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TO Tamzin Moore
COPY Bob Hopkins, Else Tutert
FROM Paul Clarkson
DATE 16 June 2004
FILE
SUBJECT **Kinloch Roothing Structure**

Tamzin,

The following outlines the justification behind the roading layout we have proposed.

Roading Requirements

Future roading within Kinloch will largely be generated by on going development of subdivisions. There needs to be an indicative roading pattern incorporated into the Structure Plan that will provide Developers with an understanding of Taupo District Council's roading requirements.

Consultation with affected parties has generated some key criteria that we have tried to incorporate into the roading pattern:

- A community wish for 'one entrance' into Kinloch
- A DoC wish for 'one crossing' of the Whangamata Stream
- A need to maintain access into future subdivision areas

The other key factor in determining a roading pattern is the likely origin - destination of the motorist. Within Kinloch there are typically two main trip destinations:

1. Whangamata Rd with journeys into and out of Kinloch
2. Kinloch Marina and Township

Development within the Kinloch area is depicted on the Structure Plan. There are three zones presented on this plan (1) high-density areas adjacent to the Lake (2) medium density within the central region (3) low-density zones by Whangamata Road. Traffic generated by future development is in the order of 6900 - 9300 vehicles/day based on 6 - 8 vehicles movements per lot. This will place an increased strain on Kinloch's existing roading infrastructure. To accommodate this growth there is a need to improve the access into Kinloch and make provision for additional cross flow capacity.

North-South Collector Road

Kinloch Road acts as the main feeder into Kinloch. Its current capacity is limited due to substandard road widths. To accommodate the projected traffic volumes, Kinloch Road will either have to be upgraded to a Collector Road standard or supplementary roads put in place to provide additional capacity.

Two roads have been proposed to provide this additional capacity for north-south vehicle movements.

1. Central Collector Road - running from Lisland Drive through to Whangamata Road.
2. Western Collector Road - running from the proposed high-density residential area known as the Comber Block through to Whangamata Road near the Okaia Stream crossing.

East-West Collector Road

Links onto Kinloch Road from the development areas is required to provide access to the Kinloch Marina and Township. The Department of Conservation wishes to limit the crossing of the Whangamata Stream to the existing crossing on Lisland Drive. This restriction will increase the pressure on this crossing point and the intersections along Lisland Drive

To accommodate this within the Structure Plan a second crossing point needs to be identified and preserved to future proof the roading network against traffic volume increases.

The location of a second crossing point is best located within close proximity to high-density housing areas so that it provides the shortest distance of travel for the majority of the traffic. Secondly it is important that the link provides a clean connection into the development areas.

The road proposed utilises an existing property access across the Whangamata Stream. Its location coincides with an area of medium density development and it is suitably placed to relieve any pressures on Lisland Drive. As depicted, the alignment of this road will lend itself towards a clean link into the future development areas with minimal intersections or side friction.

The link between Kinloch Road and the proposed Central Collector Road is a long-term option with its viability dependent on traffic growth and agreement with landowners.