

Appendix B: Transportation Input

- Rotorua Rooding Network – Development Strategy (March 2003, Gabites Porter).
- Ngongotaha Traffic (November 2000, Gabites Porter).
- Assessment of Traffic Impacts on Tauranga Direct Road (November 2000, Meritec).
- Rotorua Transportation Study – Additional Modelling (March 2001, Gabites Porter).

Rotorua Rooding Network – Development Strategy – Gabites Porter March 2003

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| Purpose of Document: | <ul style="list-style-type: none"> • Outline network deficiencies to be anticipated. • Set out rooding development strategy. |
| Content: | <ul style="list-style-type: none"> • Traffic levels of service. • Growth projections. • Network deficiencies. • Rooding strategy. • Road hierarchy. |
| Conclusions: | <ul style="list-style-type: none"> • Critical element in network in CBD is the Fenton St/Amohau St intersection. • Over the next 20 years, the Rotorua network will basically be able to cater for the expected traffic growth (given improvement projects). |

Ngongotaha Traffic – Gabites Porter, November 2000

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| Purpose of Document: | <ul style="list-style-type: none"> • Identify likely traffic increases and impact through Ngongotaha. • Examine need for some road widening or upgrading works. |
| Content: | <ul style="list-style-type: none"> • Existing and future traffic environment. • Impact of future traffic. • Conclusions. |
| Conclusions: | <ul style="list-style-type: none"> • Traffic will increase. • Widening of Ngongotaha Rd will need to be considered. • Signals will be necessary at Ngongotaha Rd/Tauai St intersection. |

Assessment of Traffic Impacts on Tauranga Direct Road – Meritec, November 2000

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| Purpose of Document: | <ul style="list-style-type: none"> • Provide an assessment of the impact that construction of Route K and the sealing of the remaining sections of Pyes Pa Road may have on the volumes of traffic using the Tauranga Direct and Hamurana Roads • Findings of the assessment to be incorporated into the strategic plan for these roads. |
| Content: | <ul style="list-style-type: none"> • Existing and future traffic environment. • Discussion with other affected RCAs • Existing traffic volumes • Projected traffic volumes |

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| Conclusions: | <ul style="list-style-type: none">• Effects on previous strategy studies• Effects of Route K and sealing Pyes Pa Road cannot be accurately modelled• Effect of projected increases on recommendations of strategy study reports is minor• Recommended seal width for a portion of Tauranga Direct Road is increased to 8.5m |
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**Rotorua Transportation Study – Additional Modelling – Gabites Porter
March 2001**

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| Purpose of Document: | <ul style="list-style-type: none">• Provision of 2011 modelled traffic volumes |
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