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## Reflections on Land Transport New Zealand

Former Land Transport New Zealand Chief Executive Wayne Donnelly has provided the following reflections for this final issue of *Land transport news*.

In July 2008, the NZ Transport Agency comes into being, ending the three years and seven months journey of Land Transport New Zealand.

That journey made a significant contribution to the new land transport sector that is now emerging following implementation of the Next Steps process that concluded in May 2007. The results of that review, I believe,

addressed the remaining issues for the sector raised by Land Transport New Zealand and others during the review process.

The future of transport is exciting. Geoff Dangerfield, the Chief Executive Designate of the NZ Transport Agency, has recently presented his plan for the future, both in terms of what the agency needs to do and how it should go about it. The staff at Land Transport New Zealand who become part of the NZ Transport Agency have the technical skills, the customer focus and the confidence to engage with professionals across the whole sector, public and private, to bring those plans to fruition.

The soon to be announced update of the New Zealand Transport Strategy and the first

Government Policy Statement will add momentum to the work Land Transport New Zealand has been doing towards a sustainable and safe land transport system that will make New Zealand an even better place to live, work and play.

It has been a privilege to lead the Land Transport New Zealand team who have made continuous improvement a mission, and to work with a tireless, dedicated and skilled Board, over the last three years. The future working relationships forged with transport partners and stakeholders across New Zealand have been a point of pride for the whole organisation.

The foundation that has been created together is a great launching pad for the future and it is that which gives me personal satisfaction.

# Local transport group identifies motorists' behaviour around trucks as number one safety issue

In July 2007, a group of Waikato and Bay of Plenty transport operators contacted ACC to develop a road transport health and safety group.



These operators identified that the behaviour of other motorists was one of the main hazards for truck drivers in this area. They felt that, often, other vehicles:

- would make risky manoeuvres when overtaking
- would pull out in front of them at intersections
- were not aware that the speed limit for heavy vehicles is 90 km/h
- didn't leave enough space in front of them to stop
- generally misunderstood the unique nature of the movement of a heavy vehicle.

To help tackle this issue, the group set up a pilot programme. A key part of this involved developing slogans to help the general public to drive more safely and considerately around heavy vehicles.

Based on the success of a previous project that involved the development of stickers that said 'If you can't see my mirrors, I can't see you', it was decided to once again use the concept to assist with this pilot programme. The group then voted on four more slogans that were tested with focus groups and developed into the following signs:

- 1 'I'm sticking to my 90 km speed limit. Please be patient'
- 2 'Please pass with care. Risk takers are crash makers'
- 3 'Are you sure it's safe to overtake? Your family wants you home tonight'
- 4 'Please don't pass until it's safe. I'll move over as soon as I can.'

Four companies have agreed to participate in the pilot programme, displaying 40 signs on their heavy vehicles. These companies are Alexander Gases, K&S Freighters, Freightlines and NZL Group.

All of the operators were asked to have their truck drivers sign a pledge agreeing to drive in a way that was consistent with the message displayed on their truck. The one limitation is that only trucks limited to a 90 km/h speed limit will use that particular sign.

The programme will be evaluated by surveying the truck drivers who carry the signs and the transport operators involved in the pilot.

A wide range of transport operators, industry associations and stakeholders from the Waikato and the Bay of Plenty are involved in this initiative.



# Board funding projects

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

## SH 1: Auckland Harbour Bridge extensions – structural upgrade construction project

Extensive structural upgrades to the Auckland Harbour Bridge clip-ons will allow full functionality for heavy vehicles, with the possible addition of walking and cycling facilities at a later date.

## Auckland Regional Transport Authority's (ARTA) school and workplace travel plans, 2008/09

This allows for each of the seven local authorities to continue a programme of school travel plans and associated physical works, and for ARTA to continue with another 30 workplace travel plans, including further work on the large Auckland universities, which can realise major reductions in car-based travel.

## ARTA's (Waitakere City Council) Te Atatu Road: Integrated development, 2006–2009 project

Investigation into an integrated transport improvement for Te Atatu Road between Edmonton Road and Titoki Street. The overall project will help alleviate a heavily congested crash hotspot/route that has no public transport amenity.

## Transit New Zealand's Waterview Connection

Further investigation funding project to put a Notice of Requirement (NoR) and resource consents in place for Transit New Zealand's preferred driven tunnel option in Auckland.

## Christchurch City Council's new central city bus exchange

Phase one investigation.

## Christchurch City Council: Study in the Belfast/Styx quadrant of Christchurch city

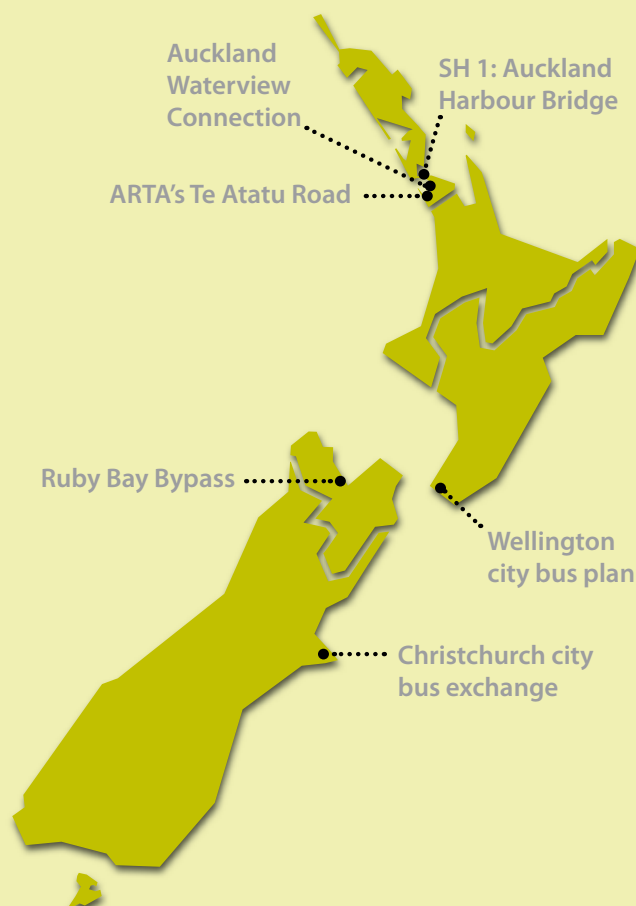
The study is a step towards implementing the Greater Christchurch Urban Development Strategy (2007). It will provide detailed network modelling for the Belfast/Styx-Christchurch northern growth quadrant of the city and help refine transport network improvements, including passenger transport, and walking and cycling facilities.

## Transit New Zealand's SH 60: Ruby Bay Bypass – construction project

Construction of the Ruby Bay Bypass project between Richmond and Motueka involves a 10.6 km re-alignment to replace a narrow section of the road that has low-speed curves and reduced visibility distances because of the challenging topography. The bypass will improve safety and reduce travel times for users of SH 60.

## Wellington city bus priority plan

Design and construction of the conventional bus priority schemes included in phase 1 of Wellington City Council's medium-term bus priority plan, and investigation of tidal bus lanes using dynamic lane lining. This project is a building block of the Ngauranga to Airport Strategic Study, which aims to increase the quality and quantity of public transport over the next 10 years and beyond.



# Better value for money from procurement



Land Transport NZ is making good progress towards implementing changes originating from the review of physical works and professional services procurement procedures.

These changes are aimed at helping approved organisations such as regional, city and district councils obtain better value for money from projects funded by the National Land Transport Programme (NLTP). In 2007/08, \$2.4 billion was allocated via the NLTP to approved organisations for their land transport programmes.

## So what does value for money mean?

It means maximising the benefits of activities approved for NLTP funding, while at the same time minimising the overall costs of a project during its lifetime, and not simply focusing on getting the lowest price up-front.

A new *Procurement manual* will be the main vehicle for delivering the procurement changes identified by our stakeholders. The *Procurement manual* will provide information on 'best practice' in a procurement context and will demonstrate why it is worthwhile for approved organisations to develop a procurement strategy. It will help approved organisations to review their procurement processes and consider the factors that affect their long-term procurement decision making.

## Implementation starts from 2009

Land Transport NZ realises that approved organisations are at different stages in terms of their ability to move to a new procurement environment, so it is taking a very measured approach to introducing these changes. The changes will be progressively implemented over a two-year period from early 2009.

## Trial and consultation prior to implementation

The *Procurement manual* will be trialled with selected approved organisations prior to the

two-year implementation period. Feedback from the trial and consultation will help fine-tune the *Procurement manual* before it is formally released for phased implementation. All approved organisations will be expected to have moved to the new procurement environment by the end of the two-year implementation period. Land Transport NZ will work closely with approved organisations to help them make this transition.

For more information on the procurement review, go to [www.landtransport.govt.nz/funding/procurement](http://www.landtransport.govt.nz/funding/procurement).

If you have any questions or wish to receive email messages alerting you to any updates on the progress of the review posted on the Land Transport NZ website, email [procurement@landtransport.govt.nz](mailto:procurement@landtransport.govt.nz) using the word SUBSCRIBE in the subject line.

# Getting people home safely

The old adage that many hands make light work was evident this month in Christchurch with the launch of a Transport Accord for the city's central business district (CBD).



(Left to right): Police and Road Safety Coordinator & Project Leader Tony Francis, Hurunui District Council, with Manager Transport Relationships Dennis Robertson, Land Transport NZ, NZ Police Inspector and Road Policing Manager Derek Erasmus, Canterbury, and Mayor of Christchurch Bob Parker at the signing of the Accord.

The accord is the result of three years' work and the involvement of the Christchurch City Council, Community Public Health, Police, Land Transport NZ, Red Bus Ltd and the 13 approved taxi organisations operating in the city.

The accord grew out of the Community Alcohol Action Programme (CAAP) as a way of planning how people who socialise in the CBD could get home safely and not drink and drive.

Land Transport NZ's Manager Transport Relationships, Dennis Robertson, who chaired the group said, 'The accord is an excellent example of a collaborative effort, with many people and organisations working together to find a solution to promote safety and sustainability.'

The accord aims to promote a safer, more accessible, sustainable transport system in the city that enhances the night-time economy and supports a safe and vibrant city.

'The key to the accord is to promote all aspects of public transport and the effective management and supply of transport in the central city, which supports the night-time economy and adds to the city as a safe and desirable place to be.'

Christchurch city's CBD has been the subject of negative publicity recently, with a number of issues around drinking and violence. Dennis says, 'This accord may offer a circuit breaker to this situation and promote an environment that helps deal with some of these issues.'

This is a good example of the wide-ranging and complex role transport has to play within the wider culture of a city, in addition to promoting more efficient, sustainable and safe transport.

'What we hope to achieve here in Christchurch could have implications for other cities and assist them in developing similar solutions,' says Dennis.

## Countdown to the NZ Transport Agency

The NZ Transport Agency (NZTA) starts business in July 2008\*, bringing together the functions of Land Transport New Zealand and Transit New Zealand to provide an integrated approach to transport planning, funding and delivery.

As mentioned in the May issue of *Land transport news*, the NZTA Chief Executive is Geoff Dangerfield. He will officially take up this role in July.

Geoff says he was attracted to the job by the opportunity to lead an organisation that delivers important services to New Zealand, and that will be a major influence in shaping the transport sector's future.

'It's such an important sector for an efficient economy and for well-functioning communities,' Geoff says.

A key focus in the weeks leading up to day one of the NZTA is the fine-tuning of the organisational design.

The NZTA is being designed to deliver four key outcomes:

**integration**                      **safety**  
**sustainability**                    **value for money.**

'The Government is looking for change,' says Geoff. 'The direction of that change looks pretty clear – building adaptability and responsiveness of the sector to meet the environmental sustainability challenge, while keeping an eye firmly on value for money.'

Geoff emphasises that the creation of the agency is more than just a merger of two existing organisations.

'The new agency will be greater than the sum of its two parts. It will build on their existing strengths but it also presents the opportunity to do things more effectively. There will be a greater focus on users of the transport system. It's also important that we deliver our outcomes in a regional context and that we operate in close partnership with key transport stakeholders.'

Following consultation with staff, the organisational design will be finalised and the appointment of the Senior Leadership Team is due to begin from mid-July. These positions are being advertised internally and externally.

### Contacting us in July

Here are the contact details for the new NZTA National Office:

Victoria Arcade, 44 Victoria Street,  
Private Bag 6995, Wellington 6141  
Main phone: 04 894 5400  
Main fax: 04 894 6100

To email any NZTA staff member, please use the following email address format: [firstname.surname@nzta.govt.nz](mailto:firstname.surname@nzta.govt.nz).

A web portal with links to the Transit and Land Transport NZ websites goes live in July so you will still be able to do online transactions and access the full range of resources currently hosted on the existing sites. The new web address is [www.nzta.govt.nz](http://www.nzta.govt.nz).

\*The Land Transport Management Amendment Bill (currently before Parliament) provides that the NZ Transport Agency will be established in July.

## Rail unit aims to be 'smart regulator'

New research commissioned by Land Transport NZ will look at how rail can play a key role in the move towards a sustainable transport industry in New Zealand.

Land Transport NZ's National Manager Rail Regulation John Oldroyd said Beca Carter Hollings and Ferner will undertake the research on how rail participants, in association with government transport agencies, can improve sustainability within the rail industry.

'The primary purpose of the research is to identify opportunities for, and barriers to, improving sustainability within the rail industry. This is a first step that may lead to further work as options that emerge from the research are explored in more depth.'

Land Transport NZ is the government rail regulator responsible for implementing the requirements of the Railways Act 2005. There are more than 90 rail licensees in New Zealand, including TOLL, Veolia and ONTRACK, as well as industry, heritage and tourism operators.

Land Transport NZ and its Rail Regulation Unit have a responsibility to promote land transport sustainability and safe transport on rail.

'We aim to be a smart regulator and to respond to the changing rail environment by encouraging awareness of rail as a significant player in the growth of land transport in New Zealand,' John said.

Announcing the purchase of Toll Rail Holdings Ltd NZ by the Crown, Prime Minister Helen Clark said a modern rail system can lessen the carbon footprint of the wider transportation network, taking pressure off roads and allowing trucking and shipping businesses to operate more efficiently.

The Ministry of Transport's update to the New Zealand Transport Strategy predicts passenger rail in Auckland will increase



Land Transport NZ's National Manager Rail Regulation John Oldroyd

six times to 30 million trips a year by 2030. At the same time, freight will grow to nearly three times its current level.

For more information, contact John Oldroyd on (04) 931 8833 or [john.oldroyd@landtransportnz.govt.nz](mailto:john.oldroyd@landtransportnz.govt.nz).

## Cyclist skills training guide now available

A new cyclist skills training guide is available to help those who are interested in planning and developing programmes in their region. This is a key initiative in the 'Getting there – on foot, by cycle' strategic implementation plan and provides practical on-road cycling skills.

*Cyclist skills training: A guide for the set-up and delivery of cyclist training in New Zealand* caters for a range of trainees wanting to learn in a school or an adult training environment. Trainees are not tested, but they can only progress through to the next skill level after they have demonstrated the required skills and milestones for each level.

As further areas of work are developed, a low-key staged promotion is planned so that systems and processes are in place to manage the development of high-quality programmes throughout the country. The first step is to

raise awareness of the guide, then to support and encourage interested parties, where appropriate, to develop programmes based on the principles outlined in the guide.

A number of trials are planned for 2008, with a staged national roll-out of the programmes expected in 2010.

For further information, go to [www.landtransport.govt.nz/road-user-safety/walking-and-cycling/docs/cyclist-skills-training.pdf](http://www.landtransport.govt.nz/road-user-safety/walking-and-cycling/docs/cyclist-skills-training.pdf) or contact Senior Policy Advisor, Networks, Gerry Dance at Land Transport NZ by emailing [gerry.dance@landtransport.govt.nz](mailto:gerry.dance@landtransport.govt.nz).



# Driving awareness at Fieldays 2008

**Bottled water branded with fatigue awareness messaging proved a great drawcard with visitors to the Land Transport NZ marquee as Hamilton turned on good weather for Fieldays 2008.**

The largest event of its kind in the southern hemisphere, National Agricultural Fieldays (11–14 June) pulled in more than 30,000 visitors a day.

From cowboy hats and stock whips, food tasting, the latest in milking technology and the heftiest tractors, to nifty gadgets that slice, dice and polka dot a potato in 20 seconds flat – you name it, you could find it at Fieldays.

Land Transport NZ staff joined local Road Safety Coordinators and representatives from the Police Commercial Vehicle Investigation Unit (CVIU) during the four-day event.

The well-positioned corner site attracted a steady flow of visitors each day, keeping staff very busy answering a range of queries to do with our vehicle safety and compliance, transport service licensing and regulations, including work time and logbooks, vehicle registration, economic compliance, drink-driving and fatigue.

There were a lot of general enquiries but some that were quite specific, like 'Can I take this truck and fix a homemade crane to it?' and

'Can I register my vehicle as a hearse but actually use it for carting hazardous waste without a D endorsement and what form should I fill in?'

Another good drawcard was a popular quiz based around a static tractor-trailer parked onsite and accompanying displays covering vehicle compliance, fatigue and licensing that received close to 100 entries on the first day alone.

More than 40 young drivers signed up to the Practice programme. And one of the lucky entrants won a brand-new mountain bike (courtesy of Scott and the team at AvantiPlus Cyclopedia, Hamilton) for their effort.

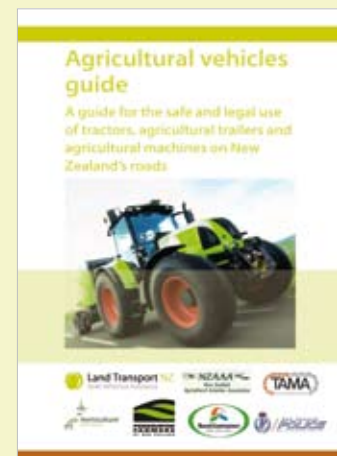
Adam Doesburg, Project Manager of the Land Transport NZ site, said, 'All those who contributed worked as fine ambassadors for Land Transport NZ, making sure every visitor to our site had a positive experience and left with a better understanding of what we do and why. It was also a great opportunity for us to hear from the public.'

Many visitors browsed the site, taking in the PowerPoint shows on the newly developed *Agricultural vehicles guide* and the Operator Rating System and collecting printed resources for future reference. Many younger customers were keen to learn more about Practice, the interactive driver education programme, while the fatal vision goggles showed dozens of townies and country folk alike just how alcohol plays havoc with your coordination and reaction times. The Road Safety Coordinators walked (and wobbled)

people of all ages through the fatal vision goggle obstacle course, which provided much entertainment, both for those 'under the influence' and for those only game enough to watch from the sidelines.

'We've had some really positive feedback on this year's event, but there's always room to learn how we can better communicate with our customers,' says Adam.

'Now that Fieldays is over, we'll be taking the time to review things and see how we can build on this success.'



## Agricultural vehicles guide

**A guide for the safe and legal use of tractors, agricultural trailers and agricultural machines on New Zealand's roads.**

This guide is produced by Land Transport NZ in collaboration with the Agricultural Transport Forum (ATF). The aim is to ensure that agricultural vehicles comply with New Zealand transport law when tractors, trailers or other agricultural machines are driven on the road.

The guide is based on legal requirements. It provides details about what must be done and what may be done, and gives best practice information from the experience of members of the ATF.

For more information, go to [www.landtransport.govt.nz/commercial/agricultural-vehicles-guide.html](http://www.landtransport.govt.nz/commercial/agricultural-vehicles-guide.html).



Google eyed: Hamilton-based Senior Education Advisor Marcell Davison guides a competitor/victim of the fatal vision goggle obstacle course, while local Road Safety Coordinator Christine Chaplow looks on.



Christchurch-based Vehicle Safety Advisor Deane Palmer (third from left), Senior Constable Geoff Duff (Police CVIU) and Palmerston North-based Transport Regulatory Advisor Zaad Lathiff (far right) speak with visitors to the Land Transport NZ marquee.

# New ad shows risks of gambling at intersections

A new road safety television advertisement that focuses on failure to give way at intersections was launched in May.



Failure to give way at intersections is a serious road safety issue. It is the third-largest cause 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 crashes

a week that produce injury). These crashes result in over 3000 injuries and 26 deaths each year.

The target audience for this new campaign is primarily city drivers aged 25–39 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. They're aware of the caution that should be applied at intersections and they know the road rules. They know they shouldn't push it but justify their actions with a variety of excuses.

The new advertising aims to get people to think twice before pushing the rules at an intersection. These types of crashes aren't inconsequential; you can be killed or seriously injured in an intersection crash. We want drivers to understand the risks and consequences they face when they push it at intersections.

The key message we want people to take out of this advertising is that the risk isn't small. Every 'bad call' you make at an intersection increases your risk of serious consequences, such as injury or death.

## Our contact details

For general enquiries or more information about Land Transport NZ, please email:

**info@landtransport.govt.nz**  
**www.landtransport.govt.nz**

### National Office

Telephone 04 894 5400 Fax 04 894 6100  
Victoria Arcade, Level 2, 44 Victoria Street  
Private Bag 6995, Wellington 6141

### Northern Region

#### Auckland Office

Telephone 09 969 9800 Fax 09 969 9813  
Level 6, 1 Queen Street  
Private Bag 106602, Auckland 1010

### Midland Region

#### Hamilton Office

Telephone 07 958 7840 Fax 07 958 7866  
183 Collingwood Street  
Private Bag 3081, Hamilton 3240

### Central Region

#### Wellington Office

Telephone 04 931 8900 Fax 04 931 8929  
Master Builders House, 234 Wakefield Street  
PO Box 27249, Wellington 6011

#### Napier Office

Telephone 06 974 5520 Fax 06 974 5529  
Level 3, Dunvegan House  
215 Hastings Street, PO Box 972, Napier 4110

#### Palmerston North Office

Telephone 06 953 6296 Fax 06 953 6203  
Level 3, IRD Building, Cnr Ashley and Ferguson Streets  
PO Box 1947, Palmerston North 4410

### Southern Region

#### Christchurch Office

Telephone 03 964 2866 Fax 03 964 2855  
Level 5, BNZ House, 129 Hereford Street  
PO Box 13364, Christchurch 8011

#### Dunedin Office

Telephone 03 951 3009 Fax 03 951 3013  
AA Centre, 450 Moray Place  
PO Box 5245, Dunedin 9016

### Transport Registry Centre

Telephone 06 953 6200 Fax 06 953 6411  
Cnr Ashley and Ferguson Streets  
Private Bag, Palmerston North 4410

### Contact centres

**General enquiries** 0800 699 000  
**Driver licensing** 0800 822 422  
**Road user charges** 0800 655 644  
**Motor vehicle registration** 0800 108 809  
**Overdimension permits** 0800 683 774

## Taking a break in July

With the NZ Transport Agency (NZTA) starting business in July 2008, this *Land transport news* publication will be reviewed and updated to reflect that change. Consequently, there will not be a July issue.

### Do we have your correct details?

We would like to hear from you if you wish to update your name or address details or alter the number of copies of the updated edition you would like to receive.

Email [alan.heppleston@nzta.govt.nz](mailto:alan.heppleston@nzta.govt.nz) regarding distribution.