



Cambridge to Piarere Long Term Improvements, Survey 2: Community feedback on short-listed improvement options

Summary of Results, May 2017

• About the survey

The survey ran from 9 February to 24 March 2017.

Total responses: 330

People were asked about the existing route and 5 improvement options:

- Existing SH1 between the end of the Waikato Expressway and the SH29/SH1 intersection at Piarere
- Option A: Online improvements: Safety only
- Option B: Online improvements: Safety, passing lanes, turnaround roads
- Option C: Online improvements: Safety, passing lanes, parallel local roads
- Option D: Online 4 lane expressway on existing highway alignment
- Option E: Offline 4 lane expressway on new alignment with two sub-options E1 and E2

Survey participants were asked to evaluate each improvement option in comparison with the current route.

• Main Factors

Based on findings of the first survey, two main factors were explored in this survey:

Safety

How safe participants felt the route was regarding:

- Intersections (e.g. Karapiro Road)
- Access to and from properties (e.g. pulling out onto SH1)
- Along the route (i.e. as you drive along the road)
- Access to community features (e.g. schools, reserves)

Convenience

How convenient participants felt the route was regarding:

- Travel time (i.e. how quick/slow it is using this route)
- Access to and from properties (e.g. pulling out onto SH1)
- Access to community features (e.g. schools, reserves) / Alternatively for option E, Travel distance (i.e. how far you need to go to use this route effectively)

• Comparing options

Survey participants were asked to evaluate each improvement option in comparison with the current route. The table below shows how they rated safety and convenience on average, where:

- 1 = Very unsafe / inconvenient
- 2 = Quite unsafe / inconvenient
- 3 = Neither safe nor unsafe / Neither convenient nor inconvenient
- 4 = Quite safe / convenient
- 5 = Very safe / convenient

| | Current | Option A | Option B | Option C | Option D | Option E |
|-------------|---------|----------|----------|----------|----------|----------|
| Safety | 2.3 | 2.7 | 2.8 | 3.2 | 4.7 | 4.8 |
| Convenience | 2.5 | 2.3 | 2.6 | 2.9 | 4.4 | 4.5* |

In directly comparing these numbers, two caveats need to be noted.

- More people answered questions about the current route (300+) than answered questions about the proposed improvements (ranging from 187-242 answers per question). However, the total number of responses is sufficient for us to take confidence that the feedback provides a full depiction of community sentiment.
- * The convenience rating for option E is not directly comparable with the others, as one of the questions in this section was different (on travel distance instead of access to community features). Regardless of this discrepancy there is no meaningful change in the scores or rating if it is excluded from the analysis.

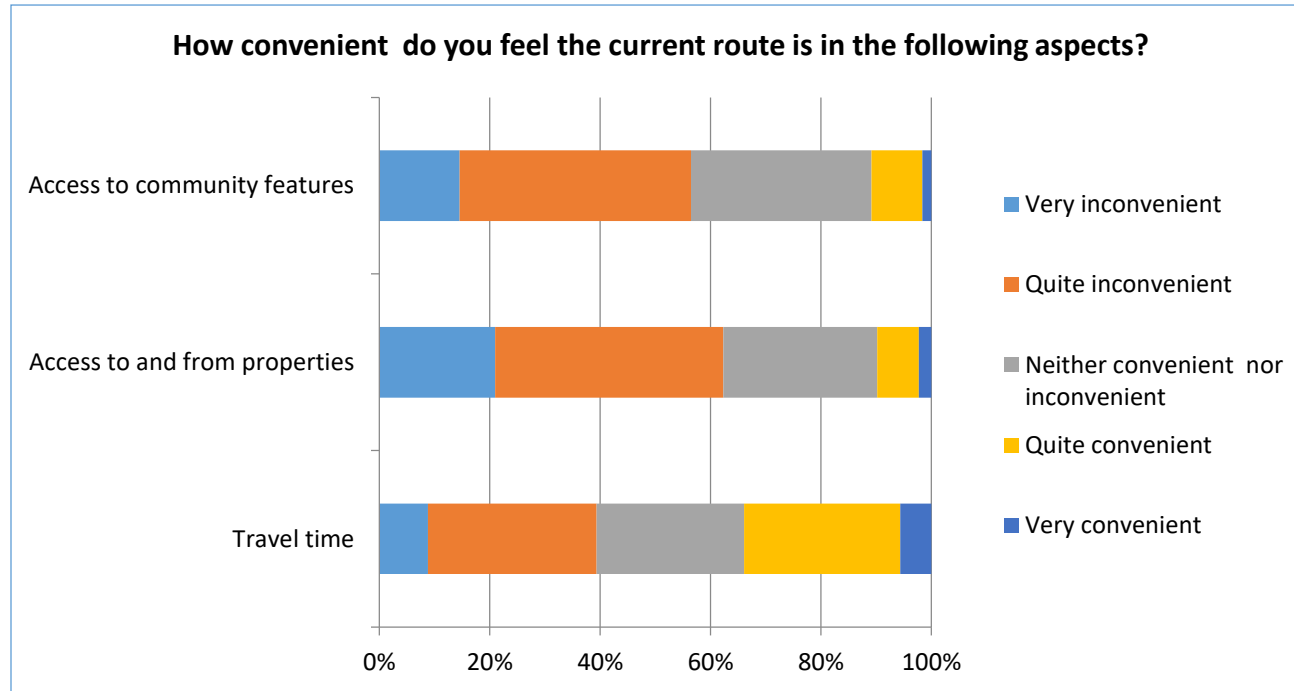
• Summary of Survey Feedback

- Survey participants rated the existing route low on convenience and safety, especially for intersections and access to and from properties.
- Options A (safety improvements) and B (safety, passing lanes, turnaround roads) rated a little better for safety but not convenience.
- Respondents gave a mix of high and low ratings for Option C, resulting in an overall middle ranking for safety and convenience.
- Overall, Options A – C were considered an improvement on the current route, but were generally not seen as going far enough, whilst still having a detrimental effect on the local community.
- Most respondents rated Option D as being 'quite' or 'very' safe and convenient, whilst noting the impacts this would have on existing SH1 residents, both temporarily in terms of construction and permanently in terms of access.
- Most participants also ranked Option E (with two sub-options) as 'quite' or 'very' safe and convenient. Comments expressed concern about the impact on potentially affected landowners and residents, especially where no such roading infrastructure currently exists.

• Further reading

- The remaining slides provide further detail on how the community rated the five improvement options with the current route.

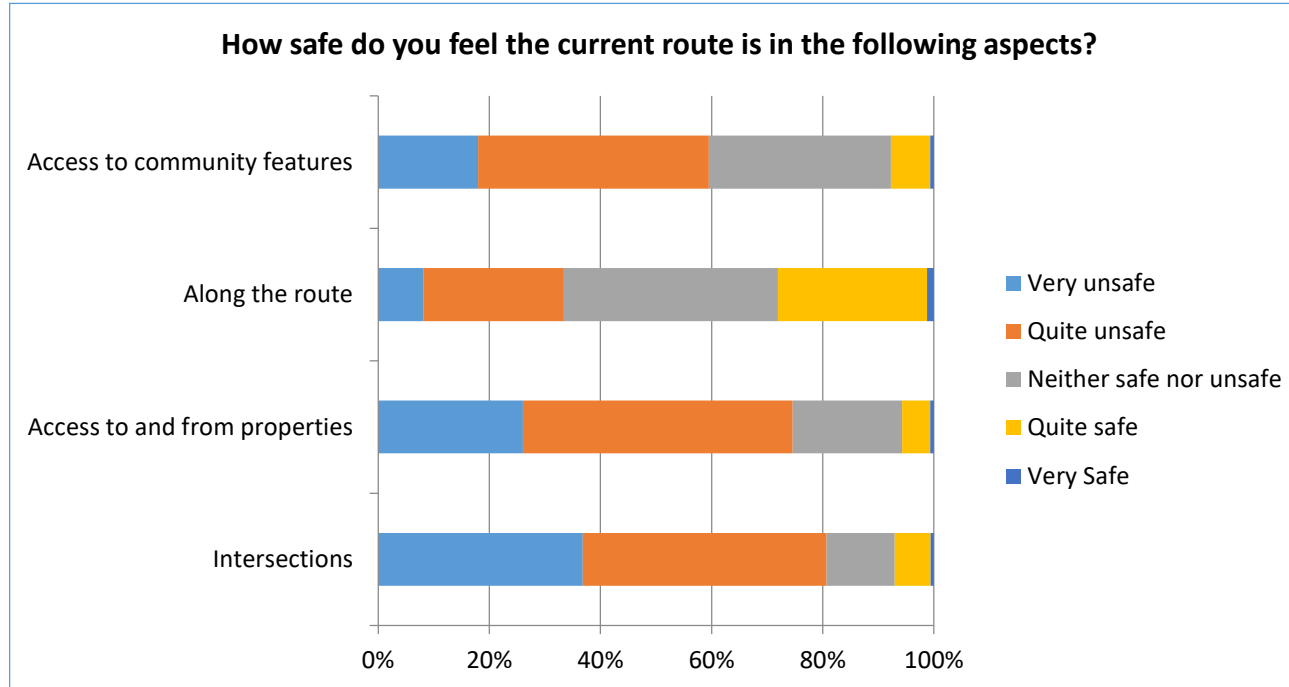
Current route: Convenience



Views on the existing SH1 between the end of the Waikato Expressway and the SH29/SH1 intersection at Piarere

| Current route | Very inconvenient | Quite inconvenient | Neither convenient nor inconvenient | Quite convenient | Very convenient | Total |
|-------------------------------|-------------------|--------------------|-------------------------------------|------------------|-----------------|------------|
| Access to community features | 44 (14.5%) | 127 (41.9%) | 99 (32.7%) | 28 (9.2%) | 5 (1.7%) | 303 (100%) |
| Access to and from properties | 64 (21.0%) | 126 (41.3%) | 85 (27.9%) | 23 (7.5%) | 7 (2.3%) | 305 (100%) |
| Travel time | 28 (8.8%) | 97 (30.5%) | 85 (26.7%) | 90 (28.3%) | 18 (5.7%) | 318 (100%) |

Current route: Safety



| Current route | Very unsafe | Quite unsafe | Neither safe nor unsafe | Quite safe | Very safe | Total |
|-------------------------------|-------------|--------------|-------------------------|------------|-----------|------------|
| Access to community features | 56 (18.0%) | 129 (41.5%) | 102 (32.8%) | 22 (7.1%) | 2 (0.6%) | 311 (100%) |
| Along the route | 26 (8.2%) | 80 (25.2%) | 122 (38.5%) | 85 (26.8%) | 4 (1.3%) | 317 (100%) |
| Access to and from properties | 82 (26.0%) | 153 (48.6%) | 62 (19.7%) | 16 (5.1%) | 2 (0.6%) | 315 (100%) |
| Intersections | 120 (36.8%) | 143 (43.9%) | 40 (12.3%) | 21 (6.4%) | 2 (0.6%) | 326 (100%) |

Current route: Overall

| | Average | Standard Deviation |
|-------------------------------|------------|--------------------|
| Safety | | |
| Intersections | 1.9 | 0.9 |
| Access to and from properties | 2.1 | 0.8 |
| Along the route | 2.9 | 0.9 |
| Access to community features | 2.3 | 0.9 |
| Overall safety | 2.3 | |
| Convenience | | |
| Travel time | 2.9 | 1.1 |
| Access to and from properties | 2.3 | 1.0 |
| Access to community features | 2.4 | 0.9 |
| Overall convenience | 2.5 | |

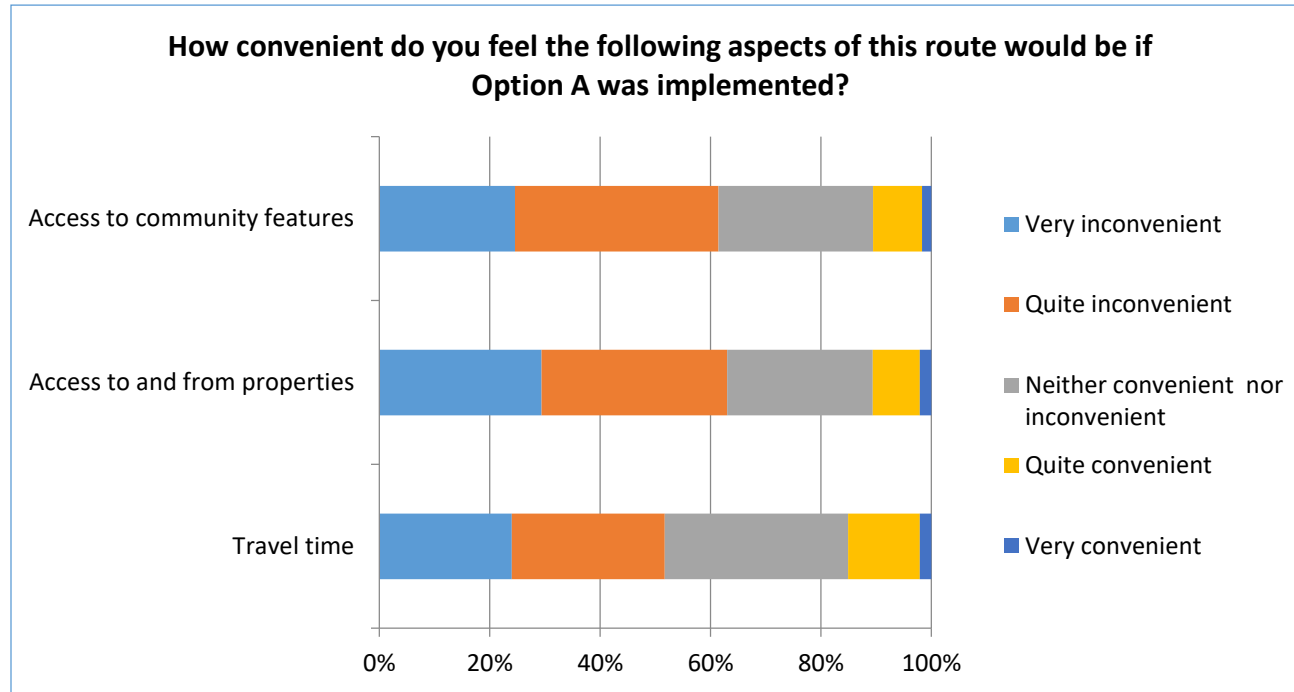
To get an overall view of perceptions of the current route, each answer was assigned a number.

- Very unsafe / inconvenient = 1
- Quite unsafe / inconvenient = 2
- Neither safe nor unsafe / Neither convenient nor inconvenient = 3
- Quite safe / convenient = 4
- Very safe / convenient = 5

The average of all the answers is shown in the table.

Standard deviation shows how widely the answers spread out from the average. The lower the standard deviation, the more answers that are close to the average.

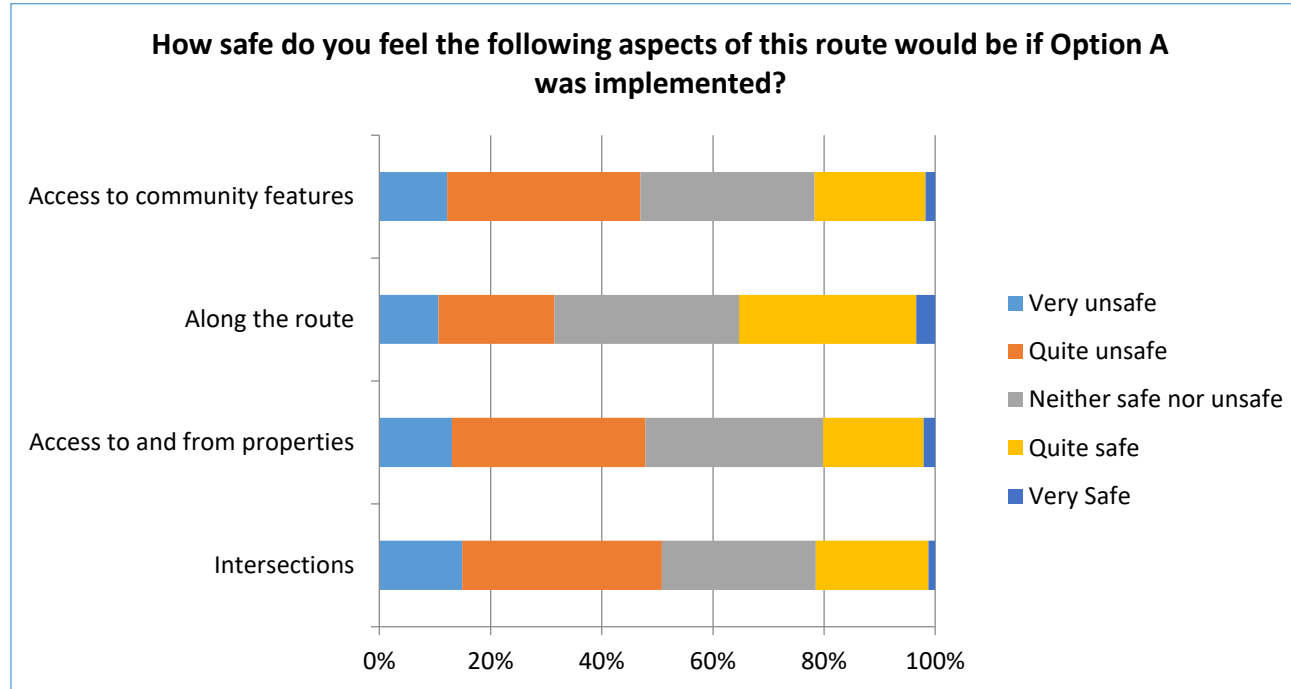
Option A: Convenience



Views on Option A. Online improvements: Safety only

| Option A | Very inconvenient | Quite inconvenient | Neither convenient nor inconvenient | Quite convenient | Very convenient | Total |
|-------------------------------|-------------------|--------------------|-------------------------------------|------------------|-----------------|------------|
| Access to community features | 58 (24.6%) | 87 (36.9%) | 66 (28.0%) | 21 (8.9%) | 4 (1.7%) | 236 (100%) |
| Access to and from properties | 69 (29.4%) | 79 (33.6%) | 62 (26.4%) | 20 (8.5%) | 5 (2.1%) | 235 (100%) |
| Travel time | 57 (23.9%) | 66 (27.7%) | 79 (33.2%) | 31 (13.0%) | 5 (2.1%) | 238 (100%) |

Option A: Safety



| Option A | Very unsafe | Quite unsafe | Neither safe nor unsafe | Quite safe | Very Safe | Total |
|-------------------------------|-------------|--------------|-------------------------|------------|-----------|--------------|
| Access to community features | 28 (12.2%) | 80 (34.8%) | 72 (31.3%) | 46 (20.0%) | 4 (1.7%) | 230 (100.0%) |
| Along the route | 25 (10.6%) | 49 (20.9%) | 78 (33.2%) | 75 (31.9%) | 8 (3.4%) | 235 (100.0%) |
| Access to and from properties | 31 (13.0%) | 83 (34.9%) | 76 (31.9%) | 43 (18.1%) | 5 (2.1%) | 238 (100.0%) |
| Intersections | 36 (14.9%) | 87 (36.0%) | 67 (27.7%) | 49 (20.2%) | 3 (1.2%) | 242 (100.0%) |

• Option A: Overall

| | Average | Standard Deviation |
|-------------------------------|------------|--------------------|
| Safety | | |
| Intersections | 2.6 | 1.0 |
| Access to and from properties | 2.6 | 1.0 |
| Along the route | 3.0 | 1.0 |
| Access to community features | 2.6 | 1.0 |
| Overall safety | 2.7 | |
| Convenience | | |
| Travel time | 2.4 | 1.1 |
| Access to and from properties | 2.2 | 1.0 |
| Access to community features | 2.3 | 1.0 |
| Overall convenience | 2.3 | |

To get an overall view of perceptions of option A, each answer was assigned a number.

- Very unsafe / inconvenient = 1
- Quite unsafe / inconvenient = 2
- Neither safe nor unsafe / Neither convenient nor inconvenient = 3
- Quite safe / convenient = 4
- Very safe / convenient = 5

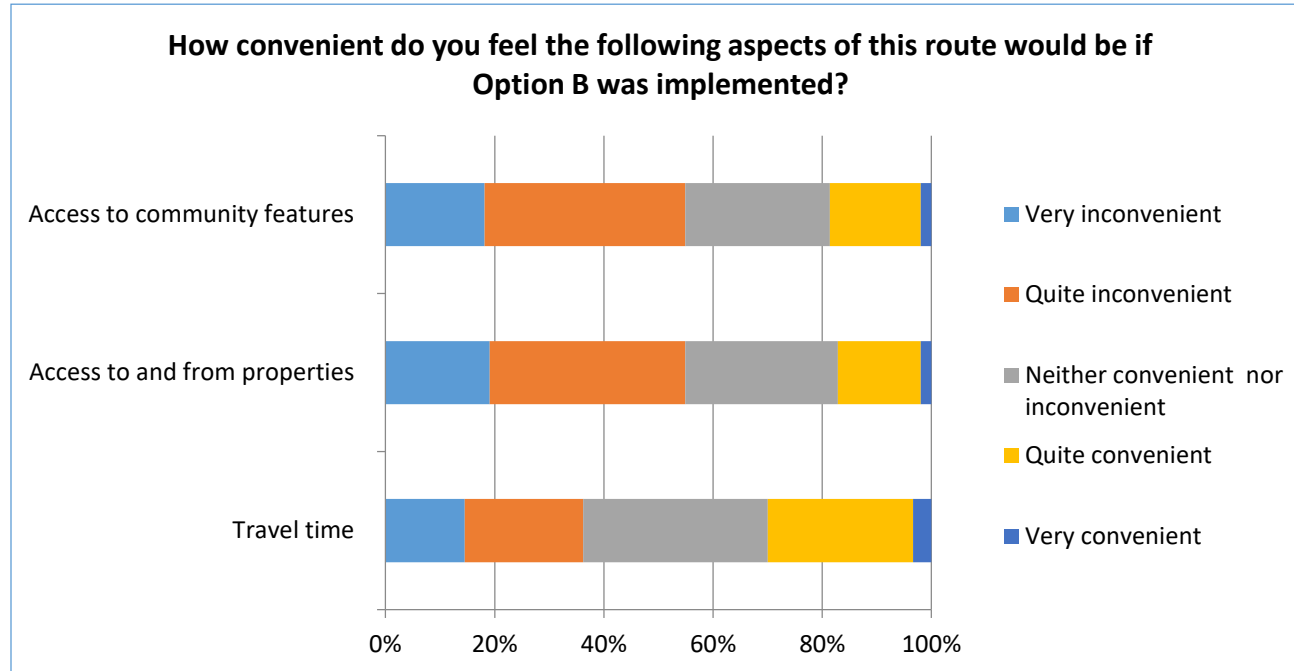
The average of all the answers is shown in the table.

• Option A: Comments

The majority of comments on Option A were negative. Some typical comments were:

- “Option A is all about prioritizing the safety of vehicles over the residences who live around the area, making it more difficult to access their homes.”
- “It will do very little in the long term for traffic flows and as it will stay just as busy (or be busier) the safety issues will return over time.”

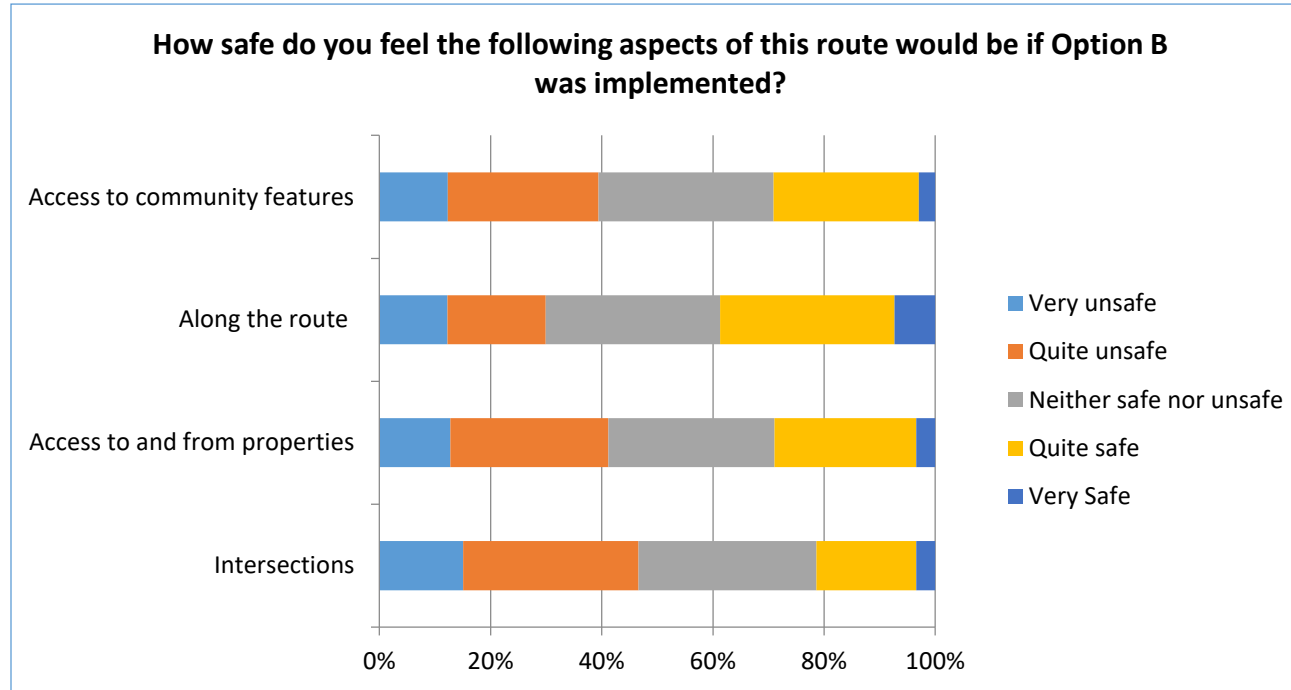
Option B: Convenience



Views on Option B. Online improvements: Safety, passing lanes, turnarounds

| Option B | Very inconvenient | Quite inconvenient | Neither convenient nor inconvenient | Quite convenient | Very convenient | Total |
|-------------------------------|-------------------|--------------------|-------------------------------------|------------------|-----------------|------------|
| Access to community features | 37 (18.1%) | 75 (36.8%) | 54 (26.5%) | 34 (16.7%) | 4 (2.0%) | 204 (100%) |
| Access to and from properties | 39 (19.1%) | 73 (35.8%) | 57 (27.9%) | 31 (15.2%) | 4 (2.0%) | 204 (100%) |
| Travel time | 30 (14.5%) | 45 (21.7%) | 70 (33.8%) | 55 (26.6%) | 7 (3.4%) | 207 (100%) |

Option B: Safety



| Option B | Very unsafe | Quite unsafe | Neither safe nor unsafe | Quite safe | Very Safe | Total |
|-------------------------------|-------------|--------------|-------------------------|------------|-----------|--------------|
| Access to community features | 25 (12.3%) | 55 (27.1%) | 64 (31.5%) | 53 (26.1%) | 6 (3.0%) | 203 (100.0%) |
| Along the route | 25 (12.3%) | 36 (17.6%) | 64 (31.4%) | 64 (31.4%) | 15 (7.4%) | 204 (100.0%) |
| Access to and from properties | 26 (12.7%) | 58 (28.4%) | 61 (29.9%) | 52 (25.5%) | 7 (3.4%) | 204 (100.0%) |
| Intersections | 31 (15.0%) | 65 (31.6%) | 66 (32.0%) | 37 (18.0%) | 7 (3.4%) | 206 (100.0%) |

Option B: Overall

| | Average | Standard Deviation |
|-------------------------------|------------|--------------------|
| Safety | | |
| Intersections | 2.6 | 1.0 |
| Access to and from properties | 2.8 | 1.1 |
| Along the route | 3.0 | 1.1 |
| Access to community features | 2.8 | 1.1 |
| Overall safety | 2.8 | |
| Convenience | | |
| Travel time | 2.8 | 1.1 |
| Access to and from properties | 2.5 | 1.0 |
| Access to community features | 2.5 | 1.0 |
| Overall convenience | 2.6 | |

To get an overall view of perceptions of option B, each answer was assigned a number.

- Very unsafe / inconvenient = 1
- Quite unsafe / inconvenient = 2
- Neither safe nor unsafe / Neither convenient nor inconvenient = 3
- Quite safe / convenient = 4
- Very safe / convenient = 5

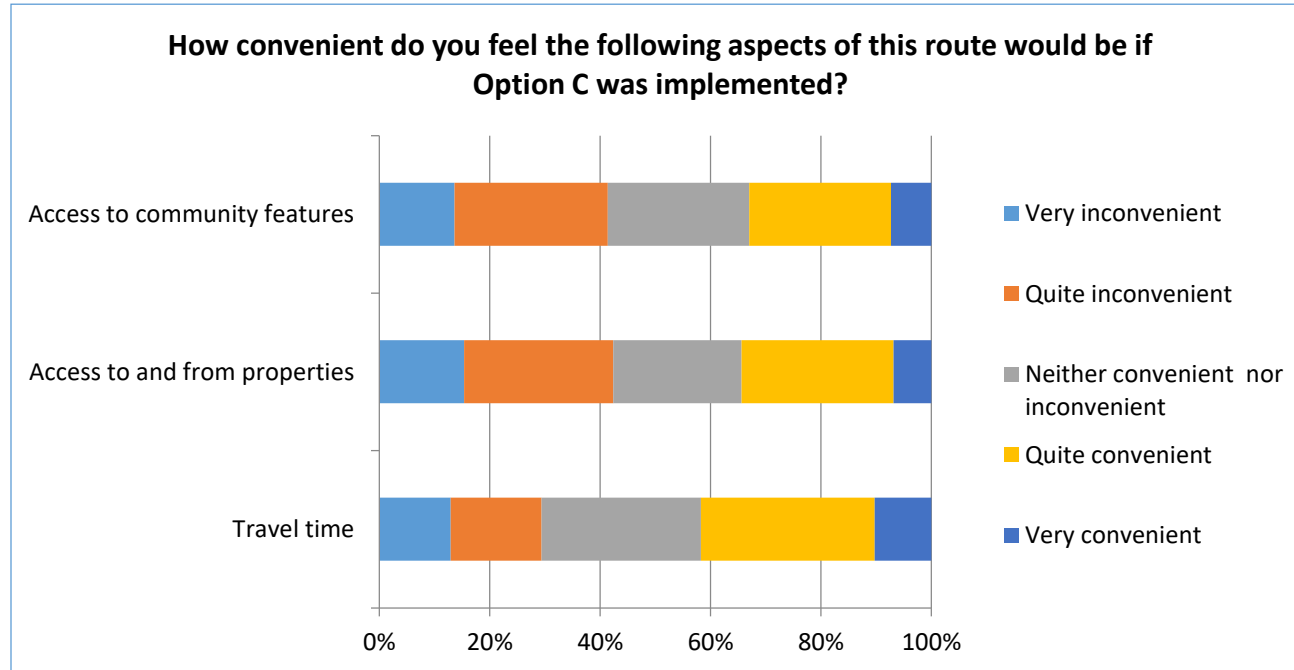
The average of all the answers is shown in the table.

• Option B: Comments

A summary of views on option B could be this comment: “better, but still not the right solution”. Others said:

- “Getting in and out of properties, services and community facilities would be challenging.”
- “It looks complicated and confusing, with lanes changing.”
- “I can see problems with bottlenecks as the passing lanes cease.”

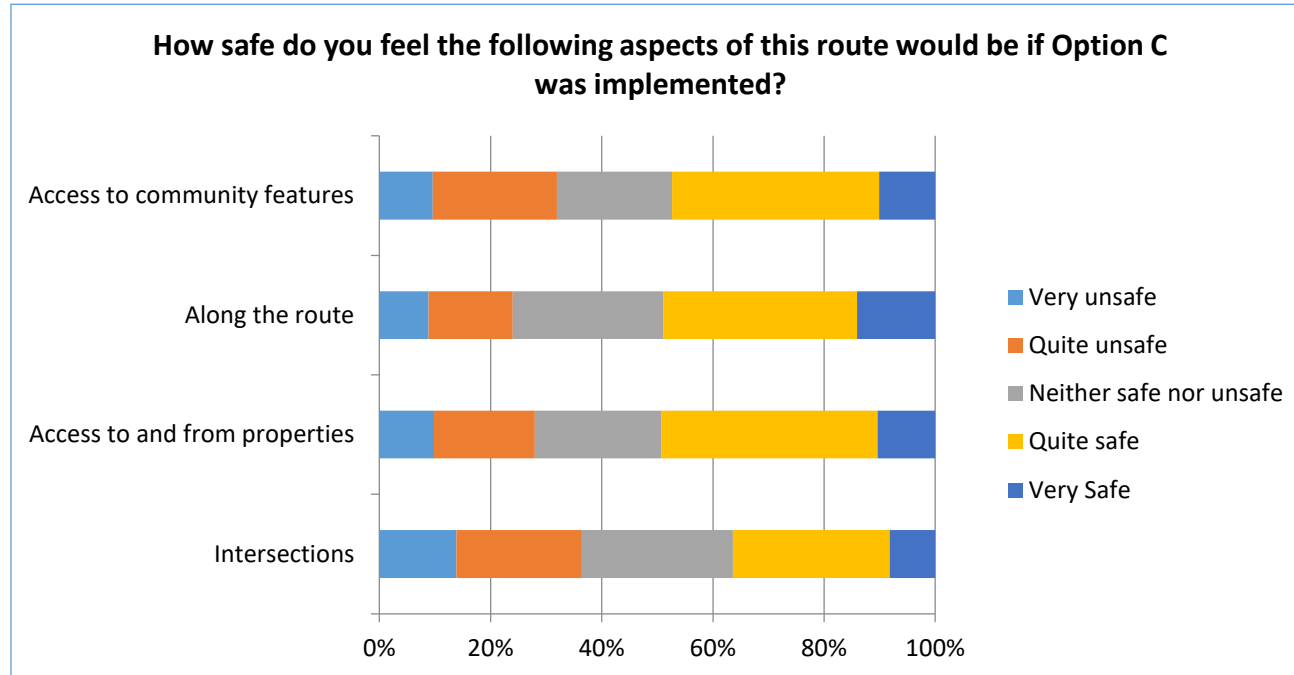
Option C: Convenience



Views on Option C. Online improvements: Safety, passing lanes, parallel local roads

| Option C | Very inconvenient | Quite inconvenient | Neither convenient nor inconvenient | Quite convenient | Very convenient | Total |
|-------------------------------|-------------------|--------------------|-------------------------------------|------------------|-----------------|------------|
| Access to community features | 26 (13.6%) | 53 (27.7%) | 49 (25.7%) | 49 (25.7%) | 14 (7.3%) | 191 (100%) |
| Access to and from properties | 29 (15.3%) | 51 (27.0%) | 44 (23.3%) | 52 (27.5%) | 13 (6.9%) | 189 (100%) |
| Travel time | 25 (12.9%) | 32 (16.5%) | 56 (28.9%) | 61 (31.4%) | 20 (10.3%) | 194 (100%) |

Option C: Safety



| Option C | Very unsafe | Quite unsafe | Neither safe nor unsafe | Quite safe | Very Safe | Total |
|-------------------------------|-------------|--------------|-------------------------|------------|------------|--------------|
| Access to community features | 18 (9.6%) | 42 (22.3%) | 39 (20.7%) | 70 (37.2%) | 19 (10.1%) | 188 (100.0%) |
| Along the route | 17 (8.9%) | 29 (15.1%) | 52 (27.1%) | 67 (34.9%) | 27 (14.1%) | 192 (100.0%) |
| Access to and from properties | 19 (9.8%) | 35 (18.1%) | 44 (22.8%) | 75 (38.9%) | 20 (10.4%) | 193 (100.0%) |
| Intersections | 27 (13.8%) | 44 (22.6%) | 53 (27.2%) | 55 (28.2%) | 16 (8.2%) | 195 (100.0%) |

Option C: Overall

| | Average | Standard Deviation |
|-------------------------------|------------|--------------------|
| Safety | | |
| Intersections | 2.9 | 1.2 |
| Access to and from properties | 3.2 | 1.2 |
| Along the route | 3.3 | 1.2 |
| Access to community features | 3.2 | 1.2 |
| Overall safety | 3.2 | |
| Convenience | | |
| Travel time | 3.1 | 1.2 |
| Access to and from properties | 2.8 | 1.2 |
| Access to community features | 2.9 | 1.2 |
| Overall convenience | 2.9 | |

To get an overall view of perceptions of option C, each answer was assigned a number.

- Very unsafe / inconvenient = 1
- Quite unsafe / inconvenient = 2
- Neither safe nor unsafe / Neither convenient nor inconvenient = 3
- Quite safe / convenient = 4
- Very safe / convenient = 5

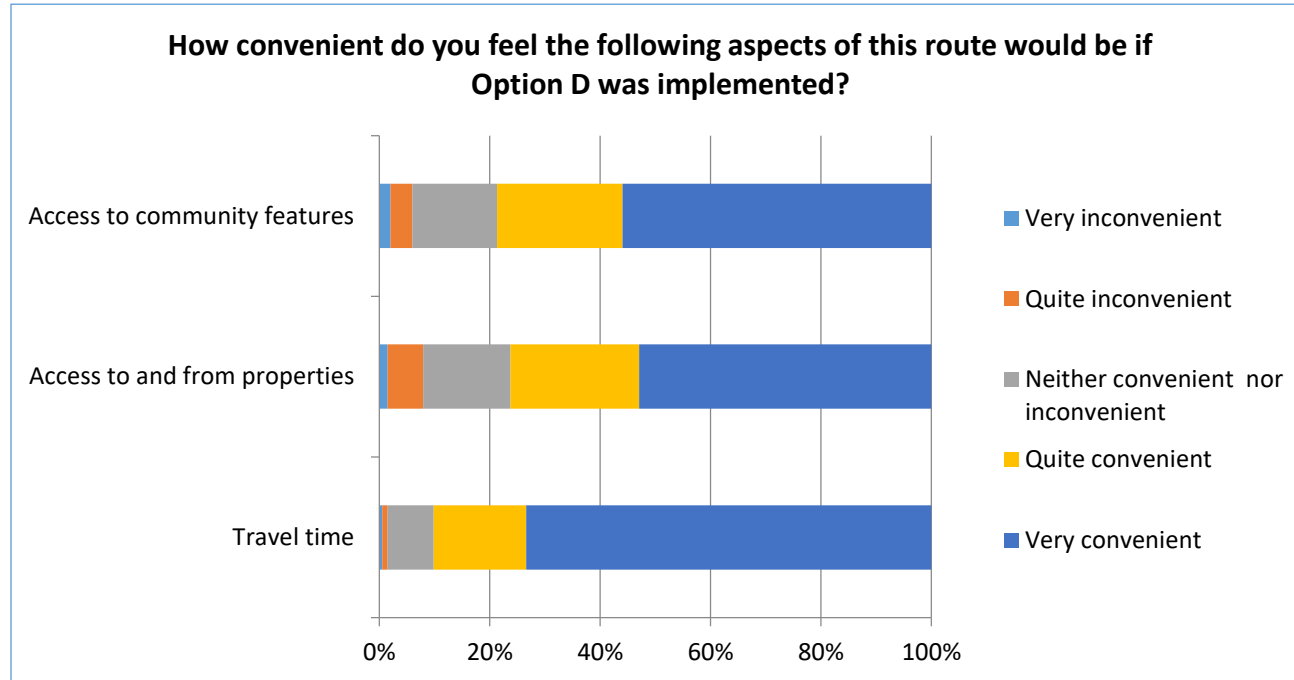
The average of all the answers is shown in the table.

• Option C: Comments

Views were mixed on option C, with some thinking it an improvement and others not. These comments express some of the issues raised:

- “Likely to be safer for travel time which is good. Depending where the intersections are for property access, could add time and still the possibility of turning across traffic for intersections, making it no safer for property owners. Likely to be very disruptive over the time it takes to complete as we use this road multiple times per day.”
- “Would only be short term fix until 4 lane expressway built”

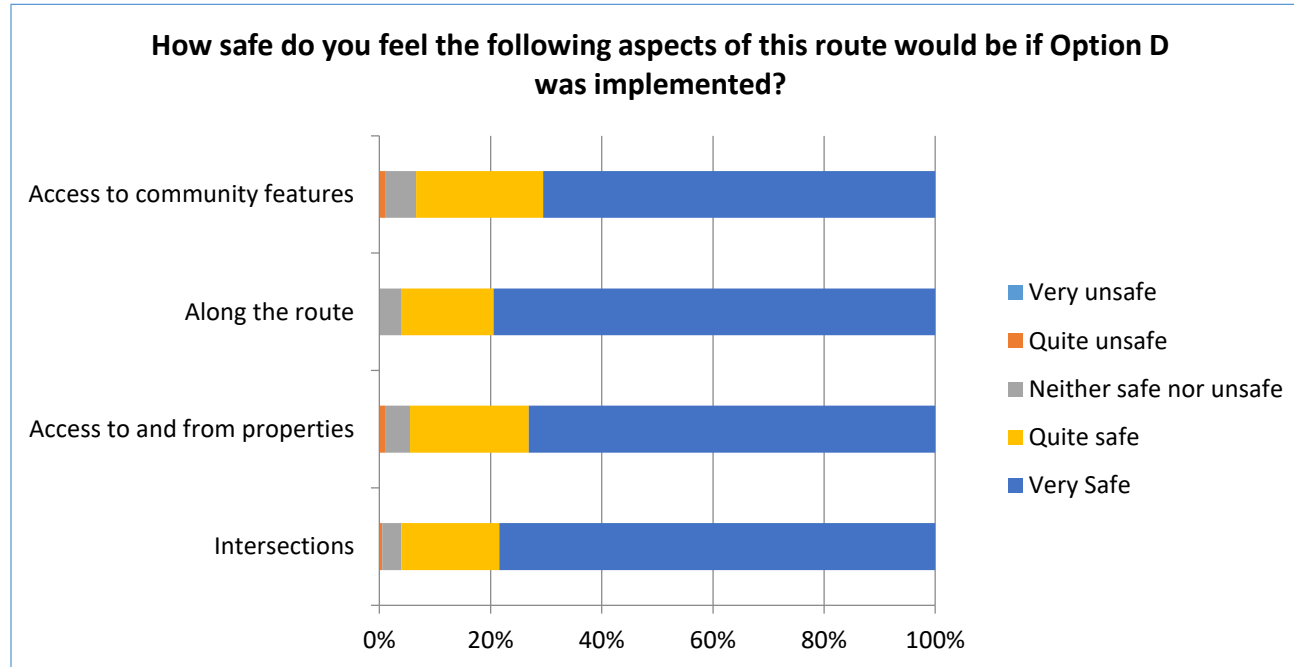
Option D: Convenience



Views on Option D. Online 4 lane expressway on existing SH1 alignment

| Option D | Very inconvenient | Quite inconvenient | Neither convenient nor inconvenient | Quite convenient | Very convenient | Total |
|-------------------------------|-------------------|--------------------|-------------------------------------|------------------|-----------------|------------|
| Access to community features | 4 (2.0%) | 8 (4.0%) | 31 (15.3%) | 46 (22.8%) | 113 (55.9%) | 202 (100%) |
| Access to and from properties | 3 (1.5%) | 13 (6.4%) | 32 (15.8%) | 47 (23.3%) | 107 (53.0%) | 202 (100%) |
| Travel time | 1 (0.5%) | 2 (1.0%) | 17 (8.4%) | 34 (16.7%) | 149 (73.4%) | 203 (100%) |

Option D: Safety



| Option D | Very unsafe | Quite unsafe | Neither safe nor unsafe | Quite safe | Very Safe | Total |
|-------------------------------|-------------|--------------|-------------------------|------------|-------------|--------------|
| Access to community features | 0 (0.0%) | 2 (1.0%) | 11 (5.6%) | 45 (22.8%) | 139 (70.6%) | 197 (100.0%) |
| Along the route | 0 (0.0%) | 0 (0.0%) | 8 (4.0%) | 33 (16.5%) | 159 (79.5%) | 200 (100.0%) |
| Access to and from properties | 0 (0.0%) | 2 (1.0%) | 9 (4.5%) | 43 (21.4%) | 147 (73.1%) | 201 (100.0%) |
| Intersections | 0 (0.0%) | 1 (0.5%) | 7 (3.4%) | 36 (17.6%) | 160 (78.4%) | 204 (100.0%) |

Option D: Overall

| | Average | Standard Deviation |
|-------------------------------|------------|--------------------|
| Safety | | |
| Intersections | 4.7 | 0.5 |
| Access to and from properties | 4.7 | 0.6 |
| Along the route | 4.8 | 0.5 |
| Access to community features | 4.6 | 0.6 |
| Overall safety | 4.7 | |
| Convenience | | |
| Travel time | 4.6 | 0.7 |
| Access to and from properties | 4.2 | 1.0 |
| Access to community features | 4.3 | 1.0 |
| Overall convenience | 4.4 | |

To get an overall view of perceptions of option D, each answer was assigned a number.

- Very unsafe / inconvenient = 1
- Quite unsafe / inconvenient = 2
- Neither safe nor unsafe / Neither convenient nor inconvenient = 3
- Quite safe / convenient = 4
- Very safe / convenient = 5

The average of all the answers is shown in the table.

• Option D: Comments

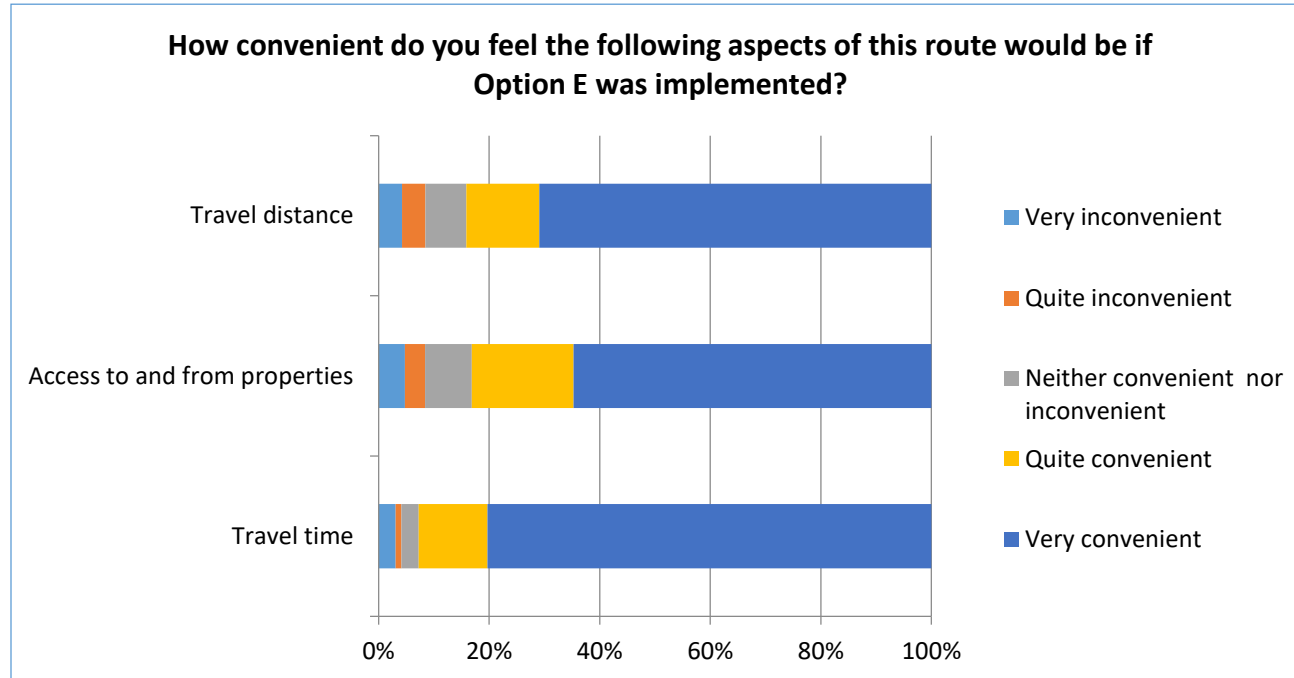
The majority of comments about option D were in favour. For example:

- “Much safer and more long term as traffic volume will only increase. Cost is much higher but worth it eventually.”
- “This road improvement is exactly what we need, it will help the Tauranga Hamilton Auckland area to keep growing.”

Concern was expressed about disruption during construction, access from properties, and impact on the environment.

- “As with options A B C we still have a greater number of vehicles traveling at faster speeds in areas consisting of lifestyle block exit/entries, school, garage, picnic area x 2 and café”

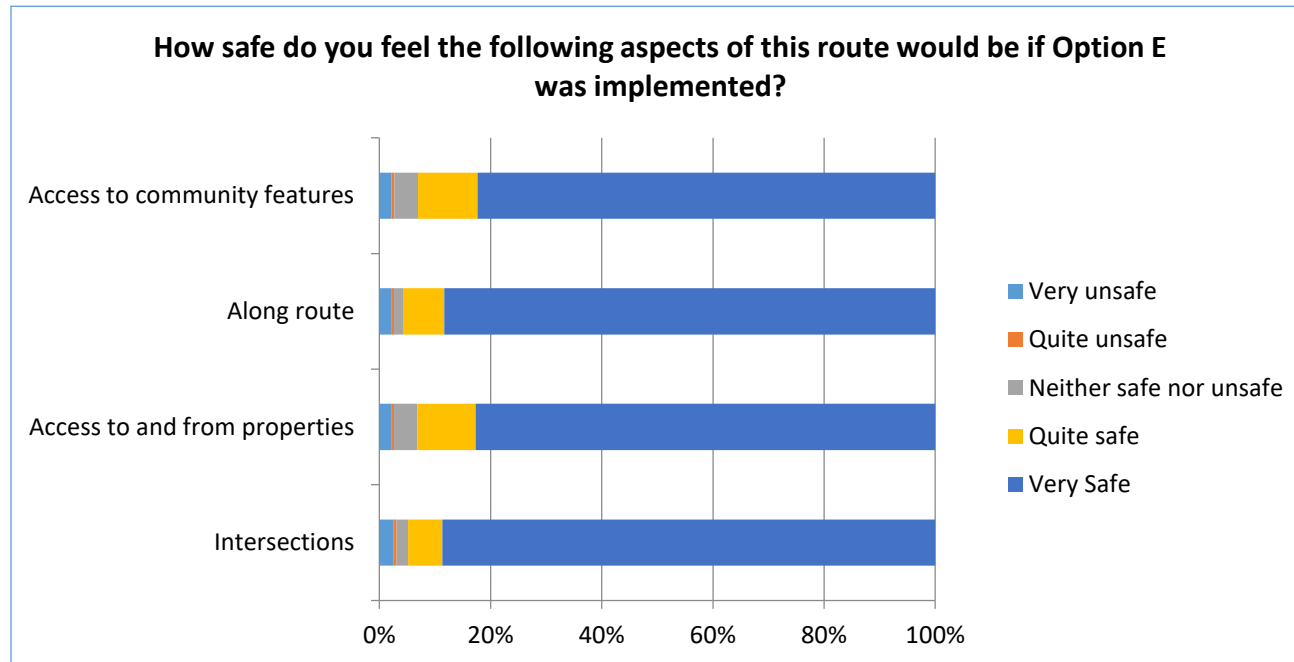
Option E: Convenience



Views on Option E. Offline 4 lane expressway on new alignment with sub-options E1 and E2.

| Option E | Very inconvenient | Quite inconvenient | Neither convenient nor inconvenient | Quite convenient | Very convenient | Total |
|-------------------------------|-------------------|--------------------|-------------------------------------|------------------|-----------------|------------|
| Travel distance | 8 (4.2%) | 8 (4.2%) | 14 (7.4%) | 25 (13.2%) | 134 (70.9%) | 189 (100%) |
| Access to and from properties | 9 (4.7%) | 7 (3.7%) | 16 (8.4%) | 35 (18.4%) | 123 (64.7%) | 190 (100%) |
| Travel time | 6 (3.1%) | 2 (1.0%) | 6 (3.1%) | 24 (12.4%) | 155 (80.3%) | 193 (100%) |

Option E: Safety



| Option E | Very unsafe | Quite unsafe | Neither safe nor unsafe | Quite safe | Very Safe | Total |
|-------------------------------|-------------|--------------|-------------------------|------------|-------------|--------------|
| Access to community features | 4 (2.1%) | 1 (0.5%) | 8 (4.3%) | 20 (10.7%) | 154 (82.4%) | 187 (100.0%) |
| Along route | 4 (2.1%) | 1 (0.5%) | 3 (1.6%) | 14 (7.4%) | 167 (88.4%) | 189 (100.0%) |
| Access to and from properties | 4 (2.1%) | 1 (0.5%) | 8 (4.2%) | 20 (10.5%) | 158 (82.7%) | 191 (100.0%) |
| Intersections | 5 (2.6%) | 1 (0.5%) | 4 (2.1%) | 12 (6.2%) | 172 (88.7%) | 194 (100.0%) |

• Option E: Overall

| | Average | Standard Deviation |
|-------------------------------|------------|--------------------|
| Safety | | |
| Intersections | 4.8 | 0.7 |
| Access to and from properties | 4.7 | 0.8 |
| Along the route | 4.8 | 0.7 |
| Access to community features | 4.7 | 0.8 |
| Overall safety | 4.8 | |
| Convenience | | |
| Travel time | 4.7 | 0.9 |
| Access to and from properties | 4.3 | 1.1 |
| Travel distance | 4.4 | 1.1 |
| Overall convenience | 4.5 | |

To get an overall view of perceptions of option E, each answer was assigned a number.

- Very unsafe / inconvenient = 1
- Quite unsafe / inconvenient = 2
- Neither safe nor unsafe / Neither convenient nor inconvenient = 3
- Quite safe / convenient = 4
- Very safe / convenient = 5

The average of all the answers is shown in the table.

• Option E: Comments

Many comments about option E were positive about its safety, convenience and economic benefits:

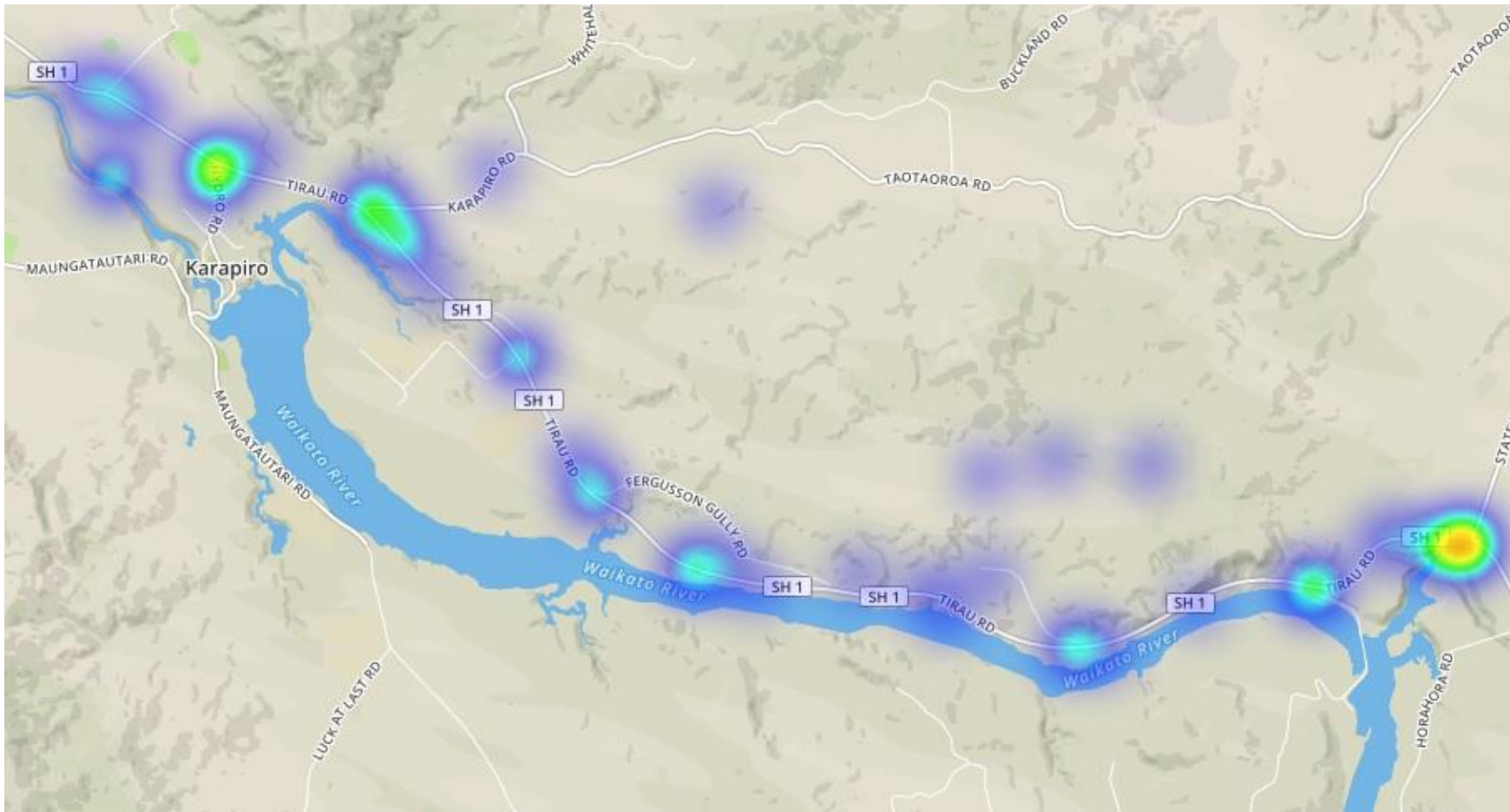
- “There is a lot less impact on fewer property owners, SH1 can be used to access all the original properties and reserves as a scenic drive, for us it means less traffic, quieter, and a safer property”

Those who did not like this option were concerned about the impacts:

- “All the people who have built their lives away from SH1 will be massively affected. The financial and lifestyle implications of now being disturbed by SH1 will cost people greatly. Its not just cutting someone’s farm in half, people chose to live in a quiet, rural area”

Heatmap

This heatmap shows the areas where some comments (for all the options) were attached to a particular place.



• Further comments from participants

We asked: Is there other feedback you would like to provide about the options being considered?
These are some typical responses:

- “This improvement is definitely required to save crashes and improve safety.”
- “It is good to know there is something happening. It is not a road you drive on as a local feeling comfortable on.”
- “Option E [gives] safe long term access to Lake Karapiro... It also gives better long term development opportunities for tourism along this waterway ie a bike way!”
- “Do it once, do it well - this road needs four lanes and an Expressway, either on the original or alternative route. Traffic is increasing so anything other than four lanes is a waste of taxpayers’ money.”