

All comments received

Fix the rail crossing. There is no suitable alternative. How many serious incidents have occurred since the low speed limits were imposed around the intersection? Has this reduced significantly since imposed? Has traffic safety improved? The road crossing of the railway can be fixed.

"Our roads are busier – over the past two decades traffic on Holland Road has increased significantly". This claim is probably true but completely conflicts with all other common sense that the opening of the Expressway will remove the majority of traffic on these roads. How can you claim that the Expressway will remove traffic from the 1B road but then say that there will be more traffic on the roads? Could NZTA please provide evidence that shows the change in traffic flows over the past 10 years?

"Over the past 10 years there have been 8 deaths or serious injuries at this intersection". We have lived at our property for 11 years and are not aware of any fatal accidents in this time, so this would mean there have been 8 serious injuries at this intersection. Does this number include the milk tanker that drove into the ditch earlier this year? If so, this accident had nothing to do with the intersection. How many other of these accidents also had nothing to do with the intersection?

"The rail crossing and the intersection in its current configuration are rated as highly unsafe." Is this a new assessment as hasn't the configuration been in place for decades? "The slight offset of Marshmeadow Road to Telephone Road makes it challenging for vehicle negotiating this intersection". The offset was designed by NZTA for safety reasons and has been that way for decades. How can it now be claimed it is an issue? Are all other roads with the same alignment also being looked at?

"There are more than 30 trains a day passing across the rail crossing and KiwiRail is expecting this number to increase". I am sure the number of trains will increase when the inland port opens. However, I find it hard to believe that there is more than 1 train per hour. We live 300m from the tracks and do not believe this is an accurate number. Could KiwiRail please provide a timetable or other evidence to support this number?

1. Barrier arms on the crossing

1. The local community needs to use this route - The road is an important route for people living on Telephone Road, and connecting areas e.g. I come from Tauwhare to Te Rapa daily and this was often a better route than the mess at Ruakura/Wairere Drive

2. Realignment of the road and signage so it is a safer intersection to navigate

2. This closure greatly increases the time it takes to get to Puketaha from Tauwhare

3. And/or measures to stop large, low trucks crossing

3. The 1B road will have less traffic when the ring road opens, so there should also be fewer heavy vehicles on this route, reducing the risk of the railway lines being damaged, and improving safety for cars at the intersection

4. The roads that are now part of the detour have been destroyed by the extra traffic, making them unsafe

7.5km additional loop for livestock or feed being delivered equals additional expense, time and transport - plus additional emissions

A change to make Holland Rd traffic give way to Marshmeadow and Telephone Rd traffic would also greatly reduce the chance of vehicles backing up across the level crossing.

A large portion of our family activities included traveling down telephone rd. The closure not only adds a larger time delay but significant costs as we have to travel so much further.

A number of other articles touched on signage and education which I understand is not a complete solution but I'm confident it would have some further effect on reducing the chance of future damage and the cost of this should be fairly minimal?

Absolutely ridiculous idea. You (NZTA) have zero idea on the impact of these changes on people and families. It's just an easy way out, limited thought out?

After living in the area for over 17 years, Telephone Rd looks to be far better suited to the volume and weight of traffic and has always stood up to the traffic. Articulated trucks attempting to enter Seddon Rd from the Puketaha Rd end are struggling because the entry is too narrow and cars waiting to enter Puketaha Rd from Seddon are stationary, right up to the stop line, leaving very little room for trucks to negotiate. Not only is there a greater volume of personal vehicles using Seddon Rd, but the number of trucks too has jumped up, adding significant weight to the road. The road, being built on Peat, has quickly deteriorated. The Peat is giving way and creating undulations and ruts. New pot holes appear every week. Traffic volume has increased significantly as you would expect with SH1 being shifted. You will be aware of the increased number of motor vehicle accidents now occurring on Seddon Rd as, most likely as a direct result.

Again, I stress, we are a young family who is trying to do the right thing and make ends meet by working hard- the telephone road closure has significantly impacted us.

Against closure; impacts on emergency services response times (I am a paramedic and it is already affecting us). Further 10 min 12 kms detour impacts on time, fuel costs and emissions.

Align the intersection to reduce turning on the tracks

All our children attended university and travelled via Telephone Rd. For those attending from the area, the travel is now worse and a community cut off and divided for those taking children to the various high school, preschools and primary schools. It will also disrupt travel to sports and school events. With the current cost of fuel this will become a financial issue for many households as it will for businesses in the area.

Although I understand why you have closed this road something serious needs to be done to Seddon Road, it is appalling and dangerous.

Another point I think I should point out is the traffic volumes on Holland Road that your letter talks about. I am a regular traveler on this road and yes the traffic volumes have increased over the last 2 decades. However with the soon to be closure of Ruakura Road through the new inland port, in the last several months there has been a significant decrease in the traffic using the Hamilton end of Holland Road (such that on occasions I am the only vehicle on that part of Holland Road), dramatically the opposite of the traffic increase on Eureka Road.

Appalling decision to put traffic down Seddon Road. No concern for safety of motorists.

Articulated trucks attempting to enter Seddon Rd from the Puketaha Rd end are struggling because the entry is too narrow and cars waiting to enter Puketaha Rd from Seddon are stationary, right up to the stop line, leaving very little room for trucks to negotiate. Driver behaviour and risk taking with passing exacerbates the potential for serious crashes and injury.

As a direct result of the increase in trucks, our house shakes significantly. We are now seeing cracks in the jib of several walls that were not there previously.

As a local resident I'm astounded at the lack of thought for the road closure. To be told for months it will be repaired by x date and the goal posts moved time and time again is appalling.

As a local resident who uses these roads daily I have noticed a significant portion of the traffic using Seddon/Waverly/Holland/Eureka Roads route is people who work in the north of Hamilton City and likely live in Newstead, Tauwhare and Eureka and would have normally used Telephone and Marshmeadow Roads to get to and from work (these 2 roads being greatly better suited to these traffic volumes). Even with the closing of State Highway 1B this traffic will still use the Seddon/Waverly/Holland/Eureka Roads route to go East of Hamilton City should Telephone Road remain closed.

As a Newstead Resident I am deeply concerned with NZTA's response "or lack of" to the issue of the rail crossing of Telephone Rd and Holland Rd.

As a rural farming area there are lower moving tractors, service vehicles and stock movement frequently using the road. I have seen impatient motorists attempting to pass when it is not safe on an unstable narrow road.

As far as the safety factor of the intersection goes, how about put major speed restrictions in place on the road (speed humps) not just a silly overpriced speed signs, or even a set of traffic lights integrated with the rail crossing like many others around the country!!

As previous residents in Gordonton, now living in Hamilton, the Puketaha/Telephone Road route to our daughter's home in Newstead, and trips to Tauranga, Rotorua and further south have always begun with a trip along Telephone Road.

As the city grows and traffic numbers increase we are already facing problems with increased response times, add the effect of traffic calming measures, centre barriers and traffic islands we can sometime become gridlocked causing us to become further delayed in our response. When responding to incidents we are constantly evaluating traffic flows and looking for alternatives routes to improve our response time to assist the victims of some emergency or misfortune. Telephone road is an important road that is quite often the most direct route or it is used as an alternative route when traffic flows are likely to cause congestion. Telephone road is also used by other fire appliances coming to assist us north of Holland road. These could be firefighting pumps, water tankers or additional Rescue tenders to major incidents. The closure of The Telephone Road/Holland road intersection will have a negative impact on our response to calls in the telephone/Holland road Eureka area.

At what stage to ratepayers have a say?

Being a rural road, slower moving tractors are frequently using the road and hold up traffic which can be backed up for long stretches,. I have seen impatient motorists attempting to pass when it is not safe.

Build up the surroundin roads to cater for the railway.

Case for change at Telephone Road is valid and Kiwi Rail will hold the trump card.

Change the intersection configuration, so that Holland Road is a stop / give way and Telephone Road / Marshmeadow Road is straight through ie Holland Road traffic gives way to Telephone / Marshmeadow traffic. This would prevent trucks obscuring the rail road crossing.

Close Telephone Road to heavy traffic - there are cameras at rail crossing which can see a breach and send infringement notice to those parties. When expressway opens, most of heavy traffic will be on there. Leave Telephone Road open to cars.

Closing SH1B will increase traffic on other roads. These other roads are in bad condition already and the increased traffic ismaking them more and more unsafe. These roads are harder to drive and nothing is being done about it.

Closing Telephone Road is a huge mistake and a stupid idea. There are so many people in the area that use this as a route to work or school. My son goes to Puketaha School and for us to get there now we have to go round the detour which adds 10kms to each trip which is crazy and expensive with the way petrol is right now!

Closing the road permanently does not solve the overall issue, it will just shift it to the northern end rail crossing of Holland Road and further damage the undeveloped peat sections of the road. Also, the road closure adds significant km's on residents who respect the road and the crossing, this is a direct opposing strategy to reducing km's driven on our roads and CO2 emissions.

Closure of Telephone Road has split the Puketaha Community.

Consider roundabouts, bridge or a tunnel

Could have Telephone Marshmeadow Road straight through and stop on Holland. Lift up the road to Railway level on Marshmeadow and Telephone.

Could you give me the legal basis whereby an important major intersection such as this can be permanently closed. I as a resident of Puketaha strongly object to the closure of Telephone road and would question the legality of this decision by NZTA.

Currently many many cars are unable to use the Telephone Road rail crossing because of a truck apparently damaging the tracks. Obviously the tracks have been repaired as the trains continue to use them. Every day many people use the detour via Seddon Road but with the cost of petrol surely the road could be reopened to light vehicles.

Divides the community

Erect a steel height limiting barrier to prevent all but cars accessing highway 1B.

Eureka Road has become a bypass and is now unsafe for our kids to walk down. It is also getting cut up. Hopefully this road is not part of a solution without extra work making it safe.

Eureka Road has become a bypass and part of SH1B and it isn't built for it.

Eureka Road is a typical rural road that was only designed for low traffic numbers, due to the Telephone Road closure the traffic has almost all ended up going down Eureka Road as part of the temporary use of Seddon/Waverly Roads for State Highway 1B. The traffic has increased many times what would be considered normal traffic patterns for this road to the point local residents no longer feel safe on Eureka Road. The locals have stopped walking and cycling along Eureka Road including stopping local children from using Eureka road due to the danger. Eureka Road terminates at State Highway 26 along with Hunter Road which locally is considered the most dangerous intersection in the area. The unintended consequence of closing Telephone Road is that the dangers and hazards related to the Telephone/Holland Road intersection outlined in your letter have largely been moved by the change in peoples traffic patterns to the State Highway 26/Eureka Road intersection right in front of a school (not sure how this fits in with your road to zero campaign).

Even with taking in to account the use of the Waikato expressway it is likely that our response times will be negatively impacted by the road closure. In the event of the expressway being unavailable due to an incident on the expressway i.e. accident, failure event, repairs or weather event the intersection closure will reduce our redundancy capability.

Extra cost of cartage via Seddon Road for us and clients @ \$7.5 km approximately \$16k per year.

Extra emissions

Extra expenses driving extra, 15km per trip.

Extra stress on livestock

Families make choices to living in a particular community for many reasons. One of those is accessibility to schooling and employment. To divide a community with sudden road closure adds huge stress at a time that is already stressful. The bodies concerned must be able to fix this, pay for it and restore our community. If we need experts, then lets get them.

Farmers with livestock on Holland Road, Karāpiro, Sainsbury Road; increased fuel consumption, cost, emissions and time travelling. Used to be 6 minutes from Holland Road Sainsbury Road properties.

Feels like a decision has already been made.

Focus on re-opening this crossing. See no logical evidence on why it needs to be closed.

For us to even access the new expressway we have to drive into the traffic infested roads of north east Hamilton so will not save us anytime and our preferred route for going south will still be to use Telephone Road and hook onto it by Hautapu if travelling further south. This is also the most time effective route. My vote is to keep Telephone Road open, there will be less traffic once the expressway opens.

Further 10 min 12 kms detour impacts on time, fuel costs and emissions.

Given the large drop in the Hamilton end Holland Road traffic volumes (due to imminent Ruakura Road closure through the inland port) there is an option to close Holland Road on the Hamilton side of the Telephone Road rail crossing instead of closing Telephone Road. This would then mean Telephone Road and Marshmeadow Roads would join together, with Holland Road Morrinsville side terminating with a compulsory stop on the Telephone/Marshmeadow Road (a tee intersection with Holland Road the give way road). Over the years I have only noted very small traffic volumes turning right from Marshmeadow onto Holland Road towards Morrinsville so this intersection change would not impact that traffic as they have to give way anyway. The only negative would be to the residents on the Hamilton end of Holland Road in that they would always have to go via Ruakura Road to go anywhere, however my experience is most of these residents go via Ruakura Road a lot of the time as they work and shop in Hamilton City. That brings me to an option for the Telephone Road rail crossing that you may or may not have considered. This would enable the rail crossing to be built up on both sides evenly in a cost effective manner, including through the present road intersection and down the start of Marshmeadow Road greatly reducing the angles over the railway line (removing the risk to Kiwirail). It would also remove traffic stopping on the rail crossing to give way to Holland Road traffic as Telephone Road traffic would have right of way onto Marshmeadow Road or turn left onto Holland Road (removing risks to Kiwirail and Waka Kotahi). The slight kink of Marshmeadow Road lining up with Telephone Road would likely stay as it would slow traffic down across the railway crossing and the tee intersection with Holland Road. The small rise up in Holland Road to meet the new Telephone/Marshmeadow Road would not be a safety issue as they would be stopping for a compulsory stop to turn either left onto Marshmeadow Road or right onto Telephone Road.

Going through Eureka is OK but Seddon Road is stuffed.

Has any consideration been given to the distance residents must now travel to reach essential services? What was formerly a 10km trip to the hospital is now an 18km trip. When we bought the property 11 years ago, one of the attractions was the proximity to Waikato University. Instead of living 6km away, we now live 16km away.

Has any consideration been given to the impact this decision will have on the value of properties on Telephone Road? This decision is likely to have an impact on values, as it will mean properties have become isolated from the south end of Hamilton.

Having telephone Road closed is dividing communities adding huge expense in fuel as well as time to travel around the roads and is causing so much stress to families. Having Telephone Road closed, forces us to travel to Hillcrest via Wairere Drive, adding to the congestion that already exists, or via Seddon Road, where the impact of increased traffic flows has had serious implications on the quality of the road. Furthermore, closing Telephone Road funnels all traffic using what is currently SH1B (Seddon Road) across 1 level crossing – having Telephone Road open would spread it across 2 crossings.

Hi, I would like to express my frustration and extreme disappointment that you have decided to close Telephone Rd/State Highway 1B permanently. Regardless of the expressway opening up this would still be a well-used route for local travellers and commuters. I feel very sorry for the people who live close to the intersection who have purchased a house there on a through road now to have been made a dead end and 15mins/16km added to their trip if they wish to go towards Cambridge. The devalue to properties and the economic cost of the detour is surely to outweigh the cost to fix the road.

How much is it costing and cost already to man this intersection 24 hours a day with two people. Hundreds of thousands. This could have been spent fixing it.

I agree with Waka Tohahi's judgement that the intersection is dangerous. I welcome improvements to improve this, like the addition of rail arms and further dropping the speed limit on Holland Road. Again, I would like to understand what the expected traffic movements through the intersection once the expressway is open. Given that the road through the inland port will be closed, I would expect those vehicles traveling from Morrinsville along Holland Road would be more likely to come into Hamilton on Morrinsville Road given they will need to pass over the expressway. Therefore, your challenge of the roads being busier you have already mitigated by opening the expressway this year. Your point that the cost of engineering the road to be higher, wouldn't be justified, given the expected use of the intersection once the expressway is open, directly defeats your challenge that the roads are busier, and that the intersection is unsafe (its unsafe because Holland road is busy and traffic moving from Telephone road to Marshmeadow Road are inpatient).

I also feel that you will be moving the problem to the next rail intersection at Waverly/Holland Rds with the very same issues occurring there if Telephone Road is closed. The current detour roads of Seddon Rd & Holland Rd now show signs of major degradation, worsened by the extra traffic so will cost even more to get it up to the specs of a highway status, if this detour become permanent. What is the cost analysis of repairing a rail intersection over the whole length of Seddon Road?

I am a resident of Hunter Road in Eureka. This is a local road with no lane markings and ungraded edges. It is used frequently by residents for walking, dog walking, running, children cycling and also for children waiting for school buses. The increase in traffic, including heavy vehicles, which has occurred due to the closure of Telephone Road means that it is unsafe for any of these activities to continue. The road has a speed limit of 100 kph (which frankly is ridiculous given the road quality) and the additional traffic which often travels at this speed (as they are unaware it is unsafe to do so) means that it's only a matter of time before an accident occurs on one of the major bends in the road and/or vehicles end up in the roadside drain.

I am a Station Officer in Fire and Emergency New Zealand, based at the Chartwell Station, Crosby Road. Hamilton. Chartwell fire station has a permanently manned pump rescue tender (PRT). This is the only pump rescue tender (PRT) in the Hamilton area. As a Pump rescue Tender (PRT) this fire appliance attends all types of fires: i.e. structure fires, motor vehicle fires, vegetation fires. All purple medical calls i.e. Cardiac arrests, respiratory failure, stabbings, suicides and Rescues i.e. Motor vehicle accidents, farm accidents, rail accidents, entrapments and animal rescues. The rough area we cover as a first PRT area is from Horotiu to Eureka to Matangi to Ohaupo to Te Uku. And then further out to assist other brigades as a second PRT.

I am appalled at the way this closure has been handled. Originally closed in April for railway crossing repairs, then making a unilateral decision to make this permanent apparently for safety reasons, is beyond reasonable consultative or fair process. The bollards at the junction of Puketaha and Telephone Roads which have replaced the temporary cones, show that you are just going through the motions of appearing to listen to the residents when in fact the closure is a fait accompli. Please do not assume that people are too stupid or gullible to see through this cost cutting manipulation. We are not!!

I am sure once the new motorway opens the impact on traffic will reduce significantly there for the damage you are concerned about would hugely reduce as the traffic would be mostly locals.

I am sure there is an option to fix the railway crossing. NZTA and Kiwi Rail are not focused on a solution to fix it. They are just looking for an easy and inexpensive option. It was NZTA that realigned Telephone and Marshmeadow Roads years ago so they have an obligation to fix this.

I am writing to express my disappointment at the decision to close telephone Road permanently. I feel this is a very unwise decision. The current detour is a further 10 min drive and as a paramedic I have already found this has lengthened our response times to callouts in the area, this is a serious issue in my view. This is coming to callouts from both the south into the area and from the east. We can be dispatched from any station/ travelling direction to a callout.

I am writing to let you know of my disappointment at the prospect of telephone road been closed. I believe this is unacceptable as a user of the road and a Waikato resident. Already the road has been closed for long enough that any works needed to be done should have been carried out and it should be open already!

I am writing to provide feedback on the proposal to make the closure of Telephone Road (at the Holland Road end) in Hamilton a permanent closure. The impact this current temporary closure is having on the local community is enormous, and will not be mitigated by the opening of the new roads once they are complete. Apart from the inconvenience and increased driving and travel times for the residents of Telephone Road, the knock on effect of diverted traffic onto other local roads which are unsuitable for the new level of traffic is causing problems, accidents and potential accidents.

I appreciate the time taken by all involved to make themselves available at the Puketaha hall for discussions on the proposed Telephone Road permanent closure.

I as many residents like a lot of people am against the closure of Telephone road. This closure puts a huge strain on timing to and from locations such as work, families homes ect. it allows us a easier quicker route and with gas prices higher then ever these longer drives are would break the bank.

I can see the NZ Transport Agency has responded with coning off a section of Seddon Rd and reducing the speed limit to 50 km however, motorists have become very complacent and are not following the speed limit.

I currently live on Marychurch Rd (SH1B) and witness high volumes of traffic on the road. This will not change with opening of the WEX.

I didn't know about the meeting on Monday, but I hope that you were able to have some constructive conversations with local people and change your minds about closing this permanently.

I didn't make it to the hall today to voice my concern or show the support for the re-opening of telephone road. I had my two babies with me and didn't feel it appropriate that they come in too. Unfortunately I couldn't head back later due to the length of time it now takes me to get back to Puketaha due to the road closure. I live in Newstead and work on Puketaha Rd. The closing of telephone road has caused extra stress on my family. First and foremost with less quality time being spent at home and more time travelling. Financial stress as my trip is gone from a 10minutes trip to a 20minute trip, extra kilometres means extra petrol and what used to cost our family \$100 per week in petrol is now \$200 per week in gas. The increased gas prices have been taken into account with this too. I used to carpool with a work colleague who lives at the end of Amber Lane who I now cannot carpool with which is meaning extra cars on the road and more emissions going into our environment. I plead that before you close the road, you reopen and assess the roads once the highway has opened. The amount of traffic utilising these roads will significantly reduce, therefore the risk of accidents and truck usage significantly reduce.

I do not intend to offer the requested "further information which may affect how you see the future of this intersection" as it is clear that the decision has been made, and a last minute notice to seek feedback from the stakeholders is politically correct but serves no purpose- apart perhaps to tick a box you have hitherto overlooked.

I don't see closing Telephone Rd as a viable option as it provides a sensible option to connect with the Hillcrest region/University areas and is currently adding additional fuel costs and time travelling to our household.

I don't see closing Telephone Rd as a viable option as it provides a sensible option to connect with the Hillcrest region/University areas. There has been no negotiation regarding options to the community with as noted earlier a fait accompli feeling.

I feel that the rail crossing should be lowered and the road raised to make the crossing more friendly.

I find your challenge of the roads being slightly offset to be interesting. Please correct me if I am wrong but I thought this was done for safety reasons by NZTA years ago as vehicles were travelling straight through rather than stopping. Do you propose aligning these again?

I have a business just across the railway employing up to 40 people which this is affecting.

I have reluctantly driven the detour along Seddon, Waverley and Holland Roads to get to Marshmeadow Road since the bulk of SH1B traffic has had to use this route instead of Telephone Road. They have all, and Seddon Road especially, dramatically deteriorated. This route is not safe as a main route around our city.

I have spoken to 2 Waka Kotahi representatives (Cara and Francine) and neither can tell me how many cars are expected on Telephone Road and Seddon Road after the expressway opens. Apparently it was in the model but they don't know the numbers other than 4000 vehicles on Telephone Road and 2,000 on Seddon Road before the closure. I'm astounded that no-one can answer how many vehicles per day do you expect to change to the expressway.

I have staff who are now travelling significantly further to work due to the road closure.

I have travelled SH1B for 24 years and find this whole issue a disgrace and then to find Waikato District Council may be taking back the control of this highway appalling. This Council do nothing towards road issues anywhere!

I hear land on Marshmeadow Road has been offered to straighten the crossing. Is this true?

I hope my comments/concerns/suggestion have provided valuable insights into a tricky issue that will have long-term impacts to the communities East of Hamilton City.

I hope that some serious thought is given to this as I have lived in the area for 28 years, travelling on Telephone Rd in that time, you say the rail intersection has been a serious issue, and unsafe, why, in all those years has nothing been done to address it other than some cosmetic makeovers! And as for 8 deaths or serious accidents, your comments grouping those two together was very misleading. There are other roads and intersections that are far worse. I have never attended any deaths at that intersection only 1 serious and 1 minor MVA in my 20 yrs as a paramedic, I would be interested to know how many deaths there were in that time, or if they were mainly injury only MVAs.

I just can help but notice in the photo comparison below that the tracks at the Telephone Rd crossing seem to sit proud above the surrounding material and could easily be snagged by something low or dragging across the tracks. The photo on the right illustrates a "Full Depth Rubber" crossing in good condition and there you can see that the tracks are much more protected sitting lower than the surrounding material.....

I not only have a hell of a lot of knowledge in the transport industry but I also know a lot about the rail industry too, so I understand there safety concerns too. The problem is not all trucks causing the damage to the rail lines, the big issue here is the low loader transporters for heavy haulage and excavator cartage etc too lowly slung for their type of work they are exposed to on a daily basis. NZTA has access to all the TSL #'s to all transport operators on NZ roads so it is easy for them to notify every operator in the whole country to let them know that this crossing will be closed to "all low loader operators" not all trucks. You laugh at this comment and ask me how would we police this, easy when the much needed rail barrier arms get reinstalled for the crossing, put additional signage and you can install cameras to monitor the crossing and the intersection and catch any misfits that choose to abuse the restrictions. If the fine is big enough and maybe any operator caught will lose their TSL it will deter anyone crossing that shouldn't especially when they know there are cameras operating 24/7.

I oppose the permanent closure of Telephone Rd at Holland Rd. This arterial road link is an important local, regional and inter regional link and will continue to be so after the Waikato Expressway is open. This has been evidenced by monitoring traffic in other towns/roads in the region with opening of other sections of the expressway. The current detour is lengthy, the roads are unsuitable, and it increases travel time, fuel used, and is inefficient and unsustainable. It is unsuitable to be a permanent route. People will not drive in to Hamilton to use the expressway to travel a short distance north or south. It will still be more efficient to use the existing road network (prior to closure) to travel north to join the WEX rather than travel in to Hamilton. Many rural people will avoid travelling in to town simply to avoid heading in to a city.

I really do not understand why without the input of people this decision was made. Therefore I am emailing as per watching Tim Van de Molen's advice to so and I am sure many other people have too let you know that they are against this and it needs to stop for the sake of everyone.

I really hope you reconsider once the express way opens up and look at all options again, I would of thought raising the road on the Northern side would be the easiest fix to stop trucks bellying out. Maybe some barrier arms for the train tracks. If there was a way to straighten up the intersection so that it was clear give way rules apply this would improve safety.

I think lowering the railway line would be more costly than changing the road? Or build up the road both sides of the railway line?

I travel this road every day to get from the Gordonton Village (my home) to Kaipaki School. The extra time and the petrol expense are really impacting me. Bring back Telephone Road.

I understand the opening of the expressway in July could alleviate some of the volume and weight of traffic however, I feel the re-routing of traffic to Seddon Rd has only shifted the problem not resolved the problem. The safety risks identified have not being addresses adequately and in fact have intensified.

I understand the opening of the expressway in July should alleviate some of the volume and weight of traffic however, I feel the re-routing of traffic to Seddon Rd has only shifted the problem and has created new issues that are not being addresses adequately.

I use this route multiple times a week to get me where I need to go between Gordonton/Puketaha and Hillcrest. It is affecting residents on both sides of the closure. The closure increases travel time, and cost (adds up very quickly with the current astronomical price of fuel), and in this world of trying to improve the environment, making it worse due to the extra use of fuel!! It affects the Puketaha and Gordonton schools bus (cuts the route in two), it will affect school zoning as for those on Telephone Road won't have access to Holland Road to get to Peachgrove Intermediate or Hillcrest High (which zoned for), farming contractors to provide their services. It cuts off quick access to doctors etc in Hillcrest and it adds 15 mins to a 10 min drive which is ridiculous.

I want to voice my concerns around the Closure of Telephone Road. I live on Seddon Road and the state of the road because of the high amount of traffic is deteriorating the road. Signs for 50kms do nothing and absolutely no one drives 50kms down there and it is dangerous. When and if I do drive down there at 50km the speed limit people overtake you, honk at you and ride up your bum. It is so stressful, so unsafe and something needs to be done about those roads because as I say they're deteriorating.

I would appreciate these concerns being taken into consideration and I would support a commitment for an engineering solution to the top of Telephone Rd, even if it is a year away.

I would appreciate these concerns being taken into consideration and I would support a commitment for an engineering solution to the top of Telephone Rd, even if it is a year away.

I would have liked to be at the meeting on Monday at the Puketaha Hall but unfortunately cannot make this date but will be prepared to attend any future meetings.

I would like to address the "additional information" provided with the letter. The following claims have been made as part of this information: If there are concerns around the safety of the rail crossing, barrier arms should be installed at the crossing, something that I would expect to occur if Kiwirail had genuine concerns about the safety of the crossing.

I would like to know the data of how many vehicle movements cross this intersection in an average day and how many of these are long/low trucks. These are the only vehicles which damage the track however your recommendation is to close the tracks to everybody. What do you expect the long/low trucks movements over this intersection to be once the expressway is opened? From my perspective, why would a long/low truck choose to use the state highway 1B when the expressway is open? I would expect those vehicles to always take the expressway; it is easier for the drivers and much quicker. If the only Trucks using the area are servicing the community the use of signs, cameras & barriers are a good cost effective option.

I would like to know what alternative new routes have been discussed for us to use to get to Newstead, Hillcrest and Cambridge. The detour route down Seddon Road is dangerous. Seddon Road entrance from Puketaha Road is narrow and I understand that since this was made a detour there has been a serious crash there. A part of Seddon Road has been slowed to 50km per hour as it is uneven, but with no sign of this being fixed. As the road is on peat, significant funds would be needed to widen the whole road & strengthen it to be used as a state highway 1B. Surely the cost of this would be higher than putting in barriers, signs and cameras on Telephone Road intersection.

I would like to say that I strongly oppose the closing of Telephone Road as proposed by you and as has been in place lately. It takes significantly longer than it did to travel through this area and it takes you over roads that are no better suited to the trip.

I would like to see the road remain open but maybe there needs to be something in making it a light vehicle/traffic, so communities can stay together, so we can get our kids to school, reduce cost to the people who have to travel around the other roads and so we can be safe. It affects so much more than just one road it affects the entire community.

If anything I trust that all parties involved will analyse and take into account the reduction in traffic on this router once the highway is open and ensure this impact is considered in future decision making. I'm not a rail or transport engineer but I can't help but feel that a combination of solutions will greatly reduce the chance of track damage and crossing safety in addition to the predicted drop of heavy traffic once the motorway opens....

If the concern is the safety of the intersection for traffic – slow the traffic right down, and consider some lights. I suspect people will happily go down to 30km/h if it means the crossing could stay open!

If the end of Telephone Road is closed permanently it has huge impact on the local community, and the environment. Please reconsider the closure and it's effect and invest in improving and opening the road.

If there is damage occurring from bigger vehicles please place a weight limit on using the road. There are other places that have height limits and weight limits. It would be a reasonable way to keep the road open and also minimise ongoing damage.

If you have to put up a speed camera - slow cars down but don't close the road. My ten minute trip to work now takes 30 minutes and the new motorway will be a detour.

If you really want to close it at least leave it open for pushbikes, walkers, motorbikes and 4 wheel motorbikes.

I'm a resident of Telephone road and while the reduction of traffic has been a godsend the closure of the rail crossing has been quite inconvenient. The detour is long and dangerous at the moment given the road surface on Seddon Road is not built for the traffic volume. Glad it will be repaired but sooner rather than later would be great before there's a major accident.

In April the residents of Sainsbury Road received letters about extending the closure. We did not receive any notification of this community event for consultation. Very poor form from the Comms team.

In my view, the sensible decision would be to re-open Telephone Road once the Waikato Expressway has been opened. There will be significantly reduced traffic flows especially with regard to heavy traffic. The state of the track could then be monitored and if damage continues to be caused, which is unlikely given the reduced level of traffic, options for what could be done could then be looked at. Frankly, someone could be stationed there permanently to check the tracks for 3 months – that is what has been done for the past 3 months with people stationed at the roadblock. There must be other ways to monitor potential track damage - what does Kiwirail do throughout the country?

In one of the letters you "Apologised for the inconvenience", closing this road isn't an inconvenience to us, it is a burden. Please do not close the road.

In the short time 1b has been diverted over Seddon Road - Waverly Road - Holland Road (east) - Eureka Road, the damage to these roads has been huge. Obviously they have not been designed for the traffic volume. Fairly much like driving on a roller coaster now. I would suggest that this has been irresponsible of NZTA and has put many lives at risk. I live within earshot of the Seddon Road - Puketaha Road intersection, and have lost count of the number of MVA's I have heard there, and much more frequent recently. Surely the significant repair costs for these roads will far out weigh revision of the Telephone road intersection to improve it's safety. This should have been done years ago. Could you also explained to me why if this intersection has been deemed highly unsafe, which it obviously has been the same for the 28 years I have been a resident in the area, has nothing been done to rectify this previously if lives are obviously at stake.

Increased traffic on other roads has made it hazardous - both the number of cars and the condition of the roads

Ironically, the detour route via Seddon road is worsening the condition of that road considerably! It seems ridiculous to have the end of the road constantly manned - that in itself is a cost. Why not just fix the road/crossing.

It does seem strange that locals input was requested after you had made a decision and not at an earlier time.

It is interesting that your conclusion has been reached by Waka Kotahi, Kiwirail and Waikato District Council. Yet the Mayor has announced that the Council is against this decision, so how can Waka Kotahi claim that the decision to close Telephone Road has been reached by the Council. How much other false information has been provided to the community?

It is of great disappointment to hear of the proposed closure of telephone rd. As a resident we used telephone rd on a very regular basis. Having to use seddon rd is just crazy not only the added mileage which in today's world with cost of fuel is crazy but the condition of seddon rd is ridiculous. Having a 50 km speed sign is the most stupid decision anyone could have made. It never happens and not only now you have a concern of one railway crossing but Waverly rd crossing will now be impacted and nearly the whole road on seddon rd will be destroyed by traffic. Seddon road has enough issues without extra traffic.

It is such a hassle and extra cost driving around every day.

It might be the easy option for you. Ridiculous. You need barrier arms and a roundabout on the intersection of Marshmeadow Road / Holland Road.

It was good to hear that decent work has been put in so far to investigate solutions to get the road open again.

It was OK before the railway was lifted. Get Kiwi Rail to lower rail back down.

It was very disappointing to receive the letter from Rob Campbell on 21 June, outlining that the preferred option for Telephone Road is to close the road permanently, when there has been absolutely no consultation with the public or consideration on the impact the closure has already had on the community. The decision has clearly already been made before feedback has been sought from the public.

It would seem that both Kiwi Rail and Waka Kotahi have taken the option of closing this small area off without any consideration for motorists.

It's also a State highway how can you close a state highway.....

I've been doing some reasearch to try and find similar examples of rail crossings with a "high hump" and what has been done to mitigate damage to the tracks. I haven't found anything exact but a good technical article has educated me on the various different surfaces and approaches that are deemed suitable for various traffic volumes across a level crossing.

Light traffic control intersection by traffic lights.

Local residents lives will be put at risk due to longer times for access from emergency services as the Telephone road intersection gave important access. My partner, who is a Paramedic, has already been impacted by the road closure while on duty.

Locals are significantly disadvantaged by this ridiculous decision made by people who I think have not engaged enough with this community.

Lower railway back.

Many properties have letterboxes across the road. Mail delivery on this road has increased risk as the road is very narrow and no verge to pull into. This is creating risky driving behaviour as you navigate around traffic or attempt to dart the road to collect mail.

Maybe the main decision makers need to drive along Seddon road in there own cars ... Take responsibility now and when people's lives are lost because of there lack proper investigation of the impact they are causing.

More traffic on Seddon Road will exacerbate some existing issues. Eastbound right turn into Kiroa Road has safety issues, particularly at night. Not enough oom for traffic to move easily past on the left because of trees and pavement width. Often have cars tailgating when we need to stop and wait for oncoming traffic. May need to either tidy up the space to allow traffic to pass or add a right turn in bay. In addition to residential traffic, we have farm traffic usin Kiroa (slower)

Much of this traffic is 'local' traffic meaning that the opening of the new road will not impact the increased unsustainable volume of traffic.

My ability to pull in and out of our driveway safely has diminished and while I acknowledge this has always been reasonably busy, there is a far greater intensity which lasts throughout the day.

My family lives in Newstead. We used to use Telephone Road regularly to get to Puketaha and Gordonton. I'm sure the residents on the road are more greatly impacted than us, but nonetheless, I wanted to express my concern for rerouting traffic down Holland and Waverly Roads. These roads have not been built to the same calibre as Telephone Road. They have very little (or no) shoulder depending on the section, and (likely due to the land subsidence on the edges) are actually sloped to the outside. Unless the district is planning on widening and flattening out these roads to make them safer for a higher volume of traffic (for both the cars driving and the residents that might walk on them), Telephone Road should be kept open! Furthermore, while it seems to not be a major concern currently, how long will it be before the turn on the current detour (from Holland onto Waverly and vice versa) begins to cause problems. This area also has the potential to cause problems with the tracks (again if land subsidence continues as it has been).

My husband and I would like to complain about the proposed closure of Telephone Road. We want it to stay open and totally disagree that there will be low impact if it closes. Once the new motor way is being used Telephone Road will become a road for locals, making it safer as we know how to navigate the railway crossing.

My own commute had increased by 10 km each way as a result. So much for reducing emissions!

Negative impact on families with children

Newstead needs to have road access to Puketaha. Even when motorway is open, restrict Telephone Road to cars only. Use weight restrictions and height barriers to stop. Have as on Cambridge High Level bridge.

No to closing Telephone Road. You are dividing families. Reduction in house values in Amber Lane.

Not only am I a Newstead Resident that use to use the crossing multiple times daily, but I am an Agricultural Contractor and Truck Operator that would normally use this crossing multiple times through the week and this has caused us a huge rise in operating costs all round. This is disgusting that you think this is acceptable to close this temporarily for this period of time let alone closing it permanently when there is such an easy fix to the problem.

NZ Transport Agency has responded to the road degradation with coning off a large section of Seddon Rd and reducing the speed limit to 50 km. This has had little effect on the speed and safety of the road with motorists becoming intolerant, passing and complacent not adhering to the speed limit.

NZTA need to see sense and keep this road open. The only alternatives is Seddon Road which is now not a nice road to travel on.

NZTA sees the new State Highway 1 as an alternative route. Does NZTA have no understanding how congested the Puketaha Road - Gordonton Road - Wairere Drive intersections are? I hate to think what the poorly designed access to the Greenhill interchange via Padova drive will be like. It is ridiculous to suggest this as a suitable alternative route.

Once expressway opens all / most heavy vehicles will travel on that road so therefore SH1B should be open to cars.

Open Telephone Road and ban trucks.

Otherwise put a height restriction on the crossing to keep the big trucks away.

Our property is 300m from the railway crossing. We must now travel 16km via Seddon Road just to get back to the intersection. Our children attend Hillcrest High School and this change has added 32km per return trip in getting our kids to school. At a minimum this is 64km per day but is often more as they need to attend sports trainings and other extra-curricular activities. We estimate we are now travelling an extra 400-500km per week, more than doubling our fuel bill. A 15 minute return trip has now become a 45 minute return trip. There will be plenty of other people in a similar position. Isn't there supposed to be a goal of reducing carbon emissions? Your decisions are increasing them. There are no cycle-ways or footpaths – frankly it is too dangerous for cyclists or pedestrians.

Our property is zoned for Hillcrest High School. This decision means there are now 6 high schools closer to our property than the school we are zoned for (Rototuna High, Fairfield College, Hamilton Boys High School, Hamilton Christian School, St Pauls Collegiate and Sacred Heart Girls College). How does this make any sense?

Perhaps it would be great to have a barrier arm, bells and lights at the railway crossing too.

Please do not close Telephone Road to normal traffic. I live in Matangi and my in laws (MIL, FIL, SILx2, BILx2, nephews x7) live in Gordonton. We use this road at least twice a week normally to get to them and they use it coming to us again at least twice a week. We are a close family and this closure has been really annoying for us all in regards to extra petrol spent and extra time spent. Please do everything you can to achieve the outcome of this road staying open for the benefit of myself, my family and the wider community. Not a single person I have spoken to is happy about this situation, they all want and need the road to remain open.

Please listen to the pleas of those who need this road to safely travel their normal daily routes. Detouring the traffic from Auckland does not help the locals who are paying for the maintenance and upkeep of the alternative routes being used.

Please listen to your local residents, it affects so many of us in a negative way!! It is highly likely that our family may have to look at relocation due to the increased costs in gas and vehicle wear and tear, it is adding to our finances.

Please take into consideration the ramifications of this outside of Kiwi Rail. Since the road closure, both Holland Road and Seddon Road have had immense increase in traffic which has damaged the roads. We have seen incidents on Seddon Road and I have personally seen 2 cars come into our driveway (Holland road) with busted wheels, both requiring a tow truck. Reason for this is the ruts created by heavy use of the undeveloped peat section of the road on Holland Road. The maintenance for this will be continual and costly due to the nature of the soil development in these areas. I am also concerned around the safety of those that are not use to driving these roads of undeveloped peat. The peat sections on Telephone Road are much more developed hence why it was a state highway.

POTENTIAL OPTIONS NOT YET CONSIDERED I note that this road has been here for decades, and logging trucks have been safely moving across this section. With the pending opening of the new expressway – we will see a near zero usage of this road with most large linehaul and logging trucks. With this the following options could be explored individually or collectively: (a) Road restricted to cars only – No large axel access – cameras situated at either end of the road andensored to alert when a truck passes. Ability for authorities to then issue infringements (b) Stop sign situated prior to the rail crossing on telephone road – forcing all vehicles to stop and then proceed over the crossing at a slow speed. Can be aided with a speed bump at the stop sign.

Put a roundabout on Holland Road then build up approach either side of the railway, it would make the intersection a lot safer.

Put stop signs on Holland Road.

Raise the road to prevent low and long trucks scraping

Raising the road either side of the rail road would stop traffic scraping the tracks. Intersection alignment would reduce turning on the tracks.

Realign Marshmeadow and Telephone Road and raise the road in the process.

Remove the trucks and open to just cars and bikes.

Rycam Ag Ltd is against the closure of Telephone Road.

Safety concerns - have you considered the children that catch buses that may need to walk or wait on busy road with no safe place to stop. Also younger drivers having to drive further to get to schools that they are zoned for.

Seddon Road - left turn in and right turn out. Need to widen out the throat.

Seddon Road / Puketaha Road intersection currently dangerous with additional traffic.

Seddon Road has long been in a poor state of repair, due I believe to the instability of the peat soil which runs under the majority of the road. Increasing the traffic volume will inevitably compromise the road surface as it did with Telephone Road when SH1B was first designated. It will be interesting to see just how safe the intersections at Seddon/Waverly/ Holland roads become as time goes on.

Seddon road increase in traffic is ridiculous currently and even once the expressway opens up it will still be a large increase on what was already a busy road before the detour with commuting traffic from Morrinsville. The road being built on peat has always needed regular repairs and with this extra traffic moving forward and especially extra trucks it is degrading fast and will continue to do so. I live on Seddon rd, looking out my office window towards the road all day I have really noticed the influx in traffic.

Seddon Road is not suitable or safe for trucks

Seddon Road is not up to scratch.

Seddon Road should be lowered to no more than 80km / hr

Send communication to people on Gordonton Road

Since the closure of the Telephone Road route we have been having to make long detours. Normally this would not create too much of an issue as there are alternatives. However, the work being done on the new expressway has made them a lot harder to use. We have yet to see if the opening of the expressway around Hamilton will make it any easier to access the Newstead area. I doubt it as there will be a new network of roads and intersections to negotiate.

So to sum up, I believe it is premature to close the Telephone road/Holland Road intersection and it would negatively impact the lives of people and their property in the area in an emergency.

Stop trucks and heavy vehicles using SH1B, allow cars only.

Stop wasting money patrolling the intersection, use this money to fix it and speed up the process.

Students going to the university have additional fuel expenses and emissions by going the extra kms

Suggest ban trucks with low loaders from crossing. Leave open to cars and residents.

Surely one option is to close the crossing to large trucks (easily done – just look at Victoria Street Bridge in Cambridge that has a height limiter on it; match that with a judder bar, and some signage perhaps indicating significant fines for anyone that disobeys and damages the tracks). This approach would allow the majority of regular vehicle traffic to continue using the road.

Telephone and Seddon Roads are getting destroyed and there will be more fatalities on the road.

Telephone Road has been built to carry the traffic so let it carry it.

Telephone Road residents have for many years endured the unrelenting 100kph traffic flow, very risky overtaking manoeuvres from impatient vehicles, waiting for a break in traffic to safely enter or exit our driveways – particularly on long weekends or Field days – and can now relax apparently. This being until they wish to head towards Hillcrest or Cambridge and it takes an additional 11 minutes to travel the extra up to 32 kms, vehicular wear and tear and the associated cost of fuel/RUCS, while also adding to the traffic on Seddon and Waverly Roads. A small consideration, if one at all, for those making the decisions I am sure.

Thank you for information via mail on 21 June regarding the status of the railway crossing. It is good to understand the issue. I'd like to record my support for the closure of this crossing. This is a very dangerous intersection. Although the crossing closure will result in some inconvenience and longer travel times for residents like ourselves these are outweighed by the increased safety for everyone. The road closure and reduction of traffic volume also improves safety at the northern end of Telephone Road. This is also a dangerous intersection and I have witnessed many accidents here also. As a teenager I lived at the Marshmeadow/Holland Road intersection and witnessed multiple accidents, including a fatal accident at the crossing. As a young parent with an expectant wife my car was hit by another when I was turning from Holland Road into Marshmeadow Road. Currently we have used the Telephone/Holland/Marshmeadow Road intersection but only with great reluctance, and certainly not at peak times. North/south traffic often have no idea about the inherent danger at this intersection and often fail to stop and look for oncoming cars. My family have witnessed many near misses over the years and it is very common to see crashed vehicles and broken fences in the vicinity. In summary I suggest the following benefits from a crossing closure: Safety restored for railway traffic at the Telephone Road crossing. The Telephone/ Holland/ Marshmeadow Road crossroads is converted to a safer T-intersection with reduced traffic volumes. Reduced traffic on Telephone Road improves safety at the Telephone Road/Puketaha Road intersection. Thank you for the opportunity to comment, outline my concerns and offer support for permanent closure of the crossing.

Thank you for providing an email where we can address our concerns, through this 3-month period this is the first time we have someone we can contact.

Thank you for the opportunity to voice concerns yesterday at the Puketaha hall regarding the closure of Telephone Rd and re-routing of traffic via Seddon Rd. I was encouraged an opportunity was provided to discuss this change but concerned this was not true integrated consultation but lip service to a fait accompli.

Thank you for your letter regarding Telephone Road. This has been a long time coming. Should you perceive from this letter, that we and other residents of Eureka Road are less than happy, that is our intention. Holland / Ruakura Rd. The Inland port construction has caused major disruptions on Ruakura Road and there is still no alternative route in place. **SH 26** Major construction and delays on Cobham drive. **Telephone Road** Closed for months. **Seddon Road** The alternative Hundreds and hundreds of traffic cones and kms of speed restrictions.

The ability for residents to safely pull in and out of their driveway has diminished with greater intensity and consistency of traffic. This is increasingly a concern for elder population in the area, their ability to judge speed and volume on this road. There have been a number of near misses over this time.

The alternate routes are not designed or built for such use and a local perspective needs to be taken rather than just a state highway roading authority view. The roads closure will result in many more VKT and additional maintenance on inappropriately designed and constructed peat roads. The decision appears short sighted.

The answer is simple Close Telephone Road to Heavy vehicles unless they are servicing Telephone Road residents and allow Heavy vehicles access from the Piako Road end only. A simple Height bar near the rail crossing end of Telephone Road to stop large trucks using the crossing and would ensure only light traffic can use the road. We put these restrictions on bridges, why not here? A good example is the old bridge on Victoria Rd Cambridge – the restriction virtually stops heavy vehicles on Victoria Rd.

The closure of telephone road is a actual pain in the arse to be honest..... But worst thing is now Seddon road is so damage massive holes and unsafe. Close one crossing now for safety to cause another and it's only time before a serious accident happens. What are you going to do about this. Who is responsible for this now are after a serious accident occurs on Seddon road?

The condition of this alternative route for SH1B must be addressed.

The decision needs to be revisited with a proper full consultation taking place, rather than a rushed decision.

The entire volume of traffic which will continue to travel this detoured journey will continue to be traffic users and will have to spend increased fuel costs which is contrary to effective and sustainable journey management.

The expressway is not going to take all the heavy traffic off Marshmeadow Road but it needs to be able to be crossed safely, as do the trains. Fix it and open it again.

The intersection at Holland & Telephone Road could be improved by raising the height of Holland Road and widening to the south where Marshmeadow Road intersects. Widening the road would improve the angle of approach when turning onto it over the crossing. Raising the height would reduce the gradient of the approach and offer better clearance for low travelling vehicles and machinery.

The intersection is **no** less safe than it has ever been, and I believe this is being used as a reason to support the closure which appears to be a forgone conclusion. Indeed Telephone Road has outlived its usefulness as part of SH1B, with the imminent opening of the expressway. This is all well and good now the necessity for a bypass has dissipated, however it is quite patronising to try and sell the closure as a safety issue when for many years it has clearly been thought adequate despite the identified hazards which have not changed. I realise the traffic volume has increased but it could be argued that this has slowed the speed of traffic down by default.

The last time I drove home that way a ute towing a trailer almost ended up in the drain on the other side of the road. Where he chose to pass me, the road had broken into lines of seal and loose metal. Extremely dangerous.

The map in the recent mailout from waka kotahi shows Greenhill Road intersecting with SH1B but Google currently does not show this. Just wondering if this is planned with the roadworks as this would make getting to Greenhill Road interchange OK. Many thanks for your communications, keep them coming

The new expressway will NOT be an option to many of us who use that road. PLEASE reconsider this without judgement of the publics annoyance at this current situation.

The obvious issue seems to be the cost of any rectification. NZTA will be handing the road maintenance back to WDC once the expressway opens, and clearly this is not an expense WDC wishes to take on. Indeed borne out by your comment that investment can be diverted into improving the quality of the roads on the current SH1B detour. Good luck with that!

The process appears rushed and fiscally driven as the waikato expressway draws to an end. Presumably the SH revocation process should restore the network before returning to the local roading authority.

The road is built on peat and historically this road has had issues with the camber and integrity. With the introduced volume and weight of traffic the degradation of this road has amplified. The Peat is giving way and creating serious undulations and ruts that have created instability for those driving this road.

The road quality is deteriorating fast with additional potholes being created on an almost daily basis and the road edging breaking up faster than usual, it is not suitable for this level of traffic. Much of this traffic is 'local' traffic meaning that the opening of the new road will not impact the increased unsustainable volume of traffic.

The roads you are making us travel on now are deteriorating rapidly and are dangerous.

The round trip now to get back to Holland Road is 15 minutes along a failing Seddon Road. This is unacceptable. Please fix this intersection - it seems the lazy option and too hard basket not too. We all pay our rates and taxes

The speed of cars on Holland Road is an issue causing accidents. Put in judder bars to slow that traffic. Or is this the next road someone wants to close.

The sudden closure of a road is unfair to residents. If the safety of this intersection was of such a concern surely this would have been in your plan to close the road. If residents knew years in advance this may happen, they could choose if this was going to affect them. We enrolled our son in preschool in Newstead 6 months before me returning to work, as this was just up the road from us. He started at preschool the first Monday the rail crossing was closed. If this had been communicated to the residents, we would have looked at other options and decided accordingly. The waitlist for preschools is usually 6 months – 1 year.

The traffic volume has significantly increased significantly both in the number of personal vehicles and in trucks. Therefore as a resident of Seddon Rd, I wish to further raise my concerns via email. Significant concerns are felt regarding the safety of those that live on this road and for those intermittently and regularly using this road. With increased vehicles accidents are now occurring on Seddon Rd and at the entry points into the road. The concerns raised for Telephone Road as a driving/ accident black spot now appear to have been shifted to Seddon Rd. While this has mitigated the risks in one area and the welfare and safety risk in another has escalated.

The trees in Seddon Road are still dangerously hanging over the road and could fall any day. I rang 3 weeks ago - has anyone looked?

The two alternative routes have major issues and delays. Saying this is permanent adds more pressure on an already under pressure community.

The two dangerous intersections on SH1B should both be changed to roundabouts. Compare this cost to getting Seddon Road up to standard.

The two divergent options are ridiculous and not well thought out at all.

There are people manning the diversion which must cost a huge amount of money.

There has been no consultation with the public about closing the road, either temporarily as you did or permanently as you have now announced. What you are suggesting will split the local Puketaha community. People living on Holland Road or south now have a much longer commute to travel north. People living on Telephone Road now have a much longer commute to travel south.

There is huge loss of productivity with these closures and delays.

There must be another way of solving the problem longterm. I feel sorry for those who live on the Eastern end of Telephone Road, as well as many who usually use that route to access home, work and school. Blocking the road without opening a safe and viable alternative is not the answer.

This has put families on hold waiting on your decision. These are people not numbers.

This intersection is a very important part of the local infrastructure. I have property on both Taylor Road and Holland Road. We grow maize and silage on Holland Road so it is a huge inconvenience to have to travel around, plus the extra cost. Keep it open.

This intersection needs fixing for all our safety but the road needs to stay open for the residents of the community

This intersection needs to be reinstated by Waka Kotahi.

This is a huge inconvenience for myself and my entire family.

This is a rural area and the roads need to serve the people that live in the area.

This is an important road for the local community and it's permanent closure would result in significant additional travel distance and time for local traffic. I believe the recent use of the road as a state highway is unrelated to this permanent closure as the road removes the need for a lengthy and emission generating detour for local traffic including local heavy transport, agricultural vehicles as well as other road users. We still need an appropriate local road network that is emissions and appropriate for use. We need a genuine one network approach on this matter from NZTA-WK and WDC.

This link has been important for the north eastern regions on the outskirts of Hamilton with Cambridge and south and south east of Hamilton including Hillcrest, the University and Hamilton east. Also for those in the southern regions heading north. This has been so for many years hence it has been thrashed for many years as State Highway 1B.

This needs a multiple system solution for opening immediately and excluding trucks. And a long term solution to fix the track and the safety of the intersection.

This proposed permanent closure effectively splits our community in two as it restricts access to local schools and bus routes. It adds life altering minutes to travel times for fire and emergency staff.. The list of impacts I endless....

This road and crossing must not close because if it does bring on the protests, moving road blocks at peak hrs on Wairere Dr and the new Motorway when it opens with all heavy transport operators and Agricultural machinery operators in the district with all the oversize equipment, I'm sure all of the locals including Hamilton residents will get on board, do you get my drift. Don't think this will go away because we are not going to accept this cop out from NZTA and pass the buck over to Waikato District Council. Dam Disgraceful!!

This road does not need to be closed, it needs to be fixed. Tunnel or level the road up.

This should have been dealt with years ago rather than waiting until a crisis point

To go on Seddon Road etc is a lot of time, petrol, dollars and kms that are being wasted and that I can't afford

To make Seddon Road up to scratch will cost more. & the railway there. Holland Road is a danger, I have to drive with my tyre on the white line so my tyres don't end up in pot holes. It is damn scary and will cost heaps to make it a road that trucks can drive on.

Too complicated to put on a piece of paper this small but briefly, 3 points to address rail. Raise the road and put steel sheet between either side of the track, not tarmac and it needs to be the same height as the rail. Have a five way lights system so no truck can block the railway. Reprofile the road at the track and align Telephone & Marshmeadow

Too much traffic on Eureka Road now. Lots of heavy traffic numbers increased especially after dark.

Totally against a closure and a solution must be found. It is physically splitting a community and making it unsafe to travel in the area.

Travelling daily Puketaha to Hautapu. The two dangerous intersections on SH1B should have had roundabouts installed a long time ago.

Try to travel out of Eureka to Hamilton: what a disaster and it has been ongoing for months The residents of Eureka Rd are sick of the incessant heavy traffic – we have become SH1B! It is so bad that we will not use our bikes on our road. Eureka Road has suffered major slumping damage, requiring large repairs and Holland Road is not far behind. One wonders what this will do to property values and the situation raises whether we are now a 3rd world country with road closures without advice, ad in finitum.

Under the page titled "The Bigger Picture" it states that the opening of the Expressway "will have a big impact on traffic and travel patterns east of Hamilton. We expect this will greatly reduce the heavy traffic on SH1B. We understand this will still be an important route for local traffic so we will monitor the impact following the Waikato Expressway opening". You have specifically stated that the opening of the Expressway will reduce traffic, and one would assume will take out most of the trucks currently travelling on SH1B, with the exception of milk tankers and stock trucks – you have also stated on this page that you expect most heavy vehicles to take the Expressway. You have specifically stated that it is an important route for local traffic and you will monitor the impact. Yet you have then advised that you have already made the decision to close the road permanently.

Waikato District Council - this is not acceptable for a road to be handed back to local council in an unusable state. What is the plan for fixing Seddon Road?

Waikato District should not have to pay for this road to be reinstated to a usable condition.

Waka Kotahi have no idea how this is affecting the whole community. They have used Telephone Road for the last 28 years and now need to reinstate it before it is handed back to the District Council. Kiwi Rail are only interested in closing the road, Waka Kotahi have no will to fix this problem. Hopeless

Waka Kotahi must fix it before handing it back to WDC.

WDC who collect the rates from residents here, with a 7.7% increase going forward, could perhaps dig deep into their sphere of influence and look at compensatory lobbying for an internet connection along Telephone Road. Currently there is no broadband connection, let alone fibre so it is all user pays for satellite internet at huge prices. That would at least show these ratepayers that they do warrant some consideration, unlike that that has been afforded to us so far.

We are aware of the issues with the intersection with Holland Road and frequent problems at the railway crossing. Many years ago the intersection at Telephone/ Holland Roads was realigned in the hope that there would be fewer intersection crashes. This did not work as the traffic from every direction is driving at 100 plus kph and many of them assume they have the right of way. Then when the latest damage was done to the railway line the road was closed. This is now causing huge maintenance issues on the newer peat roads being used instead of the old routes.

We have great concerns about the permanent closure of the telephone road rail crossing. The permanent closure has a major effect on our daily life and our future opportunities living off Telephone Road. Since April we have been traveling around Seddon Road to get to work and drop our son at preschool. This takes about 14 minutes additional to our journeys each way. If I take my son to preschool on Vaile Road and then come home to work, then go out again to pick him up, that's about an hour extra driving each day. This extra cost to us of money and time has not been given any thought by you. You are cutting us off from our community. Schools which we are zoned for are now a significant drive. Schools which we planned on sending our son to, we may no longer be eligible for as we have to drive to Rototuna to get to Hillcrest. Seems totally nonsensical to me.

We live in Newstead and as a rural dweller our interests lead us to Puketaha and to Gordonton. The closing of Telephone road has made a huge difference to our travel times and safety of the trip. While the opening of the expressway should reduce the traffic on the road, it is not built to carry such heavy loads. The railway crossing on Waverley road/Holland road is no safer and the sharp corners are dangerous.

We live on Marshmeadow Road and we did not receive any comms about the closure when it first happened. We still have not heard anything. Saw this meeting was on via social media. Would appreciate and update when you know more, as it is an inconvenience when heading north.

We would like to keep the Telephone Road, Holland Road intersection open to cars. Understand why low trucks are a problem. It should be possible to exclude problematic trucks but allow cars through using either an archway / height restriction, a chicane or a traffic island. This would be cheap and easy fix. Easier than fixing Seddon Road. May need to restrict speed on Telephone Road.

We would really like you to reconsider opening this road. Telephone road was designed for lots of traffic. Now I go along Seddon road which is such a shitty, uneven road!

We are a family of 2 adults and three children. This road closure is a big inconvenience for us as we have a son at Boys High and I often use the road to go to the school past the university. I also use it to go to Hamilton East, the airport, and friends and family in Cambridge. My parents live on telephone road so I often pick up or drop off my lads or visit on the way past. My mum is due for an operation soon as going to her on my way home is important.

What happens when the crossing at Waverly Road has the same problems due to this extra traffic.

What if it was your loved one in cardiac arrest where time is critical. Also not to mention the extra travel time for me personally to get to the stations I work out of (Cambridge, Putaruru, Tokoroa, Te Kuiti, Otorohanga, Te Awamutu). Makes for a long drive home now at the end of a busy 12-14 hour shift.

When the new express way opens up this will stop so much of the traffic through this intersection which will help the tracks.

When we purchased our house we considered the future expressway and our immediate proximity to it and our drivetimes to work, family and future schools/preschools. The permanent closure of the road will force us to reconsider where we live.

While I understand the safety concerns and hazards related to the Telephone Road rail crossing the present temporary closing of that intersection has had a significantly detrimental impact on Eureka Road.

While the road is a state highway, despite the barriers it has to be manned at a cost of 2 people on say minimum wage \$44 per hour x 24 hours = \$1,000 per day or \$30,000 per month or \$365,000 per year.

Whilst I understand that once the expressway opens the road then leaves Waka Kotahi responsibility and is handed to local council, I would expect Waka Kotahi keep involved in the discussion and find the right long-term solution for the residents. Whilst any development is costly, it also needs to be seen as a long-term solution for the growth and development if the region therefore the cost should reflect the longevity and development of this part of the region. Hamilton is growing fast, and this road is on the fringe of this growth. Happy to get involved in a working group or discuss further, contact details below.

Why not just leave the road open to cars and leave the trucks

Why not redirect heavy traffic to the new expressway and then monitor? Then make an informed and evidential decision rather than hypothesis.

Will all roads that have had deaths on them through an accident get closed down? Lets bring horse and carts back.

With regard to high risk vehicles bridges and wider passes have limits and restrictions that are not monitored. Why can't Telephone Road have vehicle limits?

With SH1B closed, Eureka is getting all the traffic so then that will be the next road with issues.

With the Inland Port opening soon, there will be increased use by Kiwi Rail. Move the railway lines back from Holland Road, its what they would do if they were to repair the current crossing.

With the new part of the expressway opening soon large, heavy vehicles that have been doing the damage to the intersection will mostly not be using it and it can be fixed for all the local traffic that relies on it so much

You are making a mistake here!

You have no idea how it affects so many people. Do your job. Fix the problem you created.

You have deemed it highly unsafe. Why then, as it has been a state high way for some time and these issues are not recent, has the NZTA done nothing to fix the problem previously. I find this highly irresponsible when people's lives are at stake. Or have the irresponsible NZTA, simply been waiting till the new motorway opens, so to save them the hassle, however have no problem causing inconvenience to the vast number of local commuters who have used this road for many years. I feel NZTA is callous quoting the death statistics of this intersection yet have done nothing to improve it all these years when it has been used as a State Highway. Only when NZ rail kicks up has it even been looked at. Shameful really.

Young families have chosen daycare etc, and this is a total inconvenience to them.