



Hamilton City Council Feedback

**State Highway 26A Morrinsville Road
Speed Limit Review**

NZ Transport Agency

3 December 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 feedback is aligned with all of Hamilton City Council's five priorities.

Council Approval and Reference

This feedback was approved by the Chair and Deputy Chair of Hamilton City Council's City Delivery Committee on behalf of the Council on 3 December 2025.

NOTE: The following material has not been formally adopted by Hamilton City Council and should therefore be regarded as informal feedback. While the feedback reflects the majority view of the Council's Elected Members, it does not represent a unanimous position.

Feedback # 821

Introduction

1. Hamilton City Council welcome the opportunity to provide feedback on the NZ Transport Agency's **State Highway 26A Morrinsville Road Speed Review**.
2. Council is supportive of the proposed extension of the existing 50km/h speed limit to east of the Silverdale Road intersection but note that one of the speed limits proposed in this consultation is different to the speed limit agreed to as part of the SH26 (part) Revocation – Single Stage Business Case and the subsequent Funding Agreement for the Revocation of SH26.
3. Council submits that the proposed 70km/h speed limit on Morrinsville Road between Silverdale Road and Ruakura Road is required to be changed to the 60km/h speed limit as agreed to in the Business Case and the Funding Agreement.

SH26 (part) Revocation – Single Stage Business Case

4. Council notes that the SH26 (part) Revocation – Single Stage Business case includes the following “*Speed limit changes and proposed interventions*” map (page 89):

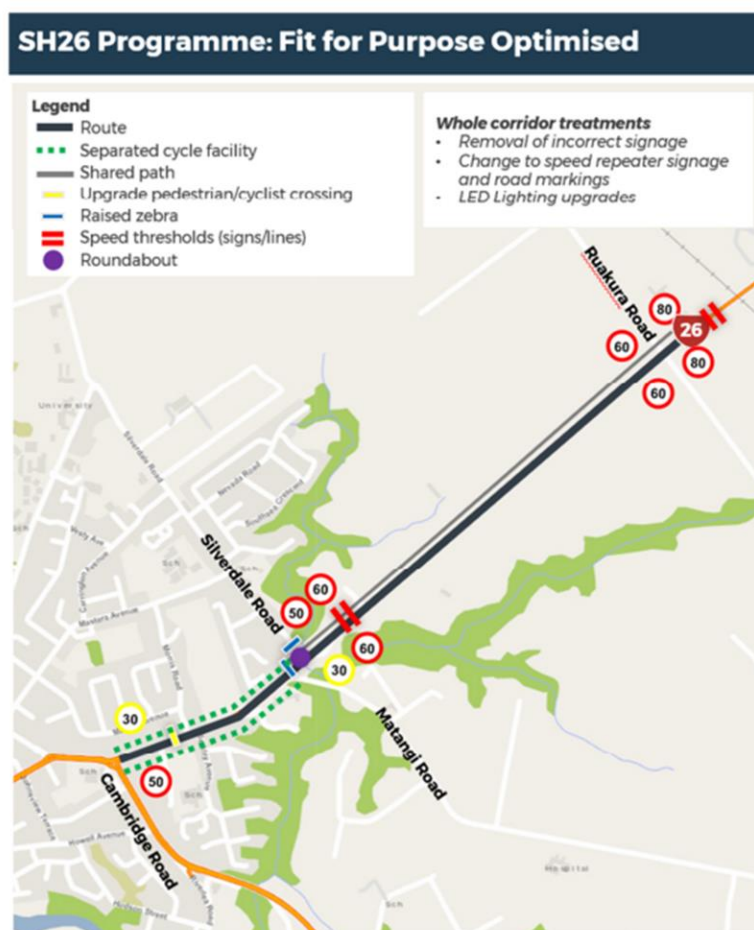


Figure 7-4: Speed limit changes and proposed interventions for SH26

5. Council also notes the subsequent descriptions articulating the changes shown on the map:

Cambridge Road Roundabout to Matangi Road

“The speed limit through this urban section will reduce from 60 km/h to 50 km/h (with a 30 km/h variable during school times) with relocation and upgrade of the speed threshold to east of Silverdale Road. This segment will also include separated cycling with removal of on-street parking to accommodate this and raised platforms at the priority-controlled side roads.”

Matangi Road / Silverdale Road Intersection

“The speed limit through this section will reduce from 80 km/h to 50 km/h. The recommended option is a signal lane roundabout with realignment of Matangi Road to join opposite Silverdale Road. It will also include new stormwater treatment. Cyclist and pedestrian crossings will be installed on the Matangi left slip lane, the western leg of the roundabout and northern leg with raised zebra crossings. The proposal includes an upgraded speed threshold east of Silverdale Road with kerb build out, planting and road markings.”

Silverdale Road to Ruakura Roundabout

“The speed limit through this section will reduce from 80 km/h to 60 km/h. The proposal includes a threshold treatment east of the Ruakura Roundabout and speed repeater marking to the west of the roundabout. A shared path will be provided on the northern side of the road. The passing lane will be removed. Pest plants on the northern side of the road near Silverdale Road will be removed.”

6. Council also notes the following in Section 9.1 GPS Alignment (page 100):

“The recommended programme will reduce speeds along the corridors through speed limit changes and changes to the road environment that will instill driver behavioural changes. Reductions in speed along the corridors will likely reduce DSIs [deaths and serious injuries], including for pedestrians and cyclists.”

7. Council notes that the 60km/h speed limit in the Single Stage Business Case on Morrinsville Road between Silverdale Road and Ruakura Road is therefore incorrectly proposed as 70km/h in this consultation.

Revocation of SH26 Fit for Purpose Improvements – Funding Agreement

8. Council notes that Section 5 (page 3) of the Funding Agreement for the Revocation of SH26, Scope and Purpose of the Programme of Works' states the following:

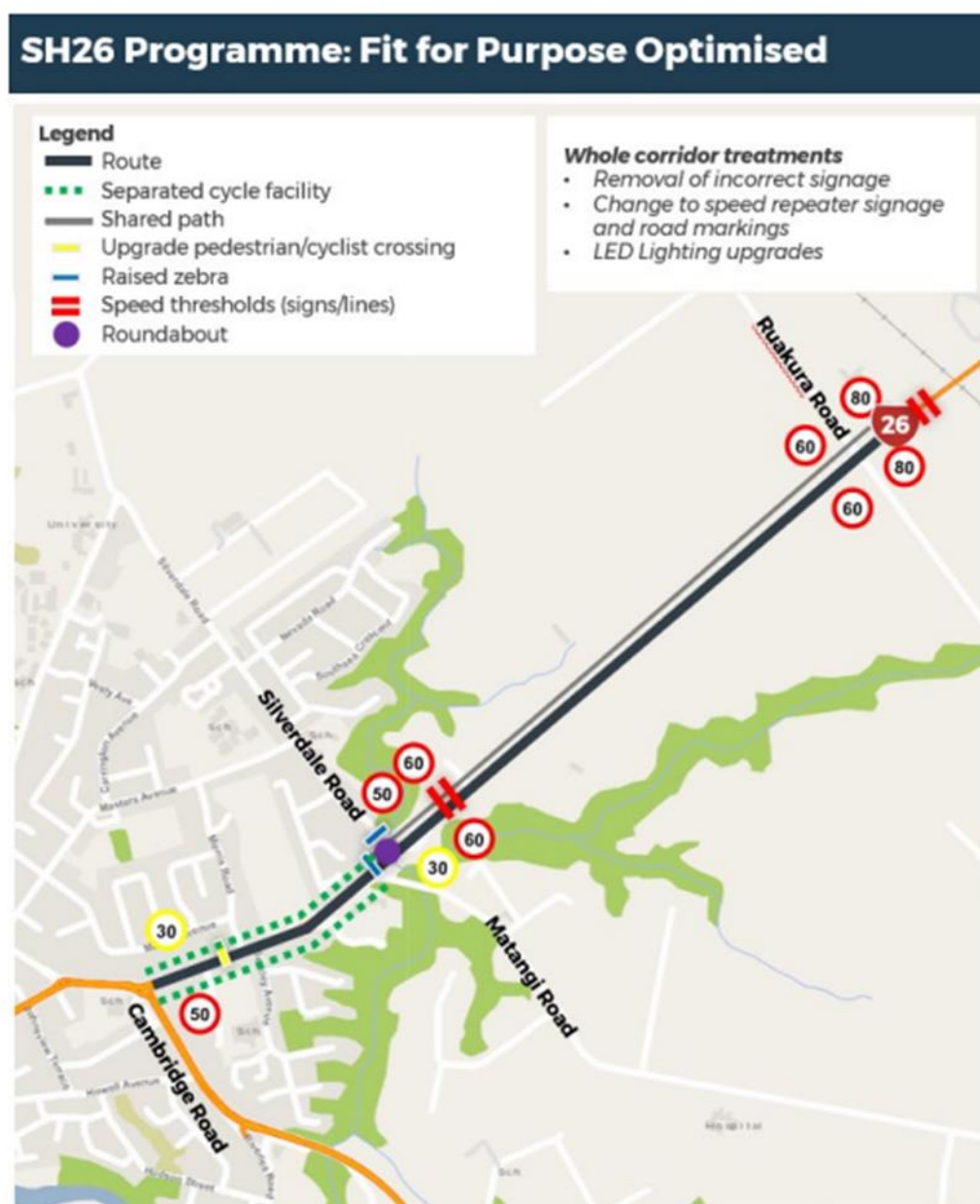
➤ *“5.1 The purpose of the Programme of Works is to bring the Project Area to the Fit for Purpose Optimised standard.*

5.2 The Programme of Works consists of the following activities, as shown in the plans:

- *Speed limit change and speed threshold as outlined in Appendix A...”*

9. Appendix A in the Funding Agreement is the same map as is in the Single Stage Business Case, again clearly showing the speed limits agreed to prior to signing the agreement:

Appendix A: Programme of work – in accordance with clause 5.2 and only to the extent for which works are within the Hamilton City Council boundary



10. Council again notes that the 60km/h speed limits in the Funding Agreement are not the same as the 70km/h speed limits proposed in this consultation.

Corrections Required to Align with Business Case and Funding Agreement

11. Council agrees with the 50km/h speed limit proposed in the consultation (extending from 330m northeast of Morris Road to 70m northeast of Silverdale Road). This aligns with the 50km/h speed limit agreed in the Business Case and the Funding agreement.

12. Council supports the proposed extension of the 50km/h speed limit to include the new peanut-shape roundabout at the Silverdale/Matangi intersection, which has been designed for this 50km/h urban speed environment.
13. Council notes that the 70km/h speed limit proposed in the consultation (extending 70m northeast of Silverdale Road to 180m of Ruakura Road/SH26/Lisette Road roundabout) does not align with the 60km/h speed limit agreed in the Business Case and the Funding agreement.
14. Council submits that the 60km/h speed limit is more appropriate than 70km/h for the safety of the increasing number of people who are living on Morrinsville Road needing access on and off the road via driveways and side roads. Council is also aware of a sand quarry site that is likely to have increased truck traffic volumes turning in and out of it in the near future. There is no central flush median or turning bays to accommodate these movements safely, and the shoulders are narrow in many places, providing limited ability for vehicles to pull over and wait for a gap in the traffic before turning.
15. Using the NZTA speed limit cost impact analysis tool, staff note that the calculated increase in travel time over the 2km length is only 5.4 seconds per vehicle per day for the 70km/h speed limit (assuming a 3.9km/h travel speed reduction), which increases by just 6 seconds to a total of 11.4 seconds per vehicle per day for the agreed 60km/h speed limit (assuming a 7.8km/h travel speed reduction).
16. The NZTA speed limit cost impact analysis tool also predicts a halving of minor injury crashes for the 60km/h speed limit compared to a 70km/h speed limit (decreases of 0.4 compared with 0.2 crashes per annum), and a 44 percent decrease in non-injury crashes (decreases of 0.9 compared with 0.5 crashes per annum).
17. Council submits that the proposed 70km/h speed limit on Morrinsville Road between Silverdale Road and Ruakura Road is required to be changed to the 60km/h speed limit as agreed to in the Business Case and the Funding Agreement.

Further Information and Opportunity to Discuss our Feedback

18. Should the NZ Transport Agency require clarification of the feedback from Hamilton City Council, 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 in the first instance.
19. Hamilton City Council representatives would welcome the opportunity to discuss the content of this feedback in more detail with the NZ Transport Agency.

Yours faithfully



Councillor Sarah Thomson
Chair of the City Delivery Committee

Yours faithfully



Councillor Mesh Macdonald
Deputy Chair of the City Delivery Committee

FURTHER INFORMATION

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