Waipā District Plan
Plan Change Submission Form

Form 5

Clause 6 of the First Schedule to the Resource Management Act 1991

Send to: Waipā District Council, Private Bag 2402, Te Awamutu 3840
Phone: 0800 924 723 | Online: www.waipadc.govt.nz/planchanges | Email: districtplan@waipadc.govt.nz

Please attach additional sheets if there is not enough space for your submissions. If you do not wish to use this form, please ensure that the same information required by this form is covered in your submission.

Note: You must fill in **ALL** sections of this form.
Submissions close **5pm Wednesday, 21 April 2021**

COUNCIL USE ONLY	
Date received	
Document ref:	

1. Submitter details

Full name of submitter:	Geoff Maunsell
Contact name if different from above:	Christina Walker (4Sight Consulting)
Contact phone number(s)	021 367 143
Email address:	christinaw@4sight.co.nz
Address for service: *(required if no email address is provided)*	

We will serve all formal documents electronically via the email address provided above. Where there is no email address provided the documents will be posted to the above address.

2. This is a submission on the following proposed plan change to the Waipā District Plan

Plan Change Number and Name: **Plan Change 13 – Uplifting Deferred Zones**

3. Trade competition

Select one	○	I could	gain an advantage in trade competition through this submission.
	X	I could not	
Select one	X	I am	directly affected by an effect of the subject matter that – (a) adversely affects the environment; and (b) does not relate to trade competition or the effects of trade competition
	○	I am not	

4. Attendance at Council hearing

Select one	⊗	I do	wish to be heard (attend and speak at the Council hearing) in support of my submission
	○	I do not	

If others make a similar submission, I will consider presenting a joint case with them at the hearing.	(X) Yes ( ) No

5. The specific provisions of the plan change my submission relates to are: (give details)			
Select one	○	I SUPPORT	Support the uplifting of the deferred zoning but do not support the current C4 Structure Plan.
	⊗	I SUPPORT IN PART	
	○	I OPPOSE	

6. My submission is: *(please include the reasons for your view)*

Whilst we support in principal the uplifting of the deferred zoning we wish to see an alteration to the C4 Structure Plan. Specifically we would like to see a second entrance provided off Cambridge Road. Currently the C4 Structure Plan provides a single entrance via Silverwood Lane. The reasons for a second entrance are as follows:

- It would avoid 'land locking' the northern part of the C4 growth cell due to the right of ways that currently exist.
- It would provide resilience in the transport network.
- There is no traffic safety or functional reason not to include a second entrance. A second entrance providing access to the north will improve accessibility to this area and reduce travel times and costs. It is also recommended Council consider reducing this section of Cambridge Road to 60km/hr following development of this part of C4 growth cell. Technical input has been received from Tara Hills of Direction Traffic Design and is attached to this submission to support this.

Whilst the C4 Structure Plan has been endorsed by Council to our knowledge this has not been tested through a hearing process and Council have not provided an evidential basis for their rejection of the suggestion of a second entrance, which was made by Mr Maunsell in response to the feedback sought on the draft structure plan. It is noted the Transportation Assessment prepared by Gray Matter provided comments in respect to an additional access to the north. These comments have been addressed in Ms Hills report.

7. I seek the following decision/s from Council: *(give precise details – e.g. what you would like the wording of a specific provision (or map) to be changed to)*

An alteration to the C4 Structure Plan providing an additional access from Cambridge Road to the northern portion of the C4 growth cell.

8. Signature of submitter *(note: a signature is not required if you make your submission by electronic means, however please type your name below)*

Signature of submitter: *(or person authorised to sign on behalf of submitter)*	Christina Walker Dated **21/04/2021**

DIRECTION TRAFFIC DESIGN
2 Balfour Crescent, Riverlea, Hamilton
tara.hills@directiontd.co.nz

4th December 2020

Geoff Maunsell
3796 Cambridge Road
Cambridge
Sent via email to: maunsell@outlook.co.nz

Attention: Geoff Maunsell

Dear Geoff,

3796 Cambridge Road/Proposed C4 Growth Cell
Traffic Comments

This letter comments on the suitability of a new intersection to access the proposed C4 growth cell. Waipa District Council's existing C4 plan is shown in Figure 1. Access to the northern portion of the C4 area is shown on this plan to be entirely via Silverwood Lane.

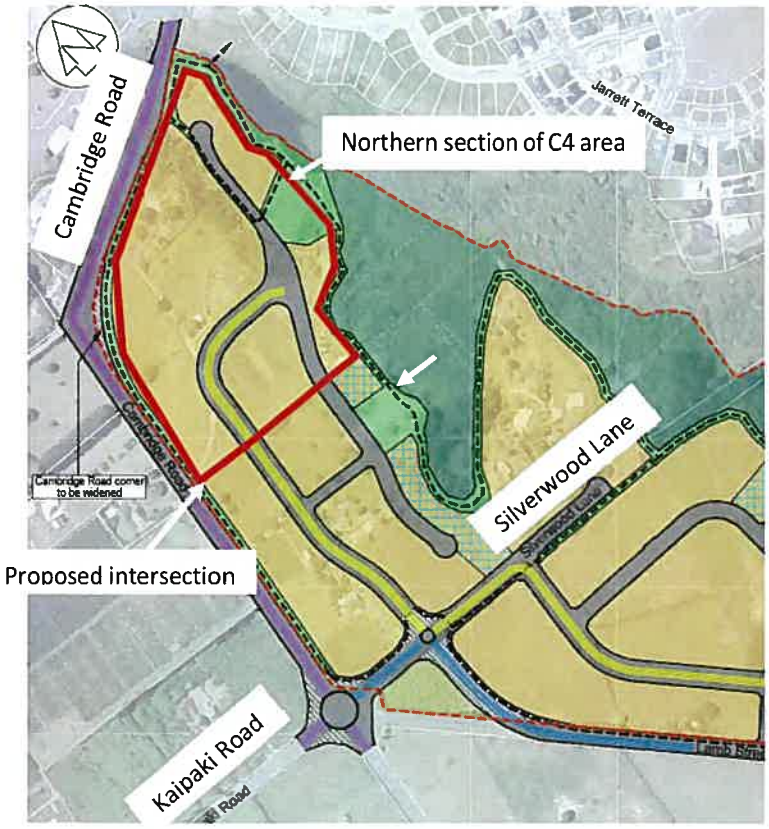

Figure 1: Existing C4 Plan

The owners of 3796 Cambridge Road consider the proposed C4 layout to be undesirable as it forces all site traffic to detour through the Kaipaki/Silverwood intersection. An alternative layout which provides improved access to the northern part of the C4 area is shown in Figure 2.

Figure 2: Proposed scheme plan for 3796 Cambridge Road

Issues associated with creating a new access road include intersection safety, capacity, design and alignment with the road hierarchy. These matters are discussed in this letter. A discussion on the appropriate speed limit for Cambridge Road is also provided.

Existing Road Data

Cambridge Road is a major arterial road which connects Cambridge with Hamilton and Te Awamutu. Leamington residents typically use Kaipaki Road to access Hamilton rather than State Highway 1, as the Kaipaki Road route avoids the need to drive through the centre of Cambridge. Peak hour traffic flows on Cambridge Road are therefore relatively evenly balanced as users include commuters accessing both Hamilton and Cambridge.

The average annual daily traffic (AADT) flow is 7200 vehicles per day (vpd) with 11% heavy commercial vehicles (HCVs) (Mobile Road 2020 estimate). The peak hour flow measured during a site visit was 637 vehicles per hour (vph). The peak hour flow was split 51:49 for northbound:southbound traffic in the am peak period. The site visit was undertaken on the 30th November 2020 with the traffic count undertaken from 7:30 to 8:30 am. The traffic count

data is attached to this letter. An assumed growth rate of 2.5% has therefore been used for this road. This assumed rate uses average growth rates in the Waka Kotahi New Zealand Transport Agency Economic evaluation manual for arterial roads in Waikato urban and rural areas (2 and 3% respectively).

Cambridge Road has a posted speed limit of 80 km/h and an operating speed of 84 km/h for northbound traffic and 82 km/h for southbound traffic. The site speed data is attached to this letter.

The New Zealand Transport Agency Crash Analysis System (CAS) has two reported crashes in the vicinity of the site in the last five years, as shown in Figure 3. There were also two crashes at the Kaipaki Road intersection, and 14 crashes on the corner to the north of the site.

Figure 3: Crash locations

Of the two crashes in the vicinity of the site, both were loss of control crashes. One crash involved a northbound and the other a southbound vehicle. The crashes resulted in no injuries, and one crash occurred in wet conditions. Both crashes occurred prior to 2019, when the speed limit in this area was 100 km/h.

Of the two crashes at Kaipaki Road, one was a turning crash with suspected alcohol which resulted in a serious injury. The other crash involved a driver under the influence of alcohol and a pedestrian, resulting in a minor injury. Again, both crashes occurred prior to 2019.

Of the 14 crashes on the corner to the north of the site, all but one were loss of control crashes, 11 of the 14 involved southbound vehicles, all crashes occurred in wet conditions, and only one crash has occurred since the speed limit was reduced (on the 4th November 2019). One crash resulted in two fatalities, four resulted in serious injuries, two resulted in minor injuries and eight resulted in no injuries. It is noted that Mobile Road shows that a reseal of this area is proposed in the 2020/2021 season.

The crash history indicates that the speed limit reduction has reduced crash numbers in the vicinity of the site. No particular safety issues are present in the direct vicinity of the site.

Trip Generation

All site traffic to the north of the intersection and just to the south of it, is expected to use the proposed intersection for all movements. Traffic generated by land to the south of the proposed intersection is expected to use the proposed intersection to travel to and from the north, and to use the Kaipaki intersection to travel to and from the south, as indicated in Figure 4. This is a relatively coarse model, but is considered to be sufficient for this initial assessment.

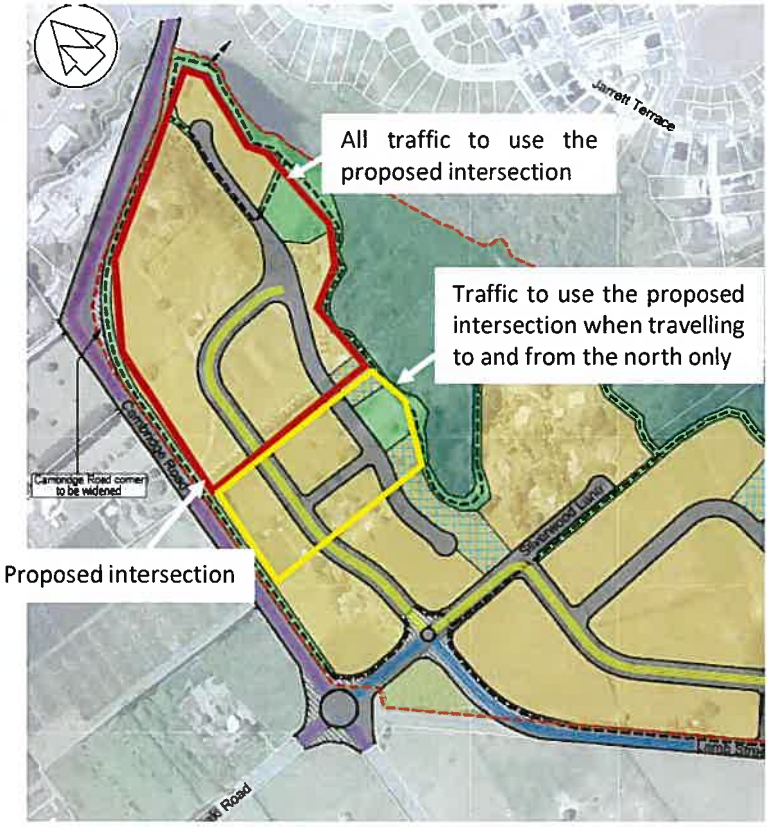

Figure 4: Land serviced by new intersection

The initial scheme plan for the site (provided in Figure 2) shows 66 residential lots in the northern area. It is estimated that full development of this area would yield a further 40 lots, giving a total of 106 lots. Using a similar development rate to the south of the intersection gives a further 40 dwellings expected to use this intersection to travel to/from the north. For sensitivity testing a higher development density of 130% of the initial estimate has been used.

The Waka Kotahi/NZ Transport Agency Research Report 453 "Trips and parking related to land use" gives the trip generation rate for urban dwellings of 1.2 trips/unit.

Flow diagrams using the different development rates for the peak hours are provided in Figure 5.

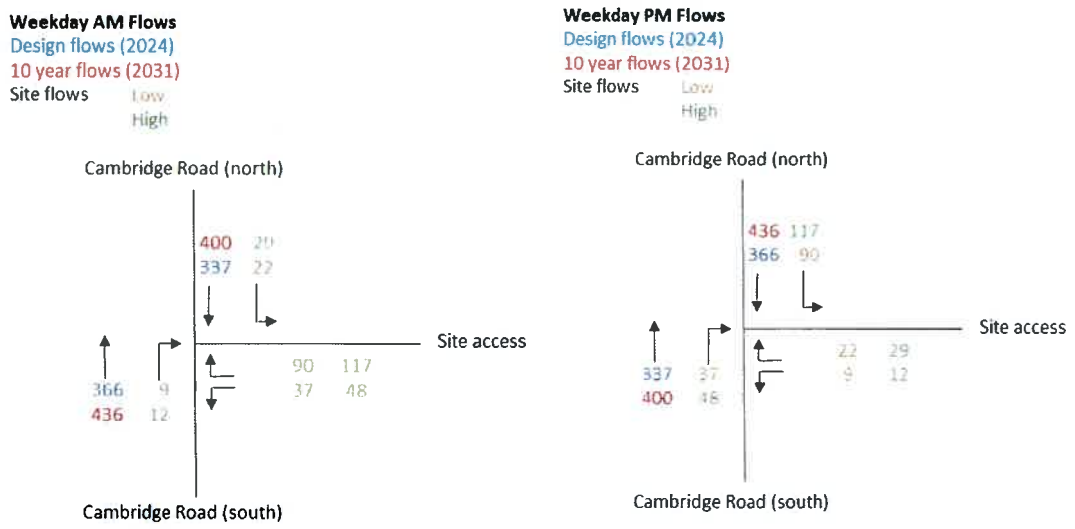

Figure 5: Site flow diagrams

Proposed Intersection Location

The proposed location is Cambridge Road RP 0/19.973. This location is directly opposite the access to 3783 Cambridge Road. The location is a compromise between obtaining maximum sight distances, optimising separation distances, and providing the benefit of improved connectivity to the site.

Figure 6: Proposed access location – 3794 Cambridge Road

Internal Design

Consideration could be given to extending the new road accessing the site. This would provide improved connectivity on both sides of this road. This configuration is indicated in Figure 7,

Figure 7: Potential internal reconfiguration

The District Plan required roading dimensions from Volume 2 Part 3 Table 1 of the Waipa District Development and Subdivision Manual are provided in provided in Table 1 of this letter.

Table 1: Required road dimensions

Type & Description	Road Reserve Width (m)	Carriage-way Width (m)	Lane Width (m)	Cycleway Width	Street Parking Widths	Kerb/Edging Type	Front Berm, Street Tree, Swale, Lighting Recessed Parking and Bus Stops	Footpath Width (m)	Back Berm / Utility Corridor [3] (m)
Collector	25m	15m	2 @ 3.5m	Both sides @1.5m	1 park per lot @ 2.5m wide	Barrier	Both Sides	2 @ 1.5m	Both Sides @ 2.1m min
Local: Through Road	21m	11m	2 @ 3m	Shared Environment	1 park per lot @ 2.5m	Barrier	Both Sides	2 @ 1.5m	Both Sides @ 2.1m
Local: Cul-de-sac									
i) >150m in length	21m	11m	2 @ 3m	Shared Environment	0.75 parks per lot @ 2.5m wide	Barrier	Both Sides	2 @ 1.5m	Both Sides @ 2.1m min
ii) <149m in length	21m	11m	2 @ 3m	Shared Environment	0.75 parks per lot @ 2.5m wide	Barrier or Mountable	One Side only	1 @ 1.5m	Both Sides @ 2.1m min
Service Lanes (2) (Max. length 150m)	5.5m	3m	1 @ 3m One-way only	Shared Environment	Not Permitted	Mountable	Not Permitted	Not Required	One side @ 2.1m min
Private ROW's									
i) 2 – 3 Lots	4m	3m	Single Lane	Not Applicable	Not Permitted	Barrier, Mountable or Flush	Not Applicable	Not Applicable	Not Applicable
ii) 4 – 6 Lots	6m	5m	Single Lane	Not Applicable	Not Permitted	As above	Not Applicable	Not Applicable	Not Applicable

The current C4 layout includes a north/south collector road from Silverwood Lane north. The collector road designation may not be necessary with the proposed site design. Alternatively, the road in from the proposed intersection and a connection between this road through to Silverwood Lane may be designated as collector road. This road hierarchy is indicated on Figure 8. The final site layout will also need to tie in with the proposed layout to the south of the site.

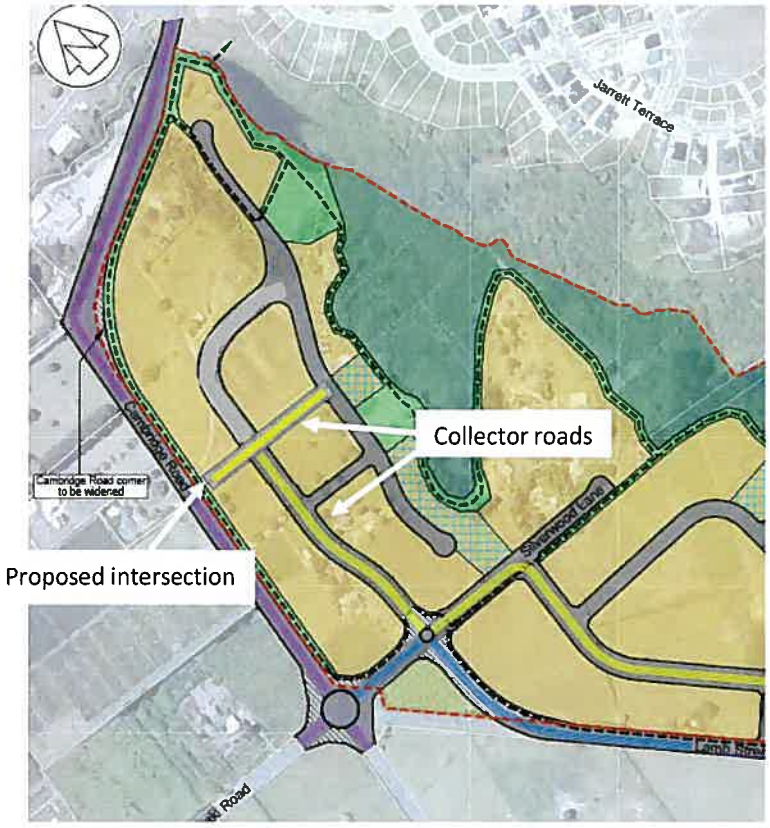

Figure 8: Potential road hierarchy

Sight Distances

The sight distances at the proposed intersection are acceptable. The operating speed of vehicles approaching the site is 84 km/h for northbound traffic and 82 km/h for southbound traffic. The required arterial road sight distances for these operating speeds is 203 m to the south, and 182 m to the north. These sight distances are met on site, as detailed in Table 2 and shown in Figures 9 to 12.

Table 2: Sight distances at the proposed intersection

Direction	Side of Road	Available Sight Distance	Operating Speed	Required Sight Distance
To the north	Intersection	200 m	82 km/h	182 m
	Opposite	210 m		
To the south	Intersection	300+ m	84 km/h	203 m
	Opposite	300+ m		

Note: Sight distances were measured to the centre of the approaching traffic lane, to and from a height of 1.15 m above the road level. Measurements from the intersection were taken 5 m back from the centre of the nearest lane (3.25 m from the edge line). Measurements from the opposite side of the road were taken from the edgeline.

The 200 m sight distance from the proposed intersection to the north is currently restricted by the "Luxury Cottages" sign in the road reserve. However, the potential sight distance without this sign does not increase when considering the sight distance over road reserve only.

Figure 9: Sight distance from proposed intersection to the north

Figure 10: Sight distance from proposed intersection to the south

Figure 11: Sight distance from opposite the proposed intersection to the north

Figure 12: Sight distance from opposite the proposed intersection to the south

Separation Distances

The intersection separation distances at the proposed intersection are acceptable, however the access to intersection distance does not meet the required criteria.

The 80 km/h posted speed requires a 100 m access to intersection separation distance. Accesses within this distance include the following:

- 3783 Cambridge Road – directly opposite the proposed intersection.
- 3796 Cambridge Road – 15 m north of the proposed intersection, on the same side of the road.
- 3791 Cambridge Road – 85 m north of the proposed intersection, on the opposite side of the road.
- 3774 Cambridge Road – 95 m south of the proposed intersection, on the same side of the road.

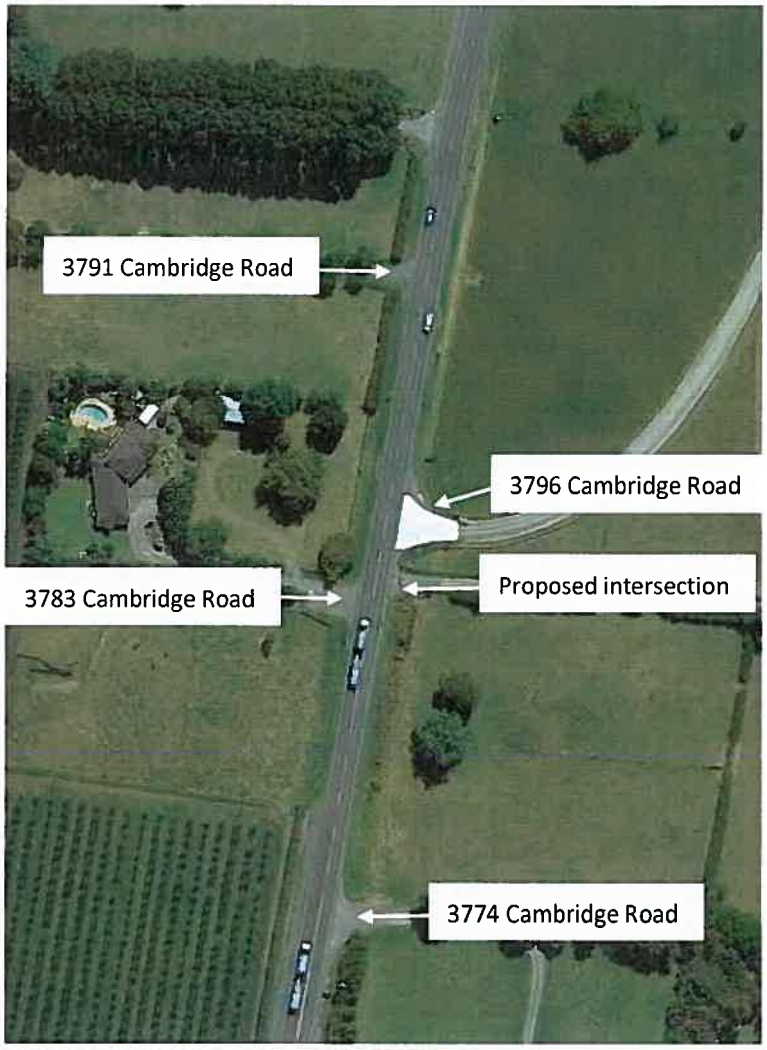

Figure 13: Access separation distances

As part of the site development the existing 3796 Cambridge Road access will be closed. It is also anticipated that 3774 Cambridge Road will be closed when the adjacent land is developed. The access at 3791 Cambridge Road is considered to represent a relatively minor shortfall in separation distance (100 m required and 85 m provided). It is also noted that if the speed limit drops to 60 km/h following development of the C4 area, then the required separation distance will only be 30 m. This leaves 3783 Cambridge Road as the adjacent access of most concern. While staggering intersections is good design practice, for accesses a better design where separation distance cannot be met is to locate them directly opposite adjacent accesses/intersections. This design reduces the number of conflict points along a road and the potential for blocked sight distances from vehicles waiting to turn right off the main road.

The Waipa District Development and Subdivision Manual requires intersections to be spaced 90 m apart on arterial roads. The proposed intersection will be approximately 310 m from the Kaipaki Road intersection, meeting this criterion.

Intersection Design

Austroads Guide to Traffic Management Part 6 (2020) Figure 3.25 (provided in Figure 14 of this letter) indicates that a right turn bay will be required at this site over the likely range of development densities. The threshold where a right turn bay is not required is approximately five right turn in vehicles in the peak hour – approximately 21 dwellings (21 x 0.8 in x 0.36 from the south /1.2 trips/dwelling).

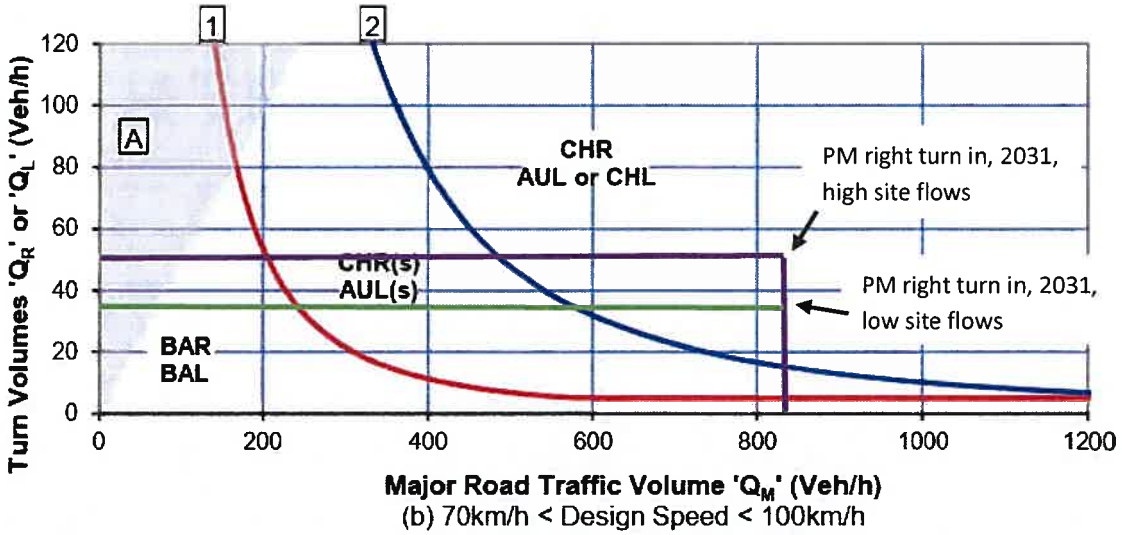

Figure 14: Austroads AGTM Part 6 (2020) Figure 3.25 – turning warrants

Intersection Capacity

An initial check of intersection capacity has been made using Tanner's graph for the right turn out movement (Figure 15). This graph indicates that average delay for right turn out vehicles will be between five to six seconds for the 2031 AM development scenarios. This delay is considered to be acceptable, and unlikely to result in any capacity issues in the medium-term horizon.

Delays are expected to become unacceptable when the peak hour traffic volume on Cambridge Road exceeds approximately 2000 vph, giving average delays of greater than 40 seconds. At current growth rates this traffic volume would take over 37 years to achieve. When delays become unacceptable the proposed intersection would either need to prevent right turn out movements or be converted to a roundabout. Preventing right turn out movements could be achieved by installed a central median to the south of the intersection, requiring right turn out traffic to turn around at the proposed Kaipaki roundabout instead.

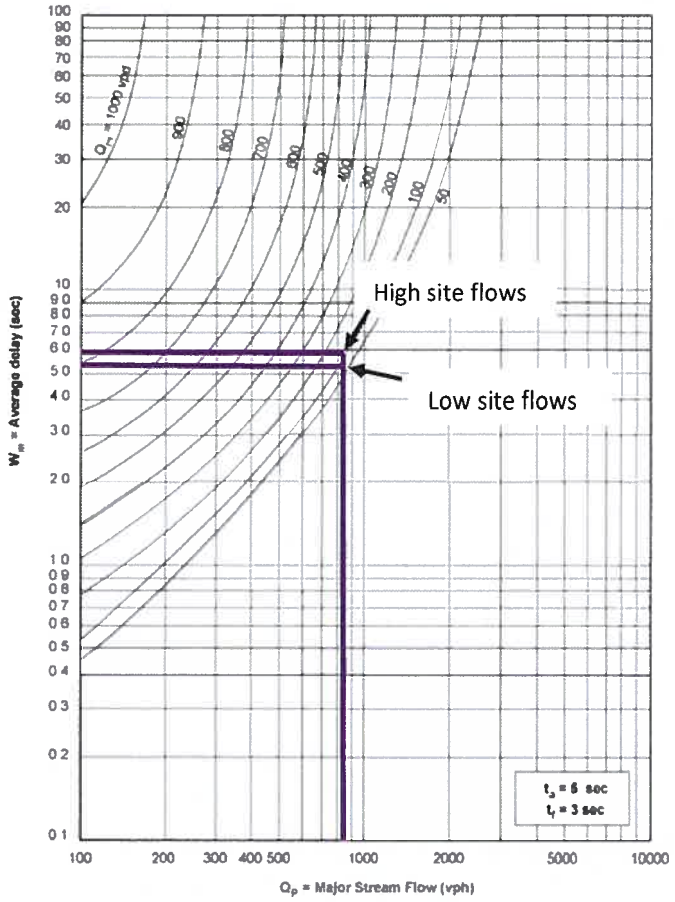

Figure 15: Tanner graph (1962) for right turn out movement

Alignment with Road Hierarchy

It is noted that the Gray Matter report "C4 Growth Cell Transportation Assessment" dated 20th December 2019 considered an intersection at a similar location to that proposed in this letter. Gray Matter advised that *"providing another intersection on Cambridge Road would minimise travel distance for trips to/from Area A. However, it would introduce a new intersection on the major arterial network which is inconsistent with good traffic engineering practice. The intersection would also increase delay and increase the risk of crashes for trips along Cambridge Road."*

Cambridge Road is a major arterial road, and therefore primarily has a movement rather than access function. However, with the development of the C4 area and construction of the Kaipaki Road roundabout, this length of Cambridge Road will become more urban, supporting the provision of occasional side intersections. The intersection form would be a priority intersection with a right turn bay. This design would have minimal impacts on through traffic on Cambridge Road.

The creation of a new conflict point is not ideal from a safety perspective. However, without the new intersection northbound traffic will have to travel through two intersections instead of one, and travel an additional 1 km. The increased risk exposure for site traffic is considered to counter the adverse effect from the proposed new conflict point.

The extra travel time per trip for northbound vehicles from areas north of the proposed intersection is approximately 1.2 minutes per trip (1 km at 50 km/h). This detour will be frustrating for drivers and will result in increased travel costs. Using passenger car vehicle operating costs of 21.8 cents/km from the NZTA Monetised benefits and costs manual for 50 km/h, gives a yearly cost of approximately $92,000 without the additional intersection (106 lots x 10.9 trips/lot x 365 x $0.128).

The proposed intersection will have the added benefit of decreasing traffic volumes through the Kaipaki Road intersection, increasing the time before this intersection needs to be upgraded.

Cambridge Road Speed Limit

The Waka Kotahi/NZTA speed management guide indicates that urban arterial roads should have a speed limit of 50 km/h, with 60-80 km/h appropriate where there are fewer intersections and mode separation for active users, appropriate to this site. The higher value of 60-80 km/h is considered appropriate for this site following development of the C4 area.

The MegaMaps safe and appropriate speed limit for this section of Cambridge Road is 60 km/h. It is currently listed as being in the top 10% of DSi saving network sections, however this is based on the previous speed limit of 100 km/h. It is recommended that Council consider reducing the speed limit on this section of Cambridge Road to 60 km/h following development of the northern part of the C4 growth cell.

Conclusions and Recommendations

The provision of a new intersection to access the northern part of the C4 growth cell will improve accessibility to this area and reduce travel times and costs. No adverse safety or capacity effects are anticipated as a result of the new intersection. The proposed intersection location has good sight distances and an appropriate location and design to accommodate an adjacent access on the opposite side of the road. The required design for the intersection will include a full right turn bay.

It is recommended that Council consider reducing the speed limit on this section of Cambridge Road to 60 km/h following development of the northern part of the C4 growth cell.

Please contact the undersigned if you have any queries regarding this matter.

Yours sincerely

T Hills

Tara Hills
Senior Traffic Engineer
MSc, CMEngNZ, CPEng

Attached:

- Scheme Plan
- Traffic count data
- Operating speed data
- CAS data

NOTE:

1) ALL AREAS AND DIMENSIONS SUBJECT TO FINAL SURVEY AND APPROVAL FROM THE WAIPA DISTRICT COUNCIL.

2) LEGAL DESCRIPTION:

LOT 1	LOT 2	LOT 1
DP 506796	DP 506796	DP 371625
5000m2	5.6050 ha.	6100m2
(RT 768396)	(RT 768397)	(RT 289752)

3) TOTAL AREA: 6.7150 ha

4) ZONE: FUTURE RESIDENTIAL

5) AERIAL PHOTO SUBJECT TO DISTORTION

6) ALL LEVELS ARE IN TERMS OF MOTURIKI DATUM

Size	A3	Scale	1:1500	Date	MAY 2020	
No	Amendment	Init	Date	Designed	WAB	05/20
F	Issued for Resource Consent - Rev #F	WAB	05/20	Drawn	WAB	29/05/2020
G				Checked		
H				Approved		

CONCEPT SCHEME PLAN BEING A PROPOSED SUBDIVISION OF LOTS 1 & 2 DP 506796 & LOT 1 DP 371625
3796 & 3798 CAMBRIDGE ROAD - CAMBRIDGE
PREPARED FOR: G. MAUNSELL

Blue Wallace Surveyors Ltd.
25 Harwood Street, P O Box 38, Hamilton Central, HAMILTON
Phone (07) 838 7788, Fax (07) 838 4488

Circuit: Mt Eden 2000
Height: Moturiki Datum 1953

19406-00-PL-101 F

Traffic Count Data

Location: 3794 Cambridge Road
Client: Geoff Maunsell
Job Number: 20041
Date: 30/11/2020
Time: 7:30 to 8:30 am
Weather: Overcast

Time		Hamilton Road		Matos Segedin Drive			
From	To	Northbound	Southbound	Right in	Left out	Right out	Left in
7:30	7:35	18	34	4	4	0	3
7:35	7:40	22	35	5	5	3	3
7:40	7:45	31	30	4	2	1	5
7:45	7:50	26	27	10	1	3	4
7:50	7:55	36	34	5	4	2	7
7:55	8:00	35	26	5	3		3
8:00	8:05	26	23	4	4		2
8:05	8:10	34	25	3	3	1	1
8:10	8:15	15	37	3	2	1	2
8:15	8:20	32	35	4	2	2	1
8:20	8:25	30	25	3	6	1	1
8:25	8:30	39	30	3	2	2	2
Hourly Total		**304**	**292**	**44**	**29**	**13**	**28**
Hourly flow at site		**332**	**305**				
Design flows (2024)		366	337				
10 Year Flows (2031)		436	400				
Growth rate		2.50%	per year				
Directional split		**51%**	**49%**	**64%**	**To north**	**36%**	**To south**
AM in:out split				**80%**	**Out**	**20%**	**In**
AM Site flows (low)							
	Northern (66)			9	37	65	16
	Southern (30)					25	6
	Total			9	37	90	22
AM Site flows (high)							
	Northern (130)			12	48	85	21
	Southern (55)					32	8
	Total			12	48	117	29

Operating Speed Data

Location:	3794 Cambridge Road
Client:	Geoff Maunsell
Job Number:	20041
Date:	30/11/2020
Time:	7:00 to 7:30 am
Weather:	Overcast

	Northbound	Southbound
	79	86
	113	78
	83	82
	78	82
	82	95
	78	81
	78	76
	68	77
	74	79
	82	78
	88	81
	80	81
	73	79
	77	81
	80	94
	72	77
	78	78
	79	76
	79	72
	77	71
	81	81
	65	75
	79	77
	76	81
	78	85
	80	78
	87	74
	84	81
	86	75
	81	79
85th Percentile	**84**	**82**
Standard deviation	8.0	5.3
Sample	30	30
Standard error	1.5	1.0

CAS Data

CODED CR	Crash road	FEATURE	Dista	Dir	Side road	ID	Date	Day o	Time	Description of events	Crash factors	Surfac	Natural lig	Weather	Junction	Control	Cra	Cra	Cras
Site crashes																			
1134224	CAMBRIDGE ROAD		300	N	KAIPAKI ROAD	201748038	21/08/2017	Mon	9:10	Car/Wagon1 SDB on Cambridge road lost control; went off road to right, Car/Wagon1 hit non specific ditch	CAR/WAGON1, other inattentive, other inexperience, other lost control, wrong pedal/foot slipped	Dry	Overcast	Fine	Nil (Defau	Unknown	0	0	0
1103247	CAMBRIDGE ROAD		310	N	KAIPAKI ROAD	201655453	15/10/2016	Sat	8:00	Car/Wagon1 NDB on CAMBRIDGE ROAD lost control; went off road to left, Car/Wagon1 hit non specific fence, non specific pole	CAR/WAGON1, too far left	Wet	Overcast	Null	Nil (Defau	Unknown	0	0	0
Kaipaki Road crashes																			
1071028	CAMBRIDGE ROAD			I	LAMB ST	201612620	30/04/2016	Sat	15:55	Car/Wagon1 SDB on CAMBRIDGE ROAD hit Car/Wagon2 turning right onto AXROAD from the left, Car/Wagon1 hit non specific fence, non specific pole	CAR/WAGON2, alcohol suspected, did not check/notice another party from other dirn, failed to give way at priority traffic control	Dry	Overcast	Fine	T Junction	Stop	0	1	0
1074672	LAMB ST			I	SILVERWOOD LANE	201616320	6/07/2016	Wed	18:45	Car/Wagon1 NDB on Lamb Street hit Pedestrian2 (Age 22)	CAR/WAGON1, alcohol test above limit or test refused, emotionally upset/road rage CAR/WAGON3, emotionally upset/road rage, PEDESTRIAN2, miscellaneous	Dry	Twilight	Fine	T Junction	Stop	0	0	1
Corner to north of site																			
1200569	CAMBRIDGE RD (TE A		290	W	MATOS SEGEDIN DRIVE	201965597	3/09/2019	Tue	21:07	Truck1 EDB on CAMBRIDGE ROAD, LEAMINGTON, WAIPA missed inters or end of road, Truck1 hit bank	TRUCK1, alcohol suspected, cutting corner on bend, drugs suspected, inappropriate speed for road conditions, ENV: other street lighting	Wet	Dark	Light rain	Nil (Defau	Unknown	0	1	0
1194801	CAMBRIDGE RD (TE A		325	W	MATOS SEGEDIN DRIVE	201959948	24/02/2019	Sun	10:03	Car/Wagon1 NDB on CAMBRIDGE ROAD, LEAMINGTON, WAIPA lost control turning right; went off road to left, Car/Wagon1 hit armco (w-section steel)	CAR/WAGON1, alcohol test below limit, inappropriate speed for road conditions, while returning to seal from unsealed shoulder	Wet	Bright sun	Fine	Nil (Defau	Unknown	0	0	0
1198760	CAMBRIDGE RD (TE A		320	W	MATOS SEGEDIN DRIVE	201963834	20/08/2019	Tue	6:30	Car/Wagon1 SDB on CAMBRIDGE ROAD, LEAMINGTON, WAIPA lost control turning left; went off road to left, Car/Wagon1 hit power pole	CAR/WAGON1, alcohol test below limit, inappropriate speed for road conditions, other lost control	Wet	Dark	Mist or Fo	Nil (Defau	Unknown	0	1	0
1179641	CAMBRIDGE RD (TE A		360	S	MATOS SEGEDIN DRIVE	201951757	8/03/2019	Fri	17:10	Car/Wagon1 NDB on CAMBRIDGE ROAD, LEAMINGTON, WAIPA lost control turning right; went off road to left, Car/Wagon1 hit wire rope barrier	CAR/WAGON1, alcohol test below limit, lost control - road conditions, ENV: slippery road due to rain	Wet	Overcast	Light rain	Nil (Defau	Unknown	0	0	1

1068844	CAMBRIDGE ROAD	420	W	MATOS SEGEDIN DRIVE	201610410	9/02/2016	Tue	18:10	Car/Wagon1 NDB on CAMBRIDGE ROAD lost control turning right, Car/Wagon1 hit non specific fence	CAR/WAGON1, lost control - road conditions, ENV: slippery road due to rain	Wet	Overcast	Fine	Nil (Defau	Unknown	0	1	0
1070346	CAMBRIDGE ROAD	400	W	MATOS SEGEDIN DRIVE	201611930	2/04/2016	Sat	4:15	Car/Wagon1 NDB on CAMBRIDGE ROAD lost control turning right, Car/Wagon1 hit non specific cliff, non specific fence, non specific other,	CAR/WAGON1, lost control when turning, swung wide on bend	Wet	Dark	Light rain	Nil (Defau	Unknown	0	0	1
1080963	CAMBRIDGE ROAD	370	W	MATOS SEGEDIN DRIVE	201632845	1/03/2016	Tue	8:40	Car/Wagon1 EDB on CAMBRIDGE ROAD lost control turning right, Car/Wagon1 hit non specific cliff, non specific embankment, non specific fence,	CAR/WAGON1, inappropriate speed for road conditions, lost control under braking, new driver/under instruction, ENV: barriers necessary, slippery road due to rain	Wet	Overcast	Light rain	Nil (Defau	Unknown	0	0	0
1143946	CAMBRIDGE ROAD	400	W	MATOS SEGEDIN DRIVE	201757903	26/12/2017	Tue	8:55	Car/Wagon1 NDB on Cambridge road lost control turning right, Car/Wagon1 hit non specific cliff	CAR/WAGON1, cutting corner on bend, other attention diverted	Wet	Overcast	Light rain	Nil (Defau	Unknown	0	0	0
1128736	CAMBRIDGE ROAD	390	W	MATOS SEGEDIN DRIVE	201742466	23/06/2017	Fri	23:21	Car/Wagon1 NDB on Cambridge Rd lost control turning right, Car/Wagon1 hit non specific cliff	CAR/WAGON1, alcohol suspected, drugs suspected, lost control when turning,	Wet	Dark	Fine	Nil (Defau	Unknown	0	0	0
1221086	CAMBRIDGE ROAD	446	S	MATOS SEGEDIN DRIVE	2020146458	22/02/2020	Sat	17:39	Ute1 WDB on CAMBRIDGE ROAD lost control on curve and hit Truck2 head on, Ute1 hit hedge	TRUCK2, alcohol test below limit UTE1, lost control when turning	Wet	Overcast	Fine	Nil (Defau	Nil	2	1	1
1123691	CAMBRIDGE ROAD	390	W	MATOS SEGEDIN DRIVE	201737337	14/04/2017	Fri	20:30	Car/Wagon1 NDB on Cambridge lost control turning right, Car/Wagon1 hit non specific pole, non specific ditch	CAR/WAGON1, lost control when turning, ENV: slippery road due to rain	Wet	Dark	Light rain	Nil (Defau	Unknown	0	0	0
1082338	CAMBRIDGE ROAD	410	W	MATOS SEGEDIN DRIVE	201634244	14/03/2016	Mon	13:10	Car/Wagon1 SDB on CAMBRIDGE ROAD lost control turning left	CAR/WAGON1, alcohol test below limit, lost control - road conditions, ENV: slippery road due to rain	Wet	Overcast	Light rain	Nil (Defau	Unknown	0	0	0
1101901	CAMBRIDGE ROAD	360	W	MATOS SEGEDIN DRIVE	201654070	25/11/2016	Fri	16:00	Car/Wagon1 EDB on Cambridge road lost control turning right, Car/Wagon1 hit non specific cliff	CAR/WAGON1, lost control when turning, ENV: slippery road due to rain	Wet	Overcast	Light rain	Nil (Defau	Unknown	0	0	0
1116801	CAMBRIDGE ROAD	400	W	MATOS SEGEDIN DRIVE	201730397	13/01/2017	Fri	2:20	Car/Wagon1 NDB on Cambridge Rd lost control turning right, Car/Wagon1 hit non specific cliff	CAR/WAGON1, failed to notice bend in road, lost control when turning	Wet	Dark	Light rain	Nil (Defau	Unknown	0	0	0