

# SH29A Barkes Corner roundabout changes to improve traffic flow

The Transport Agency, alongside Tauranga City Council, is installing roundabout metering on the SH29A Barkes Corner roundabout to help improve traffic flow.

From Monday, 17 September 2018, traffic lights will be operating on two legs of the SH29A Barkes Corner roundabout: for traffic approaching on Pyes Pa Road and westbound traffic on SH29A.

The traffic lights on SH29A will be phased to ease queues on Pyes Pa Road when it is busy – predominantly during the weekday morning peak. The traffic lights on Pyes Pa Road will be phased to improve traffic flow on SH29A from Tauriko during the weekday evening peak.

Most of the time the traffic lights will be green, except when high traffic queues on one leg activate the metering, then the traffic lights will turn red to stop the vehicles, allowing traffic from the busiest road to enter the roundabout.



A mock-up visual of the traffic lights on SH29A towards Tauriko. These lights will help ease queues on Pyes Pa Road during the morning peak.



A mock-up visual of the traffic lights on Pyes Pa Road approaching SH29A. These lights will help improve traffic flow on SH29A from Tauriko during the evening peak.



**Standard give way rules still apply if entering the roundabout – even if the traffic lights are green.**

The traffic lights do not mean that the roundabout is signalised like the Maungatapu roundabout (SH29A).

## What is roundabout metering?

Roundabout metering is used for controlling vehicles entering a roundabout. Traffic lights are installed at least 30m away from the roundabout intersection, and manage the flow of traffic entering the roundabout.

## How do the lights work?

The traffic lights are on 24/7 and stay green until they are triggered to turn red during peak times, holding the traffic until the lights turn green to allow them through again. Once the traffic lights have turned green, traffic will continue to flow until the red light is triggered again. The red phase is short and will turn green before another large queue is created.

## Why use roundabout metering?

This method is used when one road accessing the roundabout has a higher number of vehicles compared to the other roads, causing delays on the other roads entering the roundabout. By holding back the traffic entering from the right of the busiest road we can create an opportunity for a larger number of vehicles to pass through the roundabout.

## What is the difference between ramp metering and roundabout metering?

Roundabout metering works differently to ramp metering, as seen on Auckland's motorways. Ramp metering allows one vehicle for each green light. Roundabout metering traffic lights are on 24/7 and stay green until they are triggered to turn red, during peak times.

## Where else will roundabout metering be installed?

Traffic lights will also be installed on the SH2 northbound approach to the Elizabeth Street roundabout in the coming months. The work is part of a wider programme being implemented across the region to improve safety and journey times.

## Keeping you informed

 0800 772 532

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