



## Record investment in land transport at a critical time

The NZ Transport Agency (NZTA) will make a record investment in land transport over the next three years - at a time when New Zealand needs it most. The NZTA announced details of \$8.7 billion funding at a national launch of the National Land Transport Programme (NLTP) in Wellington at the end of August.

At the launch, Transport Minister Steven Joyce, NZTA Chair Brian Roche and NZTA Chief Executive Geoff Dangerfield briefed representatives of the government's key land transport partners and stakeholders. The funding in this first three-year NLTP is a 17 percent increase on funding in the past three years.

'The programme aims to make a difference by giving New Zealanders better travel and helping businesses to be more productive. As a result, we've targeted funding towards activities that will improve journey time reliability on key national and urban routes, improve key freight and tourism

routes, ease severe congestion and improve access to markets, employment and areas that contribute to economic growth,' said Mr Roche.

'This targeted investment will help achieve increased productivity and underpin longer-term economic performance, which will be of benefit to all New Zealanders. And this is exactly what the government expects from the NZTA - through its policy statement on land transport funding - known as the GPS - the government has clearly outlined its expectations of land transport playing a key role in supporting and helping to grow New Zealand's economy.'

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### What's on

This section has now moved to the NZTA website. Check it out at [www.nzta.govt.nz/training/whatson](http://www.nzta.govt.nz/training/whatson)



Chief Executive Geoff Dangerfield.

## Welcome

**We reached a significant milestone by publishing the first three-yearly National Land Transport Programme (NLTP) at the end of last month. This is a big achievement for us and our partners around the country who have contributed to it.**

Last time an NLTP was launched was when Land Transport New Zealand and Transit NZ were still separate entities. Just over a year ago these two partners in land transport became the NZ Transport Agency (NZTA).

Our \$8.7 billion investment in land transport activities – as outlined in the NLTP – is a significant number, and with it comes a big responsibility to ensure that this money is invested wisely and effectively.

In line with the direction given in the *Government policy statement on land transport funding (GPS)*, the NLTP gives top priority to activities that will help achieve increased productivity and underpin longer-term economic performance, of benefit to all New Zealanders.

Even with the additional funding made available for this NLTP, there are limits. Our job is to fund the range of activities that will give New Zealand the best return on an investment of nearly \$9 billion. You can read more about the NLTP in this newsletter.

Of course, publishing the NLTP isn't the end of the story. It's what happens over the next three years that really matters. The NZTA will be working hard with our partners all around the country as we move towards the delivery of these important programmes and projects. I look forward to it.

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The NLTP supports a mix of large and small projects in all regions, with a minimum funding level in each region for improvement activities based on its share of the regionally distributed funding – or its R funds. Compared to the previous three-year period, there are significant increases in the level of investment for most activities, including a 19 percent increase in funding for state highways, a 14 percent increase for local roads and a 21 percent increase for public transport.

'Funding for land transport may be at record levels, but as in previous years there are always more opportunities for investment than can be afforded', said Mr Roche.

'Achieving the level of activity envisaged for the next three years will depend heavily on two key factors – getting value for money from every dollar spent and effective relationships with local government, contractors and users of the transport system.

'Regional priorities helped shape national priorities and each region's regional land transport programme was an essential building block for the NLTP. But the need for collaboration doesn't stop here and

the NZTA will continue to work closely with regions at many levels over the next three years.'

Regional transport committees will continue to play an important role, whether it be through considering variations to their regional land transport programmes over the three-year period, or looking longer term and developing regional land transport strategies.

'This NLTP is an important step in creating the transport system that New Zealand needs in the 21st century. Its success depends on an integrated approach involving many parties – transport operators and the general public who use the system, local government, New Zealand Police, the Ministry of Transport and our suppliers. I'm confident that, working together, we can deliver transport solutions that will enhance New Zealand's productivity and growth, and make for better communities, now and into the future', said Mr Roche.

National and regional NLTP documents are available on the NZTA website at [www.nzta.govt.nz](http://www.nzta.govt.nz).



Steven Joyce



Brian Roche

# Key NLTP 2009-2012 highlights

## State highways

The National Land Transport Programme (NLTP) allocates for state highways a record amount of money – \$4.6 billion over the next three years or almost \$1 billion more than in the previous three years.

Improvements to the state highway network will make a significant contribution to improving journey time reliability on key national and urban routes – something that's important to all travellers, but particularly to businesses in travelling to reduce transport costs.

There will be progress on the seven roads of national significance (RoNS), which will improve access within and through New Zealand's largest cities – easing congestion and improving critical parts of our national freight and tourism routes.

Outside of the RoNS, the NLTP will progress other key projects advanced through the government's economic stimulus package, and over the coming months work will be getting underway on improvements to the Rimutaka Hill Road in Wellington, an extension of the Hawke's Bay Expressway in Hastings and improvements to the Matahorua Gorge on SH2 north of Wairoa.

## Local roads

The total investment in local roads will increase by more than 14 percent or from \$1.68 billion to \$1.919 billion over the next three years. This includes funding for new local roads and ongoing maintenance.

This investment is targeted at urban arterial routes critical for maximising access to significant markets, areas of employment or economic growth, local roads linked to the seven RoNS; and key freight and tourism routes.

'By focusing on these routes, such as Auckland Manukau Eastern Transport Initiative, or Wairere Drive in Hamilton, we aim to ease severe congestion and improve journey time reliability in areas that will reach the biggest proportion of New Zealand's population', said NZTA Chair Brian Roche.

At the same time the NZTA is maintaining other existing local roads to provide ongoing access to communities and ensure they are well linked.

## Public transport

The total investment in public transport will increase by 21 percent from \$744 million to \$899 million over the next three years. This represents funding for both public transport infrastructure and services.

The major focus is on ensuring better transport system outcomes in major cities, which will help relieve congestion and reduce the environmental impacts of travel, and maintain access at current levels in other cities.

'We've funded projects that will extract maximum value from past and current investment. Projects that potentially deliver significant improvements in peak time patronage in major urban areas with severe congestion, and optimise existing services and infrastructure will be prioritised – such as rail stations and ferry terminals in Auckland', said Mr Roche.

The NZTA will also implement – with its regional partners – new procurement procedures, develop a framework for farebox policies for all services, and explore ways in which integrated ticketing can be used to improve services and reduce costs.'

## Walking and cycling

The total investment in walking and cycling will increase by 31 percent from \$39 million to \$51 million over the next three years. The priority is to improve the contribution that walking and cycling activities make to the reduction of congestion in the main urban areas. This will be done by targeting investment at communities that have a long-term commitment to significantly increasing walking and cycling as a practical and safe travel option.

'The NZTA is currently developing criteria and guidance for model communities for release by the end of the year. Model communities will address road traffic congestion through a variety of tools across all council business and operations to make walking and cycling a practical and safe travel option', said Mr Roche.

## Innovative NLTP activities reporting tool released

The NZTA's new, interactive National Land Transport Programme (NLTP) Activities Reporting Tool has been designed to make things much easier for approved organisations when they plan the implementation of their funded land transport activities.

'In the past, programme managers had their work cut out for them when they analysed the tables containing non-interactive information on things like activity classes, funding levels and regional priorities', said NZTA Group Manager Regional Partnerships & Planning, Dave Brash.

'The reality of an \$8.7 billion land transport investment is that there are now even more details to grapple with than before, and this innovative tool will make life much easier for all involved.

'Whether users need to display NLTP data per activity class, region or other subcategory, or view project funding information for the next three years, users should find our new NLTP Activities Reporting Tool very helpful.'

The tool also makes it possible to generate Word or Excel documents with tables for use in a report, and in the near future users will be able to monitor progress after each NZTA review of funding applications.

For more information about and access to this tool, go to [www.nzta.govt.nz](http://www.nzta.govt.nz).



The Focus On section highlights some of the work happening in the regions and introduces the regional directors for the areas featured. Regional directors are members of the NZTA's senior leadership team. They play a key role in working with local and regional government to put in place the NZTA's new planning and funding approach.

# Otago and Southland

## Introducing Bruce Richards



The NZTA's Otago-Southland Regional Director Bruce Richards is under no illusions about the transport challenges in his two regions.

Bruce brings to this job a considerable amount of transport sector experience. Prior to taking up his current role, he was acting Regional Manager for Otago/Southland at Transit. His former roles include Resource Consents Manager at the Dunedin City Council and working as a planning consultant.

Bruce said Otago and Southland has a vast network of local roads and highways. These traverse some of New Zealand's toughest terrain so meeting the competing needs of road users in the region is a real balancing act. He said the experience gained from his previous roles has only not given him a good understanding of the land transport issues in his patch, but also ideas for addressing them.

## SH88 Dunedin to Port Chalmers cycleway/walkway headed in right direction

An important step forward for the SH88 Dunedin-Port Chalmers cycling and walking shared pathway is signalled in the 2009-2012 National Land Transport Programme (NLTP).

NLTP funding could see this cycleway/walkway extended the full 10km between Dunedin and Port Chalmers and meet most of the \$6.5 million cost.

In the past two years, NLTP funding has helped build about 4km of this route. This project, on which the NZTA is working closely with the Dunedin City Council, will greatly improve safety for both cyclists and pedestrians, who currently have to use SH88 from Dunedin to Port Chalmers.

The highway has a number of sections that have the potential to bring cyclists, in particular, into potential conflict with these vehicles. The completion of the Dunedin to Port Chalmers cycleway/walkway will mean cyclists and pedestrians have an attractive and safe alternative route and no longer have to use SH88. The safety of cyclists who still decide to use SH88, will be addressed by widening the sides of the road where practical.

Bruce Richards said this project has strong community backing and attracted over 100 submissions of support to the 2009/12 Otago Regional Land Transport Programme. Bruce said many of those who made a submission felt the pathway would help attract tourists to Dunedin, boost the city's economy, offer a viable alternative to travelling by car and help reduce traffic congestion in central Dunedin.

Large sections of the shared pathway will run parallel with the Dunedin to Port Chalmers railway line. To accommodate the three-metre wide pathway the railway line will, in places, need to be moved a small distance sideways to provide sufficient room.

Mr Richards said that eventually, this shared pathway is likely to become part of the Dunedin City cycleway/walkway from Tairoa Head at the southern entrance of Otago Harbour to Aramoana on the opposite side of the harbour entrance.

The NZTA plans to begin extending the shared cycling and walking path within two years. Before construction can begin, investigation work must be undertaken and then detailed design and the necessary resource consents applied for.

## New bypass for Edendale gets green light

Funding in the 2009-12 NLTP will contribute to a new bypass that should greatly reduce traffic through the small Southland town of Edendale - home to the giant Edendale dairy factory. The project involves realigning 2.2km of SH1. This will see the highway skirt around the southern side of the dairy factory

and bring the highway out north of the factory. Bruce Richards said the project will improve the efficiency of this section of SH1 by helping to reduce travel times between Invercargill and Gore. The project will also have safety benefits by taking state highway traffic away from the Edendale township.

The realignment project has been in the pipeline since 2004 but the NZTA put it on hold so it didn't clash with the \$200 million upgrade of the Edendale dairy factory now nearing completion. The project will cost an estimated \$6.9 million, with construction programmed to start in 2010/11.

# An avalanche season to remember

As avalanche seasons go, 2009 has been one of the more demanding for NZTA staff and contractors.

Behind its scenic façade, SH94 from Te Anau to Milford Sound – a breathtakingly beautiful alpine route – can be dangerous. This winter’s hectic avalanche season that peaked in late July provided proof of this when avalanches dumped thousands of tonnes of debris on to SH94 between the Hollyford turn-off and Milford.

The debris was up to 20 metres deep in places, blocking the road at several sites including both exits of the Homer Tunnel. This vast amount of debris was enough to close the road for 11 days. NZTA Area Manager – Southland, Peter Robinson, who manages this road for the NZTA, said it has been several years since avalanches have kept the road closed this long from one event.

Another avalanche occurred in early September, closing the road again for a number of days. Mr Robinson said several factors were behind this year’s avalanche blitz. Among these were a combination of heavy snow and aftershocks from a major earthquake that hit the region in July. These combined to affect the stability of snow

on the mountains that tower above SH94 in the avalanche-prone Hollyford turn-off to the Homer tunnel. Mr Robinson added that the impact of these avalanches would have been a lot worse if it had not been for a sophisticated avalanche management programme that the NZTA has for this area.

This internationally acclaimed programme operates on the most at-risk sections of SH94 from the Hollyford turn-off to Milford Sound. A key component involves bringing down unstable snow in a controlled way by dropping explosives from helicopters – ‘snow bombing’. Much of the success of this snow bombing is due to the 25 years of experience of those who carry it out under a very strict safety code.

Mr Robinson is not aware of this avalanche management technique being used anywhere else in the world adjacent to a major road. The programme has greatly decreased the risk of snow debris from the surrounding mountains hitting the Milford Road and affecting the public. In 2008 the Milford Road avalanche programme won the Maintenance Management section in the International Road Federation’s Global Road Achievement Awards.



The east portal of the Homer Tunnel in summer

# Central

## Warm reception for new bridge on frosty morning

Vintage cars, fine art and a cloudless New Plymouth day – what more could you ask for to celebrate a project milestone?



Bell Block School art competition winners show off their entries. Daniel Wood, Hannah Slater, NZTA Central Regional Director Jenny Chetwynd and Keri Olsen

New Plymouth MP Jonathan Young and Mayor Peter Tennent joined the NZTA and a number of dignitaries and locals in celebrating the blessing and opening of the Henwood Road Overbridge as part of the SH3 Bell Block Bypass project earlier this month.

Guests were joined by Hannah Slater, Daniel Wood and Kelsi Olsen from Bell Block School and their principal Roz Miller. The students had won an NZTA/Bell Block School art competition to draw the overbridge. The overall winner, Hannah Slater, joined Mr Young in cutting the ribbon.

‘We were thrilled to be able to mark this milestone and have traffic travel over the bridge for the first time’, said Ms Chetwynd.

The Bell Block Bypass, which has been under construction since late 2006 and is due for completion in mid-2010, is specially designed to separate the through-traffic from local traffic in the fast developing Bell Block area.

Ms Chetwynd said the Bell Block Bypass is a large project and a significant investment for the region. ‘This project will reduce congestion and improve safety, which will make a big difference both for traffic travelling to and from New Plymouth city and also Bell Block and beyond.

‘We’d like to thank the Bell Block community for being so supportive and patient while this project continues.’

# NLTP delivers big boost for Central region

The National Land Transport Programme (NLTP) has unveiled a significant boost for the Central region, with its \$726 million funding package for 2009-12. It equates to around a 20 percent increase on the \$593 million funding the region received in the previous three years.

Ms Chetwynd said the unprecedented funding investment will help improve economic productivity, efficiency, safety and route security from the tip of Taranaki right through to the East Cape, while also contributing to economic development throughout the country.

The Central region comprises Taranaki, Manawatu-Wanganui, Hawke's Bay and Gisborne.

'The Central region has a number of fast-growing centres facing the demands that come with increased commuter traffic, thriving agriculture, tourism, port and freight industries which rely heavily on the state highway and local roading networks', Ms Chetwynd said.

'We've focused on supporting these industries by making these networks safer and more reliable, while also fostering the day-to-day needs of local communities that are often small and isolated.'

Ms Chetwynd said the Central region also serves as a key transport 'hub' for the North Island, and contains a number of important routes that are crucial for moving people and goods between regions as well as within them.

'Transport improvements in the Central region will serve to support the nation's economy as a whole by improving these important routes and making travel between main centres, ports and other key transport hubs more efficient and safe', said Ms Chetwynd.

Committed or probable NLTP projects throughout Central include:

- investigation and design of the Levin Bypass, part of the Levin to Wellington Airport transport corridor identified as a 'road of national significance'
- Normanby Overbridge Realignment project in Taranaki, a top regional priority which will make journeys on SH3 safer and more reliable
- SH2 Matahorua Gorge and Hawke's Bay Expressway Southern Extension, which have both been advanced by the government's Jobs and Growth Stimulus Package and will improve safety and efficiency
- sealing of the Taihape to Napier road
- SH2 Papatawa Realignment safety project near Woodville
- Kopuaroa Bridge Replacement and Kopuaroa Realignment projects on the East Cape, which will improve safety and security on SH35
- New Plymouth's Eastern Cycleway.

The NLTP also provides funding to complete a number of projects throughout the region that are under construction, such as the SH3 Bell Block Bypass in New Plymouth, SH3 Rugby Road Overpass Realignment, the SH1 Ohingaiti to Makohine Realignment, the SH2 Waipukurau Overbridge Realignment, and the SH5 Dillon's Hill Realignment.



## Introducing Jenny Chetwynd



Jenny Chetwynd was appointed Regional Director, Central Region in November last year. Prior to this, Jenny was the Manager of the Environmental Strategy Group at Transpower, and she has worked extensively in both local and central government, and the private sector.

Jenny's career to date has given her a wide range of experience on which to call for the challenges as Regional Director, particularly in areas such as infrastructure planning, strategy development, environmental management, social process and relationship management.

Jenny is particularly enjoying the wide range of challenges and opportunities across the Central region, and the opportunity to work together with stakeholders and staff to make a positive difference to the transport system both regionally and nationally.



The NLTP will deliver significant benefits for freight across the Central region such as improved efficiency, route security and safety

# Safer Journeys

## a road safety strategy to 2020

The government is seeking public feedback to contribute to the development of a road safety strategy to take New Zealand through to 2020.

In August this year, the Safer Journeys discussion document was released by the Ministry of Transport. It outlines New Zealand's key road safety priorities, such as alcohol/drug-impaired driving, and over 60 proposed options to address them. The NZTA worked closely with the Ministry on the development of the discussion document.

Road safety problems are complex and there are no simple solutions. In addition, many of the problems can be tackled in different ways. Although over 60 initiatives are suggested, the final strategy will have a much smaller number. The purpose of the discussion document is to present a wide range of possible interventions so there can be informed debate about which ones the public think are the most important to progress.

The final 2020 road safety strategy, released in December, will be the guiding document for transport decision makers and those with an interest in road safety. It will set out the actions the government need to take to improve road safety over the next decade. It will also set out a vision for road safety in New Zealand.

The NZTA will work with the Ministry of Transport on the final strategy, and play a major role in implementing it. This work aligns with one of the NZTA's five strategic priorities - to improve the road safety system. The NZTA is committed to supporting transport safety by promoting safe behaviour, ensuring networks and vehicles are safe, and supporting safety focused activities.

The strategy will take a safe system approach to road safety. The four key elements of a safe system are safer roads and roadsides, safer speeds, safer vehicles and safer road users. There needs to be a balanced focus on all four elements to create a truly safe system.



The discussion document is available at [www.saferjourneys.govt.nz](http://www.saferjourneys.govt.nz) and you can have your say through an online submission form. You can also take part in an online discussion forum, if you'd like to talk about the suggested road safety initiatives with others who are interested.

Submissions close on 2 October 2009 so make sure you have your say.

## Road User Rule changes affect you

Whether you drive, ride, cycle or walk in New Zealand, changes to the Road User Rule will affect you from 1 November 2009.

The Land Transport (Road User) Rule 2004 is the legislation that sets out the requirements for the safe and efficient use of our roads. The Land Transport (Road User) Amendment Rule 2009, signed by Transport Minister Steven Joyce in August, outlines 24 either new or updated provisions to further improve safety and efficiency for road users.

The most high profile change is the impending ban on the use of hand-held mobile phones while driving. One study has shown that using a mobile phone while driving can increase a driver's risk of being involved in a crash by up to four times.

This provision:

- bans the use of hand-held mobile phones and other telecommunications devices, such as Blackberry and personal digital assistants (PDAs), while driving (including using these devices to text or email)
- exempts the use of hands-free mobile phones and two-way radios
- allows genuine emergency calls to be made where it is impractical to pull over to make a call.

However, while driving, a driver may use a mobile phone to make, receive or end a phone call only if they do not have to hold or manipulate the phone in doing so. Or - provided the mobile phone is securely mounted to the vehicle - if the driver manipulates the phone infrequently and

briefly. Drivers must not create, send, or read a text message or use a mobile phone in any other way. There are a further 23 amendments to the Road User Rule which include:

- riders of mopeds and motorcycles must switch their headlamps on during daylight hours, unless their vehicles were manufactured before 1 January 1980
- when a driver has to cross a special vehicle lane to turn left or get to a parking space, they must now do so in the minimum length of the lane necessary but no more than 50 metres.

To find out more about the changes being made you can access the Road User Rule Q&As and the Land Transport (Road User) Amendment Rule 2009 at [www.nzta.govt.nz](http://www.nzta.govt.nz).

# New procurement manual rolls out

As part of NZTA's work on encouraging organisations to do upfront long-term strategic thinking when they procure land transport activities, the NZTA is rolling out a new procurement manual.

The manual will help approved organisations (territorial authorities, regional councils, unitary authorities, Department of Conservation and Waitangi Trust), and the NZTA's own Highways and Network Operations group, get the best value for money when choosing suppliers for delivering activities that are funded through the National Land Transport Programme.

The NZTA recently held procurement workshops with its regional staff and approved organisations across the country. The feedback from participants was overwhelmingly positive, with them finding the manual to be a practical and easy-to-use tool.

A step-by-step guide in the manual on how to develop a procurement strategy helps make the process easier.

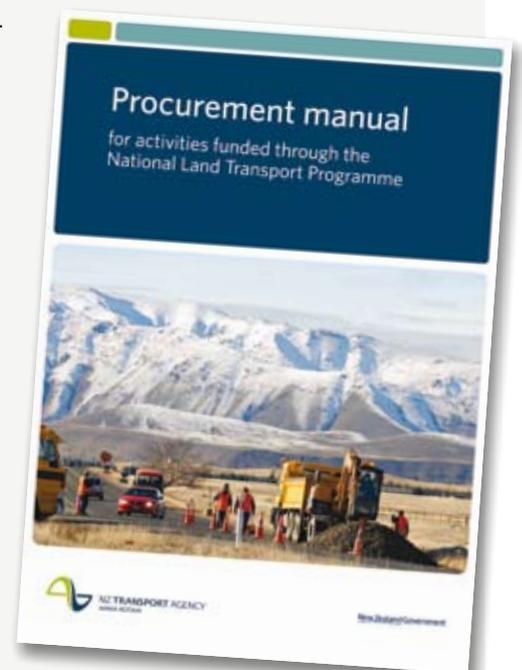
'A good procurement strategy is a "living document" that guides procurement

decision making and responds to change. Its complexity should be proportional to the organisation's procurement risk profile, and it should have a minimum three-year horizon', said NZTA's Group Manager Regional Partnerships & Planning, Dave Brash.

'It should also be reviewed at least once every three years, have corporate ownership and commitment within the organisation and be reviewed and endorsed by the NZTA.'

It is envisaged that all approved organisations will have their strategies endorsed by October 2010, when the current *Competitive pricing procedures* manuals will be withdrawn.

For more information on the *Procurement manual*, visit <http://www.landtransport.govt.nz/funding/procurement/index.html>.



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