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General

Changes sought in submissions	Proposed changes and officers' comments
<p>1. Feedback that the document should be more community focused, than Council focused.</p> <ul style="list-style-type: none"> It needs to better recognise that there are a number of other players who contribute to delivering the community's transport aspirations. It can be more aspirational if it is not just down to Council to deliver. <p>2. Concern from iwi partners about the lack of Maori content, commitment to Treaty of Waitangi Principles, and recognition of Maori roles and aspirations.</p> <p>3. Council deliberations requested:</p> <ul style="list-style-type: none"> Including a strong collaboration approach as a theme throughout the Transport Strategy. 	<p>4. Added in additional section on taking a partnership approach [page 7].</p> <p>5. Added in a section acknowledging the Treaty of Waitangi and giving recognition of Maori roles and aspirations [page 7-8].</p>

Draft vision and order of priorities

Changes sought in submissions	Proposed changes and officers' comments
<p>6. Generally, there was support and consensus on the priorities and their order. There was strong support for Safe, Inclusive and Walking and Cycling Friendly as top priorities.</p> <ul style="list-style-type: none"> There was some back and forth between prioritising cyclists over drivers and vice versa. <p>7. Council deliberations requested:</p> <ul style="list-style-type: none"> having vibrant town centres must be higher priority than walking and cycling – so change priorities 3&4 around. 	<p>8. We have not changed the order of priorities as suggested in the Council deliberations. We have not reversed priorities 3&4 because:</p> <ul style="list-style-type: none"> The feedback from submissions strongly agreed with the current top three priorities (safety, inclusive, walking and cycling friendly) Walking and cycling actions reflect our moves to support emissions reductions, which is a significant issue raised in the issues paper, and through submissions. The current ordering supports alignment with national direction, including the Government Policy Statement on Land Transport In practice, vibrant town centres remains a key priority and has a number of short-term actions, including proactively managing parking supply.
<p>9. Some suggested having an additional priority around maintenance.</p> <p>10. Council deliberations requested:</p> <ul style="list-style-type: none"> including maintenance in the strategy. 	<p>11. Added an action <i>7.8 Undertake timely maintenance and renewals</i> to capture our maintenance activities, and its aims and objectives [page 35].</p> <p>12. Added corresponding performance measures [page 46].</p>
<p>13. Others suggested priority areas around ease of driving and managing traffic flow.</p> <ul style="list-style-type: none"> The focus on managing traffic flow is too low, given most people will continue to drive. Traffic flow in Taupō Town Centre is the main issue A 2nd Taupō Bridge should be a top priority 	<p>14. We acknowledge the feedback from the public, but believe this is adequately addressed in the Transport Strategy.</p> <ul style="list-style-type: none"> Planning for traffic growth and maintaining reliable road performance is a focus in the strategy. It is difficult for Taupō District to get national funding for traffic improvement works. These are best achieved by combining them with safety, accessibility and walking and cycling improvements. Some genuine barriers to walking and cycling have been identified through development of the strategy. Addressing those barriers is a priority because increasing walking and cycling has the potential to more cheaply and effectively address capacity constraints on the road network, as well as being more environmentally friendly. <ul style="list-style-type: none"> getting a 10-15% capacity gain for traffic across a whole route – rather than just shifting the problem from intersection to intersection is likely to be costly and difficult.

- if it's only certain times of the day, people will generally just adjust to a small increase in travel times (as long as its predictable) – the benefits of increased road capacity are often low.
- Increases in traffic capacity often induce greater volumes of traffic, resulting in the same levels of congestion and travel delay as previously.
- If there remain traffic issues after we have addressed walking and cycling barriers, these will then become the focus.
- We are not ignoring or downplaying the issues, just looking at them through a longer strategic and cost/benefit lens.

1. Safe (safety remains the top priority)

Changes sought in submissions	Changes made (or comment otherwise)
<p>15. SH - Strong support for Council pursuing state highway improvements with the Regional Transport Committee, Waka Kotahi and central government.</p> <ul style="list-style-type: none"> ● Especially strong on the need for a new road between Turangi and Taupō. ○ Safety, Trucks unable to pass ○ Detrimental impact of closures of this road highlighted for regular commuters (alternative route is a major detour) ○ This is a major lifeline, and needs to be a resilient road in event of emergencies ○ Agreement that reducing speed limits is not going to solve the problem ○ A significant bypass is the preferred solution for the community. ● A number of other state highways mentioned. <p>16. Council deliberations requested:</p> <ul style="list-style-type: none"> ● Change State Highway One action status from a medium term goal to 'short term goal' to reflect that action is needed now. ● Need to include strong resilience arguments in case for SH1 Turangi to Taupō improvements. 	<p>17. Action 1.1 changes from Short-medium term to short-term [page 9].</p> <p>18. Additional comment included on the importance of SH1 Turangi to Taupō, and the need for it to be safe and resilient. And that a bypass is the preferred solution for the community [page 9].</p> <p>19. Existing reporting measure includes an annual summary of engagement on State highway safety actions undertaken in the year. Given high level of public interest, Council could include more public information about its Regional Transport Committee engagements as they occur, including what was discussed, what it has advocated for, and what the response or conclusion was.</p>

<ul style="list-style-type: none"> Explore if we can create more public awareness around the significant work Council already does advocating for highway improvements in Taupō District. 	
<p>20. Rural safety – large amount of feedback:</p> <ul style="list-style-type: none"> Number of locations for safety reviews and/or improvements Safety of Whanagamata Rd raised by a few. Feedback from the rural community on giving rural roads more focus, and recognising the property-rates contribution from the rural community. Seeking inclusion of rural road seal extension programme – and at a faster completion rate Mixed on cyclist safety – recognising that it is a safety concern, but that it is very hard or costly to address. And that cyclists will ride them whether we encourage it or not. Some feedback on needing to improve general maintenance Calls for reduced speeds and other safety measures outside rural schools 	<p>22. Transport Strategy already includes an action 1.2 We will undertake rural road safety assessments and deliver a Rural Road Safety Programme of works.</p> <ul style="list-style-type: none"> Whanagamata Rd is already identified as requiring review and improvement as part of this programme [page 9]. <p>23. Added in text that we will also deliver a programme of small (low cost/low risk) interventions to improve safety [page 9].</p> <p>24. Safety concerns and areas raised by feedback have been captured in the issues paper. These will be recorded in our Transport Asset Management Deficiencies database, and will be prioritised and reviewed and improvements included in our work programmes.</p> <p>25. The main challenge is funding and other resource constraints, funding availability from Waka Kotahi, who we need for co-funding. Public expectations are high – but we currently have got a pretty full programme, which is already focused on the highest risk roads.</p>
<p>21. Council deliberations requested:</p> <ul style="list-style-type: none"> Rural road seal extension programme included in the strategy Delivery of small rural improvements included in the strategy, such as: <ul style="list-style-type: none"> rural intersection lighting bus turning bays rural road lay-bys to allow people to safely pull over, etc 	<p>26. Added Action 7.8 Undertake timely maintenance and renewals and Action 7.9 Deliver a Rural road seal extension programme [page 35-36].</p> <p>27. Added Action 3.4 <i>Provide a strategic road cycling network. And Map</i>, which identify Taupō to Kinloch, Wairakei Dr, and Broadlands Rd as strategic long-distance cycling routes for sport riders. Safety actions will focus on driver awareness and consideration– watch out for cyclists, and allow room when passing. Where these roads are undergoing widening and other safety works, consideration will also be given to improving safety for cyclists.</p> <p>28. Speed management around schools is included in the Transport Strategy. Speed management includes both reductions in speed limits and other measures to support lower speeds and safety.</p> <ul style="list-style-type: none"> Added in rural schools, and working with Waka Kotahi where State highways [Action 1.4 refers, page 11].

<p>29. Urban safety – feedback focused on intersection safety concerns</p> <ul style="list-style-type: none"> • Arrowsmith / Kiddle intersection • Pihanga Rd and SH1 roundabout (Turangi) • Number of other intersection concerns raised 	<p>30. Transport Strategy already includes Action 1.3 We will undertake urban road safety assessments and deliver an Urban Road Safety Programme of works.</p> <ul style="list-style-type: none"> • Arrowsmith / Kiddle intersection is a known issue and high priority for improvement (identified in the strategy in Map 3). • Under Action 4.3 Ensure that Turangi town centre’s road design, public parking, bus parking and walking and cycling connections support social and economic interactions. It already states “A roundabout on State Highway 1 at Turangi is a priority to support this, and will better connect the community across State Highway 1.” <p>31. We will have a programme of works, but can only deliver so much. Expectations are high – and interventions are often costly.</p> <p>32. Safety concerns and areas raised by feedback have been captured in the issues paper. These will be recorded in our Transport Asset Management Deficiencies database, and will be prioritised and reviewed and improvements included in our work programmes.</p>
<p>33. Speed management</p> <ul style="list-style-type: none"> • Strong support for speed measures around schools • Some safer / high speed areas raised • Concern about reliance on reducing speeds, when other measures should be undertaken to address safety while maintaining reasonable travel speeds. • Concerns about impact on rural communities in particular. <p>34. Council deliberations requested:</p> <ul style="list-style-type: none"> • Explain the approach to speed management, including how speeds are reinforced and that alternative measures will be considered. 	<p>35. Strategy already states that we will be developing a speed management plan for the district, focusing on safety areas, schools, supporting walking and cycling routes. [Action 1.4 refers, page 11].</p> <ul style="list-style-type: none"> • Minor changes to wording for this following discussion with Waka Kotahi • Already states that “We will consider the need to reduce speeds or upgrade the road to make existing speeds safe” <p>36. This feedback on areas of concern are recorded in the issues paper, and will be fed into the development of the speed management plan.</p> <p>37. Added to Action 1.4 <i>We will implement and regularly review a district wide speed management plan</i> wording to make clear that we will follow the national guidance on speed management, including considering:</p> <ul style="list-style-type: none"> • recommended speeds for roads considering 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

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

Changes sought in submissions	Changes made (or comment otherwise)
<p>38. Public Transport</p> <p>39. Feedback seeking more services,</p> <ul style="list-style-type: none"> • Turangi to Taupō • Kinloch to Taupō • More Taupō services • free buses • accessible buses (i.e. wheelchair accessible) • cycle racks <p>(Others suggested current level of use were low and more evidence is needed to warrant greater service provision.)</p> <p>40. Council Deliberations requested:</p> <ul style="list-style-type: none"> • Make sure the issues around the lack of bus services for Turangi are captured in the issues paper. • Issues of bus access for Toi Ohomai? How can we support students having access to education opportunities from Turangi? • Include that we will do regular reviews to make sure we are meeting demand. 	<p>41. Our bus fares are currently low: \$2 cash, or \$1 Bee card:</p> <ul style="list-style-type: none"> • Mangakino to Tokoroa • Mangakino to Taupō • Taupō (including to Wharewaka, or to Huka falls) <p>42. Our large buses have accessibility ramps, and kneel to the curb to support wheelchairs. This is typically not possible with smaller buses.</p> <p>43. Our main buses have cycle racks.</p> <p>44. We also have the total mobility scheme to support those with special mobility needs</p> <p>Taupō to Turangi</p> <p>45. Issue included in the <i>Issues Paper</i> [Issue 3.2 refers, page 12].</p> <p>46. The Transport Strategy already identifies public transport between Turangi to Taupō as a priority. It provides the objective of supporting connections to local shops, medical facilities, education and recreational facilities. It provides direction for services that are reliable for people so that they can plan and book appointments for that date (e.g. book to see the optometrist, or meet a friend for coffee) [action 2.1, page 14 refers]</p> <ul style="list-style-type: none"> • We are looking at an on-demand option. This means the bus will be available on certain day or days per week (e.g. Wednesdays). If you book it for that day, it will come. And it will be door to door. <p>47. Other on-demand areas planned</p> <ul style="list-style-type: none"> • Wairakei • Kinloch • Possibly Acacia Bay <p>48. Added comment in Action 2.1 <i>We will provide reliable and accessible public transport</i> to reflect that we will regularly review services to ensure that we are meeting demand [page 14].</p>

<p>49. Comment around Ministry of Education / school bus services</p> <ul style="list-style-type: none"> Options for better co-ordination and services <p>50. Council deliberations requested:</p> <ul style="list-style-type: none"> Concerns about school children behaviour – driving people away. It’s an important service for the district. Make sure our advocacy role is captured. 	<p>51. Added in comment in Action 2.2: “work with the Ministry of Education to assist their provision of suitable, <u>safe, and inviting</u> bus services for school children” [page 14].</p>
<p>52. Bus shelter for Mangakino</p>	<p>53. This has been passed on to the transport asset manager for review as an operational decision.</p>
<p>54. Centralised bus stop and shelter for Taupō services.</p>	<p>55. Added the possibility to explore this options as part of a bushub in Action 4.9</p>
<p>56. Accessibility</p> <p>57. Access Taupō Reference Group highlighted a number of areas of concern, including</p> <ul style="list-style-type: none"> Desire for some signalised crossings – i.e. push a button, which gives cars a red light for you to cross. Wheelchair access lake bathing area, and boat loading facility Disability parking hub Other specific suggestions / concern areas raised <p>58. Council deliberations requested:</p> <ul style="list-style-type: none"> include Kinloch as a potential area for improving accessibility include consideration of parking support for those with young children or prams include a process for identifying new areas for future reviews in partnership with the Taupō Access Reference Group. 	<p>59. Specific areas of concern are captured in the issues paper. These will be recorded in our Transport Asset Management Deficiencies database, and will be prioritised and reviewed and improvements included in our work programmes.</p> <ul style="list-style-type: none"> Planned intersection improvements on Spa Rd, Titiraupenga St, and other town centre changes will explore options that support accessible crossing options. <p>60. Included additional text under action 2.2 <i>We will make our towns and villages accessible and age friendly</i> stating that we have done accessibility audits for Taupō, Turangi, and Mangakino – identifying problem areas and barriers. First actions will be delivering those. Then we will identify future areas for improvement, including Kinloch, in partnership with the Access Taupō Group. [page 15].</p> <p>61. The transport strategy already has action 4.5 <i>We will explore a new, additional, mobility parking hub in Story place, with accessibility connections to Taupō Town</i> [page 28]</p> <ul style="list-style-type: none"> accessibility parking will be priority in the Taupō Town Centre Transformation project design changes for Tongariro St. <p>62. Added in text to action 4.4 <i>Proactively manage Taupō town centre parking supply</i> on ensuring adequate parking for those with specific needs [page 26]</p>

3. Walking and cycling friendly to support sustainable choices

Changes sought in submissions	Changes made (or comment otherwise)
<p>63. Bike Taupō request for more acknowledgement that others can provide infrastructure and other initiatives to support the strategy – that recognition of this allows more ambitious targets, and supports them when seeking funding for initiatives.</p> <p>64. Council deliberations requested:</p> <ul style="list-style-type: none"> • Reflect more of a partnership approach in the strategy. Working with other safety partners, schools, community groups and others as a theme through the transport strategy – greater collaboration. 	<p>65. Added a section under delivery of the strategy about taking a partnership approach [page 7]</p> <ul style="list-style-type: none"> • Bike Taupō wanted more a community based strategy that was less about council ownership and delivery and council actions. They considered a strategy that allowed for others implementation could be more ambitious. • We have not been able to satisfy this request. The Transport Strategy remains very much aimed at giving strong direction to Council on its priorities for its transport assets and services. • However, the Strategy still contains content that should support Bike Taupō in its role, and support its bids for funding, which remains an objective.
<p>66. Bike Taupō requests better recognition, and maps of the wider recreational networks, including</p> <ul style="list-style-type: none"> • Immediate start to complete the Taupō to Turangi bike trail to link with the Tongariro River Trail and to link that with the Tree Trunk Gorge to Pillars of Hercules trail. • Heartland ride between Rotorua and Taupō • the strategic plan for the Great lake Trail which Bike Taupō developed with New Zealand Cycle Trails inc to guide the long-term development of that trail and inter regional connections. <p>67. Improving connections to key national cycling trails (Timber Trail, Waikato River Trails) and the development of an around the lake trail (Grade 2) would provide significant economic benefits to the region.</p> <p>68. Council deliberations requested:</p> <ul style="list-style-type: none"> • Work with Ross Baker and Bike Taupō on including regional walking and cycling trails. 	<p>69. Amended text in Action 3.9 We will support recreational walking and cycling, and the inclusion of Taupō District in the development of regionally and nationally connected networks [page 22].</p> <p>70. Included a map of these key strategic connections [page 22].</p>
<p>71. Bike Taupō requests inclusion of an on-road cycling network.</p>	<p>72. We've added in action 3.8 Provide a strategic road cycling network [page 21]</p>

	<p>73. While there was some suggesting that we should include some other popular long-distance sport cycling routes, including Mapara Rd, Tukairangi Rd, Tuhingamata Rd, View Rd, Aratiatia Rd. Officers feel that we cannot reasonably expect to make the significant investment in these routes that would likely be needed to make them safe for cycling, and should not create the expectation that we will.</p>
<p>74. Bike Taupō suggests a number of network improvements</p> <p>75. A number of high priority links and areas of concerns for both walking and cycling mentioned.</p>	<p>76. Specific areas of concern are captured in the issues paper. These will be recorded in our Transport Asset Management Deficiencies database, and will be prioritised and reviewed and improvements included in our work programmes.</p> <p>77. These will be delivered under the two existing actions:</p> <ul style="list-style-type: none"> • Action 3.1 We will develop a network of shared paths, both paved and off-road • Action 3.6 We will undertake a programme of cycling and pedestrian safety assessments and improvements
<p>78. Requests for better bike storage in our towns, e-bike charges, and other incentives to support people to become cycling commuters.</p> <p>79. Council deliberations requested:</p> <ul style="list-style-type: none"> • Look at bike stands and other access options for better connections. 	<p>80. Added in text to action 3.2 <i>We will make our towns and villages walking and cycling friendly</i> to include provision of cycle parking and other supporting facilities [page 19].</p> <p>81. Action 3.12 We will make Taupō district E-bike and E-scooter friendly already includes “support the provision of appropriate parking and charging facilities.”</p> <p>82. Strategy already includes in action 3.2 “We will work with developers to provide quality off street links, where practical, including the use of gullies and reserves.”</p>
<p>83. Many requests for more zebra crossings</p>	<p>84. There are national guides for pedestrian crossings. Zebra crossings are only recommended for very high pedestrian volumes – which Taupō cannot meet. Without these high volumes, zebra crossings have been demonstrated to be a safety hazard for pedestrians, who expect traffic to stop. Traffic lights or pedestrian refuge island are likely to continue to be the acceptable solution for Taupō district.</p> <ul style="list-style-type: none"> • The existing transport strategy identifies important road crossing connections [Figure 4 and 4b refer, page 17-18].

	<ul style="list-style-type: none"> It also has the Action 3.6 We will undertake a programme of cycling and pedestrian safety assessments and improvements. Added in that: “We will follow national guidance and best practice to determine the appropriate road crossing options for any location.” [page 20].
85. Speed management in pedestrian and cycling areas.	86. Action 1.4 We will implement and regularly review a district wide speed management plan, already identified speed management in areas to support walking and cycling.
87. New Zealand Walking Access Commission Ara Hīkoi Aotearoa raised questions about managing unformed legal roads and road stopping, and offered to work with us to develop policies.	89. Added into action 3.9 “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 Hīkoi Aotearoa, in the work programme for the 2024 Long-term plan.” [page 22]
88. Council deliberations requested: <ul style="list-style-type: none"> Follow up with the Walking Access Commission to better understand their suggestions and the issues in relation to paper roads for public access for Taupō District. 	
90. Mode share should be included as a summary outcome measure	91. The following are already included as success (outcome) measures: <p>% of urban school students regularly walking, cycling, or scootering (etc) to school</p> <ul style="list-style-type: none"> May undertake surveys with schools as part of travel management plans. <p>% of urban employees regularly walking / cycling to work</p> <ul style="list-style-type: none"> 5-yearly census data (main means of travelling to work) May undertake surveys with Taupō chamber of business and Town Centre Taupō.
Shared paths	
92. Concern about safety, and other users putting pedestrians off, when the objective is to increase and support walking. <ul style="list-style-type: none"> Also concerns about dogs Debate about who should have right of way if anyone. Concern about giving priority to any one group in favour of another when these should be courteously shared 	94. We still support shared paths as they support vibrancy and use, versatility for future uses and technology, and reduced costs.
	95. We note that the government is developing rules and guidance for shared path management, which we will implement.
	96. The strategy suggests an approach of setting very clear expectations for public use of shared paths and footpaths. Relying on most people to be courteous, and giving the public the confidence to call out people who are acting against the ‘rules’ – relying on social pressure for enforcement.

<ul style="list-style-type: none"> Concerns about clear labelling of what are shared paths and what are pedestrian only <p>93. Council deliberations requested:</p> <ul style="list-style-type: none"> Embed key messages around courteousness regarding shared pathways, e.g. cyclists slowing down. Look at best practice examples. 	<p>97. Pending government guidance, we added in text in action 3.3 <i>We will undertake shared path management</i> to specify the clear rules including:</p> <ul style="list-style-type: none"> mobility impaired users being given priority and cyclists and other users slowing down to walking speed when passing pedestrians and others [page 20].
<p>Sustainability / reducing greenhouse gas emissions</p> <p>98. Criticism that not enough was being done – not given a high enough priority, including:</p> <ul style="list-style-type: none"> Not enough to shift away from driving (e.g. don't provide more parking, don't provide free parking) Not enough to support public transport, including inter-regional Need to pursue a rail link 	<p>99. Draft strategy includes becoming e-car friendly and e-bike friendly including supporting parking and charging infrastructure.</p> <p>100. Draft strategy focused on supporting walking and cycling (removes barriers), given Taupō district's scale means that public transport is difficult. However, there is also an allowance to monitor demand for public transport and provide services where it makes sense.</p> <p>101. We think the current strategy content remains a sensible approach to supporting reductions to greenhouse gas emissions, but we recognise that there is significant uncertainty in this space and there is potential for some dramatic shifts that Council will need to accommodate.</p> <p>102. A Rail link is considered in the issues paper, which concludes that rail is not expected to be a cost effective option for Taupō, or one that is likely to be supported by Central Government.</p>
<p>103. Requests for more E-car and E-bike chargers.</p>	<p>104. Already covered in action 3.11 We will make Taupō District an electric car friendly destination</p>

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

Changes sought in submissions	Changes made (or comment otherwise)
<p>105. Feedback on undertaking town centre improvements and beautification in Turangi and Mangakino (as done in Taupō)</p>	<p>106. Added "inviting" to action 4.1 Ensuring our towns are easy, inviting and intuitive for visitors [page 24].</p>
<p>107. Feedback on making better use of gateways into town, to attract people in.</p>	<p>108. Action 7.3 Traffic management for extreme peaks / events (including promotion of alternative entrances to Taupō)</p> <ul style="list-style-type: none"> Added text to explain this and that greater use of alternative entrances may become a long-term option to manage traffic growth [page 33].

109. Support for pedestrian friendly town centres – some asking to go further	110. Already captures in action 3.2 We will make our towns and villages walking and cycling friendly
111. Recommendation to increase the Taupō town centre slow zone / place making area to Titiraupenga St.	112. We have extended the Taupō town centre slow zone / place making area to Titiraupenga St in Figures 5 and 7
113. Titiraupenga Street and the town end of Spa Road should not be designated as arterial roads as this would sever the community on either side. An arterial road should turn into a primary collector when in an urban setting.	114. Spa road remains classified as an arterial, although important pedestrian crossing links are identified. 115. Titiraupenga has been amended to a <i>primary collector</i> , to reflect expected traffic volumes in Figures 5 and 7
116. Kaimanawa St to be the arterial rather than Titiraupenga St	117. This decision was considered and consulted on as part of the Taupō Urban Commercial and Industrial Structure Plan (CISP). We are drawing from that as a higher order document, not re-investigating it.
118. Parking 119. Concerns over difficult finding a park in Taupō	120. This is acknowledged and the transport strategy includes a comprehensive strategy for managing parking to achieve reasonable service levels in terms of parking availability.
121. Recommendations to make more angled parking when lanes are reduced in Tongariro St, including angled parking into a centre island.	122. Action 4.4 Proactively manage Taupō town centre parking supply, states: “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.” <ul style="list-style-type: none">• Parking will be a focus for TTCT improvements to Tongariro St.
123. Concerns about all day parking being pushed out of the town centre, especially when it's quieter in winter.	124. We don't believe that seasonal parking changes will be practical. We think the current strategy approach is our best bet to improve parking availability in Taupō Town Centre. We acknowledge it will require all-day / worker parking to be further away, but the strategy considers a 10 minute walk acceptable, and we'll look to make these areas clearly identified, so time is not wasted search for a park if the preferred spots are filled, and improving walking access from them into town.
125. Lack of parking for campervans	126. Action 4.4 Proactively manage Taupō town centre parking supply, includes: “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”

<p>127. Oruanui Street should be 2hr parking (on the east side) (1)</p> <ul style="list-style-type: none"> • This side of the street is predominantly retail stores that only require medium-term stays • The other side (west side) could remain all-day, for those businesses that require it (which are mostly on that side) 	<p>128. This has been passed on to the transport asset manager for review as an operational decision.</p>
<p>129. Concerns over continued provision of free carparking, which doesn't recognise the true costs of providing parking and subsidies and encourages car travel.</p>	<p>130. The strategy remains committed to provision of free parking in the short-medium term.</p>
<p>131. Inter-regional bus facilities</p> <p>132. Feedback seeking improve facilities for inter-regional bus patrons</p> <ul style="list-style-type: none"> • Toilets right next to the bus stop • Quality, welcoming toilets (heating, lighting, shelter, drinking water, baby changing facilities, gender neutral) • Seating, shelter, heating, • Close to road crossing, and food and beverage vendors, i-site <p>133. Needs to meet the needs of children and parents, people with limited mobility, and tourists unused to our traffic conditions</p> <ul style="list-style-type: none"> • Toilet facilities are inadequate and too far away. When it rains it is highly unpleasant • Many passengers have restricted mobility and their close proximity is of the essence. • There should be no difference between the facilities that the public expects at airports and those in bus and train stations • “nearby” is not enough for toilets – needs to be “next to” 	<p>134. The strategy contains Action 4.9 When reducing the number of lanes on Tongariro St, we will look to consolidate and better locate the bus infrastructure in Taupō town centre</p> <ul style="list-style-type: none"> • Bus parking will be a focus for TTCT improvements to Tongariro St. • The options and costs of doing so can be explored at that point – there is high level direction in the strategy, but this is not a detailed design options, funding and implementation question. <p>135. Amended 4.9 to make promiximity to toilets an imperative [page 29].</p> <p>136. Amended 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 to include some additional requirements as raised</p> <ul style="list-style-type: none"> • Note that the Super loo, during opening hours, provides many of these services: <ul style="list-style-type: none"> ○ baby room ○ lockers ○ drinking water

5. Well connected to the rest of New Zealand

Changes sought in submissions	Changes made (or comment otherwise)
<p>137. Truck noise in urban areas</p> <p>138. Trucks on residential streets raised as a safety, noise and vibration concern</p> <p>139. Support for a proper truck stop in Turangi to keep them away from residential / problem areas</p>	<p>140. Truck drivers having the right to stop, eat and rest. This is a safety matter – reducing fatigue – and truck drivers have driving hour limits they must adhere to.</p> <p>141. Action 5.7 We will work with truck operators and industry groups to reduce the volume of truck travel in our urban and residential streets states: “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.”</p> <ul style="list-style-type: none"> • We will support such initiatives where we can, but generally these would be commercial services, driven by private providers. • We have limited tools to control truck travel in urban areas, we think the strategy covers this as best as possible, although recognise that there are real negative impacts on some people / properties.
<p>142. Seeking for Council pursuing a rail line connection with the Regional Transport Committee, Waka Kotahi, KiwiRail and central government.</p> <ul style="list-style-type: none"> • Safety benefits • Environmental benefits • Benefits to exporters, from cheaper alternative option • Tourist passenger option 	<p>143. A Rail link is considered in the issues paper, which concludes that rail is not expected to be a cost effective option for Taupō, or one that is likely to be supported by Central Government.</p>
<p>144. Ensuring proximity and ease of access to State highway 1 from our current and future industrial zone nodes must be included in planning.</p>	<p>145. Action 5.7 We will work with truck operators and industry groups to reduce the volume of truck travel in our urban and residential streets states: “We will zone industrial land close to state highway connections, and aim to minimise travel through residential areas through the Taupō District Plan.”</p>

6. Resilient and reliable

Changes sought in submissions	Changes made (or comment otherwise)
<p>146. A number of hazard and risk areas identified. Also comments seeking to ensure specialist expertise is included in future risk assessments.</p>	<p>147. Specific areas of concern are captured in the issues paper. These will be recorded in our Transport Asset Management Deficiencies database, and will be prioritised and reviewed and improvements included in our work programmes.</p> <ul style="list-style-type: none"> • These will be delivered through the action 6.1 We will undertake risk assessments to identify risks to important transport connections

7. Maintaining predictable travel times in the face of growth.

Changes sought in submissions	Changes made (or comment otherwise)
<p>148. Question of whether we are making best use of alternative routes, like the other ETA exits, and Mere Rd, to reduce traffic on busy Lake Tce and Control Gates Bridge</p> <p>149. Council deliberations requested:</p> <ul style="list-style-type: none"> • Look at options to encourage the use of the ETA to reduce the impacts on Control Gates Bridge. 	<p>150. Strategy contains Action 7.3 <i>Traffic management for extreme peaks / events (including promotion of alternative entrances to Taupō)</i></p> <ul style="list-style-type: none"> • Added text to explain this and that greater use of alternative entrances may become a long-term option to manage traffic growth
<p>151. Concerns about how busy roads have become, and traffic gridlock</p> <ul style="list-style-type: none"> • Spa Rd • Control gates bridge <p>152. Request for 2nd bridge crossing as an urgent priority</p> <ul style="list-style-type: none"> • Analysis of all options sought <ul style="list-style-type: none"> ○ Including option for 3 lanes, with a tidal lane ○ Explore options for a shared pedestrian / cycle bridge 	<p>153. The strategy contains action 7.4 Planning for a second Taupō bridge and any other major infrastructure in advance of its need</p> <ul style="list-style-type: none"> • Planning for the second bridge is a medium-term focus in the draft strategy. The reality is it will take a long time to plan the bridge including consultation with Iwi for crossing the river. In that time other actions like removing walking and cycling barriers should be completed.
<p>154. Request for more intersection improvements to support traffic flow, especially roundabouts</p> <p>155. Request for roundabouts to be the preference over traffic lights</p>	<p>156. We acknowledge there has been strong community feedback about drivers' preference for roundabouts at intersections, rather than alternatives.</p> <ul style="list-style-type: none"> • The issues paper includes a section acknowledging that drivers prefer roundabouts, and acknowledging why.

	157. Added into action 7.7 Deliver an Intersection Improvement Programme that “When investigating intersection improvement options, the option of roundabouts will be assessed against any alternatives, recognising that there is a strong community feedback that drivers prefer roundabouts.” [page 35].
158. A number of intersections were suggested for improvement	159. Specific areas of concern are captured in the issues paper. These will be recorded in our Transport Asset Management Deficiencies database, and will be prioritised and reviewed and improvements included in our work programmes. <ul style="list-style-type: none"> • These will be delivered through action 7.7 Deliver an Intersection Improvement Programme

Other issues

Changes sought in submissions	Changes made (or comment otherwise)
160. Parking around Hilltop School was raised as a safety concern, with in berm angle parks suggested to address children exiting onto the road, and address tidiness / worn out berms concerns.	161. School parking should be the responsibility of the Ministry of Education. Assessment of parking needs should follow the School and Ministry undertaking a School Travel Management Plan – which Council can facilitate but not do for the school.
162. Parking in Kinloch – divergent views on how to best manage it. <ul style="list-style-type: none"> • More parking will need to be provided if growth continues, perhaps with shuttles or some other link back to the beach. 	163. Strategy currently suggests not attempting to increase parking at Kinloch lakefront – as their will never be enough, instead aiming to provide drop off parking at the lake, and parking elsewhere. Its noted that there are limited locations for this and parking is very busy at peak periods.

Issues paper

Changes sought in submissions	Changes made (or comment otherwise)
164. The economic benefits of facilitating a safe and effective cycling network is not mentioned in the issues paper. This is a significant strength of the District and should be highlighted.	165. Added in “8.2 Quality walking and cycling links support recreational and lifestyle options that support Taupō district as a great place to live and visit, with associated economic opportunities.”
166. It should be noted that our rural roads are not safe for cyclists. They were designed and built for much lower traffic volumes, smaller trucks and not with bikes in mind. This is an issue but not one which is easily or cheaply fixed.	167. Added 8.10 Our rural roads are not designed to cater to cyclists and can be unsafe

<p>While we do not believe that fixing this issue should be a priority for the District, it does need to be acknowledged.</p>	
<p>168. Page 13, as well as electric cars we have benefited from e-bikes but there is more we could do to become an electric bike friendly destination as well and this needs to be recognised.</p>	<p>169. Added in bikes and scooters to 8.7, and supporting this is also captured in the strategy action 3.12 <i>We will make Taupō district E-bike and E-scooter friendly</i></p>
<p>170. Page 13, few children bike to school as well. We would like to think that the Kids Bike Taupō initiative has increased this number but the main barrier of a lack of safe cycling routes and increasing numbers of cars on our roads remains a barrier.</p>	<p>171. Added in cycling.</p>
<p>172. Page 15 of the issues paper states that priority should be given to walkers on shared paths. We disagree with that statement. If it is a shared path, then all users should have equal status otherwise you will get greater conflict issues with one user type trying to dominate. We have seen this on the lake front pathway where walkers have not given way to bikers because they think it is a walking path. Positive shared use comes from users knowing that it is a shared space and using the path in a conscientious manner towards all other users. Appropriate use comes out of respect for all other users not putting one over the other. Once this is known and acknowledged by all users then an appropriate shared use culture will develop. Signage and communications that clearly states that a path is shared use goes a long way to address this matter. Constantly referring to shared paths as 'walkways' will work against positive shared use.</p>	<p>173. Adjusted wording here as per the strategy:</p> <ul style="list-style-type: none"> • mobility impaired users being given priority • and cyclists and other users slowing down to walking speed when passing pedestrians and others.
<p>174. Page 18, 4.5 should refer to biking facilities etc as we know that is one of the reasons why visitors come here again and again...</p>	<p>175. Cycling added in</p>
<p>176. Page 20 there is also a lack of good bike parking including e-bike charging stations too.</p>	<p>177. Added this into 8.8</p>
<p>178. Lakes DHB agrees with the issues raised, and adds the following comments:</p> <ul style="list-style-type: none"> • 2.2 Taupō district has a high proportion of low income households and Maori are over-represented in this group, making Maori more prone to transport disadvantage. • 2.5 Vehicles may be historically cheap, but maintaining and running them is not, so they are not an option, or are a limited option, for many 	<p>179. Included these additions</p>

<p>people. A car dominated transport system disadvantages those who can't drive or can't afford to drive and is inequitable.</p>	
<p>180. 3.7 The drop in child active transport is a significant concern that should be given more emphasis. There are substantial benefits to improving child active transport rates, ranging from child independent mobility, improved physical activity levels and mental wellbeing, improved family time management and reducing congestion associated with school traffic. Focusing on children can also grow a generation of sustainable transport users, where getting about on foot or bike is normalised. Whether safety is perceived or real, young walkers and cyclists need safe, convenient, separated infrastructure and priority crossings that are forgiving of human error and beginner decision-making.</p>	<p>181. Included these additions</p>
<p>182. 5.0 Parking is a necessary part of the Taupō transport system but given its effect on inducing traffic, it is important that retailers and drivers aren't trained to expect "a park right outside". This level of service would be at the expense of other types of transport users.</p> <p>183. 5.3 A parking building is expensive, but it is a better use of land than many street level and off street car-parks which present barriers for pedestrians and cyclists and reduce street appeal. Drivers also expect to pay for parking at a parking building, and it is fair to pay for parking across the entire parking town centre, as walking, cycling and public transport become safe and attractive alternatives</p>	<p>184. Included these additions as an alternative view</p>