titirapunga St in line with the Taupō Commercial Industrial Structure Plan (CISP).

The investigation will also consider options with the objectives of providing a direct link to attract visitors to Tongariro St for parking and stopping.

A new bridge will also aim to achieve improved walking and cycling connections, especially for commuters and school students in northern Taupō suburbs.

While the building of a second bridge is likely to be a medium to long-term initiative, **earlier** planning is required so that options, costs, land, access and Iwi perspectives can be considered and addressed.

Planning will be undertaken in advance of need, so that a new bridge can be commenced swiftly, once alternatives have been exhausted and the need is demonstrated.

While a second bridge is likely to be a necessary long-term requirement, before committing to a new bridge:

- an assessment of walking and cycling connections, and rectification of any significant short comings will be undertaken to support increases in walking and cycling, especially for commuting workers and school students, which may delay the need for a second Taupō bridge.

- Traffic management initiatives for extreme peaks and events will be undertaken to reduce pressure on the bridge connection, including promoting use of alternative entrances to Taupo, and consideration of possible park and walk / ride options.

Intersection and capacity improvements to receive increased bridge traffic volumes must be undertaken either at the same time as bridge, or prior to its completion.

Planning for any other required major infrastructure well in advance of its need will support it being able to be delivered in a timely manner. It will also allow the consideration of funding from population growth through Development Contributions.

7.47.5 Delivering the Taupō Commercial Industrial Structure Plan (CISP).*Short-term (subject to Government funding)*

First, Titirapenga St will be improved, including major intersections, to take increased traffic flows with traffic-calming (speed reduction measures) of Tongariro St to make it a stopping, parking, and pedestrian area.

Gateway treatments will direct and invite visitor and stopping traffic into Tongariro St. Local and through traffic will be diverted to Titirapenga St to:

- access to rear town areas
- access carparking areas
- continue through town to Spa Rd/Taupō Bridge or Lake Tce.

Traffic lights are likely to be a preferred option for at least one of any new major intersections on Spa Rd, as well as the intersection of Titirapenga St and Heuheu St, and the intersection of Titirapenga St and Tamamutu St. This will support identified strategic walking, cycling and high accessibility connections, including:

- Accessible crossing opportunities between the town centre and:
 - suburbs north of Taupō
 - the Countdown supermarket and shops north of Spa Rd
 - the medical areas on Heuheu St
 - Taupo-Nui -a-Tia College (at Tamamutu St).
- Safer School crossing points.
- Pedestrian crossing opportunities to access increased worker parking east of Titirapenga St.
- Commuter cycling access to Taupō town from the north, and east (along Tamamutu St).

Paora Hapi St will be protected as a potential new arterial route. It may become the major arterial connection between and Titirapenga St and a second Taupō bridge, to be determined through bridge investigation and planning.

7.57.6 Develop and implement corridor management plans to improve the identified function of key roads, including consolidating access, side streets, crossing opportunities.*Short-term*

Priorities are:

- Spa Rd (west of Taupō-nui-a-Tia College)
- Lake Tce (Two Mile Bay to Titirapenga St).

7.67.7 Deliver an Intersection Improvement Programme*Medium-term*

Subject to subject to monitoring to confirm true extent of traffic congestion, and exhausting all low-cost alternatives to reduce traffic congestion – as per 7.2 above.

When investigating intersection improvement options, the option of roundabouts will be assessed alongside alternatives, recognising that there is strong community feedback that drivers prefer roundabouts.

7.8 Undertake timely maintenance and renewals*Ongoing*

Deliver a proactive maintenance and renewals programme to support safe, efficient and effective transport networks, including meeting appropriate road surface quality standards. Including:

- Surface maintenance
- Tree and vegetation clearance
- Kerb and channel repairs
- Street lighting

7.9 Deliver a rural road seal extension programme

Short – Medium-term

Continue to deliver the rural road seal extension programme on roads that meet minimum use criteria.

Work with Waka Kotahi to seek funding subsidy for our seal extension work.

Getting the balance right – the function of our key roads

It's important that our main roads flow well, and people can get around easily. Having dedicated main roads that prioritise traffic flow support this.

In other areas, a balance needs to be struck. Feeder and side roads need to also support house and business access, street parking, cycleways and safe and easy pedestrian crossing opportunities. Town and village areas need to support social and economic interactions.

The following table and maps identify the functional classification of roads in Taupō district and their corresponding objectives and desired service levels.

Road classification ¹	Objectives and desired service-levels
Arterial link regionally significant places and industries	<p>Safe</p> <p>Free flow of traffic at moderate-high speeds at most times. Small amounts of congestion and delays at peak times are tolerable where costs of increased capacity are large, and the delay time is a few minutes rather than 10s of minutes.</p> <p>Usually has priority at intersections with low wait times (typically less than 30 seconds is tolerable).</p> <p>Limited scope for crossing opportunities, except at traffic light-controlled intersections, or if under-over passes can be provided. May be able to provide median island and pedestrian refuges to allow pedestrian crossing opportunities – but traffic retains right of way.</p> <p>May be dedicated cycle facilities if identified as a key cycling route – dedicated space and separation will be provided where possible, and intersections designed to be cycling-friendly.</p> <p>Land use must not interfere with traffic flow, for example has dedicated turning bays, and off-street parking</p>

¹ Using the national 'one network road classifications'. See:

<https://www.nzta.govt.nz/assets/Road-Efficiency-Group/docs/ONRCPMgeneralguide.pdf>

Road classification ¹	Objectives and desired service-levels
<p>Primary Collector</p> <p>link significant local populations and industries</p>	<p>Safe</p> <p>Free flow of traffic at moderate speeds at most times. Small amounts of congestion and delays at peak times are tolerable where costs of increased capacity are large, and the delay time is a few minutes rather than 10s of minutes.</p> <p>Often has priority at intersections, but may need to balance wait times if it meets or crosses other large roads, with low-moderate wait times (up to 30 seconds is tolerable).</p> <p>May need to balance wait times if it crosses a priority walking route – through traffic light-controlled intersections, or signalised pedestrian crossings that halt the traffic flow. For less busy pedestrian areas, median islands and pedestrian refuges may provide some crossing opportunities, but pedestrians give way to traffic.</p> <p>May be dedicated cycle facilities if identified as a key cycling route – dedicated space and separation will be provided where possible, and intersections designed to be cycling-friendly.</p>
<p>Secondary Collector</p> <p>provide secondary routes, can be the only route to some places</p>	<p>Safe</p> <p>Free flow of traffic at low-moderate speeds at most times. Small amounts of congestion and delays at peak times are tolerable where costs of increased capacity are large, and the delay time is a few minutes rather than 10s of minutes.</p> <p>Sometimes has priority at intersections, but may give way if it crosses a priority walking route, or larger road, with moderate wait times (30–60 seconds is tolerable).</p> <p>May support cycling on road, or dedicated cycle facilities if identified as a key cycling route – dedicated space and separation will be provided where possible, and intersections designed to be cycling friendly.</p>

Road classification ¹	Objectives and desired service-levels
<p>Access</p> <p>small roads facilitating daily activities</p>	<p>Safe</p> <p>Pedestrian crossing opportunities</p> <p>Driveway and shop access opportunities</p> <p>Moderate flow of traffic at low-moderate speeds</p> <p>Often gives way at intersections, with moderate wait times (30–60 seconds is tolerable)</p> <p>May support cycling on road, with possible dedicated cycle facilities if identified as a key cycling route – dedicated space and separation may be provided where possible and cyclists numbers warrant it, and intersections designed to be cycling-friendly</p>
<p>Place-making areas</p> <p>Community areas that facilitate economic, social interactions with roads limited to supporting attracting people, vehicle stopping and parking.</p>	<p>Safe</p> <p>High levels of pedestrian activity. An area that people enjoy walking in.</p> <p>Attracts visitors</p> <p>Space valued by communities.</p> <p>Limited / slow flow of traffic. Or no traffic.</p> <p>Moderate-high wait times at intersections (60–90 seconds is tolerable)</p> <p>Allowed low-speed cycling and share paths and spaces. Dedicated / high-speed cycle lanes not supported.</p>

Figure 7 – Taupō Council Road Classifications

Place-making area

Arterial



Primary Collector



Secondary Collector



Access



Low Volume



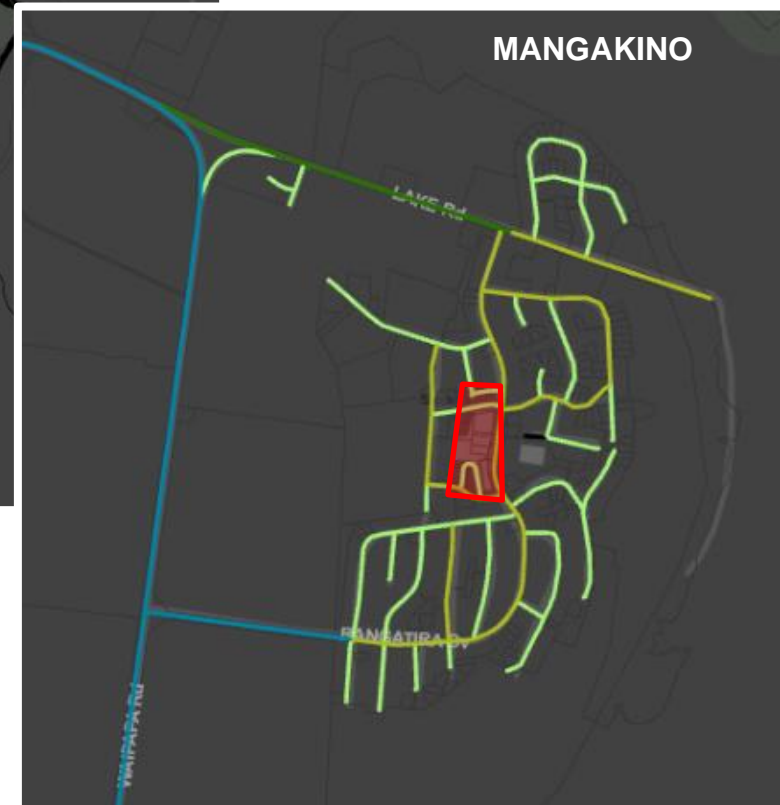
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FINAL DRAFT FOR ADOPTION

Figure 8 – Turangi and Mangakino Council Road Classifications

Place-making area












AREA SUMMARIES

KINLOCH

Improve parking options for the Whangamata Stream track

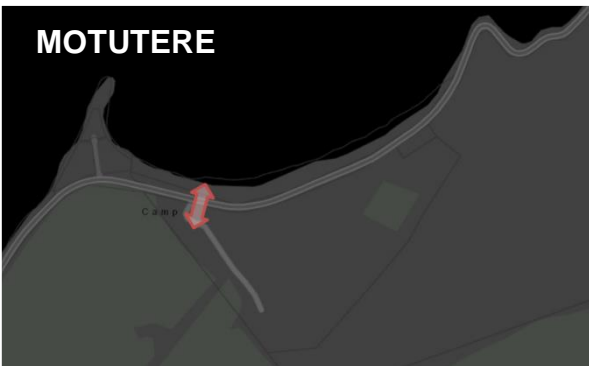
WHAKAMARU

WESTERN BAYS

	Potential slow zone Walking and cycling friendly village
	School area Review walking and cycling connections and possible slow speed zones
	Important road crossing
	Seasonal parking area
	Limited parking zone Priority for drop-off / pick up and boat turnaround
	Walking and cycling shared path
	Off-road walking / cycling track
	On-road cycling connection River Trails Support safety and driver awareness
	Road resilience risk Single point of entry / exit

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MOTUTERE



TAURANGA TAUPO








MOTUOAPA



WAITAHANUI



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

MEASURING PERFORMANCE

Strategic priority	Delivery (output) measures	Success (outcome) measures
<p>1. Safe</p>	<p>1.1 Summary of engagement on State highway safety actions undertaken in the year.</p> <p>1.2 Number of identified higher-risk rural roads and intersections which have / and have not had a safety assessment or review in last 5 years.</p> <p>Number of identified short-term, medium-term, and long-term rural road safety improvement actions which have been implemented / and have not been implemented.</p> <p>1.3 Number of identified higher-risk urban roads and intersections which have / and have not had a safety assessment or review in last 5 years.</p> <p>Number of identified short-term, medium-term, and long-term urban road safety improvement actions which have been implemented / and have not been implemented.</p> <p>1.4 Speed management plans in place / not in place for school areas, towns and villages.</p> <p>1.5 Summary of safety awareness and education actions undertaken in the year.</p> <p>1.6 Summary of road safety actions and engagement undertaken in the year.</p>	<p>Number of deaths, and serious injury crashes on council roads</p> <p>↳ <i>5-year trend of reduction</i></p> <p>↳ <i>5-year average is low compared to other provincial areas.</i></p> <p>Number of minor crashes and near misses on council roads.</p> <p>Number of deaths, and serious injury crashes on State highways</p> <p>↳ <i>5-year trend of reduction</i></p> <p>↳ <i>5-year average is low compared to other provincial areas.</i></p> <p>Number of minor crashes and near misses on State highways.</p>

MEASURING PERFORMANCE

Strategic priority	Delivery (output) measures	Success (outcome) measures
<p>2. Inclusive (accessible and affordable so that getting around is not a barrier to anyone)</p>	<p>2.1 Summary of public services provided in the year, including areas of the district catered to, and areas without services.</p> <p>2.2 Number of identified important accessible areas intersections which have / and have not had an accessibility assessment or review in last 5 years.</p> <p>Number of identified short-term, medium-term, and long-term accessibility improvement actions which have been implemented / and have not been implemented.</p>	<p>Average bus patronage by service.</p> <p>Bus reliability / timeliness (e.g. how often bus is within 10 mins of scheduled time as percentage).</p> <p>Cost of bus services compared to other provincial areas for similar distance services.</p> <p>% of suburban areas (population) connected by daily buses.</p> <p>% of rural areas and towns (population) connected by weekly buses.</p>

MEASURING PERFORMANCE

Strategic priority	Delivery (output) measures	Success (outcome) measures
<p>3. Walking and cycling friendly to support sustainable choices</p>	<p>3.1 Summary of improvements to walking and cycling networks, including parts of the strategic spines that are assessed as good, or needing improvement.</p> <p>3.2 Code of Practice is regularly reviewed and up to date.</p> <p>3.3 Summary of shared path management actions.</p> <p>3.4 Tree and vegetation policy is regularly reviewed and up to date.</p> <p>3.5 Number of schools with / without travel management plans.</p> <p style="padding-left: 20px;">Number of large businesses with / without travel management plans.</p> <p>3.6 Number of identified higher risk pedestrian crossing or cycling areas which have / and have not had an accessibility assessment or review in last 5 years.</p> <p>3.7 Summary of walking counts undertaken on key routes.</p> <p>3.8 Summary of improvements to recreational walking and cycling tracks, and Council's involvement.</p> <p><i>Other sustainable choices</i></p> <p>3.9 – 3.13 Summary of actions taken.</p> <p>3.10 Number and share (%) of electric charging carparks compared to proportion of national fleet.</p>	<p>Walking counts on key spines, including</p> <ul style="list-style-type: none"> • Great Lake Pathway • Control gates bridge. <p>% of urban school students regularly walking, cycling, or scootering (etc) to school</p> <p>↳ <i>May undertake surveys with schools as part of travel management plans.</i></p> <p>% of urban employees regularly walking / cycling to work</p> <p>↳ <i>5-yearly census data (main means of travelling to work)</i></p> <p>↳ <i>May undertake surveys with Taupo chamber of business and Town Centre Taupo.</i></p> <p>Number of deaths and injuries involving pedestrians / cyclists</p> <p>↳ <i>5-year trend of reduction</i></p> <p>↳ <i>5-year average is low compared to other provincial areas.</i></p>

MEASURING PERFORMANCE

Strategic priority	Delivery (output) measures	Success (outcome) measures
<p>4. Promote vibrant towns that foster social and economic interactions</p>	<p>4.1 Summary of action to promote visitors.</p> <p>4.2 Summary of action to deliver the CISP.</p> <p>4.3 Summary of actions to improve Turangi entranceway and town centre streetscapes.</p> <p>4.4 – 4.7 Summary of parking actions taken.</p> <p>4.8 – 4.10 Summary of bus parking and facilities actions taken.</p>	<p>Parking occupancy rates, including duration (hours per day) and frequency (days per year) over 85% occupied.</p> <p>Public parking supply (including annual changes for 5-year period).</p> <p>Annual Taupo and Turangi town centre turnover (\$).</p> <p>Visitor average stay (hours) and spend (\$).</p>
<p>5. Well connected to the rest of New Zealand</p>	<p>5.1 – 5.3 Summary of action taken.</p> <p>5.4 – 5.8 Summary of action taken.</p>	<p>Number of regional bus services.</p> <p>Number of regional air-services.</p> <p>Truck counts into Taupō town.</p>
<p>6. Resilient and reliable</p>	<p>6.1 Number of identified higher-risk important transport connections which have / and have not had a risk assessment or review in last 5 years.</p> <p>6.2 Number of identified short-term, medium-term, and long-term accessibility improvement actions which have been implemented / and have not been implemented.</p> <p>6.3 – 6.5 Summary of action taken.</p>	

MEASURING PERFORMANCE

Strategic priority	Delivery (output) measures	Success (outcome) measures
<p>7. Maintaining predictable and reasonable travel times in the face of growth</p>	<p>7.1 Nil.</p> <p>7.2 – 7.3 Summary of traffic management actions for peaks times of year and events.</p> <p>7.4 – 7.7 Summary of traffic improvement actions (investigated, planned, and implemented).</p> <p><u>7.8 – 7.9 Summary of maintenance and road sealing actions.</u></p>	<p>Travel time variability on key routes, including (travel times at peaks compared to normal times, including duration (hours of the day) and frequency (days per year):</p> <ul style="list-style-type: none"> • Acacia bay shops to Taupo Town centre (Via Norman Smith St) • Richmond Heights shops to Taupo Town centre (via Hawaii St / Lake Tce) • Miro St to Taupo town centre (via Spa Rd) • Paetiki shops to Taupo town centre (via Rifle Range Rd) • Kinloch (shops) – Taupō town (via Poihipi Rd / Control Gates Hill). <p>Summer and peak performance, travel time variability (travel times at peaks compared to normal times, including duration (hours of the day) and frequency (days per year), including:</p> <ul style="list-style-type: none"> • Control Gates Hill entrance into Taupō Town • Lake Tce entrance into Taupō Town.