

Paula Golsby

From: Rodney Albertyn <Rodney.Albertyn@nzta.govt.nz>
Sent: Friday, 18 June 2021 1:04 PM
To: Julie Price
Subject: RE: Omanawa Falls Access Improvements Draft TIA
Attachments: 19042021_Transport Assessment - Omanawa Falls_Updated_Final with Appendices.pdf

Good Afternoon Julie,

Thank you for seeking feedback from Waka Kotahi NZTA regarding this application.

With regards to the 'Tauriko for Tomorrow' long term programme (10 years +), all three options currently being considered include some form of upgrade to the intersection of Omanawa Falls Road and State Highway 29. However, this work will not be undertaken in the near-term. Further details can be found online here - <https://www.taurikofortomorrow.co.nz/the-project/the-transport-system/>. With regards to the current safety scenario for this intersection, our feedback is as follows:

- In the five year period between 2016 and 2020 there have been five crashes – one minor injury crash and four non-injury crashes.
- The dominant crash has been right turn from Omanawa Road conflicting with southbound through traffic (the minor injury crash and two non-injury crashes)
- The DSI equivalent crashes per 5 years is estimated at 0.37.
- The above estimated DSI equivalent crash rate equates to a low-medium collective risk for the intersection. There were not sufficient injury crashes at the intersection for there to determine the personal risk safety metric.
- The Level of Safety Service (LoSS) at the intersection is I. This is the measure of the historic intersection safety performance relative to that expected based on a statistical analysis of New Zealand intersections. This means that the observed injury crash rate is lower (better) than that expected of 30% of similar intersections with similar speed environment, intersection form and amount of traffic travelling through the intersection.
- The predicted level of safety service intersection crash rate for the intersection using current traffic volumes is 0.72 estimated DSI equivalents per 5 years. This is where there is a 50% probability of having more crashes, and 50% probability of having fewer crashes. As outlined above the estimated DSI equivalents per 5 years based on actual intersection injury crashes is 0.37, indicating that the intersection's safety performance is currently better than predicted.
- The predicted level of safety service intersection crash rate for the intersection including the additional traffic generation from the Omanawa Falls proposed development is 0.77 estimated DSI equivalents per 5 years. This equates to about a 7% increase in probability of an estimated DSI equivalent crash occurring in five years at the intersection, or an additional DSI equivalent crash occurring every 14.4 years.
- Based on the above the additional traffic generation from the proposed development will increase the probability of DSI crashes occurring at this intersection. However this probability increase is very minor.

Also to note:

- The SH29 Te Poi to Tauriko speed management review, and includes this intersection, is identified as a project within the 2021 – 24 NLTP. Any speed management review that lowers the existing speed limit along SH29 will reduce the occurrence of fatal and serious crashes, and offset the estimated DSI crash increase resulting from the additional traffic generation of the proposed development.
- You have advised that it is intended to install signage and wayfinding "gate" approaches to the SH2/Omanawa Rd intersection. Any signage or structure intended to be installed on the state highway will need to be approved by Waka Kotahi in terms of its form and layout, information denoted on the sign/structure, and location within the highway designation.
- The application identifies that a section of Omanawa Road does not meet Western Bay of Plenty Council District Plan standards and as a result of this any tourist operators wishing to access the proposed Omanawa Falls development will need to use smaller vehicles. MegaMaps Edition II identifies that Omanawa Road from the

SH29 intersection to the proposed development has a medium-high infrastructure risk rating, and that the safe and appropriate travel speed along this length should be 60km/h. It is strongly recommended that prior to the proposed development being commissioned and regular tourist traffic commences that:

- a speed management technical assessment of Omanawa Road be undertaken to determine the safe and appropriate travel speed of the existing road form and surrounding environment.
- if the safe and appropriate travel speed is lower than the current posted speed limit then lower the existing speed limit to match the safe and appropriate travel speed.
- If the local road authority wishes to retain the current speed limit then engineering measures be undertaken to such an extent to support the current speed limit as the safe and appropriate travel speed.

Happy to discuss further if need be.

Kind regards,

Rodney Albertyn

Senior Planner, Environmental Planning

Transport Services

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Waka Kotahi NZ Transport Agency

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From: Julie Price <juliep@veros.co.nz>

Sent: Friday, 4 June 2021 5:13 PM

To: Rodney Albertyn <Rodney.Albertyn@nzta.govt.nz>

Cc: Scheepers Fourie (Beca) <Scheepers.Fourie@beca.com>; Craig Richards <Craig.Richards@beca.com>; Paula Golsby <paulag@4sight.co.nz>

Subject: FW: Omanawa Falls Access Improvements Draft TIA

Hi Rodney,

I am an external project manager from Veros, working on behalf Tauranga City Council and Ngāti Hangarau on a project to improve safety at Omanawa Falls.

The project was being progressed in 2019 but was subsequently put on hold. We were engaged last year to get things moving again. As part of this, we have engaged Beca to update their Traffic Impact Assessment, which was previously issued to yourself back in 2019 for comment (see e-mail chain below).

I would be grateful if you could review this draft TIA and provide any comments or concerns you may have so that we can ensure these are worked through as best we can prior to submission. We are looking to submit our application by the end June.

A recent change to remove the twilight guided tours has been confirmed so the report will be updated to reflect this change, and any other pre-application comments from yourselves and WBOPDC prior to formal submission.

If you would like to discuss any technical issues, please feel free to contact Craig or Skip from Beca directly or simply respond to all on this e-mail.

Thanks for your time and I look forward to receiving your comments.

Kind regards,



Julie Price Project Manager M. 022 155 4980

TAURANGA | HAMILTON | ROTORUA www.veros.co.nz [in](#)

From: Skip Fourie <Scheepers.Fourie@beca.com>

Sent: Friday, 4 June 2021 3:56 pm

To: Julie Price <juliep@veros.co.nz>

Subject: FW: Omanawa Falls Access Improvements Draft TIA

Hi Julie

Please see the email chain with NZTA and TCC in 2019. Just re-iterating what I have stated.

Ngā Mihi | Kind Regards

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From: Rodney Albertyn <Rodney.Albertyn@nzta.govt.nz>

Sent: Wednesday, 10 April 2019 1:45 p.m.

To: Craig Richards <Craig.Richards@beca.com>

Subject: RE: Omanawa Falls Access Improvements Draft TIA

Good Afternoon Craig,

The only feedback that we have at this point is that the Stopping Sight Distance (SSD) at the SH29/Omanawa Road intersection does not appear to be good. Additional vehicle trips through the intersection is not ideal from this perspective. We are happy to engage further on this point if you think that would be worthwhile. In terms of SH29's future, I've included standard messaging on the 'Tauriko for Tomorrow' project below.

The Transport Agency is working with Western Bay of Plenty District Council, Bay of Plenty Regional Council and Tauranga City Council on Tauriko for Tomorrow, a long-term plan that includes future transport within the southern Tauranga area of urban expansion. The partners are currently working through the suite of transport investments opportunities and developing options to support the planned and sustainable development of Tauriko West urban development, and to protect SH29's strategic role as part of the Auckland-Hamilton-Tauranga national strategic freight route. Among the options being investigated is a local ring road connecting SH29 to SH36 and then a ring road connecting SH36 to SH29A. It is also likely that the Omanawa Bridge will need to be replaced in 5-10 years and this will initiate some re-alignment of SH29 in this area. More information on this project is available at

<https://www.taurikofortomorrow.co.nz/>. NZTA's Programme Business Case for the Tauriko Network Programme is available here: <https://www.nzta.govt.nz/assets/projects/tauriko-network-plan/Tauriko-Network-PBC-September-2016.pdf>.

Kind regards,

Rodney Albertyn / Senior Planner

System Design and Delivery – Consents and Approvals

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From: Craig Richards <Craig.Richards@beca.com>

Sent: Thursday, 28 March 2019 2:50 PM

To: Rodney Albertyn <Rodney.Albertyn@nzta.govt.nz>

Cc: Danny Kayes <danny.kayes@tauranga.govt.nz>; Scheepers Fourie (Beca) <Scheepers.Fourie@beca.com>

Subject: Omanawa Falls Access Improvements Draft TIA

Hi Rodney, as per my voice message here is the draft transport impact assessment for the TCC proposed access improvements to Omanawa Falls.

It would be good to get any Transport Agency comments on the draft so we can address these in the final version of the TIA before TCC submit the consent application.

Cheers

Craig

Craig Richards

Senior Associate – Transport Advisory

Beca

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