



SUBMISSION

Submission: Speed Limit review on SH26A Morrinsville Road

To: NZ Transport Agency Waka Kotahi
waikato.speed.reviews@nzta.govt.nz

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About Ia Ara Aotearoa Transporting New Zealand

Ia Ara Aotearoa Transporting New Zealand (Transporting New Zealand) is a national membership association representing the road freight transport industry. Our 1,200 members (with a combined fleet of 14,000 heavy vehicles) operate urban, rural and inter-regional commercial freight transport services throughout the country.

As the peak body and authoritative voice of the road freight sector, Transporting New Zealand helps trucking operators drive successful, safe, sustainable businesses. Our strategic priorities are:

- Providing one industry voice for advocacy
- Promoting the road freight transport industry
- Attracting talent and promoting workforce development
- Supporting our members and customers
- Sustainability, safety and responsible emissions reduction

New Zealand's road freight transport industry employs 33,000 people (1.2% of the total workforce), and has a gross annual turnover in the order of \$6 billion. This is part of a wider transport sector that employs 108,000 people and contributes 4.8 percent of New Zealand's GDP. Road freight transport accounts for 93% of the total tonnage of freight moved in New Zealand (MoT National Freight Demands Study 2018).

Ia Ara Aotearoa Transporting New Zealand submission on the speed limit review on SH26A Morrinsville Road, Waikato

Introduction

- 1 Ia Ara Aotearoa Transporting New Zealand (Transporting New Zealand) appreciates the opportunity to provide a submission on NZTA's speed limit consultations on SH26A Morrinsville Road.
- 2 There is nothing confidential in our submission and we permit it to be published in full.

Transporting New Zealand comments

- 3 Transporting New Zealand is generally supportive of the community's desire for speed limit reductions, however we are cautious of proposals to reduce posted speed limits as the sole means to reduce traffic speeds in order to address feedback from local communities. We urge NZTA to carefully consider the physical attributes of the road, the roadside development and the presence of hazards that will act as cues to help influence the driver to drive at an appropriate speed rather simply posting a reduced speed limit.
- 4 We recommend that NZTA reconsider whether this proposed speed reductions on this road are sensible. While this State Highway is to be transitioned to a local road it clearly presents as a semi-urban arterial road with limited side road access and self-explains a higher speed than the proposed 50km/h on the southwest section.
- 5 While reducing the speed on the main northeast section from 80km/h to 70km/h can possibly be justified, we note that the current mean operating speed is 77km/h. Given the low number of crashes in the cost benefit disclosure statement, it's not clear what problem this speed reduction is trying to fix.
- 6 However, the current mean operating speed on the southwest section is 65km/h which suggests a posted limit closer to 60km/h or 70km/h and not 50km/h. There are also a large number of users on this route, at over 11,000 vpd, who will incur an estimated 21 hours increase in travel time per day over this admittedly short distance. The addition of a new roundabout may have the effect of slowing traffic down, but given the arterial nature of this road and limited roadside infrastructure, Transporting New Zealand would suggest the proposed 50km/h can only be warranted south of the new roundabout (through to the existing 50km/h section), while north of the roundabout the speed should match the rest of this arterial road, i.e. the proposed 70km/h.

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