

intransit

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D2P - a formula for work with minimal delays

Work has begun in earnest on Wellington's SH2 Dowse to Petone Upgrade Project to reduce delays and improve safety between the Petone overbridge and Dowse Drive.

Wellington regional manager Graham Taylor says the completion of the project is being eagerly awaited by road users and Hutt Valley residents in particular, as it will eliminate three sets of traffic signals and improve access on the 2.7km stretch of highway in and out of the Hutt Valley.

"While the project is scheduled to take two and a-half years to complete, road users are already looking forward to the improvements the project will bring to their daily travel," Graham says.

The Dowse to Petone Upgrade Project, nicknamed D2P, includes the construction of a new elevated interchange connecting Hutt Road and Dowse Drive in Lower Hutt, a new overbridge at Korokoro, an improved roading alignment from Petone overbridge to Dowse Drive,



3D artist impression of Dowse to Petone Upgrade project.

improvements to the Petone Railway Station's Park and Ride facilities (including a new, covered pedestrian footbridge), and improved parking and access to Percy Scenic Reserve.

"All of these changes will mean fewer delays for people driving through the area or trying to access it for their daily commute as well as improving safety. Removing the traffic signals will eliminate delays and reduce accidents," Graham says.

He says that a big requirement of the project is to keep traffic moving during construction.

"For this reason, our contractors for this project, Fletcher Higgins Joint Venture, have designed the timetable for doing their work around the needs of motorists rather than getting the motorists to fit around the work. It doesn't make the

A lot of careful planning has been put into the construction timetable to ensure that it meets the needs of motorists while at the same time getting the work done.

project take any longer than originally planned; it just means there has been a lot of careful planning put into the construction timetable," Graham says.

Transit is working closely with Hutt City Council, Greater Wellington Regional Council, OnTrack and iwi as well as the public with this project because of its relationship to local roads, the railway, the station and the Te Tatau o Te Po marae.

For more information on the project visit Transit website at www.transit.govt.nz/projects/d2p.



From left to right: Sam Jackson, iwi representative; Terry McDavitt, Regional Land Transport Committee representative; Hon Annette King, Minister of Transport; Hon Peter Dunne, MP for Ohariu-Belmont; Ian Buchanan, Greater Wellington Regional Council Chair; Transit Network Operations General Manager Roly Frost and David Ogden, Hutt City Council Mayor.

So you don't forget the speed limit

Earlier in the year Transit did a trial that looked at how putting more speed limit repeater signs on roads influences drivers speed.

"This trial was part of Transit's ongoing effort to find new ways of improving the safety of road users on state highways," Transit's Traffic and Safety Manager Dennis Davis says.

Repeater signs are normal speed limit signs that are installed in a certain speed zone in between the signs that introduce a new speed and show the end of that speed zone. Their role is to remind road users what speed they should be driving at. They are also required by legislation.

"The findings showed that frequent repeater signs can be useful in

influencing driver speeds in certain situations but we found that in most circumstances the current legal requirement is fine," Dennis says.

The trial was conducted in Wellington region, with one route being on the way to the airport and the other route in Upper Hutt City, both with 70km/h and 80km/h speed limits.

"These routes were chosen as examples of places where the speed limit may not enjoy the full respect of drivers," Dennis says.

Speed surveys were undertaken along the routes before and after extra repeater signs were installed.

"Signs repeating the speed limit that

road users need to follow, were found to be especially useful when they were installed within 400m of a reduction in posted speed limit."

The trial showed that the environment road users drove through, for example whether there were a lot of houses near the road or not, also tended to influence their choice of speed.

"As for what next, in most circumstances we will continue to use the same number of repeater signs as before, but we also will be looking at using more signs in areas of poor speed limit conformance and in areas where the speed reduction is quite significant," Dennis says. 📌

Milford Road information kiosk up and running

Transit New Zealand's new information kiosk on Milford Road, SH94 is all go this winter.

Transit regional network manager Murray Clarke says the new kiosk is part of Transit's continuous effort of making the Milford Road experience safe and enjoyable all year round.

"We want to make sure road users are fully prepared for driving on this road in winter conditions which can change so quickly. If you are not prepared for it you could put not just yourself at risk but also other road users behind you."

The kiosk, located 8.5 km north of Te Anau, is managed by Transit's contractor Downer EDI Works. It will initially be open only in winter when vehicles travelling the Milford Road need to be fitted with chains. This is usually around 20 days a year between June and November.

Kiosk staff will ensure that visitors and drivers who are unfamiliar with the area get the right information on how to drive safely in winter. Staff will check that road users are carrying the rights chains and can fit them correctly.



Transit organised an open day for Milford Road information kiosk in late August which gave tourism operators, road users and anyone else interested in the kiosk an opportunity to visit the site and find out more about the new facility.

The kiosk has two lanes, with one of them being only for accredited drivers who have completed the Bus and Coach Association Programme on how to drive on Milford Road in winter conditions.

"While most vehicles will need to stop at the kiosk, accredited bus drivers will be allowed to bypass the kiosk since we know that they have completed the Bus and Coach Association Programme," Murray says.

If the road users are not prepared for driving in winter conditions or do not have the right experience they will be advised

that they can always take a coach from Te Anau instead of driving themselves.

While ill-equipped road users can continue to drive on the road past the kiosk, police could fine them up to \$750 if they decide to drive past warning signs requiring chains further down the Milford Road.

"Especially during the first year of the kiosk's operation, we will be checking with road users to see how it works for them, and if necessary make improvements to the way we operate the kiosk," Murray says. 📌

Transit toilet-training trucks

More and more regions around New Zealand have a network of stock effluent facilities located along or adjacent to state highways. The first regions with a completed network include Taranaki and Canterbury.

"These in-transit stock effluent sites are targeted at stock trucks on long hauls that have to empty their effluent holding tanks before they reach their final destination," Transit's Operations and Programming Manager Ian Cox says. Ian is also Transit's member on the National Stock Effluent Working Group convened by Road Controlling Authorities Forum.

"Minimising effluent spillage on roads helps keep our roads safer and protects our environment."

"With three sites built in Taranaki, five in Canterbury and six out of seven planned in Otago and Southland regions, road users in these regions can see a difference. There are fewer overflowing

stock trucks on the road and there is also less illegal dumping at roadsides," Ian says.

The first two in-transit disposal sites were built in 1995 when the South Waikato District Council, with the support of Transit and Environment Waikato. More than a decade later the picture looks quite different, with many more sites now located around the country.

"Having a working group that includes all industry groups involved with the movement of stock helps a lot with getting the commitment to get stock effluent sites completed," Ian says.

The National Stock Effluent Working Group comprises representatives of Federated Farmers, Meat Industry Association, Road Transport Forum, New Zealand Stock and Station Agents Association, Transit, territorial local authorities, regional councils, Lincoln University, Land Transport New Zealand



Mt Messenger (Ahititi) stock effluent site in Taranaki

and Ministries of Transport, and Agriculture and Fisheries.

"While we are making good progress with setting up in-transit sites there is still more work that needs to be done around sites which are located at truck destinations such as saleyards, abattoirs, freezing works, farms and ferry terminals where trucks would discharge stock or stop in the normal course of their work," says Ian.

"We will continue to work with the sector to encourage truck drivers to use the stock effluent sites." ❏

Transit projects prized for innovation

Transit New Zealand is delighted that innovation continues to be recognised as an essential component of roading projects.

Transit's SH1 Hihitahi Bluffs Realignment project won the *Shell Bitumen Excellence Award for a Major Project* at the annual Rooding Excellence Awards held at the Rooding New Zealand Conference in Wellington at the end of August.

Transit chief executive Rick van Barneveld congratulated Opus International Consultants and contractors HEB Smithbridge who entered and received the award for their work on this Transit's project.

"We're thrilled that this extremely important safety project has been recognised. It involved some truly innovative safety and environmental features, and the contractors toiled tirelessly throughout winter to complete it five months early and under budget," Rick says.

Rick also congratulated Connell Wagner, who were awarded the Infratrain New



From left: David Loe, HEB Smithbridge; Jenny Harrison, Opus International Consultants; Chris Jordan, Transit New Zealand; Hon Annette King, Minister of Transport; Paul Prendergast, Shell Bitumen; with the *Shell Bitumen Excellence Award for a Major Project*.

Zealand Best Practice Award for Delivery for Transit's SH20 Hillsborough Signalised Roundabout, part of Auckland's Mount Roskill Extension project Auckland. Connell Wagner were praised for developing and delivering an innovative solution in an extremely short timeframe.

Meanwhile, two other Transit projects walked away winners at the ACENZ Innovate Awards, part of the ACENZ

conference held in Napier in August. Beca Infrastructure Ltd were recognised with a merit award for their work on Stage 2 of the Central Motorway Junction upgrade project in Auckland, and Bloxham Burnett and Olliver Ltd also won a merit award for designing and constructing the 12km four-laning of the SH1 Mercer to Longswamp section of the Waikato Expressway. ❏

Cambridge Bypass designers investigate the past

An archaeologist previously employed by the United Nations to exhume mass graves in Bosnia is now working on a much more pleasant project in Cambridge.

This time, instead of helping to convict war criminals, the evidence Chris Mallows is unearthing is helping Transit evaluate historical sites near the SH1 Cambridge Bypass route.

A number of archaeological sites are close to the Bypass route, and Chris is working with Transit to determine their exact size and significance.

Transit has contracted Opus International Consultants, who employ Mr Mallows, to examine the area using non-intrusive specialist technology called Ground Penetrating Radar and Electromagnetic Investigation. This technology will effectively enable Chris to x-ray the ground and see what is buried underneath it without even lifting a trowel.

Transit Hamilton regional manager Chris Allen says Transit's major objective is to evaluate the precise importance and size of nearby cultural and historical sites, and their possible constraints on design.

"Part of the design process that is currently underway for the Bypass is to identify any geo-technical or archaeological factors that we need to consider in the final design. In order to meet current highway safety design and environmental standards, we may be required to adjust the width of the existing designation, so we need to closely examine the extent of the nearby archaeological features to determine our possible options. Transit is consulting with local iwi, Waipa District Council and the Historical Places Trust about these historical sites."

In conjunction with the archaeological surveys, Transit is forging forward with the geo-technical investigation of the proposed bypass route. A helicopter was used to fly a drilling rig into the Karapiro Stream to enable engineers to examine the soil in the Karapiro Stream Gully. The gully is one of the most challenging parts of the project, being around 45m deep and 200m wide, with very steep slopes.

"The results of the archaeological surveys and geotechnical investigations will be used to assess options for the final design of the bypass," Allen says. ☑

inbrief

Hamilton Highway Radio Reports

Transit's new Hamilton Highway Radio Reports are now airing in Hamilton every Monday morning to inform road users about the traffic management in place for both the SH1 Church to Avalon and Avalon Drive Bypass projects. Motorists who regularly use these routes are encouraged to tune into the traffic reports, and choose their routes accordingly. You can listen to these radio reports on:

- › News Talk ZB - every Monday morning at 7.08am
- › Classic Hits ZHFM - every Monday morning at 6.22am, 7.22am and 8.22am
- › Radio Hauraki - every Monday morning at 7.27am ☑

New brochure for Milford Road users

Transit's new brochure *Driving to Milford Sound? Tips for a safe and enjoyable trip* is for all those who travel on SH94 Milford Road from Te Anau and Milford Sound. The brochure helps road users with information on how to drive safely on this road, especially in winter when snow, ice and risk of avalanches make safe driving critical. The brochure is available on Transit website at www.transit.govt.nz/publications.jsp. ☑

Board meeting

The next Transit Board meeting will be held on Wednesday 3 October at Transit's National Office in Wellington. The open agenda is from 2.30pm. ☑

Your correct contact details?

If you want to update your details, change the number of copies of InTransit you are receiving or if you or others you know wish to begin receiving it, email communications@transit.govt.nz or post to Transit, Communications Team, PO Box 5084, Wellington.

What's on

› Train the Trainers – Refresher Courses for Level 1 Roads

For Level 1 trainers to conduct refresher training they must attend either a trainers' refresher course or the full course. Contact Kimberley Ng on (04) 496 6688 or copctm.qualis@transit.govt.nz.

› Level 1 STMS Trainers Refresher – 23 November 2007, Taupo

May be used as a refresher for Level 1 TC Trainers. Contact Stuart Fraser on (04) 496 6698 or stuart.fraser@transit.govt.nz.

› Level 1 STMS Train the Trainer Course – 27-29 November 2007, Taupo

Restricted entry, applicants must be qualified STMS, Contact Stuart Fraser (see details above).

› Road Safety Barrier Systems Workshop – 4-5 December 2007, Taupo

Essential for consultants responsible for design, checking, and audit of safety barriers, and for contractors responsible for installation. Contact Stuart Fraser (see details above). Registration forms and the programme are available on Transit website at www.transit.govt.nz.

› Level 2/3 STMS Training Courses

Auckland

STMS Non-practicing (NP) on 2 & 3 October 2007
STMS NP on 6 & 7 November 2007
STMS NP on 17 & 18 December 2007

Hamilton

STMS NP on 6 & 7 December 2007

To enquire/register contact John Boyson on phone/fax (09) 428 0018 or mobile 021 207 3954.

Tauranga

STMS NP on 25 & 26 September 2007

Wellington

STMS NP on 1 & 2 November 2007

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