
SH1 Cambridge to Piarere

NZ Transport Agency

8 December 2017

Summary of survey feedback No. 3



SUMMARY OF FEEDBACK

We asked

As part of the ongoing consultation for the State Highway 1 (Cambridge to Piarere) long-term improvements project, we sent out a brief survey in October 2017 asking for your views on the interchange design concepts being considered. There were three options for a single interchange located in the vicinity of Hydro and Karapiro Roads, and three options for an interchange located where SH1 meets SH29 near Piarere. The survey provided a summary of how each interchange concept fitted around local constraints and indicative costs. It then asked respondents to:

- say how often they expect to use the interchanges;
- rank the interchange concept options from most-preferred to least-preferred; and
- comment on the reasons for their ranking.

We wanted this feedback to better inform our decision-making and design of the long-term improvements project.

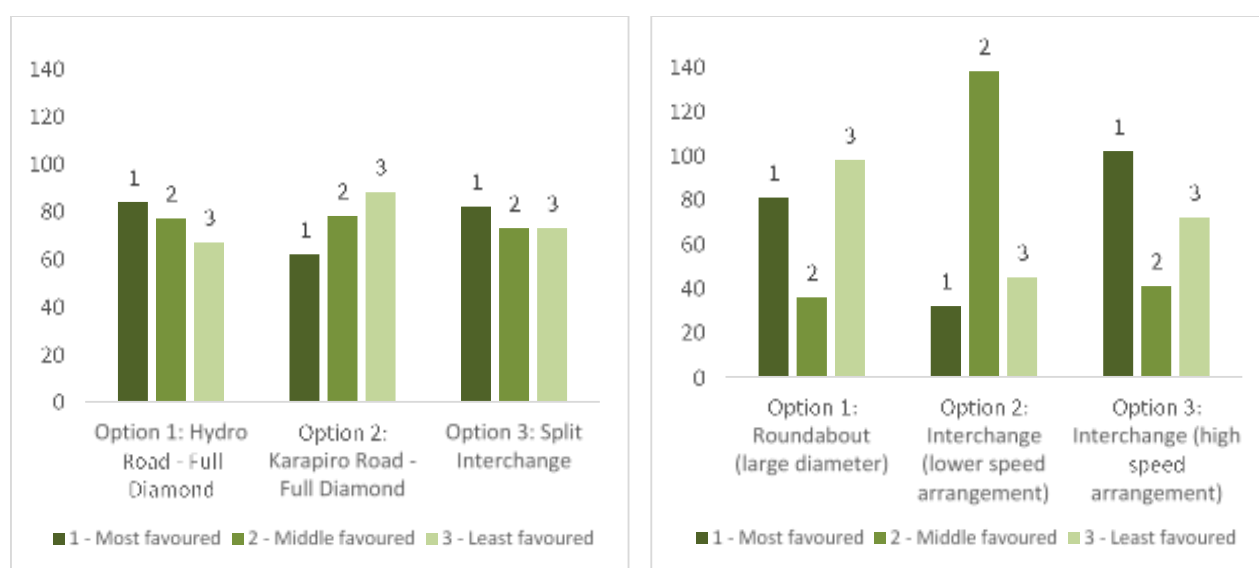
You said

Overall, 249 people responded to the survey, including 337 written responses commenting on the reason for their ranking and order of the interchange concepts. Most of the responses were from people who anticipated using the interchanges frequently/ daily, or more than once per week.

For the interchange in the vicinity of Hydro and Karapiro Roads, although the interchange at Hydro Rd got the best average rank, the scores were so close they suggest there was no clear preference over interchange location.

Where SH1 meets SH29 near Piarere—the high-speed interchange concept ranked the best, although again the average scores were very close. Almost as many people preferred the roundabout, but it also picked up a lot of votes as the least favoured option.

Figure 1. Ranking interchange concepts



When we analysed your written responses several key themes came out. You said that road safety was important, as was keeping highway traffic separated from Karapiro School, and ensuring any new design is easy to use and suited to where people want to go—for example, being able to cope with local sporting events at Lake Karapiro Domain and heavy vehicles. Preparing for future growth was also important to a large number of respondents, and cost was also a factor for some. For example, some comments suggested a large diameter roundabout at SH1/SH29 was a cost-effective solution, and one that if designed well could cater to heavy vehicle traffic. However, a significant number of written comments preferred a more involved high-speed interchange design because they felt this could be more **cost-effective in the long run (i.e. ‘do it once, do it right’)**.

What next?

After 337 written responses and numerous rankings, we were able to gather a great deal of information and insight from the community. We were able to develop better insight into what is important to the community and beyond traffic numbers, what traffic issues the community wants to focus on.

Next steps from here are to confirm a preferred expressway route for SH1 from the end of the Cambridge Section of the Waikato Expressway, through to a location near the SH1/SH29 intersection, including interchanges at the two locations described above. Once a preferred option is confirmed we will advise directly affected landowners first, before making a public announcement early in 2018.