



Waikato Expressway

Frequently asked questions

August 2010

Why is the Waikato Expressway being built?

The Expressway will improve economic growth and productivity for Auckland, Waikato, and the Bay of Plenty through more efficient movement of people and freight.

The Waikato Expressway will:

- reduce travel times between Auckland and Tirau by 35 minutes
- significantly reduce the number of fatal and serious injury crashes
- increase the highway's capacity and passing opportunities
- reduce traffic congestion within smaller communities like Huntly, Ngaruawahia and Cambridge
- reduce fuel costs and contribute to economic growth.

What will the new Waikato Expressway look like?

The Waikato Expressway will provide for two lanes of traffic in each direction divided by a central median with local roads and interchanges generally serviced by bridges and underpasses.

What is the planned route for the Waikato Expressway?

The Waikato Expressway will run from the Bombay Hills in the north to just south of Cambridge passing to the east of Hamilton and to the north east of Cambridge.

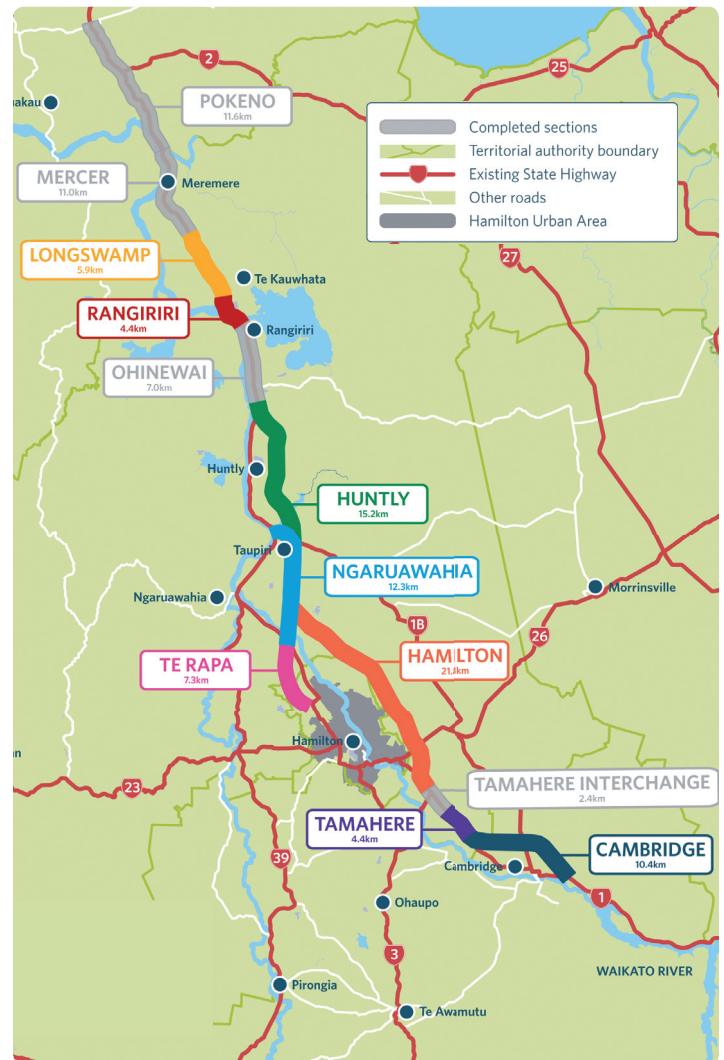
Where will interchanges and access points be located on the new road?

The number of intersections will be minimised to ensure that through traffic is directed away from smaller communities and that local choke points are not created by cross town or local traffic seeking to use the Expressway. The planned benefits of economic growth and productivity are dependant on minimizing journey times between Auckland and the agricultural and business centres of Waikato and Bay of Plenty.

Many of the sections of the Waikato Expressway are yet to complete design stage so the precise number and location of access points is yet to be confirmed. Current plans can be viewed on the aerial photo maps via the Waikato Expressway website www.nzta.govt.nz/projects/waikato-expressway

When is it likely to be completed?

Completion of the whole Waikato Expressway is targeted for 2019. The individual sections of the Expressway are at the stages described to the right (as at August 2010):



- Pokeno & Mercer sections totalling 22.6km are completed
- Longswamp and Rangiriri sections totalling 10.3km are now being investigated and designed
- Ohinewai section of 7.0km is completed
- Huntly section of 15.2km is now being investigated and designed
- Ngaruawahia section of 12.3km is being designed
- Te Rapa section of 7.3km is under construction
- Hamilton section of 21.8km is now being investigated and designed
- Tamahere interchange of 2.4km is completed
- Tamahere section of 4.4km will be in investigation and design in 2010
- Cambridge section of 10.4km is being designed

What is being done to reduce the environmental impact of the road?

The NZ Transport Agency is committed to protecting and enhancing the environment.

Noise Control

Noise levels will comply with NZ Transport Agency Guidelines and the New Zealand construction standard limits. 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.

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

A range of measures are in place to protect cultural, historic and environmental sites.

Liaison will take place with local groups and on site archaeological controls will be in place to ensure that processes are followed. Important cultural and historic sites such as the Urua on Taupiri Mountain and the Rangiriri Pa will benefit from the improvements provided by the Expressway.

What happens to properties affected by the new road?

All those with properties fully or partly required to build the road will be fully consulted as the project develops. Where property must be purchased, owners will be fairly compensated. 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

Will there be opportunities for the community to provide feedback?

Most sections of the Waikato Expressway still have to complete the investigation, design and consent processes before progressing to construction. The community will be fully consulted as the project develops.

In parallel with the investigations, NZTA and its consultant 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 including ecological restoration, traffic noise mitigation, erosion and sediment control, landscape design and protocols in case of accidental archaeological discovery. The consultation process will include a combination of site visits, individual meetings and Public Information Days. For further information on the Resource Management Act see www.rma.govt.nz



For more information

For further information online visit:

www.nzta.govt.nz/rons

www.nzta.govt.nz/projects/waikato-expressway

Our contact details

For enquiries or information regarding the Waikato Expressway please contact:

BRIAN ASPIN

Communications and
Stakeholder Liaison Manager
Waikato Expressway
Phone: 07 958 7416
Mobile: 027 554 1145
Email: brian.aspin@nzta.govt.nz



NZ TRANSPORT AGENCY
WAKA KOTAHI

New Zealand Government