



What we want to achieve - key outcomes

- Reduce the number of crashes causing deaths and serious injuries.
- Improved travel time on SH1 so that the journey takes a similar amount of time every time you use it.
- Improve network resilience by reducing unplanned road closures caused by crashes, slips, spills, and general maintenance.
- Improve local access to community features (like lakeside reserves).

Teaming up for a safer highway

There's been a great response to NZ Transport Agency plans to improve safety and efficiency on SH1 from Cambridge to Piarere.

Local people and those who travel on this stretch of highway have quickly got involved in the public engagement process - and have helped shape options for the long-term improvements. Thanks for taking part - we now need your involvement in the next stage.

Just to recap, in October last year, the Transport Agency announced plans for short-term improvements over the next two years and also the start of an investigation into a long-term solution as approved by the Transport Agency's board. The short-term safety improvements are expected to reduce deaths and serious injuries while the long-term improvements are being planned and delivered.

Long-term improvements survey

In November 2016 we invited the public to take part in our online survey about this stretch of SH1. The response has been amazing with more 480 surveys completed and more than 1,300 points marked on the map identifying things liked, disliked and other features of importance.

You can visit the project website www.nzta.govt.nz/c2p to view more in-depth analysis of the feedback. The key messages that came through were around improving safety and traffic flow.

We will continue to engage with the public throughout the next phase of work to consider a short-list of options, and ultimately, to determine a preferred long-term option. We will again be at Cambridge's Trash n' Treasure Market to continue seeking feedback on Sunday 12 February 2017 from 8.30am - 1.30pm. We will be located on the plaza outside Cambridge Town Hall.

What options are being considered?

As a result of workshops with key stakeholders and a subsequent sifting process, 38 broad ideas were reduced to a short-list of five options (which are presented inside this newsletter).

The options shown are within general corridors at this stage, rather than being definitive lines on the map. The actual alignment of each option could occur anywhere within the corridors shown. During late 2017 and 2018 we will investigate a range of detailed alignments and connections within the preferred corridor to identify a final position of any road solutions. *(Continues back page)*



Public Information Day

Come and talk to us about the short-list of options being considered for the long-term improvements for this stretch of SH1.

Thursday 9 March 2017
Karapiro Taotaoroa Settlers Hall
Karapiro Rd
(behind the Mobil Service Station)
2pm-7pm

ONLINE OPTIONS

OPTION A IMPROVEMENTS - SAFETY ONLY

- Central and side of road barriers located in high risk locations. **(i)**
- Minimise conflict with existing private and public accesses on to SH1 by rationalising and reducing overall number of accesses where practicable, and in some cases restricting such accesses to left-in/left-out vehicle manoeuvres. **(ii)**
- Provision of larger intersections where necessary.

OPTION B IMPROVEMENTS - SAFETY, PASSING LANES & TURNAROUNDS

- 3 lanes for the entire length of road between the Cambridge Section and SH1/29 intersection.
- Access to middle lane (passing lane) will alternate along the length of the route. **(i)**
- Central and side of road barriers along entire corridor with breaks at yet to be determined intersections. Turnaround facilities to be provided at such intersections. **(ii)**
- Minimise conflict with existing private and public accesses on to SH1 by rationalising and reducing overall number of accesses where practicable, and in some cases restricting such accesses to left-in/left-out vehicle manoeuvres. **(iii)**

OPTION C IMPROVEMENTS - SAFETY, PASSING LANES & PARALLEL LOCAL ROADS

- 3 lanes for the entire length of road between the Cambridge Section and SH1/29 intersection.
- Access to middle lane (passing lane) will alternate along the length of the route. **(i)**
- Central and side of road barriers along entire corridor with breaks at yet to be determined intersections. Turnaround facilities to be provided at such intersections. **(ii)**
- Parallel local roads so no direct access for properties onto SH1 except at discrete positions. **(iii)**

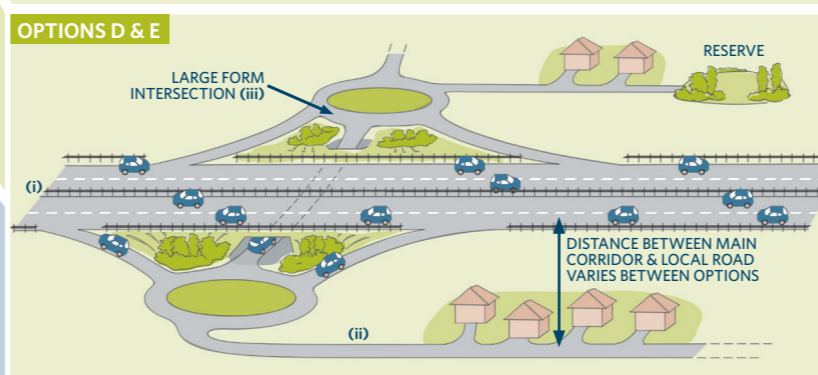
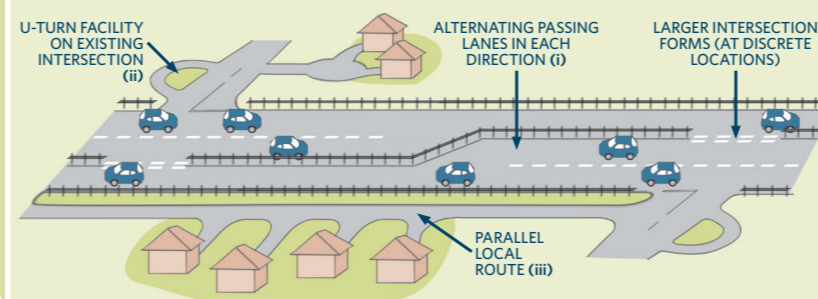
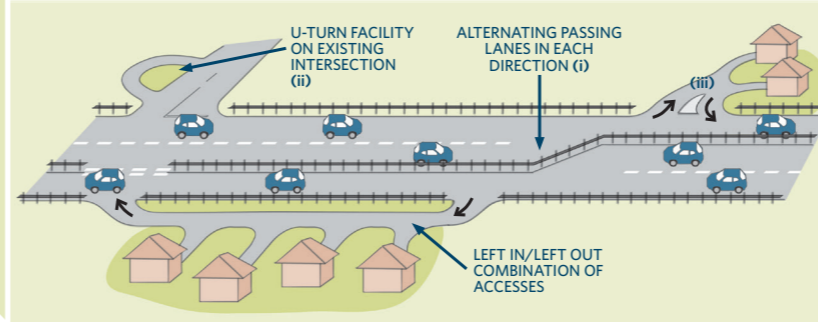
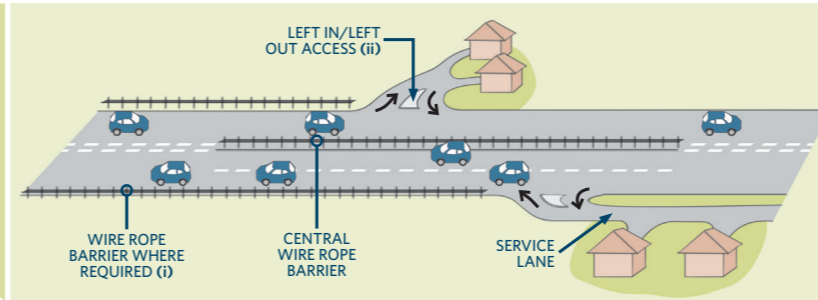
OPTION D - FOUR LANE EXPRESSWAY ON EXISTING HIGHWAY ALIGNMENT

- 4 lanes entire length - road width and cross section consistent with an Expressway standard road - similar to the Cambridge Section (i.e. adequate shoulders and lane widths, median barrier separation from on-coming traffic; and full corridor roadside barriers). **(i)**
- Parallel local roads so no direct access for properties onto SH1. **(ii)**
- Interchange style intersections (e.g. Waikato Expressway/Victoria Rd intersection) at 2 - 3 (yet to be confirmed) key locations along the route. **(iii)**

OFFLINE OPTIONS

OPTION E - FOUR LANE EXPRESSWAY ON NEW ALIGNMENT (OPTIONS E1 & E2)

- Complete offline route from the end of the Cambridge Section through to a point within 5 km of existing SH29 intersection.
- 4 lanes entire length - road width and cross section consistent with an Expressway standard road - similar to the Cambridge Section. **(i)**
- No direct access to the Expressway for properties located adjacent to it. Alternative routes would need to be provided. **(ii)**
- Interchange style intersections (e.g. Waikato Expressway/Victoria Rd intersection) at 2 - 3 (yet to be confirmed) key locations along the route. **(iii)**



SAFETY	TRAVEL TIME	COMPLEXITY	COST
✓	✗	*	\$
✓✓	✓	**	\$
✓✓	✓✓	***	\$\$
✓✓✓	✓✓✓	***	\$\$\$
✓✓✓	✓✓✓	***	\$\$\$

KEY

ALIGNMENT TO KEY OUTCOMES

- ✗ Poor
- ✓ OK
- ✓✓ Very Good
- ✓✓✓ Excellent

All options improve access and resilience to acceptable levels so have been omitted from the matrix.

COMPLEXITY

- * Low
- ** Medium
- *** High

Complexity covers the difficulty in terms of resource consents required, construction, operation and maintenance requirements of each option.

COST

- \$ Low
- \$\$ Medium
- \$\$\$ High



Short-term safety improvements ahead



An example of a wide centre-line, a proven tool in keeping traffic apart.

This stretch of SH1 from the southern end of the Cambridge section (including the SH29 intersection at Piarere) is classified as a high-risk rural road. Five people have died and 14 people have been seriously injured in crashes over the five years 2011-15.

We have had some great conversations with the community and, as a result, have now completed the design of our short-term safety improvements which include:

- Widening the centre-line to keep traffic apart, including associated road widening.
- Installation of side barriers in high-risk locations to stop drivers running off the road.

- Minor visibility, road marking and signage improvements at selected intersections.
- Right-turning bay provided at Keeley's Landing, for safer access to the reserve.
- Relocation of Karapiro School bus stop from the SH1 roadside to within the school grounds.

Please note that any major intersection improvements are being considered as part of the long-term improvements.

All short-term safety improvement works will be undertaken within the existing SH1 road reserve. Landowner, business, and reserve access will be retained at all times.

Our immediate priority is to make this a safer stretch of road as soon as possible so that everyone living on and using this stretch of SH1 can have safer journeys.

Short-term work timeline

Landowner discussions: February - March 2017

Tendering/contractor date: March - April 2017

Target to start physical works: May 2017
(approx 1 year construction)

(Continues from page 1)

Next steps

We are now seeking feedback on the short-list of options listed on the inside pages.

A new survey has been loaded on to the website: www.nzta.govt.nz/c2p detailing the options and seeking further feedback.

We are also hosting a public information day on Thursday 9 March 2017 where everyone is welcome to come and talk to us about the options.

In April 2017, we will have another workshop with the key stakeholders to determine a preferred option(s) to focus our further investigations. This workshop will be informed by your feedback, specialist input and key stakeholder considerations.



Find out more about the long-term improvements and subscribe to updates at: www.nzta.govt.nz/c2p
For general enquiries email: c2p@nzta.govt.nz



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