

# We're planning for our future

As we shape Rotokauri-Northwest into a connected, vibrant, attractive and prosperous community, one of the major projects we're working on at the moment is the Rotokauri Arterials Project. This project

ultimately protects the land where our future transport connections will go. This will give

Hamiltonians a

Rotokauri that's easy to live in, explore and connect to.



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# Why do we have to do this project?

We want Rotokauri-Northwest to be a community that's easy to live in, explore, and connect to.

Transport connections form an important part of this.



Rotokauri-Northwest is the gateway for the Hamilton to Auckland Corridor, so planning for these future connections is key.

For our Rotokauri-Northwest community, this means we are able to future proof for anticipated long-term development and growth.



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# What are the next steps?



\* NOF - Network Operating Framework

\* NoR - Notice of Requirement

\* DBC - Detailed Business Case



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# Rotokauri aerial map



## LEGEND

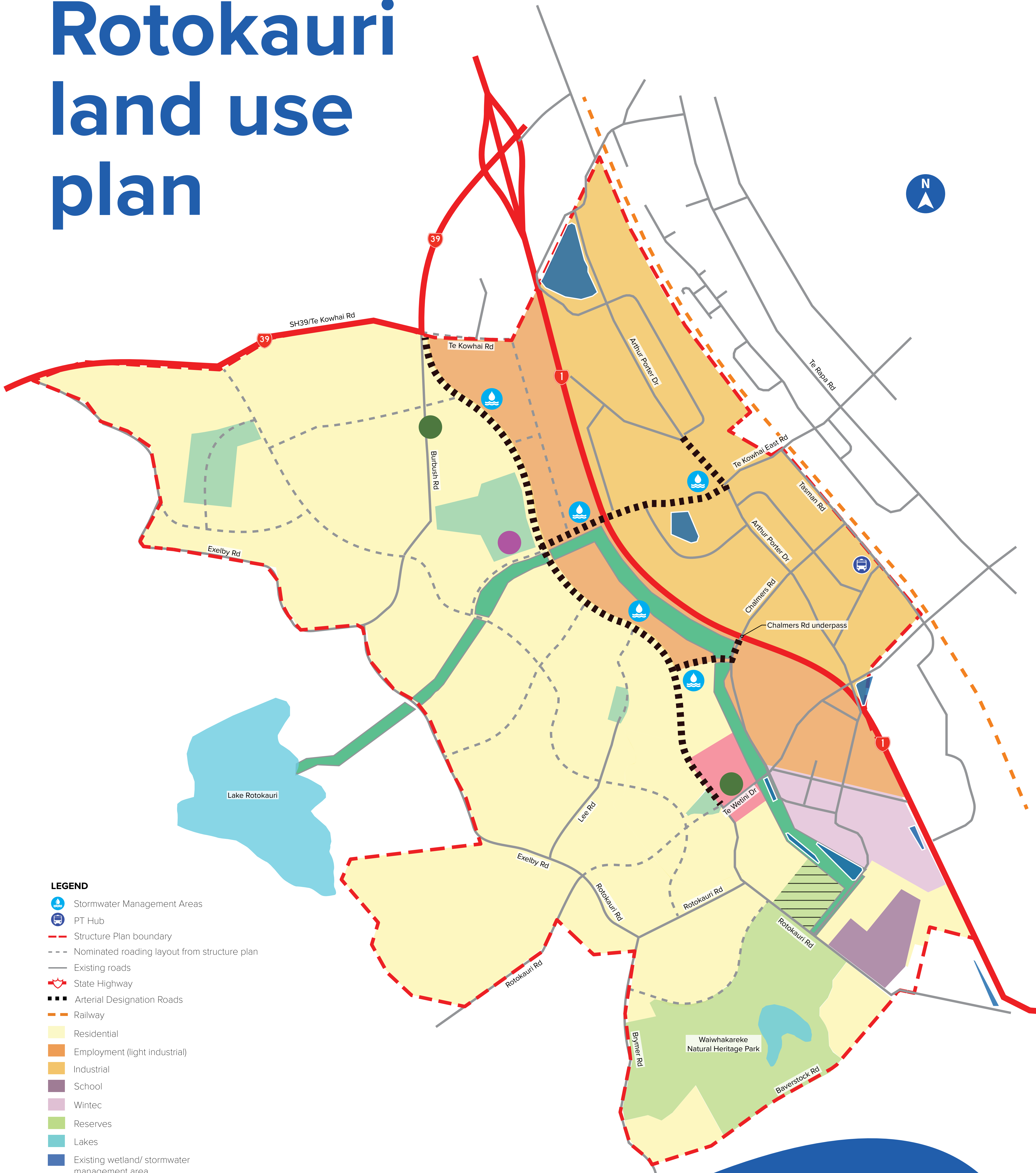
- Structure Plan boundary
- Designated Greenway
- Arterial Designation roads
- Nominated roading layout from structure plan
- State Highway
- Existing roads



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# Rotokauri land use plan



## LEGEND

- Stormwater Management Areas
- PT Hub
- Structure Plan boundary
- Nominated roading layout from structure plan
- Existing roads
- State Highway
- Arterial Designation Roads
- Railway
- Residential
- Employment (light industrial)
- Industrial
- School
- Wintec
- Reserves
- Lakes
- Existing wetland/ stormwater management area
- Designated Greenway

## FUTURE/ PROPOSED

- Suburban Centres
- Community Focal Point
- Sports fields
- Suburban Centre/Hub
- Future reserves



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# Rotokauri New Arterial

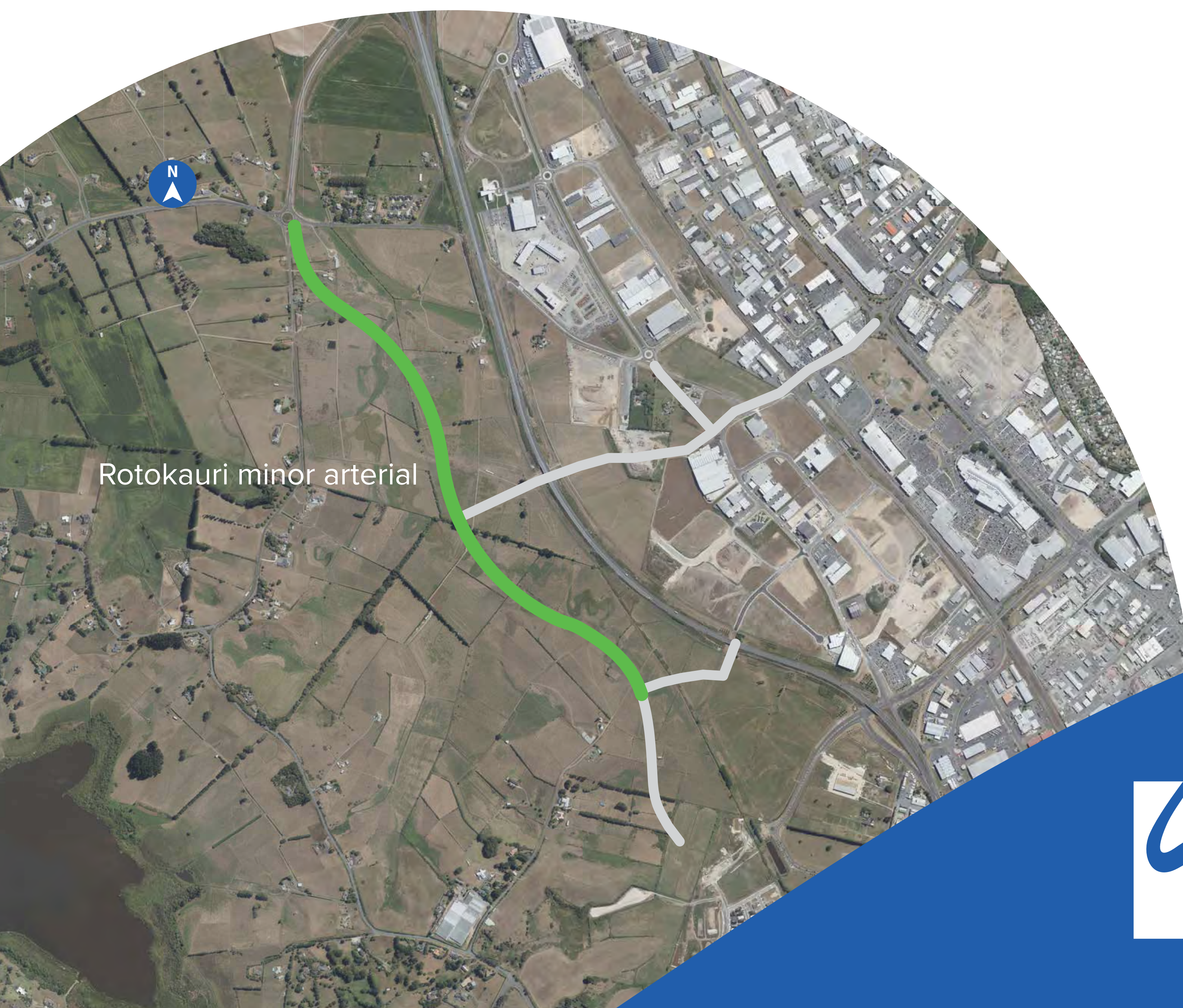
## Proposed cross section

Minor arterial - 29.4m wide



### Key outcomes

- Two vehicle lanes with wide raised median in response to employment interface and lower place focus -increased amenity in median and berms
- Wide separated off-road walking and cycling paths
- In-lane bus stops
- Controlled access to the network and activating street frontages where possible
- Provision in the designation width for broader catchment stormwater provisions for conveyance, treatment, and flood retention including a number of wetland basins
- Signalised intersection with Te Kowhai East Road - Priority combined crossing with no-slip lanes



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# Rotokauri New Arterial

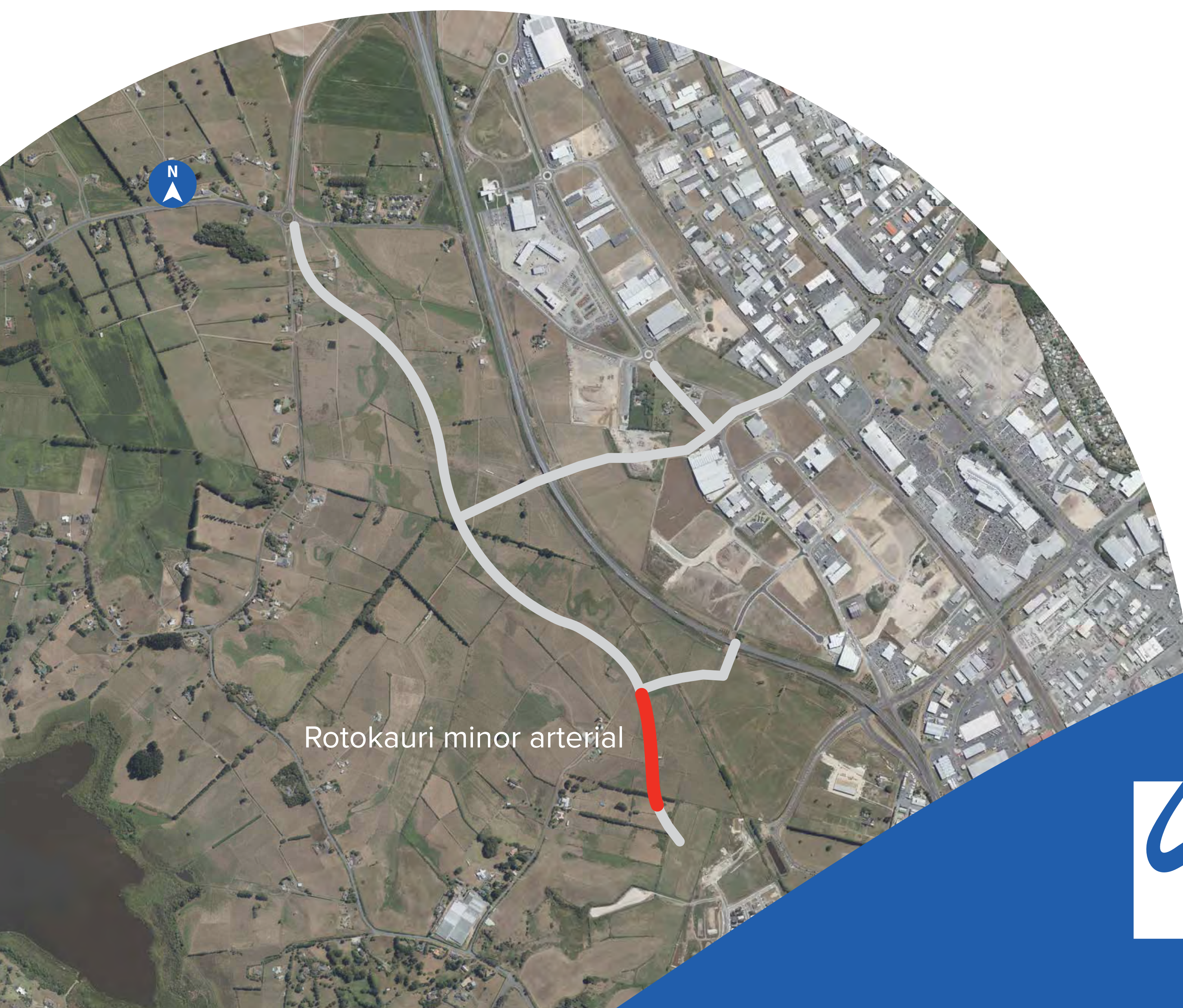
## Proposed cross section

Minor arterial - 28.4m wide



### Key outcomes

- Two vehicle lanes
- No median south of Te Kowhai East Road in response to residential interface and higher place focus
- Wide separated off-road walking and cycling paths
- In-lane bus stops
- Controlled access to the network and activating street frontages where possible
- Provision in the designation width for broader catchment stormwater provisions for conveyance, treatment, and flood retention including a number of wetland basins



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# Rotokauri New Arterial

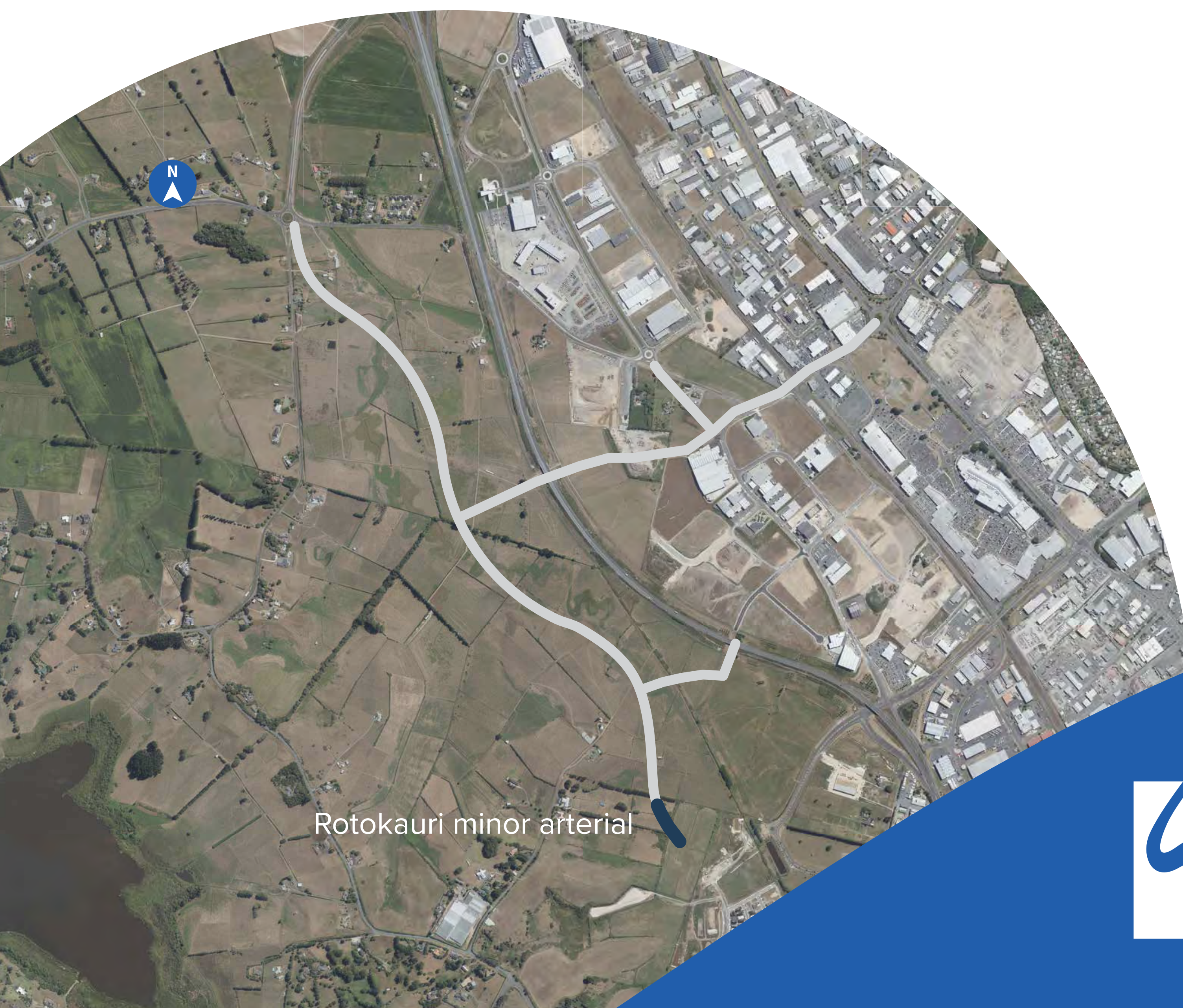
## Proposed cross section

Minor arterial - 29.4m wide



### Key outcomes

- High place function and public amenity (*high-quality bus stops, shelters, street planting, regular rest stops, furniture*) and placemaking (*views, cultural/heritage recognition*) and minimise corridor widths wherever possible
- Urban form and connectivity
- Active street frontages with wide pedestrian zone adjacent commercial land use
- Two vehicle lanes
- In-lane bus stops
- Wide separated off-road walking and cycling paths
- Signalised intersection with Te Wetini Drive. Priority combined crossing with no-slip lanes



Rotokauri minor arterial



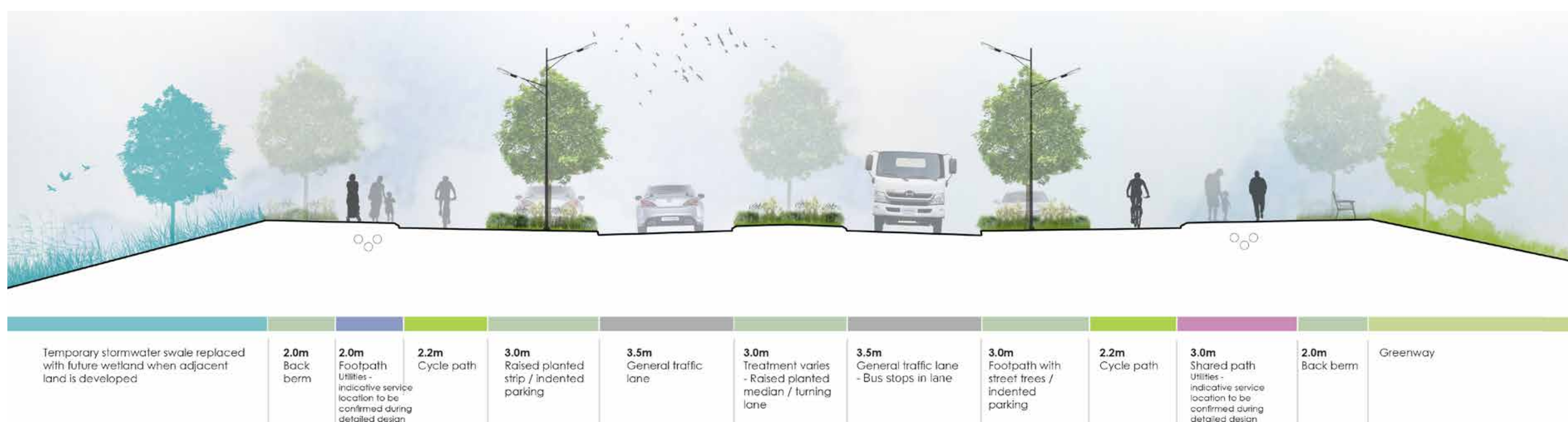
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# Te Kowhai East Road

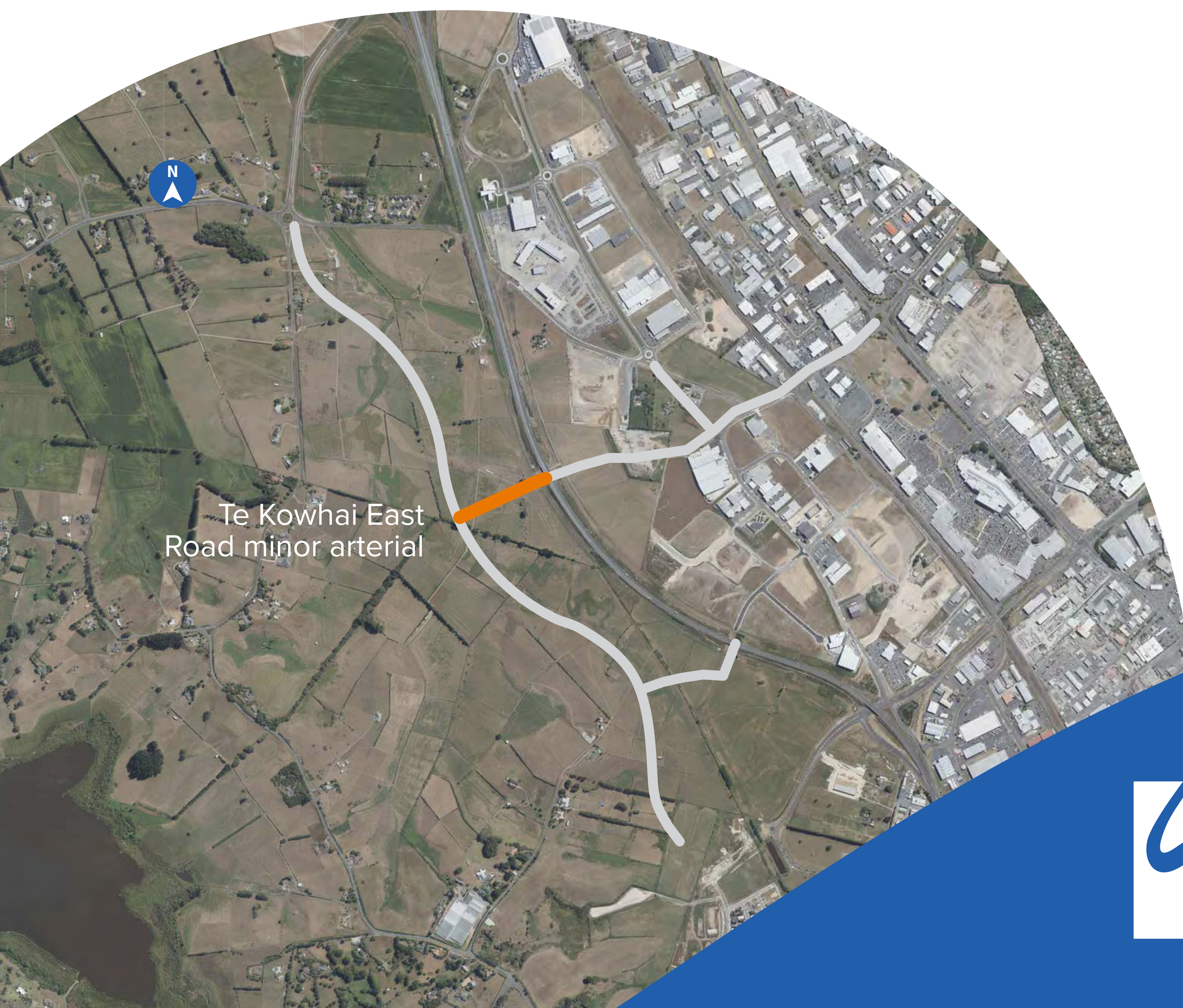
## Proposed cross section

Minor arterial - 29.4m wide



### Key outcomes

- Two vehicle lanes,
- No median in response to greenway/ wetland/park interface
- Wide separated off-road walking and cycling paths/shared path on south side connects network along the greenway
- Signalised midblock crossing for greenway shared path
- In-lane bus stops
- Controlled/limited access to the network
- Provision in the designation width for broader catchment stormwater provisions for conveyance, treatment, and flood retention including a number of wetland basins



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# Te Kowhai East Road

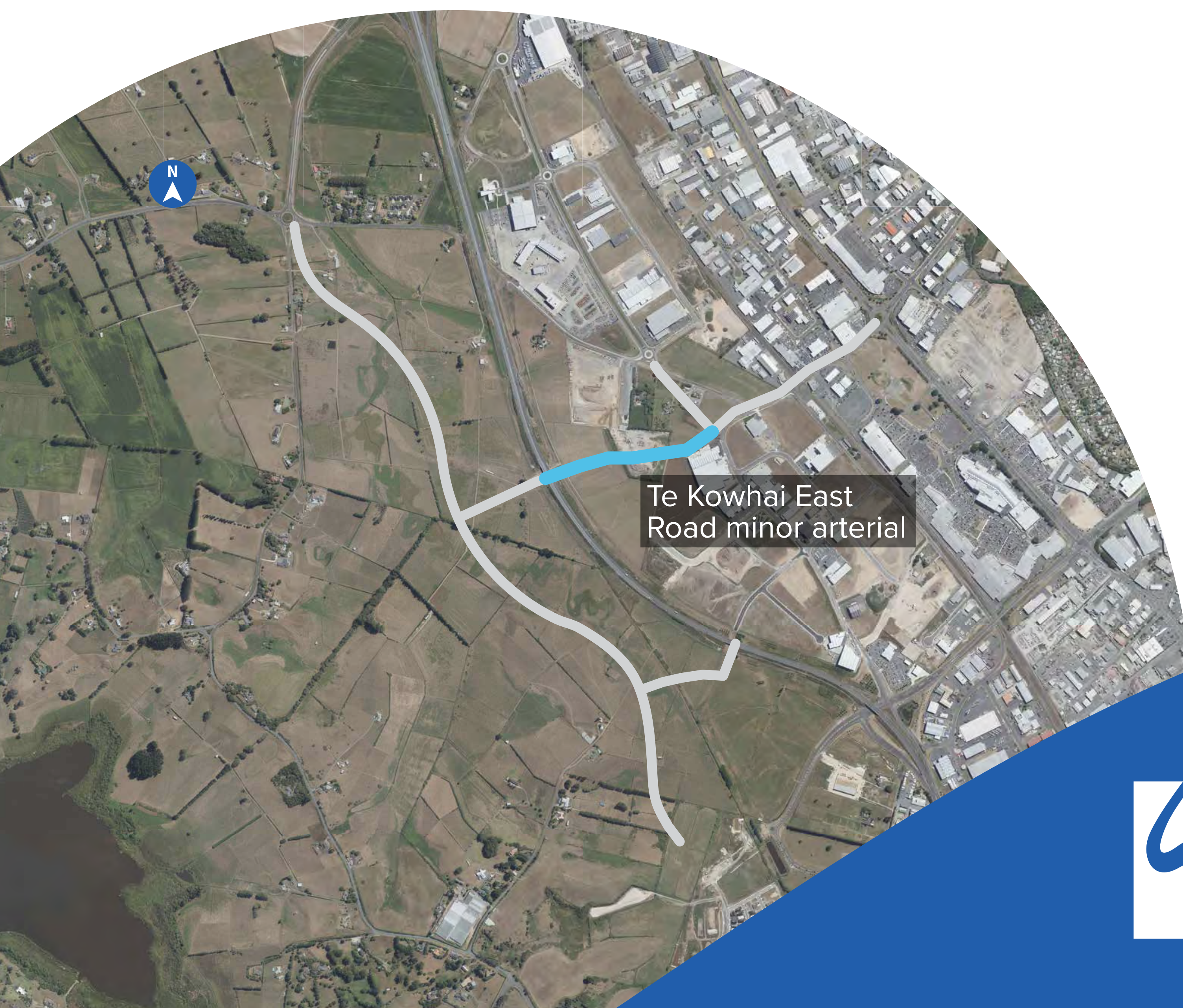
## Proposed cross section

Minor arterial - 26.8m wide



### Key outcomes

- Two vehicle lanes with wide raised median in response to employment interface and lower place focus - increased amenity/planting in median and berms
- Wide separated off-road bi-directional cycle path on the south side to connect key destinations and limit crossings to industrial land use on the north side
- In-lane bus stops
- Controlled access to the network
- Provision in the designation width for broader catchment stormwater provisions for conveyance, treatment, and flood retention including a number of wetland basins
- Signalised intersection with Arthur Porter Drive



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# Te Kowhai East Road

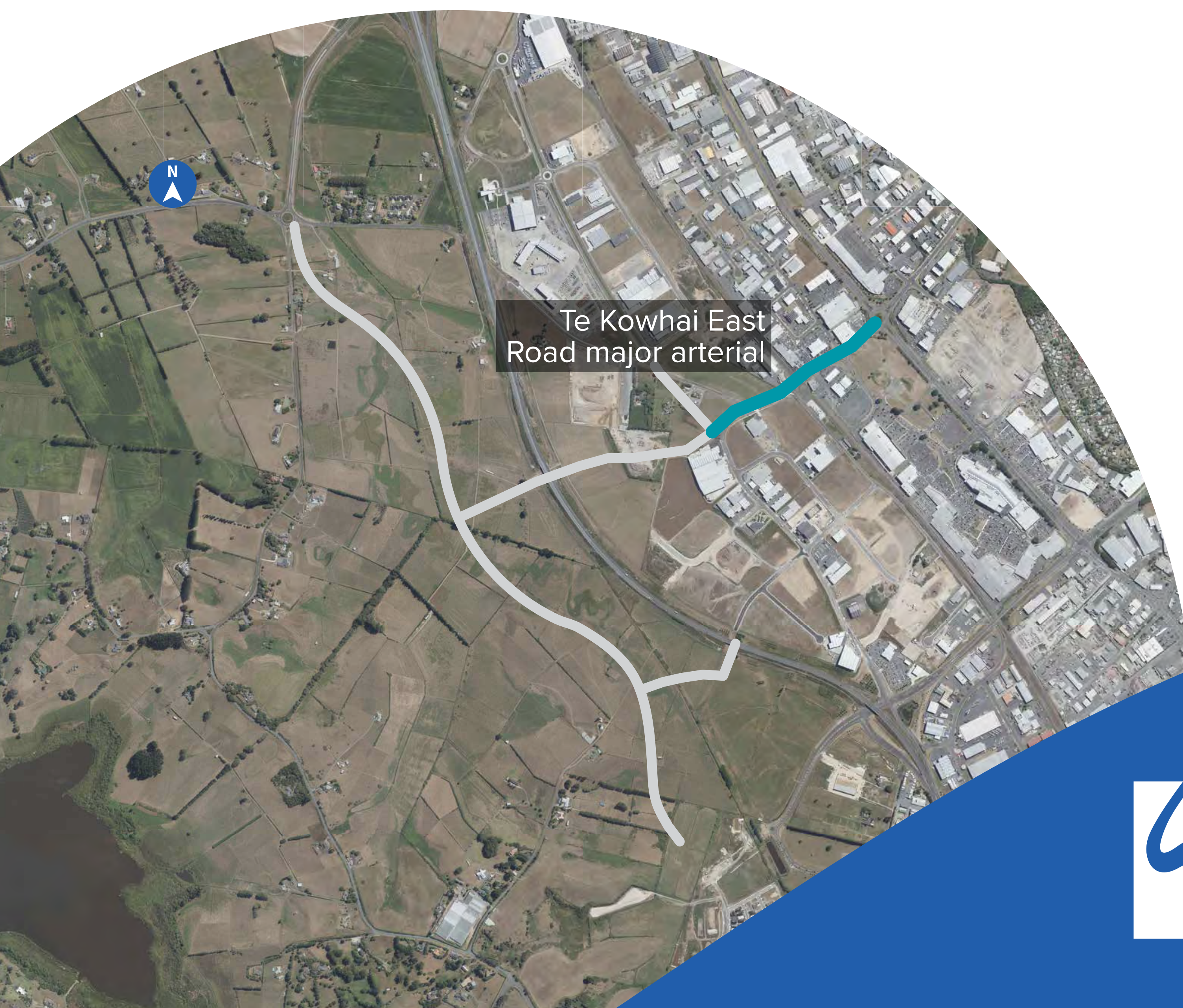
## Proposed cross section

Major arterial - 27.3m wide



### Key outcomes

- Four vehicle lanes with wide bus or HOV lanes on the outside
- Wide raised median in response to employment/ industrial interface and lower place focus -high amenity/planting in median and berms
- Wide separated off-road bi-directional cycle path on the south side to connect key destinations and limit crossings to industrial land use on the north side
- In-lane bus stops
- Controlled access to the network
- Provision in the designation width for broader catchment stormwater provisions for conveyance, treatment and flood retention including a number of wetland basins
- Signalised intersection with Tasman Road and Maahanga Drive/ The Boulevard (no upgrade to Te Rapa roundabout)



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# Arthur Porter Road Realignment

## Proposed cross section

Collector road realignment - 23m wide



### Key outcomes

- Two vehicle lanes with shoulder
- Flush median (*for turning movements*)
- Wide footpaths on both sides
- High amenity front and back berms



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# Extension of Chalmers Road

## Proposed cross section

Collector road - 27.4m wide



### Key outcomes

- Two vehicle lanes
- No median in response to greenway/ wetland/park/residential interface
- Wide separated cycle path and footpaths on both sides
- High amenity front and back berms
- Controlled access



Extension of Chalmers Road



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# Extension of Chalmers Road

## Proposed cross section

Collector road - 23.8m wide



### Key outcomes

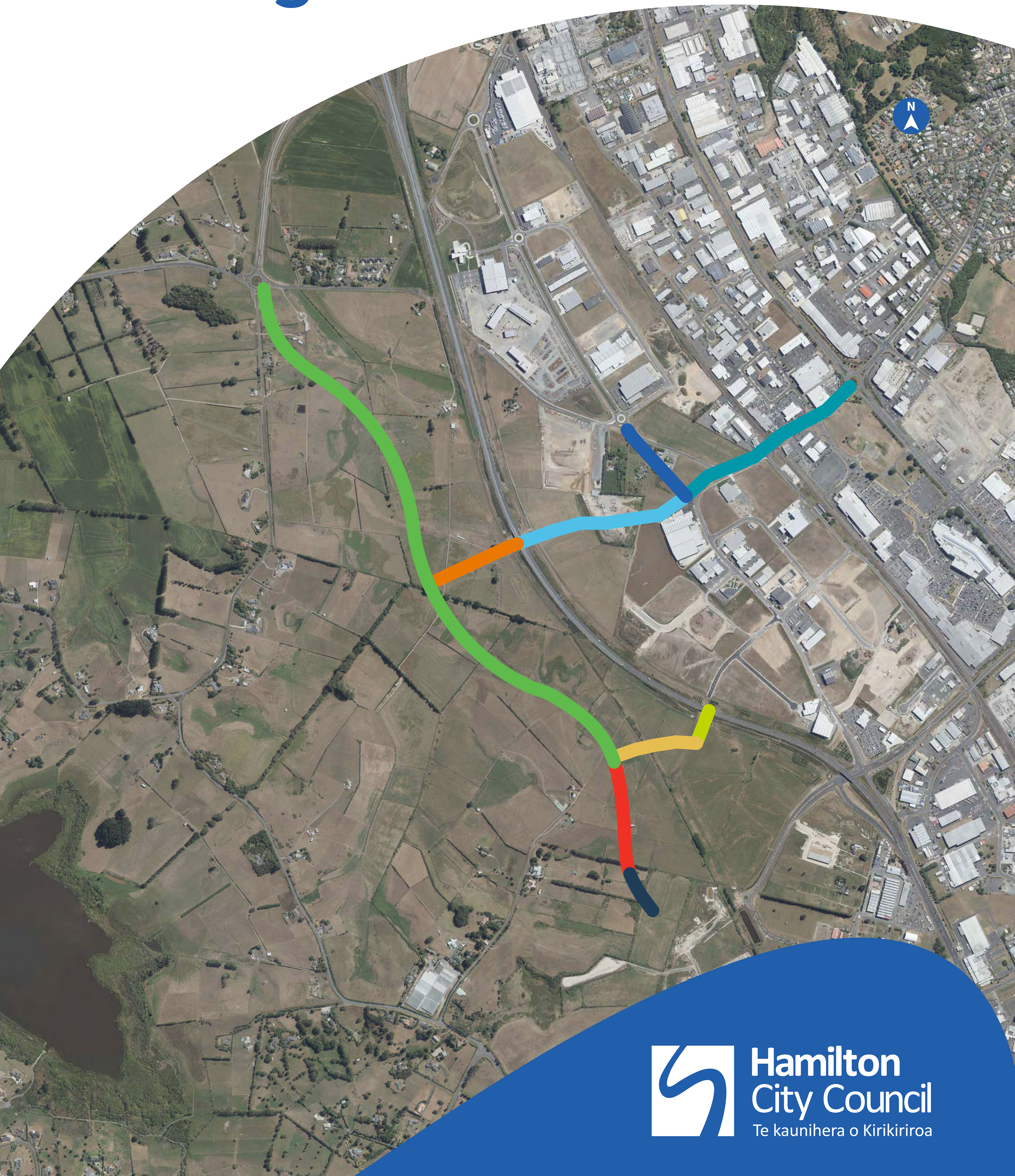
- Two vehicle lanes
- No median in response to greenway/wetland/park interface
- Wide footpaths on both sides
- High amenity front and back berms
- Controlled access



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# Cross section colour code guide



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