

# SUMMARY OF SUBMISSIONS – DRAFT TRANSPORT STRATEGY

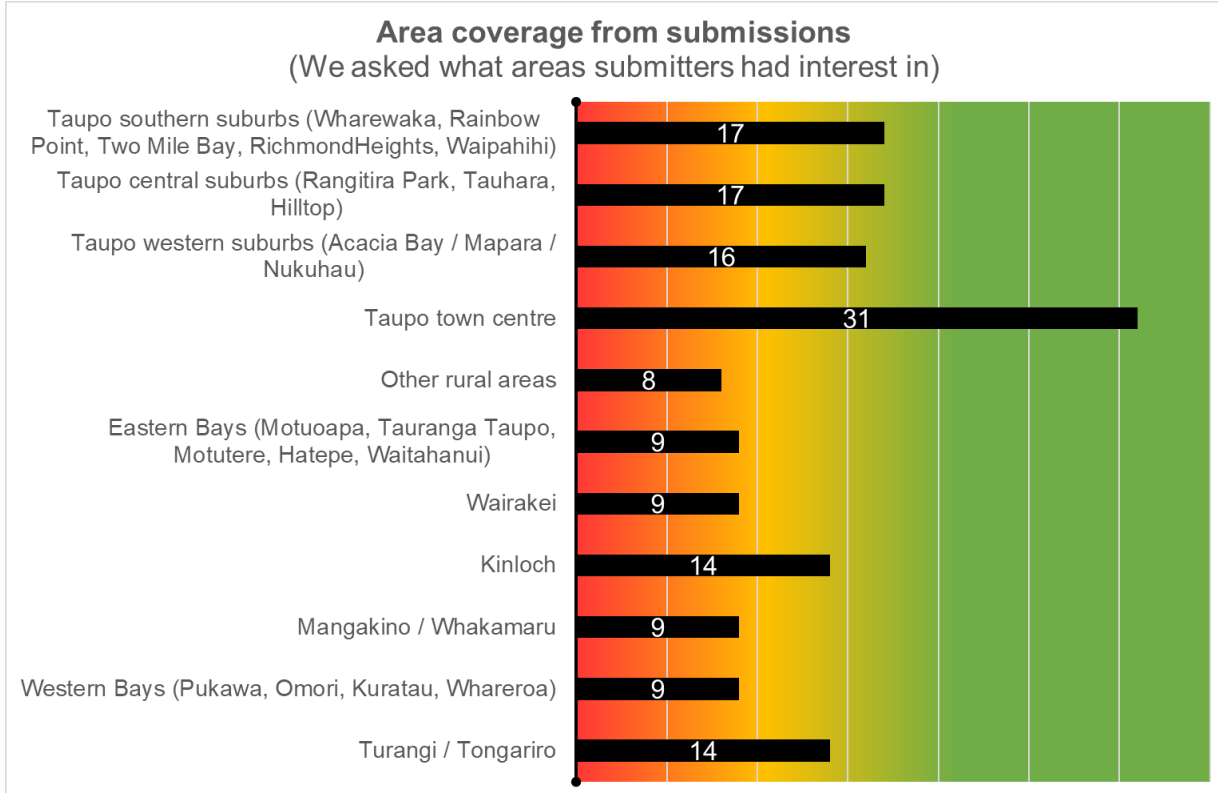
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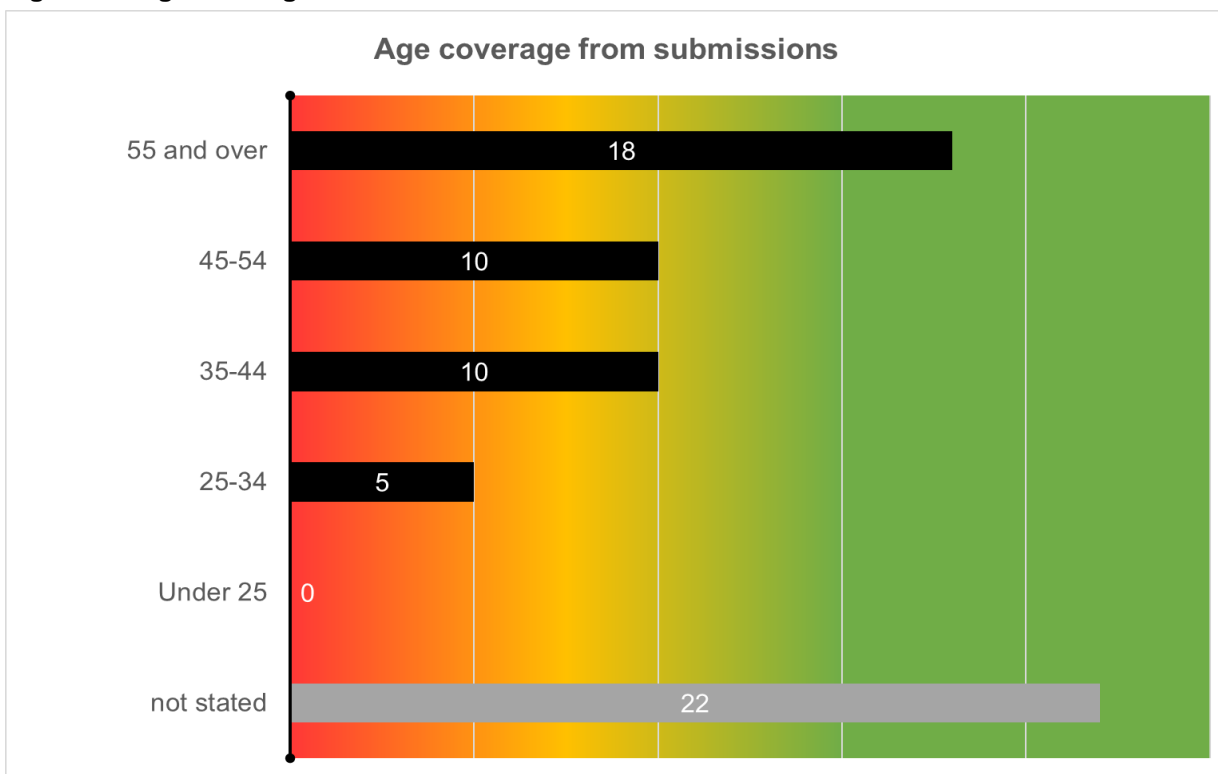
## SUBMISSION DETAILS

Consultation was run over the 5 working week period 4 Aug 2020 to 4 September 2020. 65 submissions were received, with 15 indicating they wished to present to Council in hearings.

**Figure 1 – Area coverage from submissions**



**Figure 2 – Age coverage from submissions**



## FEEDBACK ON PRIORITY AREAS

Figure 3 – At a glance: support of opposition for priorities

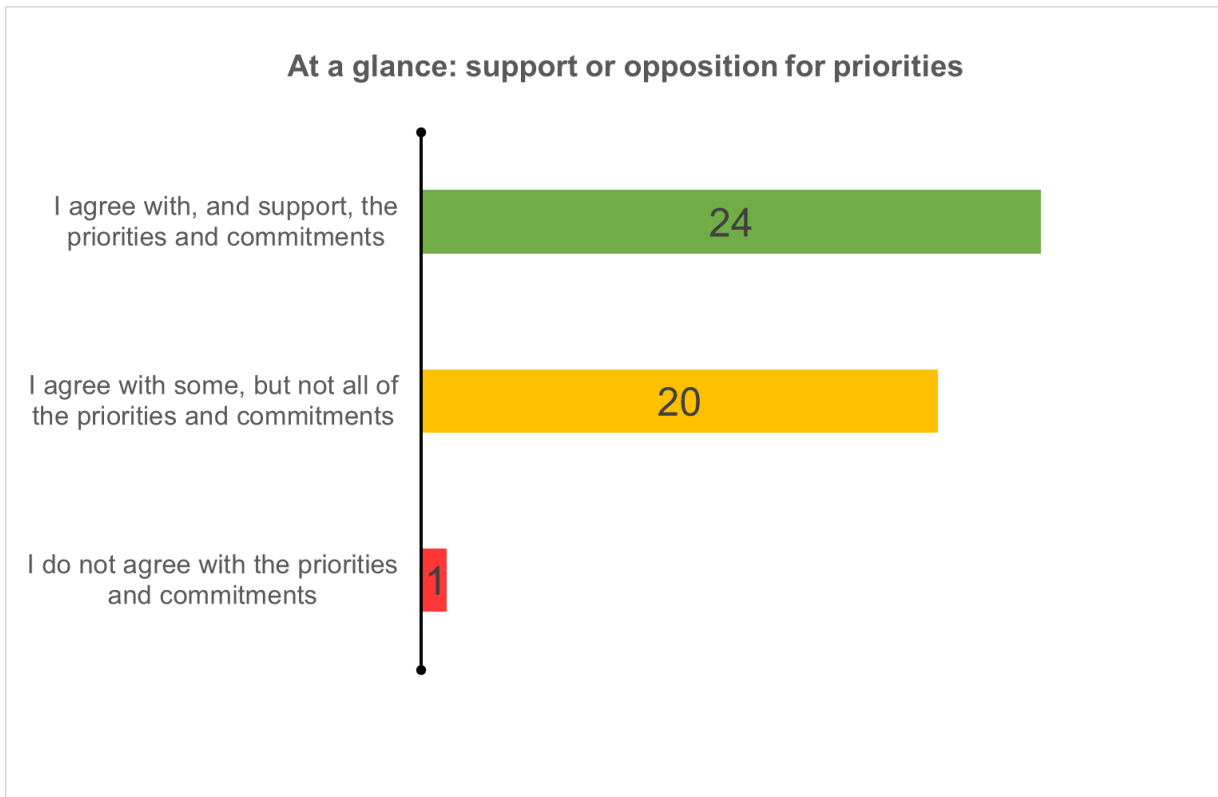
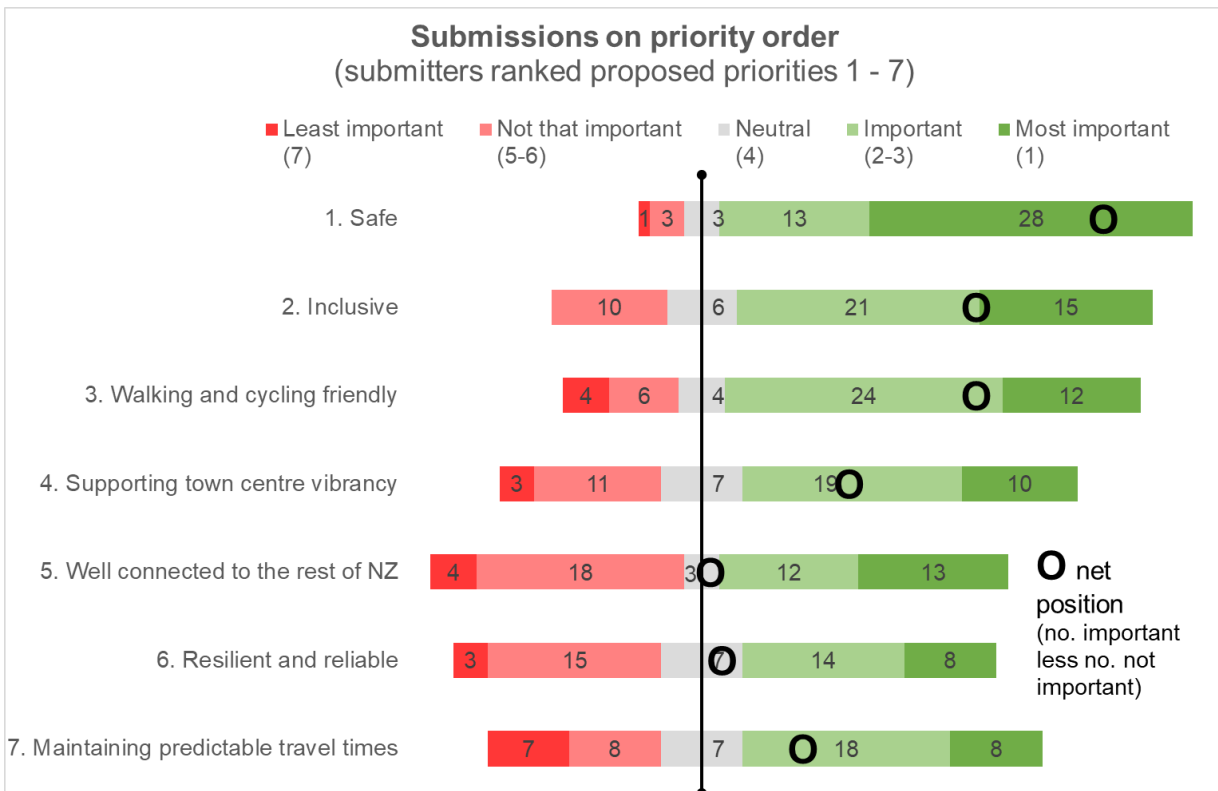


Figure 4 – Submissions on priority order



**DRAFT VISION AND ORDER OF PRIORITIES (PAGES 3-4 OF DRAFT STRATEGY)**

**Vision: “making it easier to get to the people and places we want, safely and sustainably”**

Priorities and ranking:

1. Safe (safety remains the top priority)
2. Inclusive (accessible and affordable so that getting around is not a barrier to anyone)
3. Walking and cycling friendly to support sustainable choices
4. Supporting the vibrancy of our town centres and fostering social and economic interactions
5. Well connected to the rest of New Zealand
6. Resilient and reliable
7. Maintaining predictable travel times in the face of growth

***Feedback on SAFE as a priority*****SAFE – Reasons given why important**

- Safety for all is paramount / has to be number 1 priority. (3)
- Waka Kotahi supports the draft strategy's emphasis on safety and identifying it as the top priority for the district. (1)
- Many of our district roads and State highways have high crash rates due to poor construction and the roads not built to take the weight and volume of traffic now using them. (1)
- Taupō is unsafe for people walking. (1)
- We have major highways intersecting the district and we're a transport hub whether we like it or not. We need to welcome transportation but it needs to be safe for all. (1)

**SAFE – Reasons given why not important**

- Cars are getting safer and safer – most of our roads are already safe enough. (1)

***Feedback on INCLUSIVE as a priority*****INCLUSIVE – Reasons given why important**

- Transport is one of the single most important issues facing every person in the community, whether it be for getting to work, school, shops or to move freight, or for exercise. People should not be limited to cars. There needs to be a good range of transport options, including more environmentally friendly options to reduce our carbon footprint in a changing world which is facing the effects of Climate Change. (1)
- Transport provides access to health, education, employment, healthy food, natural environments, and opportunities for socializing and connection. All of these are necessary for good health. (1)

- Transport also determines health equity. A transport system that is car dependent reduces access for people who can't drive or can't afford to drive, including children and youth, low-income families, people with disabilities and the elderly.
- Maori are highly represented in many of these groups and therefore suffer a greater proportion of transport disadvantage than non-Maori.
- The social and economic toll of a car-dependent transport system is more than the costs of fatalities and severe injuries on state highways. Multi-modal accessibility for all is the top priority for transport, rather than safety which is State highway focused. (1)

#### INCLUSIVE – Reasons given why not important

- Nil

#### ***Feedback on WALKING AND CYCLING as a priority***

#### WALKING AND CYCLING – Reasons given why important

- By prioritising an inclusive transport system, it will be necessary to create a safe, walking and cycling friendly network which will promote sustainable choices and foster vibrancy and social and economic benefits. All of these benefit health including by promoting active lifestyles, improving air quality, and reducing traffic injuries. (1)
- Taupō district is regularly visited by walkers and cyclists (1)
- (After safety) it delivers the greatest spread of benefits - to wellbeing, to health, to traffic flow, to sustainability, to recreation, to tourism, and more. (1)
- Many people like me want to walk and cycle more and are desperately hoping the opportunities to do so will improve. (1)
- I have young children whom I wish to teach the benefits of living a healthy active lifestyle that is also better for the environment and the bank account. (1)
- Support the greater recognition of cycling in that it is no longer just an add on to other development as in the previous walking and cycling strategy. Biking and biking infrastructure is important in its own right.
  - Cycling is an important part of the Taupō economy and is responsible for numerous jobs (we have five bike shops in Taupō and one in Turangi!!!)
  - Taupō is now an internationally recognised riding destination. Bike Taupō alone has an asset base worth approximately \$3 million dollars.
  - In 2012, Taupō received silver level Ride Centre status from the International Mountain Bike Association. Taupō is one of only five silver level ride centres globally and the only one in the Southern hemisphere.
  - The counters on Bike Taupo's trails have also shown a steady increase in people out riding since March this year. Biking is a strength of our district and should be celebrated and grown.
  - What is currently missing is a safe urban riding network that enables locals and visitors to traverse our urban areas easily and safely.

**WALKING AND CYCLING – Reasons given why not important**

- Too much emphasis on cycling access on roads at the expense of the majority of roads users (vehicles). (2)
- Only so many people will walk or cycle – it's a waste of time over-providing for this (e.g. cycle lane up control gates hill). (1)
- Walking is already great, so not important. (1)

**Feedback on SUPPORTING TOWN CENTRE VIBRANCY as a priority****SUPPORTING TOWN CENTRE VIBRANCY – Reasons given why important**

- It's getting more difficult to get a park in town. (2)
  - If you want to attract more people into the town centre, especially from out of town, they're going to be in vehicles. There's a terrible lack of parking in the town centre.
- As an organisation that represents businesses in the CBD, we are pleased to see town centre vibrancy as a top priority. It is our vision for the Taupo CBD to be the dynamic, vibrant and innovative heart of the district. A commitment to supporting town vibrancy and social & economic interactions is required in order to achieve this vision. (1)

**SUPPORTING TOWN CENTRE VIBRANCY – Reasons given why not important**

- Too much emphasis can be placed on saving town centres at the expense of having outlying services and shopping. (1)

**Feedback on WELL CONNECTED TO THE REST OF NZ as a priority****WELL CONNECTED TO THE REST OF NZ – Reasons given why important**

- We need good connections to remainder of the country, especially since domestic flights are woefully unreliable. (1)

**WELL CONNECTED TO THE REST OF NZ – Reasons given why not important**

- Everyone knows where we are. It's hard to travel in the North island without passing through us. Do not waste our money on advertising our country. (1)
- We are already well connected, being on State Highway 1. (1)

**Feedback on RESILIENT AND RELIABLE as a priority****RESILIENT AND RELIABLE – Reasons given why important**

- Nil

**RESILIENT AND RELIABLE – Reasons given why not important**

- I don't believe you can ever predict and manage every possible risk making that the least important for me. (1)

**Feedback on MAINTAINING PREDICTABLE TRAVEL TIMES as a priority****MAINTAINING PREDICTABLE TRAVEL TIMES – Reasons given why important**

- 2nd Taupo bridge should be a priority (5)
- Traffic flow in the centre of town is our main issue (3)
  - Especially in tourist or event season.
  - Driving in and around Taupo is important and getting harder.
  - We're experiencing growth, especially on northern side of town
  - Congestion around Spa Rd and over Control Gates Bridge
  - Spa Rd and Lake Tce are hard for right-turns even on a normal day, let alone weekends.
- Most important is cost effective solutions (such as the left turn at the Spa Rd roundabout from north that cost a reputed \$50). (1)
- There is headroom for growth within Taupo before adversely affecting travel times. Parking and access are probably more important than actual 'on -road' time as long as this is kept reasonable and traffic flows are maintained. However, it is essential during peak holiday times that traffic on main arterial routes is managed effectively to reduce excessive increase in journey times - to ensure not only positive visitor sentiment but also that it does not impact community social license for tourism. (1)

**MAINTAINING PREDICTABLE TRAVEL TIMES – Reasons given why not important**

- Predictable travel times are not so important given Taupo District is predominantly a tourist area and people like to take their time. (1)
- While predictable travel times are important, people do learn to adjust travel times according to peak use. (1)

**OTHER SUGGESTED PRIORITIES**

1. Maintenance of our existing roading and associated infrastructure. (1)
2. "Practical" needs to be an objective. (1)
  - E.g Speed restrictions that would meet the "Safe" priority but are not practical for the area or natural flow of traffic.
  - E.g roads upgraded to provide a shoulder for cyclist only to be completed to a standard where a cyclist cannot ride in the shoulder making the attempt wasted expense.
  - E.g roads being resealed when they didn't need to be simply because they were on a schedule, yet just round the corner potholes and erosion of the road is left in disrepair.
3. Improving traffic flow. (1)
  - There seems to be a reluctant to make road improvements to improve traffic flow, such as simple left turn bays and marge lanes.
4. Should have the objective of well-connected within local areas. (1)
  - A number of intersections make it difficult to safety and effectivity get around our towns.

## FEEDBACK ON SAFE ACTIONS

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### 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*

5. Support canvassing of Central Government to improve State highway 1 and other State highways where a number of accidents have occurred. (2)

### STATE HIGHWAY 1 TURANGI – TAUPŌ

6. Improvements are urgently needed to State highway 1 Turangi – Taupō (6)
- Needs significant improvement from a safety and access perspective and should be a priority to minimise the economic and social impact of road closures and accidents.
  - Urgently required to ensure a safe, fast and decent route is available
  - Perhaps the most pressing transport issue, that has been an issue for many decades and no one has yet got it sorted.
  - Needed in case of eruption, etc
  - The best proposal will be the long-term option that redesigns and allows for a new road that will be suitable for the long term.
    - Deliver Bulli Point re-alignment (which has land owners approval).
    - Current road needs to be turned into a dedicated tourist and cycle route and an entirely new road built, preferably to just North of Waiorou.
    - It is simply not fit for purpose and every effort must be made to work with central government and landowners to facilitate a deviation. We can keep throwing money at this abysmal piece of highway but to no avail. This is a major let down on a major linkage highway but in addition is a commute route for many Turangi to Taupō. This ought to be top priority.
    - We strongly recommend a new bypass road, from Hatepe south as far as is needed, well to the east of the lake.
  - The road is no longer capable of handling the amount of heavy trucks that it carries and is certainly not safe for tourists.
  - B trains have to stop at Bulli point to allow another truck to pass. The same applies at TeRangiita.
  - Potholes and slips are a regular issue. If the road is closed for any reason, the alternative is a long haul. In an emergency, should both routes be closed, Turangi residents could well be stuffed.
  - As a Turangi resident the commute to Taupō is necessarily frequently and for those who have employment in Taupō even more frequently. So safe transit is a must.
  - Fully support the key commitment to work in partnership with Central Government to address SH1 between Turangi and Waiatahanui.
  - This is a poorly designed road that is totally not suitable for the longhaul truck and trailers, who continue and drive illegally. Drivers of the long vehicles will continue to drive illegally,



in that they will continue to cross the centre lines, and on occasions fall of the edge into the lake, causing environmental hazards that need to be avoided.

- Speed is not an issue on this section of SH1 as most drivers are very aware of the safety issues and drive accordingly. Speed controls are just an excuse to delay the real work that is long overdue.
- Council should make a joint submission to Government urgently, within the next two months. To take advantage of the money now available for highway projects. Jointly with the Waikato Regional Council, AA and the Tuwharetoa Trust. That is the Regional Transport Committee. It should suggest that the Taupo Transport Group sit down with NZTA and revisit the options that have already been considered (2018).
- State highway 1 is not a rural road and must be recognized as an essential part of the North Island highway network between Wellington and Auckland.
- Support the TDC participation in the Regional Transport Committee (which is tasked with determining the priorities for investment in the Waikato region) to put the case for improvements on SH1, as noted above.
- We do not support the need for wire barriers and reduced speed limits when these factors and related costs can be avoided by improving the road alignments. We understand that the AA does not support this option.
- Speed on this section of SH1 has not been shown to be the cause of recent accidents. We do not support reduced speed limits, such as the 80 – 100- -80 – 60 kph speed variations that are now pending with NZTA.
- We understand that AA in the past have argued that this section of SH1 is probably the worst part of the North/South strategic highway for all freight and road transport and that it must be 'bought up to standard'.
- This section of State highway 1 is judged to be 'unsafe and an environment hazard'.
- Evidence provided by CAS show the real extent of truck involved accidents. Council needs to ask why do NZTA continue to delay fixing a problem they know exists.
- We are aware that NZTA have had workshops (ILM) –investment logic mapping and they are well aware of the poorly aligned bridge over the Tauranga-Taupo River.
- Rumble strips, edge barriers and slower speeds are just band-aids , proposed by NZTA in February 2020. The road needs real surgery to fix it for the long term.
- We also add that it is short sighted for NZTA to accept the Ministry of the Environment claim to not fast track upgrading State highway 1 because it could increase carbon emissions. We see that as just an excuse, with no evidence to support their claims Transport makes up 37% of NZ household's emissions according to Statistics New Zealand so any increase would be minor.
- Government is looking to stop the Papakura to Drury section of SH1. This would be the best time then to get them to concentrate on the Taupo to Turangi. Please discuss this with David Parker.
- Under the Covid Recovery Law, climate impacts can be taken into account when deciding a proposal should be fast tracked under this Law. Environmental impacts included, such as the mess made when a truck falls into the lake.

## OTHER STATE HIGHWAYS

7. Waka Kotahi acknowledges and understands the issues related to the SH network in the area. The Safe Network Programme is targeting safety interventions in the area. There are recognised safety issues on the Taupō to Turangi route and Waka Kotahi have carried out formal consultation with the community. Waka Kotahi staff anticipate implementing speed limit changes over the next few months to address safety issues that have been raised.
8. We do not support wire barriers. That is a very costly option and will not stop people making mistakes. Just more damaged cars, as when drivers make a mistake they will hit the wires that are very hard to avoid. (1)
  - There is no conclusive evidence in the *Issues Paper* of the causes and therefore the reasons for the ‘mistakes’ that justifies support for wire barriers.
  - Engineering improvement yes, when it is the realignment of dangerous corners.
9. Council must adopt a holistic district wide perspective and the subjective words of the document must be transmitted into objective actions – even if these are NZTA roads. (1)
  - Taupō District is unique that most of its arterial roads are State highways [1, 5, 32,46,47]. These provide the District with roads it does not have to fund, manage or maintain. The downside is that some of these roads are not fit-for-purpose or safe and thus Taupō District citizens are not safe.
  - The Turangi Tongariro Community Board made 3 independent submissions to Waikato Regional Transport Strategy and NZTA at hearings in the early to mid-2000’s. At these the AA Whanganui Branch presented a report prepared for it by consultants GHD. This report highlighted that 19 sections of State highway south of Taupō to the Desert Rd boundary were sub-standard – notably the lack of overtaking areas south of Waitahanui. None of the concerns raised have been addressed satisfactorily.
  - Council must show leadership and advocate at Government level on these roads.
  - Although State highway 1 south of Taupō has been in an unsafe condition for years, no section was in a “shovel ready position” when Government recently allocated additional roading funding.
  - The strategy will set the picture for the next 20 years, and highlights Taupō District’s lack of past planning and gives no confidence that anything has changed.
10. A summary of the issues raised by TTCB and submitted to Council and WRC Long Term Plan (2005) and NZTA are as follows. To date, not one of these has been achieved. This was called their Top 9:
  - SH1 - Pedestrian Clip on SH1 Tongariro River Bridge
  - SH1 - Tauranga- Taupo bridge realignment
  - SH1 - Whisper seal through Turangi to reduce the high night traffic noise
  - SH1 – SH 1-Pihanga Rd intersection – provide free left turn for exiting Pihanga Rd, Turangi to the north.
  - SH1 - Passing lanes every 15km from Taupo Sth to top of the Desert Road TDC boundary
  - SH1 - Desert Road realignment to reduce the high accident “three sister area”
  - SH1 Stock Truck effluent disposal in Turangi area.

- SH41 increased road seal edge to promote bike safe areas
  - SH1 - Hallets Bay to Motutere realignment.
11. The Rural Safety Focus Map (p9) does not consider State highway 1 roads south of Turangi, State highway 41 west of Kuratau, and State highway 46 (Rotoaira Road) and State highway 47(Saddle Rd to National Park). The strategy needs a study on these roads and then amending of the strategy to include these areas. (1)
- The Desert Road to the Taupō District southern boundary is one of the most “unsafe” sections of highway in the District.
12. Upgrade SH 1 Desert Road. (1)
- There are 3 major curve sections of the Desert Road present the major problem on this highway due to accidents and snow closures.
  - These could be straightened relatively easily with today’s equipment and technology and environmentally safely.

In other regions such improvements occur, but in Waikato – all the resources have been kept north of Taupo leaving a highway that is safe, not fit for use, and “not resilient or reliable.”

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

*Ongoing*

13. Bike Taupo supports 1.2 to undertake rural road safety assessments, and where this is to be done on key cycling routes we would like a recognition of those users in that assessment. We are aware that it is incredibly costly to bring the majority of rural roads up to anything which could be considered safe for all users but we would like Council to consider opportunities if and when they present themselves.
14. We support the rural road safety assessments and the delivery of a Rural Road Safety Programme of works. But, without the need for wire barriers and reduced speed limits, as you have noted. (1)
15. Mapara Rd needs widening, especially the Acacia Bay end in the 70km/h zone (1)
16. New houses in the last 10 years would have doubled the number of people using it.
17. Whangamata Road (as far as Kinloch) is dangerous at present and is in urgent need of upgrading to match Poihipi Road. This should be a priority for TDC before there is a fatality on this overloaded and narrow road. (2)
- Improved safety of Whangamata Rd is the number 1 Safety priority for Kinloch – over 85% of those surveyed by KCA rated this as Extremely or Highly Important.
  - The roading link between Taupo and Kinloch needs to be understood as an arterial route.
  - Kinloch is growing at a very high rate. It is shown on the TD2050 as the third largest urban area after Taupo and Turangi. The population will exceed 5,000 pax within 15 years meaning that it is larger than Turangi.
  - At present, Whangamata road is a rural access road but it is carrying > 3,000 vehicle movements per day. This will grow to > 5,000 vehicles per day as Kinloch increased the number of dwellings and as the dwellings used as baches change to fulltime occupancy.
18. More effort and emphasis needs to be put into rural roads. (2)

- Over the last 5 years we have had a number of deaths on the arterial roads in the district and there are safety improvements which may help in the future.
  - Rural lighting is a concern as the population has increased - we would like to see more lighting on busy intersections partially onto Poihipi Road.
  - There are a lot of cyclists around and we need more of a side for them to get off the road.
    - Cyclists take their life into their own hands every time they head out on the rural roads
  - The number of trucks around supporting out rural sector is huge and the roads are just not up on it.
  - Trees need to be removed so trucks don't hit them and to reduce black ice in winter.
  - Some stop signs need to be changed to giveaway and vice versa.
  - Potholes need to be fixed in a timely fashion.
  - Somehow the events / people that use these roads and profit from the events need to pay for them. Not just hammering the rural people with more rates as we get the same services and I pay approx. 15 times more than the average house in town.
  - Just make them safer for all people that use them.
  - Concerns on some road intersections that need turning bays or lanes (Forest Road, Tirohanga for example), and the lack of streetlights at a number of very busy intersections or intersections that are affected by climatic conditions (fog for example).
  - Rural rate payers are only number a few, but our rates are a very significant amount for Council's coffers.
19. Wairakei - access into the new Hub cycling parking area off the main road needs a dedicated turning lane on the main highway. (1)
  20. Ensuring roads are wide enough to support increased traffic volumes, in particular roads that link to Miraka which have significantly increased heavy usage, and roads that have become popular for bike usage – Poihipi, Waipapa and Scott Roads. (1)
  21. Install solar streetlights at busy rural intersections is essential. (Including Pokuru, Paerata, Okama and Tram roads where they connect to Tirohanga Road.) (1)
  22. Some rural road intersections need turning bays or lanes. (e.g. Forest Road, Tirohanga intersection.) (1)
  23. Reduce speed and have flashing signs outside of rural schools, including Marotiri, Tirohanga, Whakamaru. (1)
  24. Put safety measures in place along State Highway 30 in bush where there is a sharp bend (GPS -38.435573, 175.654364). There are frequent crashes on this corner most not registered with the police or emergency services. (Including a solar flashing sign - 38.437731,175.651873). This has been minuted several times in our MPRG meetings as a known hazard. (1)
  25. Review tree belts along rural roadsides for safety. (eg Kaahu road – trees branches are strewn across road in strong winds, trees cause areas to remain particularly icy for longer periods in Winter.) (1)
  26. Bus turning signs on the intersection of Poihipi Road / Tihoi Road this has also been minuted several times in our MPRG meetings as a known hazard. (1)

27. An upgrade to the Tirohanga - Mokai corner would provide safety improvement with a turning bay coming from the southern direction. (1)
28. This is a very busy corner with the Miraka dairy factory, Country Kids and other Tuaropaki businesses.

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

29. Include more detail on safety for residential roads, including speed management and managing driver behaviour, and how council will work with others like Police. (1)
30. Also prioritise low income neighbourhoods and schools in the urban road safety assessment programme. (1)

#### *Arrowsmith / Kiddle intersection*

31. Arrowsmith Ave / Kiddle Dr /Napier Rd intersection needs urgent fixing (7)
  - Should be a roundabout (5)
    - Roundabouts by their design are an excellent intersection design as they slow the traffic down but keep the traffic flow moving, unlike traffic lights.
  - Current intersection looks and feel wrong and has led to massive amount of crashes
  - Either a roundabout or traffic lights.
  - there have been many crash reports and I have videoed 2 vehicles driving straight through the stop signs. In one instance it was only seconds away from a fatality.
  - It should support safe crossings for children going to the schools nearby, and adults commuting by bike/foot, as well as other pedestrian and cycle users.
  - Use common sense / do it well
  - At minimum realign Kiddle and eliminate the hump.
  - This should not be on the backburner.
  - If safe pedestrian use is a priority, we should quickly add either an underpass or overpass - this should be given priority.
  - I am not sure that a roundabout will improve it. Stop signs on all corners may be the safest solution.
  - We support a review and the installation of a better solution.
32. Please add to the Transport Strategy a clause that provides for TDC to consult with AA and listen to their expertise and experience, and together come up with a solution for Arrowsmith Ave / Kiddle intersection that can be made to work. (1)

#### *Intersections*

33. Need a roundabout at the junction of Pihanga Street and SH1 (Turangi) (3)
  - it is Russian roulette trying to get across, worse so since the centre median has been changed.
  - This is a very dangerous intersection

- I believe that Transit NZ owns around 16 metre either side of major State Highways. This would allow a roundabout of the recommended size to be installed for the vast majority of trucks and would be a much safer option.
  - Another must despite all protestations and reasons why not is a roundabout at Turangi entrance. Just this week there was another potentially fatal accident at this very unsafe intersection. This would not only make the intersection much safer for a divided community but enhance and encourage entry to Turangi.
34. Need to fix the dangerous intersection Pohipi / Wairakei (2)
- should be a double lane roundabout
  - Intersection at the top of Control Gates hill is dangerous – a small roundabout would be the answer
35. Whangamata road - Kinloch road intersection safety would benefit from a decent size roundabout. The intersection seems outdated and it makes it worse being on a blind corner. A large roundabout with good lighting would future proof it. (1)
36. The roundabout on Rifle Range and Tamamutu streets has become increasingly busy and dangerous. (1)
- Speed and failure to stop is a huge issue.
  - We have been witnessing accidents here on a weekly basis for years now, in the last month there have been at least 3 involving cyclists. We have witnessed hit and runs, children knocked off bikes, cars being T-boned (regularly), vans flipping over after being hit at high speed, and in the evenings people drifting around the roundabout (one such car landed on our berm outside our house on the opposite side of the road in which it was travelling).
  - I think this is to do with the way in which the roundabout is positioned and people just drive on through. We really need to slow people down at the 4 entry and exit points to this roundabout to stop them going straight over. Putting in something like the S bends they have on some of the streets in Rotorua would help this and is urgently needed, these will force people to slow down and stop.
37. Spa Road is becoming a 'nightmare' for both crossing pedestrians and turning motorists. (1)
38. The intersection at Taharepa Road and AC Baths Ave. needs to have lane markings added, to help divide vehicles turning left and traveling straight or turning right. (1)
- We recommend that two lanes be marked out on the road. This will help minimize the congestion at this intersection.
  - There may also be other intersections where two lanes would help direct traffic in an orderly manner. All for the cost of some white paint.
  - The alternative is a cost effective, recycled rubber roundabout for a budget cost of some \$5,500.
39. Free Left Turn Lane heading north on SH1 from Pihanga Road, Turangi. (1)
- Many drivers do not observe the 'STOP' sign now, and know it is safer to roll through it and accelerate safely away than stop, risk being tail ended.
  - By widening and allowing a free turn and merge lane, the intersection would clear traffic through it and prevent the infringement that is currently occurring.

40. Improve the crossroad intersection of Grace Road, Hautu Road and State Hwy1. (1)
- The 80 km/h sign about 400 metres the south of the intersection should be moved to at least 400 metres north of the intersection.
  - Turning off State Hwy 1 from Taupo into Grace Road is hazardous as there is no slip lane for the traffic turning right.
  - Also, turning south from Grace Road onto State Hwy 1 is quite hazardous as cars are still traveling at 100 km/h, and there is no indication that an 80 km/h sign is up ahead.

#### **1.4 We will implement and regularly review speed management plans**

##### *Short-term*

41. Supportive of work to create safer rural school zones. (1)
42. Bike Taupo supports the regular review of speed management plans. All roads in urban areas should have speeds of 50km or less. These are, or could be, roads which are used by a lot of cyclists, so we need them as safe as possible.
43. Waka Kotahi recommends that the Road to Zero Strategy and associated Road to Zero Tackling Unsafe Speeds programme are fundamental to the development of safety objectives and responses for the district and therefore should be referenced in the draft strategy.
44. Waka Kotahi suggests that the development of a district wide Speed Management Plan would be beneficial in supporting the development of the wider Waikato Regional Speed Management Plan which would provide a broader set of responses consistent with the Road to Zero Strategy.
45. Need to address speed around Schools, especially around Hilltop school because of the steep hills. I regularly see speeds I estimate at around 70kmh around school drop-off and pick up times. (1)
46. Some of the lower speeds introduced are unrealistically long in extent. (1)
- e.g. Crown Rd, Kiddle Dr, Control Gate Hill.
47. Concerns about the speed of vehicles on Arrowsmith avenue. (2)
- speed of trucks is a particular concern
  - Safety concern for children and people not in cars.
  - In particular Arrowsmith / Chesham intersection. The cars literally “fly” down the road and get tyres off the road with the speeds they are doing.
  - There are a lot of children and older people in the neighbourhood and that type of driving is not acceptable.
  - Maybe if something were done like the Tamatea Road / Gillies Avenue intersection with the speed bumps, this would slow the traffic down.
  - It may also lessen the truck/heavy vehicle traffic that seems to travel frequently through the neighbourhood.
48. Waitahanui needs the speed limit lowered to 50ks. (1)
- It absolutely baffles me how Poihipi can be lowered to 80 and yet Waitahanui is still 70.
  - What other school in Taupo can you drive past at 70ks?

- It is extremely dangerous.
49. Concerns about the speed of vehicles on Tamamutu Street (between Gillies and Rifle Range). (1)
- This road is now a very busy through fare and people treat it like a speed way. We often see people speeding down here doing at least 70.
  - It's so scary living on this busy and fast street with young children, slowing people down before and after the roundabout would help both the roundabout issues [ safe / intersections refers] and the speed of this through fare, perhaps speed humps like the ones in Tamatea Rd together with the s bends like they have on some of the streets in Rotorua. This needs to be a priority in the district as the town centre (Tamamutu street is a main road into and out of town) is only growing and there are more and more cars in town.
50. The 50 km/h speed limit in town should be policed. (1)
- Speeding is the norm on the through roads especially Mere Rd, Spa Rd and Rifle Range Rd.
51. The new low speed limits on Wairakei Drive and Acacia Bay are ridiculous. (1)
- These are not dangerous roads.
  - Pyes Pa has 100km speed limit with numerous driveways and exits onto it and yet here in Taupo the speed limits are slow.
  - This is not a safety concern at all
  - Previous submissions were ignored again by Council.
52. Speed limits on Wairakei Drive: This is an 'open road' that most drivers accept and are well able to drive on it at 100 kph, without undue cause for accidents. The road environment does not match the speed limits of 80 and 50 kph. (1)
- Repeater signs at 2.7 km centres are not appropriate and more signs are required to remind and inform drivers of the current speed limits.
  - The alternative is to put the speed limit back to 100 kph, a speed that suits the layout and design of the road. It is not an 80 kph road. The local police are regularly seen using this section of local road for their gain and the issue of speeding tickets and revenue for the Government
  - Please add a clause to the Transport Strategy that provides for the speeds on this section of road to be reviewed. In line with the recent AA submission. Plus consider the option of adding more repeater signs.
53. Grace Road from State Hwy 1 is designated as a 100 km/h road. The speed limit needs to be reduced. I think it should be restricted to 80 km/h.
- This road is tar sealed for 1.7 k's and very narrow, then continues on as a gravel road.
  - Te Herekieke Street leads off Grace Road and is designated 50 km/h.
54. Painted speed calmers work



***Opposed to lower speeds***

55. Overwhelming majority of those surveyed by KCA would like to maintain current speed limits (54%).
56. Consideration should be given to wider, safer roads, rather than 80km/h speed reductions over extended distances, (3)
- Slowing roads down may result in some rural people finding it faster to do their shopping in other towns, like Tokoroa.
  - It is not in the rural population's benefit that the 80km per hour speed limit continues to creep out Poihipi Road and if it's to benefit other road users such as cyclists other means should be looked
  - Follow the AA's suggestions re speed limits (not necessarily good to reduce them, the Road to Zero report rates lowly in their opinion)
57. Speed is never the cause of a crash - education is the best prevention. (1)
58. State Highway Speeds are self-regulating. I do not support any reduction in the current speed zones. The speed on State highway 1 is self-limiting at present, even in Turangi. When traffic volumes are high – during the daylight hours the road speed slows – less than 70 kph average. At night, and during low vehicle usage times, the speed limits are all good and a safe timely travel can occur. Over the past 15 years travel time has increased from Turangi to Taupo by at least 10-15 minutes due to the number of heavy vehicles on the road. (1)

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

59. We support the commitment to support and promote refresher-driving courses.
60. Bike Taupo Supports 1.5 and 1.6 delivering safety awareness and education and recognises that Bike Taupō has a role to play there, especially with our Kids Bike Taupō programme.
61. Central Government should also be asked to help with this additional training.
62. Better education and training is the key focus that should be added to the Strategy. The immediate target should be to teach the learner drivers to drive correctly and with purpose. (1)

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

63. Safer roads initiative is overly conservative and unrealistic. (1)
64. Need enforcement of stop signs. (1)

## OTHER ISSUES RAISED

65. Potholes on Wairakei Drive are very unsafe, someone is going to crash (1)
66. The ETA really needs lights. (1)
67. Parking around Hilltop school has become a safety hazard. Angle parks are needed to stop children exiting cars directly onto such a busy road (as well as keeping the area tidy). (1)
  - There isn't much parking, however the number of students has increased a lot.
  - It has become more dangerous with parents parking up on the grass where children are often walking down the hill.
  - There are also houses that put in permanent bollards (is this allowed?), which causes parents to park slightly out from the kerb so children can get out. This makes the road very narrow. And young school children have to get out in the middle of the road as they cannot get out on the berm side. This issue is especially bad due to the speed in which parents are driving to and from the school.

## FEEDBACK ON INCLUSION ACTIONS

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### 2.2 We will provide reliable and accessible public transport

*Ongoing*

68. More facts are required about the current public transport use, needs and wants. Our view is there is no need for upgrading the existing bus services around the Taupo town. Please add the need to provide more evidence to support any change to public transport services. (1)
69. Lakes District Health Board Disability Support Advisory Committee is concerned that people in Taupo / Turangi area who live with limited physical function as well as limited financial resources are disabled by Council planning and unable to participate normal daily living activities. Free access to public transport such as buses would demonstrate Council commitment to supporting disabled people and older people to be inclusive citizens. (1)
  - The plan creates a barrier to anyone getting around and is not supporting an Inclusive community through Accessible and Affordable Transport.
70. Lakes District Health Board Disability Support Advisory Committee is concerned that the strategy does not address the needs of people who are disabled by the inability to get around the Taupo District by public transport because of:
  - Cost of public transport is a barrier to disabled people, including older people, people who have long term loss of independent function (physical, intellectual or mental health related) and increases their risk of social isolation and inability to access ordinary daily activities or places of work.
  - Free bus travel is now in place in other centres in New Zealand, including Waikato Regional Council area such as Hamilton and should also be available for people in Taupo / Turangi area.
  - Public Transport not able to accommodate people who have poor mobility or need to use aids and equipment, such as wheelchairs, walkers to access community services.

- No public transport option between to access Taupo from Turangi and return increases the impact of inequity for people living in Turangi area who do not have access to private cars, taxis or other transport options to access services and supplies from Taupo area.
  - The social deprivation that exists in Turangi reinforces the challenges members of this community have through not being able to afford the cost of travelling between the two centres.
71. It is noted that the draft transport strategy:
- gives no commitment to supporting disabled people to be able to live an ordinary life that includes the ability to access public transport irrespective of their disability or recognises this increasing group of people, especially older people have limited resources that increases their risk of being socially isolated and dependent on other health and social services and not valued as essential participants of Taupo District community.
72. The members of the Lakes DHB Disability Support Advisory Committee request that Taupo District Council makes a commitment in the document to:
- Provide free bus services to disabled and older people, and
  - Ensures that current bus services meet the needs of this group of citizens, preferably through face to face opportunities for feedback
  - Ensure Information is made available and accessible through 'easy to read' format to promote more opportunities for people living with disability to contribute in a meaningful way
73. Public transport should also be encouraged by the Council by starting a new local subsidised 'rideshare' service, run by the council. (1)
- similar to Auckland Transport's 'AT Local' rideshare service in Devonport in Auckland (basically a council-run Uber type service used by ordering with an app on your phone).
  - This will provide residents with an affordable option of being able to travel into the town centre and to other council amenities such as the AC Baths and not have to own a car to get around.
74. Consideration should be given to a bus depot for all the local Taupo buses (central, north and west) so that they depart and arrive at the same depot. (1)
- At present its very confusing.
75. More buses / a larger timetable (1)
- especially a later bus leaving town on (in particular) the central route i.e. around 5pm.
76. The load factors on the Taupo Connector do not warrant a full-size diesel Bus. (1)
77. “the number of accessibility interventions in high deprivation communities” should be a delivery measure under the inclusive strategic priority. It would also be helpful to measure the level of transport disadvantage experienced in the community – who is missing opportunities to participate in society due to lack of transport? (1)
78. Continue Public Transport links to Tokoroa and Taupo from Mangakino and Whakamaru. (1)
79. Work with Ministry of Education to see if school bus routes to Tokoroa schools can be amalgamated. (i.e. So that one bus can service Forest View High School, Tokoroa High School and Te Kura Kaupapa Maori O Te Hiringa.) (1)

80. Assess having a bus shelter at Mangakino Town Centre. (1)
81. Bus service on scheduled days is the preferred option for Public Transport for Kinloch. (1)

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

*Short – Medium-term*

82. Bike Taupo supports section 2
83. [With specific reference to the issues paper], the “aging population” is managing just fine. (1)
- In fact they are more likely to downsize and stay at home. More research is required before any decisions can be made.
  - We suggest that it will continue to be the other age groups, 15-39 and 40-64 that need to be considered the riskier group with disabilities and unable to read signs etc. This is the larger group of people that are still learning. Just look at all the school students that regularly use the footpaths far more than any other generation.
  - The older age group has the better history of experience that should not be forgotten by TDC.
84. Safety when crossing roads is a concern for the aged, young, crippled, deaf or blind as New Zealand law gives priority to vehicles over pedestrians with the exception of designated ‘Shared Zones’ where a pedestrian has right of way over a vehicle. There are many threats to pedestrians in Taupo. The most dangerous spots identified by the Taupo Access Reference Group as of July 2020 are:
- 1) The river bridge ‘refuge island’ courtesy crossing, with its attendant paving, is dangerous to users. We consider that here should be push button ‘traffic-stop-on-request’ lights phased into the Norman Street / Wairakei Drive intersection lights. These to be operated by push button at the current ‘courtesy crossing’ point that is immediately south of the bridge.
  - 2) The lower Spa Road ‘refuge island’ courtesy crossing should be removed and replaced by ‘traffic-stop-on-request’ signals incorporated into the program of new traffic lights at the Gascoigne Street / Nukuhau Street intersection with Spa Road.
  - 3) The footpath-to-road ‘let downs’ also known as ‘curb cuts’ are seriously needing of correction in many places. The ‘let downs’ in front of the i-Site premises are examples of difficult curbs to negotiate with a wheelchair and are not making it easier to get to the people and places we want, safely and sustainably” as imagined in the TDC’s Transport Vision.
85. To be inclusive we must cater to the needs of the most severely affected persons among us. What is needed for the user of a push frame is needed for a mother with a pram. A visitor-oriented town would apply infrastructure standards that welcome all.
- 1) There is no wheelchair accessed bathing area. This is not ‘inclusive’
  - 2) There is no wheelchair user boat loading facility. This is not ‘inclusive’
  - 3) There is no disability vehicle Parking hub. A ten space ‘accessible parking hub’ close to quality public toilets would service the needs of transient persons and local wheelchair users alike. To not provide this is not ‘inclusive. (The redesign of the Tongariro Street and Storey Place streetscapes could incorporate an area dedicated to the accommodation of disability vehicles - perhaps freeing up some existing disability parks for general parking).

- 4) There still are some ‘step up curbs’ which is not inclusive. We appreciate that Taupo’s natural sloping topography will always hinder a wheelchair user, a fact which places extra obligation on planners in “making it easier to get to the people and places we want, safely and sustainably”
  - 5) Streetscape furniture does not always accommodate the needs of wheelchair users. Low table height is a common example which can be not inclusive.
  - 6) Little thought appears to have been given to a more electrified transport future. Facilities to recharge the batteries of cars, bikes and wheelchairs would be considered by visitors and locals to be very inclusive. (To say nothing of the likely needs of Self Driving vehicles).
86. Spa Park accessibility needs to be reviewed and improved. Pedestrian paths with uphill inclinations that are difficult /unsafe for some users like prams, wheelchair and mobility scooters users [pictures of poor areas provided]. (1)
87. Link the Lake Road footpath to the Mangakino lakefront and have a pathway to the playground. (1)
88. Install let-downs/paths in Whakamaru Village to enable access to the playground. (1)
89. Have a footpath along causeway to connect Whakamaru Hydro Village to the footpath on the State Highway. (1)
90. Have paved disability parking at Mangakino Lakefront (perhaps look to do this in town centre too in the future if town becomes busier in holiday periods). (1)
91. It would be beneficial to recognise that more people, especially older people are using e-bikes to get around. The e-bike courses which Council are currently providing are a part of delivering on this and should be recognised.
92. Integrate transport planning with higher density land use to provide options for people who can’t drive. (1)

## FEEDBACK ON WALKING AND CYCLING ACTIONS

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### 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.**
93. Support interventions that promote walking and cycling, especially the development of a walking and cycling network. (1)
94. Provision for cycle tracks is over emphasized. (1)
- Expenditure on cycle tracks and walkways needs to be in balance with other road expenditure. Hold back more shared pathways etc.
95. Please include a hold on all further expansion and works on new cycle ways. Plus get more data from Bike Taupo and other users for inclusion. Strategic walking and cycling links in Figure

- 4 should be district wide and show all existing and future links. Including getting to Whakamoenga Point, craters etc.
96. Bike Taupo supports the reference to working with us but feel this should be broadened out to not only finalise cycle links but create new ones and expand existing ones too. Support for our more independent initiatives is also welcomed.
97. Developing additional cycling infrastructure along key routes including:
- 1. An underpass under Wairakei Drive between Control Gates Bridge and Norman Smith Street to provide a safe connection across this busy road for commuters and school children,
  - 2. Further consideration of an overpass connecting the amphitheatre and the Countdown Site (Option A6).
    - Opus International undertook some preliminary work on this option for Bike Taupo, including costing preliminary investigations
    - this would provide a safe connection for people to cross this busy road
    - it would also be beneficial for events
    - It has the potential to create a gateway for the town.
  - 3. Develop a shared use path on the eastern side of Control Gates Bridge leading above the road to the Countdown site.
    - This would be a better grade than the existing one, making it easier for cyclists and walkers to access town.
    - Could be developed cheaply and easily (Bike Taupo has already scoped a route)
  - 4. Widen the walking and cycling path on the upstream side of Control gates bridge to a similar width of that on the downstream side.
  - 5. Identify and mark cycling friendly routes in and out of town to enhance and promote the safe cycling network in town.
  - 6. Identify and mark safe cycling routes to schools to try and get more school kids on bikes and reduce the volume of the 'school run'.
  - 7. Slow down traffic at key intersections and areas (i.e. around schools) using speed humps etc., to reduce the risk to cyclists (this will be especially effective where roundabouts are being developed).
  - 8. Develop safe access points into town for cyclists including crossing points at busy roads and safe alternatives to busy intersections (i.e. spa road / Tongariro Street).
98. In addition to these capital works TDC should look at other soft options including:
- 1. Benefits such as free showers at the SuperLoo, access to bike storage in the Town Centre, potential financial rewards for those who bike to work
  - 2. Provide more information about the benefits of commuting.
  - 3. Consider subsidising commuter style E-Bikes (we do it for composting facilities) to rate payers as these are the ultimate foil to Taupō's hills and are a huge growth area that provide a realistic alternative to cars.
  - 4. Work with schools to incentivise students biking to schools.

- 5. Reducing traffic speeds in key locations and at key times to make the roads safer for bikes.
99. An improved cycle track from Acacia Bay to Nukuhau. (1)
- The present track is badly patched and maintained at present, forcing serious cyclists to ride on the road where there are no shoulder areas for safe riding.
  - Serious cyclists have narrow tyres that cannot cope with gravel, glass or badly patched bitumen.
  - An extension to this cycleway at both ends would be beneficial to anyone wanting to ride to school or to work.
  - Many people run, walk and push prams along the present track and more would do so if improvements could be made.
100. Prioritise investment for improvements to walking, cycling and public transport, starting with neighbourhoods and communities that have the greatest socio-economic disadvantage and connecting them to the town centre. (1)
- Lakes DHB also favours prioritizing safe routes to school for children on foot or bike.
  - This acknowledges the current inequitable transport disadvantage of these community groups that has resulted from New Zealand's historical approach to transport planning and investment.
101. Need a Bike Lane south of Kiddle on the Napier-Taupo Rd. (1)
- There is less than 1 metre to the left of the white continuous line.
102. Supports shared pathways to schools/ECEs – a footpath to Rangiamokura TKR, Whakamaru School, Kiwi Steps Preschool. (1)
103. Extend footpath from Rangiamokura Te Kohanga Reo to Mangakino RSA/Club. (1)
104. In Figure 4b – the High Accessibility Area should also connect to the lakefront via Lake Road. (1)
105. Improve roadway/footpath access to Mangakino Sports Fields/Changing Rooms. (1)
106. Improve roadway to Matekuri Island/River Trails link. (1)
107. Assess building a footpath to the Mangakino Cemetery. (1)
108. Safer pedestrian access to cross road between Whakamaru Shops and the Garage/Hairdresser/Vets. (And from the Whakamaru causeway Bus Stop to other side of road to access Whakamaru Dam stairs or pathway to River trails – it is where everyone crosses – not sure if an accessway is considered to be safe there.) (1)
109. Almost 69% of those surveyed by KCA felt 'provision for walkways in all residential development to enable everyone to reach the lake safely' was Extremely or Highly Important.
110. Over 66% of those surveyed by KCA considered a cycle/walking path along the Whangamata Rd from Oakdale to Kinloch Rd was Extremely or Highly Important.
111. Over 50% of those surveyed by KCA felt a safe cycle way along the Whangamata route for commuters to Taupo was Extremely or Highly Important.
112. Support planning a second bridge crossing, but urge it is a cycle/pedestrian bridge. (1)

- Particularly in relation to TDCs recent Growth Management strategy which aims to consolidate growth in the Poihipi Rd area. This will require further wastewater infrastructure requirements.
- There would also be an opportunity to allow for future reticulation of Acacia Bay wastewater.
- We would urge the council to consider the option of a cycle/pedestrian bridge over the Waikato River as this would resolve the infrastructure needs and send a clear message to the community that building new roads is not a sustainable long-term policy for the district.

### 3.2 We will make our towns and villages walking and cycling friendly

*Short–Medium-term*

113. The commitment on page 3 for “walking and cycling friendly to support sustainable choices” explains it well – deliver on this commitment (1)
114. All busses should have bike racks on them so people who live further out could get themselves and their bikes into town.
115. If you’ve ever pushed a stroller, carried heavy bags, had joint pain, walked with crutches or a cane, or stumbled around at night, ‘curb-let-downs’ have helped you.
116. If you have suffered from a long bout of a knee or hip tendinitis, that made walking on uneven surfaces painful, sloped curbs made walking around more bearable”.
117. Dogs not on leads are very unfriendly to cyclists and disabled walkers.
118. The legal protection offered by law, to ‘shared zone’ users, whereby cars and people are granted equal rights, should be taken advantage of so as to serve the disabled and aged.
- By applying such status to selected downtown retail streets it would considerably “make it easier to get to the people and places we want, safely and sustainably” as contained in the Strategy’s Vision.
119. The New Zealand Walking Access Commission Ara Hīkoi Aotearoa endorses the draft strategy. We lend our support to the following priorities within it:
- The third key priority to maintain and enhance transport networks so they are walking and cycling friendly. This will help to support people to make sustainable transport choices. We believe that off-road tracks and trails and outdoor public access are a key part of those transport choices.
  - The focus on making towns and villages accessible and age friendly (2.2). As well as formed footpaths and streets it is important that people with reduced mobility can use at least some off-road tracks and walkways.
  - Developing a network of shared paths, both paved and off-road (3.1 and 3.2). Shared pathways for cyclists, walkers and other active transport users help connect communities to shops, schools, recreational areas and other local resources. They also connect people to each other and make for stronger communities. It is important that shared paths are well designed so that walkers, bikers, e-bikers, scooterers, mobility scooters and others can all share the space safely.



- The focus on recreational walking and cycling (3.8). Good recreational resources provide health and wellbeing value to people. But they also provide a link for people to transition from recreational cycling and walking, to being active transport cyclists and walkers.
120. It will be important to ensure that public walking and cycling access on reserves and other council land is not impeded or obstructed by encroachments from adjacent private properties. This is especially relevant around the lakeshore. There are several examples where this has or is happening. (1)
121. Council should have policies for the management and retention of unformed legal roads and for road stopping. (1)
- The New Zealand Walking Access Commission Ara Hīkoi Aotearoa has expertise in each of these areas and would be happy to help the council develop policies in these areas. We recommend using our Guidelines for the Management of Unformed Legal Roads as a best practice template.
  - We note that Christchurch City Council, Auckland Transport, Rangitikei District Council and Hurunui District Council have developed good policies that Taupō District Council could draw upon.
  - Taupō District Council has a substantial network of unformed legal roads. These unformed legal roads have significant current and potential future value. They will play a central role in the council's plans to develop a network of connecting trails and access points which allow people to get around the area by bike and foot.
  - It is important that the council retain these unformed legal roads so that it can use them to develop its network of outdoor public access.
122. Need safe bike parking in town (1)
- like locky docks, cages etc that other towns have installed
123. Create a transport hierarchy for urban areas where people are favoured before trucks and cars. This means that pedestrians are given the highest priority, before cyclists, then public transport, then commercial vehicles, and finally, cars. This will achieve multiple benefits for the health, environment and economy of Taupo district and beyond. (1)
124. Mode share should be included as a summary outcome measure. (1)

### 3.3 We will undertake shared path management, including:

#### *Short-term*

- **developing clear rules for how shared paths should be used, including who has right of way, and what behaviours are unacceptable**
  - **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).**
125. Ensure that there is correct messaging around shared paths. We need to create a shared use culture and help Council to make informed decisions – i.e. not prioritising users, separate paths or centre lines as suggested on page 18. Bike Taupo is involved in a wide range of national

discussions re cycle paths and trails. Shared paths are discussed a lot and the consensus is promoting positive shared use, creating a culture of shared use and not separating users or putting one above the other. Council needs to take an informed approach to this matter and not a knee jerk response based on social media chatter.

126. The lake edge pathway has been transformed into a prime asset that is very much appreciated by the disabled for its even surface, but is narrow, creating an unfriendly situation at times. There is considerable need for the meaning of 'shared path' status to be understood by the general public. Without this, to the disabled, the pathway environment is unfriendly.
127. If the council are creating shared cycle and walking paths, they should make it very clear what these are and where they end. (1)
128. I have noticed an increase in the amount of older people and children riding their bikes on the footpath. This needs to stop as it is simply not safe places to ride. For the rider or other footpath users. Anywhere there is a chance of cars backing out of driveways are not suitable for riding, in fact they are extremely dangerous.
129. Because most of the shared paths look just like footpaths people believe they can ride on footpaths and are safe to do so. Also schools and parents need to be educated on riding on the road not the footpath. I frequently see school groups with teachers riding on the footpath.
130. Please mark the new paths with "keep left" signs, and painted signs on the concrete saying "Shared Path - Cyclists give way to Pedestrians". (1)
  - The path also needs more actual signs saying the same things.
  - Plus "Please keep your dog on a lead if using this path".
  - Too many people walk with dogs off leads, and many twosomes take up the whole width of the path and frown fiercely at cyclists as though they should not be on the path.

### **3.6 We will undertake a programme of cycling and pedestrian safety assessments and improvements**

*Short – Medium-term*

131. Bike Taupō is also very concerned about the safety of cyclists in the Taupō District especially those members of our community who currently or could cycle in our urban areas. If Taupō gets a reputation as an unsafe place to ride it could result in significant economic impacts, not to mention the actual physical harm to residents and visitors.
132. Support the urban safety focus, especially around schools, local shops and rec areas etc. We need to make it easier and safer for kids and others to get around to and from school and to town. As noted, Cath and the Kids Bike Taupō team are getting a heap of kids on bikes but only a few of them are riding to school. This is generally due to safety concerns from parents. Imagine if we had 10% (which is not much really) of Taupō's students riding to school. That would be 10% less cars taking part in the 'school run' and not to mention the potential health benefits of enabling children to be more active.
133. The Tongariro Bridge needs urgent work or be replaced. (1)
  - The footpath on the bridge is just a metre from the passing traffic on State highway 1. This is very frightening for people crossing over as there is absolutely no protection from the passing traffic.
  - Guard rails should be installed to protect the pedestrians
  - A reduction from 65 km/h to 35 km/h should be implemented

- For example, the Tauranga Taupo Road Bridge has a 35 km/h restriction and a protected footpath.
134. Provide Pedestrian Clip-On on the SH 1 Tongariro River Bridge. (1)
- Tongariro River Bridge pedestrian- cycleway route provides access from Turangi Town Waipapa Reserve Millennium Milestone Walkway to Herekieke St- Gosling Grove, and also to the Tongariro River circuit track.
  - It is a major pedestrian route and should be included in the strategy for major safety upgrade.
  - I would propose that the District and NZTA joint resources be targeted to complete a clip-on walkway to make it safe. If this was achieved an additional benefit such as a wider vehicle carriage over the SH 1 Tongariro River Bridge would also result
135. Parking in yellow lines outside schools (Hilltop mentioned) making it difficult for children to see to cross the road. (1)
136. Road shoulders need improvement for safety of cyclists, condition of road. (1)
137. When rebuilding the Broadlands Rd it may be possible to get a Government subsidy to extend the cycle lanes the full length of the Road (1)
138. Pedestrians walking from Kiddle Drive to the Hilton Hotel and Taupo Holiday Park need to be safe and need a safe footpath. Add a clause to the Strategy that provides a new footpath on the Napier Rd. (1)
- There is none there now.
  - We see there is space to move the existing road markings to the south, at the corner. This would then provide for some space on the north side of Napier Road for a new footpath.
  - If safety is a concern, then why was this not been addressed when the stop signs were installed?
  - The current situation is not safe and we have previously provided evidence of pedestrians walking on the road verge – but this has been ignored. It now needs to be addressed through this strategy.
  - The current situation fails to comply with the key points of your stated Vision. “Making it easier to get to the people and places we want, safely and sustainably.”
139. Most areas of Turangi are very cycle safe. The only danger has been created by TDC Transportation section placing of pedestrian islands along Puataata Road. These are a hazard to cycling and cars, have tried to address an imaginary pedestrian hazard and in doing so have reduced safety for all concerned. These need removing as they are also a hazard. (1)
140. The Tongariro area is blessed with good road and mountain biking areas. Accidents have occurred on Tauranga-Taupo Bridge and Tongariro River Bridge. (1)
- SH 41 is a popular route, but the roads lack sufficient width to safely stay out of the traffic stream. SH 41 Puataata Rd – SH 47 is a busy road in ski season and there is insufficient berm on the carriage way.
  - SH41 up the Waihi Hill could be widened slightly by sealing the berms and the route would be significantly safer with little work.

*Pedestrian crossing areas*

141. We also need more crossings to allow the elderly and children to cross safely. (5)
- Install more 'zebra type' pedestrian crossings on busy arterial roads. Walking needs to be encouraged by the Taupo District Council by making it safer for pedestrians, particularly children, to cross busy arterial roads, by installing more zebra crossings.
  - The provision of dedicated pedestrian crossings that require traffic to stop to allow pedestrians to cross is sorely lacking in Taupo. Particularly some of the crossings in place around schools.
  - Need more places where pedestrians can cross with absolute security. Currently there are only 3 places, 2 of which aren't even in the town centre: Norman Smith lights, Storey Pl lights & at Taupo Nui College. APPALLING!!!
  - Pedestrian crossings with lights activated by pedestrians at difficult crossing points are now needed in Taupo. Younger people take their chances crossing roads around Taupo, but the infirm, elderly and handicapped plus mothers with young children would greatly appreciate safe crossing points where they can activate a stop light and take a bit more time to cross safely. These crossing points could be away from corners, mid street, or near to areas that are used frequently by pedestrians crossing Tongariro Street, Spa Road, Ruapehu Street and the lakefront. Obviously the lights would be phased so that they were not in continuous use, making these slower pedestrians wait for a minute or two.
142. Consideration should be given to moving the pedestrian crossing at the bottom of Spa Rd further up the road. (1)
- It is currently too close to the roundabout, making it very difficult for drivers to see people at the crossing. Perhaps a crossing closer to the bakery would be safer.
  - We do understand that road changes at the roundabout may alleviate this issue.
143. An important crossing at the intersection of Titiraupenga and Spa Rds that would allow safe pedestrian access across Spa Rd and across Titiraupenga St. We realise this may be provided for by a traffic light, but we did expect to see it noted on Figure 5. (1)
144. Safe pedestrian crossing across Lake Tce to the lake (3)
- for the Lake Terrace beach access area (Rifle Range to Taharepa Rd area).
  - It's very difficult for families and children at busy times due to steady streams of traffic.
  - Some prefer to drive to the lake rather than try and walk.
  - explore the options of signalised crossings or permanent over/under pass options for walkers and cyclists.
  - Especially between Matuku St and Napier Rd, and between Rifle range and Mere Rd.
145. Hard to get across Tongariro St – A pedestrian/cycle overhead bridge would be ideal - much like what is installed during cycle / major events in town. (1)
146. An actual crossing outside Hilltop school would be safer as it is not a managed crossing before school.(1)
147. Roads which prioritise the free flow of motorised traffic, and limit safe crossing opportunities for pedestrians and use by people on bikes, are not suited to suburban areas, especially when there is a heavy traffic bypass like State Highway 1 around Taupo. (1)

148. 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. Signalised crossings should be frequent and convenient on urban primary collectors and also accommodate cyclists to prevent severance.
149. Pedestrian crossing to the #lovetaupo sign (1)
150. Pedestrian crossing installed along Arrowsmith Ave - and ideally along Ingle Ave, between Richmond and Arrowsmith. (1)
- Along Arrowsmith, bumps in the road and the tight corner to/ from Ingle Ave make it hard to cross the road safely, esp. near Weka St and Titoki Ave.
  - As there is no footpath on the southern side of Ingle Ave, school aged children coming from the Eastern side of Waipahihi area and heading towards Waipahihi School, are forced to cross Arrowsmith Ave during busy school drop off times, and then cross Ingle Ave just around the corner to get back on to the original side of the road.
  - While walking along Ingle Ave is possible on either side, the southern side is not bike, scooter or pram friendly which currently discourages parents to either let their children ride their bikes or walk them to school if they also have younger children (in prams) to take along.
  - Setting up a crossing along Arrowsmith would make a part of their daily journey to school and back safer and might encourage more parents to let their children walk or ride their bikes/scooters to school and back. This could, in return, ease traffic along Arrowsmith and Richmond Ave in the morning and afternoon. It may also reduce the tight parking situation along Frederick St during school pickup, which currently has the potential to create risky situations for both drivers and pedestrians.
151. We really seriously need to improve road safety around our schools. The first priority around this needs to be crossings. (1)
- We need to put proper pedestrian crossings in by our schools (zebra crossings) preferably with the sleeping policeman design so when people are travelling across they have to stop AND slow down.
  - This is especially true of the crossing on Taharepa Road by the hilltop shopping centre and school.
    - There are two big schools close by.
    - Traffic travels very fast
    - Drivers hardly ever stop
    - It can be hard and dangerous for young children.
    - It only has a school patrol in the afternoons (which is not there for long enough
    - We seriously need to lower the speed limits around these busy areas of schools.
    - We often see people mounting the footpath so that they can turn left down Taharepa road off of Ngamoutu.
    - The location of the crossing on this road is also very poor next to the intersection as children need to check a busy road in 4 different directions, a big ask for many primary school children. It would also be better in the middle so that children exiting the senior area of hilltop are encouraged to use it, most do not and cross at the busy intersection

by the shops. Although I am not sure what is to be done here as the location of driveways makes it difficult.

152. The crossing on Taharepa road close to Hilltop school should have a dedicated pedestrian crossing that requires traffic to stop to allow pedestrians to cross. (1)
- A Kea crossing is in place. These crossings work when manned but at all other times seem to be a cause for confusion to drivers and pedestrians alike. The crossing is not even manned in the morning, leaving small children to judge when to cross and having to account for traffic coming from four directions on a very busy junction adjacent.
  - This is a difficult place to cross for an adult. Children even more so considering the slope of the road here potentially exacerbating the propensity for excess speed of traffic moving downhill toward the lake on a straight road.
  - Perhaps some kind of traffic calming measure along with a revision of the crossing could be a solution. For example a zebra crossing on a raised section forming a speed hump.
153. Some Taupo Primary students walk from areas east of Kaimanawa Street and south of Heuheu Street. Therefore safe crossing of the streets east of the Titirapenga Street and side streets south of Heuheu street need to be considered where increased traffic volume occurs as traffic flows alter. (1)
154. There is a very dangerous area in upper Spa Road, around the shops (near Pihanga street), where there is no safe crossing area for pedestrians to go from one side to the other. (2)
- Busy road with cars and trucks, crossing the road is not safe for pedestrians, which include children, elderly and disable people living nearby, as well as, shop customers who often park across the road.
  - Crossing at rush hours is very difficult and dangerous
  - I would strongly suggest the urgent need for an assessment for this area in order to provide a zebra crossing or island so that there are no pedestrian deaths or serious injuries in the future.
  - At the moment, pedestrians are risking their lives each time they have to cross, often having to wait in the median strip just waiting for a break in the traffic flow on either side.
  - I have informally surveyed shop-owners in the area and all agree that there needs to be some action taken here as soon as possible.

### **3.8 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*

155. Bike Taupō relies on strategies such as this when seeking funding, especially from central government. As an example, having better recognition of our trails strategy and priorities in the document will mean we will have a better chance of securing funding for those trails to be developed. Strategies such as this have a range of uses and benefits and all of those should be considered.
156. Bike Taupo supports Section 3 but seeks greater recognition of non-Council priorities and infrastructure.
- Off road trails are an important part of the transport network and there should be reference in the document to the existing trail network and the long-term trail development strategy.

157. Bike Taupo supports 3.8 and we would like to see a high-level map of the current trails and potential local and regional connections to indicate growth in these existing networks.
158. Bike Taupo seeks greater recognition in the strategy of the proposed Heartland ride between Rotorua and Taupō. This needs to be shown in a map and be used to inform rural road safety assessments. This is relevant to Section 5 to provide strong tourist connections to our district.
159. Bike Taupo would like to see recognition on Page 6 of 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.
160. Immediate start to complete the Taupo 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.
  - This has already been subject to four reports since 2009 - all of which confirm the viability is a no-brainer. Council have wasted over \$100,000 on consultants reports and then shelved them.
  - If Taupo imagines they are a tourist town catering for Kiwis then this should be first priority.
161. The Taupo Walkway/Cycleway Taupo needs to continue down to Turangi. (1)
  - The first section of track could start from the Town Centre Turangi through to Stump Bay.
  - This would greatly benefit the whole region and create another tourism option.
162. Improving connections to key national cycling trails (Timber Trail, Waikato River Trails) and the development of a Round the lake trail (Grade 2) would provide significant economic benefits to the region. (1)

## OTHER ISSUES RAISED

163. Prioritising the transport network over tree planting and vegetation needs careful consideration. This doesn't need to be an either/or discussion. Trees provide shade and street appeal, reduce heat island effects and support urban biodiversity. Urban environments are already heavily concreted and lack sufficient natural elements. A holistic approach is needed for this issue which seeks to balance both elements of the urban environment. (1)
164. Support cycling education initiatives [Waikato Regional Cycling Education Plan August 2020 was attached to submission]. (1)
165. Bike Taupo supports the use of counters and suggest that Council places user counters on key urban cycle routes so that we all have better data on the amount of people who ride bikes in the District.
  - In our world data means funding so the more data you have about users the better.
166. Bike Taupo considers that this strategy should better empower others to be involved in addressing these issues and opportunities and deliver a broader vision.
  - The current document is based on a philosophy of Council having to do everything and this has meant that scope and vision is unnecessarily limited.
  - This document should be more of a community document which recognises that the community has stake in the game and can deliver on the strategy too.
167. The document needs to be agile and responsive to change as we do not know where we will be in 10 years? Think about if we asked you ten years ago what you thought of E-Bikes. What

would you have said and what would a plan at that time have said also. Similarly we need to consider a future where our urban environments are less reliant on private motor vehicles as they do not represent a sustainable future. Need to take a practical approach and consider a future that relies less on private motor vehicles and embrace transport options which produce less emissions, have less effect on the roads and creates less parking and congestion issues. Once again we challenge the Council to be bold and plan for a sustainable future. But don't think you have to do it in isolation as there are others such as Bike Taupō who are very happy to work with you to achieve such goals.

168. More encouragement for cycling and non-petrol vehicles to and within the CBD. (1)
169. Please remember other recreation activities other than cycling and walking. Also horse riding and access to the lake front for kayaks on the Eastern Kinloch beach.
  - Now somewhat hindered in the summer.
  - Crossing the water ski lane is risky and very limited parking further east along the beach.
170. Lakes and Waterways Action Group support TDC commitments as outlined especially those relating to environmental sustainability: (1)
  - Providing reliable and accessible public transport
  - Developing a network of shared paths, both paved and off-road
  - Supporting sustainable choices
  - Making our towns and villages walking and cycling friendly
  - Becoming electric car friendly
  - Controls on other motorised transport, (e.g., e-bikes and e-scooters) so as not to endanger pedestrians.
171. Transport design for electric vehicles should allow for evolving trends such as smaller 'buggy-style' vehicles that would require carriageways other than roads but should be excluded from footpaths. (1)
172. Mobility scooters need to be well catered for especially since we have an increasingly aging demographic in Taupo. (1)
  - The width of existing and proposed shared paths is therefore the most critical area of consideration going forward
  - as well as intersection safety as outlined in the strategy.
  - And share path management, as put forward in the strategy.

## **SUPPORTING OTHER SUSTAINABLE CHOICES**

173. Have an electric car charge station in Mangakino and Whakamaru. (1)
174. We should be investing in more E infrastructure such as E-Bike charging stations at key locations in the district (20)
  - Sailing Centre, Taupō Lakefront, I Site, The Hub and Kinloch.
  - Let's make it easy for people to get around using sustainable forms of transport



*Climate Change and the need to reduce carbon emissions*

175. There is no mention or consideration made in the Draft Transport Strategy towards reducing carbon emissions (as per recent Government policy) and developing transport which supports this, such as public transport and rail transport. (2)
- A serious re-think is needed, given the changing world and need to reduce carbon emissions
  - Globally every second we are putting energy into the oceans at the rate of five Hiroshima bombs. In order to keep the temperature from rising past 1.5 degrees Celsius, globally we must reduce our emissions by 7 percent every year for ten years. That is the size of the challenge before us. I don't want my descendants to experience frequent freak weather events or suffer unbearable summer heat or pay for the growing expense of climate adaptation.
  - Despite the rugged New Zealand terrain which tempts us to rely on aviation, we must rapidly ramp up low emissions travel like train and bus and ferry.
  - The Taupo District Council needs to play a more pro-active and responsible part in attending to this by encouraging alternatives to cars and road transport and air transport for travel and shifting freight, by encouraging walking, the use of public transport, and the establishing a rail link into Taupo.
  - This Transport Strategy takes a very much 'business as usual' approach' to transport investment and priorities for the Taupo region and does not acknowledge the issue of Climate Change and the need to reduce carbon emissions, of which the transport sector is a large contributor to this problem.
  - The Draft Transport Strategy for Taupo is very focused on road transport and air transport, which are large carbon emission producers and are some of the most least energy efficient modes of transport. Road transport is also very polluting to the environment with an estimated 30% of all primary microplastics found in waterways coming from tyre wear, along with other contaminants such as zinc and other heavy metals being released in the same process. This all ultimately ends up in the region's waterways and in the lake. There is also the adverse effects on the community with high numbers of cars and trucks on the roads with air pollution, noise, vibration and the risk of collisions and accidents.
176. We do not see that this is a responsibility for TDC and their ratepayers. Central Government make rules and laws that businesses can then address without help from TDC. (1)
- Save your time and money for the issues that affect the management and future of the Taupo District.
  - The transition to a low emissions transport must be cost effective.
  - The numbers are required to support this idea.
177. Climate change is briefly mentioned in the draft Taupō District Council transport strategy, but it is not central. To help guide all transport planning in New Zealand, at both a national and local level, there should be contextual information as to why climate change is so crucial to transport strategies. The strategy should refer to New Zealand official targets: (1)
- to reduce greenhouse gas emissions to 30% below 2005 levels by 2030
  - an unconditional target to reduce our emissions to 5% below 1990 levels by 2020

- a conditional target to reduce New Zealand's emissions to between 10% and 20% below our 1990 levels by 2020
- to reduce our emissions to 50% below 1990 levels by 2050.
- to reach these overall targets we must largely decarbonise transport by 2030. We have less than a decade to do this.
- Next year the Climate Commission will set targets for each sector. These are likely to call for big reductions in transport related emissions so Taupō should be positioning itself now.

## FEEDBACK ON SUPPORTING THE VIBRANCY OF OUR TOWN CENTRES

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178. Turangi Town Centre requires a huge upgrade to encourage locals and visitors to shop locally in Turangi. (1)
- The concept of building Urban HQ is one great idea, and, also perhaps having a pedestrian precinct from the existing Town Centre towards the NW Supermarket to link the town.
  - There are millions of \$\$\$ being spent on the beautification the roundabouts and pedestrian precincts around Taupo Town, perhaps the same could happen to Turangi Town.
179. A commitment to better signage and sculptures/artworks at the 3 main gateways to Taupo, being the roundabouts at Wairakei, Napier/Taupo Rd and the airport. (1)
- We want to make people feel welcome and let everyone to know that our amazing town centre isn't far away from these gateways.
180. Deliver a more walking cycle friendly town would be ideal with less cars in the CBD and more foot/cycle traffic (2)
- Having a strong connection to the domain, the river, the boat harbour, and of course the lake, without feeling cut off by vehicle traffic will be amazing. People will want to come and spend time here, and we will love it and be proud of our place
181. Starlight and Marama Arcade laneway: The pedestrian laneway through the Taupo CBD which consists of the Starlight Arcade and Marama Arcade running between Tamamutu Street and Tuwharetoa Street needs to be improved and developed similar to Vulcan Lane in Auckland central, with proper formal zebra crossings across all roads it crosses in between, so as to give pedestrian priority along it. (1)
182. Rifle Range Road with its unique very wide corridor has considerable potential to become one of the most attractive streets in Taupo if it were to be better laid out. (1)
- The current ad hoc lay out of the roads and car parking areas does not make best use of the corridor and just looks a mess.
  - Rebuilding the road as a boulevard between Lake Terrace and Pihanga Street: single traffic lane, cycle lane and shoulder for parking on either side; a wide grassed median along the centre planted with attractive pink and white flowering Japanese Cherry Blossom trees along either side.

- People will come to Taupo just to see this. During the summer months the shade of the trees would make a pleasant retreat from the heat for both residents and visitors on the grassed area which could potentially be enhanced with the installation of some park benches. Having a large grass median in the middle of the road would also make the road more pedestrian friendly by making it safer for pedestrians to cross the road.
183. When designing streets, consider the 10 Healthy Streets Indicators approach developed by UK Public Health Physician Lucy Saunders <https://healthystreets.com/home/about/> (1)
184. The internal CBD issue of congestion and reliance on vehicles is getting problematic now. While it adds to the vibrancy of the town, we should be looking to the future of 30 years (i.e. 2050) but starting that change now. To shift the main road (Tongariro St) to Titiraupenga St is too short sighted. In my view this road should go onto Kaimanawa which has less infrastructure/trees/parking on it and can be controlled now for the existing residents. (1)
- All streets within that road towards the CBD can then be utilised for economic parking. The road can move around the fire station, roundabouts at the main intersections (or lights - they do work well!!) up to Spa road. We have room with the Wairoa House land to build a very large round about there which takes us back to the Opepe St intersection and out towards the second bridge. This allows more south bound traffic to get around the town and approach from the south where more parks can be made available.
  - This then allows more of the CBD precinct to be increasingly pedestrian friendly. I appreciate this takes time because of retail business but Busing/shuttles/e-bikes will all become increasingly available. Even now our new Lions Walk will be very busy this summer and will set the standard.
185. Let's lead that and the country by encouraging pedestrians and bikes. Much better for our collective health (especially now with the pandemic). It allows for more hard areas to be planted and generally improves the liveable environment. The newly consented hotel in Tuwharetoa St is only the start. People will be bused in, or taxis, or even uber type vehicles. We must change so let's not be scared of this. Be bold.
186. With regards the cycles/pedestrian ways, there does need to be other routes into town and recreationally. Improved access along the ETA and links into town, especially with the development of the EUL land which is now progressing well. The EUL is consented for 2,200 dwelling, so this is where the next 10-30 years of growth is coming from. That places a huge pressure on the Lake Tce, which has to be avoided or we destroy the thing we all love - the Lake and the frontage to it Area.
187. A stronger and more accessible link/connection between the town centre and the lake would be a game changer for Taupo township. At present the traffic and road presents a physical and safety barrier between the town and the key visitor attractions and amenities of the region. Opening up a traffic free pedestrian connection from Boat harbour and along the town end of Lake terrace would provide visitors, businesses and residents an opportunity to better enjoy the key natural assets of the region. (1)
188. Taupo Primary School Board is very supportive of safe walking and cycling routes in and around our zone and CBD for tamariki. (1)
- Safe routes allow children to travel independently to and from school without risk.
  - Addressing speed around the CBD will also increase safety as well as retaining vegetation low enough for children to be seen by motorists.

- Increasing walking and cycling to and from our school will decrease parking pressure and traffic in and around the school which will also make it safer for tamariki.
  - Additionally this focus reduces barriers to attending school.
  - We look forward to positive conversations regarding the continued safety of Titirapenga Street for our tamariki and teachers crossing to our Back Field, whilst they are engaged in outdoor activities at Backfield, and when accessing buses for school activities.
  - Taupo Primary School occupies a significant place within the Taupo Town Centre. We look forward to the creation of multi-use, vibrant spaces adjoining our school which integrate well with the education of our tamariki.
  - The improvements of intersections and CBD roads is welcome as the school regularly engages with the Domain, museum, playground and lake walking through town to access these sites.
189. The map showing the place making area should be extended to the boundary of Titirapenga Street to integrate better the CBD and the school interface. This may allow an increased understanding of the place our tamariki and teachers have as users and members of the CBD community. (1)
190. We encourage the Council to prioritise key streets for public transport, walking and cycling where this is appropriate, ensuring that it does not stop the flow of goods and services, or too greatly limits access to the town for all users. (1)
191. We support the CBD redevelopment, as per the approved CISP, as adopted 2011. As well as Clause 4.2 that refers to the vision of creating multi-use, vibrant town streets that seamlessly link public leisure areas with hospitality and retail offerings. Plus the public square design. (1)
- The biggest issue /problem will be the servicing of the new hotel in the “place -making area and slow zone”. Figure 5 refers.
192. More areas of no car traffic can only enhance our urban areas. Slow zones, and controls on all motorised transport for pedestrian safety, are to be commended but the re-routing of the traffic from parts of Tongariro, Ruapehu and the Lakefront provides a unique opportunity to have traffic-free zones within the ‘Place making area’ Ref; Figure 7–Taupō Council Road Classifications. This is in alignment with international research. (1)
- Removing car traffic from the blocks bound by Ruapehu, Heu, Tongariro and the Lakefront inclusive of Tuwharetoa and Roberts St would allow for greater connectivity for pedestrians, cyclists etc and improve the vibrancy of the town.
  - We do not support extending road access from Story Place to the Boat Harbour.

## TAUPŌ PARKING

193. The Taupo Business Chamber supports parking management which encourages short stay parking (up to 1 hour) within the town centre and medium — longer stay parking (where appropriate) in the peripheral town centre fringe areas. (1)
194. If traffic flow is encouraged not to go down Tongariro street then single lane traffic in both directions should be ample, allowing for the creation of hundreds of additional angled parking spots along the central berm. This would be fantastic for event parking also. (2)
- proposed designs make parking a priority on Tongariro St, maximising available parking opportunities. Lack of car parks is a real issue now and Taupo is continuing to grow. The

redesign of Tongariro St provides a great opportunity to increase car parks as well as achieve the other goals identified in the TTCT.

195. Concerns that in the future the majority of all day parking is pushed outside the CBD. While turnover of car parking is important for trade, we also acknowledge that workers bring a significant amount of trade to the CBD and would like to park in the CBD. In particular in winter, which also happens to include two shoulder seasons, it would be nice to let workers park closer rather than having empty short-term car parks. Consideration should be given to the provision of a parking building before shifting to paid parking. (1)
196. We note that on page 19 a commitment is made to being an EV friendly destination. As EV charging times have improved (now often 20-50 minutes) we would like to have some EV charging points in the 60 minute CBD parking zone. (1)
197. Oruanui Street should be 2hr parking (on the east side) (1)
  - 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)
198. Parking is a significant part of the transport system. High volumes of free parking induce traffic which contributes to car dependency and its associated negative effects on health, environment and the economy. (1)
199. Supports the removal of minimum parking standards for developers in favour of Council providing a collective parking pool with average occupancy of 85%.
200. Taupo/Turangi service rural communities and tourists and therefore parking is a necessary component of the transport system, however given the well evidenced 'high cost of free parking' identified by internationally renowned parking expert Donald Shoup (<https://www.shoupdogg.com/>), should move to a paid parking model to manage parking demand, rather than the provision of more parking.
201. There is no such thing as free parking. It is recognised however that this approach needs to be paired with great levels of service for pedestrians and cyclists and good public transport, and hence using parking time limits is a good interim step.
202. Car parking is an issue most of the time and still in discussion is the construction of Civic building (i.e. Council offices) on the Tuwharetoa Street car park. This should not happen and Council need to listen to retailers and residents. This car park is full most of the time. (1)
203. Taupo is NOT a motorhome friendly town, missing out on potentially lots more motorhome stays in town. Suitable parking (with a small charge) with toilets power and water for self-contained vans is required, preferably with a lake view. (1)

## TAUPŌ BUS HUB

204. Invest in a new coach terminal. (3)
  - Previously had a decent facility on Gascoigne St.
  - Council needs to respond to the changing world with the issue of Climate Change and the need to reduce carbon emissions, by encouraging greater use of public transport
  - The bus stop should not be on the main road and the bathroom facilities should be as welcoming as those at airports.

- Taupo does not welcome visitors who come by Intercity bus.
  - Taupo urgently requires a transport hub for taxis and buses with toilets, cafe and enclosed shelter in the centre of town - e.g. Roberts St car park or where the RSA was situated.
  - In the design phase of Tongariro St as part of the current upgrade, consideration should also be given to the future requirements of the Taupo Bus Hub (marked as medium to long term) in order to avoid rework in this area.
205. Inter-regional bus facilities need to be closer to free toilets, the i-site information Centre and to food and beverage outlets (2)
- 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.
206. Bus stop needs to be moved to provide safer and easier access. Not ideal in its current location and parking for drop off and pick up is an issue. Also passengers crossing Tongariro Street to access cafes and retail are at risk of being hit and cause traffic delays. Should never have been moved from its old location but this was ignored by Council when the community voiced its concerns. (1)
207. We support the strategy: “4.8 Provide suitable bus shelter and bus-parking facilities”... and “4.9 When reducing the number of lanes on Tongariro St, we will look to consolidate and improve the quality of the bus infrastructure in Taupō town centre” (1)
- On the basis it will be cost effective for the ratepayers and manageable for the operators.
  - The provision of a Bus Hub is a priority.
208. While decarbonising transport within Taupō itself is important, such as the suggested increase in cycling and walking, so too is decarbonising connections with other parts of New Zealand – like supporting quality bus services as a low emissions alternative. (1)
- The bus network is important for Taupō residents, for visitors, and for those passing through Taupō. While some buses are travelling from Auckland to Wellington, Taupō is the main interchange for passengers heading to Napier, Palmerston North, Rotorua, Whanganui and Tauranga. It is a critical North Island interchange.
  - With limited and infrequent flight connections, a person who does not drive cannot get from Taupō to Hamilton (perhaps for a specialist medical appointment) unless they use a bus.
  - With an aging population the number of people who are unable to drive will increase.
  - In its 2018 Low Emissions Economy report the Productivity Commission noted (pg 147) “New Zealand’s emissions prices have been too low to incentivise meaningful reductions in emissions. All evidence points to the prospect that emissions prices may need to rise to at least \$75 a tonne, and possibly, if new emissions-reducing technologies are slow to emerge, to more than \$200 a tonne, over the next three decades”
  - As consumers face higher carbon prices and start to shift to lower emission forms of travel, including ‘green tourism’, there will be an increase in the use of long-distance buses. This would be further boosted if bus companies upgraded their services to the standards of services offered in many overseas countries. The Council should be planning for this inevitable change.

- Up until 2012 Taupō had a central well-functioning bus interchange. This was sold by the Council. Presumably, this significant amount of money was directed elsewhere as the bus interchange was replaced with two simple bus shelters in Tongariro street.
  - We are frequent long-distance bus users as we are making a conscious effort to reduce our emissions footprint. As such we have all travelled to Taupō as a destination and have also passed through the town. Like most passengers, we have spent money in local cafes when in Taupō or when travelling through. But from these trips Taupō stands out as an extremely poor example of an interchange.
  - We have written several published reports noting the inadequacies of Taupo's bus facilities.
  - The bus stops on a 5-lane main road. It is opposite some cafes, but the crossing infrastructure is 100 m away, and 250 m away from the toilets, meaning it doesn't meet the needs of children and parents, people with limited mobility, and tourists unused to our traffic conditions.
  - The long walk from the bus stop to either the barely acceptable free toilet facilities or the SuperLoo which charges a small fee is open to the elements, and can be a significant challenge for the disabled, the elderly or parents with babies.
  - The toilets are unheated, there is no parents' room and there is no drinking water available.
  - In contrast, cars and campervans can park directly outside the toilets.
  - Having to walk such a long distance to handwashing facilities is especially problematic in a pandemic.
  - New Plymouth is a slightly larger urban area than Taupō. But, unlike Taupō, it is only a destination or a source of passengers so has significantly fewer bus movements. Nevertheless, the city provides a high quality bus depot, which is fully enclosed, heated, has adequate seating and high quality toilets within the building ,including baby changing facilities. The toilets are separate cubicles catering for parents with children.
209. It is unacceptable that toilets should be 'nearby' the bus stopping point. They should be NEXT to where the buses stop and accessible in all weathers. (1)
- There should be individual, gender neutral cubicles that are accessible by all, including differently abled people.
  - There should also be a parents' room and available drinking water.
  - Ideally, cubicles should also be heated given the local cold winters.
  - There should be no difference between the facilities that the public expects at airports and those in bus and train stations.
210. Stating that "Operators and users appear unwilling to pay for new or improved facilities. It is unclear if there are wider benefits to Taupō or the district from an improved bus hub that justify a large investment." seems a mean-minded view from a tourist-oriented town that stands to economically benefit from visitors and views itself as a welcoming hub. (1)
- It seems especially lacking in vision given that Taupō is well skilled at partnering with government in funding other local transport infrastructure. Including recent funding for airport, cycleways, and town centre upgrade.

- While figures are not published, it is likely that more passengers travel to and from Taupō or pass through by bus than arrive or leave via the airport.
  - It is unclear why Taupō does not seem able to partner with government and/or the regional Council to provide a facility comparable to its airport. Bus travellers should not be treated as second class citizens. This forms the basis of both a human rights and an equity approach.
  - Franz Josef has a considerably smaller population than Taupō at just under 500 permanent residents. It also has far fewer scheduled bus services passing through the town. But recognising that a good quality bus stop and associated toilets are important for tourism it applied for a central government grant to build new facilities in 2017. Key features are:
    - The bus stops directly outside the facilities
    - The waiting area is large and protected from the weather from all sides
    - The toilets can be reached in all weathers
    - There toilets are high quality single cubicles and include baby changing facilities.
  - Picton is also a small tourist-oriented town. Its main bus stop is next to the I-Site as in Taupō. Picton has also recently built high quality toilets next to the bus stop.
  - These examples show that small tourist-oriented towns can provide high quality facilities for bus travellers.
211. While we expect Taupō to do the right thing to support low carbon forms of travel, lawyers and legal advocates are starting to outline the types of legal challenges that are likely to be taken when Councils do not support measures to reduce climate change.
212. Dr Paul Callister has taken a case to the New Zealand Human Rights Commission based on the poor quality of Taupō's toilet facilities and how they discriminate against certain groups of travellers. The details of that complaint will be part of the Council's records. Dr Paul Callister has already signalled to Council that if there is no action on improving facilities, he plans to take the complaint to the Human Rights Tribunal.

## **FEEDBACK ON WELL CONNECTED TO THE REST OF NZ**

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213. InterCity supports the goal of Council to work with inter-regional bus operators to support the provision of coordinated services. We would welcome the opportunity to be part of a discussion or forum should Council see an opportunity to facilitate this. (1)
- Our services are operated on a commercial basis and as such we are responsive to changes in demand patterns.
214. Ensuring proximity and ease of access to State highway 1 from our current and future industrial zone nodes must be included in planning. (1)
215. We support Council in their efforts to work with neighbouring Districts and ensure we have reliable and efficient connection and options for travellers, stock and freight to minimize disruption and time-delays in coming to and departing the Taupo District, keeping predictable and reliable travel times. (1)



## TRUCKS IN TOWN

216. Reduce the speed of heavy vehicles on residential roads (less than 50km/h), or otherwise direct them away from residential streets. (1)
217. Arrowsmith Ave needs limits on heavy vehicles. There are a lot of large vehicles, truck and trailer units etc that drive at high speed along this residential corridor. Their passing causes houses to shake (mine and others I have spoken with) which is unsettling and very unpleasant. They are also a reason I am concerned for my children who cycle on this road as it is not very wide. I fear there will be a death one day if this continues. I recommend that large or heavy vehicles are prevented from using these residential roads, they could be restricted to commercial and industrial areas and the state highways. (1)
218. Limit service vehicles (by weight) so that supply to the town should be to transport hubs around the outside of town. (1)
219. We need a truck / rest area in Turangi behind the coffee cart. (1)
- This is a natural stopping place anyway. Anyone who has done a road trip in Queensland will be familiar with the style of road pull aside areas often with covered rest facilities and certainly large enough for trucks.
  - The trucks currently loop and mess up the area so paving and other improvements would improve driver safety for both truckies and general public. We are naturally approximately halfway between Wellington and Auckland too.
220. There should be a designated Truckstop with toilets and restaurant to cater for trucks and drivers out of the Turangi Town Centre precinct. (1)
- Trucks using area from Burger King to Four Fish as truck Stop in Turangi. This area is overcrowded with trucks on most days, making it quite congested and dangerous for pedestrians and cars. The tar seal requires repairs regularly as a result of this.

## RAIL

221. Council should press for a rail connection to Taupo. (2)
- Passenger and freight
  - Could be part of rapid rail project that's looking to connect to Tauranga
  - Open up possibilities and create economic benefits
  - Safer
  - Environmentally friendly (including less carbon emissions)
  - Jobs
  - Funded by industry and central government
  - Good for forestry (to port of Tauranga)
  - Bring tourists into town and region (from Rotorua, Tauranga and Auckland)
  - Could be electrified and powered by renewable geothermal and hydro power stations in the region.

## FEEDBACK ON RESILIENT AND RELIABLE

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222. Future risk assessment is important. Planning needs to be done with help from specialist firms, with experience in other towns and cities. All to help expand the knowledge and experience of the existing TDC staff. Please add a provision to the Transport Strategy to ensure this is achieved. (1)
223. The study needs to investigate the resilience of the District network. I have observed the following events. (1)
- SH1 Taupo to Turangi closed by slips Hallets Bay - Motutere
  - SH1 Taupo to Turangi closed by inundation at Tauranga-Taupo.
  - SH1 Taupo to Turangi closed by inundation at Motuopa – Turangi by inundation from the Waimarino River and Waioitaka Rivers
  - SH1 Turangi Tongariro River Bridge closed flood damage risk
  - SH 1 closed by snow; Rangipo to Waiouru
  - SH 41 Waihi Hill Omaha Stm culvert washout [Christmas – Feb]
  - SH 41 Waihi Hill closed by landslide- earthquake hazard risk
  - SH 41 Waihi Hill closed by slips
  - SH 41 Waihi Hill closed by accidents
  - SH 47 closed by culvert washout Te Ponanga Saddle
  - SH 32 closed by culvert washout.
224. If SH 41 Waihi Hill is closed, Omori-Kuratua- Pukawa and the Western Bays area have no alternative route to Turangi. These areas are significant population areas particularly at holiday periods. Access at times has been reduced for a number of weeks. (1)
- SH 41 and SH 47 once were both blocked concurrently each with a culvert washout caused by the same storm event.
  - SH 1 and SH41 once were both inaccessible within a day of each other. Had they both been out on the same day, which could be possible in a storm event, and if that had been a Civil Defence emergency such as in the 2002 flooding event, there would be no access from Taupo to Turangi to bring down resources and equipment held in store by TDC for use in such events.
  - If a route from SH41 Kuratua to SH 47 (Lake Rotoaira) was available this would increase the resilience of the roading network in the whole of the District Western area. Two alternatives exist:
    - Constructed a new road (approx. 20km) to link SH41 to SH 4. This would allow SH 41 Waihi Hill to be by-passed.
    - There exists a private forestry road through the Waihi=Pukawa Farm and Lake Rotoaira Forest. Access via it in Civil Defence or other emergencies has never been permitted by the owners because of issues over liability, risk and safety. However if it were upgraded to a safe traffic ready state and risk in the event of it being used by the public carried by TDC or NZTA, it would be of great benefit to the resilience of the network for all concerned.

225. The Waitotaka River for should be upgraded with a bridge. (1)
- This would ensure a resilient alternative route for the Rihia and Waitotaka Road residents and two Marae in that area.

## FEEDBACK ON MAINTAINING PREDICTABLE TRAVEL TIMES

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226. Please Growth in our population and economy means that action needs to be taken now to plan for the future and develop a transport infrastructure that addresses issues and continues to support our town in being a thriving place with great quality of life. (1)
- Business growth and vitality in the Taupo District will be linked to an increase in employment opportunity, and subsequently, population.
  - The transport strategy and note this is a critical project to ensure the Taupo District's projected growth is well managed and prepared for.
  - Inaction could be costly for businesses including increased congestion and gridlock for both staff, customers and stock freight movements.
227. Ensuring roading upgrades are fit for purpose the users are listened to - the last two installations of traffic lights have been ill thought out and poorly executed (1)
- Transport decision makers need to listen to the public, have been bloody minded in pursuing poor solutions and in the last case made an intersection more dangerous
228. Spa Road has become very busy (3)
- with increased population and tourists being attracted to town (all of which are important to consider) it isn't going to get better any time soon.
  - This problem needs to be addressed asap.
  - Also, there must come a time when you need to consider relocating Countdown - its location is so wrong on a terribly busy corner.
  - Countdown exit needs closing off immediately as traffic coming down Spa Road are unable to enter roundabout due to traffic entering from this exit causing huge delays.
  - Unacceptable that it takes 15 mins to travel down Spa Road at 3.20pm from Titiraupenga.
229. There is a reluctance to improve traffic flow (1)
- I.E. a free left turn at the Centennial/Broadlands road intersection
  - a merge lane out of dump towards Taupo.
230. Corridor management plans must consider and manage the effects of community severance. (1)
231. Traffic flow is a problem. The town centre is gridlocked around the middle of the day and during holiday times. (1)
232. What about utilising Mere Road as one of the main routes south of town?
- This is a route I use regularly when coming to and from my home in Wharewaka.
  - The intersection of Lake Terrace/Mere Road could accommodate an intersection treatment such as a single-lane roundabout readily enough.

233. Is Taupo District Council going to engage or employ some well qualified transport specialists in the immediate future? (2)
- The recent Arrowsmith Ave / Kiddle Drive project is an example of a transport project gone severely awry, given that as a purported safety improvement it has resulted in a 500% increase in crashes since implementation, including an injury crash now happening on average around once every 60 days. Given the recent windfall of \$20M for town centre improvements and the immediacy to spend it, in my opinion this is hard evidence that expert assistance is urgently required.
  - Missed - an overall plan to coordinate a long term strategy (rather than for example, installing traffic lights at Norman Smith intersection, when the Transport Strategy had not been completed).
  - An over-reliance on favourite consultants (such as the now defunct Traffic Design Group, Mr Smith) and not enough public meeting (not just submissions) conversations.
  - A refusal by Council to discuss a critical analysis of a poor consultant's report.
234. Remove the cycle lane up Wairakei Drive. (1)
- It is under-used as a cycle lane and only adds to congestion.
  - Bike Taupo were asked to provide data on the use of this lane but no response was received.
  - After several emails with NZLT, we concluded that the hatched area is not wide enough for traffic to pull over (to the right of the cycle lane which can't be legally driven on), so all traffic must legally stay in the single right uphill lane.
  - 2 lanes uphill would help relieve the congestion in the evening and complement a potential second bridge proposal and Spa Rd suggestions.
  - Cyclist can use the widened shared path on the north side.
235. Join Whakaroa Rd from Locheagles to make ease of access between Kinloch and Acacia Bay

## **USING ALTERNATIVE ENTRANCES TO TAUPO**

236. Using the ETA for its intended use. (1)
- The ETA has great potential to reduce congestion at peak times at the Control Gates / Norman Smith / Wairakei Drive area.
  - There are 3 other exits that are under-utilized. An informal survey I conducted on a busy Saturday event day, showed most traffic going down Wairakei Drive (from the northern roundabout) and the ETA south being largely unused, due to drivers thinking Wairakei Drive is the only exit to Taupo town.
  - "Use the ETA, improve your ETA".
237. On SH1 have signs detailing what part of Taupo is accessible from each off road. (1)
- For example: relating to the Wairakei Drive, the sign should say Kinloch, Nukuhau, Acacia Bay.
  - At Centennial Drive & Tauhara Rd, it could say CBD

## 2<sup>ND</sup> TAUPO BRIDGE

238. Planning for a second Taupō bridge: As noted in clause 7.4 and 7.5. This would be in the short term rather than the long term and more discussion on this project with the public is to be expected. (1)
- Past research by TDC on making the existing bridge wider does not need to be repeated and would be a waste of time and money.
  - To avoid further and increased congestion at the Spa Road roundabout, the proposed new bridge (as in the CISP) remains the best option.
  - TDC should be applying for funding from the Provincial Development Fund on the basis this bridge has already been approved.
  - TDC need to make a clear decision and tell the ratepayers that a second bridge is part of the CISP project that has now been started in the CBD.
239. A second bridge should be an urgent priority (5)
- Development contributions over the last 10 years would have already funded one.
  - 10 years away is too late.
  - The idea of a second bridge into Taupo from the north is an excellent idea. Not at Nukuhau St as that will just shift the bottleneck, but into Opepe St, where it will bring the traffic into the back of the retail area and give lots of parking and walking options into the retail area.
  - A second bridge entry into Taupo from the north has been discussed, consultant reports, etc for many, many years and still keeps getting put off. Time to do something.
240. What about the feasibility of continuing to utilise the existing control gates bridge alignment, perhaps in future as a tidal flow three-lane arrangement with the middle lane operating different directions for morning/evening peak periods? (1)
- The two-lane bridge does not appear to be the main pinch-point
  - Has properly been assessed to see if the bridge can be strengthened and if necessary widened to accommodate a third traffic lane?
  - The typical carrying capacity of a traffic lane is 1800 vehicles per hour, but according to the 'Taupo Future Road Network Strategy' report by Abley consultants the bridge is currently operating at only 1200 vehicles per hour in each direction.
241. Investigate a 1 lane bridge for the Waikato River crossing. (1)
- This could be used as a tidal flow (changing centre lane) option, saving cost while providing a variable flow suitable for differing peak traffic (such as morning vs evening, or event traffic).
  - This is subject to an engineering geotech report of the suitability of building next to the aged Control Gates structure. (Has been one completed?).
242. Investigate changing Spa Road and Tongariro St (from Spa Rd roundabout to Control Gates) to 3 lanes. (1)
- There is increase congestion around Spa Rd / Control Gates / Wairakei Drive due to increased development on the north side of Taupo / Kinloch.

- Most congestion on Spa Rd is in the evenings. 2 lanes downhill connecting to the roundabout then to the Control Gates, would help alleviate current congestion issues, at minimal cost.
- Both roads are at least the NZLT required width of 11.5m, accommodating 3 x 3.25m wide lanes suggested.
- Minor works (remove the footpath and re-direct pedestrians up to the path by the park / possible pedestrian cycle bridge?) at minimal cost would provide a large benefit.
- This long term solution would be in line with Taupo's projected population growth which is expected to plateau around 2030.

## ROUNDABOUTS VS TRAFFIC LIGHTS

243. Council should consider adopting two-lane roundabouts as the first option when considering a redesign of intersections. We do not support the installation of traffic lights as a preferred option. (1)
- Well-designed roundabouts can adequately cater for both pedestrians and cyclists. There are currently no examples in Taupo.
244. Roundabouts rather than traffic lights - as the roundabouts keep traffic moving.
245. Are roundabouts going to get serious consideration for intersection treatments around the town centre? (1)
- Although the selection of intersection treatments are still open, based on recent experience (i.e. Norman Smith/ Wairakei Drive intersection), the implication is traffic signals for most main intersections in Taupo.
  - Signalised intersections are certainly simpler to design, but in general and for crossroads in particular, can: (i) suffer higher user delays outside of peak periods - which for Taupo is the significant majority of the time; and (ii) experience significantly more injury crashes.
  - Nowadays a single or two-lane roundabout can be designed to adequately cater for pedestrians and cyclists and for similar cost to signals - for some examples refer: <https://traffessionals.com/compactroundabouts/raised-platforms/>
246. Install roundabouts at urban intersections. (1)
- Roundabouts, according to 33 international studies (as per my previously sent Henson Report) are the best option for safety, cost, flow, driver acceptance, environmental issues, visual impact.
  - Note when the power failed at the lights in town, the traffic flowed 30% better without the traffic lights.
  - They also provide a visual and physical barrier that is harder for drivers to ignore.
  - The Spa Rd intersections of Ruapehu, Kaimanawa etc and Poihipi Rd / Wairakei Drive would be good candidates for these - cheap roundabouts that require no earthworks and can be installed in a day or so.
  - A common myth currently circulating around town is that roundabouts are expensive (\$ millions). This is derived from an ETA sized roundabout of highway proportions.
  - A recycled rubber roundabout could cost as little as \$5,000.

- The second myth is that uneven flow doesn't work with roundabouts. I have yet to find any studies that confirm this.
247. Roundabouts are a preferred option to maintain traffic flow as it has been shown that traffic lights cause delays. (3)
- Pedestrian/cycle access and safety is a priority and under road passes need to be looked at in conjunction with roundabouts not traffic lights.
  - Intersections are dangerous places and numerous accidents with cars not stopping at Stop signs or giving way at Give Way signs.
  - Controlling traffic (with lights) doesn't work 100% of the time. More traffic lights will only make congestion worse. I'd suggest removing the current 2 sets of lights (at 60 times the cost of a roundabout each), and replace them with roundabouts.
  - I'd also suggest driver education is better than control. There is no computer program that could change lights to accommodate the random driver flow around town, particularly with intersections being so close together. This is the international trend, with millions of traffic counts supporting this.

## **INTERSECTION IMPROVEMENTS**

248. A number of intersections make it difficult to safely and effectively get around our towns – hence a golden rule of 'don't turn right'. This will worsen with increased cyclists. Should have easier and safer intersections – like roundabouts. (2)
249. Intersection of Tauhara and Ngamoutu is very hard to drive across during school hours. (1)
250. Lights at Control gate would work better if there were two lanes going up the hill to allow side by side queuing. (1)
- Would stop traffic backing up across the bridge and let left turning traffic get past
  - left lane would be for turning onto Poihipi at the top.
251. Get rid of the lights at Norman Smith and put in a roundabout (1)
- You wasted our money in doing this and are not listening to the public
252. Upgrade intersections on Spa Road - roundabouts not traffic lights (1)
253. There is no mention of the proposed round-about at the Wharewaka East intersection, that was planned when the Lakeside development was completed. Nor for the entrance to the new subdivision to the west. (1)
- The current situation will be a problem at summer and peak times when traffic flow will prevent viable access on and off Lake Terrace at the intersection.
  - We recommend that provision be retained for the roundabout in the Strategy. Plus safe pedestrian road crossings that have been noted nearby, on Figure 4, page 16 of the draft Plan.

## OTHER FEEDBACK / NEW AREAS

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### MAINTENANCE

254. Add a clause to the Strategy that ensures that standard maintenance work must be scheduled and completed in an orderly and timely manner. We believe that regular maintenance is a given yet TDC are failing, particular with respect to the following issues. (1)
- Standard works must include the raising of all low service covers, cast iron covers (manhole lids) to be flush with the current road surfaces. For example, on Spa Road and Lake Terrace opposite Emanuals.
  - Standard works must include repairs to poor road surfaces such as at the Control Gate Bridge.
255. The rapidly deterioration of the Broadlands road is adding costs to forestry, farming and local access. (1)
256. Increase the programme to seal all rural roads in the district over a reduced number of years. (3)
- Concerns on the slow progress regarding the Rural tar sealing program of roads.
  - We still have a few roads in our community and the wider area that have not been sealed.
  - There appears to be no mention of doing more yet there are a lot of other new projects being promoted.

### AREA SPECIFIC ISSUES

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257. Make roads wider in Wairakei village. (1)

### KINLOCH

258. Repair the Kinloch road to an acceptable state.
- Fix Kinloch road drainage and failed pavement. One of the roughest roads in district. Not good enough to say less traffic now due to Oakdale link
  - Upgrade of Kinloch Road and the drainage along Kinloch Road
  - Upgrade of Kinloch road alongside the poplars.
  - Kinloch Road to be upgraded with proper storm water drains and levelled out to remove potholes bumps etc.
  - The resurfacing (possibly raising the height of the road to protect tree roots) of Kinloch Road between Whangamata Road and the Poplars to a avoid water pooling, repair the uneven narrow surface of the road and the breaking away of the road at the edges
259. Moveable stands for Kayaks on the Kinloch beach (in consultation with iwi)
260. Spend on the high return projects. Upgrading the road from Taupo to Kinloch should have priority way above rest (which are mostly "nice to have" projects). It will help save lives.



261. Consideration of safe / wider vehicle / boat trailer turning areas at public boat ramps.
262. An ambulance service
263. Electric cars charge station/s powered by solar panels.
264. Better service delivery arrangements from Taupo
265. Ensure the diversity of the population in is taken care of - young children, elderly, wheelchair users/prams.
266. Horse Riding trails. Access to paper roads.
267. Ensuring free boat access to lake continues

#### *Land use planning*

268. We NEED a primary and intermediate school at Acacia Bay, if not Kinloch. This would reduce traffic over the bridge into town and pressure on Wairakei primary. Over the next 30 years this will only get worse.
269. Re-zoning the eastern half of the Kinloch domain to commercial for a small shopping centre/ complex would greatly reduce the need to travel to Taupo thus reducing part of the traffic issue that's already starting to occur.
270. Land development available for more business to open also gas station on this side of Poihipi road.
271. Gas station at Poihipi / Whangamata
272. The transport strategy should be aligned to Kinloch spatial plan in which the community has been engaged. I would like to see multiple outcomes linked more strongly such as biodiversity enhancement and walking and cycling trails. People gravitate towards the Whangamata stream because of this. This is a gem. Let's make a network of walks throughout Kinloch like this. Make Kinloch unique so residents and visitors find it easy to cycle and walk instead of using cars.

#### *Safety*

273. If nothing else is achievable, make Whangamata Road wider.
274. I feel that the Whangamata Rd - Kinloch Rd intersection is dangerous in that many people turning into Whangamata Rd assume everyone is turning into Kinloch Rd. A lot of cars now continue on to Oakdale Rd turnoff. I've seen and heard of some very close calls. Perhaps a roundabout would ensure people slow down and are careful at the intersection.
  - Roundabout at junction of Whangamata and Kinloch Road.
275. Education of residents on road safety, following distances and icy conditions.
276. Need a giveaway sign coming from the transfer station.
277. Stop sign at end of Kenrigg road, Kinloch
278. Review street lighting for all intersections

*Parking*

279. Town Planning to assess parking opportunities in Kinloch
280. Kinloch is in need of car parking provisions at the northern end of the Whangamata Stream Trail (alongside Whangamata Road) and the mid-point alongside Lisland bridge. (3)
281. Parking is an increasingly challenging issue for Kinloch, particularly during the 5-6 peak weeks of the year. There are 3 key priority areas for Kinloch, the Domain, Eastern Beach and Parking for the walking/biking trails (W2K, K2K, K2O and WST). Over 50% of respondents of the KCA survey felt that the Domain parking is for Bikes and Boat Trailers was Extremely Important or Highly Important.
282. Essential to have better parking at the beaches and to provide parking for boat trailers and cyclists cars in Kinloch.
283. Provision of parking facilities away from the lakefront for people accessing the beach area.
284. Have the bikes at the other end of the domain. The domain is needed total for boat trailer parking.
285. Make a place to park cars for bike trails that's not on the waterfront. Leaving cars there whilst you bike means families and people swimming/using the lake have to walk further.
286. We need to maintain green space at the domain for play. Boat trailers should be restricted to a specific area.
287. I think that there should be better, safer parking provided at Whangamata road for the Whangamata stream walkway. One option could be to make a car park in the reserve itself or in the north west corner of the poplars beside Whangamata road. There is also the possibility to extend the stream trail across the road into Muirs Reef Land. Muirs Reef land owns conservation plantings up the stream that are opposite the Whangamata road entry carpark. Muirs Reef also owns a strip of land which extends from there to forest road about 15km north.
288. The beach opposite the store should be closed to cars parking. So dangerous in summer with cars racing in and out constantly. Little kids running around and people walking will get hit. It's also dusty and needs sorting. Would like parking elsewhere and make this snow awesome area for picnics and sunbathing etc.
289. Free parking
290. I would like to see vehicles banned from driving on to the beach to park. Leave it for people and green space and park elsewhere. At peak times cars are parked on the hill, under there trees etc, prime spots for people to picnic etc.
291. Parking between the beach, public toilets and store needs to be looked at the rocks need to be replaced with permanent posts to stop people moving the rocks so they can park on the grass in front of the BBQs. This is meant to be a safe area for children and isn't if cars are accessing this area either by moving the rocks or driving in front of the sharing shed
292. Make the bridle trail more easy for people to use with safe parking.

*Walking and cycling*

293. the footpath needs extending from Kinloch Rd/ Whangamata Rd intersection to Oakdale drive. In this zone, the Whangamata Rd speed limit needs to be reduced from 100km/hr down to either 50 or 60km/hr (or 80km/h) to improve pedestrian safety. (3)
- If the footpath is going to be close to the road, as it is on Kinloch Road, then a speed reduction may need to be seriously considered. Children can act quite impulsively at times, without regard to a high speed road right next to them. A reduction in road speed would improve pedestrian safety.
294. Holyoakes road could be of benefit to the community so as to further the Whangamata stream reserve walkway and provide parking access on muirs reef land beside Holyoakes road for more walkways/cycle ways which could lead through to sna193 and further through seven oaks forest to meet up with Forest road in the north. (2)
- This would afford good views from the skyline and add another dimension to the amenity value of Kinloch.
295. Cycling friendly is not of practical use for getting to Taupo from Kinloch (1)
296. Safe walking path from trailer park area to road so drivers returning to marina don't have to dodge vehicles and trailers
297. Roads are extremely dangerous for cyclists, Whangamata and Poihipi all the way to town. Widen to encourage cyclists to bike to town.
298. Zebra crossings
299. Some of the walkways widened. Bikers can be rude to walkers

*Speeds*

300. Speed bumps down Kinloch road after roundabout going towards lake.
301. Rather than reducing the speed limit within the village use speed bumps to slow the trades people down. They are the only ones that speed around the village.
302. Do whatever is required to reduce speed in the village.
303. Could we have a painted speed hump (like what is in front of the shops) just before the roundabout (around Tuhoe/7th green) to slow traffic. Just painting without putting in the hump slows traffic without causing issues for trailers/bikes etc.
304. Keep current speed limits on Whangamata & Poihipi roads. Safe, smooth, efficient connection to Taupo by vehicle is super important. Road cycling as a leisure sport should be provided second to vehicle connections, but roads always widened during upgrades to provide for safe cycling.
305. Speed bumps along Lisland Drive and Kenrigg
306. The speed in which people travel down Kinloch road (from the first roundabout into the village) is really concerning. Particularly at bus times. I believe that a pedestrian crossing to allow kids to cross safely is needed.
307. Reducing the speed limit in the village but for it to work it needs enforcement. Speed signs don't deter those that want to speed. Some low rise speed bumps or other form of traffic slowing needs to also be in place.

- 308. Slower speed as you approach Kinloch and Oakdale roads - eh reduce speed from the landscape place to 70, and increase again after Oakdale road to ensure safe transition off the main road.
- 309. More signs for school bus route, cars drive to fast when children are waiting for buses.
- 310. 40km in all residential areas or speed management e.g. speed humps
- 311. Temporary signs by high risk areas in Kinloch – like playgrounds – at peak times (1)
- 312. Speed control on Kenrigg proposed by some of those surveys by KCA, but not supported by some others
- 313. Speed bumps on marina and Kenrigg might work.

*Buses*

- 314. Frequently bus service for residents at a reasonable price
- 315. Bus service
- 316. A bus daily would be huge for the community.
- 317. Bus stop access and shelter near or in poplars.
- 318. In desperate need of a regular Bus service into Taupō please.

## WAKA KOTAHI (NZTA) FEEDBACK

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319. More recently Waka Kotahi have explored some of the drivers at a regional and national level and have recently released Arataki Version 2. This reflects initial findings on the impact of COVID-19 on the land transport system. This evidence and the wider Arataki 10-year view is likely to be of use to the development of the draft strategy. Arataki represents the Waka Kotahi view of the needs of the Land Transport System and will be a key consideration for our investment approach over the next NLTP period.
320. The current Strategy is focussed on the delivery of detailed transport interventions with a supporting "Issues Paper" that provides some additional context. In order to understand the need for transport interventions it is suggested that a stronger link to the drivers of transport demand is needed in the draft Strategy. Some of these are discussed in the issues paper but key drivers; such as land use planning, are not set out within the strategy or issues paper. Understanding the drivers of transport demand and therefore what the key challenges are is a key part of determining the key problems and range of solutions. This is a fundamental part of the Business Case Approach. If this Strategy is anticipated to be a key component of the 'Strategic Case' for investment via the NLTP then the document will require some strengthening to reflect the above approach. Waka Kotahi can support Taupo District Council in undertaking this business case approach through the continued development of the draft strategy.
321. If Taupo District Council views this strategy as providing the strategic case for investment, then it is recommended that as the draft strategy is developed it applies the business case principles. Some improvements to the strategy to enhance the evidence base in terms of gaps, (e. g. forward land use patterns), consideration of all options/alternatives available and the clear application of the intervention hierarchy would be recommended.
322. Waka Kotahi recommends the draft strategy should provide better visibility of what the key drivers of transport demand are both in terms of the existing and future land use. The placement of different activities creates the need for travel, as such a high level outline of potential future growth locations (including any proposed density changes) is a useful context for framing the document.
323. Whilst we understand the Taupo District Plan review has only just begun, reference to the 2050 Growth Strategy might form a useful starting point. As the District Plan review develops in parallel to the Transport Strategy it will be important to connect them to provide for optimum land use and transport outcomes.
324. Waka Kotahi recommends identifying the needs of different customers including local and future Taupo District residents, and visitors to the district and the reasons for travel. This is important in order to understand what responses might work best and for whom. Understanding the conflict of customer needs will also be important as some responses may benefit visitors but have some limitation in the usefulness for local residents and vice versa. It is also beneficial to understand the customer user groups to understand the mode shift potential of investment in alternative modes.
325. An understanding of trip purposes allied to origin and destination data can be very useful in defining what can be achieved with responses that encourage the use of shared and active transport. Taupo has a relatively small urban form which tends to suit the uptake of active modes.
326. However, we understand the mode share for active modes is particularly low in the District, perhaps skewed by the numbers of people located in the surrounding rural settlements.

327. Some specific examples of responses for consideration include:

- Looking at the town of Taupo there are three main areas of employment that people are likely to be commuting to from including the town centre, the industrial area located off Crown Road and Tauhara Road and the newer, larger industrial areas around SH1, Rotokawa and the Airport.
- Some of these locations are set down in the 2050 Growth Strategy for additional employment growth and so in terms of providing access and transport choice there is the potential for additional focus on considering active and shared modes to and from these areas. Mode shift to active modes has a focus around schools which is acknowledged but should also reflect travel from the wider catchment.
- Typically travel time delays are during the school and work commuter peaks periods. However, in the Issues document additional weekend/summer peak flows are identified which are of potentially of greater concern for the community. The draft strategy responds to this through the creation of additional parking bays, and promotion of parking further away from the main town centre for commuters, however, there is no link identified between the active mode interventions and reducing the need for residents to travel and arrive by car.
- It is evident significant effort has been made to encourage parking reviews and increased enforcement to try to reduce the need for additional parks. This represents an approach in line with the intervention hierarchy, but it is noted that commuter parking is still being developed under the Strategy.
- The current Strategy outlines some very specific and detailed transport interventions, many of which may be pragmatic solutions to the key issues facing the District. With additional strengthening to better link the interventions to the problems. Then to connect them as a system wide approach to the specific drivers of transport demand, the Strategy will reflect the Business Case Approach more appropriately and establish a robust case for investment.

## FEEDBACK ON ISSUES PAPER

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328. We agree that safety is a top priority and that a car centric approach will not lead to an effective urban cycling network.
329. We note that 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.
330. 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. While we do not believe that fixing this issue should be a priority for the District, it does need to be acknowledged.
331. 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.
332. 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.

333. 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.
334. 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...
335. Page 20 there is also a lack of good bike parking including ebike charging stations too.
336. Page 23, great to see reference to biking connections and yes it would be great to connect our trails to other trails in surrounding areas including Rotorua, Waikato, King Country and Ruapehu.
337. Page 31, we agree that roundabouts are unsafe for cyclists and we support options to either develop safer intersections or enable them to be avoided.
338. Pages 32 and 33 refer to recommendations from the 2019 assessment. Bike Taupō submitted on that assessment with the following suggestions which we feel are still relevant today.
339. Lakes DHB agrees with the issues raised, and adds the following comments:
- 2.2 Taupo 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 people. A car dominated transport system disadvantages those who can't drive or can't afford to drive and is inequitable.
  - 3.0 Lakes DHB agrees with these statements.
  - 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.
  - 5.0 As mentioned above, parking is a necessary part of the Taupo 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.
  - 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.

- 9.5 Lakes DHB agrees that congestion needs to be managed, not eliminated. There is little incentive to shift mode if the convenience of cars is prioritised above other transport goals.
- 9.7 Lakes DHB supports separated off road facilities for cyclists in busy areas and these must also be direct and convenient.