

NZTA Waka Kotahi update

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2 October 2024



What we'll cover today

- Setting the scene - Government priorities (GPS 2024)
- 2024-27 National Land Transport Programme
- Projects in construction



Government priorities

Government Policy Statement on land transport 2024-34 (GPS 2024)

A commitment to 4 key transport priorities:

1. Economic growth and productivity
2. Safety
3. Value for money – including whole of life costs
4. Increased maintenance and resilience.

Government Policy Statement on land transport 2024-34

June 2024



Activity Classes

1. State highway improvements
2. State highway pothole prevention
3. State highway operations
4. Local road improvements
5. Local road pothole prevention
6. Local road operations
7. Public transport services
8. Public transport infrastructure
9. Safety
10. Rail network
11. Walking and cycling
12. Investment management



Overview of 2024-27 National Land Transport Programme

2024-27 NTLP for BOP

- A total of \$1.9 billion is forecast to be invested in the Bay of Plenty in the 2024-27 National Land Transport Programme (NLTP) period.
 - \$235m forecast maintenance operations investment
 - \$412m forecast to fix potholes investment
 - \$1.1b forecast improvements investment
 - \$119m forecast public transport investment
 - \$2.5m forecast safety investment
 - \$14.6m forecast walking and cycling investment



2021-24 National Land Transport Programme

Re-cap of investment for Rotorua

- SH30 Eastern Corridor Stage 1 - \$23 million (completed 2022)
- SH30 Eastern Corridor Stage 2 - Phase 1 - \$35 million (CIP funded and near-completion in 2025)
- SH33 Te Ngae Junction to Paengaroa safety improvements - \$34.5 million (completed 2024)
- SH30/33 Te Ngae Junction roundabout - \$6.4 million (completed 2023)
- SH5 Tarukenga to Ngongotahā safety improvements - \$15 million (NZUP funded and completed 2022)
- Rotorua urban / SH30 Tikitere to Whakatāne speed reviews (completed 2022/23)
- SH5 Utuhina Stream bridge repair (LCLR - completed 2023)



Projects in construction - update

SH30 Eastern Corridor Stage 2

A phased approach to improvements

Phase 1 - **funded**

- Focus on supporting growth and development of eastern Rotorua, specifically the Wharenui area.
- Improvements to meet the most immediate needs of the corridor.
- Construction split into 3 zones
- \$35 million funding cap from the Crown Infrastructure Partners (CIP) Covid-19 Response and Recovery Fund.
- Future phases 2 & 3 - unfunded
 - As growth and development demands.



SH30 Eastern Corridor Stage 2

Zones 1 and 2 – Iles Road to Ōwhata Road

Completed:

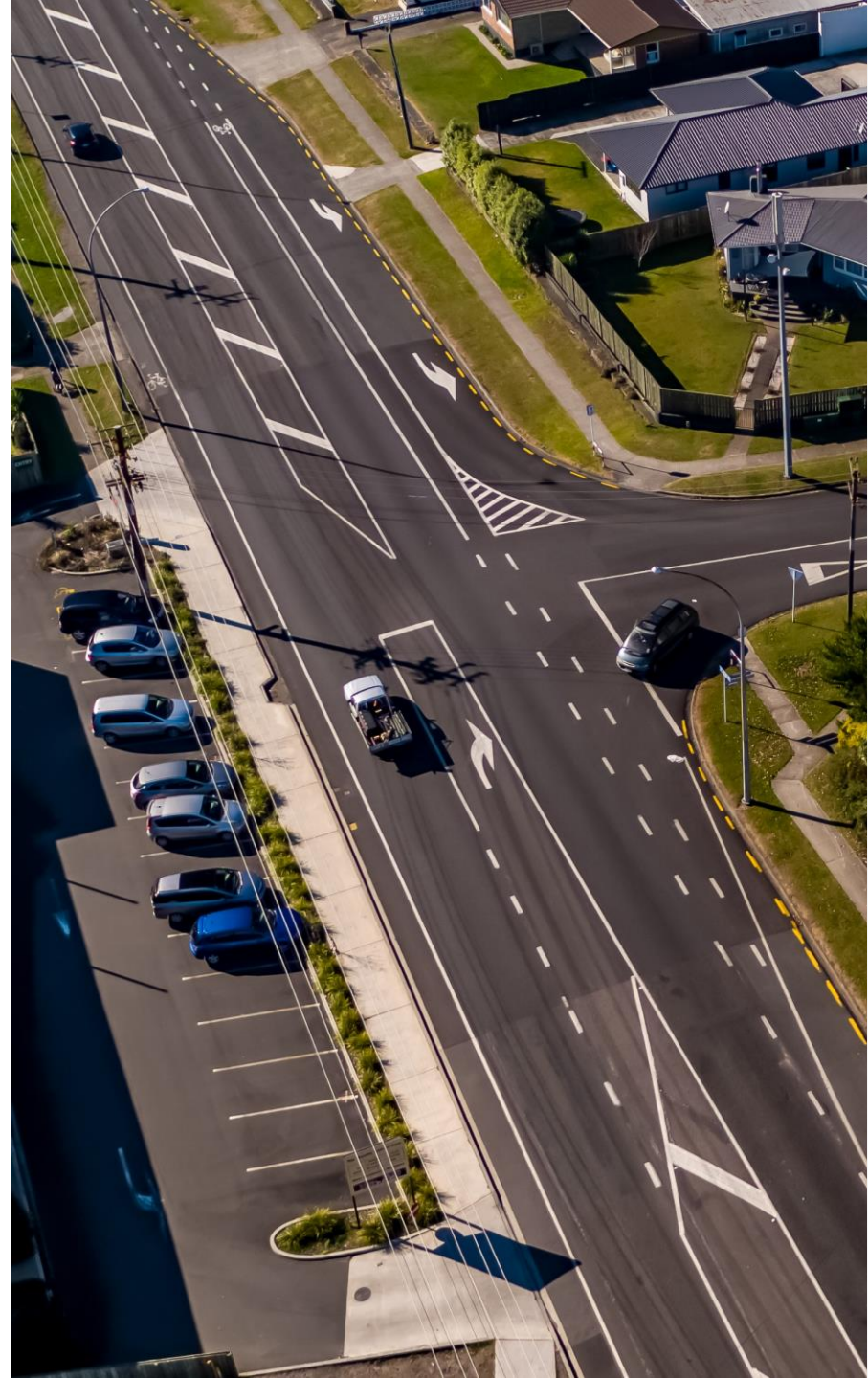
- 500m of 4-lanes between Iles and Basley roads.
- Road widening between Brent and Ōwhata roads, in preparation for future 4-laning.
- Improved intersections
 - signalised Basley Road
 - safer left-in, left-out Brent Road
 - raised crossings on 3 side roads.
- 2.9km continuous on-road cycle lanes between Iles to Ōwhata roads and >3km widened shared path, new path Iles to Ōwhata roads.
- Signalised pedestrian crossing moved to higher use area - Puketawhero Park.
- Improved bus stops.
- Services moved underground between Iles and Ōwhata roads.
- Replaced watermain on behalf of Rotorua Lakes Council.



SH30 Eastern Corridor Stage 2

Zone 3 – Wharenui Road – funded

- Focus remains on SH30/Wharenui Road intersection.
- Outcome:
 - Signalised intersection to add capacity, reduce queuing and improve safety.
 - Access to medical centre.
 - Widened shared path within 50m of intersection.
 - Safer crossings – pedestrian signals.
- Timing:
 - Late 2024 - contract awarded.
 - Early 2025 – work begins – 2-3 months construction.



SH30A Central Corridor

SH30A/Amohau Street (Old Taupō Road to Sala Street)

- No funding allocated in 2024-27 NLTP.
- Includes revocation of road once works are complete.
- Focus on improving safety and walking/cycling opportunities.
- NZTA maintaining road to a quality standard.



Maintenance and operations

- GPS and NLTP – significant focus on road maintenance, particularly through the State Highway Pothole Prevention fund.
- This ring-fenced fund is specifically for drainage and road renewals and preventative maintenance.
- Road rehabilitation treatments – such as replacing or heavily repairing existing road material down to the sub-grade surface.
- Work has continued through winter months, now kicking off 2024/25 summer season.



Resurfacing and rehabilitation programme

- Bay of Plenty east and Rotorua
 - 52.4 lane-km of resurfacing
 - 9.2 lane-km of lane rehabilitation
- SH30 Sala Street rebuild
 - Day works/road closure – 30 September, 2 weeks
- SH36 near Awahou Stream – 7 weeks Oct/Nov
- SH30 Puarenga Bridge – Oct, 6 days, night works
- SH5 north of Maraeroa Road – Jan, 8 weeks, dayworks



24-hour pothole initiative

GPS requirement to fix potholes within shorter timeframe

Targets:

- **95%** of potholes on high classification roads to be repaired within 24 hours of identification
- **85%** of potholes on low classification roads to be repaired within 24 hours of identification

July 2024 results:

Category	Resolution Time Band	Completed Count	Total	Completion Percentage Achieved	Target
High Classification Roads	Up to 24 Hours	4352	4589	95%	95%
Low Classification Roads	Up to 24 Hours	2195	2323	94%	85%
Total		6547	6912	95%	



Pātai?

