



Pukenui Road roundabout and



Bulls to Ohakea shared path

Waka Kotahi NZ Transport Agency is working towards a future where nobody is killed or seriously injured in crashes in Aotearoa.

As part of a package of safety improvements for SH1 and SH3 between Bulls and Sanson, a new roundabout and shared user path are being constructed.

Between 2011 and 2020, there were 83 crashes on this 6.4km stretch of road, resulting in 14 people being seriously injured and 23 receiving minor injuries.

The roundabout is being built at the intersection of SH1/3 and Pukenui Road, outside RNZAF Base Ohakea. The pedestrian and cyclist shared user path is being constructed between Ohakea and the Bulls bridge, making it safer for people to use other modes of transport.

More than 15,000 vehicles travel on this road daily. This project will make this busy stretch of road safer for everyone who uses it. By reducing speeds through the intersection, the new roundabout will reduce crashes while at the same time reducing delays for traffic coming out of Pukenui Road.

Planning is also underway for a new commercial vehicle safety centre (weigh station) to be constructed next to the new roundabout by Pukenui Road.

Construction stages

Construction of the roundabout and shared user path will be completed in five stages and is estimated to take about 15 months.



Stage 1

May - August 2023

We will be carrying out site establishment works, as well as constructing two temporary roads that will go around the permanent roundabout construction site at the Pukenui Road intersection.

One temporary road will be constructed along the eastern side of SH1/3, and the other will be constructed between Pukenui Road and the western side of SH1/3.

A temporary roundabout will be constructed at the tie in points of these two temporary roads (towards Bulls).



Stage 2

August 2023

We will move traffic onto the newly constructed temporary roads that skirt around the construction site.



Stage 3

August 2023 - February 2024

Earthworks and drainage will take place, as well as the construction of the new permanent roundabout. Concrete, pavement, and surfacing works will take place, and work will begin on the shared user path.



Stage 4

February - May 2024

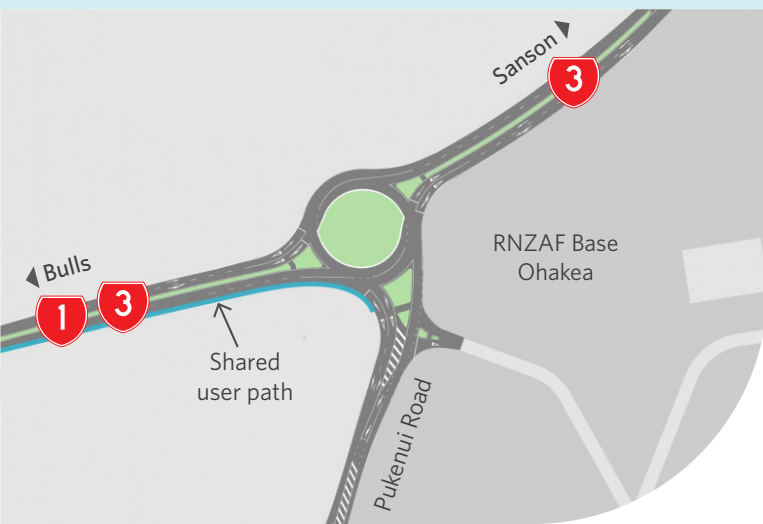
There will be further drainage, pavement and surfacing works, and final works on the shared user path will be completed.



Stage 5

April - mid 2024

Further earthworks will be completed, including final pavement and surfacing works. The project is expected to wrap up by July.



Temporary roads and roundabout

As part of this project, two temporary roads will be built around the construction site, with a temporary roundabout constructed at the temporary roads' tie in point (towards Bulls). These roads will be built using both high quality structural asphalt in the high stress areas and chip seal in the straighter sections and will feel just like driving on a normal state highway.

Moving traffic onto the temporary roads means the overall project can be completed sooner. While there will be speed restrictions on the temporary roads, having them in place allows for a continuous flow of traffic through the area while construction is underway. We aim to keep traffic steadily moving through the site, as this will reduce the risk of congestion along the state highway and in Bulls.

Safety barriers will be installed between the temporary roads and construction site to keep the Fulton Hogan staff safe from traffic.

The temporary roundabout connects the two temporary roads. It has a designated righthand turning lane for southbound traffic from Bulls turning into the temporary road that connects to Pukenui Road and into Base Ohakea. It will also have a designated straight lane to allow for continuous traffic flow between Bulls and Sanson. It has been designed with the dimensions of large freight trucks in mind.

Permanent roundabout design

The permanent roundabout that will be constructed at the SH1/3 and Pukenui Road intersection will be three-armed and double laned. There will be two approach (turning) lanes from each direction, with two straight lanes in both directions of travel along SH1/3.

A roundabout is a safer form of intersection control compared to most other intersection types. Roundabouts reduce speeds and make it easier for you to choose the right time to enter flowing traffic.

Having designated turning lanes means people turning in and out of Pukenui Road can do so safely. Having straight lanes allows for a steady and continuous flow of traffic along SH1/3 between Bulls and Sanson.

Traffic management

Traffic management will be staged during construction to minimise disruption to road users.

Construction of the temporary roads and temporary roundabout (May to August 2023) will occur during the daytime, with a 30km/h speed limit in place through the main worksite.

It is possible there may be delays for traffic during night works when we switch traffic on to the temporary roads.

Once the temporary roads are constructed, traffic will be moved onto them during the night under stop/go traffic management. There will temporary lower speed limits in place on the temporary roads, however other than that, travelling on them should look and feel just like it does when travelling on a normal state highway.

For construction of the new permanent roundabout and shared user path, site access will be established on Pukenui Road. Crews will work at the site building the roundabout and shared path generally between normal working hours Monday – Friday. If night works is required then this will be communicated in advance via the appropriate media channels.

We will update communities when the above milestones are approaching. The Waka Kotahi Journey Planner website always shows live travel times and roadworks information journeys.nzta.govt.nz

Road to Zero - our road safety strategy

SH1/SH3 Bulls to Sanson safety improvements are delivering to Road to Zero, our road safety strategy. Road to Zero sets us on a path to achieve Vision Zero, an Aotearoa where no one is killed or seriously injured on our roads. As a step towards Vision Zero, the Road to Zero strategy sets an initial target of reducing deaths and serious injuries by 40% by 2030. To do this we need to create a safe transport system; one that recognises humans make mistakes and is designed so that these mistakes do not need to cost us our lives. Steady progress towards this target would mean approximately 750 fewer people would be killed and 5,600 fewer would be seriously injured on our roads by 2030.

