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New Zealand Transport Agency takes shape

The New Zealand Transport Agency (NZTA) will bring together the roles of Land Transport New Zealand and Transit New Zealand. Its primary goal is to give effect to the updated New Zealand Transport Strategy (UNZTS) and, in doing so, undertake its functions in a way that contributes to an affordable, integrated, safe, responsive and sustainable land transport system.

A cohesive approach to transport planning, funding and delivery and a clear focus on transport targets to take New Zealand into the future are two key benefits driving the creation of the NZTA.

Work has been underway for several months now to ensure that the NZTA is able to commence business on 1 July this year.

A significant change from 1 July will be the combination of land transport funder and provider roles in one organisation. This will see state highway planning integrated with regional transport planning. The two roles will be separated within the new transport agency to maintain transparency in decision making, so the public can have confidence that state highways will not be given preference over local roads.

The NZTA will use the Government Policy Statement (GPS) to guide the development of regional targets and then regional and local government will incorporate these into their own regional land transport plans.

'It is expected that this integrated approach will provide a holistic view of New Zealand transport needs and solutions and deliver the best value from taxpayer funds,' says NZTA Establishment Board Chair Brian Roche.

'The New Zealand Transport Agency will more closely link regional needs to national priorities, with a commitment to progressing the transport sector targets outlined in the UNZTS.'

'The promotion of land transport safety and sustainability will continue to be of primary importance.'

The Establishment Board and management of Land Transport NZ and Transit are currently working on an organisational structure for the NZTA that will support greater engagement with local authorities and key stakeholders, while functioning effectively at a national level.

'We want to create a responsive and service-orientated organisation that works well with our transport sector and regional partners,' says Brian Roche.

The recruitment of a Chief Executive is underway, with an appointment expected in April.

Until 1 July, Land Transport NZ and Transit will continue operating as usual. Key business contacts in both organisations will keep you updated on any important changes in business processes throughout the transition period.



Establishment Board Chair
Brian Roche

Turn to page 5 to read about our 'fatigue' advertising campaign

The target audience for this campaign is drivers who make regular weekend trips away. While some already accept that driving when tired is dangerous, they still choose to drive anyway and accept the risk, because they just want to get to their destination.



Upgrade for road to iconic tourist attraction

Work has started on widening the main route from Dunedin to the world-renowned Royal Albatross Colony at the entrance to Otago Harbour. The work will not only make the road safer, but more cycle and pedestrian friendly.



Members of the local community board demonstrate how much wider the road will be once this project is completed.

Photo source: *Otago daily times*.

The Portobello and Harrington Point roads carry large numbers of tourist vehicles to the Royal Albatross Colony and other popular visitor attractions on the Otago Peninsula.

This joint Dunedin City Council and Land Transport NZ project will result in the progressive widening of six sections of the Portobello and Harrington Point roads from 6 to 10 metres. The extra road width will accommodate dedicated high-quality cycling and walking lanes. Weather permitting, the first section of road works should be finished by the end of April and the sea wall construction about two months later.

Other sections of these roads will be widened over the next five years. When the entire project is completed, it is expected to improve safety as well as pedestrian and cycle access on this key route between Dunedin and the Royal Albatross Colony.

Land Transport NZ's Partnership Manager Southern, Jackie Curtis, said the development of new facilities will help encourage more walking and cycling along this stretch of coastal road. The project is an example of Land Transport NZ's aim of encouraging more sustainable forms of travel to reduce people's dependency on motor vehicles for short trips.

Board funding approvals

The Land Transport NZ Board has approved funding for the following activities.

SH 2, Matahaura Gorge realignment – design funding

Design of Transit New Zealand's Matahaura Gorge realignment project on SH 2 between Wairoa and Napier. This project comprises a 3.1 km long realignment of the state highway to replace a narrow, winding section of road that has a high crash rate. The existing route currently operates as a single lane for heavy commercial vehicles in certain parts, although both lanes are needed to traverse the sharp bends.

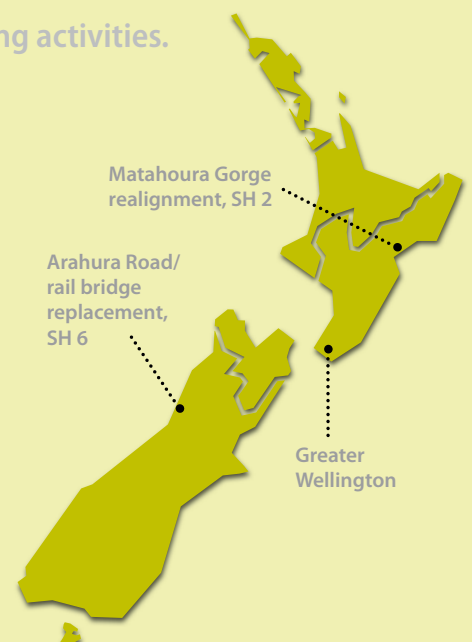
Wellington – real-time information system – design funding

Design of the Greater Wellington Regional Council's real-time passenger information system project. The project aims to enhance passenger information across the Wellington

region, making it more accessible and more accurate using the latest technology. By tracking vehicles electronically, the project will also be able to provide signal priority for late-running buses. The project is part of a wider programme of investment in public transport, including the introduction of new trains and buses across the Wellington region.

SH 6, Arahura Road/rail bridge replacement – construction funding

Construction of Transit New Zealand's Arahura Road/rail bridge replacement project on SH 6 north of Hokitika on the West Coast. A new combined two-lane road/rail bridge across the Arahura River will replace the existing single-lane shared timber bridge, which is over 100 years old.



Minding your Ps and Qs

How much extra should you pay for?

This is an issue that councils are often confronted with when deciding how much more a quality contractor or a higher-quality proposal is worth for road construction work.

Land Transport NZ's Price Quality Method (PQM) of tender evaluation provides councils with a practical way of determining the worth of paying for higher quality.

Last year, Land Transport NZ was asked to review the procurement of a maintenance contract let using the PQM of tender evaluation. The contractor was concerned that the Supplier Quality Premiums for two of the three tenders had been adjusted, and was not satisfied with the explanations provided by the approved organisation.

However, the review concluded that the approved tender evaluation method had not been complied with, due to irrelevant factors being taken into account when adjusting the premiums. The decision to adjust the premiums was not well documented and the

documentation did not justify the resulting amounts. In this particular case, no specific action has been taken to recover Land Transport NZ funding.

The PQM of tender evaluation gives approved organisations a structured way to determine how much more they would be prepared to pay for a higher-quality supplier or higher-quality proposal. The application of this method involves a trade-off between quality and price. If followed properly, the PQM can result in decisions to award a contract to a supplier whose tender price was not the lowest but who was judged to be a superior supplier or who offered greater value in some other way. Equally, it can result in an award to a supplier who did not offer the best quality but whose price is sufficiently low to justify preference for that supplier.

Key lessons to be taken from this review are:

- Only adjust a Supplier Quality Premium value if there is clear justification to do so.
- Ensure only 'quality' factors are taken into account when adjusting the Supplier Quality Premium.
- Ensure that the resulting premiums are supported by clearly documented reasons, and are analysed to show how the amounts were calculated.

Land Transport NZ will issue a general circular shortly, to provide additional guidance relating to the PQM. The findings of this review will also feed into Land Transport NZ's current review of its procurement policies.

For more information on the PQM, visit www.landtransport.govt.nz.

Children put their best feet forward

More than 140,000 primary school children from over 400 schools throughout New Zealand stepped out and stepped up during Feet First Walk to School Week (3–7 March), showing that walking to school is fun, easy and healthy. To find out what went on, visit www.feetfirst.govt.nz or read about it in the April issue of *Land transport news*.



WALK TO SCHOOL WEEK 3–7 March 2008

New Northern Busway system



Aucklanders turned out in droves for the recent opening of the new Northern Busway and stations.

The Northern Busway project, a joint collaboration between Transit New Zealand, the Auckland Regional Transport Authority (ARTA) and the North Shore and Auckland City Councils is the first dedicated busway in New Zealand.

Land Transport NZ Chief Executive Wayne Donnelly, who attended the opening, said, 'The Northern Busway is a great example of collaboration between agencies to encourage a quantum increase in public transport patronage. Public transport that costs less and is quicker than using a private vehicle is sure to be a success. The quality of the stations, the buses and the busway itself is very impressive.'

ARTA General Manager, Customer Services, Mark Lambert says, 'The Northern Busway provides a new connected bus system for quick and convenient travel around the North Shore, to Auckland city and back, and across the wider Auckland region. The busway, combined with feeder bus services, is one of the steps towards ARTA's development of a new passenger transport network concept for Auckland.'

ARTA predicts that this passenger transport system will dramatically improve the way Aucklanders travel to, from and around the North Shore.

The busway system runs alongside the Northern Motorway from Constellation Drive to Esmonde Road, over the Auckland Harbour Bridge and into Auckland city. Buses travelling on the busway bypass general traffic, especially in the morning and afternoon peak travel time, providing more frequent, faster and more reliable transport.

North Shore bus commuters can now enjoy improved frequency on key bus routes like the Northern Express, more direct routes, a new transferable ticket and better coverage across many areas on the North Shore.

An average of 70 buses an hour will use the Northern Busway during the peak period (Monday–Friday) to head south from the Akoranga busway station to the Auckland CBD. The busway is designed to accommodate up to 250 buses an hour by 2016, and is expected to take approximately 2400 cars off the road during peak hour traffic.

For more information about the Northern Busway system, visit www.maxx.co.nz.

Pedal power grabs New Zealanders

New Zealanders up and down the country jumped on their bikes to take part in Bike Wise Week (23 February – 2 March). To find out what went on, visit www.bikewise.co.nz or read about it in the April issue of *Land transport news*.



Alerting truck drivers to the dangers of fatigue

Truck drivers who were recently pulled over by Police on SH 1 near Dunedin got more than they bargained for – a free sausage, a bottle of water and a cup of tea or coffee.



Jim Harris, Dunedin Carrying Company Driver, enjoys a snack and a coffee while talking with Sergeant Andrew Savage about the dangers of driving while tired. (Back left) ACC Injury Prevention Consultant Amie McCombe, Dunedin Carrying Co Ltd trainee driver Harry Carr, Road Transport Association Otago-Southland Area Manager Dave Potter and Land Transport NZ Regional Transport Advisor Dermot Harris.

These refreshments were provided as part of a heavy motor vehicle driver fatigue awareness stop, involving the Police Commercial Vehicle Investigation Unit, Land Transport NZ, ACC and the New Zealand Road Transport Association.

Land Transport NZ's Otago-Southland Regional Transport Advisor Dermot Harris says the heavy motor vehicle driver fatigue stops, operating in the Otago-Southland area for nearly four years, are more about education than enforcement.

'They continue to be a popular vehicle for getting the important fatigue message across to truck drivers in a non-threatening way.

In addition to the refreshments, drivers receive an information pack that looks at this important road safety issue in a way that is relevant and meaningful to truck drivers. The pack covers a variety of things, including recognising fatigue symptoms, how it affects your driving and some practical tips on how to avoid fatigue.

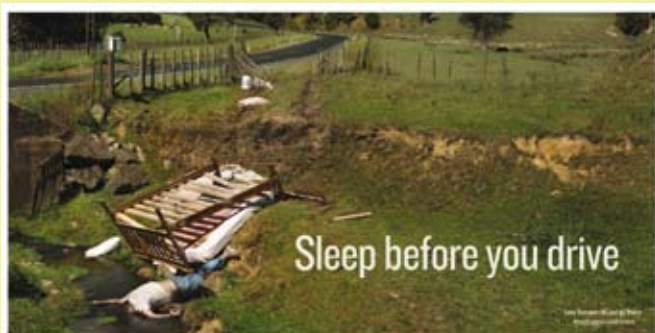
'This initiative has been well received by drivers, who see it as being positive for their industry. The stops are a chance to chat with drivers in an environment where they are comfortable, and not only about fatigue, but about matters such as the new logbook rules introduced last October. An important aim of this initiative is to provide drivers with the knowledge that allows them to self-manage fatigue in their day-to-day work.'

Drivers also completed fatigue-related questionnaires. The responses showed a high level of awareness about this important road safety issue.

Similar heavy motor vehicle driver fatigue stops involving the same agencies are being run nationwide.

Wake up to symptoms of fatigue

Fatigued driving is a serious road safety issue. In 2006, it killed 41 people and injured nearly 1000.



From January 2008, roadside billboards have appeared throughout the country, illustrating the consequences of driving while tired.

These billboards support the television advertisement that first went to air in December 2007.

The target audience for this campaign is drivers who make regular weekend trips away. While some already accept that driving when tired is dangerous, they still choose to drive anyway and accept the risk, because they just want to get to their destination.

Normal levels of tiredness are not usually perceived as harmful, and most drivers do not recognise the symptoms of fatigue that lead to poor concentration and poor judgement on the road. Many drivers wrongly feel they can control tiredness on the road by doing things like winding down windows or drinking coffee.

This campaign aims to encourage people to plan ahead for their journey and get a good night's sleep before travelling.

Don't cut corners

A new advertising campaign launched this year in the East Coast, Gisborne and Hawkes Bay region is targeting motorists who drive on the wrong side of the road.

Drivers travelling on State Highway 2 and State Highway 5 in the region must negotiate winding stretches of road, and it is common for motorists to 'straight line' drive (cut corners) and cross the centre line.

Billboards on SH 2 and SH 5 encourage drivers to stay on their side of the road, follow the natural alignment of the road and avoid cutting corners.

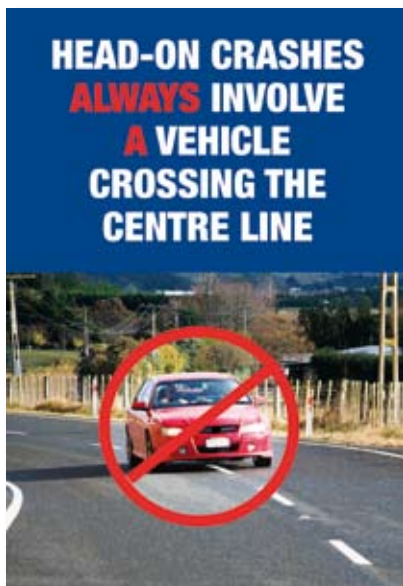
Police and RoadSafe Hawkes Bay urge motorists to do the right thing, which is 'keep left and don't cut corners'. Drivers crossing the centre line in high-risk locations were photographed by Police and stopped a short distance later and warned about the dangers of cutting corners.

Serious offenders were issued with infringement notices.

The 'Don't cut corners' project reminds motorists that a four-inch strip of white paint is not a median barrier.

Head-on crashes always involve a vehicle crossing the centre line, and over a quarter of all fatal road crashes are head-on crashes. Last year, 28 people died on roads in the Eastern Police District alone.

This project is funded by Land Transport NZ and is a joint Police, ACC, Transit New Zealand, RoadSafe Hawkes Bay and Road Safety Gisborne initiative.



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Email alan.heppleston@landtransport.govt.nz regarding distribution.

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Motor vehicle registration	0800 108 809
Overdimension permits	0800 683 774