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# Kamo Bypass

## Finishing touches underway

Kamo Bypass Stage Two is well ahead of schedule and due to open in early September, with the local community having an opportunity to walk the new bypass first before it opens to road users.

The official opening event will also give the community an opportunity to walk the Whangarei District Council's new Spedding Road link which will open in conjunction with the Kamo Bypass.

Thank you for your patience while the team works to get this project completed ahead of schedule.

Once completed, the bypass is expected to take 10,000 vehicles per day off Kamo Road, with the Spedding Road link providing an alternative route to the city centre from the Tikipunga, Glenbervie and eastern coastal areas.

The Kamo Bypass consists of a 1300metre long bypass of Kamo Road with two signalised intersections and a rail crossing. Additional features include a large retaining wall and an underpass to separate local and bypass traffic and to enable property access for residents. The underpass connects Walker Crescent to McClintock Street via the new Rupert Clark Road.

Rupert Clark Road is named after local identity Ru Clark, a fifth-generation Northlander, who lived on Kamo Road for around 50 years until his home was acquired by NZTA to enable the Kamo Bypass to be constructed.

### Project Overview

Stage two of the Kamo Bypass provides a high quality connection on SH1 between Western Hills Drive and the existing bypass north of Kamo Road. The bypass will provide an alternative to Kamo Road, move traffic away from the city centre and provide much better management of traffic in the northern suburbs of Whangarei.

The Kamo Bypass is one of six projects planned in Whangarei to help manage growing traffic numbers, improve safety and make it easier for locals and visitors to travel in and around Whangarei.



### Work still to be done

Noise walls are currently being built alongside residential areas to reduce the effects of road noise and an eight metre high safety fence is being erected at the golf course to protect road users from stray golf balls.

Other work to be completed before the opening in September includes the installation of highway lighting, placement of facing panels on the retaining wall and chip sealing and asphaltting of the road surface. Extensive storm water management systems are now in place and large numbers of utility services have been relocated.

For those going by foot or bicycle there are now signalised crossings and footpaths to enable pedestrians to walk the length of the bypass and to connect to adjacent streets.



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