



# Waikato Expressway

## Longswamp Section

Information sheet May 2014

## Community shares views

A public information day in late January 2014 reintroduced the project to the community and identified the following three decisions to be made by the Transport Agency:

- Is an interchange needed at Paddy/Hall roads;
- Is a link road between Whangamarino and Paddy roads needed; and
- How will the southern local roads (Paddy, Hall and Rodda roads) access the Expressway and surrounding area.

The well attended information day, which also updated progress on the Rangiriri section of the Expressway, gave people an opportunity to talk with the project team and raise any issues to be addressed during this phase of the project.

Verbal feedback on the day indicated a high level of acceptance/agreement for considering alternatives to the Paddy/Hall roads interchange, as long as a similar level of local road connections were provided. However, the majority of written feedback forms received supported an interchange.

Of those respondents who indicated their preference for a southern local road access option, if the interchange was not provided, Option 3B was identified as the most preferred. See more on this option inside.



Looking south from the northern portion of the Longswamp section.

## What's happened so far

The NZ Transport Agency is under way with the secondary investigation phase of the Longswamp section of the Waikato Expressway. Our consultant, Opus International Consultants is working with us to ensure the target completion date of 2018.

## 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

### ESTIMATED VALUE:

\$60M - \$70M

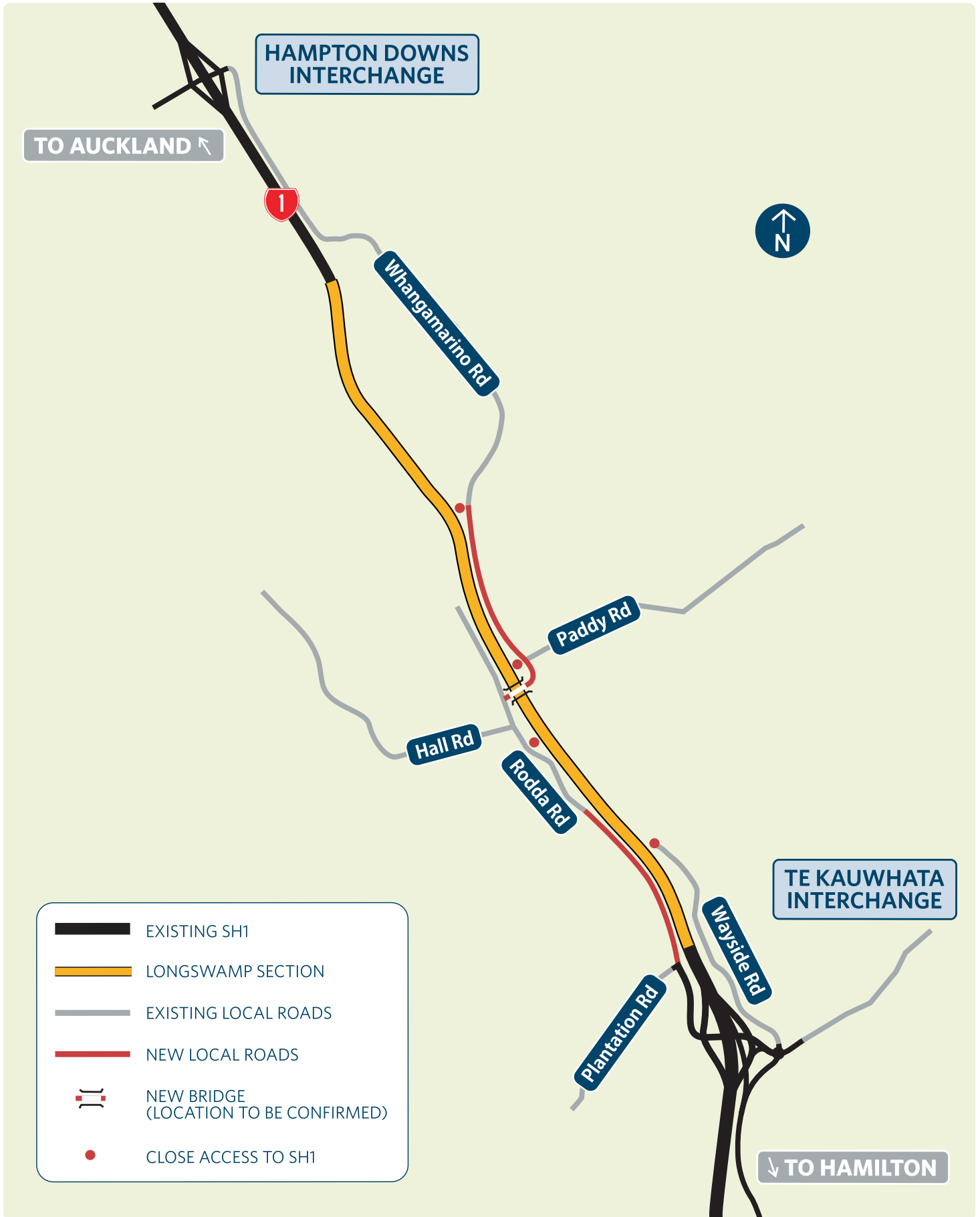
### LENGTH OF SECTION:

5.9km

### TARGET COMPLETION DATE:

2018

# Preferred option - 3B North



# Preferred option

Verbal and written feedback from the public information day, along with an assessment of the proposed options against a number of criteria was submitted in a report to the Transport Agency at the end of February 2014.

The report recommended:

- That an interchange at Paddy/Hall roads is not justified taking into account safety and efficiency. Keeping local and through traffic separate was a key consideration. A further consideration is the low benefits expected for the cost of the interchange; and
- The preferred option of a new road between Rodda and Plantation roads, with a northern bridge across the Expressway around Paddy/Hall roads (exact location still to be determined), and a new link road between Whangamarino and Paddy roads is the preferred option.

This was option **3B North** at the information day.

These recommendations were accepted by the Transport Agency in mid April 2014. The map opposite shows the preferred option, and also shows the existing local road connections to the highway which would be closed.

This has been formally approved as a preferred option, but at this stage has not been finalised as more work still needs to be done and a more detailed report prepared for the Transport Agency's internal decision making committee.

## What happens next

Further investigations of the preferred option needs to happen to:

- Confirm the route, the amount of land required and what work will be needed to meet conditions imposed on the designation
- Secure resource consents and any alterations to the existing designation needed for construction earthworks, stream crossings, stormwater drainage and similar

In the coming month you may see people undertaking surveys and geotechnical and environmental investigations along this length of the Expressway.

Resource consents and any alterations to the designation for the Expressway will be sought after this secondary investigation phase.

A further information day will be held in October 2014, date to be advised.



## Land, local roads and funding

We've also been meeting with landowners where some land would be needed both for the widening of the current state highway to 4-lane Expressway standards, and for additional local roads and the bridge area to take traffic over the Expressway.

Additional new local roads would be constructed by the Transport Agency, and others which need work as a result of changes brought about by the Expressway project would be done in agreement with

the Waikato District Council, which has responsibility for all local roads.

Funding is secured for the on-going current investigation work and following detailed design phase. Funding for construction would be sought mid-late next year ahead of going out to tender for this work. Construction is targeted to be completed by 2018.

## Expressway overview

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

### Sections update

- Longswamp – Secondary investigation
- Rangiriri - Under construction, opens late 2016
- Huntly – Preliminary design, target opening 2019
- Ngaruawahia – Opened December 2013
- Te Rapa – Opened December 2012
- Hamilton – Preliminary design, target opening 2019
- Cambridge – Under construction, opens late 2016.



## Process and indicative timeframes

### WHAT'S HAPPENED

### WHEN

Investigations commenced

October 2013

First public information day

January 2014

Interchange and alignment options report

February 2014

### WHAT'S HAPPENING

### WHEN

Detailed investigations

June 2014

Updated scheme assessment report

September 2014

Second public information day (date to be advised)

October 2014

Legal process (Notice of Requirement) and resource consent applications

March 2015

Draft construction drawings

April 2015

Tender documents

April 2016

## Our contact details

For enquiries or information regarding the Longswamp Section of the Waikato Expressway please contact:

TRACY BUCKLAND  
Communications and  
Stakeholder Liaison Manager  
Waikato Expressway  
Phone: 07 958 7232  
Mobile: 021 925 796  
Email: [tracy.buckland@nzta.govt.nz](mailto:tracy.buckland@nzta.govt.nz)



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