

# Hamilton City Council – Staff Feedback

## Consultation on 3 ‘Urban Connector’ State Highway Locations in the Waikato

New Zealand Transport Agency

13 May 2025

# Improving the Wellbeing of Hamiltonians

Hamilton City Council is focused on improving the wellbeing of Hamiltonians through delivering to our five priorities of shaping:

- **A city that's easy to live in**
- **A city where our people thrive**
- **A central city where our people love to be**
- **A fun city with lots to do**
- **A green city**

The topic of this staff feedback is aligned with all of Hamilton City Council's five priorities.

## Council Approval and Reference

This staff feedback was approved by Hamilton City Council's Chief Executive on 13 May 2025.

Feedback # 800

**It should be noted that the following feedback is from staff at Hamilton City Council and does not, therefore, necessarily represent the views of the Council itself.**

## Introduction

1. Hamilton City Council staff welcome the opportunity to provide feedback to the New Zealand Transport Agency's **Consultation on 3 'Urban Connector' State Highway Locations in the Waikato**, and in particular, the potential impact of the proposals for Hamilton.
2. Hamilton City Council takes an active interest in the road safety space, including our 15 July 2024 staff submission to the **Draft Land Transport Rule: Setting of Speed Limits 2024** – [refer here](#)
3. Our Key Messages and Recommendations are outlined as follows.

## Key Messages and Recommendations

4. **Overall Comments/Feedback**
5. We welcome the opportunity for consultation on the speed limit proposals for SH26 Morrinsville Road and SH1C Cobham Drive, both within Hamilton City boundaries and connected to Council's local road network.
6. Global evidence is clear that increasing speed limits is contrary to best road safety practice and contributes to worsening of air quality and heightens health impacts<sup>1</sup>. We welcome the opportunity to reverse the speed limit reversals required by the **Land Transport Rule: Setting of Speed Limits 2024**.
7. We therefore support returning to the original lower speed limits, as they were set based on sound road safety and environmental rationale.
8. **SH26 Morrinsville Road**
9. Staff strongly support the retention of the current 50km/h speed limit on SH26 Morrinsville Road. The proposal's 50km/h speed limit aligns with the current Fit for Purpose project to accommodate the intersection improvements at Silverdale/Matangi Roads and the section of shared path out to the Waikato Expressway, which are planned for community engagement later this year.
10. **SH1C Cobham Drive**
11. Staff strongly support the speed limit of 60km/h proposed for the length of SH1C Cobham Drive, which is outside the Hamilton Gardens and the Grey Street intersection.
12. There has been a noticeable decrease in the number of crashes on this section of road since the speed limit was lowered to 60km/h in December 2021. Notwithstanding the lower speed limit, there have still been ongoing concerns expressed by the community about safety in this area.
13. The table below sets out crash data before and after the December 2021 speed limit change at key locations on Cobham Drive as examples of the benefits of the lower limits.

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<sup>1</sup> **Speeding towards danger: the concerns and consequences of increasing speed limits on our roads;** Christopher Wakeman, Shanthi Ameratunga, Teuila Percival, Braden Te Ao, Jamie Hosking; *New Zealand Medical Journal* Te ara tika o te hauora hapori; 2024 Aug 2; 137(1600). ISSN 1175-8716; <https://www.nzmj.org.nz/>

Location	80km/h Speed limit 09/12/2016 – 09/12/2021	60km/h Speed limit 10/12/2021 – 29/01/2025
Cobham Bridge Corner	<ul style="list-style-type: none"> <li>• 4 Minor Injury Crashes</li> <li>• 14 Non-Injury Crashes</li> <li>• TOTAL 18</li> </ul> <p>There were 13 Bend loss of control / head on crashes</p>	<ul style="list-style-type: none"> <li>• 1 Minor Injury Crash</li> <li>• 2 Non injury Crashes</li> <li>• TOTAL 3</li> </ul> <p>All crashes were Bend loss of control/ head on crashes</p>
Cobham Drive / Grey Street intersection	<ul style="list-style-type: none"> <li>• 3 Serious Crashes</li> <li>• 6 Minor Injury Crashes</li> <li>• 16 Non-Injury Crashes</li> <li>• TOTAL 25</li> </ul> <p>Of the 25 crashes 12 of them were crossing/ turning crash types, 11 rear end/ obstruction crash types.</p>	<ul style="list-style-type: none"> <li>• 4 Minor Injury Crashes</li> <li>• 5 Non-Injury Crashes</li> <li>• TOTAL 9</li> </ul> <p>Out of the 9 crashes 5 of them were crossing/ turning crash types, 3 rear end/ obstruction crash types.</p>
Cobham Drive / Galloway Street roundabout	<ul style="list-style-type: none"> <li>• 3 Minor Injury Crashes</li> <li>• 25 Non-Injury Crashes</li> <li>• TOTAL 28</li> </ul>	<ul style="list-style-type: none"> <li>• 8 non-Injury Crashes</li> </ul>

## Further Information and Opportunity to Discuss our Feedback

14. Should the New Zealand Transport Agency require clarification of the feedback from Hamilton City Council staff, or additional information, please contact **Glenn Bunting** (Urban Integration Principal, Transport – Plan, Strategy and Programming) on **021 962 829**, or email [Glenn.Bunting@hcc.govt.nz](mailto:Glenn.Bunting@hcc.govt.nz) in the first instance.
15. Hamilton City Council representatives would welcome the opportunity to discuss the content of this feedback (or the **Consultation on 3 'Urban Connector' State Highway Locations in the Waikato**) with the New Zealand Transport Agency.

Yours faithfully



Lance Vervoort  
**CHIEF EXECUTIVE**

#### **FURTHER INFORMATION**

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