Roads of national significance

Waikato Expressway

When complete the Waikato Expressway will be the key strategic transport corridor for the Waikato region, connecting Auckland to the agricultural and business centres of Waikato and Bay of Plenty. The Expressway will improve economic growth and productivity through more efficient movement of people and freight.

Other benefits include:
• reducing travel times between Auckland and Tirau by 35 minutes
• reducing significantly the number of fatal and serious injury crashes
• reduced fuel costs
• reducing traffic congestion within smaller communities like Huntly, Ngaruawahia and Cambridge
• increasing the highway’s capacity and passing opportunities.

The Cambridge Section will:
• Link the Tamahere section of the Expressway to the existing SH1 south of Cambridge
• Reduce traffic congestion and improve safety through Cambridge by reducing through traffic
• Improve safety for local pedestrians, horse riders, cyclists and traffic.
• Reduce traffic noise within the confines of Cambridge town.

Quick facts
LOCATION: The Cambridge Section commences 6km north west of Cambridge, ending approx. 3km south east of the township. The route also intersects State Highway 1B (Victoria Road) on the northern side of Cambridge.
CURRENT STAGE OF WORK: Secondary Investigation and Design
PROJECT MANAGER: Raj Rajagopal
ESTIMATED VALUE: $204m
LENGTH OF SECTION: 10.4km
TARGET COMPLETION DATE: 2015

Project Stages
The Cambridge Section of the Waikato Expressway is in the Secondary Investigation and Design phase with the work being undertaken by Opus International Consultants for NZTA.

The first stage - “Preliminary Investigation” was undertaken by Opus International Consultants for NZTA (then known as Transit New Zealand).

The second stage – “Secondary Investigation and Design” which is now being undertaken by Opus International Consultants for NZTA includes:
• Review of the preliminary design of the alignment that formed the basis of the designation, including reassessment against latest NZTA objectives and against latest safety and environmental standards. This will include reviewing intersection forms.
• Undertaking more detailed geotechnical, engineering and environmental investigations to confirm the alignment, the amount of land required for it and what works will be required to meet conditions imposed on the designation.
• Securing resource consents required for construction earthworks, stream crossings, stormwater drainage and the like.
• Developing the design and project documentation to the point where a construction contract will be able to be tendered.

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Key Features
The Waikato Expressway will be 102km in length running from the Bombay Hills to South of Cambridge. It will provide for two lanes of traffic in each direction divided by a central barrier with local roads and interchanges generally serviced by bridges and underpasses.
Planned Route

The 10.4km long Cambridge Section will pass to the north and east of Cambridge. It will connect with the Tamahere Section to the north and with the existing SH1 to the south. The widening of the Tamahere Section (Hautapu Road to Tamahere Drive/Pickering Road) will be consulted on in 2011.

Interchanges

Interchanges to connect to the local roading network will be provided at the northern end of the project near Discombe Road, at the crossing point of the existing SH1B Victoria Road and at the south end of the section where it links with the existing SH1 just south of Cambridge Golf Club.

Properties on the designated route

Inevitably the Expressway will pass through land currently owned and operated by a range of individuals, farms and organisations. Processes for managing land purchase or compensation for those affected by the new road are laid out in the Public Works Act and summarised in a useful guide “Landowner’s rights” which is available from Land Information New Zealand or via their website www.linz.govt.nz.
Environmental Management

The NZ Transport Agency is committed to improving the contribution state highways make to the environment and social wellbeing of New Zealand by:

- Protecting and enhancing the environment
- Using and managing resources efficiently
- Considering environmental issues early
- Contributing to sustainable outcomes by working with others
- Continually improving environmental performance.

Noise control

Noise levels will comply with the latest standards. Measures used will include:

- Monitoring of noise during construction and advance notification of any unavoidably noisy construction activity
- Haul routes for moving materials will be away from main roads and sensitive residential areas wherever practicable
- Landscaped buffer zones and noise barriers to protect local residents, businesses and sensitive areas from road noise.

Visual impact, landscaping and environmental measures

Careful consideration will be given to native wildlife and habitats, in order to minimise impact and disruption. Landscaping and planting will be used to mitigate the visual impacts of the new road and create a pleasant environment for both road users and others. Culverts will be used and plans developed to manage natural water flows and drainage.

Significant sites – Cultural, historic and environmental

To protect historic sites the following measures will be used:

- Protocols and agreements with local Iwi
- Engagement of cultural heritage monitors
- Liaison with local historical groups
- On site archaeological controls to ensure that approved processes are followed

The PA Site near the Karapiro Stream Gully has been the subject of detailed investigation resulting in many interesting historic discoveries including evidence of fortifications.

As a result of the detailed study since 2007 there have been adjustments to the road alignment to protect the integrity of the historic site.

Opportunities to comment and input

In parallel with the investigations, NZTA and Opus International Consultants will be consulting landowners, tangata whenua, stakeholders and other affected parties to ensure they fully understand any issues that could affect the highway design. This will include developing further details of mitigation measures that formed part of the designation process including ecological restoration, traffic noise mitigation, erosion and sediment control landscape design and protocols in case of accidental archaeological discovery. A Public Information Day in Cambridge on 11th August 2010 precedes the consent applications being finalised and lodged. For further information on the Resource Management Act see www.rma.govt.nz.
Roads of National Significance Overview

The Government has identified seven essential state highways that are linked to New Zealand’s economic prosperity, called the Roads of National Significance. The NZTA is charged with delivering this programme of state highway improvements within the next 10 years. This programme represents one of New Zealand’s biggest ever infrastructure investments and is a key part of the Government’s National Infrastructure Plan and Government’s Policy Statement for transport.

The seven projects are based around New Zealand’s five largest population centres. The focus is on moving people and freight between and within these centres more safely and efficiently. The projects are ‘lead infrastructure’ – meaning they encourage economic growth rather than simply responding to it.

Currently from north to south the seven projects are:

1. Puhoi to Wellsford – SH1
2. Completing the Western Ring Route
   Auckland – SH16, SH18 and SH20
3. Victoria Park Tunnel Auckland – SH1
4. Waikato Expressway – SH1
5. Tauranga Eastern Link – SH2
6. Wellington Northern Corridor – SH1
7. Christchurch Motorways

For more information

For further information online visit:
www.nzta.govt.nz/rons
www.nzta.govt.nz/projects/waikato-expressway
www.nzta.govt.nz/projects/cambridge

Contact Details

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