



# Morrinsville Road Fit for purpose upgrades

Section 2: Cambridge Road to Matangi Road

**Insights Report - November 2025**



# Background

- Following the opening of the Hamilton section of the Waikato Expressway, NZTA identified that the section of State Highway 26 (SH26), between Cambridge Road and the Waikato Expressway, no longer needs to be a state highway.
- NZTA is undertaking a revocation process to transfer this road to a local road, controlled and managed by Hamilton City Council.
- Before this happens, road improvements are needed to make it feel and look more like a local road. These improvements aim to:
  - Make the road safer and easier to maintain
  - Improve travel options.

# Background

- The project has two parts.
  - Section 1: Morrinsville Road, Matangi Road to Waikato Expressway
    - Public consultation completed Feb/March 2025
    - Roundabout construction commences Feb 2026
    - Shared path construction commences June 2026
    - A peanut shaped roundabout, shared path, and new signalised pedestrian crossing
  - Section 2: Morrinsville Road, Cambridge Road to southwest of Matangi Road
    - **Subject of this report**
    - Consultation completed Oct/Nov 2025
    - Construction planned for April 2026
    - The upgrades aim to make it safer and easier to walk, scooter, and cycle especially for school children, university students and casual and commuter cyclists



# Proposals - Part 2

- The public were invited to provide feedback on the following proposals:
  - Physically separated on-road cycle lanes on both sides of the road.
  - Safe, raised crossings at Mullane Street, Morris Road, and Berkley Avenue side road entrances.
  - Improvements to the existing signalised crossing on Morrinsville Road.
  - Energy-efficient LED streetlights.
  - Adjusting some bus stop locations to achieve more efficient spacing of around 400m.
- The feedback form had specific questions related to the cycleway, safe raised crossings, and signalised crossing. Respondents could feedback on the other proposals under the question "Do you have any other comments related to this project?".

# Summary of engagement - Section 2

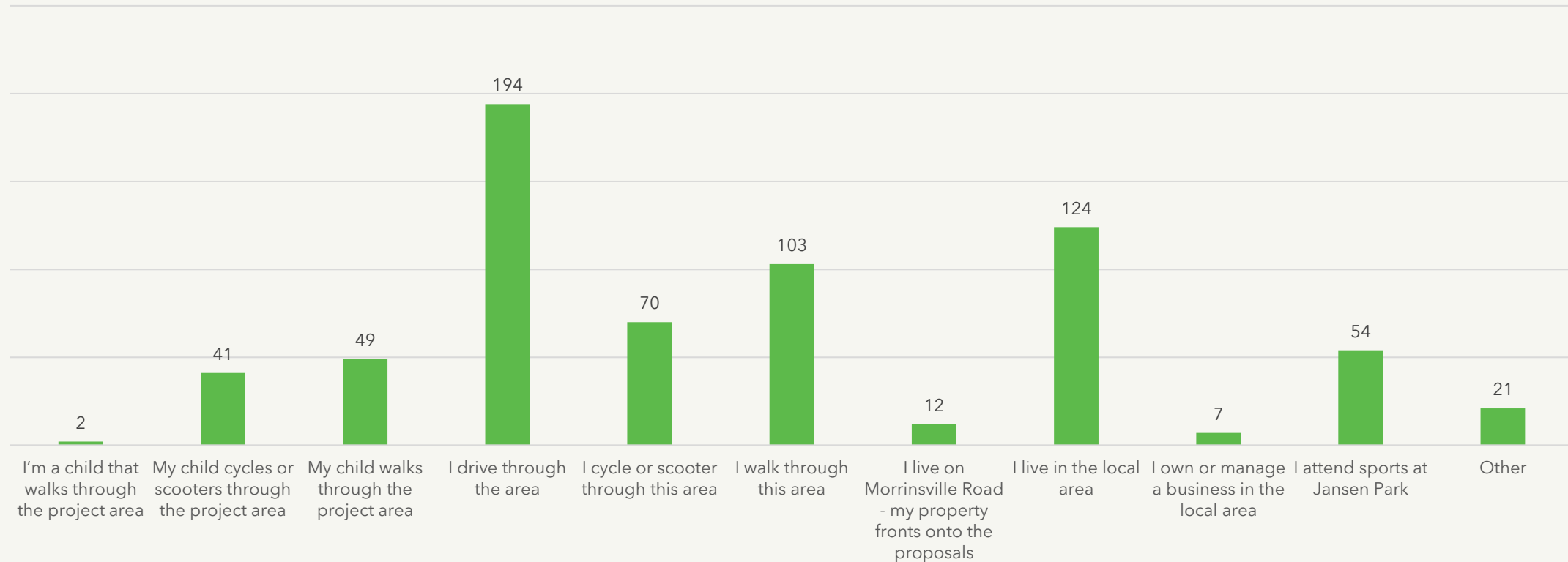
- Feedback was gathered between 16 October - 9 November 2025
- We heard from 236 individuals
- We heard from 7 individuals who own or manage businesses within the local area
- Feedback was mostly through an online survey with 1 hard copy and 3 email copies.

# Processing the feedback

- Any emails or hardcopies were entered into our online survey tool.
- Duplicate responses were combined when name and email matched.
- Any attachments were manually checked.
- Counts and percentages were calculated using Microsoft Excel.
- Comments were themed and split into:
  - Overall
  - Active transport
  - Parents
  - Drive but don't live locally.
  - Lives in the local area
  - Hillcrest residents

# About the respondents

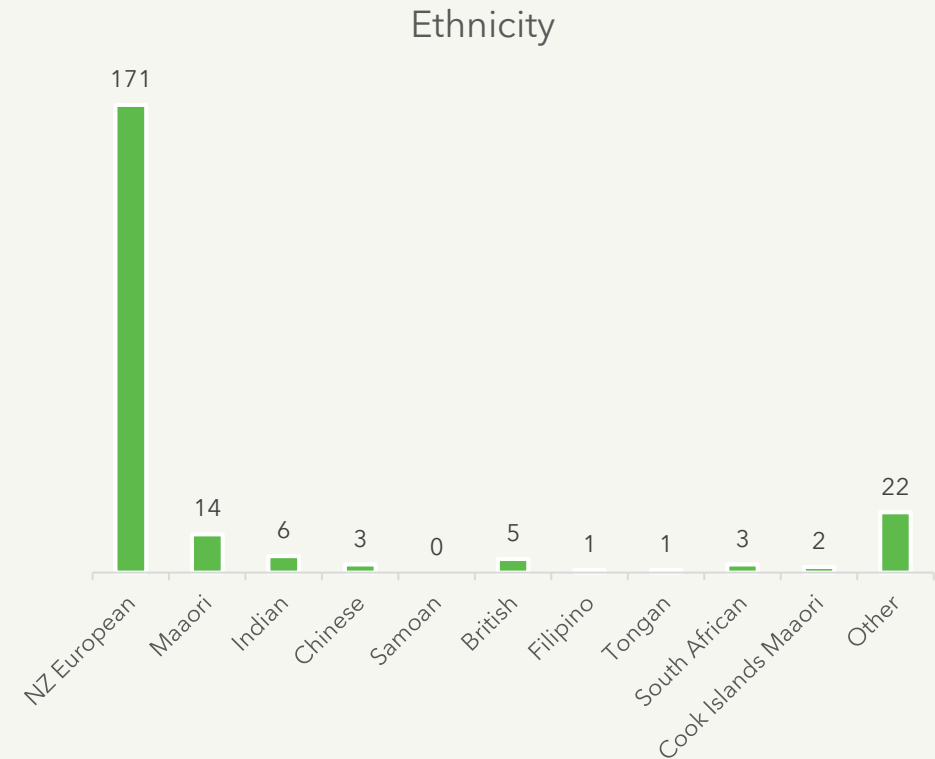
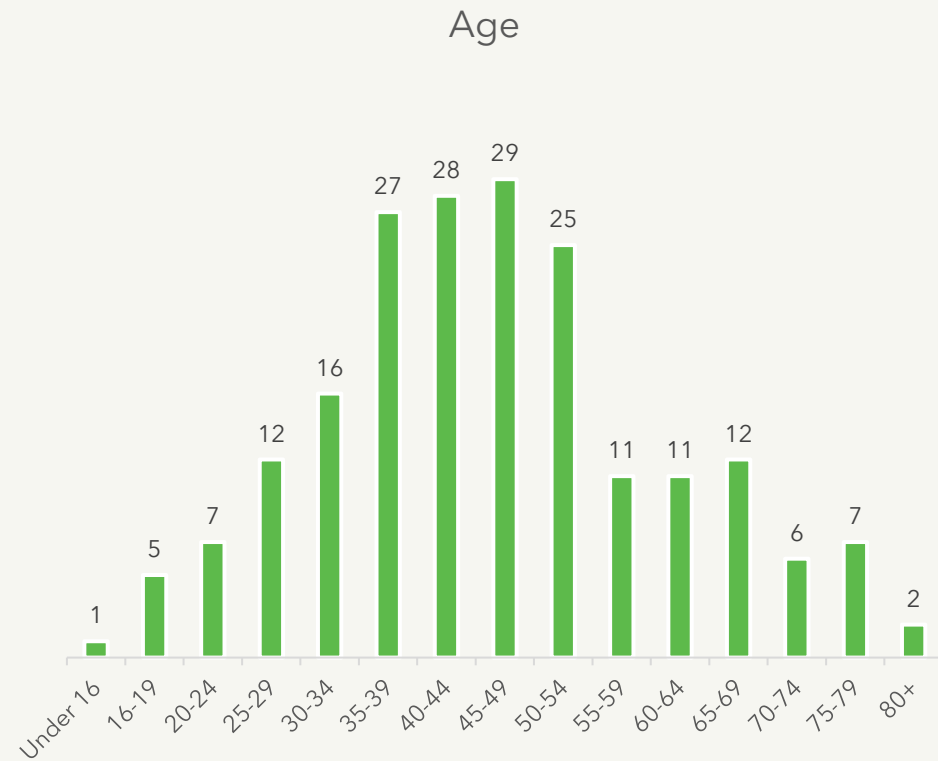
What is your interest in this project?



Note: Respondents could select multiple uses of Morrinsville Road.

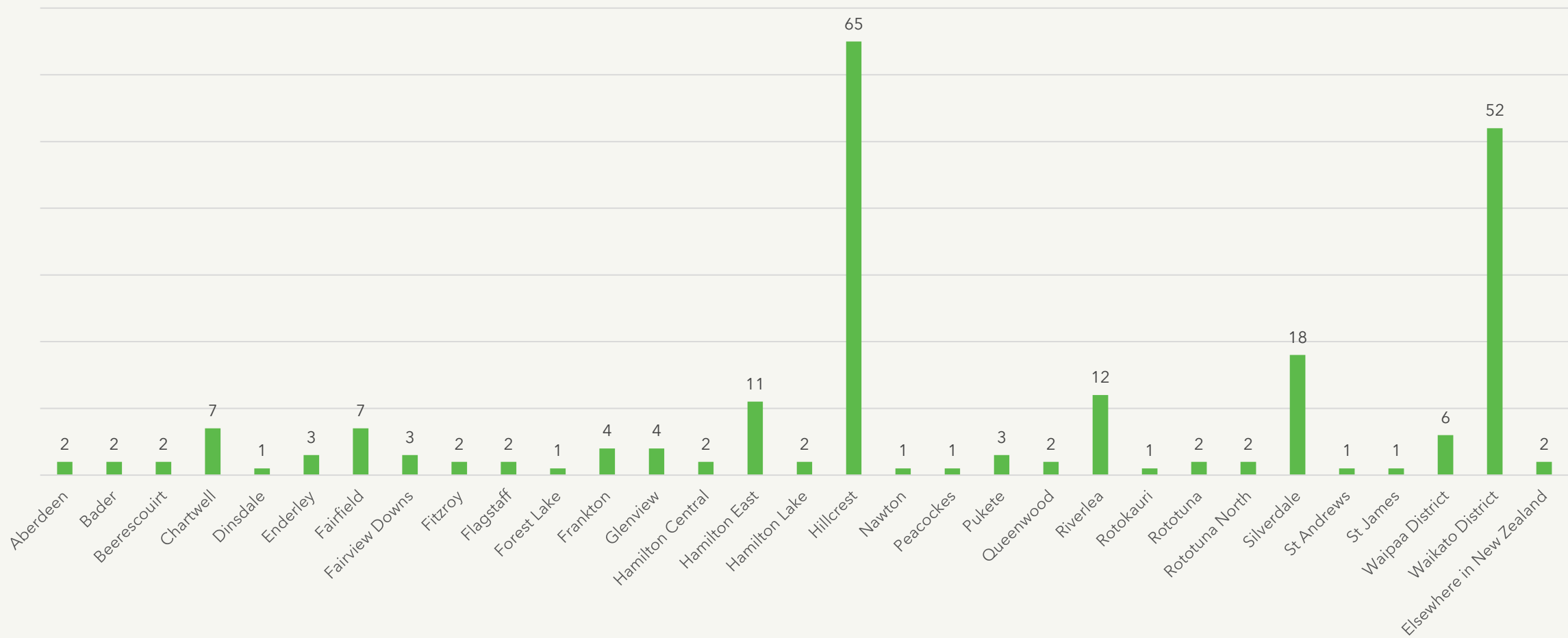


# About the respondents



# About the respondents

Where do you live?



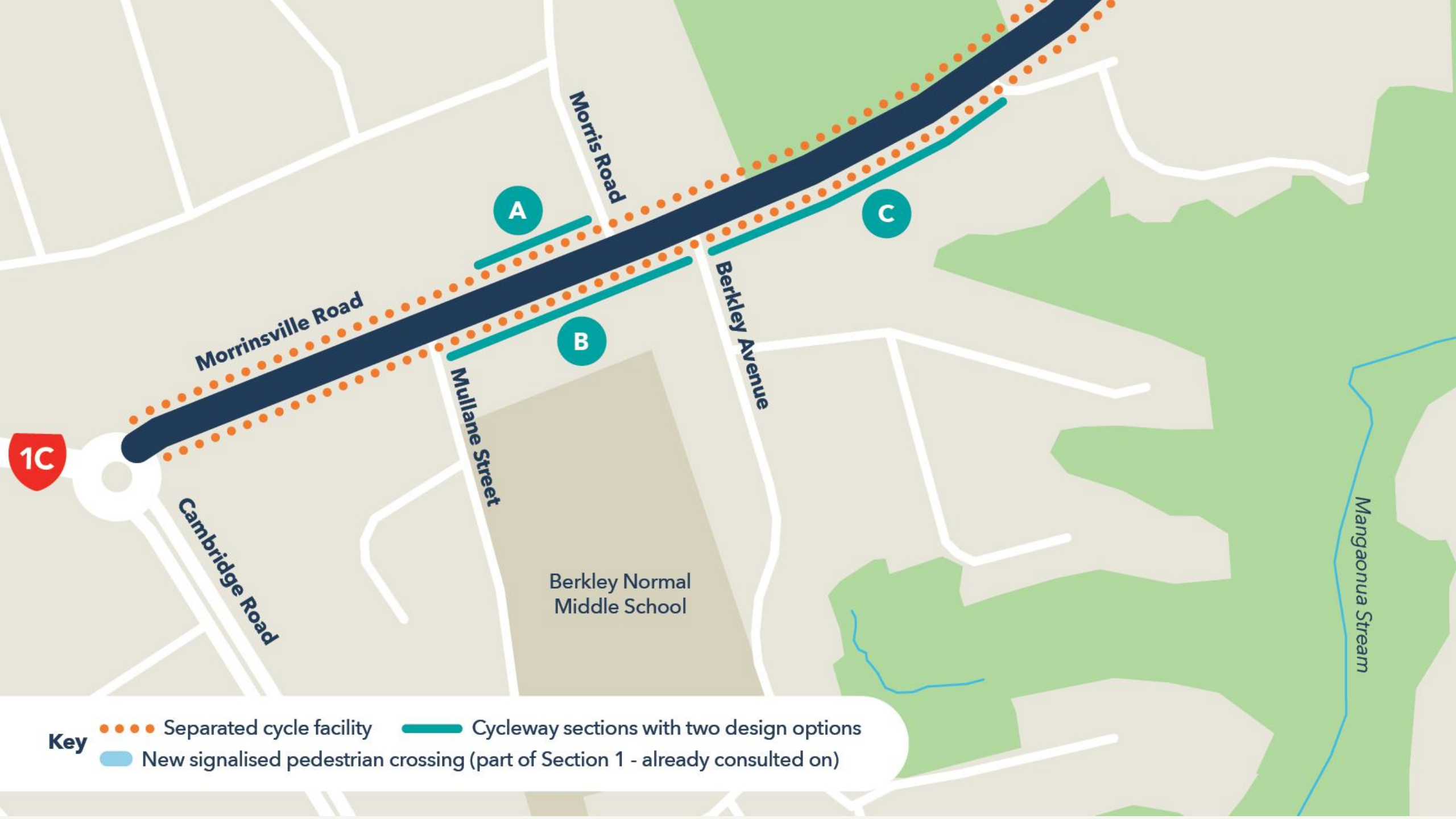
# Cycleway

## Feedback on options

# Proposal

- We proposed to install physically separated, on-road single-direction cycle lanes on both sides of Morrinsville Road.
- For three sections of the road, there are two options for the cycleway. These sections are:
  - **Section A:** Morris Rd to existing signalised crossing
  - **Section B:** Mullane St to Berkley Ave
  - **Section C:** Berkley Ave to Te Ara Hou Village
- These sections are shown on the next slide.
- The options for these sections are:
  - **Option 1:** On-road, physically separated, single-direction cycle lane.
  - **Option 2:** Widen footpath to create a shared walking and cycling path (enabling bidirectional travel for cyclists).





# Which cycleway do you prefer?

Across all three sections of the cycleway (Morris Rd, Mullane St, Berkley Ave), respondents preferred **Option 2: Shared Path**.

In additional comments, many respondents spoke about safety as the primary reason for their preference.

While supportive of Option 2: shared path, many respondents also requested a separation between cyclists and pedestrians within the shared path. This was seen as essential to maintaining safety and reducing potential conflicts between different users.

In addition, consistency between cycleway sections and the importance of bidirectional travel were mentioned in comments.

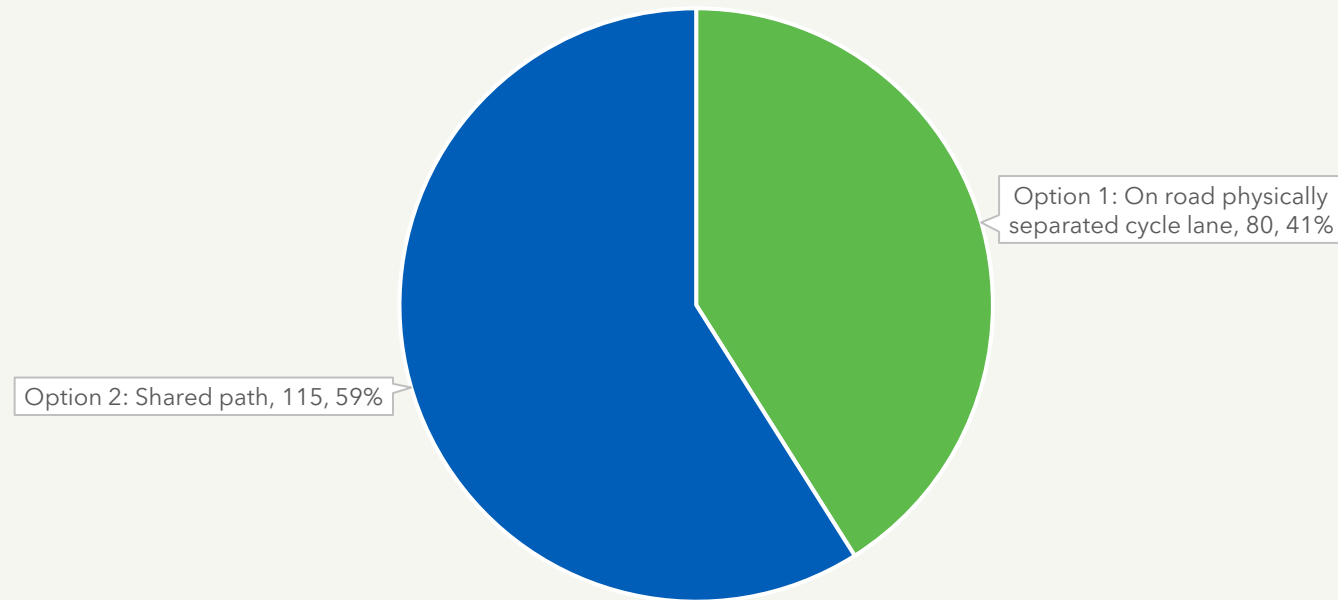
Some respondents commented on the potential of a shared path to encourage active transport.

Many respondents who preferred **Option 1: On-road physically separated cycle lane** made comments about cost considerations. This group highlighted Option 1 as the cheaper alternative and commented that significant change is not needed in the area. Concerns about traffic flow and disruption were also common among these respondents.

# Which cycleway do you prefer?

## Section A: Morris Rd to existing signalised crossing

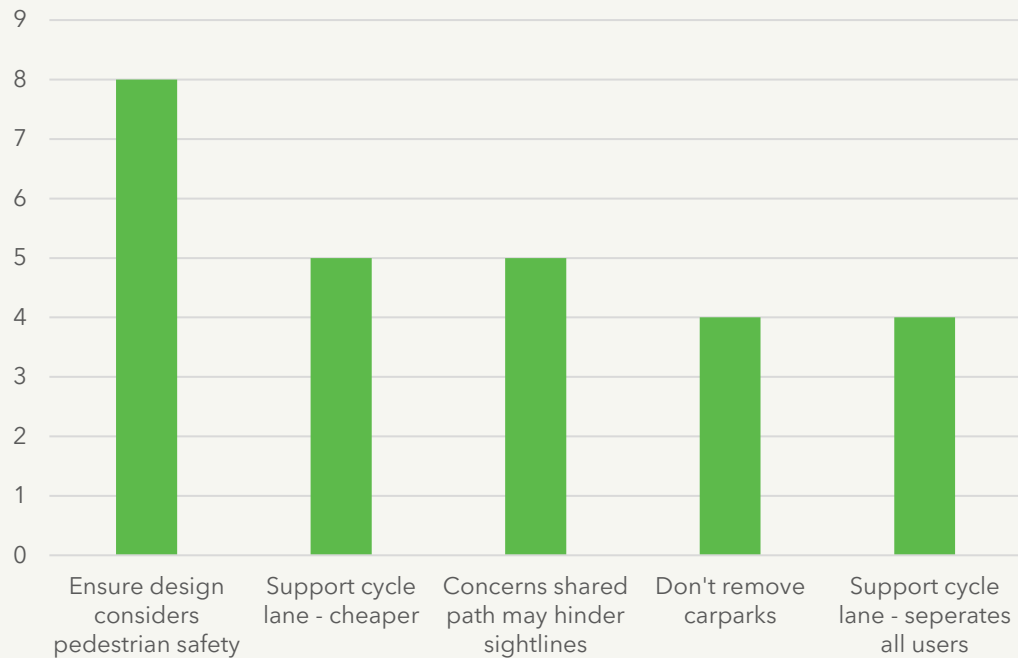
Which cycleway option do you prefer for section A?



# Themes from comments on cycleway

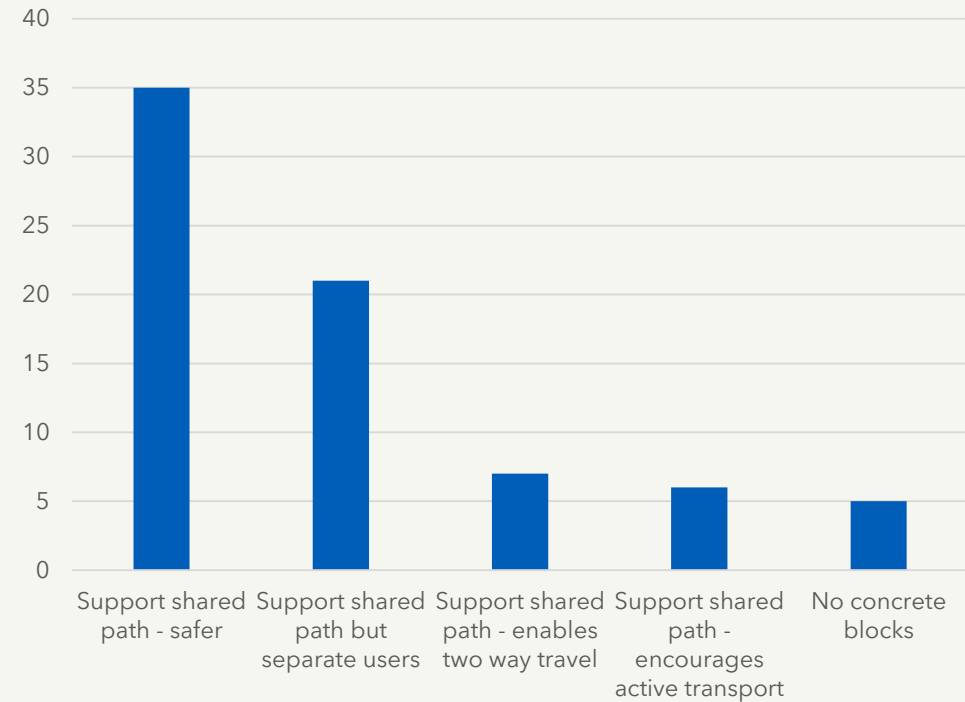
## Section A: Morris Rd to existing signalised crossing

Option 1: on-road cycleway - top five themes



41% of respondents preferred Option 1: on-road cycleway

Option 2: shared path - top five themes



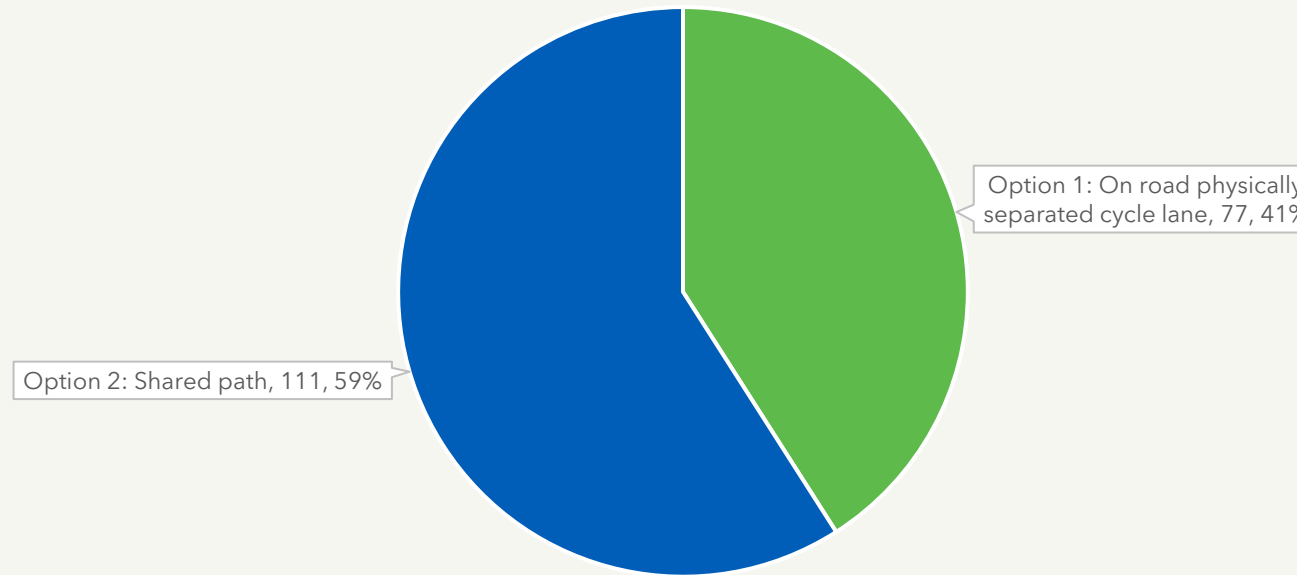
59% of respondents preferred Option 2: shared path



# Which cycleway do you prefer for Section B?

## Section B: Mullane St to Berkley Ave

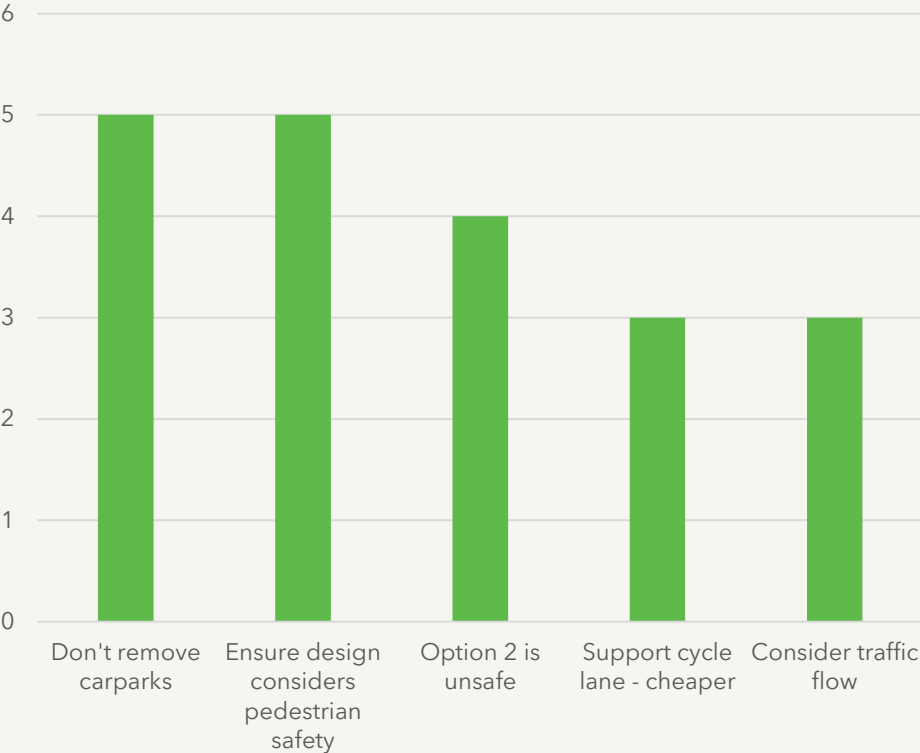
Which cycleway option do you prefer for section B?



# Themes from comments on cycleway

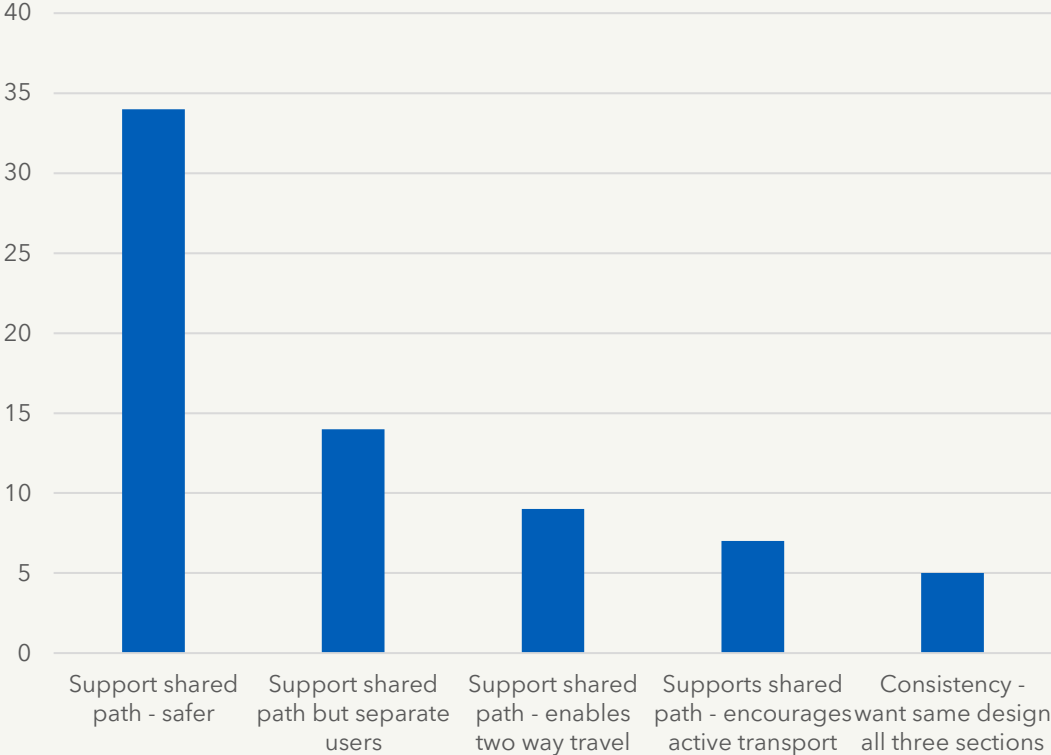
## Section B: Mullane St to Berkley Ave

Option 1: on-road cycleway - top five themes



41% of respondents preferred Option 1: on-road cycleway

Option 2: shared path - top five themes

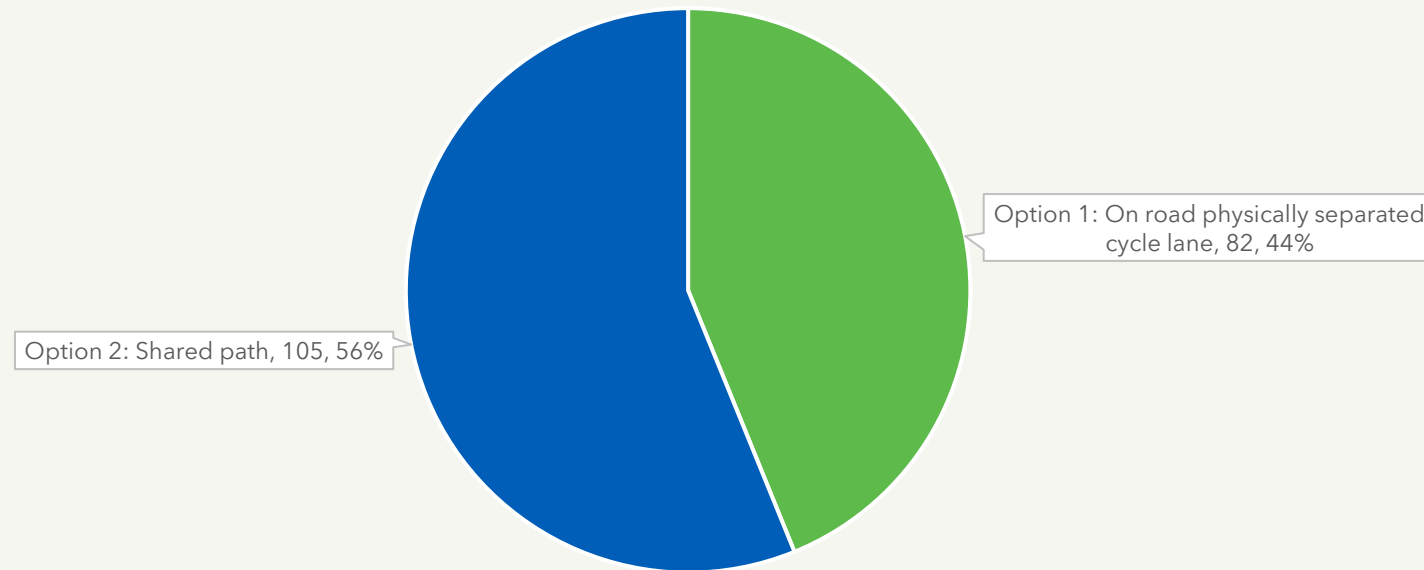


59% of respondents preferred Option 2: shared path

# Which cycleway do you prefer for Section C?

## Section C: Berkley Ave to Te Ara Hou Village

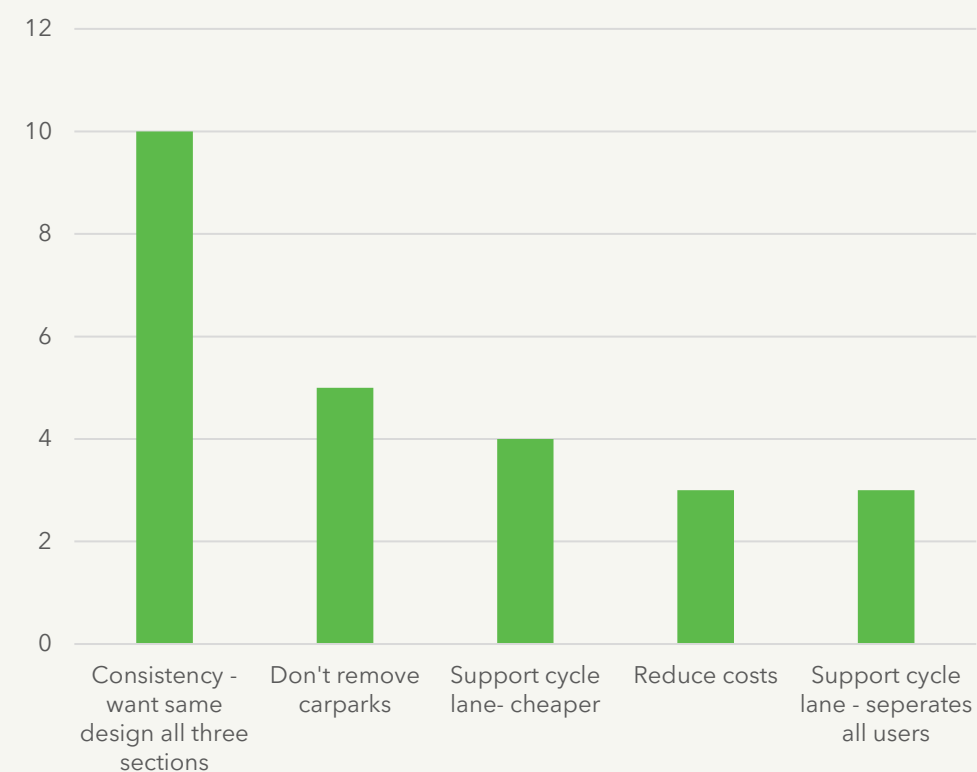
Which cycleway option do you prefer for section C?



# Themes from comments on cycleway

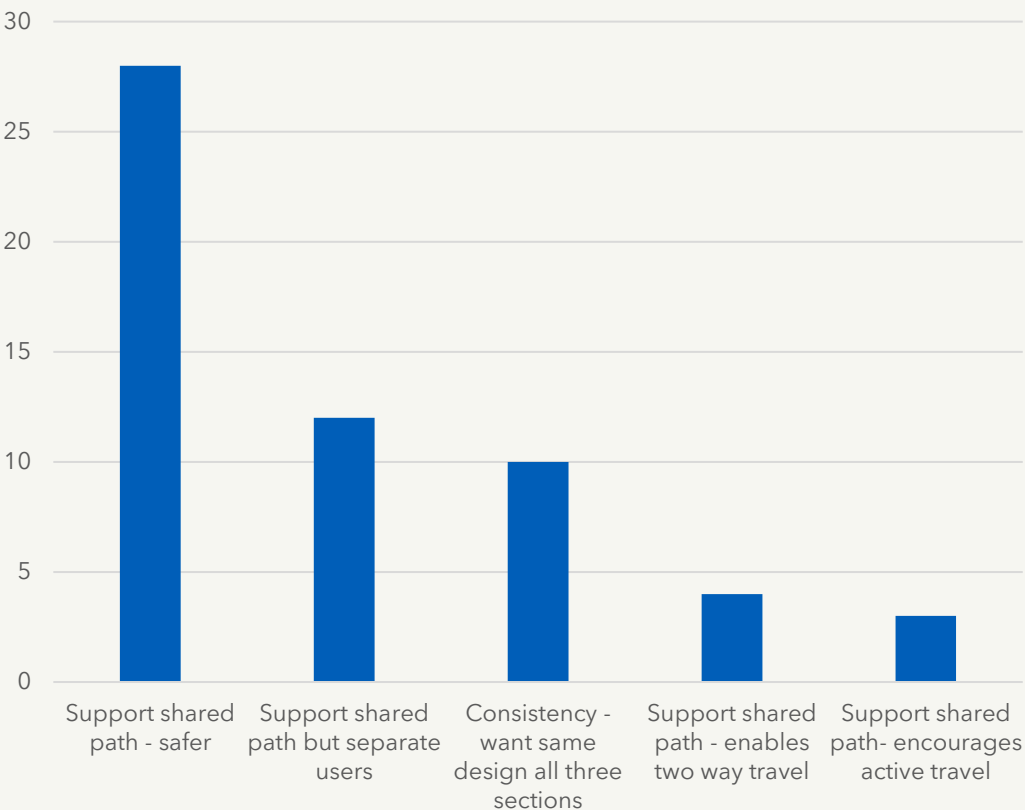
## Section C: Berkley Ave to Te Ara Hou Village

Option 1: on-road cycleway - top five themes



44% of respondents preferred Option 1: on-road cycleway

Option 2: shared path top - five themes



56% of respondents preferred Option 2: shared path



# Themes from comments

## Other cycleway sections



### General support

n = 13

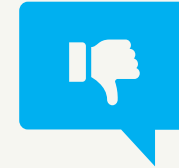
*"Overall, I'm VERY supportive of the cycleway plans. Much needed for this section of road which is heavily used by cyclists and pedestrians, especially the schoolkids. Shifting road user priorities away from car drivers and onto other users is a much-needed mindset change..."*



### Shared path is safer for kids/public

n = 12

*"money shouldn't matter when people's lives are at stake, shared paths are safer for everyone"*



### No change

n = 10

*"Leave it as it is."*

# Themes from comments

## Other cycleway sections



**No spend**

n = 7

*"Stop wasting our money on unnecessary things"*



**No raised crossings**

n = 6

*"We don't need any more judder bumps and plastic poles in our area. You've already destroyed the rest of Hamilton with this rubbish."*

# Safe, raised crossings

## Feedback on importance

# Proposal

- Safe raised crossings at Mullane Street, Morris Road, and Berkley Avenue. Their key features are:
  - Slows vehicles approaching the intersection creating a safer crossing point for school children.
  - Engineered for a smooth driving experience.
  - Provides a smoother crossing for people using wheelchairs, prams, and bicycles.



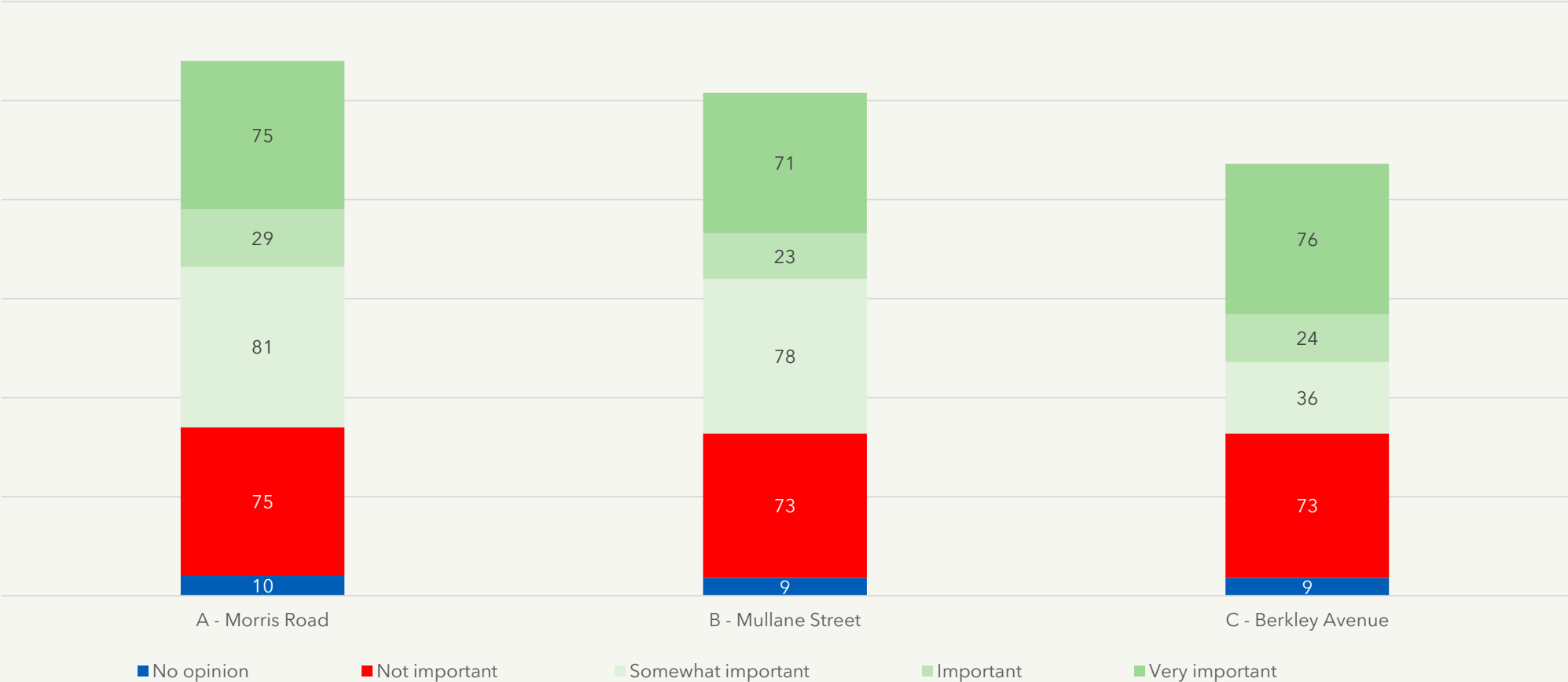


# How important are the safe, raised crossings?

- Respondents chose from a matrix: no opinion, not important, somewhat important, important or very important.
  - **Location A - Morris Road:**  
69% of respondents answered Somewhat important, Important, or Very important  
28% answered Not important
  - **Location B - Mullane Street:**  
68% of respondents answered Somewhat important, Important, Very important  
29% answered Not important
  - **Location C - Berkely Avenue:**  
62% of respondents answered Somewhat important, Important, Very important  
33% answered Not important

# How important are the safe, raised crossings?

How important do you think the safe raised crossings are?



# Themes from comments

## On raised crossings



**Safer for kids/public**

n = 26

*"These are important to slow motorists down, so they don't conflict with pedestrians and cyclists."*



**Keep raised crossings**

n = 26

*"All pedestrian crossings should be raised platforms, all raised platforms should be pedestrian crossings.."*



**Move crossings away from intersection**

n = 20

*"...For safety, I believe the crossings (not raised) should be situated further down the road giving a vehicle the room to stop at the crossing without the fear of being hit from behind or side..."*

# Themes from comments

## On raised crossings



**No raised crossings**

n = 15

*"The ratepayers do not want raised platforms."*



**Consider traffic flow**

n = 13

*"Concerned about the flow of traffic needing to slow down to get over the crossings and when pedestrians have right of way (with continual stream of kids using the crossings). It is already very busy with vehicles at these times, often crawling from intersection of Cambridge Road to SH 1C (before Caltex) as it is.."*

# Additional feedback

Improvements to the existing  
signalised crossing

# Proposal

- Enlarge the central island waiting area - the crossing is currently overcrowded with school children at peak times.
- Upgrade does **not** include a raised crossing



# Do you have any comments about the signalised crossing?

151 individuals made a comment on this question. The most prevalent theme (n=51) was support for the proposal.

A smaller group (n=18) preferred no change to the existing crossing area, while some (n=11) indicated a preference for the crossing to also be raised.

Safety was consistently identified as the primary driver behind respondents' views, with many highlighting the importance of safer pedestrian movement in the area.

A small number (n=5) also noted the need to balance safety improvements with traffic flow considerations, mentioning the importance of ensuring efficiency alongside safety outcomes.



# Themes from comments

## On signalised crossings



**General support**

n = 51

*"Good idea."*



**No change**

n = 18

*"No change needed"*



**Wants raised crossing**

n = 11

*"This seems sensible, although given the previous high-profile incidents on this road I would support a raised crossing."*

# Themes from comments

## On signalised crossings



**Safer for kids/traffic**

n = 9

*"The safety considerations alone justify the mild inconvenience to drivers."*



**Consider traffic flow**

n = 5

*"...Won't this just be a potential bottleneck point where people are crossing during peak flow times and therefore holding up the flow of traffic?"*

# Additional feedback

## Other comments

# Themes from comments

## Other comments



### General support

n = 19

*"This is an excellent initiative - really pleased to see this project get started. I hope this will lead to further developments that will allow us to cycle safely across the city."*



### No spend

n = 12

*"Why does this have to be so expensive, council staff need to provide the councillors and rate payers with better more economical options. No more unnecessary overspending."*



### Safety focus

n = 6

*"The focus needs to be on the actual safety issues..."*

# Themes from comments

## Other comments



**Consider traffic flow**

n = 6

*"Morrinsville Rd at the Morrinsville Rd/Cambridge Rd roundabout approaching from Morrinsville Road needs to be 2 lanes much further back than planned to avoid large tailbacks and gridlock and improve traffic flow....."*



**No change**

n = 5

*"... The current system works well..."*

# Further analysis

## Interest groups

# What is your interest in this project?

Respondents were asked to indicate their interest in the project. These interests have been grouped into three key categories to provide deeper insight into community perspectives:

- Active transport users
- Parents
- Drivers (non-local)
- Lives in the local area

**Respondents could select multiple interests**, and those who did are represented in each relevant category.

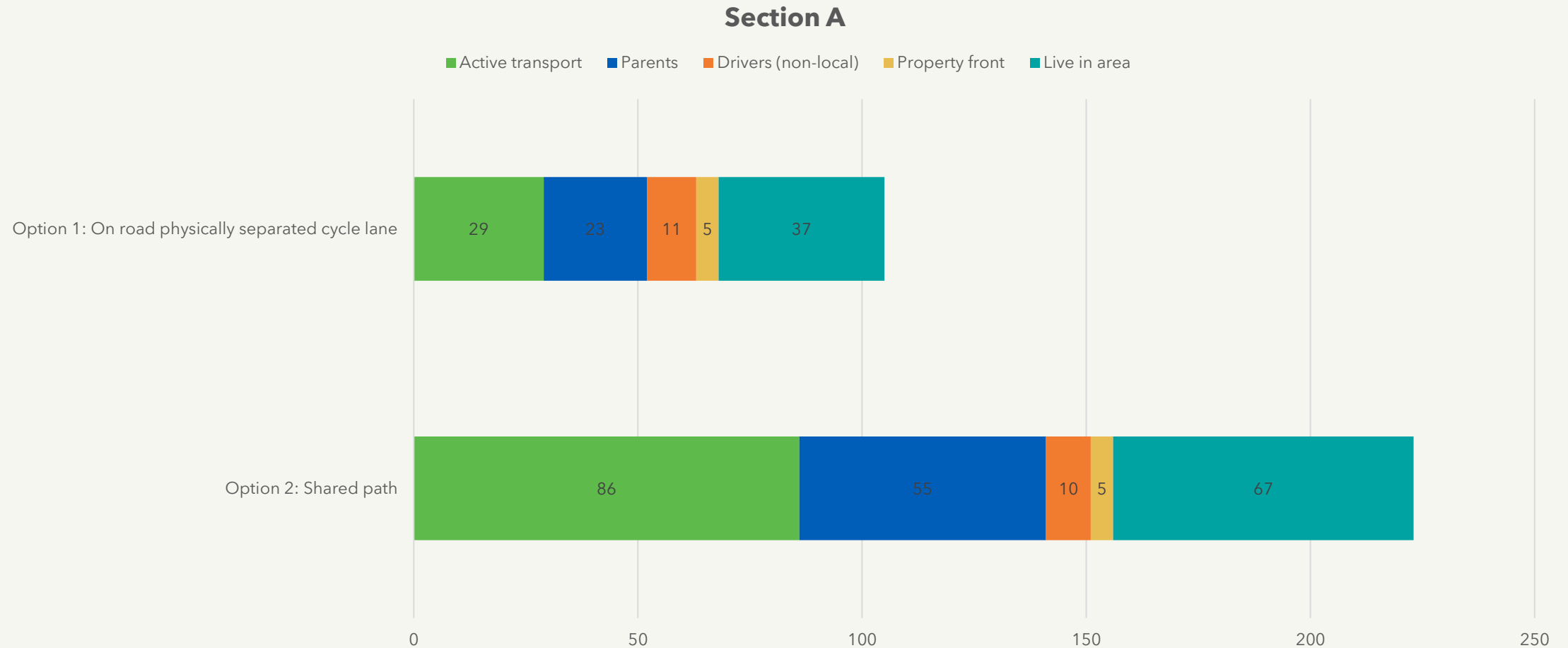
Active transport users and parents predominantly supported **Option 2: Shared Path**, mainly for reasons around safety.

Drivers (non-local) supported **Option 1: On-road physically separated cycle lane**, expressing concerns about traffic flow and a general reluctance toward changes in the area.



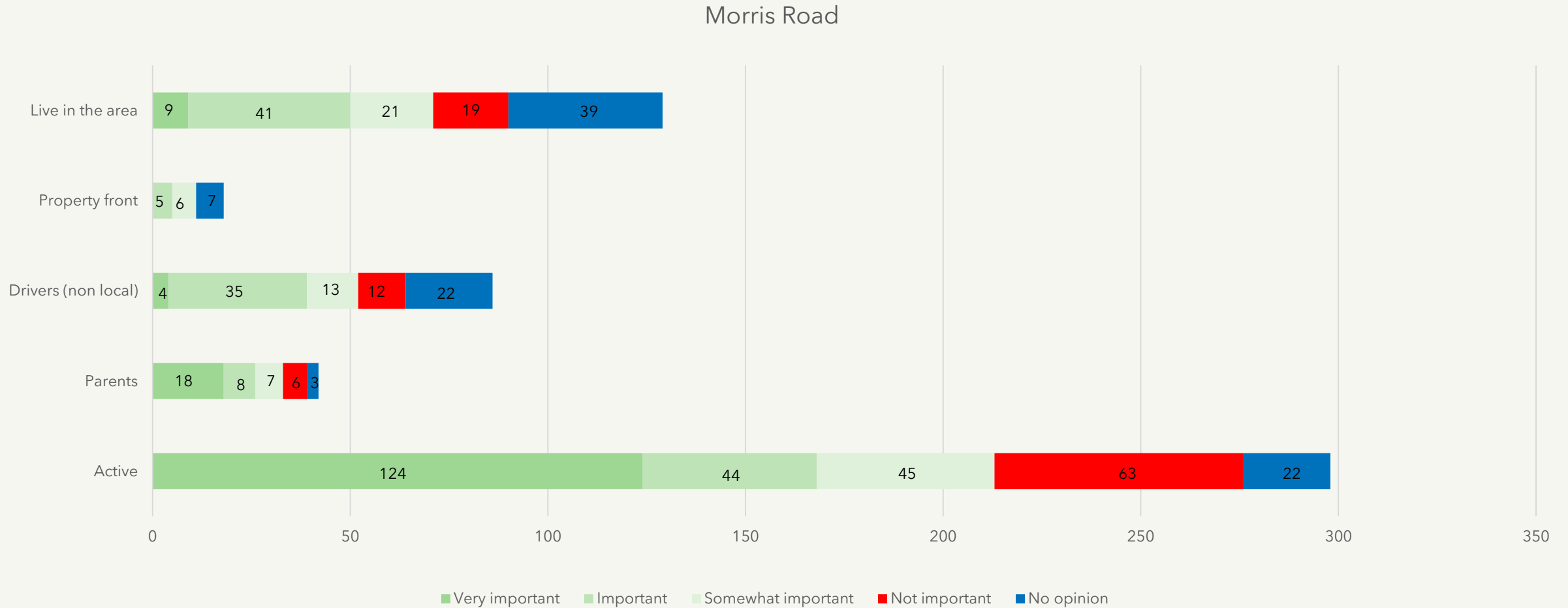
# Interest groups: preferred option - cycleway

## Section A: Morris Rd to existing signalised crossing



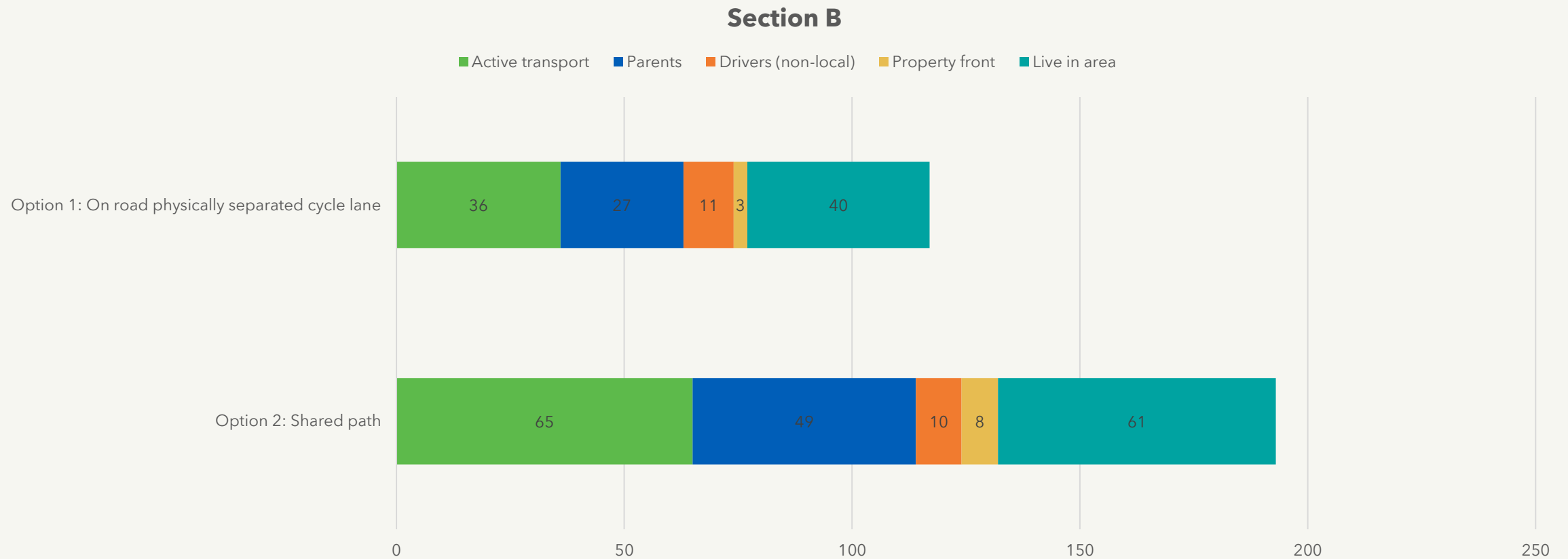
# Interest groups: preferred option – safe, raised crossings

## Morris Road



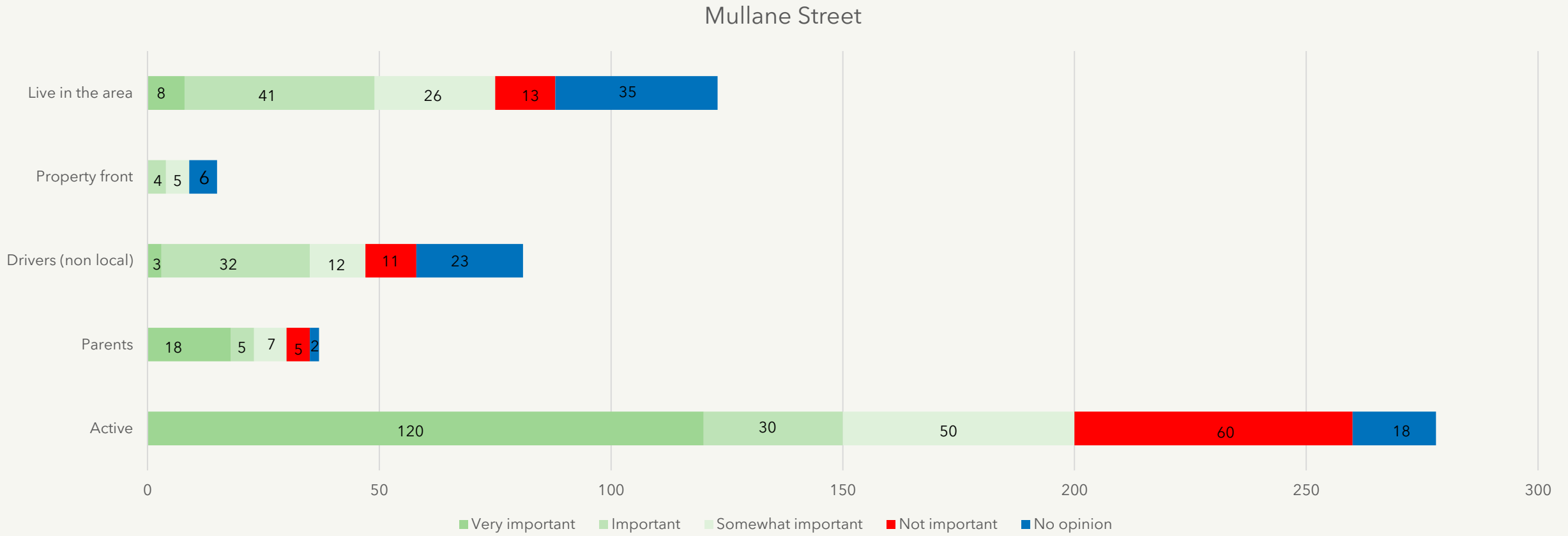
# Interest groups: preferred option - cycleway

## Section B: Mullane St to Berkley Ave



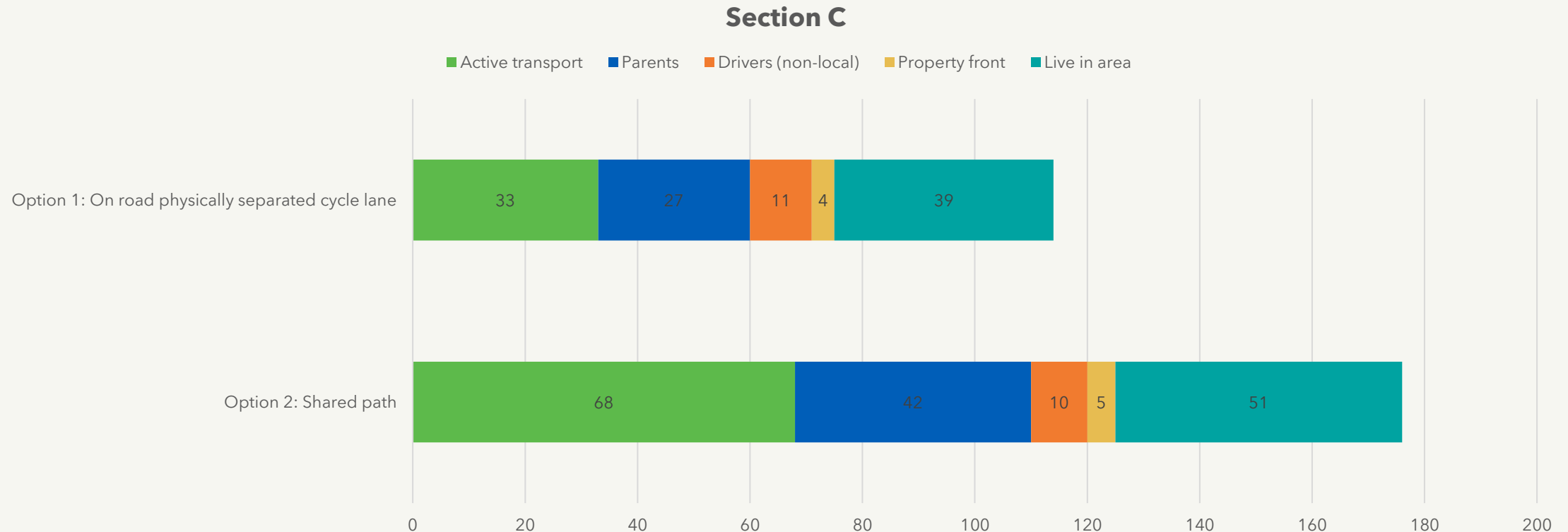
# Interest groups: preferred option – safe, raised crossings

## Mullane Street



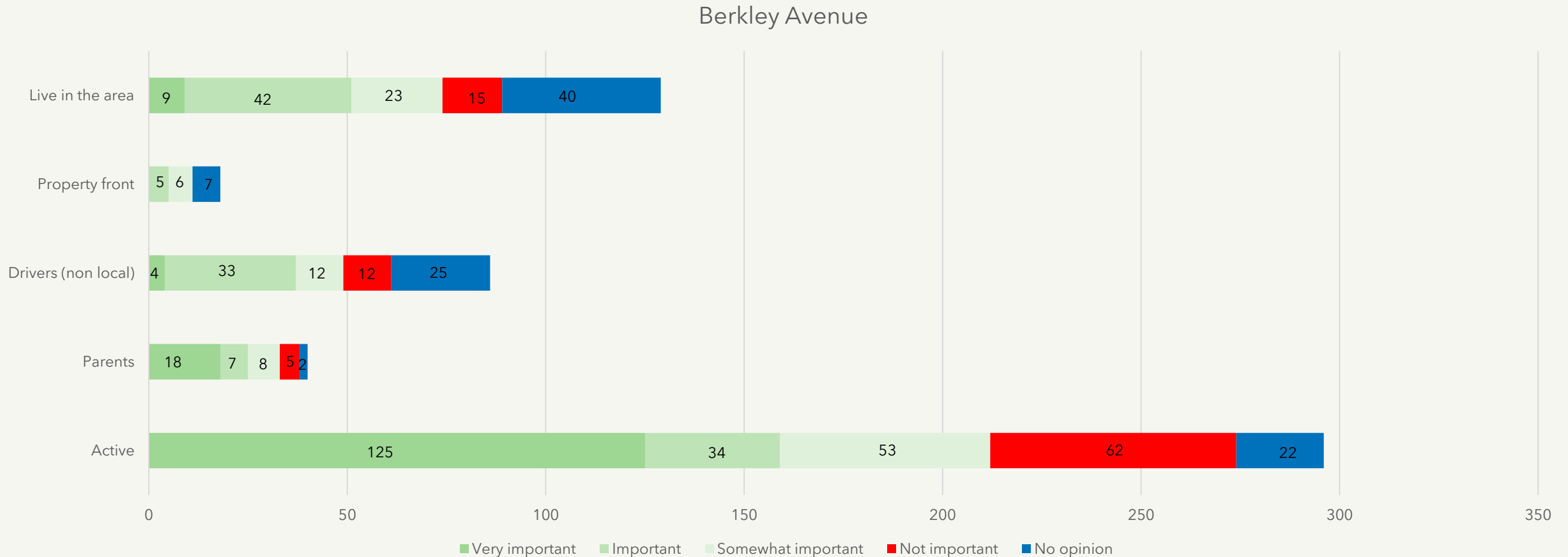
# Interest groups: preferred option - cycleway

## Section C: Berkley Ave to Te Ara Hou Village



# Interest groups: preferred option – safe, raised crossings

## Berkley Avenue



# Further analysis

## Hillcrest residents



# Hillcrest residents

Respondents were asked “I live in Hamilton, my suburb is”. Respondents who selected Hillcrest have been grouped to provide deeper insight into local community perspectives.

Respondents could only select one suburb that they live in.

The majority of Hillcrest residents supported **Option 2: Shared Path**.

When asked how important safe raised crossings are, all Hillcrest residents rated them as at least “somewhat important”. No residents of this suburb rated them “not important”.

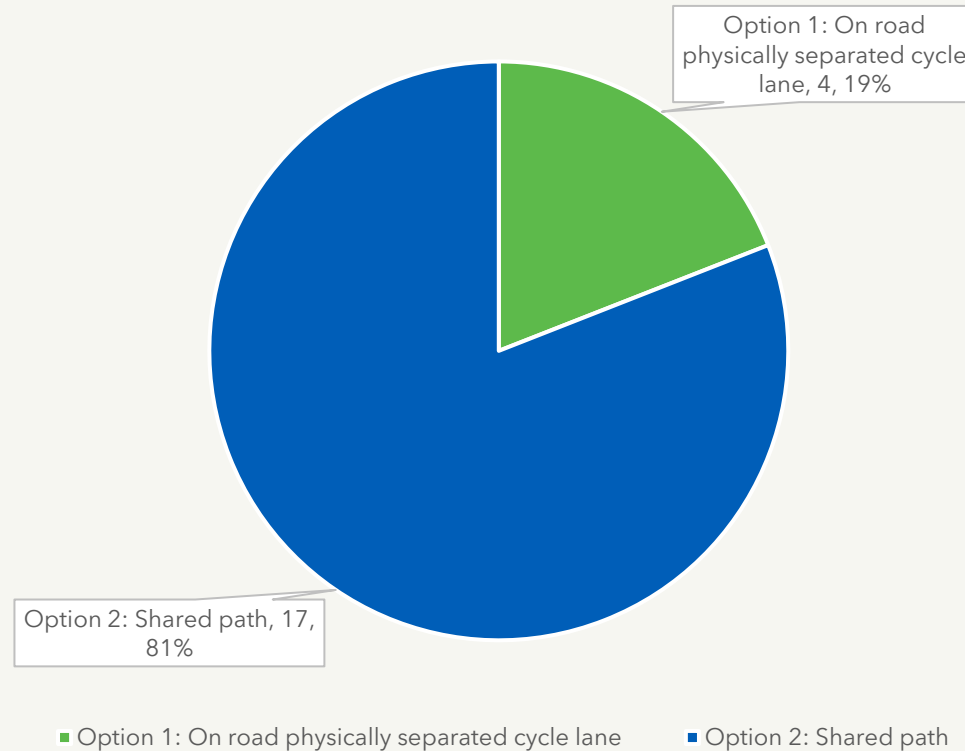
Not all Hillcrest residents answered every question.

- 20 respondents answered Section B and C “Which cycleway do you prefer...” and 21 respondents answered Section A.
- 23 respondents answered, “How important do you think safe raised crossings are?” for Morris Road, 22 for Mullane Street and 21 for Berkley Avenue.

# Which cycleway do you prefer for Section A?

## Section A: Morris Rd to existing signalised crossing

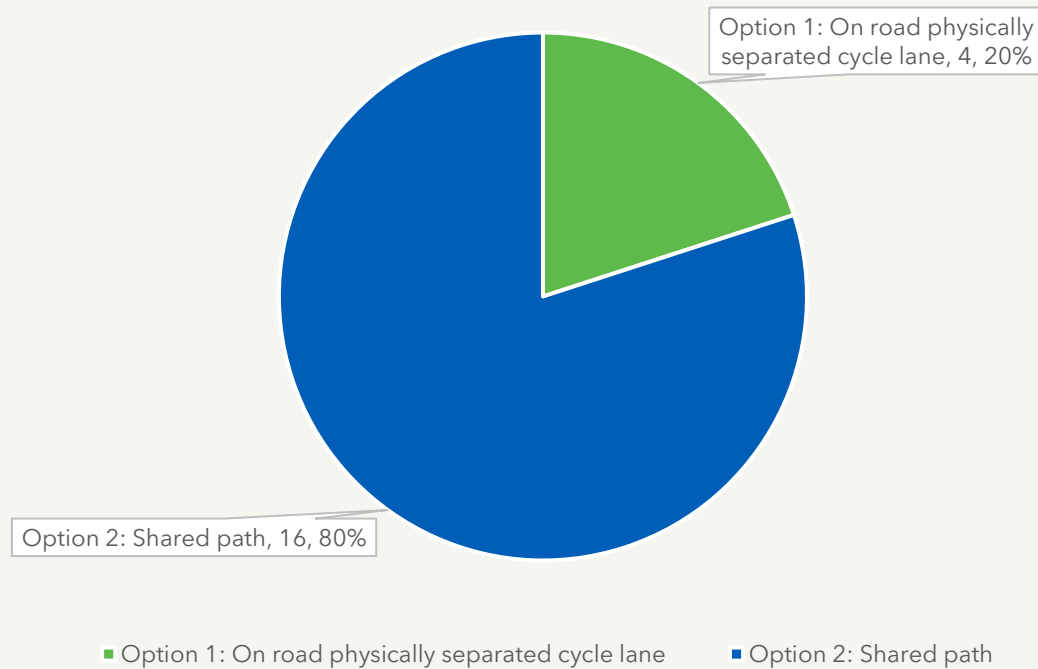
Section A - Hillcrest residents



# Which cycleway do you prefer for section B?

## Section B: Mullane St to Berkley Ave

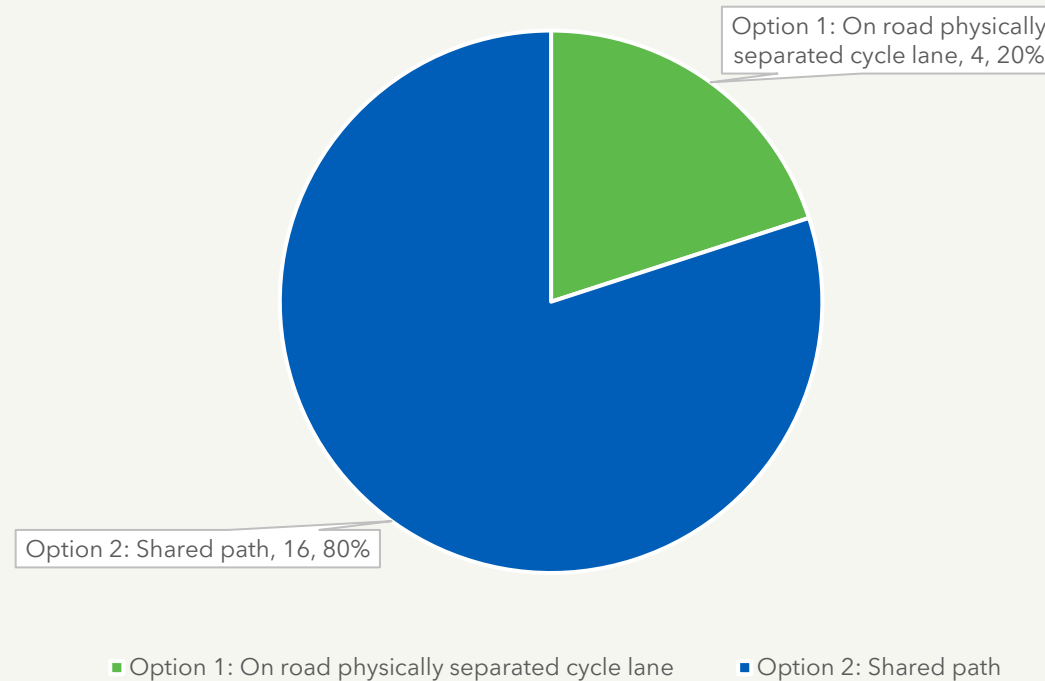
Section B - Hillcrest residents



# Which cycleway do you prefer for Section C?

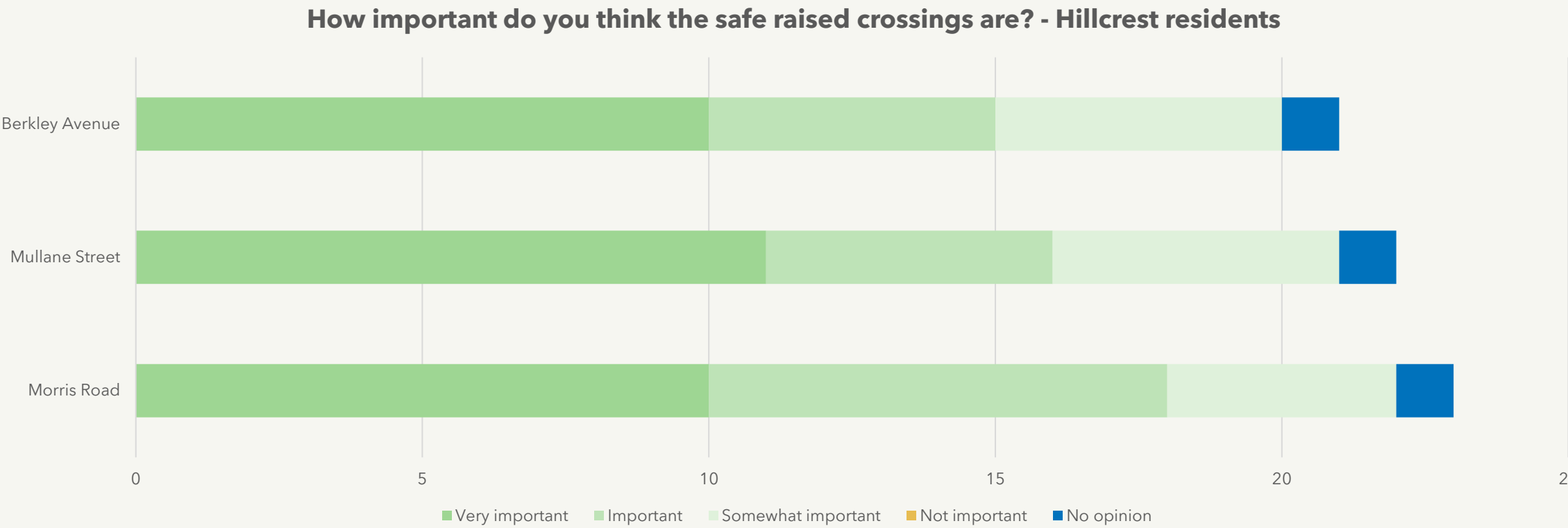
## Section C: Berkley Ave to Te Ara Hou Village

Section C - Hillcrest residents



# How important do you think the safe raised crossings are?

## Hillcrest residents



# Further analysis

## Local business owners and managers

# Responses from local businesses

## Preferred options for cycleway

We heard from seven local businesses. Businesses didn't answer all questions, so counts vary.

### **Section A: Morris Rd**

Four businesses preferred Option 2: shared path, with the remaining three preferring Option 1.

### **Section B: Mullane St**

Three businesses preferred Option 1: on-road cycleway, with one business preferring Option 2.

### **Section C: Berkley Ave**

Three businesses preferred Option 1: on-road cycleway, with one business preferring Option 2.

# Responses from local businesses

## How important are the raised, safe crossings?

More businesses rated the safe, raised crossings as "not important".

### **A: Morris Rd**

- Five businesses rated them "not important", and two businesses rated them "very important"

### **B: Mullane St**

- Five businesses rated them "not important", with the remaining two rating them "important" or "very important"

### **C: Berkley Ave**

- Five businesses rated them "not important", with the remaining two rating them "important" or "very important"



# Responses from local businesses

## Commentary on cycleways



**No speed  
bumps/spend**

*"No cycle ways. No judder bumps.... Stop wasting money on roads in order to make them worse for 99% of Hamilton's population"*



**Neither option**

*"Neither option, as it works now is very effective. option 2 saying it may make younger kids feel more confident has to be a joke? Where are the numbers to back this comment up? As a rate payer and a user of this section of road I disagree with both proposals.."*



**Safer**

*"Love it! The students use walkway to ride because it is not safe to ride in bike lane- this layout solves that issue!"*

# Responses from local businesses

## Commentary on safe, raised crossings



**No speed bumps**

*"Terrible things being a tradie in a van no consideration for us at all!"*



**Safety**

*"This is a wonderful addition for our children's safety."*



**Keep speed bumps**

*"We need 'speed bumps' because people will NOT slow down otherwise."*

# Social media

## Comment analysis

# Social media engagement

The Morrinsville Road consultation was promoted on the Hamilton City Council Facebook page through a boosted post.

Engagement with Council's post has been reviewed as part of this report. While social media interactions are not classified as formal submissions, they provide additional insight into community sentiment regarding the project.

## **Social media commentary should be interpreted with caution and considered alongside other engagement channels.**

- Comments made on social media may not be based on a full understanding of the project, as contributors may not have visited the project webpage or reviewed the proposals and objectives.
- Sentiment expressed on social media platforms tends to be more negative compared to formal consultation feedback.

# Social media sentiment

Sentiment	Proportion	Themes from comments
Positive (Supportive)	35% (15 comments)	Safety for kids, raised crossings, separated paths, praise for council engagement
Negative (Opposed)	45% (19 comments)	Complaints about cost, "waste of money," parking loss, distrust of council decisions for project, dislike of speed bumps
Neutral (Mixed, Requests)	20% (9 comments)	Asking for accident stats, usage data, alternative designs (underpasses, roundabouts), fix potholes first

*Note: Social media sentiment has been analysed with Copilot, reviewed by Hamilton City Council's Senior Research and Insights Advisor.*



# Engagement

## Tactics + results

# Activities to raise awareness

- We raised awareness of the proposed changes through:
  - A community mail drop (letter and flyer). Directly impacted residents and businesses were also door knocked.
  - Social media advertising
  - Antenno notification
  - VMS boards (digital signs on the side of Morrinsville Road)
  - Information in libraries
  - A project webpage with feedback form
  - Workshop with students from Berkley Normal Middle School
  - Met with Tamahere and Matangi Community Committees. Newstead Residents Association were unable to attend but were contacted to provide input.
  - Two public drop-in sessions
  - Emails to key interest groups (including emergency services, freight advocacy groups, Bike Waikato, Living Streets, and schools)



# Social media engagement

## **Have Your Say Post**

- 35,794 – How many people saw the advertisement (Reach)
- 115 – Post reactions (Thumbs up and other reactions)
- 198 – Comments (Total comments)
- 1,130 – Clicks on the in-post link to the project consultation page

## **Drop-in session post**

- 37,915 – How many people saw the advertisement (Reach)
- 14 – Post reactions (Thumbs up and other reactions)
- 1 – Comment (Total comments)



# Engagement tactics

## Overview

**Location:** Both sides of Morrinsville Road, between Cambridge Road and Matangi Road

**Aim:** Make it safer and easier to walk, scooter, and cycle, especially for:

- School children
- University students
- Casual and commuter cyclists

This is a busy road for school children

### Proposal:

- Physically separated on-road cycle lanes, on both sides of the road
- Safe raised crossings at Mullane Street, Morris Road, and Berkley Avenue
- Improvements to the existing signalised crossing on Morrinsville Road
- LED streetlight upgrades

## Have your say

- Learn more and share your thoughts at [hamilton.govt.nz/haveyoursay](https://hamilton.govt.nz/haveyoursay)
- Talk to us in person at Berkley Normal School Performing Arts Centre
  - Tuesday, 28 October, 5pm – 7pm
  - Saturday, 1 November, 11am – 1pm
- Feedback closes **9 November 2025**

**Section 1 update:** Construction of the new roundabout and shared path will commence in early 2026. Learn more at [hamilton.govt.nz/morrinsvilleroad](https://hamilton.govt.nz/morrinsvilleroad)

## Why it matters

- Safer and easier travel for children
- Encourages walking and cycling to school
- Connects to new shared path on Morrinsville Road
- Links to cycleway that connects to Ruakura retail area
- LED lighting saves electricity and maintenance costs
- Supports the transfer of State Highway 26 to a local road.

## Fully funded

100% funded by NZTA Waka Kotahi.  
Not funded by ratepayers

## What's next

### November to February 2026:

We'll carefully consider your feedback and make final decisions on the project design

### Mid to Late 2026:

Construction. We'll work with residents to plan construction activities

## Questions?

📞 07 838 6699

✉ [info@hcc.govt.nz](mailto:info@hcc.govt.nz)



## Morrinsville Road fit for purpose upgrades

### Section 2: Cambridge Road to Matangi Road

Safer and easier travel for school children, university students, and the wider community



### Section 2: Cambridge Road to Matangi Road

## Morrinsville Road fit for purpose upgrades

Safer travel for school children and the wider community



Have your say by 9 November



### Section 2: Cambridge Road to Matangi Road

## Morrinsville Road fit for purpose upgrades

Safer travel for school children and the wider community

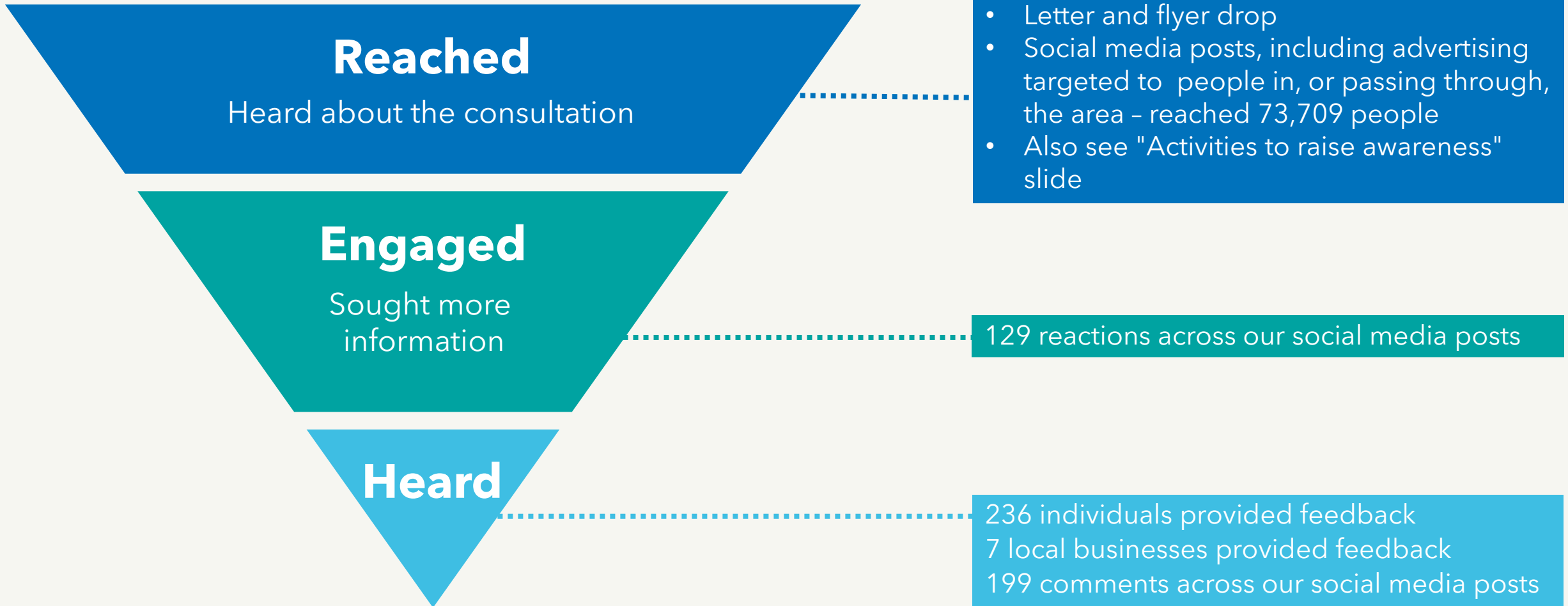
Chat with the project team at Berkley Normal Middle School Performing Arts Centre:

**Tuesday**  
**28 October**  
**5pm - 7pm**

**Saturday**  
**1 November**  
**11am - 1pm**

Have your say by 9 November

# Engagement results



# What's next?

- **November to February 2026:** We'll carefully review feedback, share it with Elected Members for decisions, and finalise the design
- **Mid 2026:** Construction