

NGONGOTAHA VILLAGE TRAFFIC SAFETY AND PLACE BASED IMPROVEMENTS

INNER CITY
JUNE 2020

PURPOSE -

The purpose of this study is to inform Council on:

- Key issues and challenges faced by all road users
- To present three concept options for consideration
- Highlight that improvements in the village would be a necessary enabling intervention for future housing growth targeted in the catchment.

OBJECTIVE -

To identify improvements to cater for future growth of all modes and improved safety and accessibility

RECOMMENDATION OF STUDY

The recommendation of this study is for –

- **Council to proceed to consultation with the public on three high level concepts**
- **Officers bring back to Council the results of public consultation with a recommendation on the preferred option (s)**

BACKGROUND

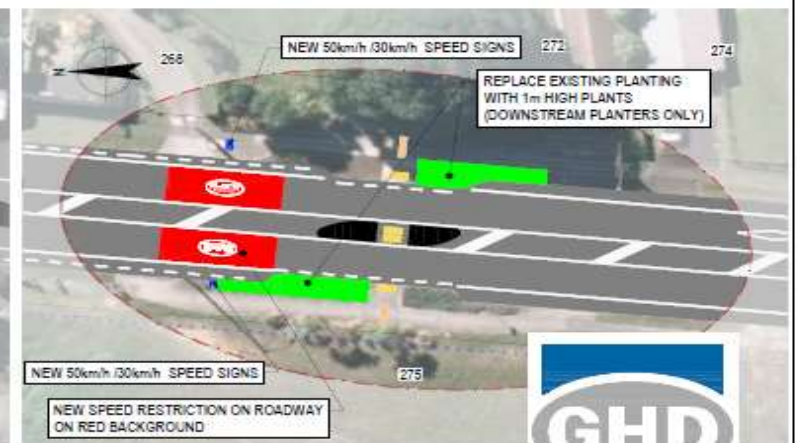
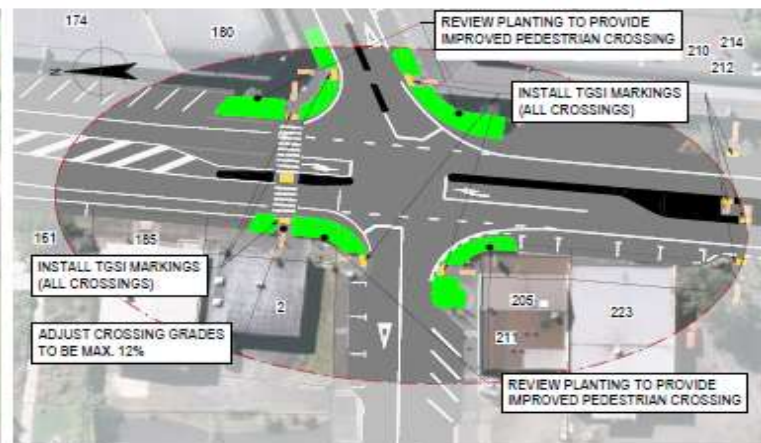
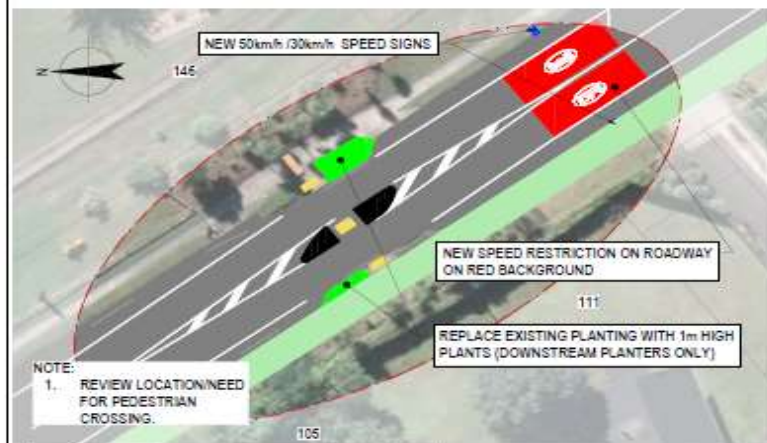
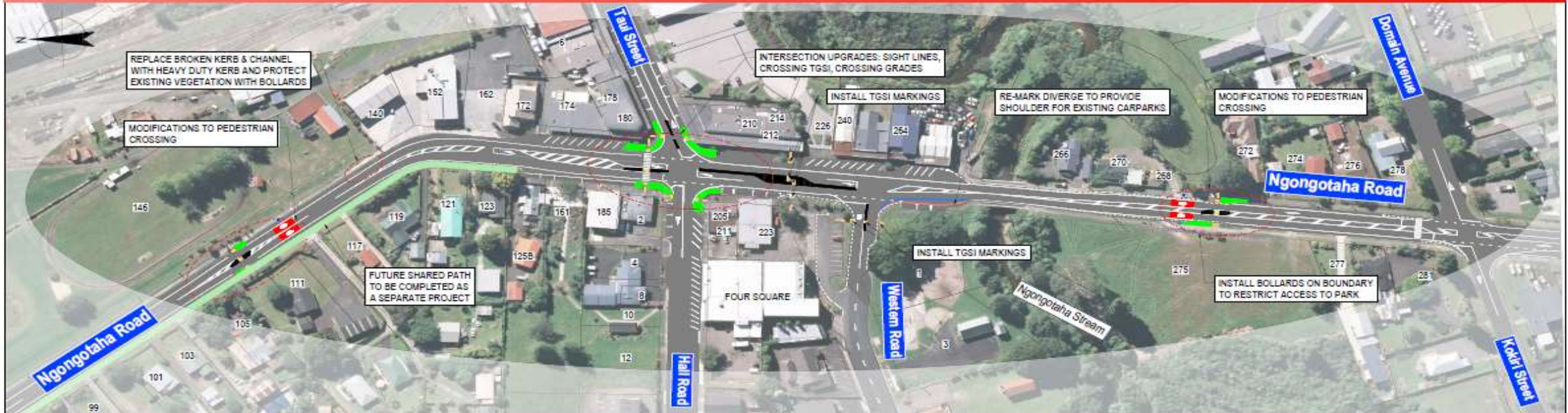
- Spatial Plan feedback – strong expression of importance to keep clear separation of Ngongotaha from Rotorua and maintain the village identity
- Ngongotaha Road is the main transport corridor through Ngongotaha Village, and forms part of State Highway 36 (SH36), connecting Rotorua with Tauranga.
- Ngongotaha has a significant elderly population
- Increased number of footpath users adopting modes of transport such as wheelchairs or mobility scooters.
- High traffic volumes – 10,000 vehicles/day, 3.8% heavy vehicles

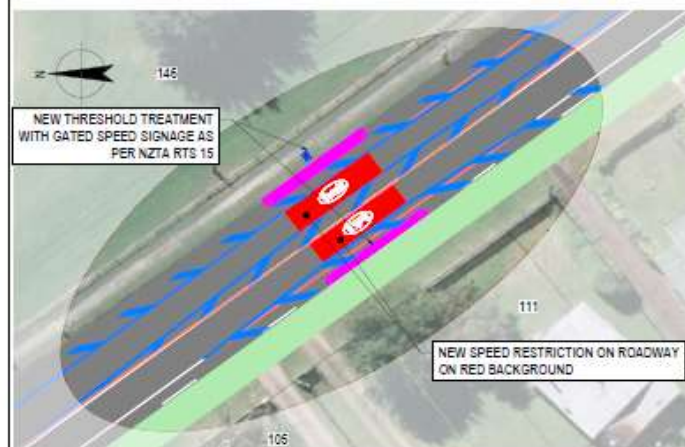
PROCESS

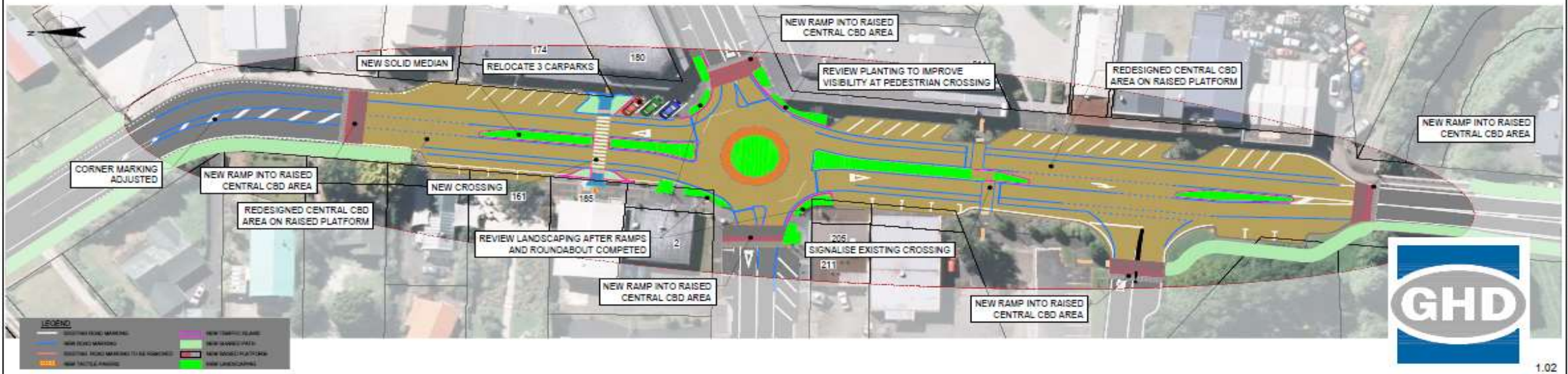
- Scoped, discussed and assessed future aspirations
- Considered future proofing of corridors – strategic direction
- Considered the feedback from users
- Commissioned a study to be undertaken to investigate transport issues
- Developed three potential concept options that will improve the safety environment and enable ease of movement for all modes

OPTIONS SUMMARY

- **Option 1** – Low cost improvements (est. \$150,000)
- **Option 2** – moderate cost improvements (est. \$600,000)
- **Option 3** – Full corridor – (meet desired level of service) – (est. \$2,000,000)







SUMMARY

- All concept options have relative merits
- Preferred option for future proofing is option 3
- Cost estimates are indicative only
- Waka Kotahi (NZTA) will be asked to contribute to costs
- The \$14M RAB upgrade project and future housing developments were all considered when developing these options
- Recommendation being sought is to proceed to public consultation on the three options



Proposed
phasing

MATCHLINE JOINS SHEET 1

MATCHLINE JOINS SHEET 2

MAXIMUM ENTRY PATH RADIUS FOR TWO-LANE ROUNDABOUTS		
ROUNDABOUT AREA	TWO LANE ENTRY - STAYING IN CORRECT LANE	TWO LANE ENTRY - CUTTING ACROSS LANES
1 SHS EASTBOUND	30.2	57.8
2 SHS NORTHBOUND	55.0	93.5
3 SH 36 SOUTHBOUND	45.0	87.4

1 km
Acceleration &
slip lane widening

Phase 1

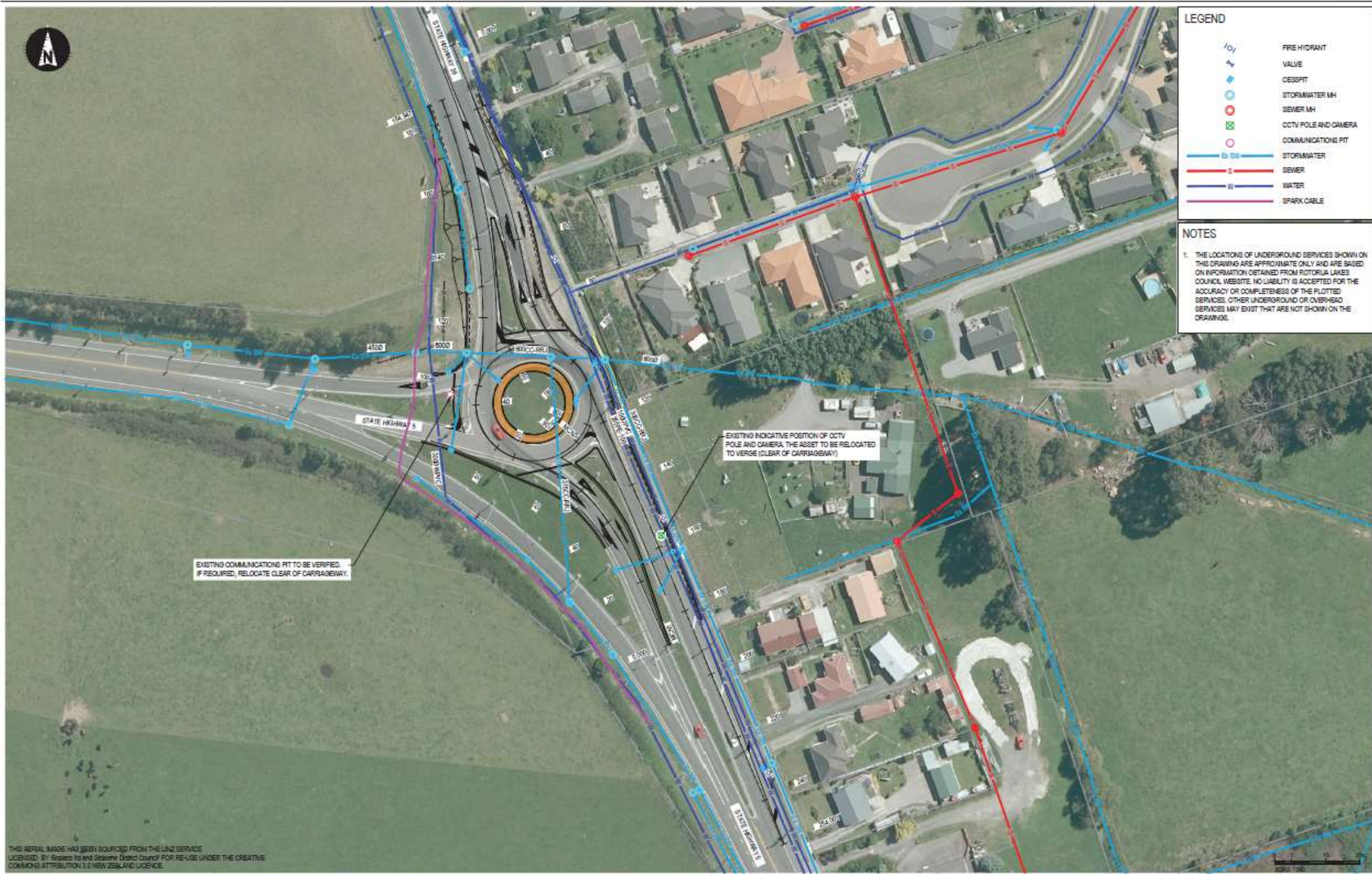
TTM
close slip lane 100%
or just off peak & night work?
All other lanes open!!

Excavate
& infill AREA 1

Excavate
& infill temp
crossover
(sacrificial)

MATCHLINE JOINS SHEET 2

MATCHLINE JOINS SHEET 3



	FIRE HYDRANT
	VALVE
	CESSPIT
	STORMWATER MH
	SEWER MH
	CITY POLE AND CAMERA
	COMMUNICATIONS PIT
	STORMWATER
	SEWER
	WATER
	SPARK CABLE

1. THE LOCATIONS OF UNDERGROUND SERVICES SHOWN ON THIS DRAWING ARE APPROXIMATE ONLY AND ARE BASED ON INFORMATION OBTAINED FROM ROTORUA LAKES COUNCIL WEBSITE. NO LIABILITY IS ACCEPTED FOR THE ACCURACY OR COMPLETENESS OF THE PLOTTED SERVICES. OTHER UNDERGROUND OR OVERHEAD SERVICES MAY EXIST THAT ARE NOT SHOWN ON THE DRAWINGS.

EXISTING COMMUNICATIONS FIT TO BE VERIFIED.
IF REQUIRED, RELOCATE CLEAR OF CARRIAGEWAY.

EXISTING INDICATIVE POSITION OF OCTV
POLE AND CAMERA. THE ASSET TO BE RELOCATED
TO VERGE (CLEAR OF CARRIAGEWAY)