



# SH1/SH3 BULLS TO SANSON SPEED REVIEW AND INFRASTRUCTURE IMPROVEMENTS

Community engagement summary

WAKA KOTAHI NZ TRANSPORT AGENCY

AUGUST 2021

# 1. BACKGROUND

## Speed report – key findings

10-year SH1/SH3 Crash Statistics – Bulls to Sanson	
10-year Period Start	2011
10-year Period End	2020
Total crashes	83
Total Injuries – All	37
Total Injuries – Fatal	0
Total Injuries – Serious	14
Total Injuries – Minor	23

## Safety improvements

The planned safety improvements between Bulls and Sanson consist of four major components: a review of the current speed limits, design of a three-armed roundabout at Ohakea, design of a shared use path from Bulls to Ohakea and relocation of the NZ Police weigh station. These are being developed and implemented in parallel.

We have funding to investigate possible design options for the roundabout, shared use path and relocation of the NZ Police weigh station. We will then apply for construction funding once we've completed the detailed design phase.

To determine what changes are needed to the current speed limits, the public feedback we received in May, alongside the technical assessment report, will help us develop a proposal for any recommended changes. Once this proposal is developed and announced the community can make a formal submission. The final step is implementation of the new speed limits which will be announced along with information on when these new limits will come into effect.

# 2. ENGAGEMENT PROCESS

We wanted to make sure the community had the opportunity to understand the various safety interventions being planned from Bulls to Sanson, as well as to discuss what they felt was a safe and appropriate speed for this stretch of state highway.

Community engagement was completed in May with drop-in events in Sanson and Bulls and an event at the Ohakea Air Base for staff to attend. A maildrop and online engagement via an interactive map was also completed. The engagement period closed on the 30th of May.

Thank you to everyone who came along to one of the events or who used the interactive online map.

# ROAD TO ZERO

## Road Safety Strategy 2020-30

A vision of a New Zealand where no-one is killed or seriously injured on our roads.



### 3. SUMMARY OF FEEDBACK

We received nearly 250 comments via email or online during the engagement period. Most comments focused on the speed review and roundabout, as well as suggestions for highway and township improvements. We appreciate the responses from everyone who provided feedback.

The interactive online map was a very popular way for people unable to attend the drop-in events to have their say. We received 488 visits to the website.

Other feedback - some of the feedback we received raised matters that were outside the scope of the speed review or the current scope of infrastructure changes. These included issues about passing lanes, Wilson Road intersection, town bypass options, bridges, road signage, turning bays and pedestrian crossings. We have passed this feedback on to the relevant Waka Kotahi internal project team or local authority.

We've summarised some of the major themes expressed from the public engagement below.

#### Feedback: Speed review

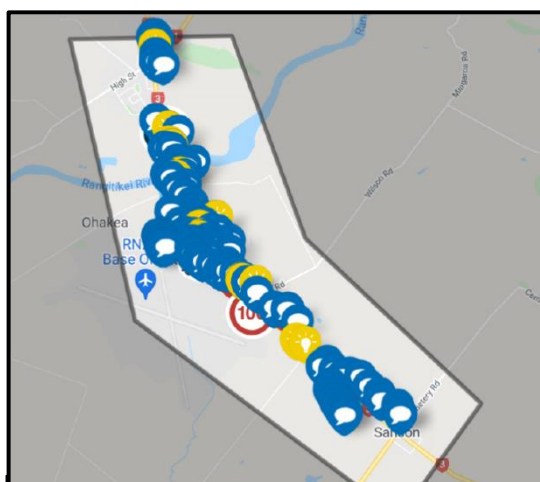
- **Speed should be reduced** – most people who support a speed reduction want variable speeds, with the majority wanting lower speeds over bridges, near the weigh station and entrance to Ohakea Air Base.
- **Bridge speed should be reduced** over the Bulls bridge with a majority asking for 70km/h.
- **Wilson Road is a dangerous intersection** that needs safety interventions as well as a drop in speed due to proximity near the weigh station.
- **Several people thought the speeds should remain the same** because introducing a roundabout will slow drivers down as they enter the Ohakea Air Base and keep traffic flowing.
- **The temporary speed reduction at Ohakea Air Base is working** with many saying that the 70km/h should remain.

#### Feedback: Roundabout

- **Support for roundabout at the turn-off to RNZAF Base Ohakea** in place of the current orange safe hit posts.
- **An underpass instead of a roundabout** – some who do not support a roundabout believe an underpass will work better, as roundabouts are perceived to slow traffic too much or create congestion.
- **Reasonable size of roundabout needed** to allow peak time of traffic to flow when air base staff are arriving or leaving work.
- **Moving the roundabout to another intersection other than Ohakea Air Base**, such as Wilson Road, Tangimoana Road or Fagan Road.
- **Concern about proximity of weigh station to roundabout** and adding a northbound lane for traffic or a truck lane to the weigh station.

#### Feedback: Shared use path and weigh station

- **Majority of people support a shared use path** with some considerations around safety, especially on Bulls Bridge and ensuring location of the path is behind the weigh station.



<b>Total site visits</b>	<b>488</b>
<b>Comments</b>	<b>156</b>
<b>Average time on site</b>	<b>3:53 min</b>
<i>Percentage of comments</i>	
<b>Speed review</b>	<b>18%</b>
<b>Roundabout</b>	<b>15%</b>
<b>Shared use path</b>	<b>8%</b>
<b>NZ Police weigh station</b>	<b>8%</b>
<b>Ideas and suggestions</b>	<b>51%</b>



- **Many would like the shared use path to extend all the way from Bulls to Sanson**, as there are many cyclists who come from Sanson and more would use it if it were safe.
- **Concern about width of Bulls Bridge** allowing pedestrians and cyclists to safely pass each other, with safe space between vehicles and pedestrians/cyclists.
- **Mixed feedback on relocation of the weigh station**, many people had ideas about where else to move it, flashing lights when operating, not near the roundabout due to congestion, etc.
- **Relocation of the weigh station to some seems unnecessary and expensive** – more information needs to be provided to the public to understand the project better.
- **Significant interest about relocation of the weigh station near the shared use path**, with people saying trucks potentially crossing over the path and entering / leaving at different times of the day would not be safe.

## 4. NEXT STEPS

### Speed review

Now that the community feedback has been analysed, the speed review project team will finalise the formal proposal to change speed limits between Bulls and Sanson. This proposal is part of the legal process necessary to change the speed limits on a state highway as the [road controlling authority](#).

Formal consultation is being planned to take place before the end of 2021 and is one way that the community can make a formal submission on the proposed speed limit changes. There will also be a maildrop as well as digital options to make a submission.

To stay up to date with the planned events, we encourage people to sign up to the project newsletter on the project page <https://www.nzta.govt.nz/projects/sh1-sh3-bulls-to-sanson-speed-review/>

### Roundabout

The project team will use the feedback received to help shape the draft design for the roundabout at the intersection of SH3 and Pukenui Road. We will continue our research and other work, including speaking with key stakeholders and the RNZAF Base Ohakea and we will look to update the community again in the coming months.

### Shared use path and weigh station

The community feedback we received at engagement was supportive of a shared use path being constructed from Bulls to Ohakea. Many people told us it would be ideal to have the shared use path constructed from Sanson all the way to Bulls. We will assess the viability and funding of this option. We will also work closely with NZ Police and share our findings with them about relocation of the weigh station.