

intransit

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PUBLISHED BY TRANSIT NEW ZEALAND NATIONAL OFFICE

DECEMBER 2007 » ISSUE NO. 185



Message from Transit CE

This year has definitely been full of opportunities and challenges. It's been rewarding to see so

many projects that have come to fruition. Ribbon cuttings 2007 included Auckland's SH1 Edmonde Road Interchange, Wellington's SH1 Inner City Bypass, SH50 Meanee Overbridge in Hawke's Bay and SH1 Tumai – Waikouaiti Realignment project north of Dunedin to name just a few. We have made significant progress on many other projects as well.

This year also marks the beginning of the greatest number of project investigation, design and construction starts ever.

All of this work wouldn't be possible without the government's commitment to transport infrastructure as well as the industry and other transport sector partners' input and co-operation.

The last issue of InTransit for this year is therefore dedicated to some of the many stories around New Zealand that show how the transport sector, communities and our local government partners work together to achieve an integrated, safe, responsive, and sustainable land transport system.

I would also like to take this opportunity to thank you for your interest and support. Together we can contribute towards a transport system that truly builds a better New Zealand.

I wish you all the best for 2008 and safe driving over the holiday season.

Rick van Barneveld
Transit Chief Executive

A win-win for Gibbston community and Transit



Volunteers from Opus and Gibbston community doing the planting on Gibbston layby.

State Highway 6 in Gibbston area near Queenstown is now safer and more attractive, thanks to a partnership between Transit and the local community.

It all started a year ago when Transit used the rock fill from blasting work at nearby Nevis Bluff to cover an area on Camp's Creek's Queenstown side. This area was known for vehicles pulling off and on the road in an unsafe location due to poor visibility.

The Gibbston Community Association, Transit and its consultant Opus International have worked together to cover the rock fill with top soil and planted over 1,000 tussocks and 45 toi toi, a native grass. The planting work was done by volunteers from the local community as well as from Opus.

Susan Stevens, Gibbston Community Association Chairman says it's great to see how their efforts have been rewarded

with a beautified road reserve at the heart of Gibbston.

"Our community has been working very hard to tidy and landscape our road frontages, with having regular annual clean ups along SH6. We are pleased that Transit agreed to work with us to make this unsafe Gibbston layby not only safer but also more attractive."

Transit Central Otago area engineer John Jarvis says that this is a win-win situation for all involved.

"Being able to dump the rock fill so close by from Nevis Bluff saved us transport costs as well as time and effort that would have been necessary if we had looked for another dump site."

"We will continue to work with the community to keep the area looking tidy and finish off the planting when it is full of rock fill," John says. ■

Wakatipu Basin's transport future in good hands

The future of transport in Wakatipu Basin is more certain, now that there is a guiding document setting up a programme of travel demand management, roading development, passenger transport and parking in the basin for the next 20 years.

The Wakatipu Transportation Strategy – officially launched last month by the Minister of Transport the Hon Annette King – is a joint initiative by Transit, Queenstown Lakes District Council and Otago Regional Council.

Transit regional manager Mike O’Cain says that Transit is proud to be a partner to this strategy.

“It’s a good example of Transit and local government working collaboratively to make sure that the transport network in Wakatipu Basin services the future growth of this region. With this approach, we have greater certainty that our future projects will complement the local projects and meet local needs.”

As the prime link between Frankton and Queenstown, State Highway 6A or Frankton Road is a key transport link for the Wakatipu Basin. Five years ago the traffic volume on SH6A was 12,000



At the official launch of the strategy in Queenstown from left Minister of Transport the Hon Annette King, Queenstown Lakes District Council Mayor Clive Geddes, Otago Regional Council chief executive Graeme Martin and Transit regional manager Mike O’Cain.

vehicles per day. That level is now 20,000 vehicles per day.

Transit’s first step towards implementing the strategy will be an assessment of public transport priority measures on SH6A to ensure public transport does not get held up in traffic congestion. This will help to make the journey times of bus services on Frankton Road quick and reliable.

“We now need to continue to build on the strong partnership when implementing

the strategy and Transit is looking forward to continue working closely with our partners and the communities,” Mike says.

One of the key aspects of the Wakatipu Transportation Strategy is that it can be reviewed.

“The strategy can evolve over time to respond to how well the transport network is performing. In such a fast moving area as transport, this will be vital to the strategy’s success,” Mike says. ✓

Next big step towards completing Western Ring Route

Local Greenhithe and Albany communities had an opportunity to see firsthand in early December how two of Auckland’s biggest transport projects – the new SH18 Greenhithe Deviation motorway and duplicate Upper Harbour Bridge – look like just after they were officially opened and before the traffic got to use it.

After four years of construction undertaken in an area of native bush and wildlife, the two projects were opened by the Prime Minister Rt Hon Helen Clark.

More than 260,000 native plants and trees planted, 185,000 square metres of grass and 1.2 kilometres of pedestrian and cycle path are only some of the interesting facts that paint the picture of a major milestone Transit has reached on the Western Ring Route.

The new motorway and bridge improve the link between North Shore and Waitakere

cities and help ease congestion on the existing Upper Harbour Drive.

“This new link provides extra capacity for motorists in the growing northwest region and will reduce peak travel times by up to 20 minutes,” Transit Auckland regional manager Peter Spies says.

The 5.5km Greenhithe Deviation includes four lanes between Upper Harbour Bridge and Albany Highway, giving an easy connection to SH1 at Constellation Drive. Upper Harbour Bridge has been duplicated and together the new and existing bridges provide three lanes towards Greenhithe and two lanes towards Hobsonville.

Transit did extensive landscaping on the earthwork slopes to assist in re-vegetating the motorway corridor and reducing maintenance of these areas.

“We are proud of the fact that during the construction of the new motorway and



At a symbolic unveiling of a plaque at the new Upper Harbour Bridge from left Mayor of North Shore City Andrew Williams, Transit Regional Manager Peter Spies, Deputy Mayor of Waitakere City Penny Hulse and Prime Minister Rt Hon Helen Clark.

bridge, we succeeded in protecting the local flora and fauna along the route which passes through farmland, bush and the environmentally sensitive catchment of the Upper Waitemata Harbour,” Peter says.

“We also collected from the bush 55 native lizards – geckos and skinks – which have been relocated and are now being monitored at a nearby reserve.” ✓

Greyhounds impressed with road works

Even the dogs are impressed with safety improvement works which are an integral part of Transit's SH2 Mangatawhiri Deviation project.

Transit's contractor noticed local resident Margaret McFarlane walking her racing greyhounds passing by the construction site nearly every morning and provided her with a high visibility vest. To her delight, they also offered her a set of vests for her dogs.

Margaret is positive about the construction process, particularly a new reduced speed limit of 80km/h through Mangatawhiri and a right-turn lane into Bell Road, put in by Transit as a safety measure.

"That was such a good move. It's been the best thing for me so far, coming into Bell Road with a trailer of greyhounds on the back."

SH2 takes large volumes of traffic between Auckland and the Coromandel Peninsula, East Waikato and the Bay of Plenty.

The \$46 million deviation, which will bypass Mangatawhiri, is now 65 percent completed and looks set to open ahead of the scheduled mid 2009 date.

The project has an immaculate safety record, with no time lost through incidents or accidents and no environmental incidents.



Local resident Margaret McFarlane walking her racing greyhounds; left to right are (race names) King Joker, Thrilling Helen and Thrilling Tom.

The deviation dissects six farms, crosses 25 waterways and affects 15 different landowners. Half of the new roading cuts through an organic dairy farm which is becoming a major tourist destination.

Ensuring that there were no contamination issues which would affect the farm's organic status created a challenge for the engineers.

"There has been an excellent response from neighbours. Transit and the contractors have kept them informed

and they have accepted the inevitable disruption that occurs, so that all road users can benefit," says Multiplex HEBSmithbridge project manager Byron Banks.

"Road safety will always depend on people driving to the conditions. However, this project will take out the bad, winding stretch and conditions will be much improved. The journey will be shortened by a couple of kilometres," Byron says. ☑

Capital plans for transport future

As part of stage two of the Ngauranga to Airport Strategic Study, Wellingtonians are now being asked to consider a range of transport initiatives to keep the city on the move over the next 30 years. The feedback will help the project partners – Transit, Wellington City Council and Greater Wellington Regional Council – come up with a draft plan to address the future transport needs in the area between the bottom of Ngauranga Gorge, Wellington airport and the hospital.

Possible initiatives outlined in the consultation document include improving the existing bus system, investing in

There is a need to plan for the future of Wellington's transport system.

light rail, building additional tunnels at The Terrace and Mt Victoria, improving Basin Reserve access and widening Adelaide Road.

Transit Wellington regional manager Graham Taylor says Wellington's transport system is nearing capacity and with traffic increasing three to four percent a year there is a need to plan for the future.

"To ensure we continue to be a vibrant,

internationally competitive city, the study team involving all three partners has considered options that can accommodate this growth," Graham says.

In coming up with the options, the study team was guided by the key transport issues Wellingtonians identified during the first stage of consultation last year as well as the New Zealand Transport Strategy and Regional Land Transport Strategy.

Feedback and comments can be submitted until 22 February 2008. For more information check Wellington City Council's website at www.wellington.govt.nz. ☑

Embarking on the ultimate road trip

Its name may sound like a Charles Dickens villain and to the untrained eye it might look like a big yellow fire engine, but the new 'SCRIM+' truck is quite possibly the most advanced vehicle that has ever travelled on New Zealand's state highways. The new truck is an upgrade to the old one, which Transit uses every summer to survey the entire 10,895 kilometres of state highway network.

SCRIM stands for "Sideways Coefficient Routine Investigation Machine". In layman's terms, it's a purpose-built truck that surveys the condition of the road surface of the nation's highways. The data it brings back is critical to help manage the safety of the highway network. The machine has been specially built to survey New Zealand's state highway network, and collect skid resistance information as well as a wealth of other road condition information.

"The truck enables Transit to identify,

with hard scientific data, sites that need improvement to the road surface," says Transit asset manager Chris Parkman.

"We've got a comprehensive programme to remedy these sites, and this is a great way of pinpointing them."

The truck, owned by WDM Ltd from the UK, is fitted out with a variety of state-of-the-art technology including multi-lasers, GPS, video and friction testing equipment. It records detailed information that is used by Transit to determine future maintenance needs. Transit has an ongoing programme of research to ensure the benefits of these measurements are maximised.

To do the continuous survey, the truck travels at a constant speed of up to around 80km/h. In heavily-trafficked areas, the operators of the machine take particular care to avoid a buildup of traffic behind the truck, pulling over to allow vehicles to pass as soon as it is convenient and safe. ☑



Transit general manager network operations Roly Frost congratulates WDM Ltd Director Dr Chris Kennedy on the arrival of the new SCRIM+ truck.

inbrief

New Transmission Gully website

Get better acquainted with the Transmission Gully project at its new website: www.transit.govt.nz/projects/transmission-gully. The website contains plenty of information about project history, latest news and developments, and consultation. You'll also get to meet the project team, view a range of photos, maps and video, and have your frequently asked questions answered.

D2P changing lanes

SH2 Dowse to Petone Upgrade Project has noted the first major traffic shift in early December. A new road alignment and traffic signal controlled intersection is now in use as work turns to the construction of the new Dowse interchange. The major feature of this traffic shift is that southbound motorists will need to be prepared to stop at red signals for the first time in many years. This change will be in place for over a year until the Dowse interchange is completed. Electronic message boards will be at opposite ends of the project site to advise motorists of this change. For more information on this project, visit www.transit.govt.nz/projects/d2p.

Waitemata Harbour Crossing Study

The regional study into a route for a potential additional Waitemata Harbour crossing has proposed a shortlist of options for further investigation. The proposed shortlist will be considered by the study partners Auckland City Council, Auckland Regional Council, Auckland Regional Transport Authority, North Shore City Council and Transit, who are working together to protect a future crossing route. For more information, visit project page on www.transit.govt.nz/projects.

Board meeting

The next Transit board meeting will be held on Wednesday 6 February 2008. The open agenda is from 2.30pm.

What's on

- › **Level 1 STMS Trainers Refresher** – 14 April 2008, Christchurch and 1 December 2008, Taupo. Contact Kimberley Ng, (04) 496 6688 or copptm.qual@transit.govt.nz
- › **Level 1 STMS Train the Trainer Course** – 16-18 April 2008, Christchurch and 26-28 November 2008, Taupo. Contact Kimberley Ng (see details above).
- › **Road Safety Barrier Systems Workshop** – 26-28 May 2008, Auckland. Contact Stuart Fraser (04) 496 6698 or stuart.fraser@transit.govt.nz. Registration forms www.transit.govt.nz.
- › **Recycling and Stabilisation Conference – Better Roads for a Sustainable Environment** – 22-24 June 2008, Takapuna – www.nziht.co.nz.
- › **18th Road Safety Engineering Workshop** – 25-29 August 2008, Takapuna, North Shore City. Contact Stuart Fraser (see details above).
- › **Roading NZ Conference** 26 August 2008, Wellington – www.nziht.co.nz.
- › **9th Annual Transit New Zealand & NZIHT Conference** – Improving the Road Network, Managing traffic, Pavements, Safety and Contracts, 12-14 October 2008, Napier – www.nziht.co.nz.

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