

## Huge amount of work revealed in SH Forecast

The start of the new financial year has seen Transit New Zealand embark on its most challenging programme of work ever. When Transit released its 10-year State Highway Forecast 2005/06 - 2014/15 on 30 June it announced an unprecedented level of activity for state highways, including \$968 million worth of work for 2005/06. The total for the 10-year period is more than \$11 billion.

Transit chairperson David Stubbs said the state highway forecast was based on funding forecasts from Land Transport New Zealand and was prepared before the Government's 23 June announcement of an extra \$500 million for land transport.

"The additional land transport funding announced by the Government is excellent news and comes on top of an already record level of investment in state highways for 2005/06 and beyond."

Transit has submitted a proposal to Land Transport New Zealand for supplementary funding for state highways as a result of the additional funding, which will be considered by Land Transport New Zealand's Board later this month. Transit's proposal focuses on advancing projects to complete Auckland's Western Ring Route, further development of the Waikato Expressway, and developing and constructing further key safety projects nationwide in support of Road Safety 2010 targets.

An update to the state highway forecast incorporating the extra funding will be issued once Land Transport NZ has made its funding decisions.

Even before the announcement of extra funds, Transit's state highway forecast was ambitious. It includes \$330 million of expenditure on state highway improvements in Auckland in the upcoming financial year and a number of other large projects around the country. Transit's programme in 2005/06 is worth \$968 million – \$18 million more than its funding allocation from Land Transport New Zealand.

"This planned over allocation will allow Transit to maintain momentum should unscheduled delays to some projects occur," said Mr Stubbs.

A regional breakdown of the forecast is included on pages 3 and 4 of this *InTransit*.



Transit is carrying out more state highway construction projects than ever before.

## Transit wins international award for third time

Transit New Zealand has won the International Road Federation Global Road Achievement Award for Environmental Mitigation for environmental initiatives on the Grafton Gully Project in Auckland.

This is the third time Transit has won the award.

"To win this international award once is an achievement. To win it three times really puts New Zealand and Transit on the world stage," said Transit chief executive Rick van Barneveld.

One of the features of the Grafton Gully Project is the stormwater tank the size of three tennis courts to take stormwater that otherwise would have carried run-off contaminants and sediment into the Waitemata Harbour.

The project has received a Public Archaeology Award for work to find and preserve artefacts in the area. Aesthetic values have also been important, from design to landscaping.

Mr van Barneveld congratulated the staff of Transit, Beca Carter, Fletcher Construction and Higgins Contractors who together make up the Freeflow Alliance, which delivered the project.

Transit won the inaugural Global Road Achievement Award for a project through Northland's Waipoua Kauri Forest on SH12, and again in 2002 for the Otira Viaduct and Candy's Bend to Starvation Point projects on State Highway 73.

# Normanby Realignment opened

Motorists travelling on State Highway 1 south of Timaru are now using a new, safer section of the route at Normanby.

The new road opened five months ahead of schedule and under budget.

Transit chief executive Rick van Barneveld attended the project's official opening along with the local MPs Hon Jim Sutton and Mahara Okeroa and Timaru deputy mayor Michael Oliver. Normanby teenager Christopher Paul, who drew attention to the project several years ago and secured a visit from then Minister of Transport Hon Paul Swain, cut the ribbon to officially declare the realignment open.

The two-year project to replace a 3.2 kilometre stretch on a bad curve was originally due for completion in October of this year.

Transit project engineer Geoff Griffiths said the time and cost savings were mostly due to settlement of earthworks for a 13-metre high bank taking half the time originally anticipated.

The project included cuts into the hills of up to 12 metres deep and earth fills up to 13 metres. Half a million cubic metres of earth were moved. To minimise environmental impact, the cut and fill slopes were designed to merge into the surrounding countryside.

Mr van Barneveld said the project was significant, as it was a response by Transit to a problem that the people in this area wanted something done about.

"This was a nasty bit of road. It claimed too many innocent lives. It's now straighter and flatter and there are passing lanes."



L-R Transit chief executive Rick van Barneveld, Christopher Paul, Hon Jim Sutton and Timaru Deputy Mayor Michael Oliver.

# Roundabout improves safety

Transit has opened a new roundabout on State Highway 10, three kilometres southwest of Kerikeri.

The roundabout represents another milestone in Transit's ongoing programme to improve safety and efficiency of the state highway network in Northland, as many accidents occurred at the intersection the roundabout replaces.



The new roundabout on SH10 at Kerikeri has greatly improved safety at a busy intersection.

A celebration ceremony was attended by Transit regional manager Richard Hancy, Far North Mayor Yvonne Sharp and Northland MP John Carter.

"The roundabout adds further improvement to the Northland state highway network and will help relieve the overall delays experienced at the intersection. This will improve safety by channelling the flow of traffic through the intersection," said Mr Hancy.

Transit has also made significant improvements to street lighting to improve visibility through the intersection at night. In addition to the roundabout, carriageway widening on all intersection approaches has taken place.

Mr Hancy said the Kerikeri community had welcomed the roundabout with open arms and shown great support throughout construction. The roundabout will ensure safer journeys for both local motorists and travellers.

# Transit New Zealand 10-year State

The current level of investment in state highways – \$11 billion over the next 10 years – is the highest ever. And this is without taking into account the extra \$500 million announced in June for Land Transport, which will enable Transit to make even greater progress across the country than is outlined below.

## Huge increase in activity in Auckland

Transit New Zealand's latest 10-year forecast shows the strongest ever investment in state highway measures to address Auckland's congestion and safety issues – issues that are fuelled by traffic growth of 2 - 4 percent a year because of population growth, urban expansion and the relatively cheap cost of travel.

This financial year, \$330 million will be spent on state highway improvements and \$62 million on maintenance and operations in Auckland, with a total of \$3.8 billion for the full 10-year period.

"This increase of almost 40 percent over last year's level of activity will add to the very self-evident momentum of major work already underway," said Transit chair David Stubbs.

Major projects already committed to start in 2005/06 include the SH20 Mt Roskill Extension (\$169M) and the SH20 to SH1 Manukau Extension (\$174M) – both part of the strategic Western Ring Route.

Other large projects currently underway are the SH1 Northern Motorway Extension ALPURT B2 (\$365M), SH1 Northern Busway (\$180M), SH1 Esmonde Road Interchange (\$35M), Stage 2 of the SH1 Central Motorway Junction Improvements (\$140M), SH18 Greenhithe Deviation and Upper Harbour Bridge Duplication (\$131M), and SH1 Waiouru Connection Interchange (\$19M for Transit share).

"Transit plans short-term borrowing and tolling to fund key projects. This way we can make earlier starts on the three key projects required to complete the Western Ring Route. The SH18 Hobsonville Deviation (\$193M) is planned to start no later than 2007/08, subject to finalising debt repayment arrangements, and SH20 Avondale Extension (\$1.2 billion approx) and the SH20 Manukau Harbour Crossing (\$189M) could start in 2009/10. Also due for an accelerated start is the Harbour Bridge to City project (\$300M, 2008/09)," said Mr Stubbs.

## Significant for all New Zealand

Transit's very necessary focus on Auckland does not diminish the major impact the state highway forecast has across the country. More than \$7 billion will be spent on improving and maintaining state highways outside of Auckland in the next 10 years. Highlights are:

### Northland:

- \$388 million for improvements and maintenance over 10 years
- Five large projects (construction cost more than \$3 million) forecast for a construction start within 10 years
- More than \$17 million worth of small and medium projects (construction cost less than \$3 million) planned for a construction start within three years.

### Waikato:

- \$1.7 billion total for improvements and maintenance over 10 years
- Avalon Drive Bypass and Mangatawhiri Deviation programmed for a construction start in 2005/06
- More than 30 small and medium projects for construction within three years.

### Bay of Plenty:

- \$762 million for improvements and maintenance over 10 years
- Five large projects forecast for construction starts within 10-years, including the Tauranga Harbour Link as a toll project (2006/07)
- Small and medium projects worth more than \$11 million for construction starts within three years.

### Gisborne:

- \$193 million for improvements and maintenance over 10 years
- Two seal-widening projects north of Gisborne, worth nearly \$10 million, forecast for construction starts within the 10-year period.

# Highway Forecast 2005/06–2014/15

## Hawke's Bay:

- \$323 million for improvements and maintenance over 10 years
- Meeanee Road Interchange project programmed for a construction start in 2005/06
- Five other large projects forecast for a construction start within 10 years and 11 small and medium projects for construction within three years.

## Taranaki:

- \$304 million for improvements and maintenance over 10 years
- Bell Block Bypass and Mangaone Four-laning projects programmed for a construction start in 2005/06
- \$8 million worth of small and medium projects for construction within three years.

## Manawatu/Wanganui:

- \$274 million for maintenance and improvements over 10 years
- Indicative construction start date for Manawatu Hill Realignment 2008/09 – five years earlier than in last year's 10-year plan.

## Wellington:

- \$706 million for improvements and maintenance over 10 years
- Seven large projects forecast for a construction start within 10 years, 11 small and medium projects for construction within three years
- Melling Interchange, Whitford Brown Interchange and Basin Reserve Improvement projects move into the 10-year forecast (indicative construction start date 2013/14).

## Nelson/Tasman/Marlborough:

- \$315 million for improvements and maintenance over 10 years
- Awatere Bridge programmed for a construction start in 2005/06
- Small and medium projects totalling more than \$8 million for construction within three years.

## Canterbury:

- \$396 million for improvements and maintenance over 10 years
- Forecast construction start for Christchurch Southern Motorway Extension brought forward from 2010/11 to 2009/10
- \$13 million for small and medium projects in the next three years.


## West Coast:

- \$206 million for improvements and maintenance over 10 years
- Gates of Haast Realignment moves into 10-year forecast, with an indicative construction start date of 2009/10.

## Otago:

- \$401 million for improvements and maintenance over 10 years
- Construction start for Tumai to Waikouaiti Realignment programmed for 2005/06
- 17 small and medium projects for construction within the next three years.

## Southland:


- \$247 million for improvements and maintenance over 10 years
- Homer East Portal Avalanche Shed forecast for construction starting in 2009/10. 

## Programme, Plan, Forecast

Transit's 10-year forecast is divided into a firm one-year programme for 2005/06 and a plan for the first three years that contains best estimates of time and cost for the listed projects. For the rest of the decade the forecast is less certain due to the potential for planning issues to affect timing and costs.

The project timing could also change with the use of regional distribution funding (\$R) from the increase in petrol tax from 1 April 2005.

Land Transport New Zealand decides which projects are funded this way. The level of \$R it is making available is reduced in early years, but gears up in later years to ensure all regions receive their full entitlement over the 10-year period.

As a result, Transit has had to take a national view of the state highway asset when recommending projects for regional distribution funding in the first few years. 

# Mother nature leaves her mark

**It will be months yet before Transit's contractors can fully repair damage to State Highway 2 at Matata caused by a storm that hit the Bay of Plenty in the middle of May.**

This section of State Highways 2, between Tauranga and Whakatane, was closed for 12 days after torrential rain and slips dumped tonnes of debris on the road. Flooding and slips destroyed approaches to road and rail bridges, stranding vehicles.

Transit area engineer Daya Govender said Transit's contractors, the New Zealand Fire Service, council staff and volunteers worked tremendously hard to clear the road, railway and township, with the state highway re-opening on 30 May.

"Since then we've done all of the repair work we can, but there are some jobs that we need better weather for, like resealing. This will happen during the summer months."

Mr Govender said in the long term, the three state highway bridges affected by the storms would require structural repairs.

"In the meantime we've made temporary repairs and safety is not compromised. The bridge in Matata itself will be repaired at the same time as contractors construct the new railway underpass (a project that recently got underway, but is unrelated to the flooding), and repairs to the two bridges north of the town will be completed by the end of this financial year."

Matata was not the only place where state highways felt the full force of mother nature.

Completion of the SH2/29 Te Maunga to Maungatapu Median Barrier project near Tauranga was delayed after torrential rain and flooding damaged 13,000 square metres of new pavement and seal, and sections of SH25 in the Coromandel were also closed due to slips and flooding. T



An aerial and close-up view of debris blocking SH2 along the Matata Straight.



## Barrier will save lives

**Transit New Zealand says the installation of a nine-kilometre wire-rope crash barrier on State Highway 1 north of Rangiriri will save lives by preventing head-on crashes.**

Transit regional manager Chris Allen said the now-complete barrier will hopefully mean an end to the high number of severe crashes on this stretch of highway. A function was held in Rangiriri on 28 June to celebrate the completion of the project.

Mr Allen said in the 10 years to 2004, 17 people died in 12 fatal crashes on this stretch of highway, of which nine were head-on collisions. On the expressway south of Rangiriri, one vehicle a month has hit the barrier.

"In all cases, the rope has stopped the vehicle crossing into the path of oncoming traffic."

Emergency services' needs were factored into the design of the project, he said.

"One of the strengths of this barrier system is that it provides for speedy dismantling, should this be required for access to a crash site and to allow other vehicles on the road a detour."

Mr Allen says Transit's long-term goal is to construct a four-lane expressway on this section of SH1 north of Rangiriri. However, he says the existing highway has sufficient capacity to cope with traffic growth over the next 10 years. T

## THE BIG POUR

Concrete has been poured on the first section of the trench structure that will carry north-bound traffic towards the Terrace Tunnel as part of the \$40 million Wellington Inner City Bypass.

Excavation and construction of the 150-metre concrete trough is being done in sections.

"The trench west of Willis Street has been excavated to the full depth of eight metres to make way for the new upper Vivian Street Bridge which will be constructed by Christmas," Transit project manager Jonnette Adams said.

"This is the first major pour of the bypass project with approximately 30 truckloads (150 cubic metres) of concrete being poured into a 10 metre-long, one-metre deep section of the trench floor." T

## EXITS NUMBERED

Transit New Zealand is making it easier for motorists to navigate their way on and off Auckland's motorways with the introduction of an exit numbering system.

Exit numbers are distance-based and determined by how many kilometres the exit is from the beginning of the highway.

"Exit numbering will make navigating the motorway system easier for motorists, especially visitors to Auckland. It will also help the emergency services respond more quickly to incidents such as break downs or crashes," said Transit regional manager Richard Hancy.

The new numbers will be reflected in street maps and on variable message signs (temporary electronic signs) advising of incidents or events on the motorway.

All exit numbering signs should be in place by the end of August. T

## Board Meetings

The next Board meeting is in Transit New Zealand national office at 9:30am on Wednesday 3 August 2005 (open agenda from 2:30pm).

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# Elevation celebration

Transit New Zealand celebrated the completion of the \$2.5 million Elevation Overbridge project on State Highway 1 near Picton recently.

The new bridge was opened by Minister for Transport Safety Hon Harry Duynhoven, Transit Board deputy chairperson Sir Tipene O'Regan and Marlborough mayor Alistair Sowman.

The old overbridge, constructed in 1935, was situated in the middle of an S-bend with low speed advisory signs on both approaches and had a history of accidents.

Sir Tipene said the project, started in April 2004 and finished in June 2005, involved building a 700m section of new highway to bypass the existing overbridge, and constructing a new overpass over the railway just south of the old bridge. SH1 was also built up and over the top of the new rail underpass using materials cut from the adjacent hillside. Some 70,000 cubic metres of earth were moved during the project.

Mr Dunhoven said the project was a significant project for the economy of the South Island and for all New Zealand, as this section of SH1 is the transport route for goods travelling to and from Picton. It carries over 5,000 vehicles a day, mostly heavy vehicles.

He also congratulated the local community for lobbying for the improvement. They were concerned about the safety of the existing bridge because of the S bend, and the number of accidents occurring.

"You wanted a better bridge and you've got one."

The project was Designed by Connel Wagner Ltd and constructed by Fulton Hogan.



Opening the new Elevation Overbridge are (L-R): Minister for Transport Safety Hon Harry Duynhoven, Marlborough Mayor Alistair Sowman and Transit Deputy Chairperson Sir Tipene O'Regan. T

**AND THEN THERE WERE SEVEN** - Papakura District Council has become the seventh local authority to join Transit New Zealand in the Auckland's Traffic Management Unit (TMU) to provide an integrated approach to managing overall traffic issues in the region.

The TMU's Joint Executive Group now comprises Transit, Auckland City, Waitakere City, Manukau City, North Shore City, Rodney District and Papakura District councils. The TMU's objectives are to develop more capacity on the region's road network and assist in public transport initiatives to achieve better traffic flows and reduced congestion.

The TMU integrates its services to monitor and manage both the motorway network and arterial roads across the Auckland region. The TMU runs the ATOMS Traffic Management Centre in Northcote around the clock to provide facilities for operating all of Auckland's motorways, state highways and urban arterials, as well as council roads controlled by signalised intersections. T

# What's on

For more information contact Transit training and education manager Stuart Fraser. Tel: (04) 496 6698, email: [stuart.fraser@transit.govt.nz](mailto:stuart.fraser@transit.govt.nz). The Transit website lists Transit New Zealand and overseas industry conferences, seminars and workshops ([www.transit.govt.nz](http://www.transit.govt.nz)) in the 'News, Events and Publications' section.

## Training Sessions

### Training for Code of Practice for Temporary Traffic Management for Level 2 and Level 3 Roads

Level 2/3 STMS NP (Non Practising) training, and STMS Practical Assessments are now underway. To register your interest contact John Boyson Tel: (09) 428 0018, Fax: (09) 248 0018, Mob: 021 901 405.

#### Auckland

STMS NP 2 days on 2 and 3 August 2005  
STMS NP Refresher 1 day on 10 August 2005  
STMS NP Refresher 1 day on 6 September 2005  
STMS NP Refresher 1 day on 11 October 2005  
STMS NP 2 days on 18 and 19 October 2005  
STMS NP Refresher 1 day on 28 November 2005  
STMS NP 2 days on 29 and 30 November 2005  
STMS NP Refresher 1 day on 6 December 2005  
STMS NP 2 days on 19 and 20 December 2005

#### Hamilton

STMS NP 2 days on 1 and 2 November 2005  
STMS NP Refresher 1 day on 24 November 2005

#### 2005 NZ Cycling Conference

Early Bird Registration Deadline 26 August 2005. The conference provides review and analysis of central and local government cycling policy and implementation initiatives, cross-sector programmes addressing health, urban design and economics, and behavioural change projects developed as part of traffic demand management.

Keynote speaker Troels Andersen provides a European perspective on sustainable transport and cycling.

A full programme can be accessed via [www.can.org.nz](http://www.can.org.nz) or by contacting Stephen Knight, PO Box 1057, Wellington. Email: [Stephen@bikenz.org.nz](mailto:Stephen@bikenz.org.nz). Local authority staff and their consultants are welcome to attend. T

#### Tauranga

STMS NP Refresher 1 day on 4 August 2005  
STMS NP Refresher 1 day on 7 September 2005  
STMS NP Refresher 1 day on 26 October 2005  
STMS NP Refresher 1 day 7 December 2005

#### Christchurch

STMS NP Refresher 1 day on 23 August 2005  
STMS NP 2 days on 24 and 25 August 2005  
STMS NP Refresher 1 day on 13 October 2005  
STMS NP Refresher 1 day on 17 November 2005