

Expressway overview

This project is part of the larger Waikato Expressway programme of work. The Waikato Expressway is one of seven roads of national significance for New Zealand.

Sections update

- Longswamp - Secondary investigation, target opening 2018
- Rangiriri - Under construction, opens late 2016
- Huntly - Investigation and preliminary design, target opening 2019
- Ngaruawahia - Opened December 2013
- Te Rapa - Opened December 2012
- Hamilton - Investigation and preliminary design, target opening 2019
- Cambridge - Under construction, opens late 2016



The Longswamp Section is subject to change depending on the decisions made around an interchange, local roads and bridges

Our contact details

For enquiries or information regarding the Longswamp Section of the Waikato Expressway.

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1 Waikato Expressway

Longswamp Section

What's happened so far?

The first investigation phase of work was done by Opus International Consultants (Opus) for the NZ Transport Agency (then known as Transit New Zealand) between 1995 and 2000. This stage led to the section being designated in the Waikato District Plan in 1998 and confirmed in 2000.

The next phase begins

The next phase of the Longswamp Section of the Waikato Expressway has recently got underway, with our consultant Opus carrying out secondary investigations to confirm the scope of the project and assessment of the environmental and social impacts. They're also working with us to ensure the target completion date of 2018.

Public information day

The Transport Agency will be holding a public information day on **Wednesday 29 January**. This day will reintroduce the project to the community, provide people with an opportunity to talk with the Project team and to identify issues that should be addressed during the next phase of this project.

At this information day we'll also provide information on the Rangiriri Section of the Waikato Expressway, presently under construction.

Come and view the latest information and talk to the Project Team

Wednesday 29 January 2014
 Te Kauwhata Rugby Club
 The Domain, Mahi Road, Te Kauwhata
 2 - 7pm

Quick facts

LOCATION:
 The Longswamp Section of the Waikato Expressway links the already completed Mercer Section (just south of the Hampton Downs Interchange) to the Rangiriri Section currently being constructed.

CURRENT STAGE OF WORK:
 Secondary Investigation

CONSULTANT:
 Opus

ESTIMATED VALUE:
 \$50 million

LENGTH OF SECTION:
 5.9km

TARGET COMPLETION DATE:
 2018



SH1 looking south

Expressway benefits

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 Cambridge by 32 minutes
- Reducing significantly the number of fatal and serious injury crashes
- Reducing fuel costs
- Reducing traffic congestion within smaller communities like Huntly, Ngaruawahia and Cambridge
- Increasing the highway's capacity and passing opportunities.

The Longswamp Section will:

- Connect the already completed Mercer to Longswamp and Ohinewai sections of the Expressway
- Improve connectivity from Auckland to Huntly and further south
- Improve safety, particularly for those using the Rangiriri and Te Kauwhata intersections
- Provide safer connections for the community
- See the Expressway completed from the north through to Huntly



SH1 looking south



Paddy Road and SH1 intersection looking north

Process and indicative timeframes

The programme for the Project's development and implementation is:

When	What's happening
October 2013	Investigations commenced
29 January 2014	First public information day
February 2014	Interchange and alignment options report
June 2014	Updated scheme assessment report
September 2014	Second public information day
February 2015	Legal process (Notice of Requirement) and resource consent applications
March 2015	Draft construction drawings
March 2016	Construction tender documents ready

Current designation

The current legally described route, or designation, for this section is for a full interchange (on and off ramps to the north and south) at Paddy and Hall Roads. The current designation was planned before full interchanges were agreed at Te Kauwhata and Hampton Downs.

What is planned for the next phase of work?

The next phase of work (secondary investigation) will involve:

- Reviewing the preliminary design of the alignment that formed the basis of the designation, including reassessing it against the Transport Agency's latest objectives and the latest safety and environmental standards. This will include reviewing the form of the interchange and intersection;
- Undertaking more detailed geotechnical, engineering and environmental investigations to confirm the alignment, the amount of land required and what work will be required to meet conditions imposed on the designation;
- Securing resource consents and any alteration to designation required for construction earthworks, stream crossings, stormwater drainage and similar;
- Developing the design and project documentation to the point where a construction contract can be tendered.

Consents and any alteration to designation for the Longswamp Section will be sought after the current secondary investigation phase.

The third stage (detailed design and construction) will get underway following the completion of the secondary investigation. Construction is targeted to be completed by 2018.



Paddy Road and SH1 intersection looking south

Decisions required for the Longswamp Section

Feedback from the public information day, and engineering and economic evaluations will be used by the NZ Transport Agency to make the following decisions as part of the secondary investigation phase of the Longswamp Section:

Decision 1: Interchange

Whether either a full interchange (on and off ramps to both the north and south) or a partial interchange (limited on and off ramps, and connections to local roads) is required between Paddy and Hall roads. If an interchange is necessary, the design needs to be determined.

Decision 2: Whangamarino Road to Paddy Road link

- Whether a link road between Whangamarino and Paddy Roads is necessary to provide local road access north to the Hampton Downs Interchange.

Decision 3: Local road connections - if an interchange is not necessary

- Whether a bridge over the Expressway is required, with links between Whangamarino and Paddy roads, Paddy and Wayside roads, and Rodda and Plantation roads are necessary to provide local road access north (along the eastern side of the Expressway) to the Hampton Downs Interchange and south (along the western side of the Expressway) to the Te Kauwhata Interchange.
- Whether links between Whangamarino and Paddy roads, Paddy and Wayside roads, and Rodda and Plantation roads are necessary to provide local road access north (along the eastern side of the Expressway) to the Hampton Downs Interchange and south (along the western side of the Expressway) to the Te Kauwhata Interchange.