



# Cambridge to Piarere



The SH1 Cambridge to Piarere (C2P) Expressway (a Road of National Significance) will improve safety, travel time reliability, and boost the region's economic growth.

Cambridge to Piarere is part of a nationally strategic transport corridor for New Zealand, connecting the Auckland region to the Waikato and Bay of Plenty, and linking to the central and southern North Island.

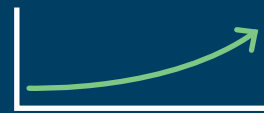
It's a 16km long 4-lane expressway, which will run from the southern end of the Waikato Expressway through to the recently completed SH1/SH29 roundabout at Piarere.

It will be designed for 110km/h speed, with median separation, side barriers, and no access from local roads.

The expressway broadly follows the existing SH1 from the end of the Waikato Expressway to Karāpiro Road. Near Karāpiro Road, the alignment deviates onto a new offline corridor that sits approximately 1km north of the existing SH1 and ends at the SH1/SH29 intersection.

## Key facts and figures

Expected growth in traffic is **2.3% per annum**



Annual average daily traffic is **20,700 vehicles per day** 12% heavy vehicles



Freight volume is approximately **2837 heavy commercial vehicles** per day



The C2P expressway will **reduce deaths** and serious injuries by 70%

In the 5-year period between 2019 and 2023 there were **191 crashes**, including 79 injury crashes, 21 crashes that resulted in serious injury, and **5 fatal crashes**.



On behalf of Ngāti Koroki Kahukura and Ngāti Hauā, the original name for Piarere was Piereere. Piereere means fissure or a crack in the earth's surface. In the past the course of the Waikato River changed at the SH1/SH29 roundabout location.

## Proposed expressway



## Project summary

The scope for the project (to be finalised) currently includes:

- Approximately 16km of new expressway.
- 4 lanes - 2 in each direction, with median and side barriers.
- Stormwater management and treatment systems.
- New interchange at Karāpiro Road with realigned local roads via roundabouts.
- Four bridges and culverts to cross existing gullies and provide access respectively.
- Extended local roads.
- Estimated earthworks (cu.m): cut: 4.23m, fill: 2.64.

Final design and planning is still underway, and the final costs and funding sources for the project haven't been finalised at this stage.

Subject to construction funding availability, property acquisition and final design, we expect construction to start in late 2026/early 2027. The project is expected to be completed in approximately 5-6 years.

## Stay up-to-date

Get all the latest project news and sign up for our e-newsletter and notifications at [nzta.govt.nz/C2P](https://nzta.govt.nz/C2P)

If you have any questions, please email us at [c2p@nzta.govt.nz](mailto:c2p@nzta.govt.nz)

## Key benefits

- Travel time savings.
- Better and quicker freight and people connections.
- Reduced congestion.
- Improved safety.
- More reliable travel times.
- Boosted regional economic growth.
- More resilient roading network.

## Where are we at and next steps

- **Ongoing engagement** with mana whenua, landowners, stakeholders and key groups.
- **2021:** project approved.
- **May 2022:** preferred road alignment shared with landowners.
- **May 2022 - late 2024:** consenting documents prepared.
- **Late 2024:** consent applications lodged.
- **September 2025:** consent granted, designated route confirmed.
- **Late-2025:** investigation and tender design progressed.\*
- **By mid-2026 (tbc):** contract award for construction.\*
- **Late 2026 /early 2027 (tbc):** start of construction.\*

\* Subject to supporting activities, including funding, permits and archaeological authorities completing property acquisition and commercial agreements.