

Southern Links

STRATEGIC CONTEXT

The need to investigate and designate a route to ensure protection in the medium to long term for the Southern Links network is embedded in various strategic city/district, regional and national planning documents, as follows:

- **Access Hamilton**
- **Waipa Integrated Transport Strategy**
- **Waikato Regional Land Transport Strategy 2011-2014 (“WRLTS”)**
- **Waikato Regional Land Transport Programme 2009-2012**
- **Proposed Waikato Regional Policy Statement**
- **National State Highway Strategy**

The Southern Links network is identified as a future regionally significant corridor in the WRLTS. Southern Links ties into and improves connectivity to the Hamilton “western corridor” which includes the significant existing and future industrial areas in the west of Hamilton.

It will redistribute freight movements away from heavily congested existing routes through suburbs such as Hillcrest and Melville and provide future travel time savings for inter-regional freight. This accords with Government investment priorities around economic growth

and productivity. A road hierarchy will be established where local and inter-regional traffic is able to travel on appropriate routes better suited for its travel purpose. This improves amenity and safety through reduced conflict and potential crashes between different vehicle types, particularly in the residential areas through which SH1, SH3 and SH21 currently pass.

The Ruakura inland port and industrial development is a 40-50 year project. It does not negate the need for the well established and intensively developed industrial areas in the west of Hamilton to be provided with efficient and reliable southern access into the future .. Thus there is still a clear economic development and transportation need for the Southern Links network.



Looking north from Collins Road toward western industrial areas

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