

Improving Rotorua's transport network together



State Highway 30/Te Ngae Road

A lot of work is happening across Rotorua's state highways to create a transport system that is safer, more efficient, and caters to all road users.

From large construction projects, to speed reviews and safety improvements, this work all contributes to futureproofing Rotorua's transport network.

Waka Kotahi NZ Transport Agency is working with Rotorua Lakes Council to deliver Connect Rotorua - a programme to improve two of the city's key transport corridors; State Highway 30A and State Highway 30:

- Central Corridor SH30A/Amohau Street

Central Corridor design complete

The Central Corridor project (SH30A/Amohau Street) is about adapting this stretch of state highway to make it less of a 'highway' or more of what you'd expect to see in a city centre equally shared by cars, pedestrians and cyclists.

The busy road is currently a barrier to the Rotorua Central Mall and the rest of the Central Business District for cyclists, pedestrians and other active modes of users. This project will help improve Rotorua's city centre by providing better access, increased safety, and new opportunities for multi-modal travel.

- Eastern Corridor SH30/Te Ngae Road Stage One - from Sala Street to Iles Road
- Eastern Corridor SH30/Te Ngae Road Stage Two - from Iles Road to the Rotorua Airport

These projects will improve daily journeys for the people who live and work in Rotorua, help others who rely on this network for wider business, tourism or travel purposes, and support growth and development in the years ahead.

Supporting this work are several other projects, such as speed reviews on SH5 and SH30/33, the recently announced SH5 Tarukenga to Ngongotaha improvements, and safety improvement and cycling projects.

You'll find information and updates on key projects in this newsletter.

The upgrade includes walking and cycling improvements, as well as safety initiatives, to enable the further growth and revitalisation of businesses. Once complete, ownership of the road will be taken over by Council to be operated as a local road.

In 2019 we held information sessions for people to find out more about our plans for this corridor. Your feedback encouraged us to make some small alternations to the design.

The team has now completed the detailed design of this project and has finalised a funding agreement with Council. We are now working towards tendering and construction.



Eastern Corridor Stage One

Construction began in February on Stage One of the Eastern Corridor, between Sala Street and Iles Road. This is a \$17 million project to improve safety and access along the corridor, as well as provide increased opportunities for cycling and other modes of transport.

Contractor: Downer
Cost: \$17 million
Completion: Late 2021

KEY WORKS FOR STAGE ONE INCLUDE:

- 3.5km of new shared paths and cycleways
- Improvements to the Sala Street intersection
- Removing the Tarawera roundabout and constructing a new signalised intersection
- Four-laning between Allen Mills and Iles roads and a solid median to improve safety
- Undergrounding powerlines and new watermains
- Other improvements such as upgrading the Puarenga Underpass and a new entrance to Whakarewarewa Rugby Club

This project will help make people's daily journeys through Rotorua safer, and more enjoyable. Key intersections will be easier to navigate, and more convenient routes for people on bikes and on foot will help encourage people to get out of their cars and onto alternative modes of transport.

For the first few months, work has predominately taken place off the state highway, and has had little impact on traffic.

Since Alert Level 3, contractors have been progressing with the undergrounding of services – beginning at Sala Street and moving through to Iles Road.

Work has also focussed on constructing the new accessway to the Whakarewarewa Rugby Club, which was completed and opened recently. We have also sealed an extension of the club carpark and installed new gates.

The old access at the Sala Street intersection is now closed. This change removes one leg of the Sala Street intersection, making travel through this intersection on SH30 more efficient as vehicles no longer need to stop for traffic leaving the club.

Eastern Corridor Stage One

STAY UP TO DATE

We want to make sure any changes to what you're used to don't come as a surprise.

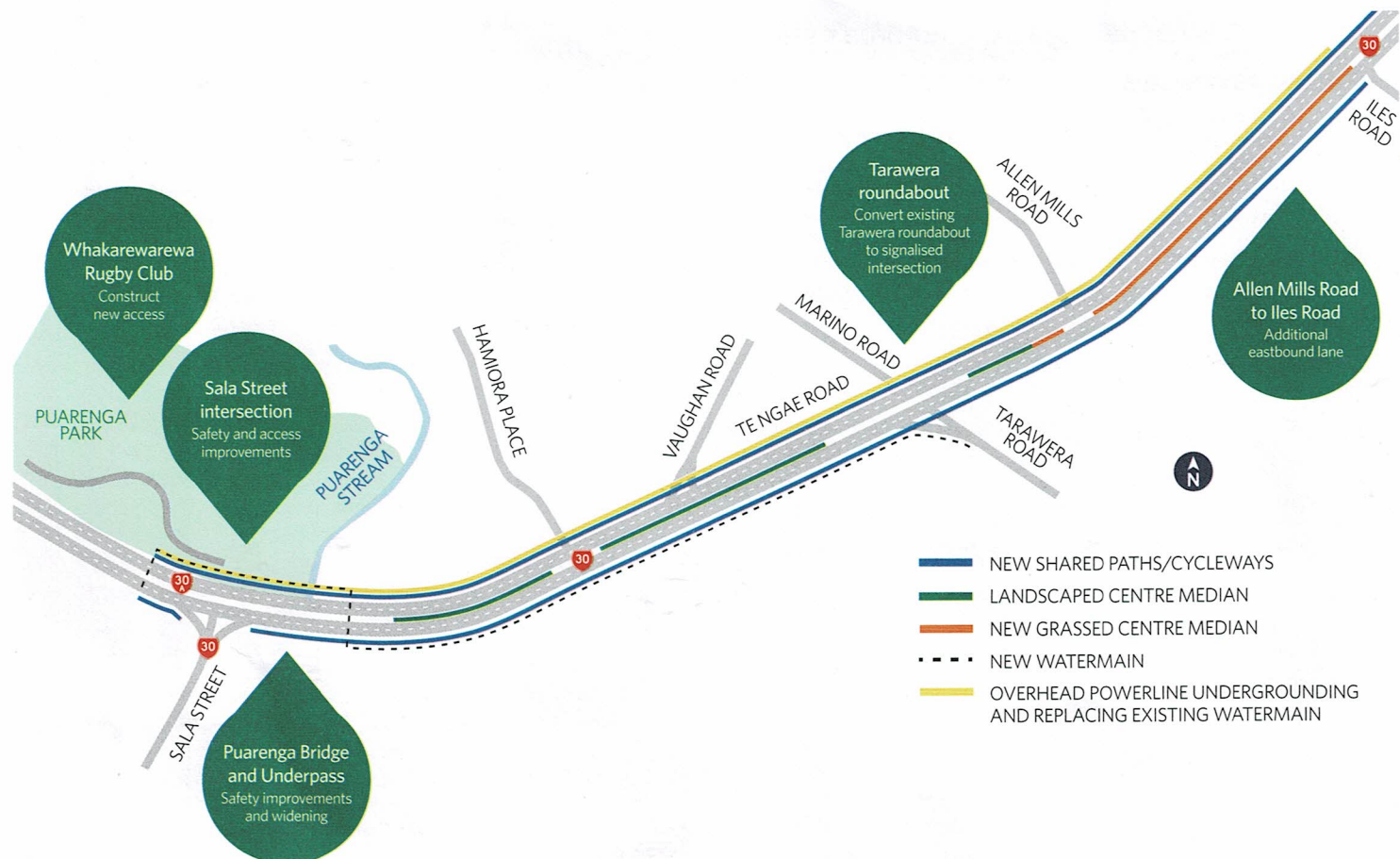
For updates about upcoming work visit nzta.govt.nz/eastern-corridor-stage1

WHAT'S COMING UP?

The first major piece of work you'll notice is at the Tarawera roundabout. In spring, contractors will need to underground powerlines and install new watermains at the roundabout.

This is a precursor to the work to remove the roundabout and install traffic lights. Digging up the road at a busy intersection like this is not simple and requires complex traffic management. We are working closely with Downer to come up with the most practical solution.

We will come back to you with more detail about what you can expect closer to the time.



Eastern Corridor Stage Two

We are investigating how travel along SH30/Te Ngae Road, from Iles Road to Rotorua Airport, can be made safer and more efficient while accommodating for future growth and providing people with better travel choices.

SH30/Te Ngae Road is a key gateway for Rotorua and an important part of the local road network. The Stage Two project is in the Detailed Business Case phase, which means we're looking to identify the best solution for futureproofing the corridor.

The project involves improvements to key intersections, such as Owhata Road, Basley Road, and Wharenui Drive, multi-modal initiatives like shared paths and cycleways, as well as how we may use additional lanes to support freight and public transport.



It's important that this project lines up with planned future development in the area and is done in conjunction with improvements to nearby local roads.

Council, the Minister of Housing and Urban Development, iwi, developers, and other stakeholders are all working together to ensure we get this right.

We'll be coming back to the community to share more information about this project soon.



SH30/Brent Road intersection



Stage Two looks at the future of the SH30/Owhata Road intersection

Safety improvements

Our Safe Network Programme is delivering proven safety interventions on our highest risk intersections and corridors across New Zealand.

Aligned to New Zealand's Road Safety Strategy, Road to Zero 2020 - 2030, the Safe Network Programme aims to reduce the number of people killed or seriously injured on our roads by installing interventions such as safety barriers, roundabouts, rumble strips and signage, right across the road network.

SH5 BETWEEN WAIRAKEI AND SH38

Along State Highway 5 (SH5), Wairakei, Mihi and Rainbow Mountain, is where current safety improvement work is underway. We're making it safer by installing roadside safety barriers, a wide centreline and rumble strips. Work is underway on the first section north of Mihi. For the remainder of the work, we are continuing to refine our design and will let the community know once a decision has been made about what further steps will be taken.

For more information visit nzta.govt.nz/sh5-wairakei-to-sh38

SH33 TE NGAE JUNCTION TO PAENGAROA

Significant progress has been achieved this year on the State Highway 33 (SH33) work sites. Our main construction activity is between Maniatutu Road

and Allport Road. It's also where we recently installed temporary steel barriers along the side of the road. These barriers provide protection for our workers and the public and help to minimise disruption for the travelling public.

Activity along this 3.9km section includes widening the road shoulder to install a 0.8m wide centreline, installing side barriers at high-risk locations (where trees and other hazards can't be removed), relocating services and constructing the new southbound passing lane that travels up the long hill towards Rotorua.

Between Okere Falls and approximately 2km north of the Maniatutu Road intersection you can expect to see construction activity starting over the next few months. Safety improvements here include further shoulder widening, a wide centreline and side barriers at high-risk locations.

Work between Mourea and Okere Falls is on hold while we coordinate the design of the SH33 safety improvements with the proposed shared path (which is at a concept stage) and implementation of the new speed limits. We hope to have an update on progress for the community and our stakeholders over the coming months.

For more information visit nzta.govt.nz/tj2p

SH5 Tarukenga to Ngongotahā

In late February, as part of the regional package of the NZ Upgrade Programme, the Government announced an \$88.25m investment in 13 regional projects that address key challenges our regional state highway network faces.

One of the projects to receive funding is the SH5 Tarukenga to Ngongotahā improvements, SH36 and SH5 roundabout. The regional package of the NZ Upgrade Programme is contributing \$14m to improve safety along the rural state highway and reduce congestion at the SH5/SH36 roundabout. This will add to the \$1m from Waka Kotahi's Safe Network Programme that is funding the design of the safety improvements.

We know this area has been a concern for the Rotorua community and we are pleased that the regional package of the NZ Upgrade Programme is combining with the Safe Network Programme to deliver improvements. We are currently confirming the design and will be communicating this back to the community and our stakeholders in the coming months.



SH5/SH36 Ngongotahā roundabout

New safer speed limits coming

Waka Kotahi recently announced the outcome of two speed reviews and is reducing speed limits on SH33 and SH30 in Paengaroa and rural Rotorua, and SH5 through Waiootapu, to help keep road users safe.

SH33/SH30 PAENGAROA AND RURAL ROTORUA

The following new permanent speed limits through Paengaroa and between Ōkere Falls and Rotokawa Road will come into effect from Monday 29 June.

LOCATION	NEW SPEED LIMIT FROM 29/06/2020
SH33 Paengaroa	60km/h From 120m north of Lemon Road to 110m south-west of Partridge Lane.
SH33 Ōkere Falls	60km/h From 390m north of Trout Pool Road to 1.57km south of Trout Pool Road.
SH33 Ōkere Falls south to Waipuna Bay	80km/h From 1.57km south of Trout Pool Road to 703m northeast of Hamurana Road.
SH33 Waipuna Bay, through Mourea, to Okawa Bay	60km/h From 703m northeast of Hamurana Road to 64m south of Okawa Bay Road.
SH33 Okawa Bay to Te Ngae Junction	80km/h From 64m south of Okawa Bay Road to the SH33/SH30 intersection.
SH30 Te Ngae Junction to Rotokawa Road	From 353m east of the SH33/SH30 intersection to 140m north of Rotokawa Road.

SH5 WAIOTAPU

The new permanent speed limit along SH5 through Waiootapu of 80km will come into effect on Monday 6 July. The 80km/h speed limit is a reduction from the current legal limit of 100km/h.

SH5/SH30 OLD TAUPŌ ROAD SPEED REVIEW

We're looking to review speed limits on SH5 and SH30 and we want to hear what you think about the speed on these roads. They are used for everything from commuting to freight to tourism. With future planned developments, road upgrades and an increasing number of people cycling, it's time to make sure the speeds are safe. Locals know their roads, so we want to hear what you think. Do the current speed limits feel safe, or not? Feedback is open from Monday 13 July to Monday 10 August 2020.

You can provide feedback by:
 visiting nzta.govt.nz/BOP-speed-reviews
 or emailing bayofplenty.speed.reviews@nzta.govt.nz

For further information on the speed reviews, including our consultation summary reports, the submissions we received and a map of the new speed limits, please visit:

- nzta.govt.nz/sh30-33-permanent-speed-limits
- nzta.govt.nz/sh5-waiotapu-permanent-speed-limits

We thank the members of the public that provided their feedback on the proposed speed limits.



Keeping you up to date

As part of our no surprises approach, we want to keep the community and road users as up to date as possible.



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nzta.govt.nz/connect-rotorua



NZTAWaikatoBoP



NZTAWaibop