

Report on feedback

Morrinsville Road fit for purpose upgrades

Brief background

We're planning improvements to Morrinsville Road for all road users, for detailed information visit our [webpage](#).

During March 2025 we held two public drop-in sessions to talk to the community about our plans to install:

- A roundabout at the intersection of Morrinsville Road, Silverdale Road and Matangi Road.
- A shared path on the northern side of Morrinsville Road between Silverdale Road and the Waikato Expressway overbridge.

The drop-in sessions were an opportunity for the local community and members of the public to learn more about the project, ask questions, and share their thoughts. They were held at Berkley School Performing Arts Centre on the following dates:

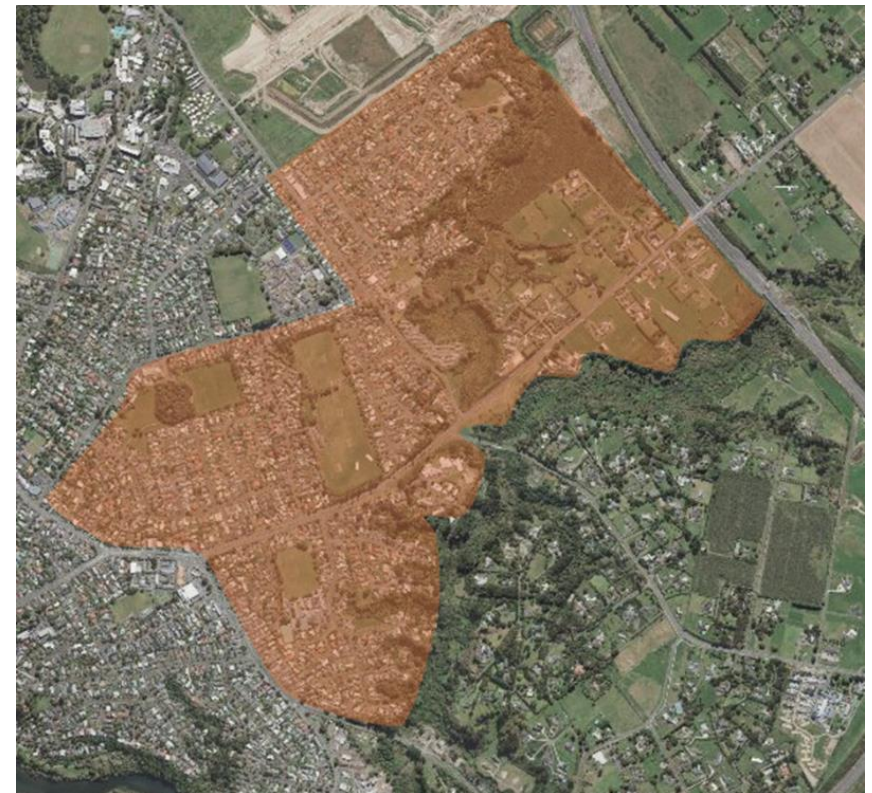
- 11 March 2025, 5.30pm-7.30pm (Tuesday)
- 15 March 2025, 10am-12pm (Saturday)

They were well attended by around 100-150 people. Both sessions were busy, with Tuesday's session being the most popular.

How we let people know about the drop-in sessions

Firstly, we contacted groups we knew had an interest in the proposal, such as emergency services and local schools. Some attended the drop-in sessions, some provided feedback via emails and meetings.

To notify the local community we hand delivered about 2,000 leaflets and provided schools and libraries with leaflets for their reception areas. To notify the wider public we posted on social media and installed a temporary electronic variable message sign board on Morrinsville Road.



The leaflet drop area

What we heard - Summary of feedback



- Most people supported the changes. Some wanted tweaks to the design.
- Three people opposed the changes. Two didn't think they were necessary, and one objected to the shape of the roundabout.



- Some people wanted the signalised pedestrian crossing moved closer to the roundabout; some wanted it moved further away.
- There were several comments on footpaths and the shared path, such as:
 - When using the shared path, will there be adequate visibility around the corner near Silverdale Road?
 - Provide a more direct path between Matangi Road and Silverdale Road.
 - Widen the existing path from Matangi Road to Morrinsville Road.



- Can the intersection deal with traffic volumes now and in the future?
- Will traffic delays from traffic Matangi Road be worse than the current situation?
- Some people wanted more raised platforms at the entry points to the roundabout; some wanted none.
- Why not traffic signals, wouldn't they be cheaper and/or safer?

What we heard - Changes in response to feedback

To improve vehicle movement from Matangi Road:

- A hatched 'no-stopping' area where Matangi Road enters the roundabout. This will break up the traffic queue allowing vehicles to turn right from Matangi Road - an improvement on the current situation.

To help ease congestion on Morrinsville Road:

- Optimised signal timings at the existing pedestrian crossing.
- Synchronisation between the current signalised pedestrian crossing and any new pedestrian signals introduced as part of the project.
- New cameras to monitor traffic and assist with further pedestrian signal improvements.

Improvements for pedestrians and cyclists:

- Widen the shared path near the new pedestrian crossing on the northern side of Morrinsville Road to provide more space for cyclist coming down the hill and pedestrians crossing.
- Measures to reduce cyclist speeds on the new shared path on the northern side of Morrinsville Road (as cyclists descend down the hills from both directions).
- Lengthen footpath on Silverdale Road so it's paved all the way to the entrance of the gully.
- We are looking at other funding sources to extend the footpath along the north side of Silverdale Road to the bus stop.
- The shared path on corner of Matangi Road and Morrinsville Road will now be 3m wide.
- Removal of the existing engine breaking sign for trucks from the Matangi Road footpath, and removal of the high kerb and pool fencing along Morrinsville Rd (southwest of Matangi Road).

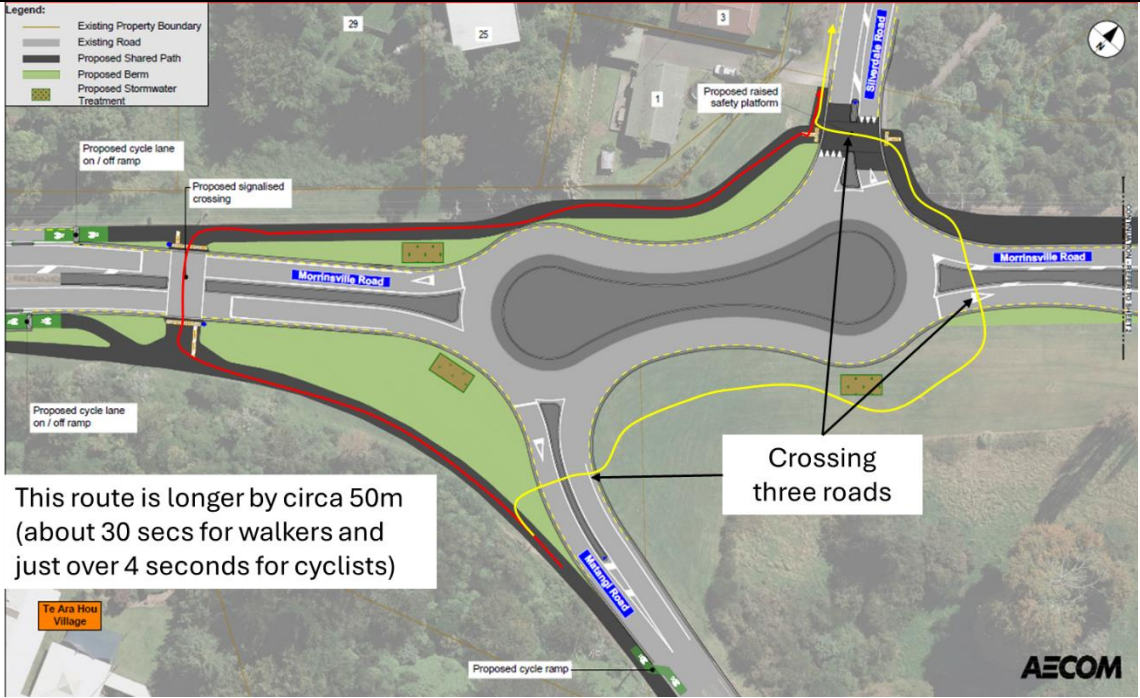
What we heard - Detailed feedback and our responses

What we heard	Hamilton City Council response
Impacts on traffic flow	
Can the intersection deal with traffic volumes now and in the future?	Yes, the roundabout design has capacity to accommodate traffic flows now and into the future.
<p>Will traffic delays from traffic Matangi Road be worse than the current situation? With a single lane entry to the roundabout from Matangi Road, will people turning right from Matangi Road onto Morrinsville Road, excessively delay people wanting to turn left onto Morrinsville Road?</p> <p>Some people noted that, currently, during peak traffic times queues in the Cambridge Road bound traffic lane extend back along Morrisville Road past Matangi Road (i.e. to the proposed roundabout). What impact will these queues have on the roundabout?</p>	<p>Traffic monitoring near the intersection has shown minimal queuing through the Morrinsville Road, Silverdale Road, and Matangi Road intersection, except during the morning peak. During this time, queues on Morrinsville Road extend back to Matangi Road, though they are short-lived and have limited impact on vehicles exiting Matangi Road.</p> <p>These queues form when vehicles stop for people using the pedestrian crossings, which provide safe passage across the busy road, especially for large numbers of school children.</p> <p>Since these queues are not caused by the intersection itself, the roundabout is not expected to significantly alter queues on the side roads. The primary factor affecting traffic exiting Matangi Road will be queuing on Morrinsville Road, rather than the roundabout layout.</p> <p>Given this, modifications like a dual-lane approach on the Matangi Road arm of the roundabout would offer limited benefits but come with significant costs. However, the following attributes of the final design will improve vehicle movement from Matangi Road:</p> <ul style="list-style-type: none"> • A hatched 'no-stopping' area where Matangi Road enters the roundabout. This will break up the traffic queue allowing vehicles to turn right from Matangi Road - an improvement on the current situation. • Reduced vehicle speeds through the roundabout increasing opportunities for turning left and right from Matangi Road. <p>To help ease congestion on Morrinsville Road we are implementing the following measures:</p>

What we heard	Hamilton City Council response
	<ul style="list-style-type: none"> • Optimised signal timings at the existing pedestrian crossing. • Synchronisation between the current signalised pedestrian crossing and any new pedestrian signals introduced as part of the project. • New cameras to monitor traffic and assist with further pedestrian signal improvements.
Ensure the new signalised crossings are synchronized to prevent additional delays to traffic.	<p>We are implementing the following measure to optimise the pedestrian crossings:</p> <ul style="list-style-type: none"> • Optimised signal timings at the existing pedestrian crossing. • Synchronisation between the current signalised pedestrian crossing and any new pedestrian signals introduced as part of the project. • New cameras to monitor traffic and assist with further pedestrian signal improvements.
Roundabout or traffic lights	
Why not traffic signals, wouldn't they be cheaper and/or safer?	<p>Traffic signals:</p> <ul style="list-style-type: none"> • Would not efficiently manage traffic flows in this location. They regularly stop traffic so vehicles can make opposing movements (e.g. enter the intersection from side roads). This can work well in locations with high traffic volumes on the main road <u>and</u> the side road. However, in this case, the side road traffic is significantly lower than the threshold typically required to <u>consider</u> traffic signals. • Typically cost more to install, due to the technology required, and have greater maintenance costs. • Are not as safe as roundabouts. Traffic signals are generally safer than intersections controlled by 'give-way' or 'stop' signs. However, roundabouts are safer due to their curved design, which naturally slows vehicles. In contrast crashes at signal-controlled intersections often occur at higher speeds, leading to more severe injuries.

What we heard	Hamilton City Council response
Safety at the intersection and proposed roundabout	
<p>Have there been many crashes at the intersection?</p>	<p>In 2024 we analysed the crash data for this intersection. Over the previous 10-years there had been:</p> <ul style="list-style-type: none"> • 23 crashes reported at the Morrinsville Road/Matangi Road/Silverdale Road intersection. <ul style="list-style-type: none"> ○ 1 fatal crash involving a cyclist turning right into Matangi Road ○ 10 injury crashes ○ 10 non-injury crashes • 41 crashes reported on Morrinsville Road between Cambridge Road and Matangi Road. <ul style="list-style-type: none"> ○ 4 serious crashes ○ 14 injury crashes ○ 23 non-injury crashes ○ 4 crashes involving cyclists (all non-injury). ○ 3 crashes involving pedestrians (one serious, two minor injuries). <p>At the drop-in session, local residents shared their experiences of helping people involved in crashes at the intersection.</p>
<p>To reduce the speed of vehicles entering the roundabout some people want raised platforms on <u>all</u> the entry points (the design has a raised platform on the Silverdale Road entry/exit point). However, a similar amount of people were opposed to any raised platforms.</p>	<p>A raised platform is needed at the point where Silverdale Road meets the roundabout to reduce vehicle speeds as they have just descended the hill. This is also a key crossing point for pedestrians and cyclists using the new shared path.</p> <p>For the other legs, we are confident that the design of the roundabout will significantly reduce vehicle speeds. For example, there is a series of gradual tightening curves on the Morrinsville Road approaches to the roundabout, and narrower traffic lanes. It is also proposed to have a 50km/h speed limit.</p>

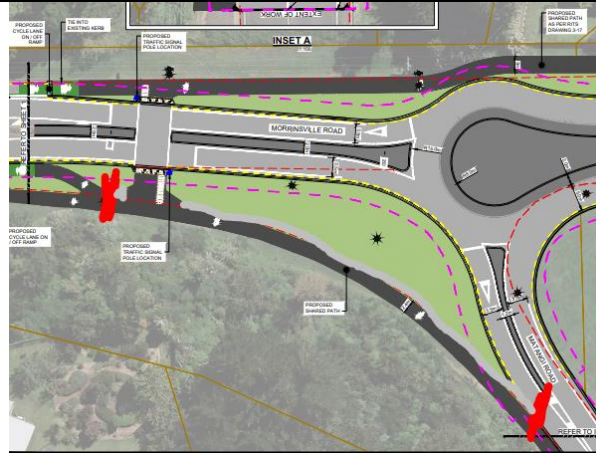
What we heard	Hamilton City Council response
	The above should reduce crashes and the severity of injuries. Wider paths and safer crossing points should also reduce crashes involving pedestrians and cyclists.
Pedestrian crossings, footpaths, cycle paths, and the shared path	
<p>There are a significant number of pedestrians (including school children) crossing Morrinsville Road to travel between Matangi Road and Silverdale Road (including heading to Hillcrest School). Two main suggestions were made regarding this situation:</p> <ul style="list-style-type: none"> • Provide a new footpath on the southeast (Matangi Road) side of the roundabout so people can walk from Matangi Road along Morrinsville Road then cross on the Morrinsville side of the roundabout. • Move the proposed signalised pedestrian crossing on Morrinsville Road closer to the roundabout, so pedestrians don't have to double back to access Silverdale Road. <p>We also received feedback that the proposed crossing was too close to the roundabout and will cause traffic queues or not be seen in time by drivers exiting the roundabout.</p>	<p>New footpath: The approach is to make the pedestrianised crossing the preferred route for the majority of pedestrians and cyclists. This is reinforced by the route being the only one that is paved and allows the pedestrian to stop the flow of traffic to cross. Using this route is slightly longer to walk but involves crossing only one road to get to the school.</p> <p>Pedestrian behaviour is influenced by a lack of dedicated crossing points, and so it may change upon implementation of the project, with better paths and safer crossing points. The figure below shows the predicted difference in travel times between the two routes.</p>

What we heard	Hamilton City Council response
	<div data-bbox="965 165 2101 866"><p>Legend:</p><ul style="list-style-type: none">Existing Property BoundaryExisting RoadProposed Shared PathProposed BermProposed Stormwater Treatment</div> <p>Pedestrian crossing location: We considered a range of locations for the pedestrian crossing, focussing on a direct and safe route for pedestrians while ensuring vehicles exiting the roundabout can easily stop before the crossing. The location we shared with the public provides the best balance between these considerations.</p>
<p>The Silverdale Road raised platform should be a zebra crossing.</p>	<p>Pedestrian priority across this road could create safety risks, as vehicles descending the hill may struggle to stop completely before the crossing. Also due to the low numbers of pedestrians and cyclists crossing in this location, drivers may stop looking for them as they approach the zebra crossing and fail to give way.</p> <p>However, if, as per the project designs, pedestrians have to give way to vehicles, the risk of crashes is reduced. Also frequent gaps in traffic provide pedestrians regular opportunities to cross Silverdale Road without requiring priority over vehicles.</p>

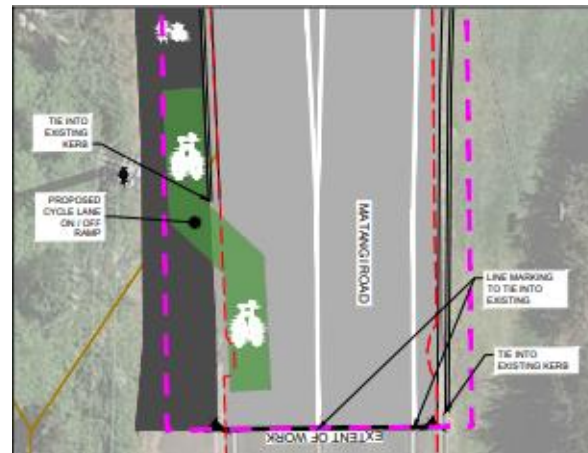
What we heard	Hamilton City Council response
	If a pedestrian makes a judgement error, then the raised crossing should reduce vehicle speeds decreasing the chance of a crash or the severity of the crash.
Extend the proposed shared path along the north side of Silverdale Road to the bus stop.	We will look to fund this link through other funding sources. However, as part of this project we are lengthening the footpath on Silverdale Road, so it's paved all the way to the entrance of the gully.
Extend the path from Silverdale Road to Jansen Park on northern side of Morrinsville Road	It would be costly to install this path as it is long and requires significant retaining works to be implemented. This project does not have enough funding to cover these works.
Regarding the proposed section of shared path on the Silverdale Road side of Morrinsville Road (southwest of Silverdale Road). Concerns that there will be restricted visibility around the corner near Silverdale Road potentially causing collisions between pedestrians and people on bikes.	The design has been amended to include localised widening and calming measures to reduce bicycle and scooter speeds in this location. Minor vegetation trimming will also improve visibility for all users.
The existing path from Matangi Road to Morrinsville Road should be widened.	<p>The design has been amended to widen the existing path to 3m near the roundabout. We are not widening the section of footpath along Matangi Road further from the roundabout because there is a power pole, a bank, and a bridge restricting the ease at which it could be widened. Where the new cycle ramp joins Matangi Road the path will be remain at 2.4m wide.</p> <p>We will also remove the existing sign for trucks from the Matangi Road footpath, and around the corner on Morrinsville Road we will remove the pool fencing and relocate a street light (the next phase of this project proposes an on-road cycleway next to the footpath in this location).</p>

What we heard


Hamilton City Council response



The design has been amended to widen the path from 2.4m to 3m between the red lines.



Path will remain at 2.4m where cycle ramp joins Matangi Road

What we heard	Hamilton City Council response
	 <p><i>Truck sign and pool fencing to be removed.</i></p>
Heavy vehicles and emergency vehicles	
<p>Will larger vehicles be able to safely navigate the roundabout?</p>	<p>Yes, the roundabout will be safe for large vehicles.</p> <ul style="list-style-type: none"> • We've been working with freight advocacy groups throughout the design process. • B train and bus vehicle tracking shows the roundabout is safe for large vehicles. However, they will need to travel slowly and may need to use the concrete apron on the edges of the roundabout, which has been accommodated in the design. • The roundabout will also accommodate oversized vehicles, so it will be possible to transport a house through the intersection. <p>Generally, the local community and Hamilton City Council are keen to see larger vehicles travelling around Hamilton on state highways like the Waikato Expressway, rather using local roads.</p>
<p>Make changes to Silverdale Road to deter use of the road by heavy vehicles.</p>	<p>This is out of scope for this project. However, the roundabout design only provides for vehicle tracking out of Silverdale Road by bus services, larger vehicles have not been accommodated and will find this turning manoeuvre uncomfortable.</p>

What we heard	Hamilton City Council response
Ensure that emergency vehicles can get through the roundabout at peak traffic times.	The roundabout circulation area and apron is wide enough for vehicles to pull over and allow emergency vehicles to pass if necessary.
Feedback from residents along SH26	
<ul style="list-style-type: none"> • After the drop-in sessions we completed additional visits to residents along SH26 and in East Ridge Grove. Conversations revealed strong support for the speed limit reductions, removal of the passing lane, and the shared path. • Many residents believe the changes will reduce speeds making it safer to enter and exit their properties. 	These elements of the project are going ahead as planned (subject to some improvements to the shared path).