



Good progress on extra state highway spending

The NZ Transport Agency (NZTA) is making good progress on the allocation of the additional \$142.5 million funding for state highways, which the government announced in February as part of its Jobs and Growth Plan.

At a recent meeting, the NZTA together with its industry partners looked at how to get the best economic productivity and value for money from this extra funding over the next two and a half years.

'The NZTA has always maintained an open dialogue with our private sector partners and this meeting was another example of us working closely together', NZTA Highways and Network Operations Group Manager Colin Crampton says.

'Some of the ideas put forward at the meeting included streamlined tender processes to fast track works in areas of labour intensive activities.'

Of the \$142.5 million, \$42.5 million will go to five regional large projects (see table below for more information), and the rest will be invested in small and medium sized projects around the country. These will predominantly assist in improving the safety of the state highway network.

The NZTA is now well advanced in planning how the remaining \$100 million will be spent over the next two and a half years, with a number of contracts already underway.

'We now know which activities we will work on in this financial year and where; and we have also made indicative decisions for activities for the next two years.'

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Check page 8 for more details about workshops and training courses over the coming months.



Chief Executive Geoff Dangerfield.

Welcome

It's an exciting time for the transport sector and our Agency.

The recent government announcements as part of the government's Jobs and Growth Plan show strong commitment to investing in land transport infrastructure and services which support national economic growth and productivity. More on the recent announcement can be found in an article in this newsletter.

I'm pleased to say that the new structure of the NZTA is in place now and we are working closely with our partners and customers on delivering the government's objectives for transport sector performance in the next few years.

The NZTA is at the stage of developing our second *Statement of intent* (SOI). The 2009/12 SOI is designed to outline what the NZTA's key goals are and what we intend to do to achieve them. It should inform external stakeholders of our thinking and plans, and guide us on how we intend to manage and align the organisation to build and deliver our capability. The SOI is taking into account the government's emphasis on making economic growth and productivity the primary objective for investment in land transport infrastructure and services. By recasting our five strategic priorities, I believe the NZTA is in a good position to advance the government's objectives for transport infrastructure. You can read more about the new structure and the strategic priorities in this newsletter.

We are aware of the importance of good customer focus in all our public facing activities – whether it be the operation of our highways or the regulatory environment for those who access and use transport networks. I am confident the NZTA is well-placed to ensure we deliver quality and value for money services that meet our customers' expectations.

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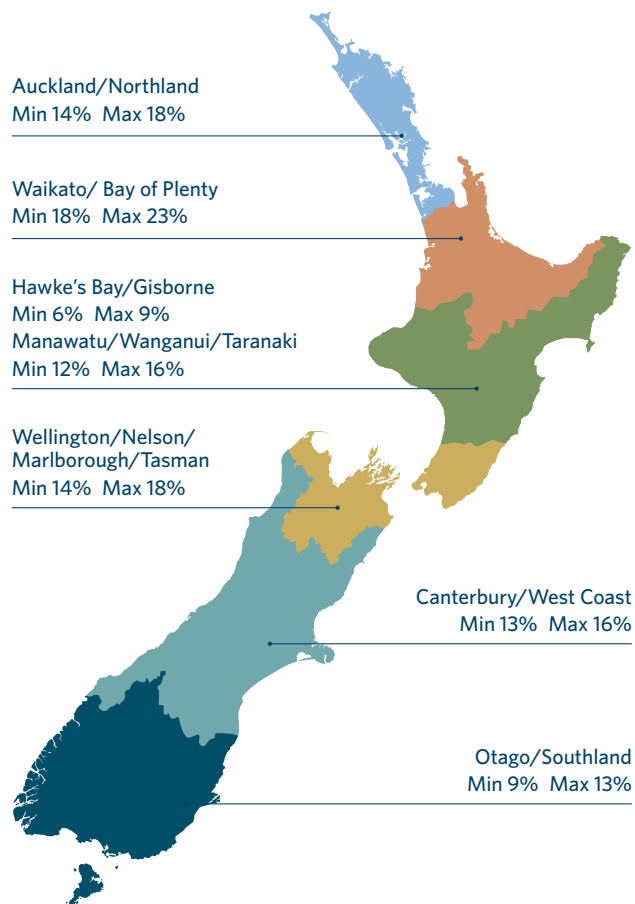
'When deciding this, we have considered the types of activity that would best provide a boost to regional economies, while at the same time being confident that they will deliver timely value for money.'

The works the NZTA plans to deliver with the \$100 million over the next two and a half years include new passing lanes and realignment projects, pavement renewals to restore the strength and skid resistance of road sections, seismic strengthening and

repairs to existing structures, installing more rumble strips, and removing hazards on the roads to reduce the severity of the crashes.

'We are really pleased to be able to make immediate improvements to our state highway network that will benefit road users across the country and we are committed to getting the best economic productivity and value for money from this investment,' says Colin.

Indicative regional distribution of the \$100 million for small and medium-sized projects



Project	Region	Cost of acceleration (\$m)	Total cost (\$m)	Construction start date	Acceleration (months)
SH25 Kopu Bridge Replacement	Waikato	21.7	47	July 2009	12
SH2 Matahorua Gorge Realignment	Hawkes Bay	5.4	40	October 2009	9
SH50 Hawkes Bay Expressway Southern Extension	Hawkes Bay	0	15	October 2009	3
SH2 Muldoon's (Rimutaka Corner Easing)	Wellington	11.7	20	October 2009	28
SH1 Christchurch Southern Motorway	Canterbury	3.7	180	March 2010	4
TOTAL		42.5			



The NZTA will install around 750 kms of rumble strips before June 2009

More 'wake-up calls' for drivers

The NZ Transport Agency will more than double the length of the state highway network fitted with life-saving 'rumble strips' in 2009.

Rumble strips (formally known as audio tactile profiled markings) are raised road markings used along road edges and centrelines. When vehicles drive over the markings, the rumbling effect acts as a wake-up call, alerting drivers that they are veering out of their lane.

The NZTA's new national installation programme will see approximately 750 additional kilometres of state highway fitted with rumble strips by the end of June 2009, primarily along SH1 between Ohaewai (south of Kaitaia) and Milton (south of Dunedin) plus some other high-risk stretches of road. This will increase the total length of the state highway network fitted with rumble strips to approximately 1350 kilometres.

The rumble strip installation programme has been significantly expanded due to additional funding for state highways being made available through the government's Jobs and Growth Plan.

Every year dozens of New Zealanders are killed and hundreds more are injured in

crashes when drivers drift off the side of the road or stray across the centreline into oncoming traffic. New research has pointed strongly to the safety benefits they offer, particularly in reducing crashes caused by driver fatigue and inattention.

'Tired drivers can die and running over rumble strips may be a sign for drivers that they need to take a rest. This is an investment in making our roads safer,' said NZTA Highways and Network Operations Group Manager Colin Crampton.

The New Zealand Road Assessment Programme (KiwiRAP) has identified rumble strips as one of the most cost effective road safety improvement tools available, with the potential to reduce injury crashes by 20 to 45 percent in the locations where they are installed. KiwiRAP is managed by the New Zealand Automobile Association in partnership with the NZTA, Ministry of Transport, Accident Compensation Corporation and the New Zealand Police.

High-risk stretches of road, ie roads with

high incidence of crashes or high traffic volumes, will be targeted first. Most commonly, rumble strips will be laid along road edgelines.

All road users have been considered in designing the installation programme and where possible a one metre sealed shoulder will be maintained outside of the rumble strips for cyclists.

Continuous installation of rumble strips along a significant length of highway will be favoured over a series of localised or spot treatments at crash black spots. This makes for a more consistent road environment, meaning warnings for drivers straying from the correct lane may occur some distance before the location of a potential crash.

'New Zealand motorists will see rumble strips being installed on many parts of the state highway network. The NZTA is excited to be getting this important work underway, and we are confident that it will ultimately save lives and prevent injuries on our roads,' says Colin.

Intersections. It's your call.

This is the key message of the latest road safety television advertisement which went to air in mid-March.

The new ad by the NZ Transport Agency and NZ Police is a follow up of a successful spin the wheel ad campaign which started mid-last year and focuses on failure to give way at intersections. This latest ad highlights awareness that the decision is yours. Intersections are not a game – it's your call.



'Making the wrong calls at intersections is a serious road safety issue,' says NZTA Access and Use Group Manager Ian Gordon.

'It's one of the largest causes of injury and death on New Zealand roads after driving at excessive speed and drink-driving.'

Each year around 2500 crashes occur at intersections because someone fails to stop or give way. This equates to 50 injury producing crashes a week and results in over 3000 injuries and 26 deaths per year.

'With this latest campaign, we're primarily targeting city drivers aged between 25 and 39 years. These drivers consider the risk of having a serious crash at an intersection to be low, and are prepared to take higher risks in certain situations such as when they're running late,' says Ian.

'They think getting through an intersection safely has more to do with chance than the decision-making process, so this campaign aims to get them to realise that the outcome is dependent on their decision. Intersection crashes aren't inconsequential – you can be killed or seriously injured in an intersection crash.'

New dawn on SH2 with opening of Dowse Interchange

It was the dawning of a new day on SH2 for Hutt Valley road users when the Dowse Interchange opened to traffic on the first Monday in March.

After 18 months of construction, the new interchange was ready for use and didn't disappoint in making travel along the Dowse Drive to Petone section of Wellington's SH2 much easier.

The new interchange is the largest structure of the SH2 Dowse to Petone Upgrade Project which will improve a 2.7 km section of highway between Dowse Drive and the Petone overbridge. The project replaces three sets of traffic signals with an interchange at the base of Dowse Drive and an overbridge at Korokoro improving safety and accessibility on this well-travelled route through the Hutt Valley. The project has a construction cost of over \$60 million and is due for completion in early 2010.

The NZTA's Wellington Regional Director Dr Deborah Hume says the opening of the interchange represents two thirds of the 2.7 km project being completed

and is cause for celebration.

'The team is really proud of this achievement and it's well deserved when you consider the amount of public support the project has. This support is largely due to the care and attention the team pays to traffic management ensuring people get as few disruptions as possible during construction.'

Deborah says there is still work to be done on the project, including at the newly opened interchange, but this isn't dampening enthusiasm for the new route on, off and over the highway.

'We were prepared for people to take time to settle into the new way of driving with the interchange, but we're really pleased to see people adapting so well to the new layout.'

Project construction now focuses on work at Korokoro. When the new interchange opened, the old overbridge was closed and



Dowse to Petone Interchange just before it was finished and opened

demolished. Following a 12-week closure, a new overbridge connecting Korokoro to the Hutt Road will be opened. During the closure, the existing state highway is being lowered next to the existing railway line. From here on the remaining work on the project will be on reconstructing the rest of the highway and completing the installation of guardrails, lighting, and landscaping.

Towards NZ's first three-year land transport programme

Councils across New Zealand have submitted proposed transport activities to their regional transport committees, who are developing their regional land transport programmes – key steps in the development of New Zealand's first three-year National Land Transport Programme (NLTP).

Regional land transport committees have adopted their draft regional land transport programmes and are in the process of uploading them into LTP online – the NZTA's web-based system used by approved organisations (regional and territorial local authorities) to create, submit, and manage their land transport programme activities. These activities are the building blocks for the construction of the NLTP by the NZTA.

While regional land transport committees are preparing to consult on their draft programmes during April, the NZTA is preparing to produce the NLTP and aims to publish it by September 2009. The new NLTP may have a different look and feel to previous programmes, and user feedback will be taken into account in the development of its presentation and content.

The 2009/12 NLTP document will be built

from the regional land transport programmes put forward to the NZTA, who will then apply a national prioritisation over all the regional applications.

The new legislative requirements have brought about substantial changes to the way transport solutions are planned and programmed across the country. One important change is from an annual planning, programming and funding cycle to a three-year cycle. This longer funding horizon has been designed to provide more certainty over a longer period than in previous years.

Meanwhile the government has signalled a change of priorities, which may impact on some of the draft regional plans. Minister of Transport Hon Steven Joyce has identified the first seven roads of national significance as essential routes for the

country as a whole, and will signal their significance to the NZTA through an amended Government policy statement on land transport funding.

The NZTA has been supporting approved organisations over the past nine months with the development of their three-year regional land transport programmes by developing manuals and guidelines, presenting at workshops and offering personal assistance. This support will continue while all parties work through the impacts of the latest changes announced by the government.

The new approach has required more collaboration than ever before between approved organisations, and with the NZTA. Although it is a work in progress, it has already provided many learning opportunities for all involved.

Ruby Bay Bypass makes good progress

In just six short months, the Ruby Bay Bypass has gone from this (see photo on top) to this (see photo on bottom), meaning the long-awaited new State Highway 60 between Motueka and Nelson is well on its way to reality.

The project team wasted no time in clearing the old forestry site to make way for the new 9 km section of highway and expect to keep to their Easter 2011 completion deadline. A celebration was held in October 2008 by representatives from the NZTA, Tasman District Council, local iwi and the community to officially start the project which realigns SH60 inland away from the Mapua/Ruby Bay

townships. The project also resolves the existing issues of the state highway where the road has multiple speed limits, is prone to erosion and dotted with 145 access points. Construction of the more efficient and safer highway route includes extensive cultural and environmental liaison because the work site encroaches on coastal estuaries and is located in an area of historical significance to local Maori.



NZTA well-placed for future

NZTA's structure is bedding down, with more appointments being made to leadership positions in regions as well as groups within the national office over the last few months.

'It is great to see the final structure largely implemented and "live". We are well-placed to deliver land transport programmes that contribute to the government's economic growth and productivity goals,' says NZTA Chief Executive Geoff Dangerfield.

The NZTA is now made up of six groups each headed by a Group Manager reporting to the Chief Executive. There are also six Regional Directors who report

to the Group Manager, Regional Partnerships and Planning. The new structure is shown on page 7.

'We wanted to create a structure that would enable us to engage as effectively as possible with our partners and customers in order to deliver better transport outcomes for New Zealanders. We believe that the new structure will provide the NZTA with a solid foundation for moving forward,' says Geoff.

'The NZTA has recast its five strategic priorities. These represent what we see as the best prospects for the NZTA to advance the government's objectives for transport sector performance in the next three to five years and take account of the emphasis on making economic growth and productivity the primary objective for investment in land transport infrastructure and services. The new structure is well-suited to progressing these strategic priorities.'

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Unique arrangement helps Taupo roading project

A unique and innovative arrangement reached between the NZTA and the Taupo District Council (TDC) has helped get the East Taupo Arterial Project off the ground.

The new road is being built as a local road by the TDC as part of a customised funding package agreed with the NZTA. This unique arrangement has allowed for the risk to be shared between the partners and has enabled the NZTA to commit greater financial assistance than would otherwise have been possible. In turn, the Taupo district has met its own considerable financial commitment to see the project progress. Of the current total project cost estimate of \$110 million, the NZTA is providing 76.5 percent of the funding.

The East Taupo Arterial will run along the eastern outskirts of Taupo (from Wairakei to Taupo Airport) and includes a bridge over the Waikato River. The 16-kilometre route will reduce traffic congestion in and around the town, by diverting through traffic away from the township and lakefront area. This will enable locals and

visitors a greater connection between town and lake and further enhance the natural appeal of the town. The project will also provide economic stimulus for the region, both during the construction period and as a result of the greater linkages the road will create with other parts of the country.

An official sod turning ceremony was held in February to mark the start of the project. Taupo Mayor Rick Cooper, Minister of Transport Hon Steven Joyce and other distinguished guests at the ceremony acknowledged that the sod turning was an historical moment for the people of the Taupo district and highlighted the involvement of previous mayors, past councillors and members of the community who have advocated for this road for many years.

Once completed, the East Taupo Arterial will be gazetted and managed as a state highway by the NZTA and the existing SH1 route between Wairakei and the Taupo Airport will revert to a local road under the control of the TDC. While the TDC is leading the construction of the new route,



Map of East Taupo Arterial

the NZTA will play a key advisory role during the construction to help ensure a seamless handover when the project is completed, which is expected to be in March 2011.

The NZTA's strategic priorities are:

Priority 1: Plan for and deliver corridors and roads of national significance

There are a number of corridors and roads of national significance in the vicinity of our five largest urban centres, where further development will have national benefits to the roading network and national economic development. The NZTA's role is to plan for and deliver upgrades of these corridors and roads, and the associated roading projects.

Priority 2: Improve road safety

This continues the current priority on safer travel - working to make journeys safer. The Ministry of Transport is currently developing the 2020 Road Safety Strategy - this will define which aspects of road safety (eg speed reduction, better engineering, young drivers) will be given

greater emphasis. In our new structure, we have established a 'portfolio approach' to road safety, to work across the organisation to build that work programme.

Priority 3: Improve the efficiency of freight movements

There are some important gains that can be achieved that will help with the government's economic growth and productivity objectives - and that will have a positive impact on increasing access to markets and improving transport connections to areas that have economic growth potential. This also ties into our work on heavy vehicle routes and the nature of the regulatory environment for the freight industry.

Priority 4: Improve the effectiveness of public transport

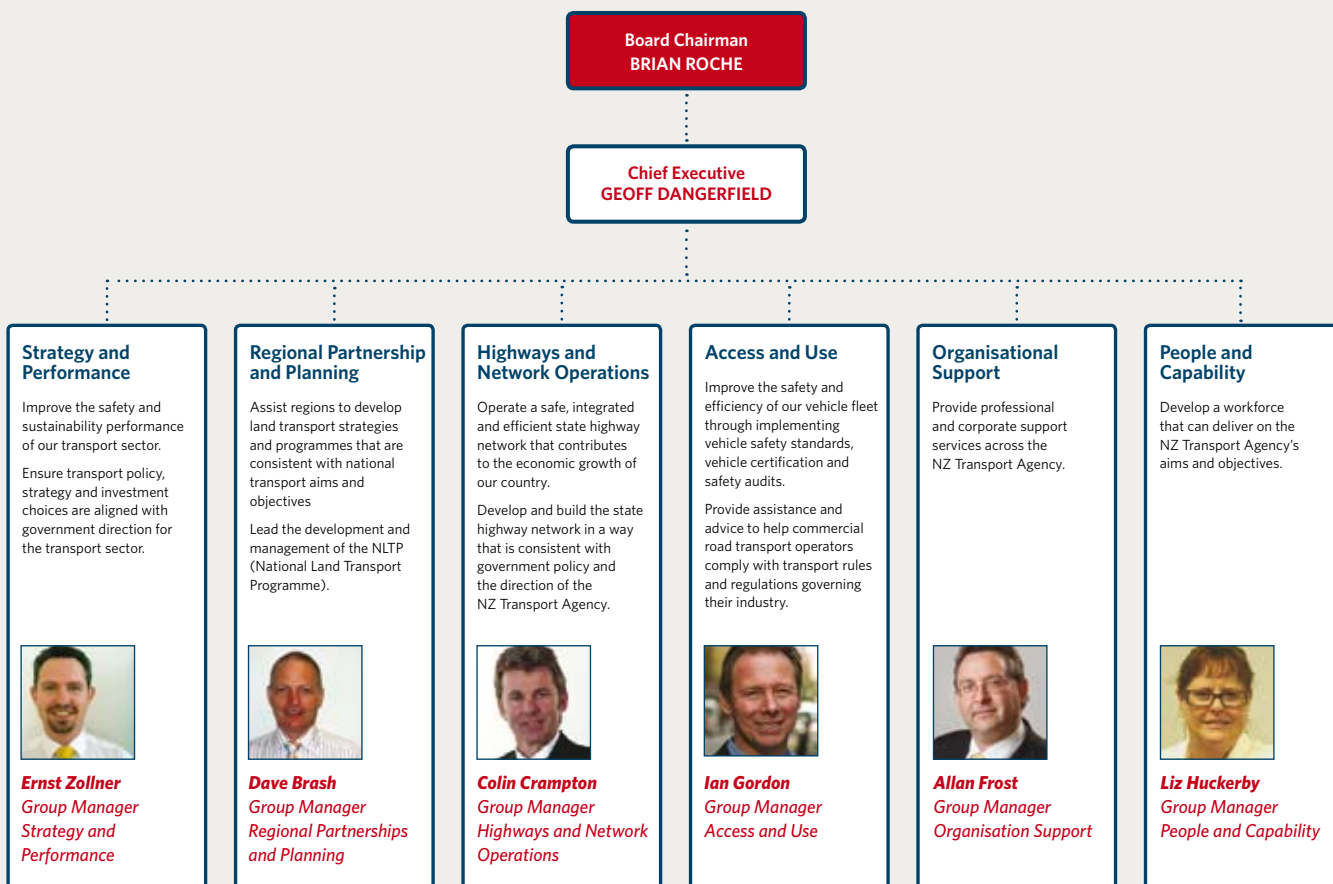
This is important to easing severe congestion and improving the reliability

of urban transport networks. There are good opportunities across the country to make better use of roading networks for innovative public transport services. This is also an area of increasing complexity - in terms of the public transport contracting environment, urban rail systems, and ticketing systems.

Priority 5: Improve customer service and reduce compliance costs

This widens the focus of the current priority on streamlining the funding and investment process to include wider aspects of the need to put customers first in our work, and to reduce unnecessary compliance costs. Work is already underway on streamlining and simplifying the funding system to get good alignment between local and central government transport planning. The other dimension of this priority is to lift our customer focus in all our public facing activities.

The NZ Transport Agency structure





What's on



Workshops

10-11 November

Road Safety Barrier Systems Workshop Christchurch

Contact: Rachel Williams, (04) 894 6339
or Rachel.williams@nzta.govt.nz

17-21 August

20th Road Safety Engineering Workshop Christchurch

Contact: Stuart Fraser (04) 894 6355
or stuart.fraser@nzta.govt.nz

Training courses

Site traffic management supervisors training courses

Christchurch

Level 1 STMS Train the Trainer 6-8 April

Level 1 STMS Trainers Refresher 9 April

Contact: Kimberley Ng, (04) 894 6307
or copttm.qual@nzta.govt.nz

Taupo

Level 1 STMS Train the Trainer Course

24-26 November

Level 1 STMS Trainers Refresher

30 November

Contact: Kimberley Ng (see details above)

Level 2/3 training courses

Auckland

STMS NP Refresher 23 April 2009

STMS NP 28-29 April 2009

STMS NP Refresher 6 May 2009

Contact: Priscilla Boyson, (09) 428 0018
or priscilla.boyson@xtra.co.nz

Tauranga

STMS NP Refresher 7 May 2009

Contact: Priscilla Boyson (see details above)

Wellington

STMS NP Refresher 15 May 2009

STMS NP 11-12 May 2009

Contact: Priscilla Boyson (see details above)

Christchurch

STMS NP Refresher 12 May 2009

STMS NP 13-14 May 2009

Contact: Rachel Williams, 04 894 6339
or Rachel.williams@nzta.govt.nz



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We would like to hear from you if you wish to update your name or address details or alter the number of copies of *Pathways* you'd like to receive. Please also let us know if you or others wish to begin receiving *Pathways*, or if you have any feedback about the content.

Email contacts@nzta.govt.nz

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NZ TRANSPORT AGENCY
WAKA KOTAHI

New Zealand Government