EVENT TRAFFIC MANAGEMENT PLAN (ETMP)
Waikato Thoroughbred Racing — Greenfield Racing Hub & Residential Development, Tamahere

Advanced TTM Oversight — Event Traffic Management Plan

CLIENT:	BCD Group Limited (on behalf of Waikato Thoroughbred Racing)
PROJECT / SITE:	Waikato Thoroughbred Racing (WTR) — Greenfield Racing Hub & Residential Development, Pencarrow Road / Duncan Road / Hooker Road, Tamahere, Waikato District
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Executive Summary

Sela Civil Advisory Limited has prepared this Event Traffic Management Plan (ETMP) to support BCD Group Limited's Integrated Transport Assessment for the Waikato Thoroughbred Racing (WTR) greenfield racing hub and residential development at Tamahere. The ETMP establishes a scalable, risk-based operational framework for managing event-day traffic across a diverse programme of racing and bloodstock activities, ensuring safe and efficient operation of the surrounding transport network.

The assessment draws on the draft master plan, event attendance forecasts, operational assumptions provided by the project team, and recognised industry guidance including the New Zealand Guide to Temporary Traffic Management (NZGTTM), the Traffic Control Devices Manual (TCD), and Austroads traffic operations and road design standards. No detailed modelling has been undertaken at this stage; thresholds and storage requirements will be confirmed through ITA modelling.

Event activity at the WTR facility will generate variable traffic demands, ranging from mid-week race meetings with modest attendance to feature race days attracting up to 6,000 patrons. Key constraints include the rural geometry of Pencarrow, Duncan and Hooker Roads; the interface with the Te Awa River Ride shared path; and the need to segregate public vehicles, horse floats, service vehicles and pedestrian movements. The highest levels of shared-path use coincide with weekend feature events, creating a critical safety interface at the Pencarrow Road access points.

A structured four-level intervention framework is recommended, scaling traffic management responses in line with attendance and observed network conditions. Measures range from light TMPs for mid-scale events to full intersection control, shuttle services and Police coordination for major feature days. A blackout window around Fieldays is advised to avoid cumulative regional congestion.

A key recommendation is the adoption of a queue-responsive electronic speed management system on Pencarrow Road. This system activates temporary speed reductions only when live traffic conditions warrant them, significantly improving driver compliance and providing targeted protection for Te Awa River Ride users during peak arrival and departure periods.

The ETMP also outlines emergency access arrangements, stakeholder communication protocols, and a monitoring and continuous-improvement framework. Post-event reviews will ensure operational lessons are captured and refinements incorporated into future TMPs.

Overall, this ETMP provides a robust, scalable and safety-focused foundation for event traffic operations at the Waikato Thoroughbred Racing facility, supporting both the consenting process and long-term operational planning.

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1. Introduction

1.1 Purpose and Scope

This Event Traffic Management Plan (ETMP) has been prepared by Sela Civil Advisory Limited for BCD Group Limited to support the Integrated Transport Assessment (ITA) prepared for the Waikato Thoroughbred Racing (WTR) Fast-Track consenting application. It is prepared under Sela's Advanced TTM Oversight service line.

This ETMP provides:

- Key objectives and guiding principles for event traffic management.
- A high-level operational framework for different event types.
- Identification of constraints, risks and mitigation measures.
- Integration considerations for the wider transport network, including Pencarrow Road, Duncan Road, Hooker Road and the Te Awa River Ride.
- Event thresholds and intervention levels for race days and bloodstock events.

This ETMP establishes the operational framework for event traffic management at the facility and will be implemented, reviewed and updated as necessary throughout the life of the development.

This revision incorporates updated information provided by BCD Group, including Te Awa River Ride user volumes and refined event-day operational expectations.

1.2 Background

BCD Group Limited is supporting Waikato Thoroughbred Racing (WTR) with a Fast-Track application to develop a greenfield racing hub and residential development across approximately 164 hectares in the Waikato District at Tamahere.

Sela Civil Advisory Limited was approached by BCD Group on 29 July 2026 regarding event traffic planning input, based on Sela’s experience with large-scale event traffic operations including Fieldays. This ETMP has been informed by the current masterplan, event attendance forecasts and operational assumptions provided by the project team.

This ETMP has been prepared on a Statement of Work basis under Sela’s General Service Agreement with BCD Group Limited.

2. Methodology / Basis of Assessment

This ETMP has been developed using a risk-based assessment methodology consistent with the principles contained within the New Zealand Guide to Temporary Traffic Management (NZGTTM), the Transport Control Devices Manual (TCD Manual), and relevant Austroads guidance.

The assessment process included:

- Review of the proposed site layout, access arrangements and surrounding road network.
- Review of anticipated event attendance levels and operational characteristics provided by BCD Group.
- Identification of key traffic, pedestrian and cyclist interaction points.
- Assessment of potential network, safety and operational risks associated with event-day traffic generation.
- Development of scalable management responses aligned to varying event sizes and operational conditions.

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- Consideration of recognised industry guidance relating to temporary traffic management, traffic operations, speed management and event traffic planning.

Recommendations have been developed using a risk-management approach, whereby traffic management measures increase in response to event attendance, network demand, observed traffic conditions and potential safety risks.

Applicable Standards and Guidance

This ETMP has been informed by the following key documents:

- New Zealand Guide to Temporary Traffic Management (NZGTTM).
- Traffic Control Devices Manual (TCD Manual).
- Manual of Traffic Signs and Markings (MOTSAM).
- Austroads Guide to Traffic Management Part 9.
- Austroads Guide to Road Design Parts 4 and 4A.

Where site-specific design, modelling or regulatory approvals are required, the recommendations within this ETMP should be read in conjunction with the detailed transport assessments and subsequent traffic management planning undertaken for the project.

This ETMP has been prepared as a desktop assessment, drawing on:

- The draft WTR Master Plan (260804_WTR Master Plan V11 rev2, WIP), including the annotated Pencarrow Road / Te Awa River Ride intersection concept design.
- Correspondence and the project briefing meeting with BCD Group Limited (29 July, 4 August and 11 August 2026).
- Event attendance assumptions and operational requirements provided by BCD Group.
- Waka Kotahi NZ Transport Agency guidance including the Traffic Control Devices Manual, NZGTTM, and MOTSAM Parts 1 & 2.
- Austroads Guide to Traffic Management Part 9 (Traffic Operations).
- Relevant geometric design guidance for rural 100 km/h environments.

No detailed traffic modelling or site inspection has been undertaken at this draft stage. Quantitative thresholds (e.g., turn-bay lengths, dual-lane exit storage) will be confirmed once ITA modelling is completed.

Event Traffic Management Philosophy

The operation of the Waikato Thoroughbred Racing Facility will be guided by the following principles:

- **Safety First** - Safety of all road users, pedestrians, cyclists, patrons, staff, horse transport operators and emergency services.
- **Efficient Network Operation** - Event traffic will be managed to minimise disruption to the surrounding road network.
- **Adaptive Management** - Traffic management measures will scale in response to event attendance, network performance and operational requirements.
- **Continuous Improvement** - Traffic operations will be monitored and reviewed following major events to identify opportunities for improvement.

3. Site / Project Details

3.1 Access Points

- Two accesses from Pencarrow Road (primary public entries).

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- One access from Hooker Road (senior living precinct).
- One access from Duncan Road (rural residential).
- One access from Duncan Road (trainers).
- No internal cross-access between precincts;

3.2 Event-Relevant Precincts (cited from the master plan)

- Primary Bloodstock Function / Auction Space.
- Main Function and Events Building.
- Outdoor Events Zone + Marquees.
- Main Thoroughbred Track and Inner Training Tracks.
- Main Harness Events Building.
- Event Parking.
- Float and Trailer Parking (segregated from public parking).
- Back Track Horse Access.

3.3 Adjacent Network & Interfaces

- Pencarrow Road currently has an ADT of 449 per day with 11%heavy.
- Hooker Road has an ADT of 849 and 7% heavy.
- Duncan Road is a rural corridor with limited shoulder width and constrained geometry. Its ADT is 172 with 9.2% heavy.
- The Te Awa River Ride shared path runs adjacent to the site and interfaces directly with the Pencarrow Road event access points.

Te Awa River Ride – Demand Profile and Conflict Risk

User counter data located approximately 10 km north and south of Hooker Road indicates that the Pencarrow Road / Hooker Road section of the Te Awa River Ride carries approximately 80,000 users annually, averaging 1,500 users per week. This equates to around 150 users per weekday and approximately 375 users per day on weekends.

Because major race days are expected to occur predominantly on weekends, the highest levels of shared-path use will coincide with the highest levels of event-traffic demand. This overlap represents a key safety and operational interface, requiring dedicated pedestrian/cyclist controls, temporary path management, and dynamic speed management on Pencarrow Road during event arrival and departure peaks.

3.4 Pencarrow Road / Te Awa River Ride Intersection Concept (Draft Design)

The draft concept layout for the Pencarrow Road accesses (WTR Master Plan V11 rev2, WIP) shows a right-turn bay and dual-lane exit arrangement, with the Te Awa River Ride shared path crossing the access.

4. Findings and Observations

4.1 Event Typology & Attendance Assumptions

4.1.1 Bloodstock Events

- Up to five 2-day events per year.
- Approximately 1,000 attendees per day, typically 10am–5pm.
- Never concurrent with a racing event.

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4.1.2 Racing Events

- Mid-week / weekday races (~66 per year): horse racing 500–750 attendees (~300 vehicles); harness racing ~350 attendees (~200 vehicles).
- Weekend / public holiday feature races (mostly weekends and public holidays, some mid-week): horse racing 1,000–2,000 attendees (~600 vehicles); harness racing ~650 attendees (~400 vehicles).
- Feature Events race days (up to 3 per year.) Horse racing 2,500–6,000 attendees (~3500 vehicles); harness racing ~3,000 attendees (~1,800 vehicles)

4.1.3 Event Overlap Constraints

- No events are intended to overlap with Fieldays (see Section 6.2 for the recommended blackout window).

4.2 Demand Profiles

- Arrival patterns: Bloodstock concentrated between 9:30–11:00am; mid-week racing dispersed with a lower peak; feature racing has sharp peaks 60–90 minutes pre-race.
- Departure patterns: Bloodstock steady departure from 3:30–5:30pm; racing compressed immediately following the final race.
- Vehicle types: public vehicles (cars/SUVs), horse floats and transporters, service vehicles, ride-share and taxis, and emergency services.

4.3 Access & Circulation Strategy

- Pencarrow Road (primary public access): all public event traffic routed via the two Pencarrow Road entries; temporary traffic control only required for feature days; pedestrian management required near the Te Awa River Ride interface.
- Duncan Road (trainers & rural residential): trainers must use Duncan Road exclusively; no event public traffic permitted; a security presence maybe required on feature days to prevent unauthorised entry.
- Hooker Road (senior living): no event traffic permitted; must remain unobstructed at all times.
- Internal circulation: segregated float/trailer parking; dedicated horse movement corridors; pedestrian routes separated from vehicle flows.

4.4 Parking Management

- Public parking located adjacent to the main event precincts; capacity to be confirmed in ITA modelling; marshalled parking required for feature days.
- Float & trailer parking segregated from public areas, with direct access to horse movement corridors.
- Overflow parking or park and ride if required for feature events needs to be considered if parking demand onsite exceeds available space.

4.5 Te Awa River Ride Safety Integration

The shared path runs adjacent to the site and interfaces directly with the Pencarrow Road event access (Section 3.4). Proposed measures are:

- Marshals stationed at the crossing point during events.
- Advance warning signage on the path approaching the crossing.
- Coordination with Waikato District Council and the Te Awa River Ride Trust.
- A live, queue/traffic volume-responsive electronic speed management system on the Pencarrow Road approaches either side of the crossing/access (see Section 6.4), providing an additional,

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dynamic layer of protection for path users during the specific windows when event traffic is actually present, rather than relying on a permanently posted speed limit alone.

4.6 Fieldays Overlap

No events are intended to overlap with Fieldays, on the basis that it would be off-season for racing and clientele/attendance would clash. A recommended blackout window is set out in Section 6.2.

5. Risk Assessment

The following risks and constraints have been identified from the current information and the draft master plan concept design. Ratings are indicative at this draft stage and will be refined once traffic modelling for the ITA is available.

Item	Hazard / Risk	Likelihood	Consequence	Rating	Recommended Action
1	Pencarrow Road capacity in peak periods during feature race-day arrivals/departures	Medium	High	High	Implement queue-responsive electronic speed management (Section 6.4).
2	Insufficient right-turn pocket / dual-lane exit storage causing queue spillback into the 100 km/h through lane	Medium	High	High	Confirm storage lengths; provide compliant tapers; consider everyday turn bay with race-day queueing on flush median.
3	Te Awa River Ride cyclists/pedestrians conflicting with event traffic at the shared path crossing	Medium	High	High	Marshals and advance warning signage on event days.
4	Duncan Road capacity exceeded by concurrent trainer, rural residential and unauthorised public traffic	Low	Medium	Medium	Enforce Duncan Road as trainer/rural-residential access only; no internal cross-access; signage and, for feature days, a security presence to prevent unauthorised entry.
5	Event traffic overlapping with Fieldays, creating cumulative regional congestion	Low	High	Medium	Apply a blackout window of 3 days before, during and 3 days after Fieldays (Section 6.2).
6	Static speed signage on Pencarrow Road losing driver compliance over time — a permanent sign remains posted long after the hazard it addresses has passed	Medium	Medium	Medium	Implement a live, queue-responsive electronic speed limit system that only activates when triggered by real congestion/queueing data (Section 6.4), rather than relying on static signage alone.

6. Recommendations

6.1 Event Intervention Thresholds

Given Pencarrow Road is part of the Te Awa River Ride and event traffic is crossing it directly at the event access, Sela recommends the lower, four-tier thresholds set out below. This reflects Sela's experience with comparable event traffic operations, including Fieldays, and should be tested against the ITA traffic modelling.

Level 0 — No TMP Required

- Mid-week races with fewer than 750 attendees.
- Harness races with fewer than 400 attendees.

Level 1 — Light TMP

- Weekend races with 1,000–2,000 attendees.
- Bloodstock events (~1,000 attendees).

Measures: parking marshals; minor signage; pedestrian control near the Te Awa River Ride.

Level 2 — Moderate TMP

- Feature days with 2,000–5,000 attendees.

Measures: temporary speed reductions via the queue-responsive electronic speed management system (Section 6.4); traffic controllers at Pencarrow Road; dedicated pedestrian corridors; overflow parking activation; pedestrian control near the Te Awa River Ride.

Level 3 — Full TMP

- Events with more than 5,000 attendees.

Measures: full intersection control at the two entry exit points on Pencarrow Road for peak flows; shuttle services; roadside VMS to advise local traffic of expected delays; Police coordination; cyclist control near the Te Awa River Ride crossing point.

6.2 Fieldays Overlap Policy

To avoid cumulative congestion impacts, Sela's initial recommendation — based on experience with Fieldays traffic operations, is a blackout window of no events for 2 days before Fieldays, no events during Fieldays and 3 days after the event. This aligns with typical bump-in/bump-out periods and regional traffic patterns and should be reviewed against the specific bump-in/bump-out and satellite parking arrangements confirmed by Fieldays for each year.

6.3 Emergency & Incident Management

- Dedicated emergency access via Pencarrow Road.
- On-site first response team.
- Coordination with Fire and Emergency New Zealand and St John.
- Incident command point at the Main Function & Events Building.

6.4 Queue-Responsive Electronic Speed Management

In addition to the static signage and event-day traffic control measures above, Sela recommends a live, queue-responsive electronic speed management system for the Pencarrow Road approaches to the WTR accesses and the Te Awa River Ride crossing, rather than relying solely on temporary posted speed limit signs. The proposed system would:

- Detect real-time traffic conditions on the Pencarrow Road approaches (for example via radar/loop vehicle detectors, queue-length sensors, or CCTV analytics, travel time analytics) upstream and downstream of the event access and the path crossing.

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- Automatically reduce the displayed speed limit on electronic (LED) variable speed limit signs — for example stepping down from the open-road 100 km/h limit to 80 km/h or 60 km/h — only when live data shows a defined trigger has been reached, such as queue length approaching the taper/turn-bay storage length, approach volumes exceeding a set threshold, or vehicles queued into the through lane a reduction to 30 km/h maybe applicable to reduce harm should an incident occur. The final operating speeds to be determined during detailed design and in consultation with Waikato District Council.
- Automatically revert the signs to the normal posted speed limit as soon as the queue clears or conditions fall back below the trigger thresholds.
- Escalate in step with the intervention levels in Section 6.1 — providing the "temporary speed reductions" measure specified under Level 2 (Moderate TMP) — so the electronic signs activate for feature race days and larger bloodstock events but remain at the normal static limit for the majority of the year when no event is running.

The key advantage of this approach over static, permanently posted speed signage is driver compliance. A sign that only displays a reduced limit when a real, observable queue or hazard is present is quickly learned by regular road users — including Pencarrow Road residents and Te Awa River Ride users — to be meaningful, because it reflects an actual condition on the road at that moment. A static sign posted to cover an occasional peak, but left in place at all other times, is disregarded by drivers who correctly observe, day after day, that the posted condition does not match the road in front of them; compliance and the credibility of the signage erode over time. A live, event-responsive system avoids this by only ever displaying a reduced limit when it is actually warranted. (see Appendix A for map area)

Implementation considerations:

- The system should fail safe to the normal static posted speed limit if power, communications, or the detection system fails.
- Signage and device selection should follow Waka Kotahi's MOTSAM Parts 1 & 2 requirements and any applicable variable speed limit / intelligent transport systems approval processes.
- Detection thresholds should be calibrated against the turn-bay, taper and dual-lane exit lengths confirmed by the ITA traffic modelling (Section 3.4), so the speed reduction activates before queues reach the through lane.
- Commissioning and periodic verification (e.g. an annual review of trigger thresholds against observed event-day queueing) is recommended once installed.
- This measure should be costed and progressed alongside the detailed TMP for Level 2/3 events and discussed with Waikato District Council and Waka Kotahi as part of the wider ITA/consenting process.

6.5 Communications & Stakeholder Management

- Pre-event notifications to residents on Pencarrow, Duncan and Hooker Roads. This could be through a resident mailing list and the local community notices that operate. To advise through traffic that live outside of the direct neighbourhood, prior to event days you can install VMS or static signs
- Coordination with Waikato District Council, Waka Kotahi NZ Transport Agency (if State Highway 1 impacts are expected), the Te Awa River Ride Trust, New Zealand Police, and local bus operators.
- Event information distributed via the WTR website and social channels.

6.6 Monitoring and review

The Waikato Thoroughbred Racing facility will adopt a continuous improvement approach to event traffic management. Monitoring will be undertaken during, immediately following, and after major events to assess the effectiveness of implemented traffic management measures and identify opportunities for refinement.

During Event Monitoring

For Level 2 and Level 3 events, the following matters should be monitored:

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- Maximum queue lengths on Pencarrow Road and at site accesses.
- Duration of traffic queues before and after peak arrival and departure periods.
- Performance of temporary traffic management measures and traffic controllers.
- Utilisation of on-site parking areas, overflow parking areas and any park-and-ride facilities.
- Pedestrian and cyclist interactions at the Te Awa River Ride crossing points.
- Any traffic incidents, near misses, vehicle conflicts or emergency responses.

Immediate Post Event Review

Following major events, the event management team should undertake an operational review to assess:

- Whether traffic management objectives were achieved.
- Effectiveness of speed management measures.
- Effectiveness of access controls and parking management.
- Any observed deficiencies or operational issues.
- Whether contingency measures were required.

Post Event Reporting

For major feature race days and significant bloodstock events, a short post-event report should be prepared summarising:

- Estimated attendance and vehicle numbers.
- Queue lengths and delay observations.
- Parking utilisation levels.
- Reported incidents, complaints and near misses.
- Feedback from staff, traffic controllers and stakeholders.
- Recommended improvements for future events.

Annual Review

The ETMP should be reviewed annually or following any significant event where material traffic management issues are identified. Monitoring outcomes should be used to refine intervention thresholds, operational procedures and traffic management measures over time.

This monitoring framework supports the Event Traffic Management Philosophy of Safety First, Adaptive Management and Continuous Improvement.

Success Criteria

- No serious injury crashes attributable to event traffic operations.
- No significant queue spillback into through traffic lanes.
- No substantiated safety complaints regarding the Te Awa River Ride interface.
- Emergency access maintained throughout all events.
- Parking demand accommodated without significant overflow onto public roads.
- Continuous reduction in operational issues through post-event improvements.

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7. Conclusion

On the information available at this draft stage, the WTR site can accommodate event traffic on the surrounding network provided that: public event traffic is restricted to the two Pencarrow Road accesses; trainers remain on Duncan Road; senior living access via Hooker Road is protected and kept unobstructed; the Te Awa River Ride interface is actively managed, including through a live, queue-responsive electronic speed management system rather than static signage alone; feature days implement the scalable TMP interventions set out in Section 6; and the recommended blackout period around Fieldays is observed.

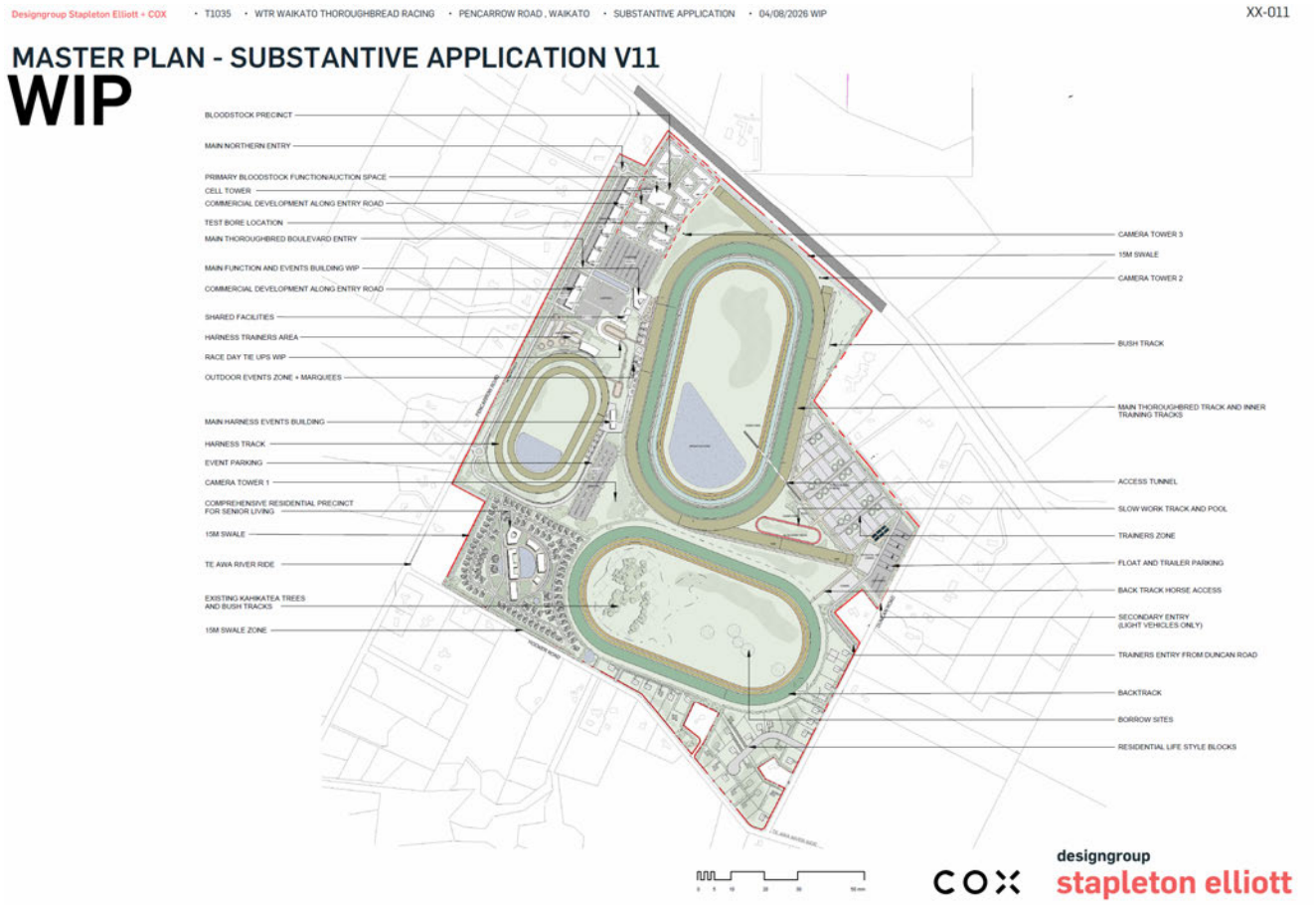
This draft ETMP provides the framework required to support the Integrated Transport Assessment and establishes a clear, scalable operational pathway for event traffic management.

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8. Appendices

Appendix A — Supporting Drawings

Draft WTR Master Plan (260804_WTR Master Plan V11 rev2, WIP)



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Overview of Proposed Dynamic Speed Zone



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Appendix B — Supporting Documentation

The following documents support this ETMP:

- BCD Group Limited correspondence: “Event Traffic Planning Input – Tamahere” email chain (29 July, 4 August and 11 August 2026).
- Draft WTR Master Plan (260804_WTR Master Plan V11 rev2, WIP).

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