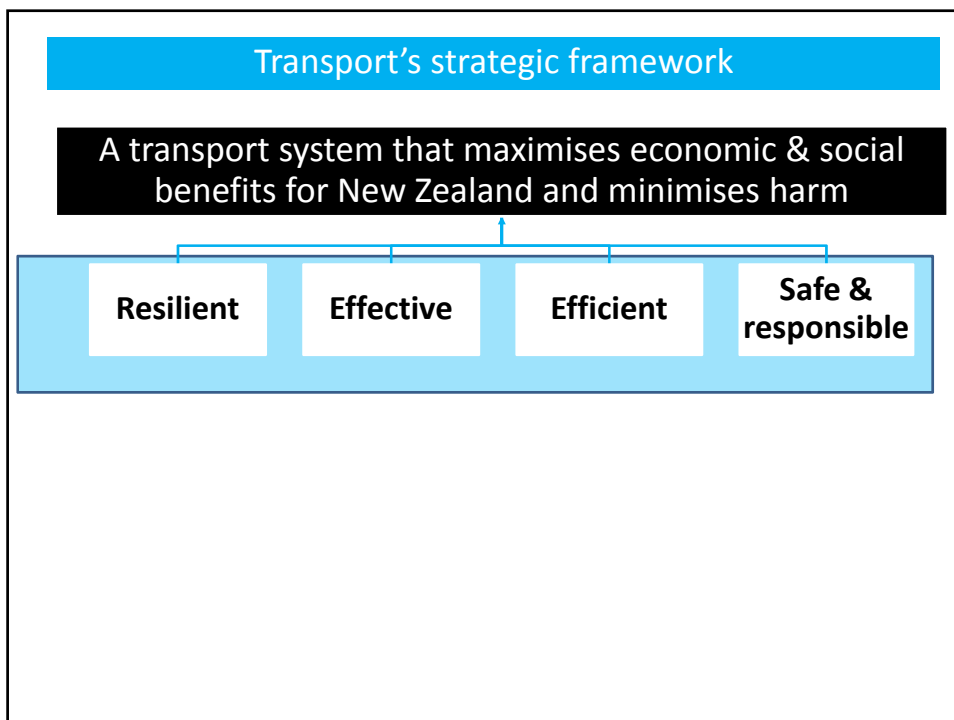


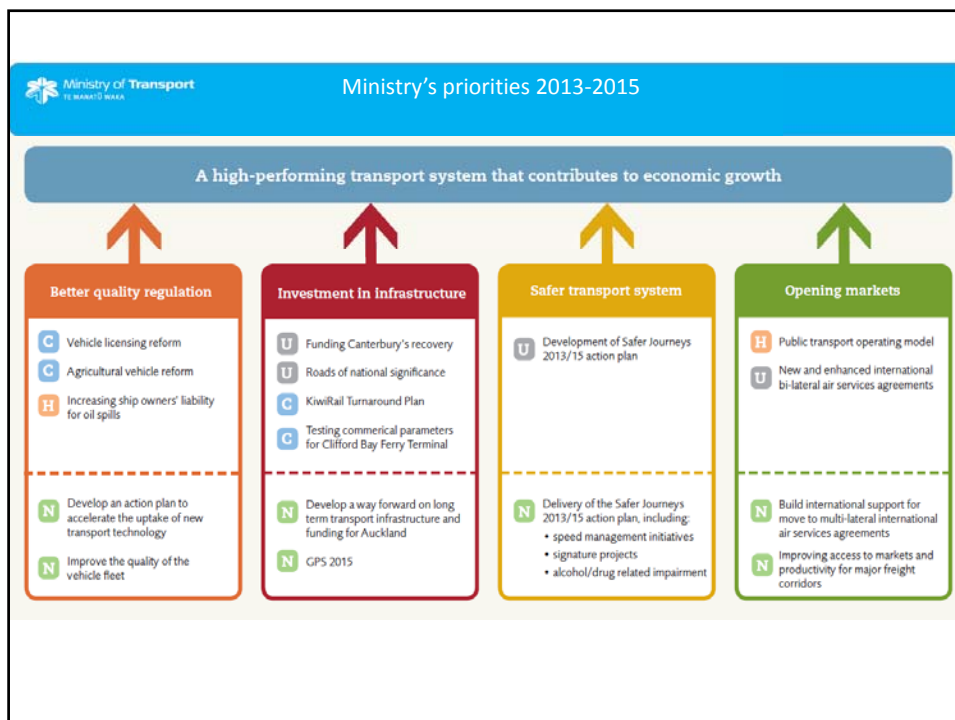
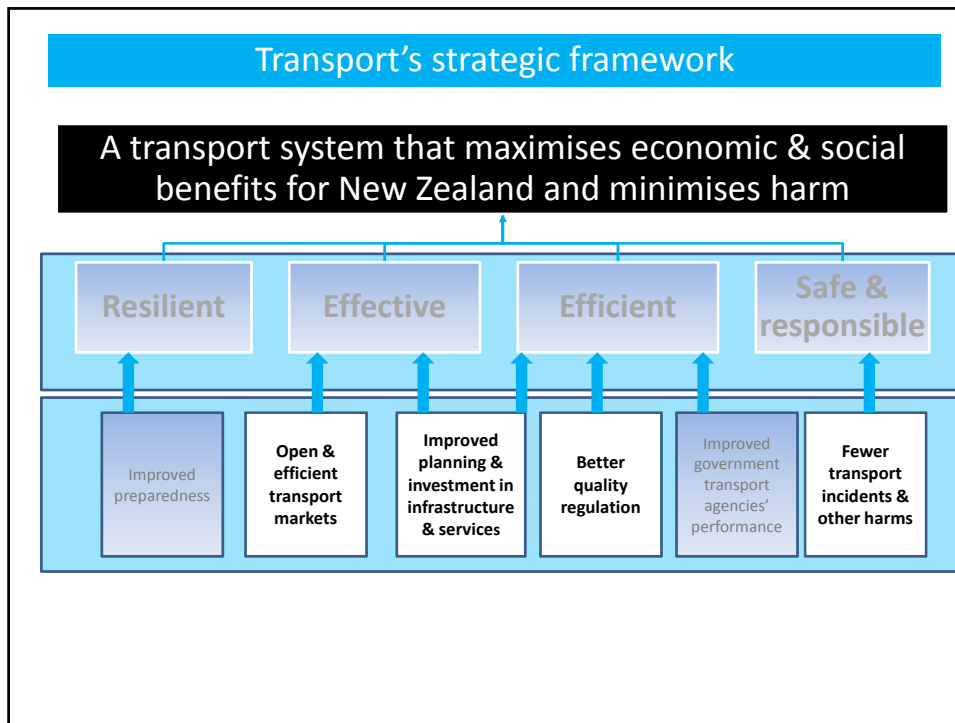


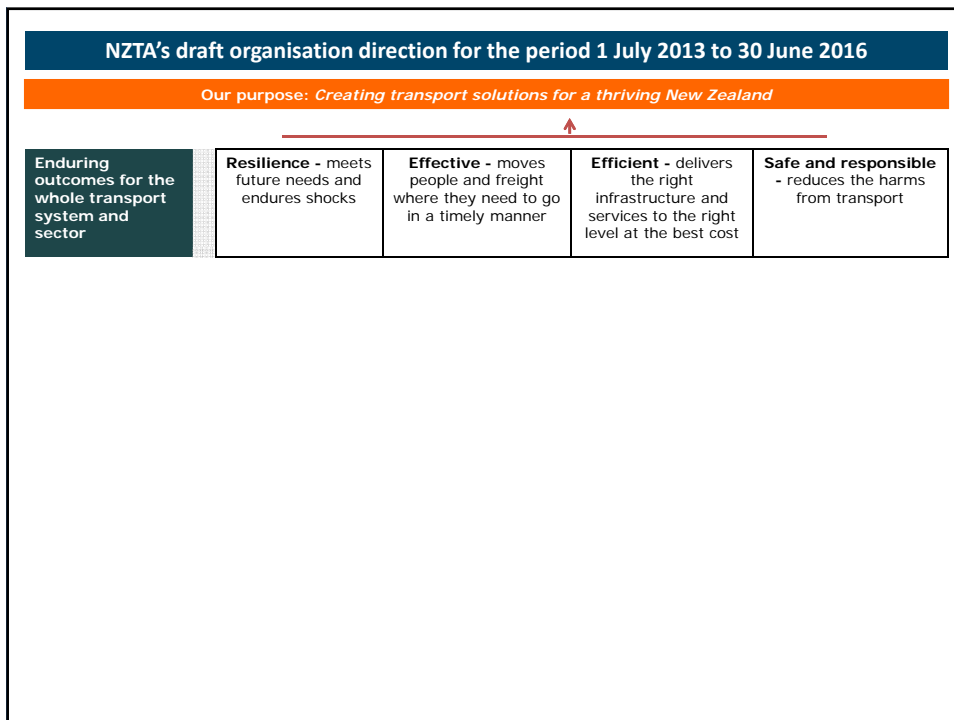
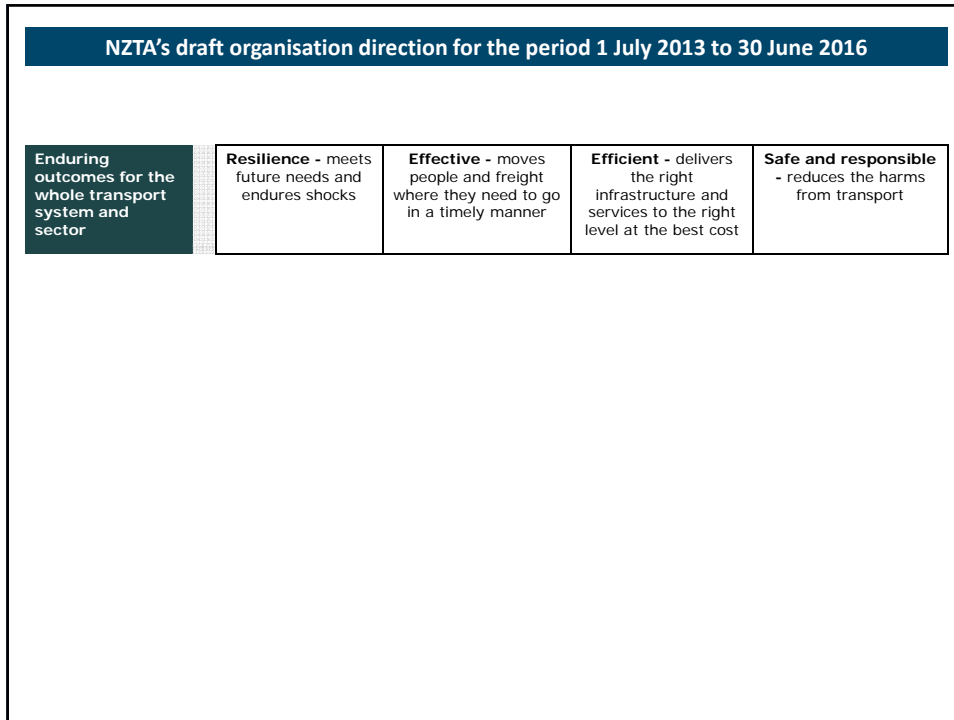
A joint presentation by
NZ Transport Agency & Ministry of Transport

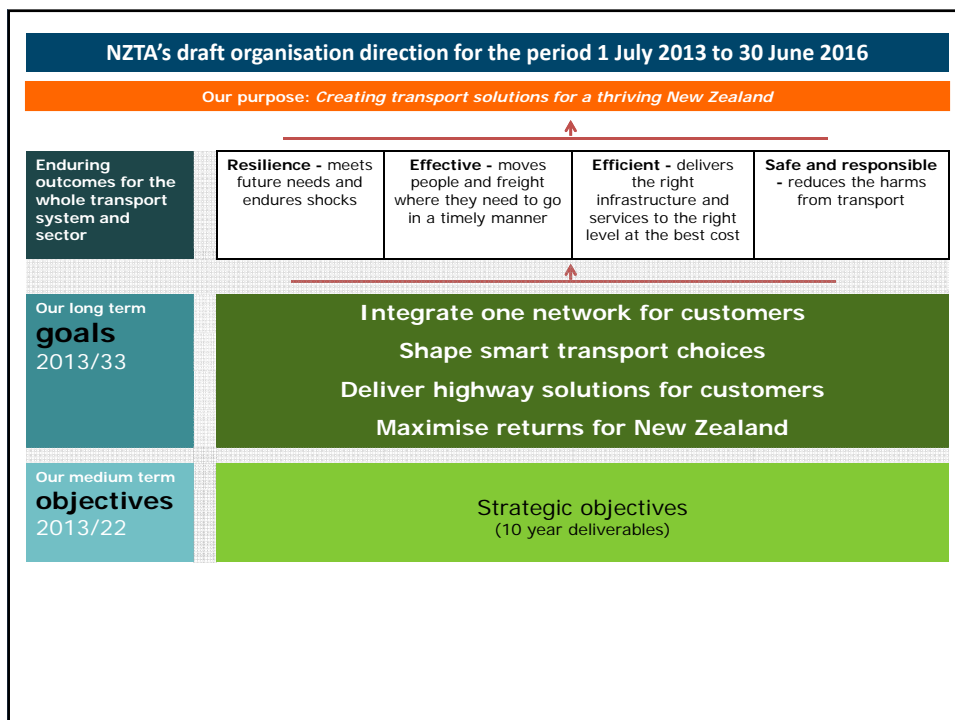
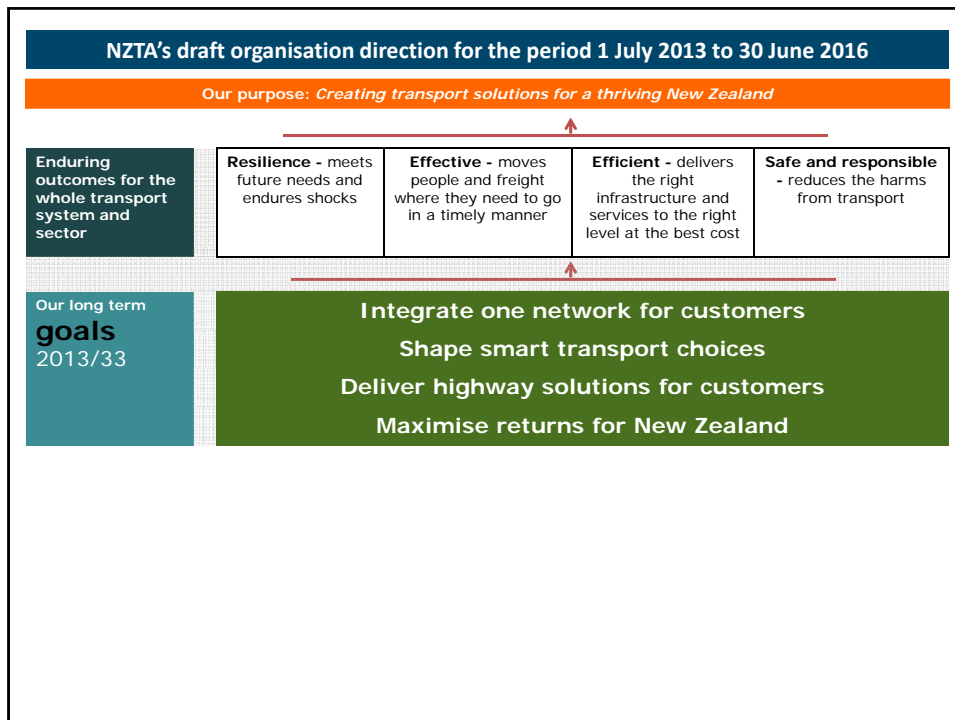
Ernst Zöllner
 NZ TRANSPORT AGENCY
WAKA KOTAHĪ

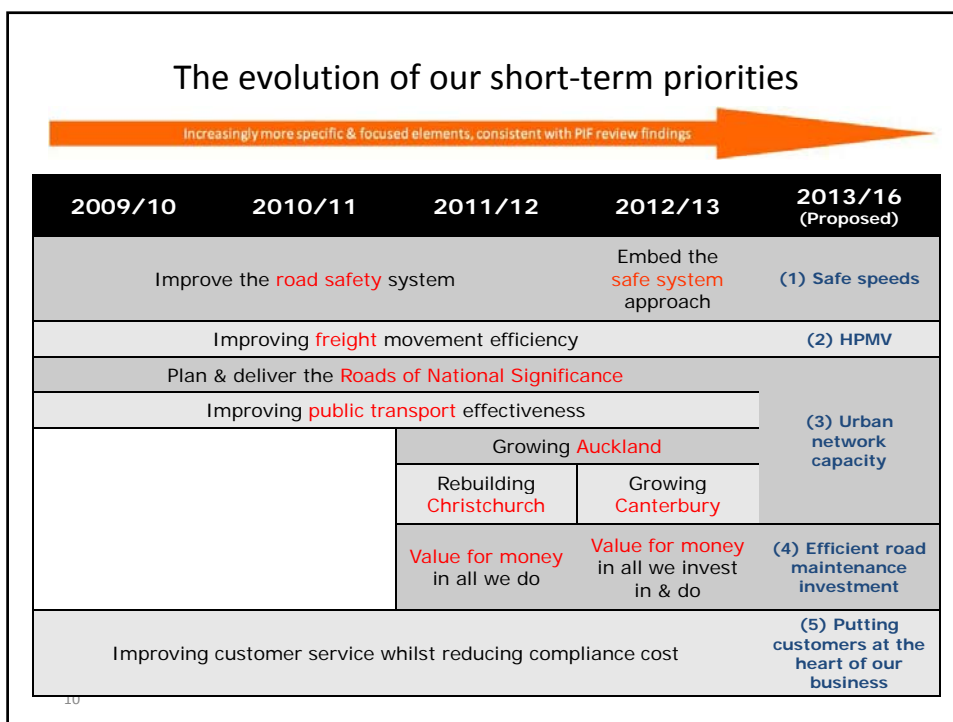
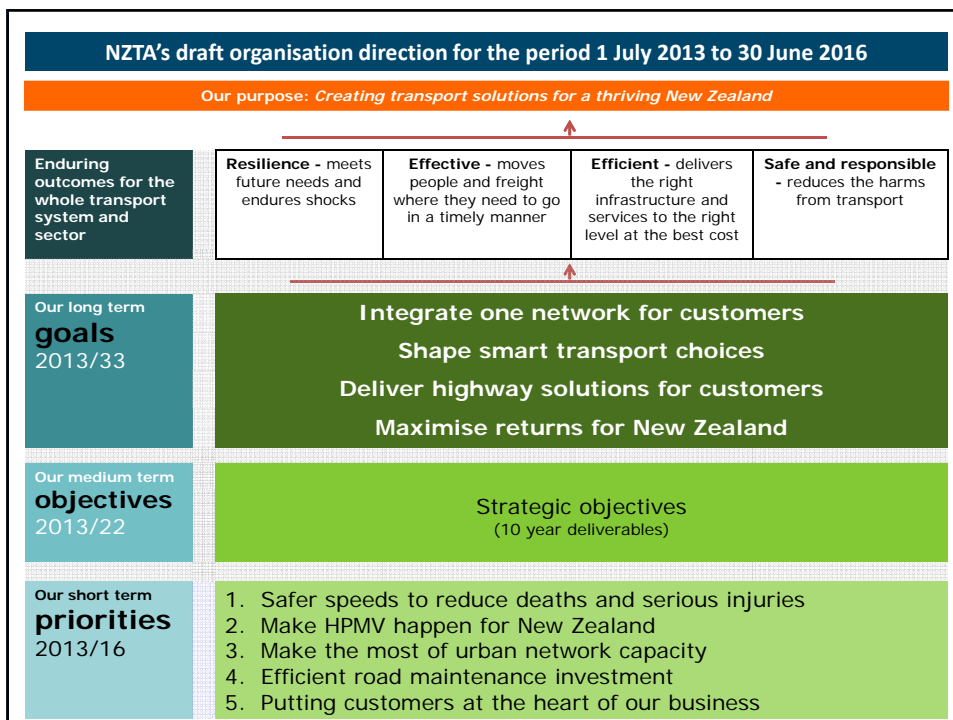
Andrew Jackson
 Ministry of Transport
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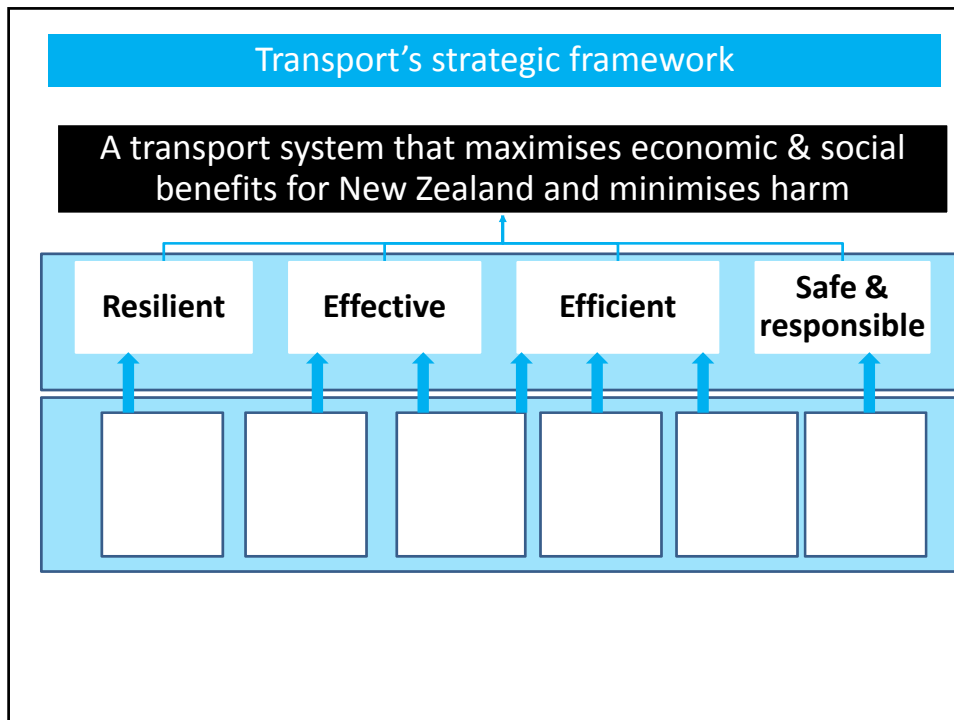












Questions put to NZTA

Q1: When Transportation Engineers consider that the NZTA should review particular roading standards and guidelines, how can they engage with the NZTA and ensure the matter has proper consideration and a definite result?

(In the past Engineers have been frustrated through the lack of feedback and no identified staff member taking responsibility to address the matter. Some specific examples of ideas that require consideration are; narrow right-turn bays, less than 2.5 metres, within flush medians and separation distances of cyclists from motorised vehicles.)

A: NZTA receives regular and detailed feedback through involvement in capital projects; particularly the Road safety Audit process.

We are also actively represented on the Austroads Task forces; more specifically the Road Design Task Force that meets three times a year. At a more regional level, the local Traffic and Safety Teams meet together at least twice a year, in addition to their regular contact with National Office staff, to discuss such hot topics as mentioned above. We are confident that our guidelines are well aligned with our neighbours, appropriate for a NZ environment and also well aligned with international best practice.

Q: What is being done within NZTA to reduce the plethora of manuals and standards, some of which are now well out of date but still required to be applied? Can they be rationalised to reduce duplication and contradiction?

A: Yes, always. As far as the State Highway network is concerned, we have a very effective and well maintained Standards and Guidelines register that details the version, status and ownership of all the Standards, Guidelines and other advice documents used by the HNO division of NZTA. But we are always open to suggestions for improvement. We are currently launching a review of the economic evaluation manual, with one of the objectives to make it simpler.

Q: With an emphasis on a safe systems approach to road safety, how can Transportation Engineers make the most valuable contribution to the work of NZTA?

A1: Understand the safe system approach to the point you can talk about it confidently and challenge others. Not as a label but as different mode of operating. It is fundamentally different and if you think it's what we've always done then you don't get it.

A2: Apply the safe system. Ensure that what you are planning, designing, procuring, operating, building, maintaining is actually forgiving of mistakes. Expect people to make mistakes and then design and operate around that. Remember survivable crashes is what we're after. Challenge anything that gets in the way of a truly safe road system, including the client (NZTA/LG) - and let's work together to design new solutions if need be – bringing in different parts of the system. This will take time but the key thing is to start!

A3: Challenge the default settings in the system.

Can we really explain and justify this?

- *Young drivers in the 2 star car little old car while the newer 4 or 5 star family car sits idle in the garage*
- *Direct, uncontrolled property access onto high volume roads*
- *Taxi drivers not being required to wear seatbelts*
- *Uncontrolled right turns against traffic on high volume roads (this is a biggie – a slight error can cause a lot of trauma so easily)*
- *Signalised intersections in high speed situations (too many conflict points – roundabouts are much safer as they slow vehicles and take the energy out of the system and can separate peds and cyclists)*
- *Concrete power poles and other non-frangible poles and trees abutting high speed roads (why don't we expect more of our utility companies and what about RCAs with big trees in the road reserve?)*
- *Concrete culvert ends (refer last year's IPENZ 3M award winner Dennis Davis who has developed a frangible 'plastic' culvert end after getting sick of seeing people killed on concrete ones)*
- *Unsealed shoulders on all but very low volume roads (no room for error)*
- *Parallel parking abutting cycle lanes*
- *100km/h posted limits on roads that are divided only by a bit of white paint and on our 5 star roads*
- *100km/h posted limits on gravel roads*
- *50km/h in the middle of shopping precincts*