



SH1 Whangārei to Wellsford

Central section - Waipū intersections

Summary of public engagement



Between 28 October 2021 and 10 December 2021 Waka Kotahi NZ Transport Agency asked for your feedback on the preliminary safety improvement design at four high-risk SH1 intersections near Waipū.

These four intersections are:

- SH1 and Uretiti Road
- SH1, Nova Scotia Road and Rosythe Road
- SH1 and Shoemaker Road
- SH1, The Braigh and Millbrook Road

Community feedback

 **725** total responders

 **67** 'Have Your say' website and email responses

 **1122** survey /comment responses

 **19** landowner invitations for feedback

 **455** visitors on Social Pinpoint

 **12** direct calls to the project team

Covid-19 changed how we engaged with you and collected your feedback

Due to Covid-19, we mostly engaged with you online. We collected your feedback via our web page and online maps, corresponded via email, and spoke to people on the phone. When appropriate and safe, we were able to hold a few face-to-face meetings with key stakeholders, business leaders and affected landowners but mostly those meetings were also online.

How we told you about our public engagement:

- Half-page adverts in the Bream Bay News.
- 'Have your say' invitation email to all project subscribers.
- Virtual and face-to-face meetings with stakeholders, utility providers, mana whenua and landowners.
- Social Pinpoint online maps.
- 'Have your say' on project web page.
- Phone calls to directly affected landowners and stakeholder groups.
- Waipū Residents and Ratepayers' meeting.
- Personalised 'Have your say' letters with design options to affected landowners.
- Waka Kotahi briefings to elected officials and industry groups.

Planned community drop-in sessions were unfortunately cancelled due to ongoing public health concerns.

Stage Two works

(note: indicative graphic only)

Package 1

Commencing mid-2023

- Flexible median barrier from Sandford Road to south of Uretiti Beach access.
- Turnaround facilities.
- Right turn bays.

Package 2

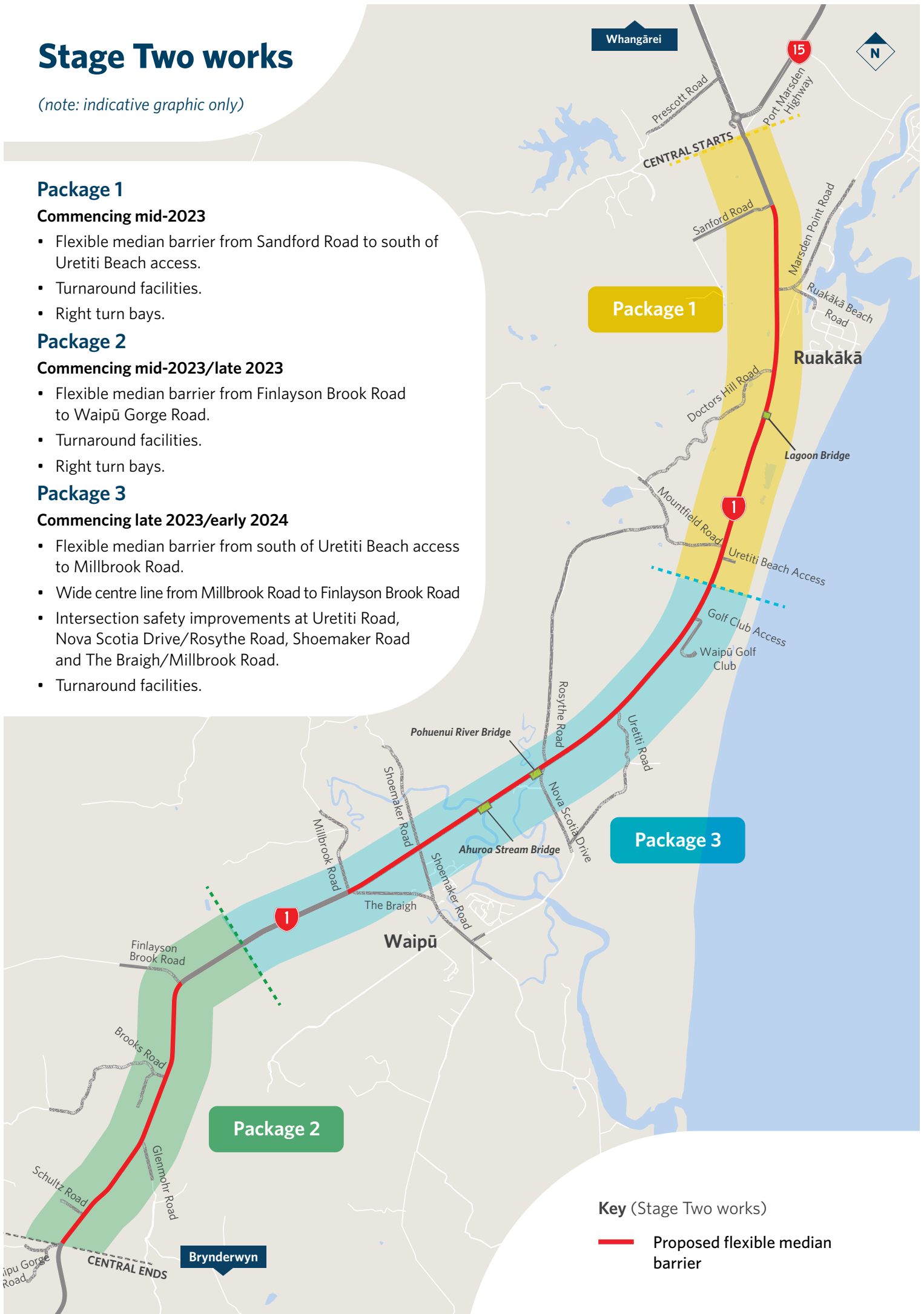
Commencing mid-2023/late 2023

- Flexible median barrier from Finlayson Brook Road to Waipū Gorge Road.
- Turnaround facilities.
- Right turn bays.

Package 3

Commencing late 2023/early 2024

- Flexible median barrier from south of Uretiti Beach access to Millbrook Road.
- Wide centre line from Millbrook Road to Finlayson Brook Road.
- Intersection safety improvements at Uretiti Road, Nova Scotia Drive/Rosythe Road, Shoemaker Road and The Braigh/Millbrook Road.
- Turnaround facilities.



Key (Stage Two works)

- Proposed flexible median barrier

What we heard

- Safety improvements are needed at these intersections.
- We want a roundabout located at Nova Scotia/Rosythe Road (instead of Shoemaker Road).
- A roundabout located at Nova Scotia Road/Rosythe Road makes sense - this is an emergency diversion route.
- Keeping access to The Braigh from SH1 and Millbrook Road is important.
- A roundabout at Shoemaker Road would create more congestion on the road and through the township.
- Please consider access and safety onto and from SH1 at these intersections for people on bikes.
- Heavy vehicle access to industrial areas needs to be considered - many heavy vehicles use these intersections.
- Traffic volume and congestion during holidays and events is an issue.
- Agricultural vehicle (primarily tractor) access is important onto and from SH1 and the Waipū township.
- Uretiti Road intersection is unsafe for right turns northbound with the blind corner.

We heard from...



Residents and ratepayers



Businesses and Industry



Emergency services



Developers and real estate agents



Schools



Heavy vehicle users



Transport committees



Media



Landowners and farmers



Advocacy groups



Automobile Association



KiwiRail

Uretiti Road intersection

- Provides safer access from SH1 northbound for refuse station (tip) access.
- Provides access for residents.
- Close Uretiti Road from SH1 completely - too dangerous (blind corner).

Nova Scotia Road/Rosythe Road intersection

- Traffic flow through here is better than on Shoemaker Road.
- Nova Scotia was the old highway access before SH1 bypass was built, so has capacity to deal with heavy vehicles, larger traffic volumes and is less densely populated.
- This is the emergency detour route to the east for SH1 incidents.

Shoemaker Road intersection

- Safety concerns for residents trying to exit and enter their properties.
- Move traffic away from Waipū town centre.
- Already high traffic volumes and heavy vehicle movement on this road.
- Impacts of seasonal (summer) visitors and holiday/events traffic.

The Braigh/Millbrook Road intersection

- More suited as an access road into Waipū - it's wider with less dense housing.
- Keep access from Millbrook Road to The Braigh.
- No access from Millbrook Road across to Waipū - must drive further.
- The Braigh provides the main loop road into and around Waipū.

Overall sentiment

The majority of those who responded supported safety improvements at these four high-risk intersections.

Because the proposed design for each intersection was unique, comments were varied. In general, those who responded asked for an alternative design that considers:

- retaining the rural nature of the township and its vehicle movements
- considers current and future population growth
- heavy vehicle movements
- holiday/event congestion
- cyclist and pedestrian access and
- emergency diversion routes.

Many respondents suggested:

- moving the proposed Shoemaker Road roundabout to the Nova Scotia/Rosythe Road intersection
- leaving The Braigh open and restricting Uretiti Road's right turn access.

"I completely oppose the idea of a roundabout at the intersection of Shoemaker Road.

The road is residential and narrow and older people and young families must cross this road."



"Cleaner energy solutions required (and overdue)...

cycling as a mode of commuter transport needs to be integrated into all new road layouts and engineering."



"The Braigh was originally designed to be the main access way to Waipū - it is wider and would be the ideal catch point for northbound traffic that wish to travel to Waipū. A roundabout there makes sense to me."



Next steps

Thank you for your feedback. Your comments are being used to inform alternative options for each of the four intersections. We will then proceed to confirming funding approval to construct our safety improvements.



For more information visit:

nzta.govt.nz/projects/connecting-northland

or email northlandproject@nzta.govt.nz