

2 Description of Route

2.1 Route Location

Figure 1 below shows the study route under consideration for this report.

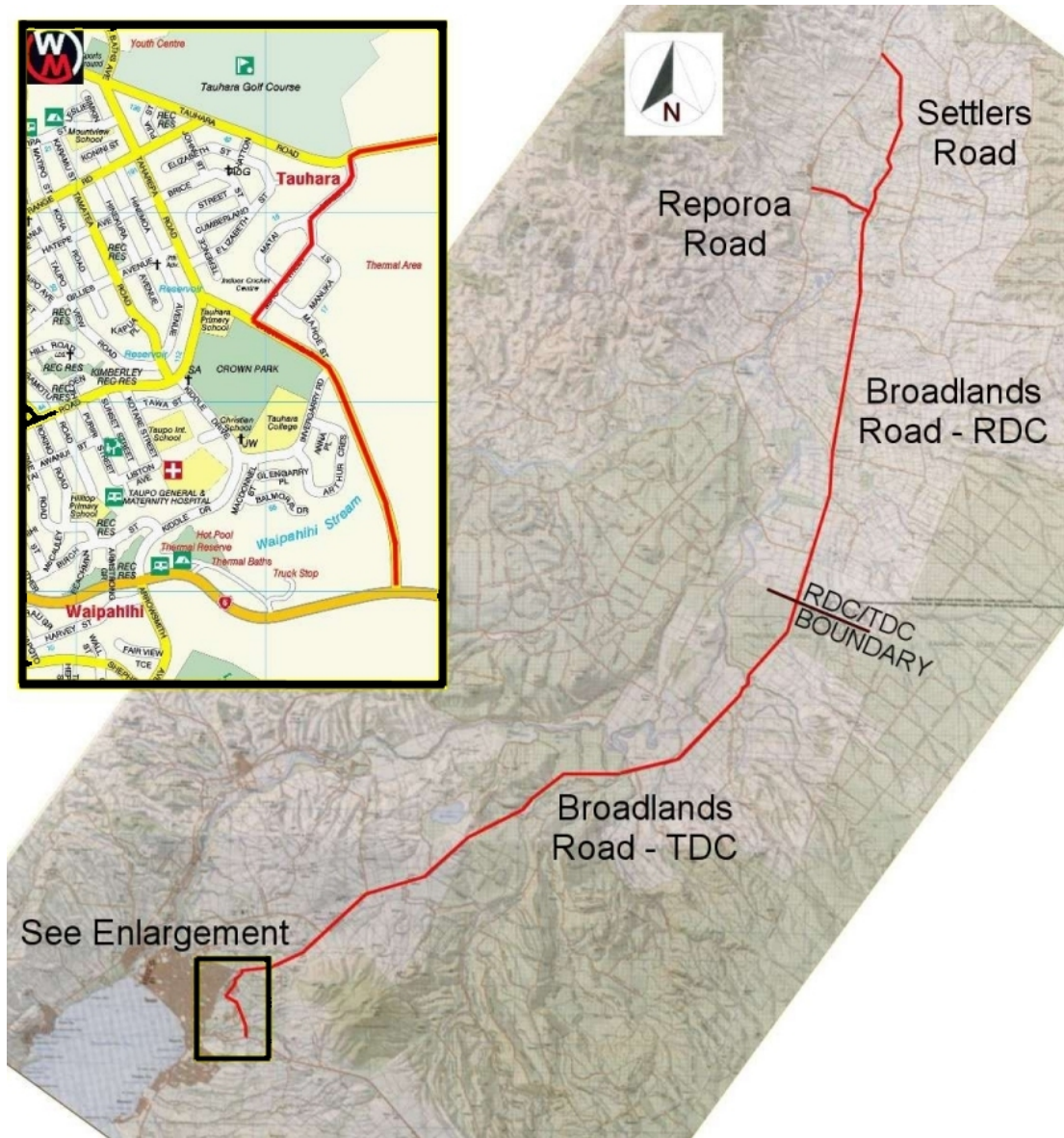


Figure 1. Location Map

Subsections

For the purposes of this study the route has been divided into subsections as shown in Table 3.

Local Authority	Subsection Road		From	To	Length (m)
	No.	Name			
RDC	1	Settlers Road	SH 5 (RP 0)	Broadlands Rd (RP 6,130)	6,130
	2	Reporoa Road	SH 5 (RP 0)	Broadlands Rd (RP 2,252)	2,252
	3	Broadlands Road	Settlers/Reporoa (RP 0)	District Boundary (RP 13,800)	13,800
TDC	4	Broadlands Road	Miro/Tauhara (RP 0)	District Boundary (RP 24,522)	24,522
	5	Miro Street	Crown Rd (RP 0)	Broadlands Rd (RP 1,053)	1,053
	6	Crown Road	Miro St (RP 307)	SH 5 (RP 2,040)	1,733

Table 3. Subsections

All subsections are classed as rural, except for Miro Street (Subsection 5), which is urban. Crown Road (Subsection 6) from RP 307 to 943 has a 50km/h speed limit and therefore is partially urban.

It should be noted that the route position for Broadlands Road in the Rotorua District increases north-south, while in the Taupo District route position increases south-north.

2.2 Road Functions

Subsection 1 – Settlers Road

Settlers Road is not identified as a district arterial in the Rotorua District Plan but by nature and use should be classed as a rural arterial. It is predominantly rural, with a short urban section in Reporoa at the southern end. This section of the route has a number of functions:

- For inter-regional freight and travellers, to/from Bay of Plenty and Taupo or Hawkes Bay.
- Access road for local residents to/from nearby main centres of Rotorua, Taupo and Reporoa
- Access road for milk tankers to farms and the Reporoa dairy factory
- Through road for logging trucks, linking with Broadlands Road

Subsection 2 – Reporoa Road

Reporoa Road is not currently classified in the RDC District Plan. This road could possibly be classified as a rural arterial. It has three main functions:

- Access road to/from dairy factory for employees residing in Reporoa
- Access road for heavy vehicles to the dairy factory
- Access for local traffic between SH5 and Reporoa

Subsection 3 – Broadlands Road RDC

Broadlands Road is classified as a rural arterial in the RDC District Plan, and has a similar function to Settlers Road, as follows:

- An inter-regional arterial for freight and travellers, to/from Bay of Plenty and Taupo or Hawkes Bay.
- Access and collector road for local residents to/from nearby main centres of Rotorua, Taupo and Reporoa
- Access road for milk tankers to farms and the Reporoa dairy factory
- Through road for logging trucks
- Access and through road for heavy vehicles to/from Tauhara Quarry
- This section also forms part of the cycle leg of the NZ Ironman triathlon, and is used for training purposes in the lead up to this event in early March.

Subsection 4 – Broadlands Road TDC

Broadlands Road in the Taupo District is classified in the TDC Rooding Asset Management Plan and District Plan as a Regional Arterial, and has the following main functions:

- An inter-regional arterial for freight and travellers, to/from Bay of Plenty and Taupo or Hawkes Bay.
- Access and collector road for locals to/from nearby main centres of Rotorua, Taupo and Reporoa
- An access road from Taupo to the Landfill
- Access for heavy vehicles to/from the Tauhara Quarry
- Through road for logging trucks
- As part of the cycle leg of the NZ Ironman triathlon, used for training purposes in the lead up to this event in early March.

Subsection 5 – Miro Street

Miro Street is classified in the TDC Rooding Asset Management Plan and District Plan as a Regional Arterial; however, it is different from other sections of the study route in that it is urban in nature. It passes through an industrial area on the eastern outskirts of Taupo and serves as an access and collector road for traffic to this industrial area, and also as an inter-regional arterial in the same manner as the rest of the study route.

Subsection 6 – Crown Road

Crown Road is classified in the TDC Rooding Asset Management Plan and District Plan as a Regional Arterial and forms the southern link of the study route to the State Highway network.

The initial section of Crown Road, to RP 943, has a 50km/h speed limit making it urban by definition.