

12 October 2023

[REDACTED]

REF: OIA-13682

Dear [REDACTED]

Request made under the Official Information Act 1982

Thank you for your email of 14 September 2023 requesting the following information under the Official Information Act 1982 (the Act):

I am after some Information regarding Project Management and STMS Planning in this project.

I am wondering if there is going to be a review on the processes which led to # the decisions around design..local traffic history and projected design outcomes. ie New design does not ease any congestion, and could be read to show preference for increased congestion to deter this route being used by commuters. Also the need for a light controlled crossing over Cobham Dr when there has been an effective and MUCH SAFER option of the 50+ year old underpass not 30m away.

I can advise you that there is no obligation for a formal review of processes that led to these decisions to be undertaken. The design decision and the processes that led to these were the result of careful planning, analysis using transport network models and a series of internal reviews of the recommendations.

The improvements proposed for SH1c at Cambridge were initially modelled using software that looked at the operation of the Hillcrest transport network as a whole (from Grey Street to south of the SH1c/26 intersection) and with all the other planned upgrades and urban development expected to 2041. This model was developed by an experienced team of transport engineers and confirmed that the upgrade would significantly improve the operation of the transport network compared to retention of the roundabout. During detailed design of the intersection upgrade the design consultants also modelled, in detail, four signalisation options with various lane and pedestrian crossing arrangements and used that model to refine the design. Their work also confirmed that the upgrade would improve the performance of this intersection.

I appreciate your suggestion that the existing underpass negated the need for an additional at-grade signalised crossing over SH1c. However, while the existing underpass provides a safe road crossing option it does not meet our current design guidelines for personal safety. When making these design decisions many factors are considered. In the case of the underpass, bends at either end create hidden areas which could allow for antisocial behaviour. Therefore, this area is an undesirable location for more vulnerable users at times when use of the underpass is low, for example during the night.

I understand that other queries you had regarding a review of the STMS planning and a vehicle incident have been addressed directly by the project team.

If you would like to discuss this reply with Waka Kotahi, please contact Waikato Correspondence, by email to waikato.projects@nzta.govt.nz

Yours sincerely



Mark Kinvig

National Manager Infrastructure Delivery