



## WAIKATO EXPRESSWAY

# Rangiriri Bypass



## A top priority

The Waikato Expressway is a key transport corridor for the Waikato region and is a top priority for the government. It is made up of 10 separate sections between Mercer and Cambridge. When complete, the Waikato Expressway will improve economic growth, reduce travelling times and improve safety along State Highway 1.

The Rangiriri Bypass is part of the Waikato Expressway. It will:

- reduce congestion and delays between Te Kauwhata and Rangiriri
- reduce travel time
- improve safety for local pedestrians, cyclists and road users.

## The route

The original route for the Rangiriri Bypass was designated (allowed for) in the Waikato District Plan, 1998. NZTA is now reviewing that designation because:

- Te Kauwhata has been identified as a high-growth area with a predicted increase in population, local employment and traffic. That impacts on the best way to build the Bypass, and
- NZTA and Waikato Tainui want to work together to restore the historic pa site (redoubt) and battleground which straddles State Highway 1.

The Bypass is about 4.5km long, departing from State Highway 1 near the intersection with Te Kauwhata Road. It follows a route closer to the Waikato River to the west of Rangiriri before rejoining the State Highway at the northern end of the Ohinewai four-laning project.

## Timing

NZTA intends to start building the Rangiri Bypass in 2010/2011. NZTA would like the Bypass completed by 2013 to coincide with the 150th anniversary of the Battle of Rangiriri.





# Rangiriri Bypass

## Existing features



This is a simplified diagram of the bypass showing some of the existing and proposed developments and features that constrain the design.





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# Rangiriri Bypass

## Archaeological



Photographs by Beere taken soon after the battle in 1863. It shows the main line of Maaori fortifications across the Great South Road with the newly constructed British redoubt in the background.



An 1863 British military plan of the battle site.



The site of Rangiriri Pa and the British Commissariat Redoubt.



A close-up of Beere's 1863 photograph showing the Commissariat Redoubt which was on the same site as the Old Rangiriri Pa.



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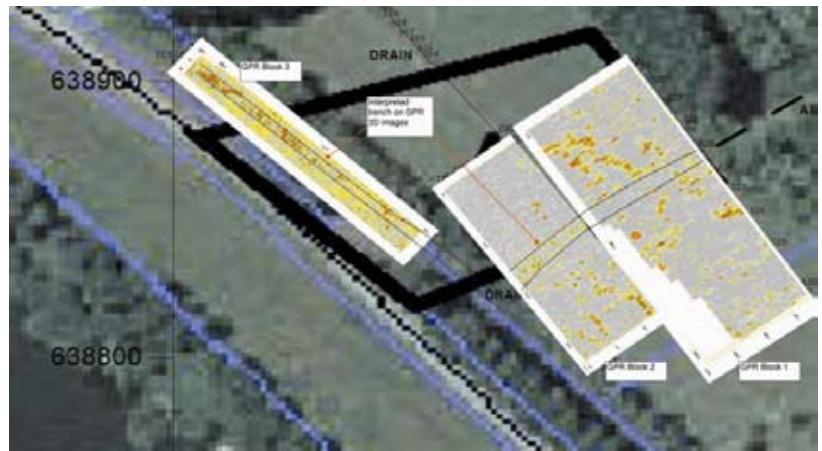
# Rangiriri Bypass



1920s photograph taken from the historic reserve showing the remains of the Maori defences between the reserve and the Waikato River.



An archaeologist recording soil profiles during the recent test excavation on the Old Rangiriri Pa/Commissariat Redoubt site.



Results of the ground penetrating radar survey undertaken to locate the defences between the historic reserve and the river.



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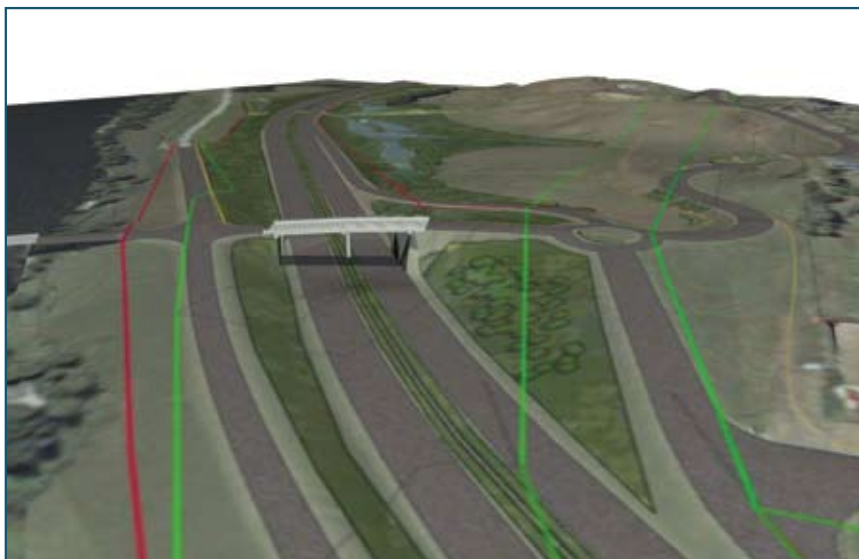


# Rangiriri Bypass

## Rangiriri interchange

The interchange at Rangiriri will:

- Provide north-bound and south-bound off-ramps for the Waikato Expressway traffic travelling to Glen Murray or Rangiriri
- Provide a south-bound on-ramp to the Waikato Expressway for traffic travelling from Glen Murray or Rangiriri
- Include a new connection to Rangiriri Road for Glen Murray and Rangiriri traffic heading north. North-bound traffic from Glen Murray and Rangiriri would access the Waikato Expressway via the diamond interchange at Te Kauwhata
- Maintain the connection from Glen Murray to Churchill Road and the river margins





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# Rangiriri Bypass

## Rangiriri interchange - Option 1



Rangiriri interchange



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# Rangiriri Bypass

## Te Kauwhata interchange

The proposed interchange at Te Kauwhata will provide for movements in all directions, on and off the Waikato Expressway.

The proposal also includes an overbridge or underpass on Te Kauwhata Road to allow the Waikato Expressway to be crossed safely.

NZTA is discussing options to connect Plantation Road to the Te Kauwhata interchange with directly affected landowners and with Waikato District Council.



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## Te Kauwhata interchange



Proposed Te Kauwhata interchange, looking north



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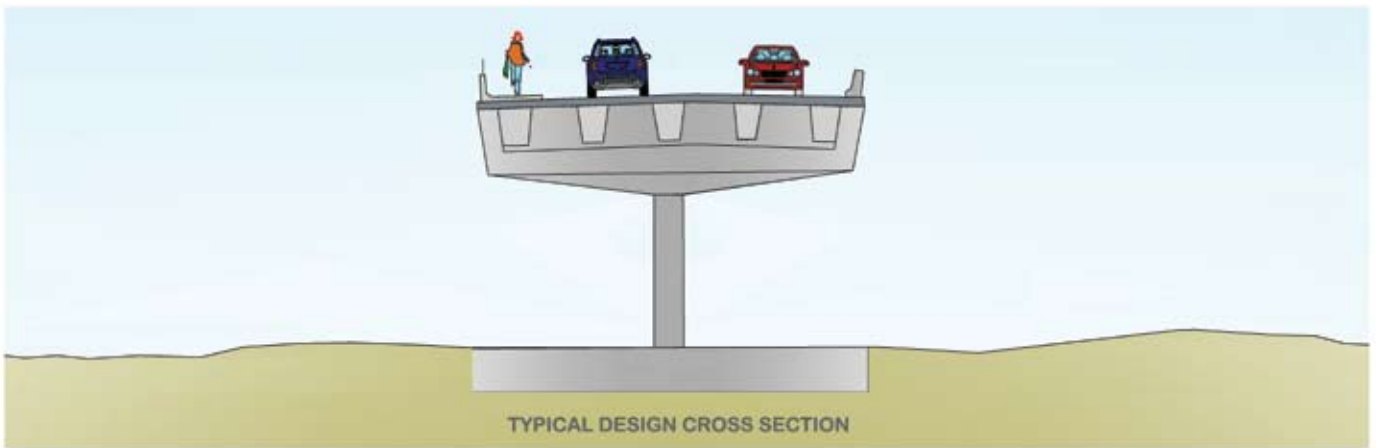




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# Rangiriri Bypass

## Typical overbridge



The preliminary design for the overbridges carrying Glen Murray/Rangiriri traffic and Plantation Road/Te Kauwhata traffic allows for two traffic lanes with shoulders that can accommodate cyclists. There is a footpath on one side.



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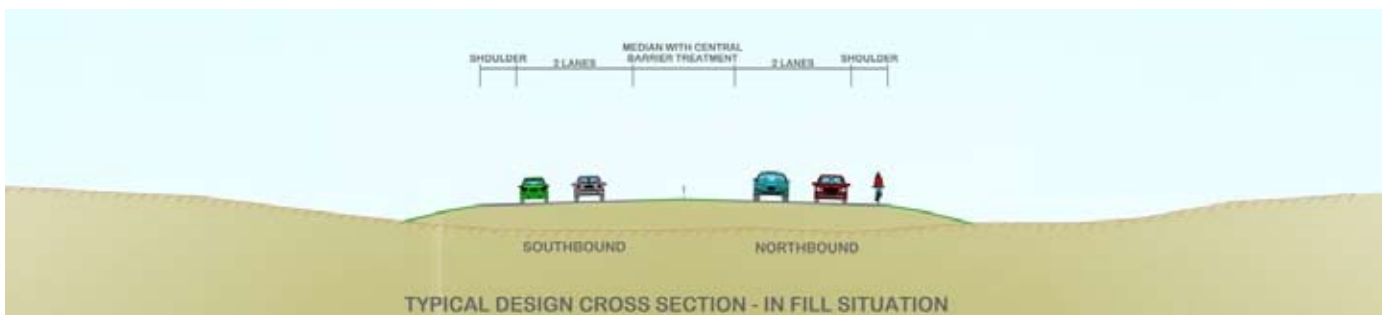
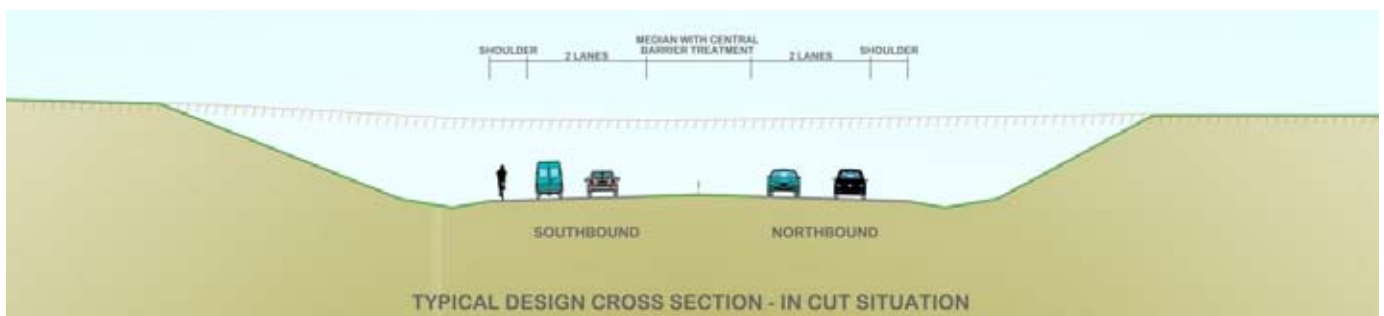
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# Rangiriri Bypass

## Typical cross-sections



The proposed Rangiriri Bypass will consist of two lanes in each direction separated by a central median strip and a central barrier. Outside the traffic lanes, 2.5m sealed shoulders will cater for cyclists and slow moving traffic.



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# Rangiriri Bypass

## Consultation

NZTA is seeking feedback from the Rangiriri and Te Kauwhata communities about the proposed Rangiriri Bypass design. This is the second open day that has been held; changes to the design on display here today incorporate feedback received at the first open day in August 2009.

The details shown here are yet to be completely finalised. NZTA may refine the design prior to beginning the formal Resource Management Act process.

The existing designation will need to be widened in some areas to cater for aspects of the final design.

NZTA hopes to lodge an Alteration to Designation with the Waikato District Council in early 2010. At the same time, NZTA will also apply for resource consents from Environment Waikato.

## Please comment

Feedback forms and a comments box are at the entrance of the clubrooms. You can make your comments now or send them to us later using the Freepost form supplied.

We need your comments by **11 January 2010**.



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## WAIKATO EXPRESSWAY

# Rangiriri Bypass

## Cultural and historic

### Tangata Whenua

Research has been undertaken by Maaori to ensure Tangata Whenua interests are represented appropriately. Kaumaatua have provided input into the history of Rangiriri.

The project provides an opportunity for Tangata Whenua interests to be fulfilled and relationships restored between Maaori and Pakeha.

### Honouring the past, building for the future



**Wiremu Te Morehu Maipapa Te Wheoro (1826-1895)**

Chief of Ngaati Naho and instrumental during the Battle of Rangiriri. A Member of Parliament and Captain of the British Army. Te Wheoro, acted as a liaison between the British Army and Maaori.

Accompanied the second Maaori King Taawhiao to England where he supported the king's position around land confiscation issues.

An active advocate for Maaori interests to the government.



**Paetai** - significant part of Rangiriri's history. One of the places where it was announced that Potatau would be the first Maaori King. Ensuring and preserving the historical features of Paetai is an important priority for the NZTA.



**Rangiriri battle site** Rangiriri is a significant part of New Zealand's history. The picture above depicts the battle site as it appears today.



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## Overall layout



## Key features

- Establishes Te Kauwhata as the main interchange in recognition of projected growth in population and traffic.
- Provides Waikato Tainui and NZTA with more flexibility to restore the historic pa site.
- South-bound traffic from Te Kauwhata will be able to access the Waikato Expressway via the Te Kauwhata interchange.
- State Highway 1 near the historic pa site will be closed and traffic will go down the Rangiriri North Road.
- There will be a direct link from Glen Murray Road to Churchill Road, allowing people from Rangiriri to easily access the river.



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## Urban design and landscape opportunities

- Cultural heritage
- Ecological landscape
- Urban landscape
- Tourism landscape
- Highway landscape



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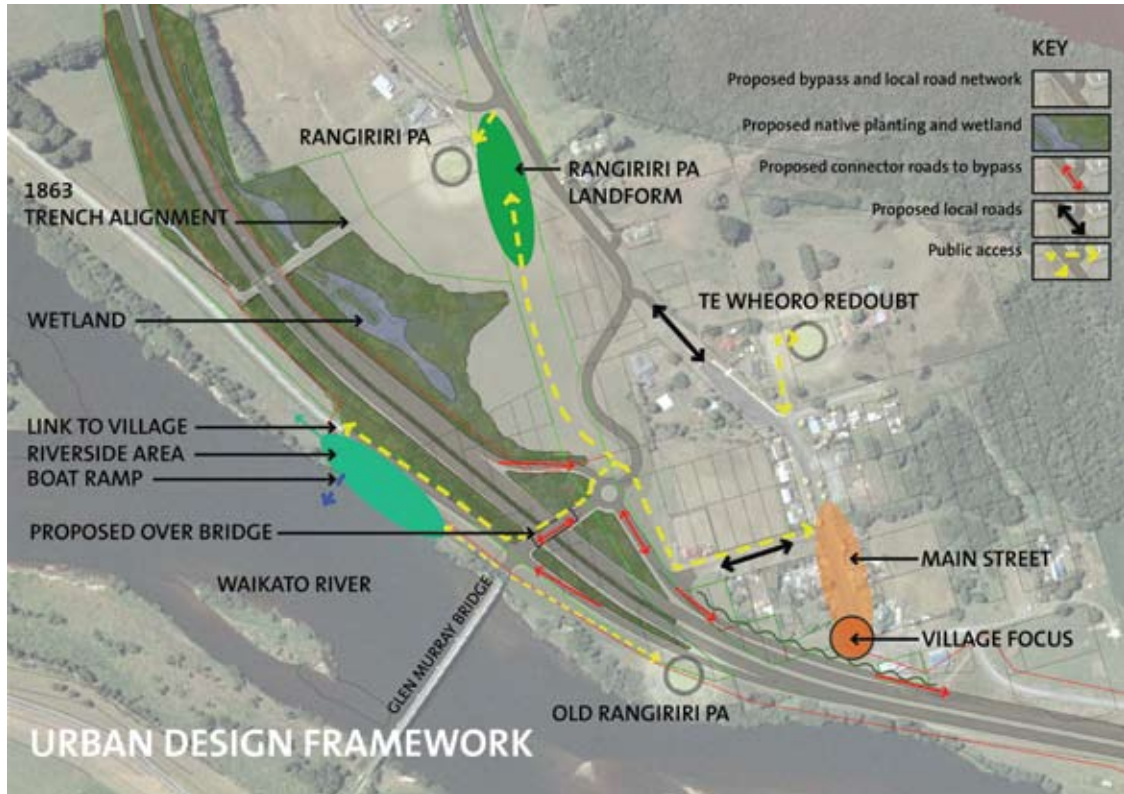
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## Looking ahead



Long-term urban design concept for Rangiriri.



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