



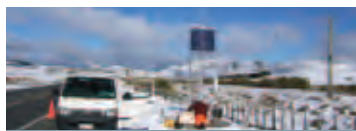
Action plan sets out pathway to Safer Journeys



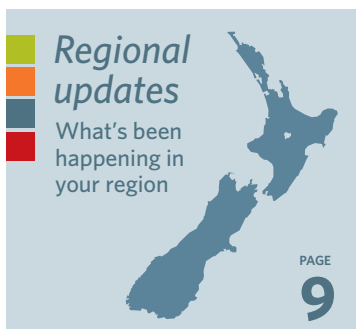
PAGE **3** Legislative changes improve safety



PAGE **5** Rugby World Cup 2011 transport component



PAGE **7** NZTA joint winner innovation award



Regional updates

What's been happening in your region

PAGE **9**

It's official. The first steps in a new approach to reduce the number of people killed and seriously injured on our roads have been announced by the Minister of Transport Steven Joyce.

The Safer Journeys Action Plan 2011-12 is a whole-of-government approach that sets out the details to achieve the government's 10-year Safer Journeys' vision over the next two years.

Safer Journeys aims to significantly reduce the number of people killed and seriously injured on New Zealand roads by creating a safe road system.

Safer Journeys is a holistic approach to road safety which means looking at all aspects of the roading system - road users, roads, vehicles and speeds.

Already some key elements of the strategy have been implemented such as the raising the driving age. Young drivers are a key high-risk group.

Critical to Safer Journeys is the requirement that everyone take responsibility for road safety - from road designers to road users.

NZ Transport Agency (NZTA) Chief Executive Geoff Dangerfield says the NZTA is working on many fronts to achieve a safe road system in New Zealand.

'We look at all parts of the system, refusing to accept that any road death is inevitable. A good example is the work we're doing to increase the safety of motorcyclists by introducing new licensing requirements, running new practical training courses, upgrading popular but high-risk motorcycle routes, and working in partnership with ACC and the new Motorcycle Safety Advisory Council.'

The new Safe System approach recognises and accepts that people make mistakes on the road and that crashes are inevitable but that those crashes should not result in death or serious injury.

Given that mistakes are inevitable, the Safe System will protect people from death and serious injury by:

- making the road transport system more accommodating of human error
- managing the forces that injure people in a crash to a level the human body can tolerate without serious injury
- minimising the level of unsafe behaviour.

That will require a wider group of people becoming involved in the discussion. For example, power

continued on page 2



Chief Executive Geoff Dangerfield

Welcome

The arrival of winter brings new opportunities and challenges for the NZTA. As well as preparing for the Rugby World Cup, helping to rebuild Christchurch and continuing the roads of national significance programme, we'll also be busy putting some of the first actions of the Safer Journeys strategy into practice.

The United Nations has called for a Decade of Action on Road Safety to help combat the unnecessary deaths and serious injuries on the world's roads. Safer Journeys is a whole-of-government initiative which represents a fundamental shift in how we think about road safety. I marked the Decade of Action internally by talking to all our people about the importance of embedding the Safe System approach into everything we do.

In this issue we highlight just some of the actions the NZTA is taking as part of the Safer Journeys strategy. The passing of the Land Transport (Road Safety and Other Matters) Amendment Act has introduced a number of safety measures for us to implement. The minimum driving age will be raised to 16 and the restricted license test – the step before drivers progress to a full licence – will be made more difficult. There will also be a zero alcohol limit for drivers under 20.

I'm proud to present the winter issue of *Pathways*. It showcases the many ways that we are working to create the transport solutions that the country needs. It also reflects our work to remove barriers to economic growth and keep transport affordable.

continued from page 1

utility companies are part of the system design because they are responsible for power poles on the sides of the road – a potential safety hazard.

Key areas over the next two years include working on improving young driver safety, encouraging safe speeds and increasing the number of five star vehicles on New Zealand roads.

Working in partnership with the private sector and with local government will be critical to delivering effective solutions to reduce road trauma.

The plan also targets roads where there is high concern such as high risk rural roads and urban intersections.

Crashes on rural open roads (state highways and local roads with speed limits

of 80km per hour or more) accounted for 55 percent of all New Zealand fatal and serious road crashes for the five year period to 2009.

Many of these crashes could have been prevented or the consequences minimised through improved engineering on our roads. Median barriers, roadside barriers, rumble strips and better skid resistance may all be options.

So it is vital that managing safety risks are central to road design, construction and maintenance.

All of these will apply the Safe System approach because we need to create a forgiving road system in New Zealand. Our goal is to ensure a mistake on the road doesn't cost a life or a limb.



Safety measures for taxi drivers come into force

Following a number of serious attacks on taxi drivers, a Land Transport Rule designed to improve the safety of drivers and their passengers was introduced with the support of the New Zealand Taxi Federation (NZTF) earlier in the year, with new safety measures required to be in place by 1 August.

The rule requires that taxis operating in all major towns and cities (Christchurch has been temporarily exempted) are fitted with approved security camera and monitored communications systems with emergency alerts.

In-vehicle cameras have been successfully used overseas and experience suggests they have contributed to a 70 percent

reduction in violent crime and fare evasion in taxis by providing a deterrent. An in-vehicle camera can also enhance passenger safety.

Images captured by the cameras, including cameras already in use, are safeguarded under the Privacy Act. There are restrictions on who can access the images and how they may be used. It is an offence to access images without the proper authority.

The telecommunications systems and emergency alert facility must be monitored 24 hours, 7 days a week from a fixed location. They are designed to provide an immediate response if a driver is being threatened.

Legislative changes to improve safety

In May, the Land Transport (Road Safety and Other Matters) Amendment Bill was passed in Parliament. It amends the Land Transport Act 1998 and brings in some big legislative changes for the NZTA to implement, including some safety initiatives outlined in first actions for young drivers and alcohol section in the Safer Journeys strategy.



Young drivers

Young drivers are over-represented in crash statistics due to three factors – youthfulness, lack of driving experience and exposure to some higher-risk situations.

To improve their safety, the Amendment Act introduces three main changes:

- Youthfulness – The minimum driving age will be raised to 16 on 1 August 2011. International best practice recommends an older minimum age to compensate for young drivers still developing cognitive abilities, particularly the ability to recognise hazards or risks and respond appropriately. For drivers aged 15 with an existing learner licence at that time, the licence continues to be valid. There will also be an exemption process available for progressing to a restricted licence without excess delay if drivers meet certain criteria.

- Lack of driving experience – The Amendment Act allows the NZTA to make changes to the restricted licence and full licence tests. To encourage around 120 hours of supervised driving in the learner licence stage, the restricted licence test will be made more difficult and designed to assess for more experienced learner drivers and riders. The full licence test will be shortened but will retain a focus on hazard perception and response. The changes will come into effect in February 2012.
- Exposure to higher-risk situations – A zero alcohol limit for drivers under 20 will come into force on 7 August 2011. Teenagers with a lack of driving experience have enough to concentrate on when on the roads. If you add alcohol into the mix it becomes a higher-risk situation.

Alcohol

In mid 2012 it is expected that the option of ‘zero alcohol’ driver licence and a new ‘alcohol interlock’ sentence will be introduced.

Repeat drink-drive offenders would be subject to a zero blood alcohol content (BAC) limit licence for three years following a period of disqualification.

The courts would also have the option to require repeat or serious drink-drive offenders to use alcohol interlocks, after a mandated 90-day disqualification. Interlocks would need to be used for at least 12 months, and could only be removed where an offender shows a violation-free period of six months (reducing to three months if an approved alcohol assessment is also completed). Offenders who complete an alcohol interlock programme will be subject to a zero BAC limit licence for the three years after the removal of their interlock.

Further information on the changes to the Amendment Act can be found in the Q&As:

For young driver initiatives, visit: www.nzta.govt.nz/about/media/releases/1202/news.html.

For all other aspects of the Bill, visit: www.transport.govt.nz/legislation/acts/LandTransportAmendmentAct2011/.

Don't bail out just yet

The NZTA has launched a new advertising and education campaign targeting parents and caregivers of teenage drivers.

The campaign will highlight the fact that the highest risk period for young drivers is in the first 6–12 months of driving on their own. However, this is the time when many parents think their job as a driving coach is over.

Parents need to stay involved in their teen's driving throughout the restricted licence phase to help them identify and address risks such as peer pressure, planning ahead and self-assessment for driving. The new website, www.safeteedriver.co.nz, provides

some free tools to empower and support parents to manage these issues with their teens to keep them safe on the roads.

The new tools have been developed by the NZTA in association with a parent/teen psychologist and a driving psychologist.

The new website is a one-stop shop for parents of teen drivers as it also covers the learner phase and links to free resources in the existing NZTA and ACC Practice programme. If young drivers gain around 120 hours of supervised driving practice in the learner phase they can reduce the risk of a crash when they drive alone by 40 percent.

New designs improve safety of HPMVs

A year ago the amended Vehicle Dimension and Mass (VDM) Rule came into effect, allowing increases to the length and weight of trucks, by way of a permit, to improve the safety and efficiency of freight movements. Allowing trucks to carry more per trip reduces both the number of trips needed to cope with increasing freight volumes expected in coming years, and exposure to road crashes.

With improved freight efficiency, a key government objective for transport, implementation of the amended Rule is a priority for the NZTA. The NZTA is working closely with local councils and the transport industry to identify high productivity motor vehicle (HPMV) routes, and has developed 'pro-forma' designs for new, longer, HPMV vehicles.

New HPMV vehicle designs provide productivity benefits as well as improved safety performance by having more advanced brake technology and improved stability.

The NZTA has completed an assessment of HPMV routes, providing current weight carrying capacity of the network to the industry. Following on from this assessment the NZTA is identifying low investment - high return improvements that will open up access to key HPMV routes. These projects will be

prioritised against other priority projects for inclusion in the National Land Transport Programme. This approach will provide benefits to freight owners and transport operators as well as the general public and the wider economy.

To find out more visit: <http://www.nzta.govt.nz/vehicle/your/over/hpmv.html>.



Searching for customer service GEMs

Improving customer service is one of the NZTA's top priorities. In recognition that most road users experience the NZTA's Highways & Network Operations (HNO) Group services through its suppliers, the NZTA has launched the GEM Awards (Going the Extra Mile for great customer service).

The annual awards will recognise and celebrate suppliers to the NZTA who demonstrate excellence in customer care.

HNO General Manager Colin Crampton, says the awards have been instigated to show suppliers how seriously the NZTA takes its commitment to improving customer service.

'The GEM Awards are really about creating a passion for customer service. We want to give New Zealanders the best possible experience and outcome in their dealings with the NZTA and its suppliers.

'The awards are one way we can recognise companies who are moving in the direction we want suppliers to go and give us the chance to hold them up as examples for others to learn from,' says Colin.

The GEM Awards are open to all external providers to HNO. Entries are open to contractors and consultants across all areas of our business.

Seven categories will be honoured as part of the inaugural GEM Awards; three each from across the two main areas (operations and maintenance, and projects) and one supreme winner. Having a customer service system in place, being innovative in the way

customer service is delivered, and examples of excellent customer care during an event or incident will be recognised under each of the 'improvements' and 'maintenance' areas.

The awards met with an enthusiastic response when they were launched to industry in April. Jeremy Sole from New Zealand Contractors agrees that as well as the potential industry recognition winning an award will bring, recognising his own staff's good customer service will also have long-term benefits for his company.

'These awards will drive a customer service ethic right into the core of the road maintenance and construction industry. The GEM Awards demonstrate to our people the value of focusing on the quality of road users' experiences around work sites both in town and in the most remote areas. Good customer experiences translate directly into benefits for our people, our clients, our businesses and our economy - everyone wins.'

Good customer service can be as simple as being courteous and polite; it could be delivering above expectations, or listening to and dealing with complaints. More sophisticated customer care practices can include having a customer service system in place and a culture of review and continuous improvement.

More information about the GEM Awards is available on the NZTA website or by contacting gems@nzta.govt.nz. Entries are now open. They close on 29 July and winners will be announced at a gala event in Wellington in October.

Safe transport a critical component of Rugby World Cup 2011

Transport has been identified as a critical component for a successful Rugby World Cup 2011. The NZTA's role is to focus on making sure people can move to and from venues and around New Zealand safely and efficiently during the tournament, and that overseas visitors are well informed about driving conditions in New Zealand.

The NZTA is working closely with councils, police and other emergency services to play a key role in managing transport for the 12 venues and 11 host cities. Transport management plans for each of the cities and venues are being finalised.

These plans consider how visitors will access the 12 venues where the games are being held, and any potential transport challenges.

NZTA Transport Planning Manager Matt Barnes, one of two staff seconded to Rugby New Zealand 2011 to assist with these transport plans, says this work is vital to ensure transport systems run as smoothly as possible on match days.

There are ongoing meetings to establish command, control and communications for match days, and a series of risk workshops testing various scenarios, including airports, airlines and rail, in the lead-up to the tournament.

Over the coming months, information about safe driving behaviour is being made available to people, especially visitors, who are planning to drive around New Zealand for the tournament.

As part of this, a transport portal has been set up at www.nzta.govt.nz/traffic/around-nz. This includes general information for visitors about driving in New Zealand, for example the need for an international driver licence; driving on the left hand side of the road; compulsory wearing of safety belts and the fact it is illegal to use a cellphone while driving.

The portal also provides a section about getting to and around many of New Zealand's main cities, with links through to current state highway conditions, routes, timetables and maps. Until the end of October, the section will also include information about getting to and from Rugby World Cup venues.

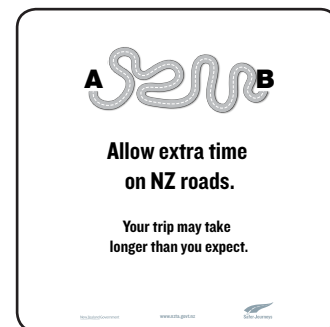
An advertising campaign has been developed to promote the message 'allow extra time on New Zealand roads - the drive may take longer than you expect'.

NZTA Advertising Manager Rachel Prince says the campaign is being rolled out from June to target visitors before they travel to New Zealand and when they arrive.

Advertising will be included in in-flight advertorials and magazines on international flights, the Official Rugby World Cup 2011 travel guide and tourist magazines.

Airport advertising includes advertising on trolleys, around the baggage claim area, on billboards, on the international walkway, in the customs hall and in baggage claim areas, Rachel says.

The NZTA publication *What's different about driving in New Zealand* will be distributed widely to reach as many rental car and motorhome companies, and hotels, motels and camping grounds as possible. NZTA staff are working with other agencies such as Tourism New Zealand and the British High Commission to assist in getting safety messages out to international and New Zealand rugby fans through other agency networks.



An advertising campaign by the NZTA to ensure Rugby World Cup tourists know what to expect on New Zealand roads.

New tool to analyse crashes



A new tool that enables the public to view a range of statistics about crashes on New Zealand roads has been developed by the NZTA.

It's the first time statistics of this kind have been available to the public.

The Road Safety Wizard produces reports on crash data very quickly and easily. Users can view statistics on New Zealand crashes by selecting from a range of factors, such as location, weather and road conditions.

The wizard contains a large amount of data collected by the NZTA. Crash Analysis Manager Rachel Leamy says, 'It's incredibly useful when it comes to making funding, enforcement and road safety decisions'.

Anyone can use the road safety reporting tool. It can be found at www.smartmovez.org.nz, an NZTA website that provides authorities in New Zealand with access to information about road transport.

Collaboration key in Christchurch

The NZTA is playing a crucial role in the response to Christchurch's devastating February earthquake. While its job began with tasks such as assessing state highways and reissuing licences, the Agency has also formed a partnership that will help rebuild the damaged city.

NZTA Southern Regional Director Jim Harland says an important NZTA role in Canterbury is 'about connecting people and freight to ports and the rest the country.'

'After the earthquake our immediate priorities were making sure our staff were safe and checking our roads for damage. Our state highways and bridges are built to a high standard and fared well. Maintaining access to the city for help and supplies was a key initial focus.'

NZTA staff were busy in the days after the quake checking roads and bridges to ascertain damage and load carrying capacity. Detours were put in place where needed and emergency repairs completed as soon as possible. Restoring access to Lyttelton via the tunnel was a major priority.

Since the quake, the NZTA has been working with Civil Defence and the local councils to get Christchurch moving. 'We teamed up with Civil Defence and the Christchurch City Council (CCC) to improve traffic flows around Christchurch and we are helping the city by assessing the condition of Christchurch's roads. We are also looking at Christchurch's new travel patterns post-earthquake and working out what changes are needed to get transport running as efficiently as possible - developing a travel management plan.'

The NZTA helped form an Alliance between the Christchurch Earthquake Recovery Agency (CERA), the local councils and five contracting companies to rebuild the city. The NZTA was considered an ideal partner to help create the Alliance because of its experience in setting up alliance delivery models. It is likely staff from NZTA will be seconded into roles in both CERA and the Alliance.

A key element of creating the Alliance was the energy and focus with which the CCC and the NZTA worked together. NZTA General Manager Highways and Network Operations Colin Crampton says, 'It is the first time in New Zealand where head contractors worked

together to create an Alliance. The result was that the Alliance was developed and launched in less than five weeks.'

There is no doubt that the earthquakes will change Christchurch's urban form. What is unknown is what this changed Christchurch will look like. The NZTA has been working with the Urban Development Strategy (UDS) partners (CCC, ECAN and other councils) to understand what these changes will be and the implications for transport requirements for the future.

Jim Harland adds, 'While there are immediate changes needed to get transport working now, it is likely the long-term planning the NZTA has undertaken through the UDS is still relevant. Our big challenge is understanding how the earthquake has changed our environment and then how we modify our long-term transport plan to fit.'

Christchurch's road of national significance will be important in getting both Christchurch and the economy up and running again. The NZTA will also ensure that the details of the projects still fit into the changed local road network and wider earthquake recovery response.

Clearly work at the NZTA has changed greatly due to the earthquake but some of the important things are still business as usual, like vehicle and driver licensing and highway maintenance in the rest of the south.



February quake damage at Glenroy, State Highway 77, Canterbury - between Windwhistle and Glentunnel

Consultation on bus standards begins

The NZTA is seeking feedback on proposed changes to the Requirements for Urban Buses in New Zealand (RUB), including making it New Zealand's common standard for the quality of buses in urban areas.

The RUB is an NZTA-approved document on urban bus quality developed in partnership with the Bus and Coach Association New Zealand, public transport operators, bus builders and suppliers, Auckland Transport, Greater Wellington

Regional Council and Environment Canterbury.

NZTA Public Transport Planning Manager Michelle McCormick says: 'All regional councils currently specify different sets of standards when tendering and managing their urban bus service contracts. This leads to increased costs for buses, less flexibility because buses are not able to be used in multiple regions without modifications, and gives minimal, if any,

extra benefits to passengers overall. We believe implementing the RUB will raise standards.'

'The quality of buses is crucial for an excellent service and ensuring customers are able and willing to use them,' says Michelle.

For more details, visit: <http://www.nzta.govt.nz/consultation/requirements-for-urban-buses/index.html>.

NZTA joint winner of innovation award

The NZTA in partnership with MetService has won an Institution of Professional Engineers (IPENZ) award for developing a weather prediction system that will deliver road condition and weather forecasting services throughout the state highway network.

In April, NZTA Project Manager Malcolm Flattery and MetService's Peter Hollingsworth received the 3M Traffic Safety Innovation Award 2011 for the recently developed national road weather station network.

Our roading contractors tend to be a hardy bunch and are often required to work in adverse weather conditions. The weather prediction tool means those people responsible for road maintenance will be able to work more efficiently and effectively. More importantly, it will help maintain safer roads for all road users.

During winter, grit is regularly spread on roads to prevent vehicles skidding on ice. It is cheap and efficient but can be invasive,

scatter quickly and is tough on the road surfaces and vehicles. If rain is not forecast, spraying an ice inhibitor, such as calcium magnesium acetate (CMA) is an environmentally-friendly but expensive option. The new tool helps define where and when CMA should be applied, which decreases waste and increases road maintenance efficiency.

It also has the ability to provide forecasts 72 hours in advance and observed road surface, air and dew point temperatures as well as humidity, wind speed and rainfall data. In addition, registered users can receive text messages or email alerts when weather conditions exceed or fall below pre-defined threshold values.

Real-time information about the weather and state of road surfaces is sent from road weather stations, via a cellular network and the internet, to the United Kingdom. From here, the data is incorporated into thermal profiles for the area and output as thermal forecast maps on a customised web

interface – clearly showing road contractors which parts of their networks are likely to freeze. Further road-side forecast and observation information is generated and presented, along with a host of historical information via a purpose-built web interface.

This is information that our contractors can use to help proactively manage and reduce the effects of ice on New Zealand roads, and keep them open during winter. It's vital for our economy, but more importantly it's helping to manage the safety of road users.

Extreme weather can still close roads in New Zealand but is expected to become less common. Our ability to provide road users with early warning updates on weather conditions, communicated via a national network of regional variable message signs, means road users are less likely to be caught in long traffic queues.

A total of 41 road weather stations have been installed throughout New Zealand.



A roading contractor works on a weather station south of Waiouru.

Auckland/Northland

Auckland/Northland



The Auckland and Northland regions continue to be the focus of extensive highway construction projects.



Waterview Connection and Hobsonville Deviation

The start of the Waterview Connection project is approaching and August sees the completion of the Hobsonville Deviation.

These projects are the final two vital links in the Western Ring Route (WRR) which will provide a complete alternative route around the Auckland isthmus on SH20 from Manukau City through Mangere and then to SH18 at Great North Road interchange.

The Board of Inquiry hearing to consider the Waterview Connection application through the Environmental Protection Authority (EPA) began in February, with a final outcome expected by the end of June.

The NZTA is well under way with the tender process to construct the Waterview Connection and expects to be able to award the contract later this year, pending the EPA decision.

The Waterview Connection is the first roading project to be considered through the new national consenting process - established to streamline projects that are deemed to be of national importance.

The Hobsonville Deviation on SH18 will run between Waitakere and North Shore across the northern end of the Waitemata Harbour, and is scheduled to open in August. It replaces a section of SH18 that was formerly a two-lane, winding and congested route through largely built up residential areas.

In central Auckland, the \$215 million Newmarket Connection Viaduct Replacement Project celebrated a key milestone in early May when a new fourth lane was opened from the viaduct south to the Greenlane interchange.

The project is internationally recognised for its innovative engineering methods. Currently the imposing 140 metre long Big Blue gantry which was used to progressively construct the new southbound viaduct is removing individual sections from the old southbound structure between two active motorway carriageways.

Victoria Park Tunnel (VPT), another RoNS project, is approaching an earlier than anticipated completion. The tunnel, which will take three lanes of SH1 northbound beneath Victoria Park, will open to traffic in November, three months early. The overall project, including reconfiguring the Victoria Park Viaduct for southbound traffic and motorway widening through St Marys Bay, will be completed in March 2012.

Work has started to reinstate Victoria Park on top of the tunnel. The 1886-built Rob Roy Hotel, moved aside last year to make way for diggers, has been returned to its original location. The previously derelict Campbell Free Kindergarten, part of which will be used as a plant room for the tunnel, has been completely restored.

The third of the Auckland RoNS, the Puhoi-Wellsford project, is currently in the scheme assessment development phase. An indicative route has been selected, and the project team has completed the initial geotechnical surveys on private land to help the assessment of the scheme.

In the Northland region, a number of smaller projects are currently under construction that will together add up to safer and more convenient travel.

These include:

- SH1, Stage 2 of the Kamo Bypass is scheduled for completion in late 2011. Once finished it will relieve congestion along Kamo Road and improve journey times north and south.
- A new passing lane on Old North Road, just south of Whakapara on SH1.
- Widening of the seal on Mountain Road will make a safer and more convenient link between SH1 north of Kaiwaka and across to SH12 at Maungataroto.



Campbell Free Kindergarten nearing restoration

Waikato/Bay of Plenty



Significant infrastructure projects continue to be the focus in the Waikato/Bay of Plenty region.



Waikato/Bay of Plenty

Tauranga Eastern Link construction underway

Delivery of the design and construction of the \$455 million Tauranga Eastern Link (TEL) is well underway. Eighty percent of the design has been completed and preliminary works have begun.

Preliminary work completed on the largest single construction project ever carried out in the Bay of Plenty includes five kilometres of fencing along the designation boundary, site preparation and vegetation clearing.

The project is striving to minimise the amount of construction traffic using local roads through construction of haul roads along the length of the route. To date, 880 trucks have delivered material from the local Poplar Lane Quarry for the haul roads.

Challenging ground conditions on this project means a significant amount of ground improvement is required. Eight hundred and fifty truck loads of material have been delivered to three sites to construct trial embankments. They are now being carefully surveyed to monitor settlement to ensure the completed highway delivers a smooth road surface to drive on.

The site office for the project, located in Papamoa, was completed in March. It now houses 70 staff including the Fulton Hogan, HEB Construction, Alliance, Beca and NZTA project teams.



Monitoring of trial embankments for the Tauranga Eastern Link Project

Ngaruawahia contract awarded

The Ngaruawahia section of the Waikato Expressway will be under construction by September this year, following the awarding of the construction contract to Fletcher Construction.

The 12.5 kilometre Ngaruawahia section connects the local road network with the Huntly and Te Rapa sections of the expressway. It includes a new bridge crossing the Waikato River approximately 400 metres south (upstream) of the existing Horotiu Bridge.

The construction is expected to provide a \$150 million boost to the Waikato economy, and forms part of the development of the Waikato Expressway as a key strategic transport corridor for the Waikato Region.

The Ngaruawahia section is scheduled for completion in 2014.



Transport Minister Steven Joyce congratulates Fletcher Construction on being awarded the contract for construction of the Ngaruawahia section of the Waikato Expressway

Bridge to somewhere

Narrows Bridge on SH21 near Hamilton has been reinstated to two-way traffic following the successful completion of river bank erosion protection and stabilisation work.

A 52 metre long temporary Bailey bridge, installed alongside the Narrows Bridge in October last year, was removed in late April.

The Bailey bridge was necessary to provide access over the Waikato River while the river bank work was carried out using a technique called soil nailing.

It involved drilling around 75 holes in each bank, 100mm in diameter, to a depth of 18 metres. Once the holes were drilled a reinforcing bar was installed in each one and the hole filled with cement grout.



The temporary Bailey bridge is removed at Narrows Bridge

Hairini Link advanced works completed

The installation of a higher hand rail on the Hairini Bridge signals the completion of the Hairini Link advanced works.

The Tauranga project was to improve safety and reduce travel times near the Fraser Street and 15th Avenue intersection and on nearby walking and cycling facilities.

The advanced works was the second of a four-stage project to future-proof SH2A through the 15th Avenue, Turret Road corridor. The first stage was installing the traffic signals on the Maungatapu and Hairini roundabouts in 2008. The investigation into stages three and four of the upgrade covering the long-term solution for the rest of the route is currently underway with the outcome of the investigation expected in August this year.

Central

Central



The Central region has been the focus of many different challenges, including cleaning up after nature and embracing bold new technology.



Bringing communities closer, cutting bottle-necks and lifting safety

Hawke's Bay communities celebrated the completion of two major projects in March. The SH2 Matahorua Gorge Realignment and the SH50 Hawke's Bay Expressway Southern Extension projects now make travel around Napier and between Napier and Gisborne quicker, safer and more pleasant. The projects were the first under the government's jobs and growth stimulus package, and were completed on time. The gorge project came in a healthy \$4 million under budget.

On the road between Whanganui and Palmerston North, the SH1 Ohingaiti to Makohine Realignment has replaced a steep, winding road, the scene of several injuries and fatal crashes, with a straighter, safer route.



Community marks the completion of the SH50 Hawke's Bay Expressway southern extension

Richmond Deviation Cycleway - the 'missing link'

The new Richmond Deviation Cycleway is short at only 1.6 kilometres but it completes the missing link of nearly 10 kilometres of dedicated off-road cycleway, linking Stoke and Richmond. The beautifully planted shared pathway is a safe, pleasant alternative transport option for the community and tourists alike. Cycling

enthusiasts from across Richmond and Nelson joined West Coast-Tasman MP Chris Auchinvole and Tasman District Council Mayor at the May opening.



Test riding the new Richmond Deviation Cycleway

Roads of national significance - regional update

Here's an update about how the roads of national significance projects are progressing.

The NZTA have confirmed the route for the MacKays to Peka Peka expressway and are now engaging with the community about the design development phase, including walking and cycling paths, the Waikanae Bridge, mitigation measures, and local road connections.

The NZTA have also engaged on the interchanges and connections for the Otaki to Peka Peka Expressway.

Steady progress on Transmission Gully continues. We are now working on a plan change for the regional freshwater plan through the Environmental Protection Authority. This will provide a clearer approach for managing and mitigating any environmental effects in streams and rivers during the construction and operation of the Transmission Gully.

Proposals for the Wellington inner city transport network improvements are being

finalised. These include improvements around the Basin Reserve, a duplicate Mount Victoria Tunnel, and the four-laning of Ruahine Street. The NZTA expect to begin public engagement within the next few months.

Palmerston North office

The Palmerston North office is fully functional after undertaking the Whanganui functions, following a services review early this year. A small satellite office in New Plymouth will be operational from mid year.

Cleaning up in Hawke's Bay

Devastating storms caused widespread destruction in Hawke's Bay in May, with car-sized boulders amongst the large quantities of debris. SH2 between Napier and Tutira was opened after just two days but the team still face a challenging time clearing up over the next couple of months.

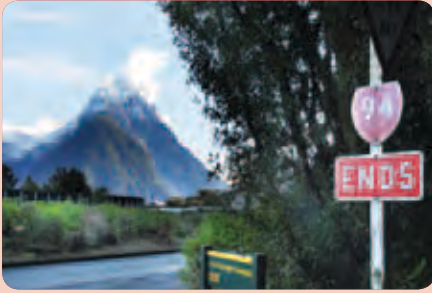
Wellington Transport Operations Centre opens

The new Wellington Transport Operations Centre now provides round the clock traffic monitoring and operation of 3000 kilometres of state highways and motorways throughout the central and lower North Island.

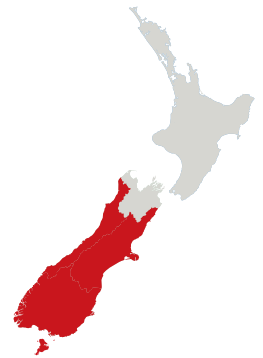
'A wall of video screens helps our operators manage what's happening on the state highway network. That means we can get up-to-date information to help motorists plan their journeys well, and ensure they have the most reliable travel information while they are driving,' says Mark Owen, NZTA Acting Highways and Network Operations Manager.

The Centre is also the NZTA's civil defence and emergency management hub for Wellington, the lower and central North Island.

Southern



Although much of the focus of recent months has been responding to the Christchurch earthquakes, a number of projects in other parts of the Southern region have continued.



Southern

Truck rollover initiative gains traction

An NZTA initiative featured in the Autumn issue launched earlier this year promoting safe truck driving practices on SH1 between Christchurch and Kaikoura is being embraced by a growing number of truck operators.

This initiative encourages truck driver to take dangerous corners at 10km/h below the posted limits. To drive this message home, drivers of heavy vehicles who cause accidents on one of these corners on SH1 between Christchurch and Kaikoura will see the driver and the fleet of their employer face increased NZTA and police compliance checks. This has a cost for operators in terms of time and money.

NZTA Southern Region Access and Use Manager Greg Allnutt says based on some of the feedback he is getting from drivers, a number are becoming increasingly annoyed at reckless heavy vehicle drivers and are unhappy about facing increased compliance checks.

But a number of operators have already picked up the safe driving baton, including using GPS tracking of driver speeds through the area.

Greg noted that other companies have speed-limited their trucks to 90km/h. While this is a good idea, it doesn't stop a truck driver travelling at 90km/h through a 55km/h speed advisory corner. The NZTA is keen to work with the truck operators to help them promote safer driving practices in their businesses, he said.

Another step forward for Dunedin walking and cycling path

There has been another important step forward for the Port Chalmers-Dunedin walking and cycling path with the NZTA

approving \$250,000 of investigation and design money for this project.

When the 10-kilometre pathway is completed, walkers and cyclists will no longer need to use SH88 that carries a large number of heavy vehicles to and from Port Chalmers container port. So far about 2.5 kilometres of the pathway is finished. This cycle route will connect with Dunedin via a bypass being built around the new Forsyth Barr Stadium and with other cycle lane facilities around the city.



A group of cyclists on the Dunedin to Ravensbourne section of the SH88 walkway

Stage 1 of Caversham highway project taking shape

From August next year road users can look forward to improved traffic flows and even greater safety on the main southern arterial route into Dunedin.

The NZTA is making good progress on the \$19 million first stage of the Caversham Highway Improvements project involving four-laning of SH1 between the King Edward Street overbridge and Barnes Drive. When finished in August, it will complete the four-laning of SH1 between Dunedin and Mosgiel.

Project Manager Simon Underwood says since construction work started in January,

a considerable amount of work has been carried out including the highway at Barnes Drive being widened to its new full width. Over the coming months, the construction work moves to building retaining walls along Bridge Street, South Road and the railway.

The second stage of the Caversham, Highway Improvements project from Barnes Drive through Caversham Valley to Lookout Point has a strong safety focus. Costing \$20-25 million, it includes a new bridge over SH1 at Lookout Point and widening the existing four-lane highway. At the moment the NZTA is engaged in consultation, purchasing the required land and progressing with planning consents. It will take 18-24 months to complete this section of the project with construction starting when the current four laning-work finishes.



Work on four-laning the Goodall Street pedestrian bridge to Barnes Drive section of the Caversham Highway Improvements project

Law change provides new privacy protection

A new law providing better protection of personal information from the Motor Vehicle Register (MVR) came into effect in May.

The change was designed to ensure better privacy protection for individuals while allowing access to people or organisations who have a genuine need to access personal information from the register such as licensed motor vehicle traders and financial service providers.

Previously, names and addresses held on the MVR had been publicly available through NZ Post, VTNZ or the AA.

The law changes mean information from the register will only be available to people and organisations who have a genuine requirement. It will also allow people to opt out of making their information available. In those cases, those organisations can still apply to the NZTA for the information and we will then make a considered decision based on balancing an individual's right to privacy versus the public good.

For more information go to: <http://www.nzta.govt.nz/vehicle/registration-licensing/information.html>.

Mantrol wins ad of the month

The NZTA was awarded with AdMedia Magazine's 'Ad of the Month' award in February for the 'Mantrol' TV advertisement.

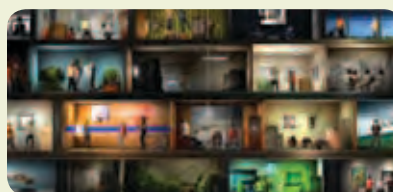
AdMedia described it as 'a creative tour de force that showcases the art of post production and takes the road safety message to a new level.'

NZTA Advertising Manager Rachel Prince was thrilled with the result: 'It's always great to receive recognition like this and even better to draw attention to road safety.'

Mantrol targets young male drivers who are comfortable with speed and don't see any issue with going faster than others. It

highlights the need for better control on the roads in a light-hearted and self-deprecating fashion.

The Mantrol advertising campaign can be viewed at www.nzta.govt.nz/about/advertising.



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