



Cambridge to Piarere Engagement summary

March 2023





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Summary

This engagement report summarises all the feedback we received from the community and other key stakeholders in 2022 about the various projects underway between Cambridge and Piarere on State Highway 1 (SH1).

The projects include the short-term safety improvements proposed, the roundabout to be built at the high-risk intersection of SH1 and State Highway 29 at Piarere, and the longer-term planning for the expressway between Cambridge and Piarere and the associated walking and cycling options.

This is a comprehensive report as there were many points raised by the community during this engagement phase. The report also includes an update on the preferred walking and cycling option for the new expressway

Please note that comments from stakeholders are as received without editing.

Background

As part of Road to Zero's Speed and Infrastructure Programme, Waka Kotahi NZ Transport Agency is in the process of making the 16km stretch of SH1 between Cambridge and Piarere safer.

Already there has been a total of 5km of median barrier installed between Fergusson Gully Road and the SH1/SH29 intersection, as well as road layout changes to improve safety, a temporary reduction of speed limits from 100km/h to 80km/h between near Hydro Road and Karāpiro Road, more signage, improved intersection lighting and rumble strips installed.

The priority is to reduce the risk of head-on crashes and improve intersection safety. Designs are now being finalised to improve the safety for the 7.5km of highway from the end of the Waikato Expressway through to Fergusson Gully Road incorporating, as appropriate, feedback received. This has been complex work due to the many intersections, accessways and properties involved.

The designs include a roundabout to improve safety at the Karāpiro Road/SH1 intersection, as well as improving access to the Mobil service station and Karāpiro School. We are also proposing to install another 7.9 km of flexible median barriers and associated turnaround areas, turn high-risk intersections to left-in/left-out design, rumble strips and additional improved lighting on some intersections. Construction and installation is being given priority and is expected to happen in 2023.

Safety at the high-risk intersection of SH1 and SH29 at Piarere will be improved with construction of a new roundabout to replace the existing T-intersection. Funded by the New Zealand Upgrade Programme, the plans for this project went through the Environment Court in September 2022. The start date for construction will be dependent on the Court decision and land acquisition negotiations. It is anticipated construction of this project will take two years to complete.

The longer-term proposal for SH1 between Cambridge and Piarere is the construction of a 16km four-lane expressway extending from the southern end of the Cambridge section of the Waikato Expressway to the intersection of SH1 and SH29 at Piarere.

The indicative alignment for the project broadly follows the existing SH1 from the end of the Waikato Expressway to Karāpiro Road. Near Karāpiro Road the alignment deviates on to a new off-line corridor and will end at the SH1/SH29 roundabout.

In 2021, the Cambridge to Piarere Long-Term improvements Detailed Business Case (DBC) was finalised and approved by the Waka Kotahi Board. The DBC recommended a preferred long-term route and that some additional work was needed to identify walking and cycling opportunities. These opportunities would provide greater transport choices, and result in improvements for accessibility and connections to key features for more transport modes in the area.

As a result of that recommendation, Waka Kotahi set up a separate project and has been working with key stakeholders in the community to develop walking and cycling options within the Cambridge to Piarere area. No funding has been applied for or granted for this walking and cycling project.

2022 engagement approach

We hold regular hui with mana whenua to discuss all ongoing, evolving aspects of the projects on SH1 between Cambridge and Piarere with our iwi partners, Ngaati Koroki Kahukura and Ngaati Hauā as well as Raukawa as appropriate.

We held meetings throughout 2022 with key stakeholders including the trucking and heavy haulage representatives, the Automobile Association, NZ Police, emergency services and Mercury Energy. Regular discussions and updates have been held with the local councils, especially Waipā District Council and Matamata Piako District Council. We have had regular correspondence and meetings with Karāpiro School and the Ministry of Education.

Keeping the wider local community updated has been, and continues to be, an important focus. An information day was held at the Cambridge Town Hall on 17 November 2022 from 1pm-6pm, to give

the community the latest information on the current proposed safety improvements for SH1, the walking and cycling preferences, the SH1/SH29 intersection improvements as well as the longer-term plans for the expressway and information on highway maintenance.

The Information Day was advertised extensively on social media, in the Cambridge News and Cambridge Edition. An online option for providing feedback (using Social Pinpoint) was available (and advertised) on both the safety improvements and the walking and cycling plans, and people were invited to email their views to c2p@nzta.govt.nz

We further advertised the Information Day, our online survey and other options for giving feedback in our e-newsletter which has 708 subscribers as well as advertised through the Waka Kotahi website. A mailbox drop was completed in Hydro Road, and flyers were distributed to various places. A media release was sent out and many of the media stories appearing at the time mentioned the event.



We contacted and met with landowners who could potentially be affected by their land being required for any infrastructure construction or potential cycleways and also the people who live down roads off SH1 in the area, such as Hickey, Tunakawa and Fergusson Gully roads.

Purpose of engagement

- Provide clear and concise information to the community on the SH1 projects currently under way between Cambridge and Piarere
- Provide platforms for good conversations and meaningful feedback
- Encourage active and collaborative input into the design process
- Identify any issues relating to the project the community might be aware of
- Ensure we gain the perspective of the directly affected parties such as those who live on or near this highway

Previous engagement

In 2017 there were a number of surveys and open days held. Feedback received during that period can be found online: nzta.govt.nz/projects/cambridge-to-piarere/publications

Most people at the time felt unsafe travelling on SH1 between Cambridge and Piarere for the following reasons: it is a very busy road, the behaviour of other motorists, the road layout (intersections and passing lanes), speed, and difficulty getting on/off the highway.

A public information session was held outside the BNZ in Victoria Street, Cambridge on Tuesday 25 January 2022 to provide all information related to the consenting applications for the SH1/SH29 intersection improvements.



What we heard

We received a wide range of opinions on various aspects of all of the projects.

By far the most frequently heard feedback was that **people wanted the long-term Cambridge to Piarere expressway built as soon as possible**. The view is current SH1 is unfit for purpose, dangerous and congested. Most people support the installation of flexible road safety barriers as a faster short-term solution to improve safety on this road. The inclusion of a roundabout at Karāpiro Road was also well received.

The following sections are about the more specific comments and themes received including online, and the highlights of the many in-depth discussions held at the Information Day.

Public feedback on proposed safety improvements

For those who said they didn't support the safety improvements, reasons given included:

- Focus on the expressway extension instead
- Will cause more congestion/impact on travel times
- Inconvenience (ie having to go further up the road to use a turnaround)
- It is the driver's fault, not the road
- Disruption while being built
- Don't like/understand the turnarounds
- Might cause issues for emergency services


Examples of feedback received:




'Can't help thinking that what is proposed is a huge waste of money and will cause major continuous disruption to SH1 for many months. With the lower speeds already in place best surely to work toward the pre-planned and fund available route that was in place before this government took office.'



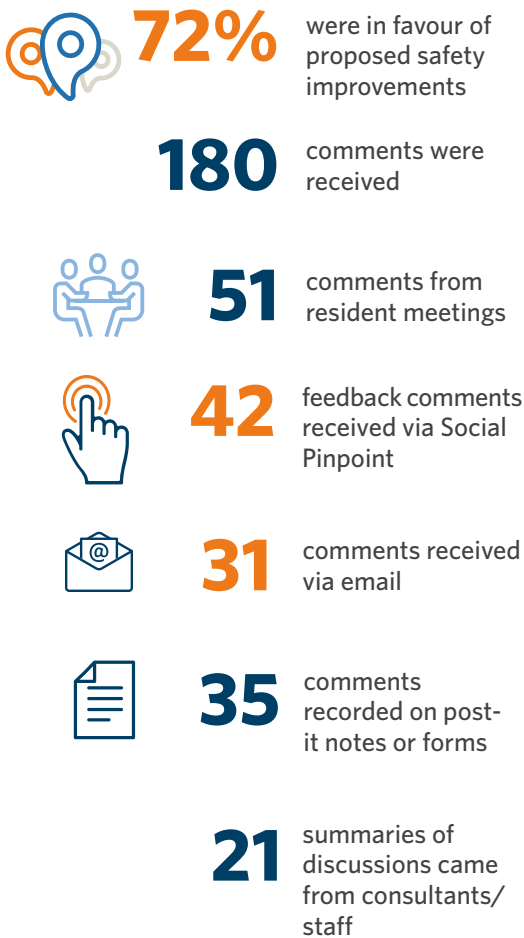
'We support the short-term strategy. Reducing speed and installing the median barriers to avoid further head-on collisions to save lives. The Cambridge Chamber of Commerce will advocate for this to become a priority workstream bringing forward the two-year timeframe.'

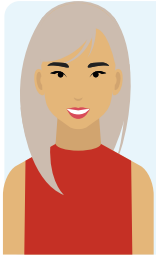


'This submission agrees with the vast majority of the stated safety changes recommended by the NZTA including the increased use of median barriers, creation of a new roundabout at Mobil Karāpiro, and speed restrictions.'



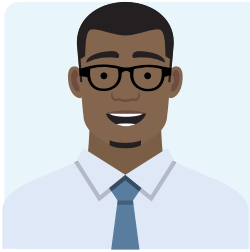
'On farms, if we identify a hazard we are required to isolate, eliminate or minimise and if we don't, we can be prosecuted. There have been enough deaths and serious injuries, so you need to do something now to at least mitigate the risk.'



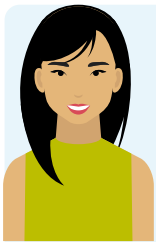


'A band-aid but necessary short-term.'

'Love the idea of the median barrier all along here to save lives.'



'Guarded optimism for short term treatment (roundabout) having been disappointed many times before.'



'Median barriers save far more lives than any speed reduction ever will. They should be a minimum spec for motorways/state highways. While there is a cost associated and local residents may not like it, service roads should be built to provide local access as needed. And while it is inconvenient having to travel a short distance to an interchange (please not a roundabout, this is a highway) to cross over, the safety of the many outweighs the convenience of the few.'

Speed limits

Regarding the speed limits between Cambridge and Piarere:

- 7 people wanted the 80km/h speed limit from near Hickey Road to Karāpiro Road to be extended further south or put in permanently
- 6 people supported the recent reduction of speed from 100km/h to 80km/h
- 1 person was against the speed change
- 1 person wanted the speed through this area to be 90km/h

Examples of feedback received:

'Reduce the speed on this road. There are less crashes on SH5 than on this road, so why don't we reduce the speed limit to 80km/h like they did on SH5.'

'The sheer number of driveways on this road should mean that the speed limit is 80km/h.'

'Lowering the speed limit to 80km/h has already made the Hydro Rd and SH1 intersection even safer, as there

is more time to assess safe access to Hydro Road or to merge onto SH1.'

'The speed limit reduction feels safer and I am in favour of retaining it. Adding median barriers and turnarounds will not feel safer. I don't want to have to deal with large numbers of frustrated motorists having to turn around 180 degrees across traffic to get where they can't get to because of the median barriers. Give the 80km/h speed limit a chance to work.'

Congestion issues

Eight people indicated concern about the potential congestion that may be caused by Karāpiro roundabout and other safety improvements

'Will the roundabout at Karāpiro Road / SH1 be for everyone including those travelling on SH1? Will this cause issues for traffic flow? Already on most weekends the traffic backs up from there to Hickey Road, so will this happen more often?'

'As a resident we support this change - it will improve safety and we accept that the no right-turn will add time to every trip. We are concerned that during heavy traffic periods the roundabout at Karāpiro Road will cause massive backlogs and queues which will mean travel at those times will need to be avoided.'

Drivers are the problem

Four people indicated their opinion that it is the drivers who cause the problems, not the road itself.

'All of this extra signage is just BS. Reduced speed limit won't do anything except annoy people. It won't make any difference to the problem ... the real problem is idiot drivers.'

Passing lanes

Passing lanes divide opinions, and this was certainly the case during this consultation. Of note, the residents of Fergusson Gully Road were keen to see the passing lane that currently finishes at their intersection either be removed or shortened.

'People race to pass at the end of the passing lane that finishes at Fergusson Gully Road, can we take the passing lane to finish back further if we don't take it out altogether?'

Others thought that taking out any opportunities to pass would result in further driver frustration and dangerous passing manoeuvres in other places.

'The only time you should be removing a passing lane is because you have replaced it with 4 lanes.'

'I agree with the centre barriers but you should be adding passing lanes not taking them away.'

Turnarounds

Some questioned how safe turnarounds are or wanted more information about their design and usage.

'Concerned that one dangerous turn is being replaced by two with the turnaround proposed.'

'Will there be room for truck and trailers to turn at the turnaround?'

'Will the turnarounds be completed first?'

Fergusson Gully Road

Many of the Fergusson Gully Road residents had significant concerns about the current passing lanes ending right at the point where people turn into Fergusson Gully Road. Residents were also divided about this road becoming a left-in/left-out intersection, some accepting this was the safest option and others completely against. Residents agreed that improvements were needed to their intersection for safety reasons.

Gorton Road

We heard concerns about the large number of trucks using this road as a result of the horticultural operations in this area, and the issues that the proposed safety improvements may cause for them.

Hickey Road

Generally people – especially the residents – were in favour of Hickey Road intersection being changed into a left-in/left-out only intersection, with nearby turnarounds.

'Turning right into Hickey Road feels like you are sitting waiting to die.'

'Using the Hickey Road intersection with SH1 is like playing Russian roulette, especially if you are coming from the south trying to turn right into Hickey Road. Sometimes I go as far as into Cambridge in order to turn safely and then approach Hickey Road from that end (ie turn left into Hickey).'

There was also concern that the camber on this part of the road was causing some of the crashes. There were suggestions of other ways to approach the issue:

'With the turnaround at Newcombe Rd, is this turnaround (near Hickey Road) even required? Also, could Newcombe be extended in parallel to the motorway until it joins Hickey to provide locals with access, so that their access is not adjoining a motorway?'



Hydro Road

In our initial communications about the proposal to improve the intersection of Hickey Road and SH1, it was proposed this intersection would be a left-in/left-out only. It soon became apparent to the Project Team this was not the best option and so the proposed design was amended to have a turnaround at this intersection instead.

Twenty-six comments were recorded about Hydro Road. Most of these were concerned about the original proposal to have left-in/left-out only. Some suggested a roundabout would be more effective than a turnaround on this intersection. We heard that the recent closure of the road across the dam was also negatively impacting on this community.

'The ongoing closure of the dam coupled with the proposed SH1 changes would make the village almost unliveable. The dam needs to reopen as soon as possible. Roading should enable our society not destroy it.'

Karāpiro Road intersection

The proposal for a roundabout to replace the current high-risk T-intersection has been very well received and this came through in this feedback, with many positive comments.

'Looking for the Karāpiro Road SH1 Intersection to have the Mobil service station entrance removed. Causes a backlog of traffic across SH1. Also the truck stop/bus bay reduces visibility - needs to be removed asap. We can't wait for the roundabout to be installed.'

'Roundabout- great idea - So many crashes over the years.'

'There also has to be something done at the intersection by the Mobil station just south of Cambridge. Probably another roundabout. People die there regularly.'

There was concern that a roundabout would cause more congestion on SH1.

'What implications will this roundabout have on the current congestion on Friday afternoons and weekends when the traffic is already currently extremely high? It will definitely not alleviate any of the current delays.'

Others were concerned that this was extra cost for taxpayers for a structure that would eventually be replaced by the expressway.

'Would it be possible to build part of the Karāpiro interchange of the Waikato Expressway extension instead? Would it be more cost effective to do so in

the longer term, or would any temporarily link roads cause this to cost more than a roundabout which will be removed?'

Spend the money on the expressway

Some suggested these safety improvements were a waste of money, and that money would be better spent on building an expressway.

'Can't help thinking that what is proposed is a huge waste of money and will cause major continuous disruption to SH1 for many months. With the lower speeds already in place best surely to work toward the pre-planned and fund available route that was in place before this government took office.'

Other comments

There were a large number of comments that contained specific suggestions or commented on specific areas of concern. These have been passed on to the project teams for consideration. Some of the more common themes emerging from these were:

- Review some individual driveways – some serve multiple properties.
- Some people were concerned at the disruption the works would cause to install these safety improvements.
- Suggestions were made that lights and traffic islands should be used on this road.
- Concern that emergency services would not be able to get through where the median barriers are to be installed.
- There was concern that farm floodlights in close proximity to the highway are distracting drivers at night.
- There was some concern expressed that the cost of the safety improvements may mean that other projects, including the Cambridge to Piarere expressway, would be negatively impacted.
- Various suggestions for improved road surfaces, lighting, more enforcement and speed cameras and road widening were made.
- There was a question about what will happen with the flexible median barrier once the new expressway was constructed – do they stay or get removed afterwards?
- People also thanked us for what we had done so far (both at the Information Day and online)

Public feedback on long-term Cambridge to Piarere expressway

Of the comments received from the public about this project:

- The majority expressed the view that we should “just get on with it”
- Two suggested a northbound entrance on to the expressway near the Cambridge Golf Club
- There were also other one-off comments including:
 - » any future expressway should be tolled
 - » one person wanted the expressway to continue to Rotorua, another wanted it to go to Tirau
 - » One shared concern that any new expressway could take away funding from other projects such as Hamilton Southern Links.

‘Waka Kotahi plans to extend the Waikato Expressway to Piarere must be given the highest priority. This submission strongly supports the prioritisation of this. The reasons for completion of the Expressway: Save lives – get our people home safe, preserve community, improve travel times and productivity, positive economic impact and accessibility for the regions. At the moment we have a roadway that is NOT fit for purpose. Usage has far exceeded expectations faster than anticipated. Road conditions have suffered the entire route. Increase in crashes (injury, severe harm and death). Negative social and environmental impact - significant congestion at peak travel times, impacting the community and accessibility to our homes, work and community.’



Public feedback on SH1/29 intersection improvement

There were 10 comments on the SH1/SH29 intersection improvement project. The main question here was about why it is a roundabout rather than an interchange or flyover. Suggestions were also received such as having traffic lights at this intersection instead of a roundabout and widening the road on the SH29 approach to the intersection so that two distinct lanes could be formed.

Stakeholder feedback

In 2022, as well as monthly hui with iwi, we held many discussions and workshops with stakeholders, including Waipā and Matamata-Piako district councils, NZ Police, Fire & Emergency, Automobile Association, Road Transport Association and Heavy Haulage. Generally, with a few reservations and questions, stakeholders are in general agreement of what is proposed. Here are the comments.

NZ Police

In many discussions with NZ Police, they have advocated for at least a reduction in the speed limit to 80km/h or 90km/h. They have also suggested the passing lanes all be removed and support flexible median safety barrier installation along the whole stretch.

NZ Police have long advocated that stretch from the end of the expressway to 1km south of SH1 & SH29 should be all 90km/h.

Discussions are ongoing with NZ Police, especially as they are concerned about the congestion being experienced on this road currently.

Councils

Discussions have been held with councillors and staff on what is proposed and there is full support of the proposals. Many of the councillors have been pushing for improvements to this road for some time, particularly the intersection of Karāpiro Road and SH1. The Mayor of Waipā District Council, Susan O'Regan, has also had regular updates and presentations have been made to the Council and their committees as appropriate.

Waikato Chamber of Commerce

A petition has been opened by Waikato Chamber of Commerce: That the House of Representatives urge the Government to fast-track safety changes and fast-track the Waikato Expressway extension from Cambridge to Piarere.

The petition remains open until October 2023 and has 972 signatures as at 28 March 2023.

Karāpiro School

The Karāpiro School has been communicating frequently with us, and we have held a number of meetings on site to discuss options, along with the Ministry of Education. These are ongoing. The school also wrote to the Minister of Transport. A copy of this letter is attached as Appendix 2.

Mana whenua

'Ngaati Koroki Kahukura and Ngaati Hauā have been involved in the pre-construction, construction and post-construction phases of the Cambridge, Hamilton and Waikato Expressway projects. The Cambridge to Piarere project will have the same and enduring relationship along-side and after Waka Kotahi have completed their work. Like the other projects, Ngaati Koroki Kahukura and Ngaati Hauā will continue our Kaitiaki role regarding the physical, cultural safety and maintenance of the Cambridge to Piarere SH1 and SH29 and roundabout in partnership with Waipā District Council.'

Fire and Emergency Services

'We need enough space on the verge of the road as we have a large number of ambulances travelling along this road. We would like confidence to be able to pull over safely, without driving extra time to look for a turnaround spot. Ideally these would be every 100/200m but we will at times take the closest entrance, as a cardiac arrest event can only be tended to once the ambulance has come to a complete stop. No problem with roundabouts really, they do not slow emergency vehicles down too much.'

Cambridge Chamber of Commerce:

'The Chamber for many years has strongly supported getting the Cambridge to Piarere Expressway extension and Southern Links underway. This piece of advocacy continues as a priority for safety and to unlock economic development potential. C2P is an issue close to both our business and wider community and continues in

the spotlight, given the number of serious crashes and fatalities in recent times. Others in the region have a vested interest including the Waikato and Matamata Chambers, Waipā District Council and Louise Upston to name a few. They were well represented in attendance at the Waka Kotahi information session held last week, as were many businesses, transport companies, residents and Community groups. The ideal solution is of course the long term strategy, following the designation, to complete the proposed four-lane expressway and the proposed roundabout at Piarere. This will cost approximately \$700 million dollars and we have expectation that this will be an election issue to which we will continue to keep the pressure on in collaboration with the afore mentioned organisations to get this project funded and activated.'

Tamahere Community Committee:

'With the opening of the Ruakura Superhub, SH1, from Cambridge to Piarere, is not fit for purpose and the "interim safety improvements" will not change this. TCC urges NZTA to do everything possible to implement the long term solution of extending the Waikato Expressway so that there can be proper movement of traffic to and from the split to SH29 and SH1.'

Fieldays

'We do not support this project in its current form, nor do we support the petition to expedite this work and the continuation of the Waikato Expressway to the Hinuera turnoff. We request greater focus and planning for the Southern Links investment and that State Highway 21 (SH21) needs to be incorporated in the Southern Links design work. We urge all agencies to think big, have a staged approach and signal to the community that given a sound plan and wider thinking we can deliver on critical infrastructure to enable the Waikato to keep growing.'

Heavy haulage

'We support the removal of the passing lane to put in median barrier so that we can have enough width for heavy haulage.'

National Road Carriers

'We would like to see a direct bypass of the roundabout for northbound traffic to reduce delays to freight.'



Walking and cycling

Additional background

Waka Kotahi started the process for identifying potential routes for the separate walking and cycling project in November 2021 with discussions with mana whenua, stakeholders, potentially directly affected landowners and the community. Workshops were held with key stakeholders to develop initial ideas for potential routes. A multi-criteria assessment has been used to analyse these routes.



Mana Whenua

Ngaati Hauaa and Ngaati Koroki-Kahukura have been involved in the walking and cycling project including through key stakeholder workshops and regular updates at hui.

A site visit was conducted with mana whenua in June 2022 to assist the cultural assessments of the short-list options.

Monthly hui is also held with mana whenua as part of the wider Cambridge to Piarere projects with Waka Kotahi and walking and cycling has been a regular feature of these hui.

Workshop stakeholders

Stakeholders involved in workshops include mana whenua, Waipā District Council, Waikato Regional Council, Waikato River Trails, Te Awa River Ride, Bike Waikato, and Hauraki Rail Trail. South-Waikato and Matamata-Piako District Councils were also invited to the workshops.

The first workshop was held on 2 December 2021, and a long-list of several walking and cycling route concept options was identified. These concept options were

then evaluated using a multi criteria analysis tool by a team of specialists (including some stakeholders) to help determine a draft set of short-list concept options.

The short-list concept options, and the process taken to arrive at that short-list, was then presented to key stakeholders during a workshop on 5 May 2022. The stakeholders agreed that a robust selection and evaluation process had occurred, and the project team should now proceed with further assessment of the short-list concept route options.

In June 2022, the project was presented to Matamata-Piako and to Waipā district councils on separate occasions. A meeting was also held in August 2022 and February 2023 with Waipā District Council to provide updates on the project.

Potentially directly affected landowners

In October 2022 Waka Kotahi met with landowners potentially affected by the short-list concept options. While landowner meetings had already been held as part of the preferred detailed business case Expressway route, for this project there were a number of identified landowners that had not been part of those earlier discussions. The team met with these newly affected landowners to introduce the short-list concept options and obtain their feedback about the potential impacts. This information will also help the team and specialists refine their assessments further.

Information Day

At the Information Day held on 17 November 2022 at the Cambridge Town Hall in conjunction with a range of other projects in the area, aerial maps of the project area were shared so people could provide feedback verbally or by using post-it-notes. Project staff were on hand to listen to community feedback and discuss options.

Online engagement platform (Social Pinpoint)

Community views about walking and cycling in the area were gathered on the Social Pinpoint online platform which was open from 11 November 2022 to 11 December 2022. Social Pinpoint is a map-based platform where people can provide feedback on key areas or locations within the project area. The platform also hosted an online survey.

Feedback on walking and cycling



146 pieces of feedback received



106 comments were received on Social Pinpoint (39% supported more equestrian facilities)



33 comments from information day (both written and verbal)



1 formal submission



1 comment received via email



5 responses to online survey

Landowners

Potentially directly affected landowners raised concerns about privacy, noise, rubbish and loss of amenity and a reduction in property values if a path was built on or next to their land. Those who run farming operations noted that loss of land and loss of easy access to land could have serious economic impacts, potentially making their farms unviable.

Community engagement

Walking and cycling path connections

The most frequently mentioned topic of feedback indicated that the community wants any future walking and cycling path to connect to existing paths in the area, in particular Te Awa and Waikato River trails.

People also told us that currently cycling in the area is dangerous, and that a path providing a connection between Te Awa and Waikato River trails would provide cyclist safety.



A number of submitters mentioned that a safe walking and cycling option over the Karāpiro Dam would be welcomed by the local community who would use it for recreational purposes.

'Connect Te Awa with Waikato river trails. Totally unsafe with the options at the moment.'

'Provision to walk across the dam with a pram or wheelchair would be a fantastic improvement for Karāpiro residents.'

'Join the Te Awa river path to the start of the Waikato River trail network that starts in Horahora, this means that effectively you can get from Ngāruawāhia to Taupō without riding on the road.'

Path features

Feedback shows that the community is keen for any future walking and cycling path to be scenic and include features that add interest and value to attract tourism. Some suggested places of interest to include were a Karāpiro Dam crossing, Karāpiro Domain, Waipuke Park, and Horahora Bridge.

A few submitters noted that joining Te Awa and Waikato River trails would be a tourist drawcard in itself.

'Along the river make it scenic.'

'Cycleway needs to connect with Waipuke park, Maungatautari ecological island, Horahora domain, and the Waikato river trail.'

'What an amazing feat in it would be to connect The Awa Trail with the Waikato River Trails. This multiday trail would bring many tourists and grow the local economy.'

Location of walking and cycle path

There was not a lot of specific feedback on where a shared path should go, however of the responses that mentioned a particular location or point of interest, there was an even amount of support for a shared path that utilises SH1 (once new expressway is built) on the north side of the Waikato River and, conversely, to build a path on the south side of the river. There were some submitters who specifically opposed building a shared path alongside the new C2P expressway.

'Please use existing SH1 as this links to all 5 reserves with great facilities, safe secure carparks toilets etc. SH1 will soon be very quiet once the new express way is put in.'

'Better to have southern side connection to Te Awa.'

'Keep away from express way. Keep away from lots of traffic.'

One submission was received from Tamahere Community Committee (TCC). TCC recognises the popularity of other walking and cycling routes in the vicinity and expects to see usage of these facilities increase significantly. On that basis, TCC strongly supports the inclusion of a walking and cycling track south of Cambridge.

Equestrian facilities

Many people expressed their desire to see a bridle path and equestrian facilities included in future walking and cycling plans. Submitters noted that despite horse riding being a crucial industry in the area, as well as a very popular activity, there is a distinct lack of recreational facilities catering for equestrians. People commented that the increased road traffic makes riding on the road dangerous and that there are few places for off-road riding in the area.

'Horses need to be included. We only need a grassed track, less cost involved than any other track you're providing. We have been excluded from roads, so we must be included on these off-road tracks.'

'Access for horse riders and float parking would allow a safe environment to exercise for the huge number of Waikato horse riders.'

'It's really disappointing to see absolutely no mention of horses. Cambridge has a large equestrian population, and another section of road without considering equestrian needs will be another blow for our community.'

There were also some people expressing concern about including equestrian facilities.

'I think horses are often excluded because riders are unwilling to clean up their horse poo from the paths.'

'How would horses react to a bike suddenly coming around the corner? I'm not a cyclist or horse rider, but I would be concerned at how these two would combine and how the horse riders would clean up the horse poo?'

Changes to highway access, including access and use of paths within a Waka Kotahi designation, are undertaken in consultation with directly affected parties. Depending on what and where the changes are proposed, further consultation with directly affected parties may include horse riders and/or equestrian facilities, if horse riders are identified as potentially affected by the project.

We thank the equestrian community for their feedback to date.

Currently there is no reference to, nor specific funding provision for, equestrians in the Government Policy Statement for Land Transport 2021 whereas walking and cycling has a dedicated funding activity class to give effect to the Government's better travel options strategic priority and encourage people to use walking and cycling options instead of cars.

Further information on key feedback themes

Turnarounds

Turnaround facilities will allow motorists to turn around safely, rather than having to wait and cross oncoming traffic. Drivers proceed to the closest turnaround area where they can turn and then proceed in their desired direction of travel.

Specifically, turnarounds remove the need for drivers to simultaneously negotiate two directions of traffic when turning right onto the highway. They also remove the risk of exposure to a rear end collision when turning right from SH1 into an accessways or side road. More information on turnarounds can be found at:

nzta.govt.nz/roads-and-rail/road-engineering/road-safety-interventions/flexible-road-safety-barriers/

<https://youtu.be/1Ri6dDUJVOA>



Hydro Road update

In 2022 concept plans at the time of preparing the advertising for the information day included the option to reconfigure Hydro Road into a left-in, left-out only turn, and install a turnaround near Hickey Road. These plans have now changed so that instead of left-in, left-out, there will be a turnaround facility at Hydro Road, as well as a turnaround near Hickey Road. Drivers will be able to continue to turn right from SH1 into Hydro Road.

In the short-term, a right turn out of Hydro Road will continue to be allowed but once the turnaround north of Hickey Road is completed and further median barriers are installed south of Hydro Road (ie a continuation of barriers near Hickey Road), the Hydro Road turnaround will be modified so drivers can no longer turn right. Drivers would instead turn left out of Hydro Road and use the Hickey Road turnaround to head back in the Piarere direction. The Hydro Road turnaround is proposed to be the first constructed. More information on this, and the staged approach which will be taken, is expected to be released by mid-2023.

SH1/SH29 intersection improvement project - why a roundabout and not an interchange or flyover

The roundabout has been modelled to perform satisfactorily for 40 years. As traffic is slower through the roundabout there is more opportunity for SH29 right turners to enter the roundabout. Currently they give way to traffic travelling in both north and south directions. The Intersection Speed Zone speed signs reduce speed to 60km/h but it's still difficult to assess gap opportunity when some through traffic is not slowing to 60km/h.

Safety work is funded independently of capital projects

The National Land Transport Programme (NLTP) is a three-year programme that sets out how - working with our partners - we plan to invest the National Land Transport Fund to create a safer, more accessible, better connected and more resilient land transport system.

Regional Land Transport Plans (RLTPs) are developed by Regional Transport Committees and Auckland Transport. These plans set out each region's transport

priorities and are then prioritised on a national basis; projects are compared nationally before funding is allocated as part of the NLTP.

The investments must reflect the priorities in the current Government Policy Statement on land transport (GPS) and are guided by the laws in the Land Transport Management Act (2003).

Currently, additional funding is targeted for infrastructure for safety, access and resilience on the road network. This is important to mitigate the risk of avoidable deaths and serious injuries.

The analysis done on the short-term returns for the safety infrastructure work on SH1 Cambridge to Piarere demonstrates value for the expenditure over a 5-10 year period. The business plan process for the long-term expressway took into account this safety work and recommended that it proceed. This was accepted by the Waka Kotahi Board.

Emissions

Roundabouts make it safer and easier for people to change direction. They can also slow vehicles down, which is part of what makes them an effective option for improving safety. We know that during congested conditions fuel efficiency is typically reduced, which results in higher vehicle emissions, however improving traffic flow at intersections can reduce emissions. The emissions profile of each individual intersection will be different, based on traffic flows, speeds and queuing times.

[Waka Kotahi research on the overall impacts of different traffic solutions on emissions](#)

In this case, the proposed roundabout at Karāpiro Road is the best option for improving safety at this very high-risk intersection, and is a crucial part of the full suite of safety interventions.

Traffic lights on SH1

It is very unusual to install traffic lights on rural state highways as they are more suited to an urban environment. We have not considered lights at the intersection of SH1 and SH29 or at Karāpiro Road / SH1 intersection because of the safety risks.

A roundabout provides better safety outcomes than traffic lights in terms of deaths and serious injuries. This is because a roundabout will have more glancing

crashes at slower speeds than direct side-on crashes at speed that could occur at traffic lights.

Lights will also result in longer queues. The roundabout allows traffic to enter and flow through when there is gap acceptance. A roundabout also shares the queuing on all legs and reduces overall queuing.

Drivers are the problem

Some people suggested the road was fine, and it was the individual drivers who are the issue. Improving driving skills and addressing risk-taking behaviours is really important - there is no question of that. However, it will not solve the road safety problem by itself. No one expects to crash or be crashed into, but people make mistakes - including usually careful and responsible drivers.

And of course, a car can never be safe unless the passengers use seatbelts. A road is never safe for the wrong speeds or for impaired drivers. It's about addressing all parts of the system - safer roads, safer vehicles, appropriate speeds, and sober, focused drivers.

Road to Zero sets us on a path to achieve Vision Zero, an Aotearoa New Zealand where no one is killed or seriously injured on our roads. If we are to achieve Vision Zero, we need to create a safe transport system; one that recognises humans make mistakes and is designed so that these mistakes do not need to cost us our lives.

It is vital that we continue to install safety infrastructure such as the flexible median barriers, which prevent a mistake being made by one person affecting not only their own lives, but also their passengers' lives, and the lives of other people travelling in the opposite direction. For a good example of this, [check out this video](#).

If the whole system is to work, different measures are necessary that allow us to travel at the right speed, protect us in the right way and ensure that we all behave responsibly on our roads, supported by laws and technology to remind us to do the right thing.

When it comes to driving or riding, most people think that other people are the problem - but we all have a responsibility for making safe choices, and taking care of ourselves and other road users.

Will the newly installed safety improvements be removed once the expressway extension is constructed?

This is unknown at this stage. Construction of the expressway extension will be subject to funding. If the expressway extension is constructed according to the current designs, the current SH1 south of Karāpiro Road will be redesignated to local road and taken over by the Waipā District Council. We are working with the Council to establish their needs in regard to this road.

Will there be enough width on the roads to accommodate agricultural and emergency vehicles?

The safety improvements proposed are providing greater road width than is currently available in some areas, giving wider medians and shoulders for motorists to safely manoeuvre around agricultural or emergency vehicles. We also need to allow for wide loads and for ongoing maintenance. By widening the existing road seal and reallocating space made available from removing two existing passing lanes, the result has given enough space and also improved the overall integrity of the road.

Whilst shoulder width is not equal, the works will result in a safer manoeuvre for through traffic to pass a stopped vehicle, without the risk of head-on crash for the circumnavigating vehicle.

Congestion issues

Flexible median barriers impose better driver discipline and reduce traffic disruptions, by removing the opportunity for drivers to divert from the traffic flow in dangerous places. The median barrier will not have much effect on traffic flows and the removal of right turns will perhaps improve flow.

We see more flow break down where people merge after passing lanes than at single lanes, so removal of any passing lanes is expected to reduce the incidence of flow break down (i.e. queues forming during busy periods).

Turnarounds and flexible median barriers will help ease congestion by reducing the amount of time people need to wait to turn right. We know congestion is an issue on this busy highway, particularly at certain locations and times - but the focus of

this work is improving safety. While some safety improvements have a positive effect on congestion, such as turnarounds, other improvements will have an unavoidable effect of slowing traffic in some high-risk areas. For example, the new roundabout to be built at the Karāpiro Road turn-off. There is no question that the roundabout will reduce the number of deaths and serious injuries at this high-risk intersection. However, while significantly improving safety, the roundabout may slow traffic flows at peak times. The Karāpiro Road roundabout prioritises saving lives and reducing serious injury and the design is underway.

[Here's an interesting video on what causes road congestion](#)

Why have you removed passing lanes? Won't this add time to my drive?

No, this will not add time to your drive. The effectiveness of passing lanes becomes significantly reduced on roads with high numbers of vehicles. SH1 between Cambridge and Piarere certainly has to deal with high traffic volumes - over 20,000 per day traffic volumes fluctuate throughout the week but range from low 20,000s to peaks above 30,000. With this sort of volume, the overtaking traffic does not have long before becoming bunched behind the next slower moving vehicle.

Analysis of the average vehicle speed between the SH1/29 intersection and start of the expressway has shown speeds are generally consistent along the length of this road. This indicates that, at these volumes of traffic, passing lanes are no longer effective in reducing travel times.

There were four passing lanes on the road between Fergusson Gully Road and south of Maungatautari Road. Two of these have been kept and the other two have been repurposed into the median and shoulders to accommodate barriers.

Passing lane 1 (northbound and 1.7km long) has the median barrier in place already and will remain in its current configuration. To further improve safety, the median barrier will be extended along the full length of passing lane 1. This will restrict right turns into

and out of Fergusson Gully Road. Suitable alternative turnaround facilities will be provided for vehicles wishing to make these movements.

Passing lane 2 (southbound and 1.32km long) will remain with no amendment to location or length. Widening needed to put in the median barriers is readily achieved on the northern edge (the land side) of the road.

Passing lane 3 which has been removed (northbound and 1.65km long) had considerable constraints with a large rock cutting along the northern side and the culturally sensitive Waikato River environment on the southern side. Despite considerable effort given to finding a safe way to narrow the existing lanes and shoulder to accommodate a median barrier, the seal width was simply too narrow. This passing lane also terminated close to the intersections of Kentucky Road, Moana Roa Road, and Beck's Nursery access. Assessment of data indicated that high-speed passing manoeuvre were occurring beyond the extent of the passing lanes which means that there were often vehicles travelling at excessive speeds through these intersections, making judging gaps more challenging and increasing the risk of high severity outcomes in the event of a crash.

Passing lane 4 (southbound and 945m long) has constraints and safety issues that made it a compelling case for removal and reallocation. The SH1/29 intersection necessitated the need to remove this passing lane to prevent high-speed traffic merging after the passing lane then immediately entering the lower speed zone of the approach to the intersection, especially during peak times when traffic can be backed up for some way. This would have become even more of a hazard when the construction of the replacement roundabout for the T-intersection begins and traffic management will be in place.

What happens next?

Walking and cycling

The feedback from stakeholders, potentially affected landowners and this community engagement has been used to inform the project team and stakeholder group, and a preferred route for the walking and cycling component of the long-term transport project will be announced soon. No funding for this project is available currently.

The multi-criteria assessments on all the identified route options were discussed with the objective being to select a preferred route for walking and cycling facilities between Cambridge and SH1/SH29 intersection at Piarere. There was a need to balance user experience and risk and effects for the finalised option.

Multi-criteria assessment used:

| | |
|---|------------------------------|
| <i>Investment</i> | <i>Safety</i> |
| <i>Personal security</i> | <i>User experience</i> |
| <i>Consenting</i> | <i>Constructability</i> |
| <i>Environment</i> | <i>Property impacts</i> |
| <i>Health and social</i> | <i>Economic and business</i> |
| <i>Safety by design</i> (ie how safe is it to construct, maintain and operate the asset) | |

Short-term safety improvements

The installation of the flexible median safety barrier at the southern end of this corridor is progressing and we expect to have the final stage of this barrier installed in the next two months. This will involve installation of a further 2.5km of barrier from Keeley's Reserve through to near Kentucky Road. Once this is completed it will mean approximately half of SH1 between Cambridge and Piarere will have median safety barriers.

We are also progressing the designs to have median barriers installed from the end of the expressway to Hydro Road, as well as the turnaround made at Hydro Road. The design work on the Karāpiro Road / SH1 roundabout is progressing and affected landowner discussions are continuing.

SH1/29 intersection improvement

We currently await the decision of the Environment Court and are progressing the negotiations with landowners to acquire the necessary land.

Cambridge to Piarere Expressway

The next step, which is where the project is now, is to secure route protection. This involves processes under the Resource Management Act to allow Waka Kotahi to require designations and to obtain regional resource consents to ensure we are ready to proceed if and when funding is made available. Once route protection is secured, funding must be confirmed then the next stages include detailed design, tendering and construction.

Where to find more information

nzta.govt.nz/c2p

You can also subscribe to our regular newsletter.

Appendices

Appendix 1 - Cambridge to Piarere safety improvements - consultation brochure

November 2022

1 Cambridge to Piarere short-term safety improvements



We're improving the safety of State Highway 1 from Cambridge to Piarere while we work to deliver the proposed four-lane expressway. We want people to be safer as they travel along this section of SH1, which has seen a number of fatal and serious injury crashes. These safety improvements support our Road to Zero vision - a vision where everyone can get to where they are going, safely.

Have your say

Let us know what you think by **9 December 2022** via the below options, or scan the QR code.



nzta.govt.nz/c2p



Email c2p@nzta.govt.nz



Phone **0800 44 44 49**

To scan the QR code

Open your QR app or the camera on your mobile device, and hover over the QR code to be directed to our website.



Scan me

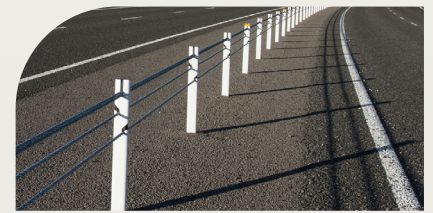
What's happening

Waka Kotahi NZ Transport Agency is committed to improving safety between Cambridge and Piarere on SH1. Long-term, we are planning for a 16km, four-lane expressway connecting the southern end of the Cambridge section of the Waikato Expressway to the intersection of SH1 and SH29 at Piarere. While our mahi on this is progressing it will be a number of years before construction can begin. Current work is to obtain consent approvals and funding is to be secured for full property purchases and construction.

There are things we can do right now to save lives on this high-risk stretch of SH1. The community has been devastated by fatal and serious injury crashes - each and every one results in unimaginable pain and suffering to whānau and the wider community of the people involved.

Waka Kotahi has been engaging with many in the community including Ngāti Koroki Kahukura and Ngāti Hauā, Waipa, South Waikato and Matamata Piako District Councils, Waikato Regional Council, emergency services and freight representatives, as well as with landowners and other stakeholders.

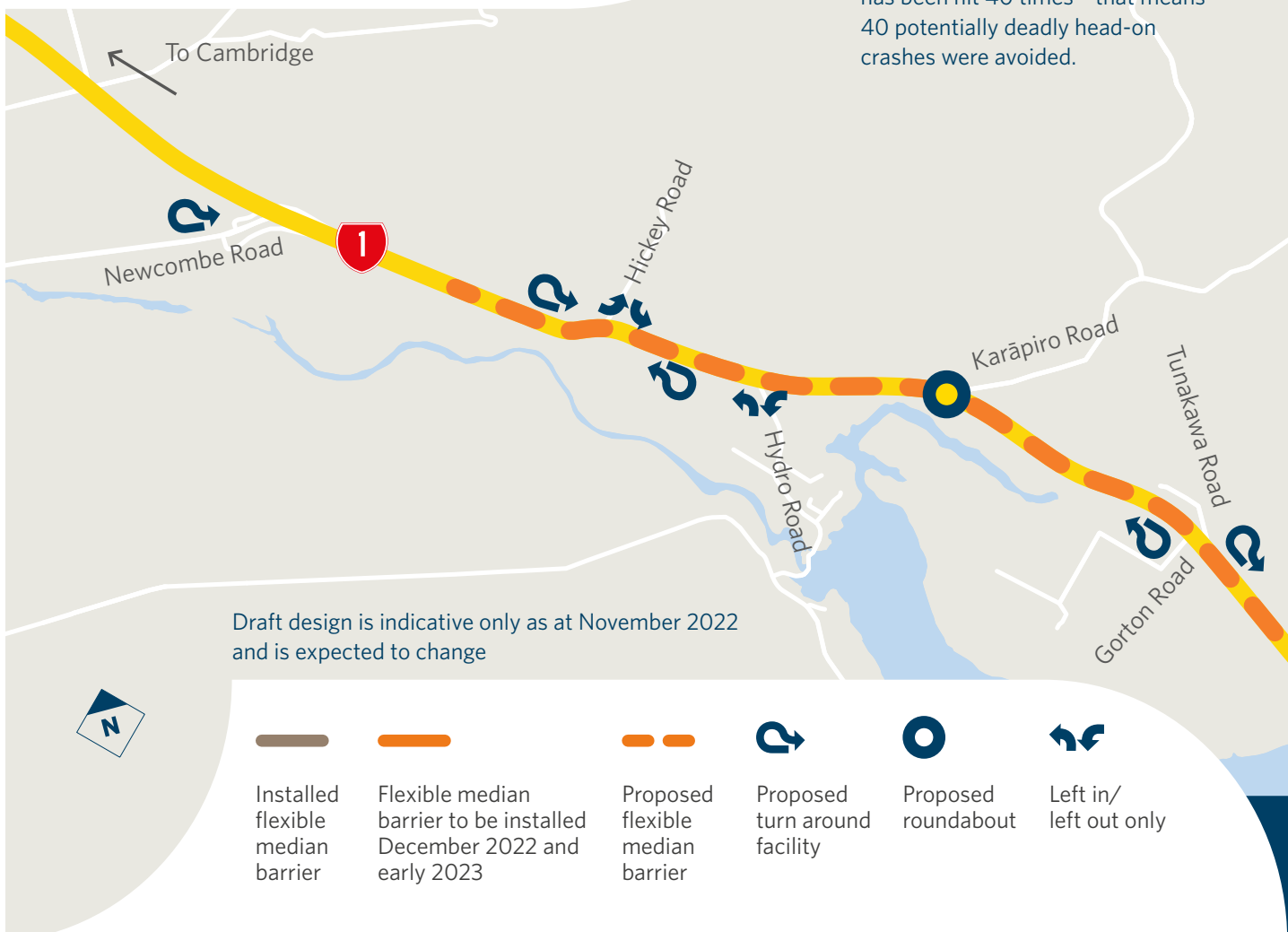
Local people know their roads, and we want to record community feedback on the draft plans now. We will combine this local knowledge with our technical data to determine the final design. Funding has been secured for the safety infrastructure construction, and work will start as soon as possible after designs are finalised.



Median barriers

Flexible median barriers save lives. Up to 75% of the people who die or are seriously injured on rural roads have either had a head-on collision or have run off the road. The proven solution to preventing head-on crashes is to physically separate opposing traffic, using flexible median barriers. If someone loses control or drifts across the centreline, the result isn't a deadly crash; instead, the steel cables flex, absorb the impact, slow your vehicle and keep it upright.

Completed in December 2020, 2.5km of flexible median barriers were installed from south of Fergusson Gully. Already the barrier has been hit 40 times - that means 40 potentially deadly head-on crashes were avoided.

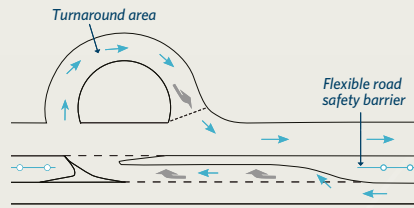


A further 1.6km of flexible median barrier was installed just north of Maungatautari Road earlier this year, along with some road layout changes.

Additional flexible median barrier will be installed shortly, starting just south of Maungatautari Road. At the same time, the road will be resurfaced, and the short southbound passing lane will be taken out. Drivers accelerating to pass here often find themselves having to brake hard at the top of the hill when they encounter slower traffic negotiating the SH1/29 intersection.

Further median barriers will be installed between the unnamed reserve (where the current median barrier finishes) to past Kentucky Road. On completion, expected to be March 2023, we will have a total of 7.7kms of flexible median barrier installed from Fergusson Gully Road to near the SH1/SH29 intersection.

We are now finalising designs to install median barriers and other safety features further north, from the end of the Waikato Expressway through to Fergusson Gully Road. This section is more complex, as it involves multiple intersections, accessways and properties. We would like to hear your thoughts on what is currently proposed.



Turnarounds

For many people (and their visitors) who live on SH1 and the roads off SH1 in this area, the installation of median barriers means that turning right out of their entrance or road will no longer be possible. We are therefore providing regular turnarounds to offer a safe place to turn right across the highway; a small inconvenience in return for a huge improvement in safety. These turnarounds will be sign-posted, and big enough to accommodate large vehicles. The proposed locations are near Gorton, Tunakawa, Newcombe and Hickey roads, and Keeley's Reserve. Turnarounds will be in place before the flexible median barriers are installed.

Karāpiro Road/SH1 roundabout

A roundabout is proposed on this high risk and very busy intersection. This will also improve safe access to the Karāpiro School and the businesses nearby.

Maintenance

There is maintenance planned for this Cambridge to Piarere corridor. We are working with the maintenance contractors to ensure as little disruption as possible is caused, so we will be combining our safety infrastructure installation with planned maintenance.

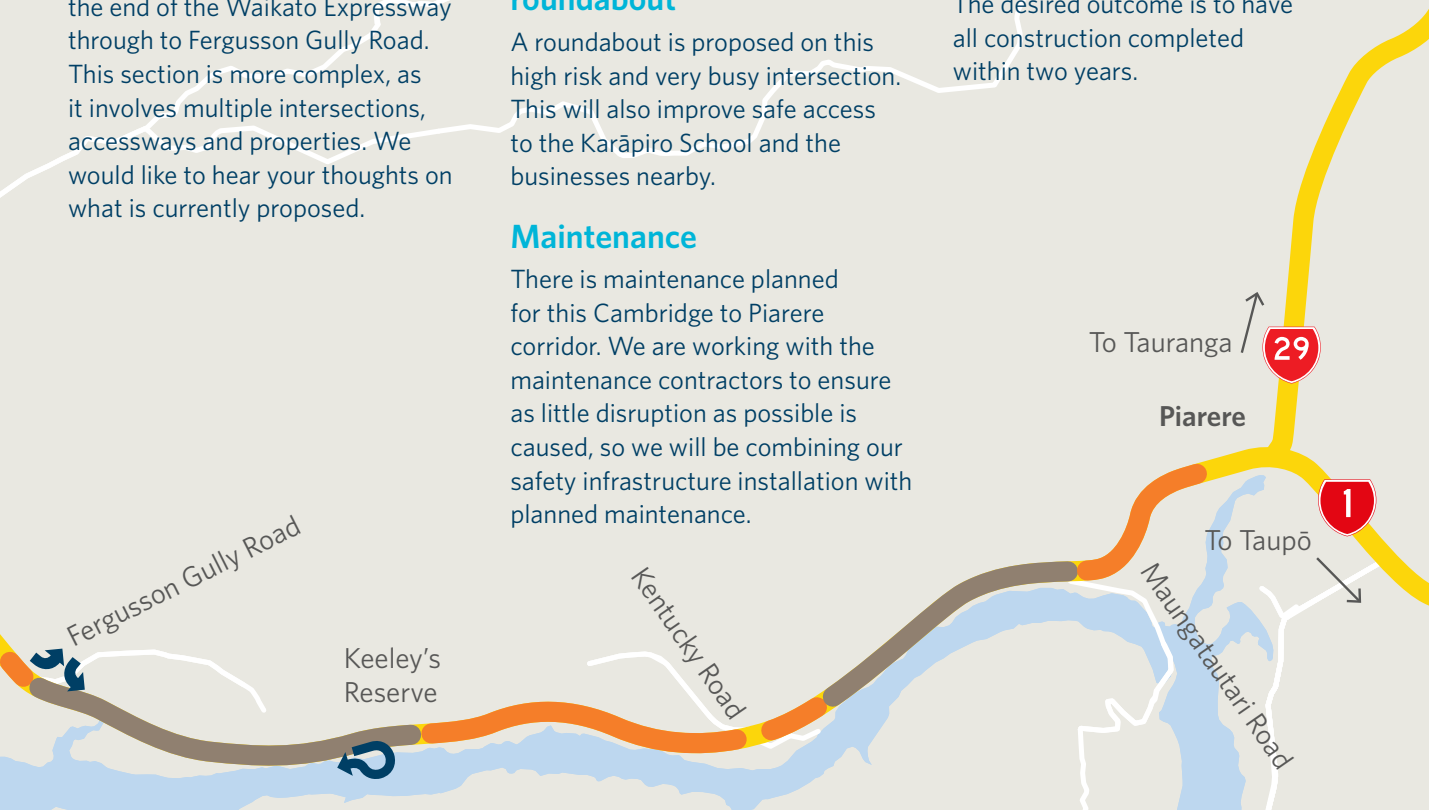
Temporary initiatives including speed management

The speed limit has been temporarily reduced from 100km/h to 80km/h from near the end of the Waikato Expressway to just past the intersection of SH1 with Karāpiro Road. This is a temporary measure until more permanent safety infrastructure is in place. Other safety improvements being implemented in the next few weeks include:

- 'High Crash Area' signs north of Hickey Road and south of Karāpiro Road have been put in so people are aware of the upcoming risks.
- We are also planning to install wide painted median strips between the end of the expressway and Fergusson Gully Road to provide more space between opposing traffic until flexible median barrier can be installed.

Timeframes

The desired outcome is to have all construction completed within two years.



Next steps

Consider feedback, fine tune design

Tender construction contract

Make the road safer

Why we're improving safety

We want everyone who uses SH1 to get where they are going, safely.

SH1 Cambridge to Piarere 2017 to 2021¹

21 
serious crashes causing
deaths and serious injuries



6
people
died



26
seriously
injured

We have a national safety crisis on our hands. On average, someone dies every day on our roads and seven people are reported seriously injured, with many more minor injuries going unreported. The effect of this trauma on families, communities, and the nation is devastating.

Delivering these safety improvements is an important part of Road to Zero - Aotearoa New Zealand's road safety strategy. Waka Kotahi is focused on Vision Zero where no one is killed or seriously injured on our roads by building the safest road system we can. People being killed and seriously injured on our roads is both unacceptable, and preventable. It is time to stop accepting that deaths and injuries are the price we all pay for moving around.

When we think of serious crashes, people often think of drunk drivers, extreme speeds, or people behaving recklessly. But many crashes involve everyday people not doing anything extreme at all.

A study from the AA Research Foundation found that in around $\frac{3}{4}$ of crashes where vehicle occupants were seriously injured, drivers had generally followed the road rules.² They had simply made a poor decision - a simple error of judgement - or something unexpected happened, and the road system was unforgiving.

Road to Zero accepts that people are vulnerable, and we make mistakes. Preventing deaths is about more than how we drive - it involves all parts of the system. We need safer roads and infrastructure, speeds that are safe for each road, safer vehicles, and sober drivers who wear seatbelts, obey speed limits and focus on the task of driving.



¹ Analysis of fatal and serious crashes on SH1 from 100m east of the Tirau Rd on-ramp to 100m west of the SH29 off-slip lane, 2017 to 2021 inclusive.

² Source: AA Directions Autumn 2019

Appendix 2 - Karapiro School road safety letter

Karapiro School
705 State Highway 1
Tirau Road
RD4, Cambridge 3496



**Karapiro
School**
Whakatupu taki tātou

Wednesday 8 June 2022

Urgent: Road safety concerns at Karapiro School

Dear Brett Gliddon,

I write to you on behalf of Karapiro School students, staff, their families and our wider community, to express our serious road safety concerns about the roads surrounding our school. Our roads are known to be dangerous and we have had too many serious crashes and fatalities in recent years. We are looking to mitigate the risks for road users and we cannot wait any longer for our serious concerns to be addressed. Our road is so dangerous that we have relocated the school bus stop from State Highway 1 (SH1) to the school grounds, with the support of the Ministry of Education and Waka Kotahi New Zealand Transport Agency.

Karapiro School is a kura and a workplace and located on Karapiro Road, just off SH1, directly opposite one of three access points to the adjacent Mobil Service Station. We are situated at the end of a long winding driveway which ends at our school carpark, parallel to SH1. Our families use this carpark as a drop off and pick up zone before turning around and exiting back out onto Karapiro Road.

We are pleased to know the Road to Zero campaign is underway and Waka Kotahi New Zealand Transport Agency has identified the 7.5kms of road from the end of the Waikato Expressway through to Fergusson Gully Road for safety improvements. Our school falls within this section of the road. We are happy to know the SH1 – Karapiro Road intersection has been identified as a specific priority to reduce the risk of head-on crashes and improvement of the intersection of these roads. We understand the long term plan is to extend the expressway through to Piarere and we welcome and support these future plans as a long term solution.

In the short term however, the SH1 intersection with Karapiro Road is of serious concern to us. This busy intersection is located a few kilometres south of the southern end of the Waikato Expressway, connecting Cambridge to Hobbiton

and Matamata via Karāpiro Road and Taotaoroa Road. Local residents share the road with a range of diverse businesses and workplaces, including two large quarries and their heavy transport fleets. In addition to this, we have school families residing at Karāpiro Village who access SH1 at Hydro Road. We consider the section from Hydro Road to Karāpiro Road as part of our 'school zone'. This zone also includes the main access to the Karāpiro Hydro Dam, the Lake Karāpiro Events Centre and the Don Rowlands Centre, home to sailing, rowing, kayaking and other water sports.

As you would expect there is a high daily volume of traffic on these roads, however Fridays, public holidays and school holidays demonstrate an increase in the volume of traffic. We are also impacted by Lake Karāpiro events such as national and international rowing competitions including Maadi Cup, Wakaama and Hydroplane Grande Prix events. It can be challenging to turn right from Hydro Road to access the school and to turn right from Karāpiro Road to access Karāpiro Village. The speed of traffic on the road and the limited visibility create the perfect storm for the high crash rate in this area. There is no signage to warn motorists that they are entering a high crash area where they will encounter a high volume of fast traffic, next to a school.

My staff, students and their families use this road daily and have recorded a number of near-misses. We have moved the school bus stop off SH1 and into our school grounds. However this is not enough. We are seeking action to address our immediate safety concerns. We would like to offer some suggestions as to what we believe a 'Road to Zero' would look like for us - as local and daily users of the road.

Please find a list of safety solutions attached to this letter. We would welcome the opportunity to speak with you further regarding these potential safety solutions and would appreciate your urgent response to the concerns we have raised.

Yours sincerely

A handwritten signature in black ink, appearing to be 'S. Smith', written in a cursive style.

2

OUR VISION: Karāpiro School is a safe and happy learning environment where together we grow to achieve our potential. Whakatupu tahi tātou. Together we grow.

Tina-Maree Thatcher
 Principal, Karāpiro School
 On behalf of the Karāpiro School Board of Trustees

| Identified risk and safety concern | Safety solution |
|---|--|
| There is little signage to warn road users that they are entering a high crash zone and are in the proximity of a school | Install HIGH CRASH ZONE signage warning motorists |
| There is no reduced speed limit around our school | Install speed reduction through our 'school zone' from Hydro Rd to Karāpiro Rd |
| Dangerous access to the Mobil Service Station (via the access point within the intersection on SH1) causes traffic to dangerously queue out into the highway. | Remove access to Mobil Service Station at the SH1 junction and relocate to an alternative location (or just use the access a few meters down Karāpiro Road, on the right). Improve signage to make it clear to road users there is an alternative access point to Mobil Service Station |
| Lack of visibility when turning out of Karāpiro Road on to SH1. Vision is obstructed (looking south) by bus/trucks stopping in parking space on SH1 outside Mobil Service Station | Improve visibility by removing bus / truck stop outside Mobil Service Station and relocate to alternative site |
| Narrow road causes cars to overtake trucks turning right into SH1 (heading north) out of Karāpiro Road | Widen road on corner and create a passing lane that allows cars to overtake trucks safely while they get up to speed |
| Families have trouble accessing SH1 from the Karāpiro Village | Create a school zone from Hyrdo Rd to Karāpiro Rd by installing a safe merging lane on SH1 for vehicles turning right (and heading south to Karāpiro School) |
| Young and special needs students require protection when in school carpark. Inadequate fencing on school SH1 boundary | Install climb-proof fencing on the school's SH1 boundary to ensure student safety |
| Road traffic noise impacts teaching and learning in classrooms. In a Covid-19 environment we are unable to open windows and doors that face SH1 due to excessive road noise | We need some solution to improve road noise impacting on teaching and learning in our classrooms. |



**Te Kāwanatanga
o Aotearoa**
New Zealand Government