

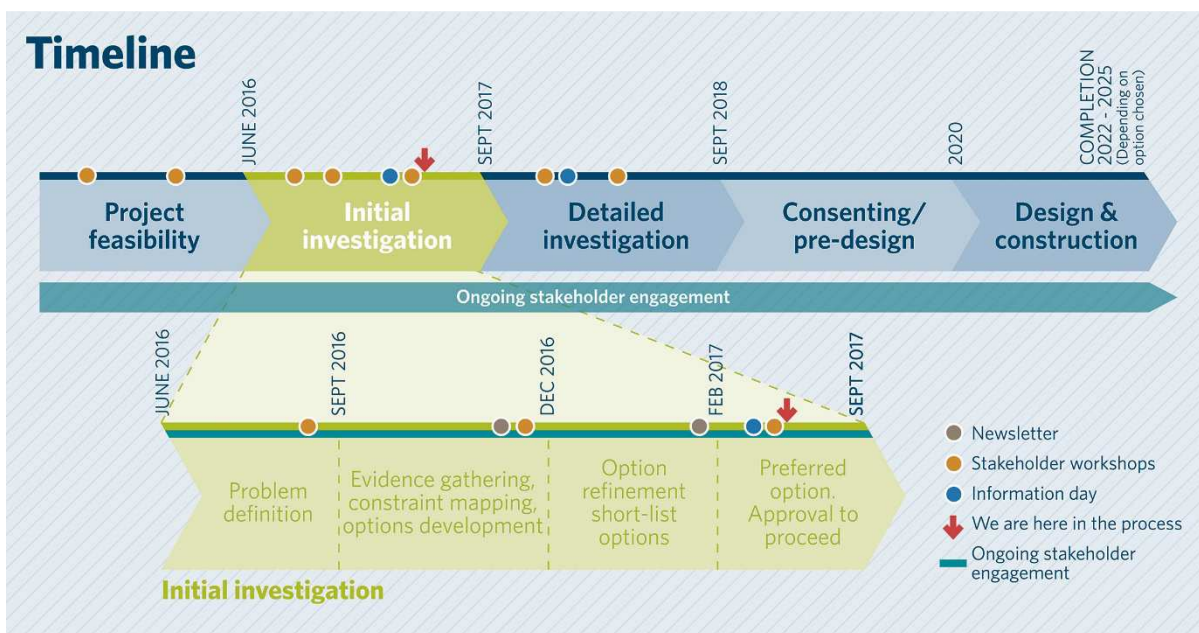
20 April 2017

Hi everyone

LONG-TERM IMPROVEMENT OPTIONS FOR STATE HIGHWAY 1 (CAMBRIDGE TO PIARERE)

The C2P project team is continuing to work towards identifying a long-term improvement solution for the stretch of State Highway 1 between the end of the Cambridge Section of the Waikato Expressway and the SH1/SH29 intersection at Piarere. A couple of milestones have been achieved in the past few weeks which we wish to discuss today and in more detail in our next Project Update out next month.

We are on track for having a favoured option going before the NZ Transport Agency Board for approval by September 2017. Please refer to the timeline below which demonstrates where we are currently at in the overall process.



In terms of engagement with the community and key stakeholders we have recently achieved two important project milestones. The first was receiving great feedback from the community (via the Information Day and the second online survey) about the short-list of broad corridor and concept options and what you prefer.

The second milestone achieved was last week’s workshop with our key stakeholders where they provided their feedback on the same short-list of options and arrived at a favoured option.

Community feedback

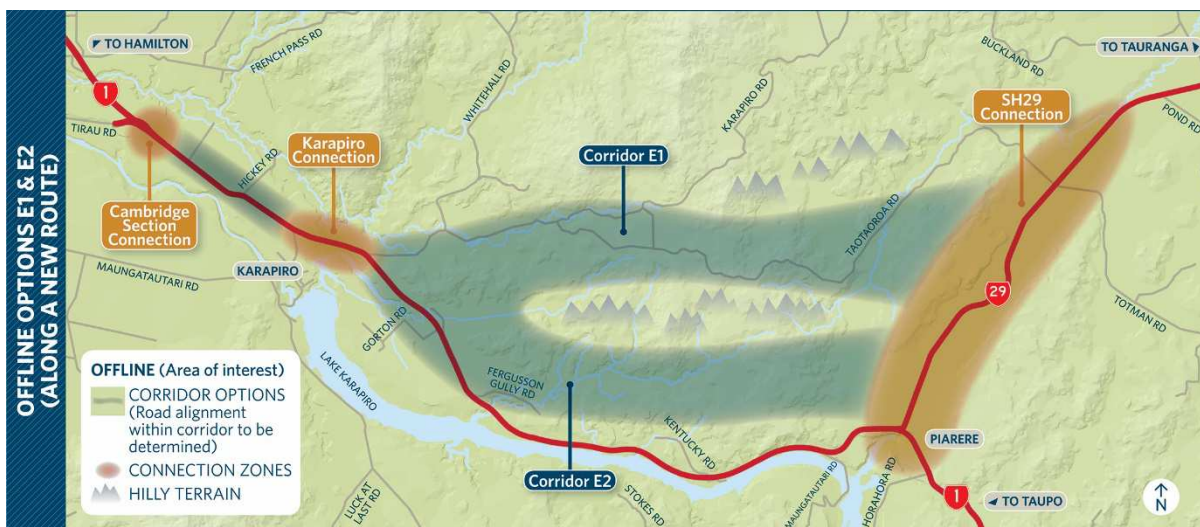
Our second online survey and newsletter introduced the short-list of five broad corridor and concept options being considered and sought community feedback on those options in terms of perceived safety and convenience. To recap on what those options are, please refer to the two plans below. The

reason for focusing on safety and convenience with each option was to align with your feedback from the first survey on the top three things the community wants to see improved, being:

1. Greater safety at intersections (e.g. SH1/SH29, Karapiro Rd, Fergusson Gully Rd, Hydro Rd),
2. Greater safety along the SH1 corridor (e.g. improvements to road alignment, access to reserves and entranceways); and
3. Improvements in regard to traffic congestion and flow (i.e. the ability to travel through this area unimpeded).

Your feedback told us the following things:

1. Options A - C (being online upgrades of the existing road) were generally considered as not going far enough in terms of improving safety, while still creating significant inconvenience for those who use SH1 to access their properties and reserve areas.
2. Option D (online expressway) was considered to be a superior option in terms of safety and convenience, but concerns were raised around disruption during construction and the impact an online expressway would have on existing properties along SH1.
3. Option E (offline expressway with two sub-options E1 and E2) are also considered to be superior options in terms of safety and convenience, but concerns were raised around the impact on the community of having an expressway established in areas where currently no such road exists.



Stakeholder feedback

A total of three stakeholder workshops have been undertaken to date. Key stakeholders involved in these workshops included: Waikato Regional Council, Waipa, Matamata–Piako and South Waikato district councils, mana whenua, NZ Police, Heritage NZ, Department of Conservation and freight industry representatives.

The most recent workshop was an opportunity for the project team to report on the information they have gathered about the options to date including substantial community feedback, and for the attendees to compare the options and seek agreement (as a group) on a favoured option.

As a result of that workshop the project team and stakeholders in attendance advised that they preferred corridor option E2 – an offline expressway located to the north of the existing SH1 alignment as shown in the plan above. Please note that option E1 (also shown in the above plan) does not form part of the favoured option.

The reasons why corridor E2 was considered a favoured option include:

1. It achieves all the investment objectives relating to: improved safety, improved level of service and improved access to community features.
2. Provides an acceptable level of technical risk in regard to: constructability and complexity to build; and
3. On balance (with mitigation in place), it provides an option that enables a solution that can minimise environmental effects.

Favoured option – corridor E2

It is important to note that while Option E2 is the favoured option of the project team and stakeholders, this does not yet form the approved option of the NZ Transport Agency. There is still considerable investigation and reporting needed to be undertaken by the project team to support the option to be recommended to the NZ Transport Agency's Board where the decision regarding next steps will be made. As such, a final approved option cannot be confirmed until September 2017 after the Board meeting. The project team is informing you of this early preference because we are committed to keeping you all up to date with project progression.

Wish to know more?

We would like to thank you all for your patience as we work through the process of determining the long-term improvements for this stretch of highway. We wish to reconfirm our commitment to engaging with the community at every step in this process. Please feel free to contact either Adrian Khan – Project Manager (adrian.khan@nzta.govt.nz) or Craig McKibbin – Engagement Manager (craig.mckibbin@opus.co.nz) should you wish to discuss the project further. Or come along to our stand at the Trash n' Treasure Market in Cambridge on Sunday 14 May 2017 from 8.30am–1.30pm to discuss the project.

Yours sincerely



Adrian Khan
Long-Term Improvements Project Manager