

## SH16 Safety Improvements Stage 2

### Interim Solution Consultation Summary Report

21 June 2021



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## EXECUTIVE SUMMARY

The *State Highway 16 (SH16) Brigham Creek to Waimauku Safety Improvements project* will improve safety and efficiency for road users on this stretch of state highway in Northwest Auckland. As part of Stage 2, an interim solution at the busy intersection of SH16 and the Coatesville/Riverhead Highway has been proposed, including:

- a right turn-ban from Coatesville/Riverhead Highway onto State Highway 16
- redirection of traffic along Old Railway Rd and Old North Rd to Taupaki Roundabout

Alongside partner and stakeholder engagement, we sought public feedback from April 2021 to May 2021 to understand if there was anything else to consider before implementing this interim solution.

508 responses were received.

We used several methods to reach different audiences, including:

- specific partner, industry and stakeholder briefings and meetings
- surveys
- project phone line and email
- social media, posters and a media release
- flyer-drops to 13 neighbouring households
- flyers mailed to 7082 households

Key themes heard through public engagement on the interim solution included:

- timing and lack of action
- perception that the proposed solution missed the mark
- detour safety
- impact on congestion
- speed
- driver behaviour and signage

While many of you supported the interim solution of banning right turns from Coatesville/Riverhead Highway onto State Highway 16, some of you stressed the need for right turn movements from State Highway 16 into Coatesville/Riverhead Highway to be banned (20.3%) and a slip lane for traffic turning left from Coatesville/Riverhead Highway onto State Highway 16 (18.3%).

In addition, many of you used this opportunity to provide feedback on all aspects of transport in the Northwest. Feedback addressed the urgent need for other permanent improvements as part of the Stage 2 scope. Similarly, many expressed their concerns with the lack of action to address congestion, particularly in the context of ongoing growth in the area.

The next steps are for us to review this report, consider the key feedback points that have been raised and provide responses to key questions. A high-level summary report will be shared with survey respondents and posted on the website. Feedback received that relates to local roads, or congestion and growth will be passed on to Auckland Transport and Te Tupu Ngātahi (the Supporting Growth Alliance) respectively.

While many of you were supportive of this interim proposal, it is clear from the feedback received that there are still many issues that need to be addressed and further improvements implemented as soon as possible. These issues fall under the responsibility of Waka Kotahi, Auckland Council and Auckland

## | Summary of project |

Transport. Co-ordinated messaging and updates on how projects are progressing is important, however the most common point of frustration is the lack of action to solve these issues and the slow-moving pace of these changes.

# 1. SUMMARY OF PROJECT

## 1.1 Background

Between 2010 and July 2019, two people lost their lives and 15 people were seriously injured whilst travelling along State Highway 16 (SH16) between Brigham Creek and Kumeū (the extent of Stage 2).

It is an important link for the local community and provides resilience in the Upper North Island's state highway network, with more than 36,000 vehicles a day using the route between Brigham Creek and Kumeū.

Residential and business growth has increased and will continue to do so as the Northwest develops. This has increased vehicle numbers and added pressure on the network.

The SH16 Brigham Creek to Waimauku Safety Improvements project will improve safety along SH16 in Northwest Auckland. The project is separated into two stages:

- Stage 1 between Waimauku and Kumeū
- Stage 2 which runs between Kumeū and Brigham Creek

The Notice of Requirement (NoR) for Stage 1 is currently under appeal.

Site investigations to inform the preliminary design of Stage 2 are currently underway. Once this design has been completed, public consultation will commence to inform the permanent proposed changes.

## 1.2 Proposed interim improvements

Concerns around safety and improving efficiency through the intersection of SH16 and Coatesville/Riverhead Highway has led the community to ask for an interim solution whilst a permanent design is completed and implemented through the Stage 2 Project.

A right-turn ban has been proposed at this intersection until the permanent roundabout has been completed.

The proposed interim improvements include the following changes:

- Temporarily banning right turns from Coatesville/Riverhead Highway onto SH16
- Redirecting traffic to use Old Railway Rd and Old North Rd and the Taupaki roundabout to safely turn right onto SH16 (Figure 1).

## Coatesville Riverhead Highway detour



Figure 1: Coatesville/Riverhead Highway detour

The option to ban right turns from SH16 into Coatesville/Riverhead Highway and for a left turn slip lane were considered but were ruled out early in the process. The reasoning given for these decisions is provided below.

### Right turn into Coatesville/Riverhead Highway:

- A right-turn ban would have a high impact on Taupaki roundabout due to the high afternoon peak volumes of people making this turn, as well as at the weekend. It would significantly decrease the efficiency of the Taupaki roundabout. A right turn into Coatesville/Riverhead Highway can also be done safely given the existing right turn bay for motorists waiting to turn.
- The existing bus route that Auckland Transport runs, as well as school buses, currently use this intersection to turn right onto Coatesville/Riverhead Highway. Banning right turns would negatively impact these services.
- It will also have a negative impact on the nearby retail businesses and may also lead to unsafe U-turn movements on SH16.
- We have heard from members of the community that some people already use Taupaki roundabout to turn right instead of the Coatesville/Riverhead intersection. The banning of right-turn movements out of Coatesville/Riverhead highway may encourage more people to use Taupaki roundabout for all movements in and out of this area.

### Left turn slip lane onto SH16:

- This project is about improving safety for all road users. A left turn slip lane was considered in the early stages of the project and ruled out as it would not address the safety issues at the

## | Summary of project |

intersection and the risk of high severity crashes would remain. It was also found that the conflict between vehicles turning left onto SH16 would just move further along the highway.

- It will also make it dangerous for the properties on the corner of the intersection to enter and exit their driveways.



## 2. SUMMARY OF ENGAGEMENT APPROACH

Partners, key stakeholders and the community were proactively engaged as part of this consultation. The purpose of engagement and key engagement activities are summarised below.

### 2.1 Purpose

The purpose of the engagement was to consult with, and inform, project partners, stakeholders and the community on an interim proposal to ban right turns from Coatesville Riverhead Highway onto SH16, before permanent plans for the intersection are completed.

### 2.2 Pre-consultation engagement

Prior to the wider public consultation, Mana Whenua were engaged through the Waka Kotahi Central Iwi Integration Group (IIG) forum. Elected members were briefed and neighbours to the intersection were invited to give feedback. The key 'pre-consultation' activities are summarised below:

Event	Attendees / details	Purpose
Central IIG hui, 26 <sup>th</sup> February	Direct engagement with Ngāti Whātua o Kaipara and Te Kawerau ā Maki. Decisions and updates additionally presented to the Central IIG.	Brief Mana Whenua on wider SH16 project including interim improvements and upcoming public consultation, test design before public release
Elected member briefing – 16 <sup>th</sup> April	Rodney Local Board, Greg Sayers (Rodney Councillor), Chris Penk (MP), Maria Lubeck (MP) Hayley King (Waka Kotahi) Steve Mutton (Waka Kotahi)	Brief elected members on wider SH16 project including interim improvements and upcoming public consultation, test design before public release
Flyer and letter to surrounding neighbours	Hand delivered to direct neighbours of the intersection at Coatesville/Riverhead Highway	Inform neighbours of upcoming public consultation. Invite them to give feedback and contact the project team (if they want)

### 2.3 How feedback was gathered

The key activities related to consultation for interim improvements included:

1. 26<sup>th</sup> and 27<sup>th</sup> April – **Flyers were distributed**
  - a. Mailed to 7082 households in Coatesville, Riverhead, Taupaki, Kumeū, Huapai and Waimauku as shown in Figure 2 below.
  - b. Posted in supermarkets and on community notice boards in Riverhead, Kumeū, and Huapai (Auckland Council Huapai Service centre, New World Kumeū, Waimauku Freshchoice, Waimauku Mini Mart, Riverhead Mini Market)
2. 21<sup>st</sup> April – **Consultation live**
  - a. Media release, social media posts, website update, e-newsletter update (825 subscribers)
  - b. Survey Monkey live - Members of the public could provide feedback through completing a survey monkey form or by contacting the engagement team directly by email or phone.

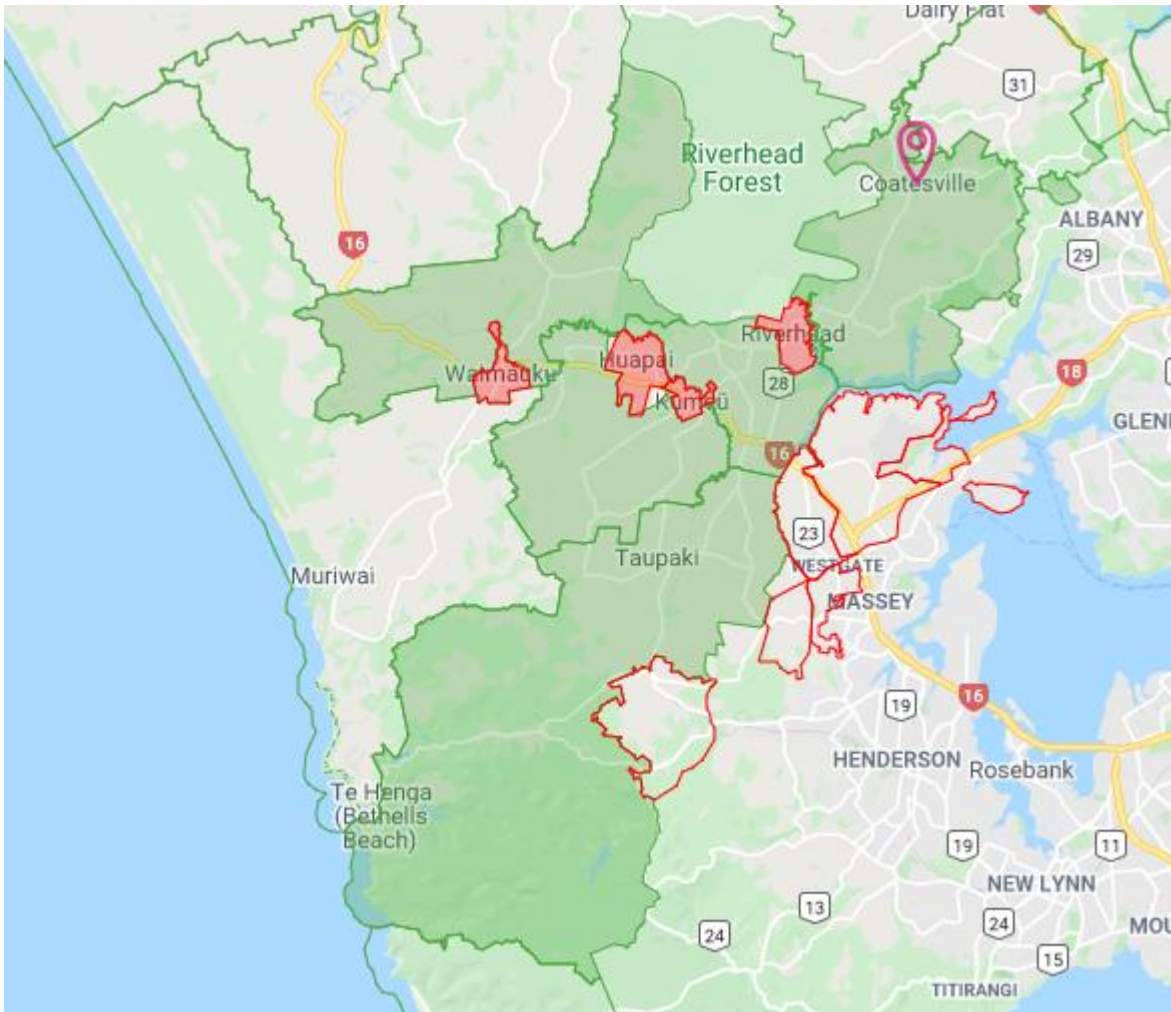


Figure 2: Mail distribution areas that flyers were delivered to (shown in green and red shading)

### 3. OVERVIEW OF SURVEY RESPONSES

During the two-and-a-half-week consultation period from 28<sup>th</sup> April to 14<sup>th</sup> May 2021, 508 responses were received.

The majority of feedback was submitted via Survey Monkey, however 14 emails and two phone calls were also received. The key messages and points to consider are summarised in Section 4.

We asked you:

- If there was anything else we needed to consider when making a decision on banning right turns from Coatesville/Riverhead Highway on SH16

Through the survey, data was also collected on:

- whether you travelled through or turned at the intersection.
- where you resided

Figure 3 below shows most respondents live nearby to the intersection in Riverhead, Huapai and Kumeū.

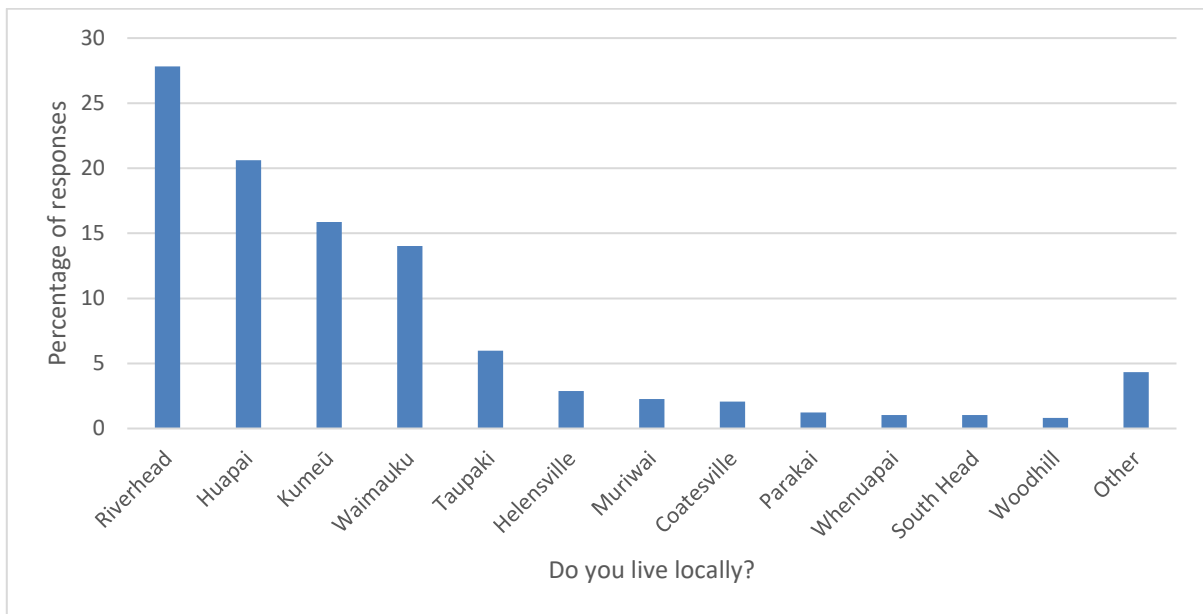


Figure 3: Where respondents live in the surrounding area.

You told us that you use the intersection in a number of ways (Figure 4). While the most common general use of the intersection was to travel along SH16 straight through the intersection (45%), almost a quarter of respondents used this intersection to turn on or off SH16 into Coatesville/Riverhead Highway with the remaining 30% using the intersection for both purposes.

| Overview of survey responses |

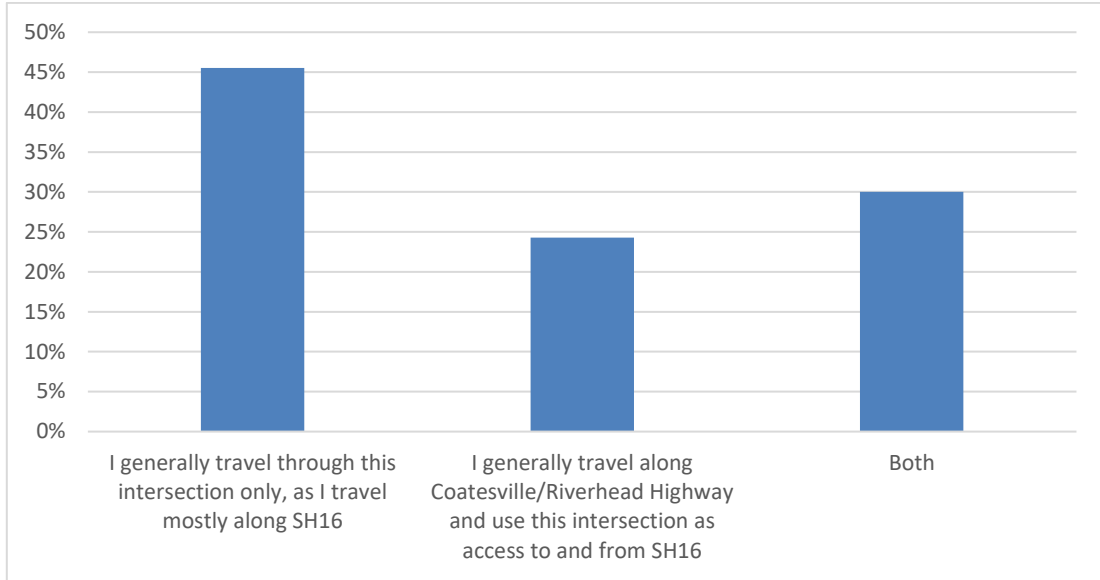


Figure 4: How survey respondents used the intersection of Coatesville/Riverhead Highway and SH16

## 4. FEEDBACK SUMMARY

20% of you clearly expressed your support for the right turn ban from SH16. The main reasons given for this support were:

- you agreed that the turn was dangerous and already used the detour route themselves
- were glad to see some action being taken to improve safety
- thought that the proposed solution was a sensible temporary fix

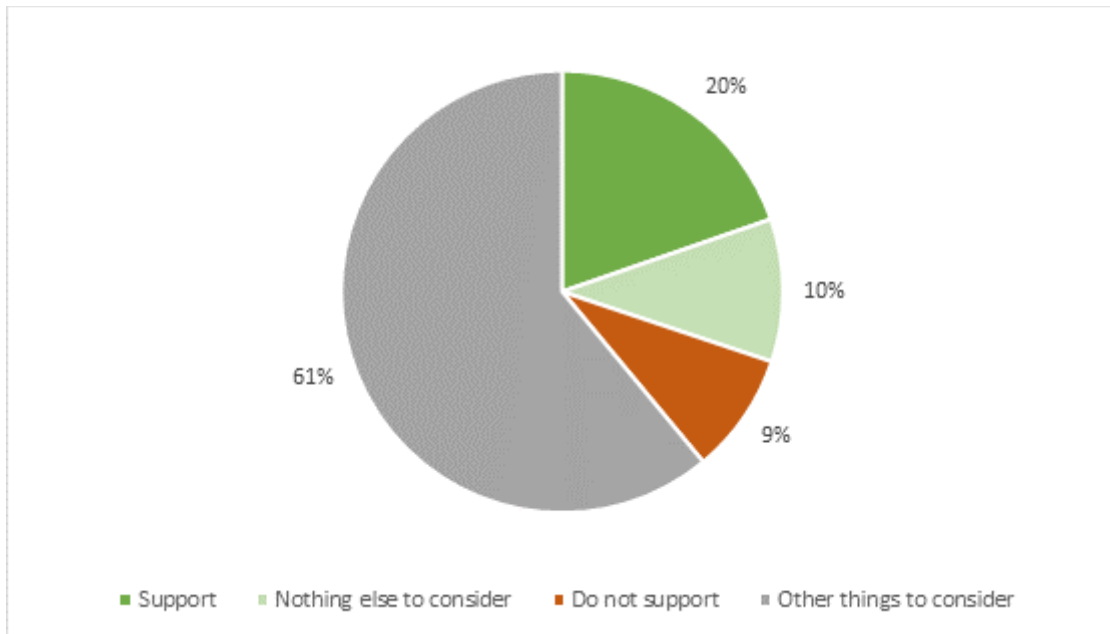


Figure 5: Respondent's overall attitudes towards the proposed interim solution

10% of you did not provide an answer to the question "Is there anything else we should consider?". This could indicate support for the proposal as it implied that there is nothing else that should be considered, however, because we did not explicitly ask if you support the proposal this cannot be confirmed.

9% of you stated that you did not support the interim solution, reasons cited were:

- a lack of belief it'd make a difference (as few attempt the turn currently)
- a belief it would increase congestion
- a belief that it will lead to illegal right hand turns or U turns
- a perception that the proposal did not address the key underlying issues

## 5. KEY FEEDBACK THEMES

Concerns and points for consideration were raised by people who supported, did not support, or had mixed or unclear responses. Key concerns and suggestions relating to the interim solution have been grouped into themes and summarised below in Figure 6.

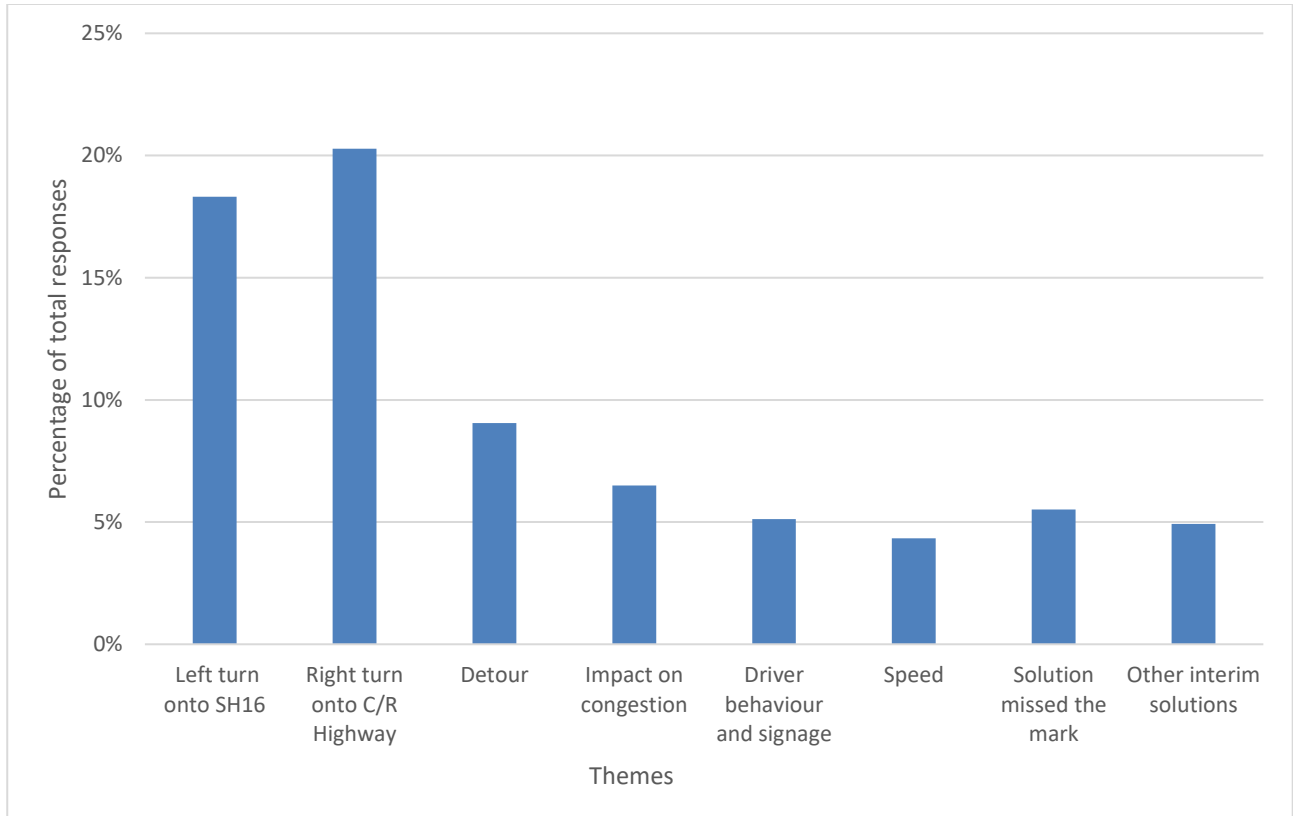


Figure 6: Key feedback themes relating to the proposed interim solution

These themes reinforce our existing approach to continually tell the Northwest story (what else is planned and underway in the area) and to continue providing regular communications.

### 5.1 General sentiments

#### 5.1.1 The proposed solution as a sensible quick fix

Many people were glad to hear that steps were being taken to improve safety at this intersection and were keen to see this interim solution implemented as soon as possible. These people thought that the proposed solution was sensible and a good start while further improvements are worked through. Many noted how dangerous this turn was and that they already used the detour route as a safer option.

#### 5.1.2 Timing, frustration and lack of action in the Northwest

10.4% of you (53 people) expressed concern at the timing of the project and the perceived lack of action and progress. 23 of these people specifically emphasised the urgency of the future roundabout at this intersection. We acknowledge the community's frustration with delays to the project.

### 5.1.3 Effectiveness of the interim solution

As part of this concern, many people criticised the proposed interim plan as a “band aid” solution. For some there was confusion that this was being proposed instead of the permanent solution for a roundabout rather than as a temporary measure until the roundabout can be built. The messaging around this was understood by some but this was inconsistent.

For others this proposal was seen to have little impact and that there should be a focus on other transport improvements. This included aspects of the Stage 2 Safety Improvements such as prioritising and fast tracking the double lanes from Kumeū to Brigham Creek, putting in a roundabout, an alternative interim solution that bans right turns into Coatesville/Riverhead Highway, or a new motorway and bypass.

Some noted that few people attempt this turn anyway and already used the proposed detour. This was used as both a reason to support the proposal as above but also as a reason against it as the proposed changes were seen as unnecessary and having little to no impact.

### 5.1.4 Impact on traffic and congestion

Traffic and congestion issues were also a concern across the submissions. Many commented that this proposal would have little to no impact on congestion and some expressed a link between congestion and frustrated drivers making unsafe manoeuvres. Though congestion concerns are not within the scope of this project, the differences between different projects has not always been understood. Even when respondents have understood these differences, they still highlight the need for a more coordinated and consistent approach across these.

Of note for this interim solution, 31 people were concerned about the increase in traffic along the detour route which is already congested. Of particular concern was the impact of increased traffic at Taupaki roundabout, however, congestion impacts along the whole detour route was noted as something to be considered.

## 5.2 Detour safety

8.9% of you (45 people) raised concerns about the safety of local roads<sup>1</sup> on which the detour is proposed, in particular the high crash rate at some of these intersections. Responses noted that Old Railway Road and Old North Road were both high speed roads in need of maintenance and are concerned that an increase in people travelling through here would lead to more accidents at these already dangerous roads and intersections. You were concerned that this proposal would only move the problem and that doing so may create a greater safety risk at other sections of the network. Some also raised the importance of early and clear signage signalling the detour.

Key points to consider relating to the proposed detour are presented in Figure 7.

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<sup>1</sup> under the jurisdiction of Auckland Transport,

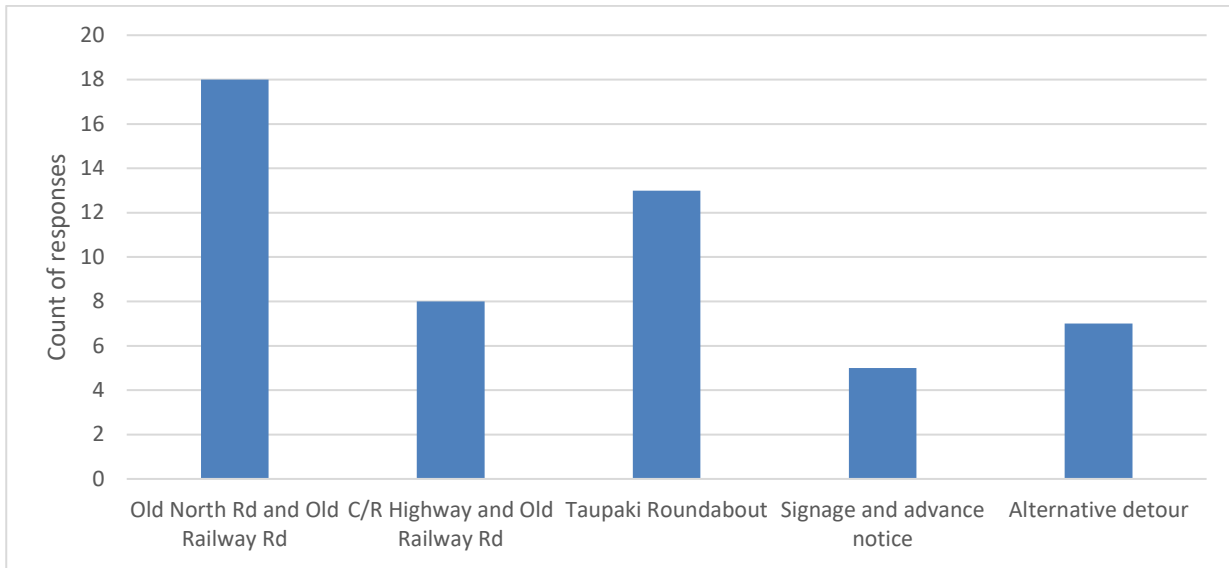


Figure 7: Number of responses for key points raised in relation to concerns about the proposed detour. Note that the total of these is more than the 45 that were concerned about the detour because some people identified multiple issues.

### 5.2.1 Old Railway Rd and Old North Rd

The most common issue raised with the proposed detour was the left turn at the crossroads of Old Railway Road and Old North Road. Responses noted that this was a dangerous intersection with a high crash rate and were concerned that the proposal would increase cars travelling through here. Respondents also drew attention to the fact that the intersection has poor visibility and involves a tight turn.

The Old North and Old Railway roads in general (not just intersections) was also flagged as a concern regarding their maintenance, high speed and use by large trucks, tractors and sprayers for rural production work. One person emphasised that little has been done to improve the safety of these roads and that measures that had been implemented (rumble strips) had not improved safety.

### 5.2.2 Coatesville/Riverhead Highway & Old Railway Rd

A further seven people raised the issue of traffic turning right from Coatesville/Riverhead Highway into Old Railway Road to follow the detour. These people were concerned for the safety of those driving south on Coatesville/Riverhead highway unexpectedly encountering, and being held up by, a queue of traffic waiting to turn right into Old Railway Road. Some suggested that the addition of a right turn bay/passing lane was necessary here to facilitate the increase in traffic waiting to turn into the detour and a couple suggested traffic lights. One person who lives nearby also discussed incidents that have occurred at this intersection including cars ending up in the ditch off the side of the road and a motorcyclist who was killed travelling along Coatesville/Riverhead Highway towards Riverhead by a car turning right into Old Railway Rd.

### 5.2.3 Taupaki Roundabout

Though upgrades to the Taupaki roundabout are outside of the scope of this project, many people raised concerns that the proposed detour would increase traffic congestion at this busy intersection. 12 of you identified the need for two lanes on Old North Road leading up to Taupaki Roundabout, to allow one lane for left turning traffic and preventing being held up by long queues waiting to turn right. It was noted by many that this is already needed based on current congestion and therefore was necessary to fix before implementing the proposed detour which would increase this. Many of these people also stressed a safety



risk due to this congestion with people performing dangerous U-turns or attempting to creep up the left side of the road out of frustration.

#### 5.2.4 Alternative detour routes

Six of you also suggested that drivers may continue down Old Railway Road to turn right onto SH16 opposite the BP station, and two of you to the intersection between Riverhead Rd and SH16 rather than following the recommended detour route. Some still supported the proposed right turn ban, they raised the point for consideration to again note that it may simply be moving the problem to other dangerous intersections. For one person, this route straight through the Old Railway and Old North Road intersection and continuing down Old Railway Road was preferred.

Another person recommended that drivers should turn left from Coatesville/Riverhead Highway onto SH16 and use the Brigham Creek roundabout to travel Northwest on SH16. This was not mentioned in any other responses.

### 5.3 Speed

Some feedback mentioned speed, and most of these responses suggested a reduction in speed (72% of those who talked about speed) in particular around the intersection with Coatesville/Riverhead Highway or between Brigham Creek and Kumeū. This was seen to facilitate safer left turns out of Coatesville/Riverhead Highway onto SH16.

A small number suggested the consideration of variable speed limits to reduce speed only during peak times.

Some suggested other measures to encourage a reduction in speed coming up to this intersection such as signage on road markings that say “slow down”. Others thought that increasing current speed limits around this intersection to 80km/hr or 100 km/hr was appropriate and would help reduce driver frustration leading to unsafe manoeuvres.

Mixed feedback was also received on lowering the speed limit along Old Railway Road, with one person in favour and another against. One person was in favour of increasing the speed limit on Coatesville/Riverhead Highway from 60km/hr to 70 km/hr to improve efficiency.

### 5.4 Left turn onto SH16

The possibility of a left turn slip lane was ruled out before consultation as it was considered that it would not improve safety at this intersection. Despite this, 17.7% of responses raised an issue with the left turn from Coatesville/Riverhead Highway onto SH16 and thought that this should also be considered in the proposed interim solution. While for many the motivation for this change was to alleviate congestion, many of you also recognised safety concerns with the current left turn or saw safety and congestion issues as interrelated. Reasons provided for this included:

- that congestion leads frustrated drivers to take risks and attempt to turn when it is unsafe,
- increased risk of rear end accidents by drivers along SH16 stopping to let turning traffic through
- difficulty in accelerating from a stationary position into a gap in front of traffic travelling at 80 kilometres per hour

The majority of feedback provided on this left turn was supportive of a slip/merge lane and disputed that this would encourage drivers to speed onto SH16. Many acknowledged that this had been ruled out of the proposal but still pushed back on this and strongly encouraged this decision to be reconsidered. Common

responses regarding this state that most of the time the traffic is backed up so it is not possible to speed and that the speed limit on SH16 is higher than that of Coatesville/Riverhead Highway.

Some of you suggested that a slip lane (or for one person a give way sign) would be safer than the current stop sign as it would allow cars to more easily merge from a complete stop into a gap of traffic travelling 80 kilometres per hour. If speeding was considered an issue when merging onto SH16, six people suggested other measures to mitigate this risk and enable the slip lane.

## 5.5 Right turn from SH16 onto Coatesville/Riverhead Highway

20.1% of responses requested that right turns into Coatesville/Riverhead Highway from SH16 to also be banned. Most of these responses came from people who generally travel through the intersection along the State Highway. In terms of safety four key points were raised by respondents:

1. People driving south on SH16 brake and stop to let cars turning right into Coatesville/Riverhead Highway causing congestion back along SH16 and confusion that could potentially lead to the occurrence of rear end incidents;
2. The queue of cars waiting to turn into Coatesville/Riverhead Highway from SH16 extends over the turning bay in peak times and is not easily visible to cars coming up the hill. This forces cars using the passing lane to come up the hill to make quick and unsafe lane changes and that this has resulted in four-wheel lock ups and nose to tail incidents;
3. Drivers waiting to turn select risky gaps, cutting in front of fast moving through traffic and often forcing oncoming cars to stop; and
4. People turning into Coatesville/Riverhead Highway turn into the lane for incoming traffic due to the unclear signage and camber of the road.

A few responses disputed that banning the right turn into Coatesville/Riverhead Highway would negatively impact buses, the key points noted were:

- They believed that the required change of route would be minor and safer than the current turn
- Minor bus disruption was feasible considering the significant improvement this would make to the majority of road users
- They suggested that right turns could be banned for all except buses

Other people also disputed that this would create dangerous U-turns as anyone wanting to turn could easily and safely use the Taupaki Roundabout which would add little distance to their journey and the large volume of traffic would mean a U-turn would not be possible.

## 5.6 Driver behaviour and signage

Driver behaviour was also a very common concern with some respondents suggesting signage or a driver education campaign to prevent people stopping on SH16 to let turning traffic through. Signage such as “merge”, “filter in turn”, “leave a gap” were also suggested to encourage driver behaviour, increasing efficiency of left turning traffic.

## 5.7 Other interim solutions

Some feedback also suggested the following alternative solutions:

- trailing temporary traffic lights to control the flow of traffic at the intersection
- consider making the ban for peak times only or use hard landscaping to prevent turns permanently
- consider changing the layout of eastbound traffic turning left onto Coatesville/Riverhead Highway from SH16 (goes through Boric carpark with is unsafe for pedestrians)
- spray painting a circle before roundabout is built (was successful in Waimauku)
- temporary lane separation markers to prevent motorists changing into passing lane when travelling West on SH16
- close the intersection altogether
- consider a ban of right turning traffic from Old Railway Road on to SH18

## 6. OTHER FEEDBACK RECEIVED

### 6.1 Wider project feedback

You also shared your thoughts on aspects that will make up the wider Stage 2 project. This information gives us an indication of the feedback that may be received during consultation of the detailed design later this year.

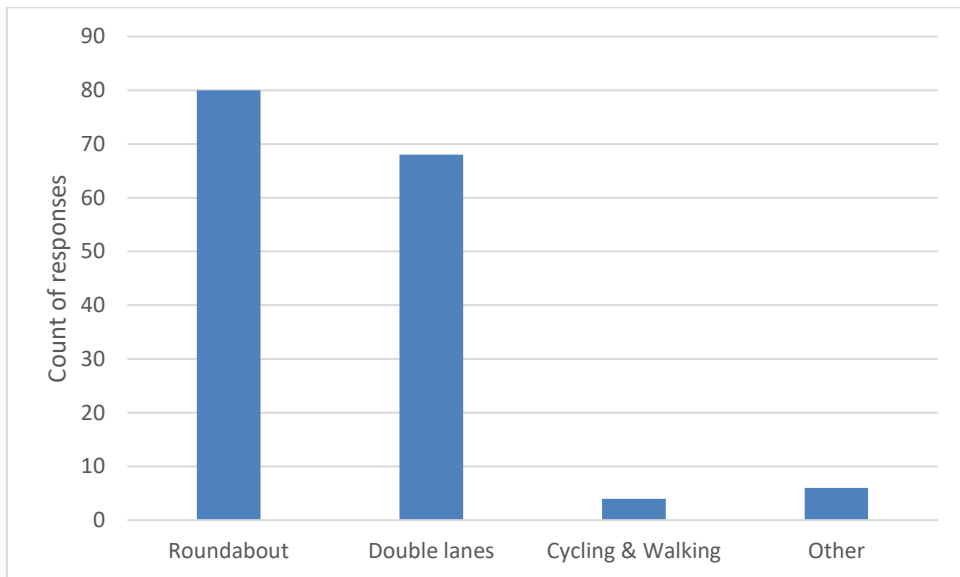


Figure 8: Amount of feedback received on key aspects of wider Stage 2 improvements.

89% of those that discussed a permanent solution at this intersection were supportive of a roundabout, with many stressing the urgency of this. It is also worth noting that some of you thought that this interim solution was being implemented instead of a roundabout, and that communication from us around this should be reinforced.

Though most feedback was supportive of the roundabout, there were some of you that opposed this permanent solution (Figure 9). Instead some supported other measures such as traffic lights and closure of intersection to all traffic or all right turning traffic.

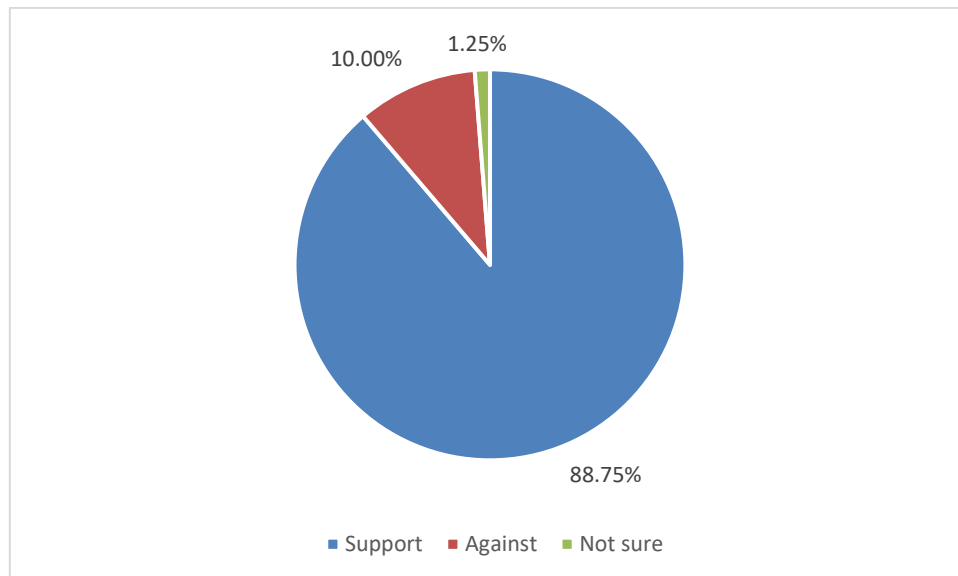


Figure 9: Support for roundabout at the intersection of Coatesville/Riverhead Highway and SH16

Another common point in the feedback was that double lanes from Brigham Creek to Kumeū should also be prioritised. For those that mentioned it this was seen to be a critical improvement.

Three people in total noted their support for a dedicated cycleway or a wider road shoulder highlighting how dangerous this area is for cyclists. Another person suggested that a footpath and streetlight should be added.

Other project feedback received included:

- that Stage 2 of Safety improvements should have been started before Stage 1
- making the northbound passing lane on SH16 a right turn only lane between Brigham Creek and Riverhead Road
- removing the passing lane and making this into an additional lane for eastbound traffic
- at the traffic lights in Kumeū, the two lanes need to extend another 20 metres to back (rather than a median strip)
- traffic should be kept single file on SH16 going through Taupaki roundabout with left lane for turning only
- merge lane for southbound traffic exiting Riverhead Highway
- extend the motorway to Kumeū before starting major roadworks on SH16
- implement a right turning bay on Highway 16 at the intersection with Wintour Road
- consider left turn only from Matua Road SH16 intersection.

## 6.2 Northwest Growth

Frustration at congestion and the pace of growth in the area were overwhelmingly common themes across the feedback received. This highlights the need for clear and coordinated messaging from us and other agencies about what is being done to address this.

Many of you cite that the roading and transport infrastructure has remained unchanged despite huge increases in population in recent years. A common frustration we heard from you was that consents for new houses have and continue to be granted, despite the lack of critical infrastructure in area to cope with this.

21 of you emphasised the importance and urgency of an alternative state highway. Eight of you noted the need for improved public transport service to the area, particularly the extension of rail to Huapai. Detailed feedback received on this will be passed on to Te Tupu Ngātahi (the Supporting Growth Alliance) for consideration.

## 7. NEXT STEPS

We will:

- consider your feedback alongside other technical information to decide whether the proposed solution should go ahead
- produce a high-level summary of feedback received
- share this high-level summary with survey respondents who signed up for updates and by posting on the website. Answers to common questions received through feedback will be updated on the project website.

If it is decided to go ahead with the proposed interim solution, further notification including timing of implementation will be provided through online channels and another flyer delivery to neighbours.

Feedback received that relates to local roads, or congestion and growth will be passed on to Auckland Transport and Supporting Growth respectively.

# APPENDIX A

## Consultation Collateral





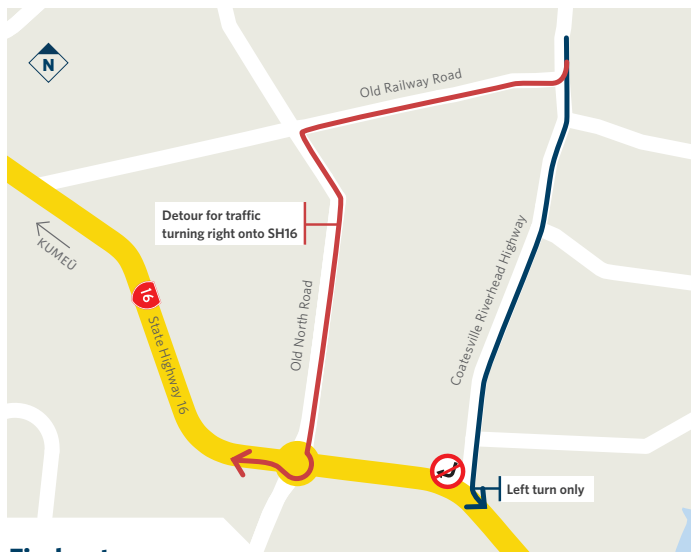
# Coatesville/Riverhead Highway and SH16 Intersection

## Short-term safety improvements

We've heard from the community that a solution is needed now to improve safety at the Coatesville/Riverhead Highway intersection with SH16.

We're proposing the following changes:

- Temporarily banning right turns from Coatesville/Riverhead Highway onto SH16
- Redirecting traffic to use Old Railway Road and Old North Road and the Taupaki roundabout to safely turn right onto SH16



### Find out more:

- » [www.nzta.govt.nz/projects/sh16-brigham-creek-and-waimauku/](http://www.nzta.govt.nz/projects/sh16-brigham-creek-and-waimauku/)
- » [SH16SafetyImprove@nzta.govt.nz](mailto:SH16SafetyImprove@nzta.govt.nz)
- » 0800 222 975

Let us know what you think and if there is anything else we should consider.

The proposed solution will improve safety at this busy intersection until the permanent roundabout is completed. We need to complete the design, consenting and any property acquisition required before we can construct the roundabout.

Scan here and tell us what you think:



Feedback closes at 5.00pm on Friday 14 May 2021

## APPENDIX B

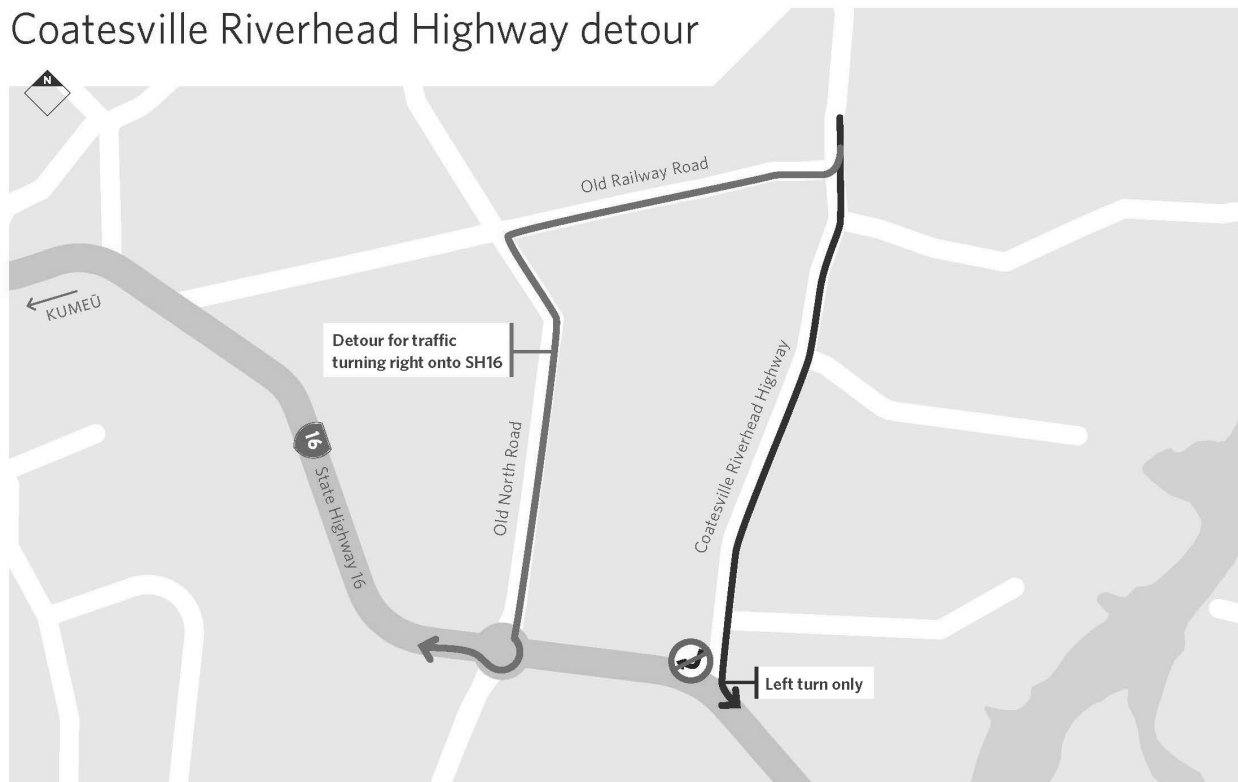
### Online survey form questions

## SH16 Brigham Creek to Waimauku safety project: Temporary safety improvement at the Coatesville/Riverhead intersection

We are working to improve safety along SH16 between Brigham Creek and Waimauku. We've heard from the community that a solution is needed now to improve safety at the Coatesville/Riverhead Highway intersection with SH16. We're planning the following changes which would be in place until the longer-term improvements are complete:

- Banning right turns from Coatesville/Riverhead Highway onto SH16
- Redirecting traffic to use Old Railway Road and Old North Road and the Taupaki roundabout to safely turn right onto SH16.

### Coatesville Riverhead Highway detour



A number of changes were considered including banning right-turns from SH16 onto Coatesville/Riverhead Highway. This was ruled out as:

- A right-turn into Coatesville/Riverhead Highway can be made safely given the existing right turn bay for motorists.
- A right-turn ban would have a high impact on Taupaki roundabout due to the high afternoon peak volumes of people making this turn, as well as at the weekend. It would significantly decrease the efficiency of the Taupaki roundabout.
- The existing bus route that Auckland Transport runs, as well as school buses, currently use this intersection to turn right onto Coatesville/Riverhead Highway. Banning right turns would negatively impact these services.
- It will also have a negative impact on the nearby retail businesses and may also lead to unsafe U-turns on SH16.

A left turn slip lane was also ruled out as it would encourage people to speed onto the highway which may increase safety issues.

This plan will improve safety at this busy intersection until the permanent roundabout is completed.

Find out more on the project visit: <https://www.nzta.govt.nz/projects/sh16-brigham-creek-and-waimauku/>

1. Is there anything else we should consider?

2. How do you use this intersection?

- I generally travel along Coatesville/Riverhead Highway and use this intersection as access to and from SH16
- I generally travel through this intersection only, as I travel mostly along SH16
- Both

3. Do you live locally?

- Coatesville
- Huapai
- Kumeū
- Riverhead
- Taupaki
- Waimauku
- Whenuapai
- Other (please specify)

4. Name

5. Email

6. Do you want to sign up for our project updates?

Yes

No