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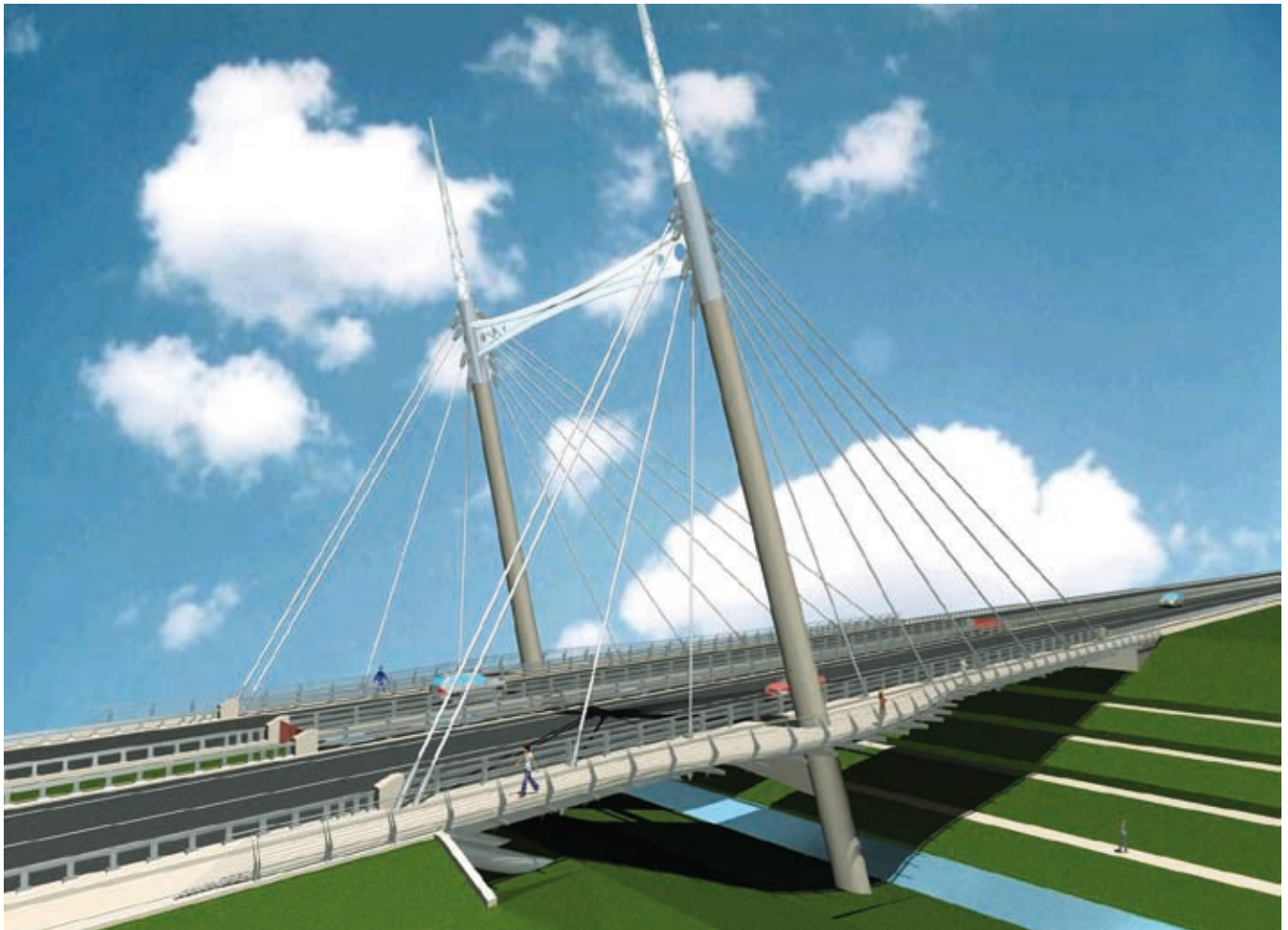
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Funding approved for Flat Bush infrastructure

The Land Transport New Zealand (Land Transport NZ) Board has approved over \$6.31 million in funding for the first element of a transport infrastructure package for Flat Bush, Manukau City.

The package includes construction of the Ormiston Road west bridge, improvements to a 330 metre portion of Ormiston Road fronting Barry Curtis Park and an upgrade of the Ormiston Road and Chapel Road intersection.

Over the next 15 years urban development in Flat Bush will accommodate at least 40,000

people and Land Transport NZ Partnership Manager Northern Peter Kippenberger says it is important that necessary transport infrastructure is provided for this development.

He says new greenfields townships such as Flat Bush form part of Auckland's managed regional growth strategy.

'When agencies such as the Ministry of Education announce planning for seven new schools in the area, it emphasises the growth and the demand for other infrastructure.'

Manukau City Council has been developing its existing network of roads and adding new residential roads in the Flat Bush area during

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the last four years. Significant contributions from developers and the council have allowed the appropriate infrastructure to be provided.

The four-lane arterial bridge stands 45 metres high, spans 70 metres and will incorporate cycleways and footpaths.

The cable-stayed bridge also allows for cycleways and walkways associated with Barry Curtis Park to pass beneath the bridge, and will serve as a gateway to the proposed Flat Bush town centre.

The bridge will elevate Ormiston Road eight metres above the park below and allows the road to be built above the 100-year flood plain, a significant feature in maintaining security of access to Flat Bush and townships such as Whitford to the east.

Manukau City Mayor Sir Barry Curtis says the council is deeply appreciative of the decision to contribute funding towards the project.

'This funding will allow construction to commence on a key gateway to the Flat Bush area. It is a good example of how the

Land Transport Management Act enables a wider range of worthy projects to be funded than previously.'

Separate requests for funding for other elements of the package are expected in due course.



Tougher licensing requirements for overseas drivers

Licensing requirements for overseas drivers were tightened on 1 June 2006, when the *Driver Licensing Amendment Rule 2006* came into force.

Aimed at improving New Zealand's driver licensing system, the Rule contains several changes to help ensure the validity of overseas driver licences and prevent identity fraud:

- Overseas drivers with a non-English licence must carry an accurate English translation or an international driving permit while driving. This will help Police determine if an overseas licence is valid, verify if the driver holds the correct licence class for the vehicle and check for any conditions that may be attached to the licence.

- When a person is issued with a New Zealand driver licence, their overseas driver licence will be invalidated for the purpose of driving in New Zealand. This change means people cannot drive on two licences, as there have been cases of people accumulating demerit points on two licences and so avoiding penalties.
- Overseas birth certificates and driver licences will no longer be accepted as primary identification for the purpose of converting an overseas licence to a New Zealand licence. Applicants must now

show a passport as proof of their identity, in addition to presenting their original overseas driver licence (not an international driving permit). These changes will make it harder to create a false identity that could be used for illegal purposes.

The *Driver Licensing Amendment Rule 2006* also includes changes to licence classes for commercial vehicles, as well as minor changes benefiting other groups of drivers. For more information visit www.landtransport.govt.nz or call 0800 822 422.

Greater Wellington travel behaviour change plan approved

By 2016 the greater Wellington region is expected to have 26,000 more people than in 2001, 44,000 more cars and 37,000 more personal peak time trips made by drivers.

The Land Transport NZ Board has approved approximately \$1.5 million to fund the first three years of a greater Wellington travel behaviour change programme.

It also agreed to a further contribution from Wellington Crown funds equal to half of greater Wellington's share of costs over a three-year period for the programme, which is designed to get people out of cars and using more sustainable modes of transport.

The Greater Wellington Regional Council has been working with the Auckland Regional Transport Authority (ARTA) and others to develop a programme of travel behaviour change activities.

Activities detailed in the *Proposed greater Wellington region travel behaviour change project business plan* include:

- school travel plans – the intention is to introduce travel plans progressively to schools in the region, with the aim of 16 schools implementing travel plans within the first three years and 90 schools (35 percent of the total number in the region) involved by the end of 10 years
- workplace travel plans – the business plan aims to have completed 12 workplace travel plans in the first three years and 37 after 10 years. Priority will be given to areas where large concentrations of employment exist and issues of parking and access can be identified
- community travel plans – initially community travel plans will be implemented to complement other changes to travel, eg, the introduction of new carriages to the Wairarapa rail service. Longer term, the target areas for community travel plans will be chosen based on criteria that include alignment with the Wellington Regional Strategy
- travel awareness campaigns – the aim of this activity is to encourage local authorities, government agencies and other employers to 'speak with one voice' about the benefits of trip reduction and sustainable transport modes. Information resources and material, travel plan tools, templates, guidelines and activities will be available and featured through development of a travel demand management website.

Land Transport NZ Partnership Manager Central Ian Hunter says the travel behaviour change programme will provide, encourage and support accessible, safe and sustainable transport options in the greater Wellington region.

'To be most effective, the programme will need to change over time to meet changing needs and to respond to the strategic direction of the Regional Land Transport Strategy when this is adopted in 2007,' he says.

Jill Beck, Senior Access Planner from Greater Wellington Regional Council's Transport Policy and Strategy division, says the key challenge for sustainable transport in the greater Wellington region over the next 10 years is to gain measurable increases in walking, cycling, public transport and other sustainable transport choices including ridesharing and teleworking.

'These actions can provide a wide range of benefits to the region, including a more efficient transport network, improved individual health and wellbeing and better access to services, while minimising damage to the environment.

'These activities are essential in working towards building a sustainable community,' she says.



Robin Dunlop, transport secretary resigns

Dr Robin Dunlop has recently retired as Secretary for Transport after a 34-year career in the transport industry.



Robin began his career at the New Zealand Railways Corporation while completing an engineering degree at Canterbury University, before transferring to the then Ministry of Works and Development.

In 1989 Robin became Chief Executive of Transit New Zealand (Transit) and in 1996 also took the helm of Transfund New Zealand (Transfund NZ), before returning solely to Transit nine months later.

In February 2004, amid the transport sector restructure, Robin assumed the job of Chief Executive of the Ministry of Transport and Secretary for Transport.

Robin was recently awarded a Queens Service Order (QSO) award for public service and the

Institute of Professional Engineers New Zealand (IPENZ) Technical Award for Excellence and Innovation, Transport.

Land Transport NZ Board Chair Dr Jan Wright says Robin has made a big contribution to the transport sector.

'I was on the Board of Transit when it was created in 1989 and we appointed Robin as Chief Executive, so I have known him for many years. He is widely recognised for his experience and knowledge.'

Alan Thompson, former Chief Executive of the Auckland Regional Transport Authority, has been appointed Chief Executive of the Ministry of Transport and Secretary for Transport.

Alan Thompson appointed transport secretary

Alan Thompson, Chief Executive of the Auckland Regional Transport Authority (ARTA) since 2004, has been appointed as Secretary for Transport and Chief Executive of the Ministry of Transport. He will take up his appointment in July.

During his time at ARTA, Alan has overseen the introduction of a number of improvements to Auckland's transport system, including the development of ARTA's new draft Passenger Transport Network Plan, which will provide a comprehensive high-quality passenger transport system for the Auckland region and an alternative to car travel for many journeys.

A civil engineer by training, Alan previously held a number of senior transport positions in Australia, including Chief Executive of the Australian Capital Territory Department of Urban Services; Chief Executive of the Australian Capital Territory Chief Minister's Department; and Secretary of the then Victorian Department of Conservation and Natural Resources.

He has a Master of Science from London University, a Bachelor of Engineering (Civil) from Melbourne University and a Diploma (Studies in Earth Sciences) from Imperial College, London.

Alan will replace Dr Robin Dunlop, who has retired from the ministry.

SPEED saves lives

An exhibition called SPEED features at Waikato Museum from 26 March to 16 July 2006.

SPEED looks at the science behind motion, incorporating a focused road safety awareness component through the collaborative input of the Waikato Road Safety Education Group (ACC, Land Transport NZ, NZ Police, Plunket, the NZ Fire Service and local and regional councils).

Up to six shows delivering targeted messages about road safety are offered each day during the week and two each day in the weekend.

The exhibition is meeting projected footfall targets and 2,061 children attended the education classes between Saturday 26 March and Monday 1 May.

As part of the four-month exhibition the museum held two public open days, on Saturday 1 and Sunday 9 April.

The open day sessions included the 'Crossroads' presentation, a series of black and white photographs by Sergeant John Robinson that document sites of fatal road crashes in the Canterbury region; a mock crash-scene by the Hamilton Fire Service; attendance by Ruben the Road Safety Bear and the 'About Choice Roadshow' with Senior Constable Alf Filipaina.

Land Transport NZ Education Advisor Laura Reedy says SPEED provides an avenue for the road safety education group to follow up with road safety in schools throughout the Waikato region.

'The Waikato Road Safety Education Group is very happy to have so many road safety events enhancing and supporting all of the road safety work that is being delivered in the region,' she says.

The exhibition finishes in July and will lead into the national Community Land Transport Conference hosted in Hamilton from 16–18 August (see article below).



Community land transport conference

Journeys Forward – Collaborating for safe, sustainable travel

The Community Land Transport Conference is being held on 16–18 August at the Novotel Tainui Hotel in Hamilton.

The conference is designed particularly for those involved in land transport projects at a community level, and will bring together around 300 delegates from the land transport sector, health and not-for-profit organisations,

community groups, iwi and local and regional councils.

The focus of this year's conference is on sustainability, safety and collaboration.

Keynote speakers for the conference include the University of Waikato's Dr Sam Charlton; Sustainable Transport Manager at the Auckland Regional Transport Authority, Anna Percy;

former New Zealand rugby league player, Tawera Nikau; Land Transport NZ board member, Gerry Te Kapa Coates, and a fifth keynote speaker yet to be confirmed.

Invitations will be sent out to delegates in the coming weeks, so note the dates in your diary.

For more information please visit www.crsp.net.nz/conference2006.

Taking over the reins

Land Transport NZ will take over national coordination of the travel behaviour change programme from the Energy Efficiency and Conservation Authority (EECA) on 1 July 2006.

Travel behaviour change programmes aim to encourage voluntary change in travel behaviour by providing education and incentives for people to use modes of travel more sustainable than the car and reduce the overall requirement for travel.

Since 2003, EECA has played the lead role in developing a national programme and has successfully designed a variety of schemes to encourage voluntary change in travel

behaviour. This includes schemes such as the Feet First Walk to School Week and walking school buses, where students are supervised on their walk to school instead of being driven or picked up by vehicles.

EECA's involvement was based around a three-year timeframe. National coordination will now be led by Land Transport NZ, as the primary outcomes of travel behaviour change are congestion reduction and the resulting

increase in sustainability, safety, health and community cohesion. These outcomes are more closely aligned with Land Transport NZ's strategic direction.

Land Transport NZ will be building on several years of increasing involvement in travel behaviour change in New Zealand and expects to outline a strategic direction for travel behaviour change programmes before the end of the 2006/07 financial year.

Continued funding for transportation masters

Land Transport NZ is to continue funding for the masters degree in transportation engineering at Auckland and Canterbury universities.

The masters courses on offer at Auckland and Canterbury universities began in 2002, when Transfund NZ agreed to contribute \$100,000 each year for five years.

At the time the Land Transport Safety Authority also made a commitment to contribute \$100,000 to each university as a start-up fund.

The Land Transport NZ Board has recently agreed to continue funding this degree for 2007 and 2008 at an increased level of \$160,000 per year for each university.

The increased funding will be used to develop a new course, Planning and Managing Transport, and to modify existing courses to

increase content on land use planning, urban design and transport economics.

The main purpose of the masters degree was to mitigate a shortage of university-qualified transportation engineers. The degree produces about 25 masters graduates each year. Land Transport NZ Research Manager Neil Bennett says students were very complimentary of the quality of the masters degree.

'There is significant demand from within the industry for masters students. About 50 percent of students are already employed in the industry and the rest find employment within two months of completing the course,' he says.

Canterbury University Associate Professor and Head of Civil Engineering Alan Nicholson says the university is very happy with the continued and enhanced funding by Land Transport NZ.

'It will enable us to improve the masters degree programme, by identifying and addressing the needs of communities and the transport industry.'

Auckland University Associate Professor and Director of Transportation Engineering Roger Dunn says this funding will be strongly welcomed by the industry, which is challenged enough to find qualified staff required for the transportation projects underway and planned.

Safety systems approved for heritage trains

Land Transport NZ has been working with ONTRACK, Toll NZ Consolidated Ltd (Toll NZ), Federation of Rail Organisations of New Zealand and heritage operators to develop and sign-off safety systems allowing heritage trains to run on the national rail system network.



Previously heritage train excursions were run by Toll NZ, which took responsibility for all aspects of the excursions. When ownership of the network passed to the government last year, Toll NZ advised that it was appropriate for heritage operations to be conducted under new arrangements.

Merv Harvey, Land Transport NZ Principal Rail Safety Advisor, says Land Transport NZ is helping heritage operators to ensure they meet the requirements of the *Railways Act 2005* in terms of their safety systems and processes.

'The operators have really had to step up. It's their system and their responsibility to ensure the safety of their operations.'

Gisborne City Vintage Railway and Steam Incorporated were the first two heritage operators to have their safety systems approved under these new safety arrangements and both have been running successful excursions since February.

Feilding and District Steam Rail Society, Glenbrook Vintage Railway and Mainline Steam are the latest heritage operators to have their revised safety systems approved.

Their locomotives have been hired by Toll NZ to haul trains between Feilding and Ohakune, Pukekohe and Te Kuiti, and Christchurch and Arthur's Pass on selected Saturdays from May to September.

New publication

A new publication, *Rail safety licensing and safety assessment guidelines*, is now available from Land Transport NZ.

The New Zealand public has an ever-increasing awareness of transport safety issues and has high expectations of their right to remain safe. These guidelines set out the requirements for licence holders relating to the safety management of railways and tramways in New Zealand.

There are about 80 individual licence holders involved in railways and tramways in New Zealand, each having unique features and risk profiles. The safety management approach of individual operations must be appropriate to the size, nature and objectives of the organisation.

Licence holders are required to have a good appreciation of the hazards associated with the rail activities for which they are responsible, including contracted services.

Through understanding and managing these hazards, they demonstrate that they are able to accept accountability for the risks their operations create.

The publication has three purposes:

- to provide guidelines for new applicants for licences
- to set out the ongoing responsibilities and accountabilities of licence holders
- to provide guidelines to rail participants for the safety assessment process.

This guideline document is offered as a support and guide for those contemplating entry to the railway industry. The requirements of the *Railways Act 2005* are covered for those that previously held licences under the *Transport Services Licensing Act 1989* and must apply for a new licence. It is also a reference document for current licence holders under the *Railways Act* to remind

them of their ongoing responsibilities, and as a guide to the safety assessment process. It is intended that the guidelines will be read in conjunction with the *Railways Act 2005*.

Rail safety licensing and safety assessment guidelines may be ordered by going to www.landtransport.govt.nz/publications/index.html and downloading, completing, and returning the order form to the contact details provided.



Community input into the Jafa campaign

Community consultation has begun on phase two of the provocative 'Jafa' driver education campaign, on State Highway 2 (SH2) between Pokeno and Mangatarata.

The original campaign, launched in March last year, used billboards with variations on the acronym Jafa (Just Another Fatal Accident, Just Another Fatigue Accident) to attract the attention of Auckland drivers in a bid to reduce the number of fatal crashes.

Waikato District Council Road Safety Coordinator Megan Jolly says a SH2 community road safety education meeting held on 11 April in Maramarua was a success.

'Members of the local community completed a survey and were asked to give their thoughts about how to best target bad driving on this road. The meeting gave us the opportunity to discuss the results of the survey and hear first-hand from the locals what they thought was going on,' she said.

Analysis of the survey showed that the local community rated impatience, speeding and inattention as the main causes of crashes, and that non-locals were the most likely to be involved in crashes on the road.

Eight hundred and fifty surveys were distributed and 137 surveys were completed and returned, Ms Jolly said.

Waikato Road Policing Manager, Inspector Leo Tooman, attended the meeting and said it was a good opportunity to meet with locals and discuss their concerns.

'We can't get away from the fact that careless driving is the biggest cause of crashes – impatient drivers make bad decisions. It's time drivers took responsibility for their driving habits, the safety of their passengers and others on the road,' he said.

As planning gets underway, the multi-agency team responsible for the next phase of the safety initiative will use the information gathered from the community to develop the education campaign.

Agencies contributing to the campaign include: Land Transport NZ, Transit, New Zealand Police, Environment Waikato, ACC Injury Prevention, New Zealand Fire Service, New Zealand Road Transport Association, National Road Carriers Association, Thames-Coromandel District Council, Franklin District Council and Waikato District Council.



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