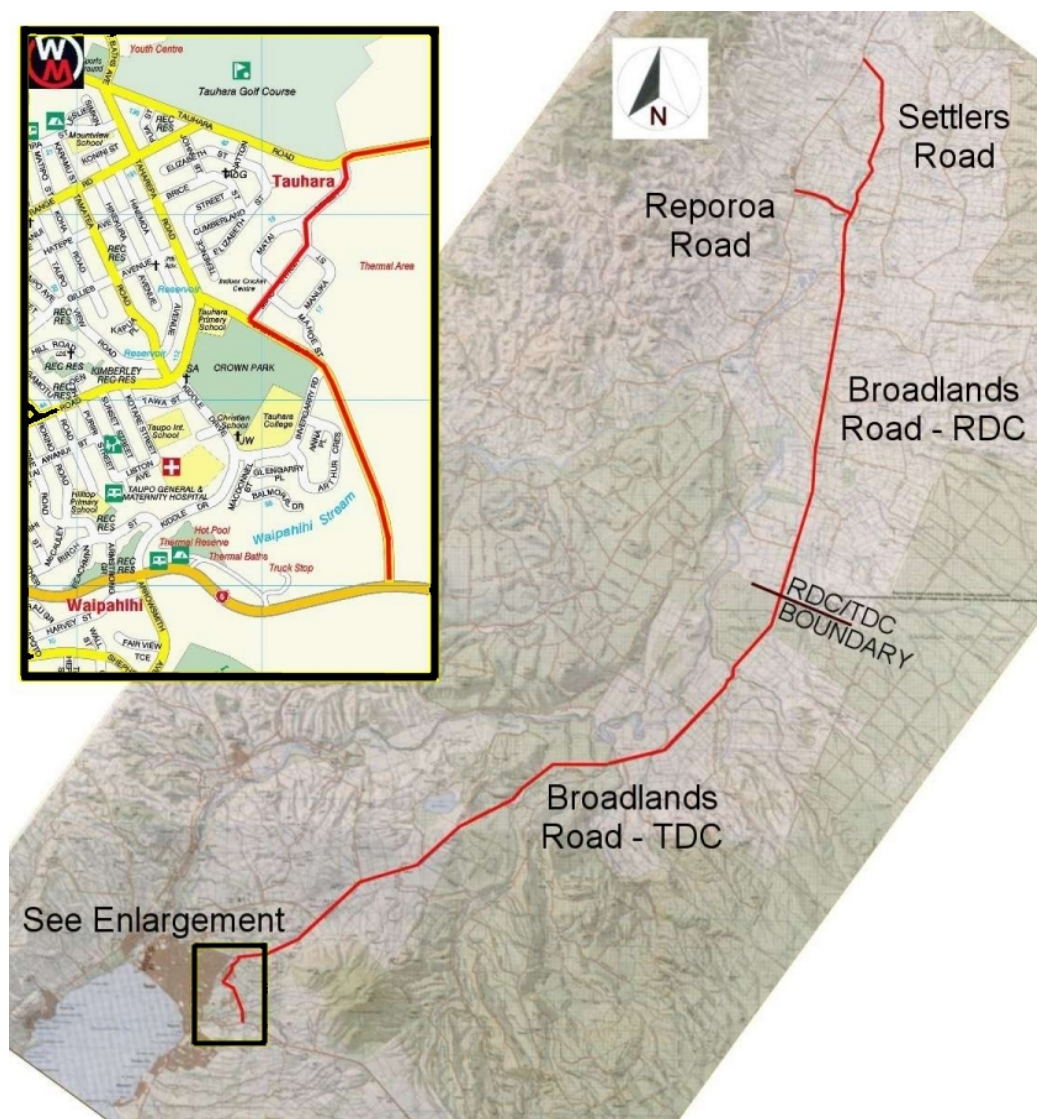


## Executive Summary

### Location

The route under consideration encompasses a total length of 49.49km, including Settlers Road, Reporoa Road and Broadlands Road in the Rotorua District, and Broadlands Road, Miro Street and Crown Road in the Taupo District.



### General

The study route forms an alternative arterial route to SH5 between Taupo and Rotorua. This route currently carries up to 20% heavy vehicles, including logging trucks and milk tankers.

Some of the key conclusions of this study are:

- Traffic volumes are expected to increase over the next 20 years or so at a rate above that seen historically, reflecting expected rapid population growth in the Taupo District. The staged construction of the proposed Eastern Taupo Arterial will have different effects on traffic volumes on each subsection of the route.
- The proportion of heavy vehicles in the traffic stream is expected to remain fairly constant at 15-20%.
- The level of service (LOS) on the study route is expected to be at LOS C or better until at least 2024.
- The road is narrow in places, which can cause problems for overtaking vehicles.
- The relatively straight and flat alignment of the study route means passing opportunities are available.
- Broadlands Road has a high proportion of overtaking type crashes, but overall mid-block injury crash rates are comparable with typical national rates.
- A large number of recreational and competitive cyclists use Broadlands Road, and the numbers are expected to increase.

### Strategy

The main strategies for the study route are to:

- Rehabilitate pavements in accordance with RDC and TDC's respective Road Asset Management Plans, and the prioritised programme given in Appendix 2 of this report.
- Increase the seal width along Broadlands Road, Settlers Road and Reporoa Road in conjunction with rehabilitation and renewal works, and as subsidised stand-alone cycling projects.
- Realign or ease low radius horizontal curves and/or improve warning signage at these curves where appropriate.
- Provide consistency along the route in terms of seal width, intersection layout, and signage.

### Land Transport Management Act Requirements

Any projects arising out of the this Report will be subject to the requirements of the LTMA if the RDC or TDC will be applying for Transfund funding. In approving a project Transfund must take into account how the activity:

- Assists economic development;
- Assists safety and personal security;
- Improves access and mobility;
- Protects and promote public health; and
- Ensures environmental sustainability.

These factors are based on objectives outlined in the New Zealand Land Transport Strategy.

Projects

The tables below describe the major projects considered for the study length, their estimated cost and indicative BCR, and positive contributions to NZTS objectives.

Project Name	Cost (\$K)	BCR	Contribution to NZTS Objectives
Settlers Road Realignment - RP 2,410-3,155	\$545	0.9	<ul style="list-style-type: none"> <li>Safety and Personal Security</li> <li>Economic Development</li> </ul>
Settlers Road Realignment - RP 5,065-5,590	\$411	0.8	<ul style="list-style-type: none"> <li>Safety and Personal Security</li> <li>Economic Development</li> </ul>

Table 1. Rotorua District Projects

Project Name	Cost (\$K)	BCR	Contribution to NZTS Objectives
Broadlands Road Curve Easing - RP 5,185-5,420	\$121	2.9	<ul style="list-style-type: none"> <li>Safety and Personal Security</li> </ul>
Broadlands Road Curve Easing - RP 11,485-11,700	\$138	1.5	<ul style="list-style-type: none"> <li>Safety and Personal Security</li> </ul>
Broadlands Road Curve Easing - RP 23,235-23,470	\$152	1.9	<ul style="list-style-type: none"> <li>Safety and Personal Security</li> </ul>
Broadlands Road Southbound Climbing Lane - RP 6,940-9,240	\$1,472	1.4	<ul style="list-style-type: none"> <li>Safety and Personal Security</li> <li>Economic Development</li> </ul>
Broadlands Road Cycle Lane/Shoulder Widening - RP 0-3,300	\$327	1.6	<ul style="list-style-type: none"> <li>Safety and Personal Security</li> <li>Public Health</li> <li>Environmental Sustainability</li> </ul>
Broadlands Road Cycle Lane/Shoulder Widening - RP 3,300-5,300	\$459	2.0	<ul style="list-style-type: none"> <li>Safety and Personal Security</li> <li>Public Health</li> <li>Environmental Sustainability</li> </ul>
Broadlands Road Cycle Lane/Shoulder Widening - RP 5,300-9,700	\$952	1.7	<ul style="list-style-type: none"> <li>Safety and Personal Security</li> <li>Public Health</li> <li>Environmental Sustainability</li> </ul>
Broadlands Road Cycle Lane/Shoulder Widening - RP 9,700-16,100	\$1,337	1.8	<ul style="list-style-type: none"> <li>Safety and Personal Security</li> <li>Public Health</li> <li>Environmental Sustainability</li> </ul>
Broadlands Road Cycle Lane/Shoulder Widening - RP 16,100-19,900	\$889	1.5	<ul style="list-style-type: none"> <li>Safety and Personal Security</li> <li>Public Health</li> <li>Environmental Sustainability</li> </ul>
Broadlands Road Cycle Lane/Shoulder Widening - RP 19,900-24,500	\$979	2.1	<ul style="list-style-type: none"> <li>Safety and Personal Security</li> <li>Public Health</li> <li>Environmental Sustainability</li> </ul>

Table 2. Taupo District Projects