



Te Ara Tūtohu

Waitara to Bell Block safety improvements

Kia whakahaumaru tēnei rori



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

Construction of the roundabout and pedestrian and cyclist underpass at the intersection of Princess Street and State Highway 3 (SH3) in Waitara is now underway.

This is the first of four roundabouts being built as part of the \$82 million Te Ara Tūtohu - Waitara to Bell Block safety improvement project, which aims to reduce deaths and serious injuries on the route.

The Princess Street roundabout is being built first because this intersection has the highest crash rate. There were 17 crashes at this intersection between 2017 and 2021 - more than any of the other intersections along the route. The new roundabout will make this intersection much safer for the Waitara community and everyone using the road.

Construction of the roundabout and underpass is expected to be complete by the end of 2024.

The project also includes new roundabouts at the intersections of Waitara Road, SH3A (Mountain Road), and De Havilland Drive along with median barrier and other intersection improvements.

Construction stages

Construction of the roundabout and pedestrian and cyclist underpass will be completed in four stages.

Stage 1 (March to May 2023)

During Stage 1, we will be carrying out site establishment works and implementing erosion and sediment controls. The wetland swale in Manakorihī Park which will treat stormwater runoff from the new roundabout will also be constructed.

Stage 2 (late 2023)

During Stage 2, we will start constructing the underpass and the southbound lane for the roundabout. Around September, work to build the stormwater outfall will also start.

Stage 3 (late 2023 to early 2024)

During Stage 3, we will construct the northbound lane of the roundabout and finish work on the underpass.

Stage 4 (mid to late 2024)

During Stage 4, we will do some landscaping, complete the installation of cultural expressions, finish asphalt surfacing, road markings, install permanent signage and remove the traffic management at the site.

Traffic management

Traffic management will be staged during construction of the roundabout and underpass to minimise disruption to residents and people using the road.

Traffic management from mid-April for approximately 3 weeks

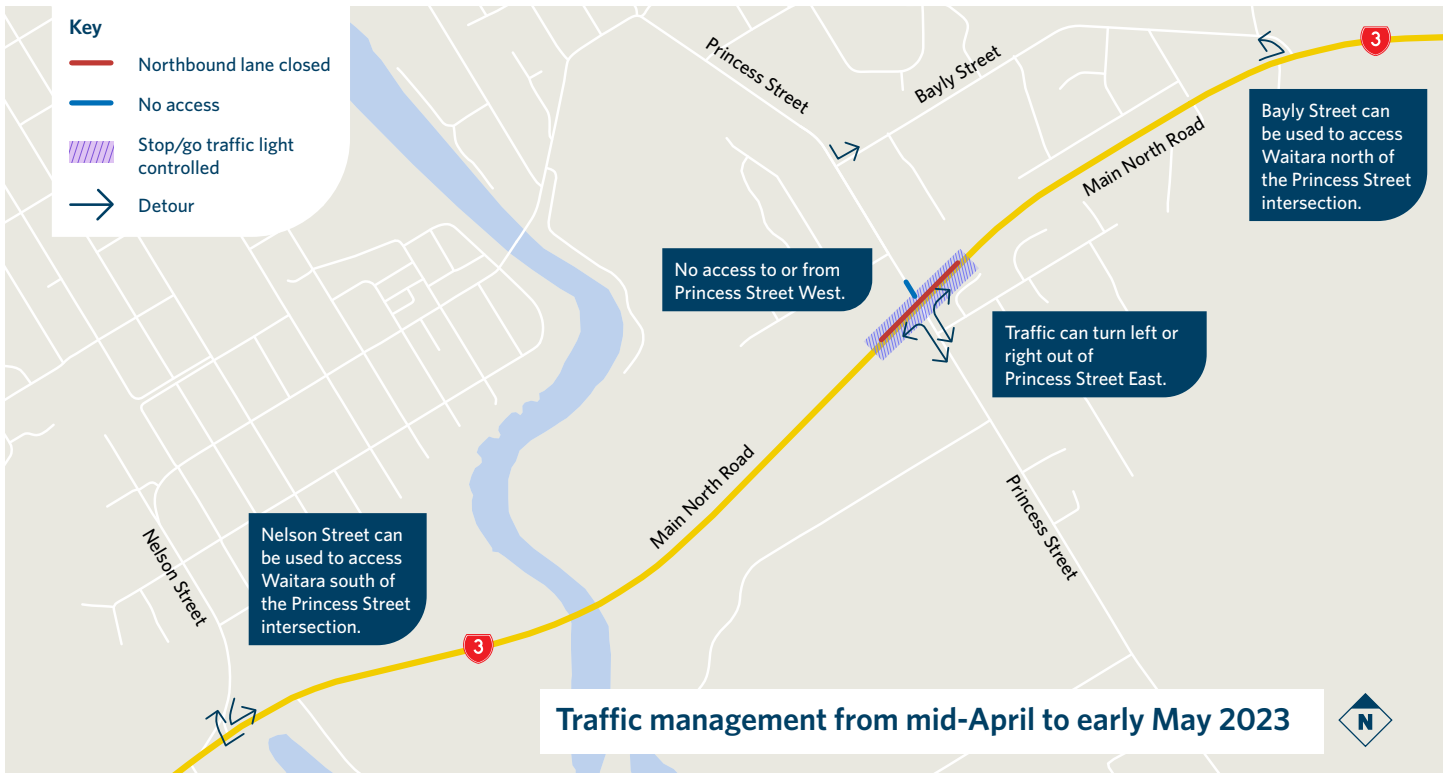
SH3 will be reduced to one lane from approximately 140m south of the Princess Street intersection, through to 100m north of the intersection. A 30km/h temporary speed limit will be in place along this section of road and traffic will be controlled by stop/go traffic lights. People should allow for delays of up to 10 minutes.

People should use Bayly Street or Nelson Street to travel to and from Waitara during this time. There will be no access to SH3 to or from Princess Street West (Waitara side). Access to and from Princess Street East (Tikorangi side) will remain open.

Safe crossing opportunities will be provided for pedestrians and cyclists crossing SH3 from Princess Street.

Crews will work Monday to Friday between the hours of 7am and 5.30pm, but the traffic management will remain in place 24 hours a day, 7 days a week. Night works may be carried out from time to time if required.

We will notify residents and road users ahead of any night works taking place.



Flexible median barriers save lives

Flexible median barriers are a key part of this project.

Flexible median barriers put a barrier between you and an oncoming car, truck or motorcycle. This means that if someone loses control or drifts across

the centreline, the result isn't a deadly head-on crash. We know median barriers down the centreline are very effective, because of the number of times they get hit.

Every time this happens, a potentially fatal or serious crash has been prevented. Many of the crashes on SH3 between Waitara and Bell Block are head-on or at intersections so the combination of median barriers and roundabouts will significantly reduce the risk of these types of crashes.

Princess Street underpass

An underpass will be built as part of the Princess Street intersection upgrade to provide safer access across the highway for pedestrians and cyclists.

Making sure people feel safe using the underpass has been a key priority of the design. New lighting will be installed at the intersection and the underpass will be lit day and night. The underpass has been designed so users can see right through it before entering.

CCTV will also be installed for added safety.

Stormwater update

In December 2022, we finished the installation of stormwater infrastructure to support the new roundabout at Princess Street.

This involved the installation of a 950-metre pipe that will carry stormwater runoff from the Princess Street roundabout when it's built and will also help to address flooding issues around Princess and Rahiri streets.

Later this year, a shallow treatment wetland swale, which the pipe will connect to, will be constructed parallel to the existing stream in Manukorihi Park. The treatment wetland swale will be planted with special plants that help remove contaminants. Once treated, the water will be safely discharged into the stream in Manukorihi Park, which eventually discharges into the Waitara Awa (River).

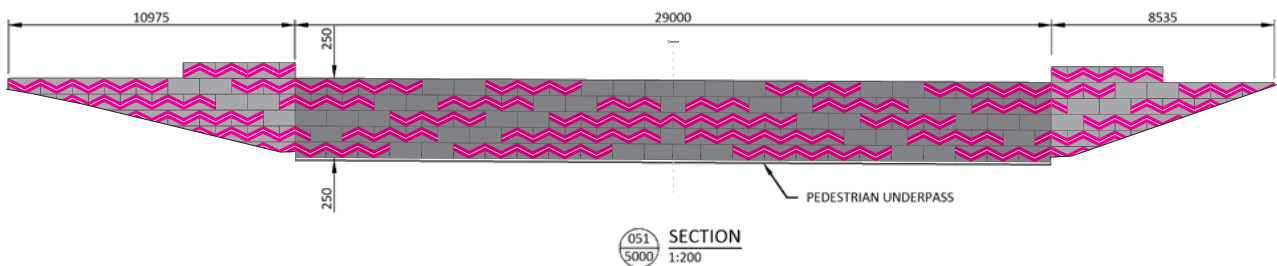
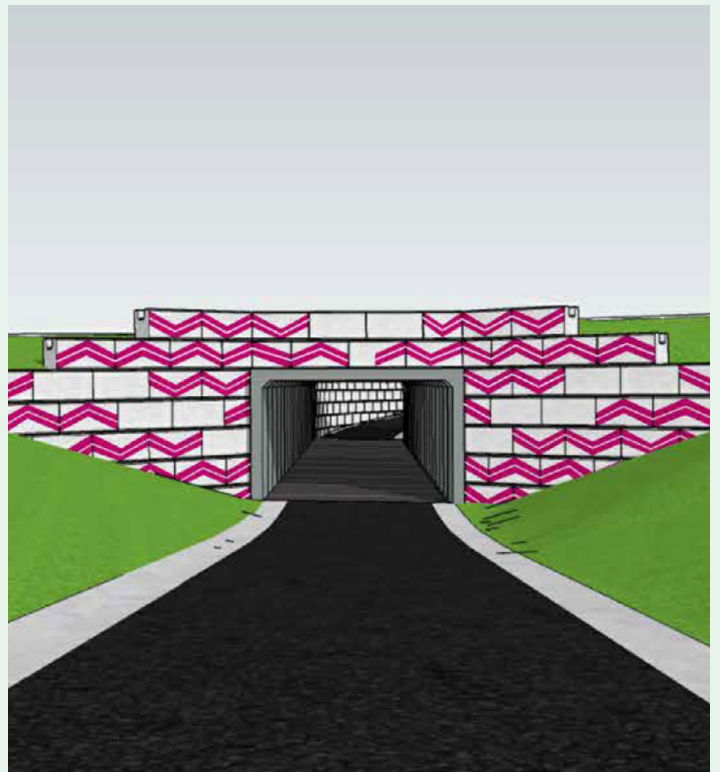
Cultural expression

Manukorihi, Ngāti Rahiri, Otaraua, Pukerangiora and Puketapu hapū (ngā hapū) have worked with Tihei Design and Workshop Studio to develop a cultural expression for the walls of the underpass and the retaining walls.

This work is the first part of a wider cultural narrative being developed for the road between Waitara and Bell Block.

The variety of cultural expressions for the corridor will give ngā hapū the opportunity to once again have a physical presence on the landscape and to depict and share their rich stories for the benefit of the community.

Each of the expression sites will be distinct, and in order to ensure connectivity with other sites along the corridor, novel design strategies will be used, similar to those depicted in the present Princess Street plans.





Princess Street/SH3 roundabout
2023 to 2024



Waitara Road/SH3 roundabout
2023 to 2024



De Havilland Drive/SH3 roundabout
SH3A (Mountain Road) roundabout
2024 to 2025



Road to Zero - our road safety strategy

Te Ara Tūtohu - Waitara to Bell Block 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.



Have questions or want to share your views? Get in touch.

Keep up to date by signing up to receive email updates at nzta.govt.nz/w2bb

Email w2bb@nzta.govt.nz