

Marija Bakulich

From: Sandy Walker <SWalker@rtanz.co.nz>
Sent: Monday, 1 September 2014 3:27 p.m.
To: Mark Owen; Des O'Sullivan; Denise Beazley
Subject: FW: AE Version - RTANZ September 2014 Newsletter
Attachments: AE Version - RTANZ September 2014.pdf

Hi Mark, Des & Denise

We managed to get the full document regarding the Otaihangā roundabout into the Magazine.

Please find as attached the Area Executives copy we receive ahead of print and distribution.

Regards

Sandy Walker

Area Executive

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ROAD TRANSPORT
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RTANZ NEWS

RTANZ Inc. National Newsletter

Volume 3 / Issue 8/ September 2014

From the General Manager

I have just attended the Region Five seminar in Crowell and I must say it was good to catch up and meet members and be able to have the opportunity to talk with you and get a feel for how the industry is tracking with the changing economy.

You will see in this edition some photos and a report on that seminar and I hope for those that attended this seminar was a useful way to have the necessary discussions that we need to have to continue to better advocate for you and the sector. I thought the "members only section" chaired by Warren Hamilton went very well and it was great to have this opportunity to share ideas, thoughts and information. We do need to make this a regular part of what we do.

I said to you at this seminar that we need your continued help to get new members, and some of you have done just that so a very big thanks, you will see in this edition also that we have rewarded one member with helping us with getting new members with an iPad so keep them coming and look out for more prizes.

Also this month we have collated the feedback we got from the online membership survey and I am pleased to say that we got a response from just over 20% of the members. Next time in the newsletter I intend to share with you the results and let you know what the thinking is about how we are doing and what we need to keep doing and/or change for the better.

It's great to get a wider view of what the membership is thinking, because I have come to see that some of you have very strong views, which are great, but it sometimes is only one view and not what the majority wants. So check out next months newsletter to see what was said.

Lastly, you may have noticed that we have recently increased the number of pages in this newsletter. This is a result of wanting to increase the information we provide so we can best keep you informed. This has allowed us to highlight a number of new products to the market and also highlight the commercial benefits your membership brings you. In this edition for example we have inserted a piece on what n3 offers and how to get joined up.... please make sure you understand this, use it and save.

'til next time...

DENNIS ROBERTSON
drobotson@rtanz.co.nz

"...I am pleased to say that we got a survey response from just over 20% of the members ..."

- Dennis Robertson



Region Five Seminar attendees enjoying after dinner drinks at the Cromwell event in early August

In this issue

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Scott and Diane Johnson from Canterbury Driver Training receiving their RTANZ iPad prize

RTANZ Members – iPad Prize

In previous newsletters, at meetings and on our website it is regularly communicated that RTANZ is looking to recruit more members into our association, and what better way to gain business is there than friendly referrals! That's where we asked members to dig deep into their list of suppliers, colleagues and even competitors and let us know who you think would make a worthwhile member to the RTANZ.

Over the months we have received encouraging feedback from members, and through recommendations of potential businesses, our Area Executives have gained some valuable members, not to mention giving our new recruits access to some excellent industry incentives, information and cost savings!

The RTANZ iPad Prize is open to members in all regions, and the winners for this period were Scott and Diane Johnson from Canterbury Driver Training in Rangiora. RTANZ Member, Canterbury Driver training is managed by Area Executive John Bond from Region Four, and accordingly the iPad

prize was presented last week by John to these two very excited members. Scott and Diane reckon there will be a bit of a battle as to who gets the use of this new iPad, due to their savvy teenage daughter (without iPad) living at home with Mum and Dad!

Should you wish to be in the draw for the next RTANZ iPad Prize, please make sure you keep the prospects and recommendations coming in!

To all members that have participated in putting names forward, thanks for your good work. For members wondering how to get involved for the next round, please send business names, contact information and phone numbers to your local Area Executive - they will do the rest.

The iPad prize is awarded on the largest number of successful member conversions received from an individual, or business. You must be a current financial member of RTANZ to qualify.

Heavy Vehicle Stability & Control Driver Training Programme

Master Drive Services is looking to run Stability and Control courses at the Manfeild Race Track, Feilding on the 13th and 15th October 2014.

If you are interested in placing drivers on these courses please register your interest before the 10th September 2014 – indicating preferred date, morning or afternoon session, and number of drivers intended to attend.

Further information will be sent once expressions of interest are received with bookings being required to be confirmed a minimum of 3 weeks before the course. There will be two courses on each day commencing at 8am and 1pm. Each course is a 4 hour session with 8 places available on each of the courses.

Course fees are graduated and are based on a minimum number attending;

- 1 person from a company = \$595 plus GST per person
- 4 people or more from a company = \$560 plus GST per person
- A special rate is available for booking a complete course of 8 people



On the Road to Professionalism

To register interest or request more information please email: administration@masterdrive.co.nz or call Sharon Hastings on (04) 566 2341 or Garry Jones on (09) 263 6157 or 027 492 9197 or visit www.masterdrive.co.nz

Upcoming Events

RTANZ Inc. Annual General Meeting

The Road Transport Association NZ Inc. will be holding its AGM on Thursday 9th October at the Wigram Air Force Museum in Christchurch

RTANZ Region Two AGM

Friday 5th September at 4:00 p.m. at the Hamilton Airport Motor Inn Hamilton
RSVP to Charlene Kerr - ckerr@rtanz.co.nz or 027 443 6022

RTANZ Region Three (CARTA Inc.) AGM

Saturday 6th of September at 10:30 a.m. at Manfeild Stadium Feilding
RSVP to Tom Cloke - tcloke@rtanz.co.nz or 027 446 4892

RTANZ Region Four AGM

Thursday 2nd of October at 10:00 a.m. at the RTANZ head office 41 Carlyle Street Christchurch
RSVP to John Bond - jbond@rtanz.co.nz or 027 444 8136

RTANZ Region Five AGM

Friday 19th September at 3:00 p.m. at the Highlands Motor Sport Park Cromwell
RSVP to Alan Cooper - acooper@rtanz.co.nz or 027 315 5895

RTANZ Annual Seminars

Region Two have postponed their annual RTANZ seminar. The new date is yet to be confirmed.

Region Three are holding their annual RTANZ seminar on the 6th of September in Feilding.

Branch AGM Dates

NZRTA Buller Branch AGM

Thursday 8th September at 6:00 p.m. at the Denniston Dog Westport
RSVP to John Bond -
jbond@rtanz.co.nz or 027 444 8136

Nelson RTA Branch AGM

Tuesday September 9th 5:30 p.m. Nelson Suburban Club 168 Tahunanui Drive
RSVP to John Bond -
jbond@rtanz.co.nz or 027 444 8136

NZRTA Gore/Southland Branch AGM

Thursday 11th September at 7:00 p.m. at the Ascot Park Hotel Invercargill
RSVP to Alan Cooper -
acooper@rtanz.co.nz or 027 315 5895

NZRTA Marlborough Branch AGM

Thursday 11th September at 6:00 p.m. at Fair Weathers On Scott in Blenheim
RSVP to John Bond -
jbond@rtanz.co.nz or 027 444 8136

Christchurch RTA AGM

Friday 12th September at 6:00 p.m. at the Hornby Working Mens Club Christchurch
RSVP to John Bond -
jbond@rtanz.co.nz or 027 444 8136

NZRTA South Canterbury Branch AGM

Thursday September 16th at the Lone Star Timaru
RSVP to Simon Carson -
scarson@rtanz.co.nz or 027 556 6099

NZRTA Mid Canterbury Branch AGM

Wednesday September 17th at 6:00 p.m. at the Hotel Ashburton
RSVP to Simon Carson -
scarson@rtanz.co.nz or 027 556 6099

NZRTA West Coast Branch AGM

Friday September 19th at 6:00 p.m. at the Recreation Hotel in Greymouth
RSVP to Simon Carson -
scarson@rtanz.co.nz or 027 556 6099

NZRTA Otago Branch AGM

Friday 19th September at 3:00 p.m. at the Highlands Motor Sport Park Cromwell
RSVP to Alan Cooper -
acooper@rtanz.co.nz or 027 315 5895

Increased Protections For Consumers: What Businesses Need To Know - Charlene Sell, Associate

Some of the most important changes to New Zealand's consumer laws in recent times were enacted at the end of last year.

These changes will affect nearly all businesses in New Zealand. If you are an owner or manager of a business you will need to consider whether your documentation and processes need to be updated to comply with the new laws.

While a few of the changes are effective now, the majority of changes do not come into effect until 17 June 2014. There is a longer timeframe before the prohibition on unfair contract terms comes into effect (17 March 2015).

This article provides a brief overview of the key changes. We will be circulating a series of articles over the coming months to provide more information on the most significant reforms.

Main amendments outlined below:

Unfair contract terms

These new provisions in the Fair Trading Act allow the Commerce Commission to seek a court order declaring that a term in a standard form consumer contract is unfair. A business can be fined if it tries to enforce a term in a contract that a court has declared as unfair.

These reforms are aimed at encouraging businesses to use contracts which can be easily understood by consumers and do not unfairly limit consumer rights.

Unsubstantiated representations

The Commerce Commission can now take action against businesses which make claims about their products or services which they cannot back up.

Product safety

There have been some changes to the regime for compulsory and voluntary product recalls, including a new obligation to notify the Ministry of Business, Innovation and Employment within two working days if you voluntarily recall an unsafe product.

Uninvited direct sales

The Door to Door Sales Act has been abolished and provisions controlling uninvited direct sales have been included in the Fair Trading Act. These provisions now clearly cover telemarketers as well as door to door salespeople. An uninvited direct sale agreement must be in writing and contain certain specified information in plain

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LAWYERS

language, including the customer's right to cancel. A copy of the contract must be given to the customer.

Unsolicited goods and services

The Unsolicited Goods and Services Act has been abolished and provisions governing unsolicited goods and services have been included in the Fair Trading Act. A person who receives unsolicited goods or services does not have to pay for them. Unwanted goods simply need to be made available for collection. If the sender does not collect them within 10 working days the recipient can keep them as a gift. The sender must notify the consumer of these rights.

Layby sales

The Layby Sales Act has been abolished and provisions governing layby sales have been included in the Fair Trading Act. A layby sale contract must be in writing and contain certain specified information in plain language, including the customer's right to cancel. A copy of the contract must be given to the customer.

Extended warranties

Businesses which offer extended warranties to their customers must now comply with certain disclosure requirements. The extended warranty agreement must be in writing and contain certain specified information in plain language, including a summarised comparison between the relevant Consumer Guarantees Act guarantees and the protection provided by the extended warranty. Businesses must also inform the customer of their right to cancel.

Disclosure of trader status

Businesses who sell goods or services over the Internet must make it clear to potential purchasers that they are "in trade".

Auctions

The Consumer Guarantees Act now extends to goods sold via auction or competitive tender. Consumers who purchase goods from traders through internet auction sites such as Trade Me are now clearly protected by the Consumer Guarantees Act if the goods are substandard. Auction procedures are now regulated under the Fair Trading Act and include specific requirements relating to vendor bids.

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TRUCKING 2014

'Promoting the industry to the industry'

Saturday 11th October 2014 Wigram Airbase Christchurch

Delivery of goods

Two new provisions under the Consumer Guarantees Act apply where a vendor "in trade" arranges delivery of their goods to a consumer. The guarantee of acceptable quality now applies when those goods are received, so the vendor will be responsible if the goods are damaged in transit. There is also a new guarantee requiring the vendor to deliver the goods within the agreed timeframe or if no timeframe has been agreed, within a reasonable time.

Contracting out of the Fair Trading Act and Consumer Guarantees Act

Businesses can contract out of certain provisions of the Fair Trading Act provided both parties are in trade, the agreement is in writing and it is "fair and reasonable" for the parties to do so. Traders can also contract

out of the Consumer Guarantees Act for business-to-business transactions provided the agreement is in writing and it is "fair and reasonable" for the parties to do so.

Increased penalties

There have been substantial increases to the fines which can be imposed on businesses for breaching the Fair Trading Act.

Wynn Williams have offices in Christchurch and Auckland and can be contacted by calling 03 379 7622 or 09 300 2600.

www.wynnwilliams.co.nz

2014 marks the start of the first centenary of WW1



When King George V of England declared war on Germany on August 4th, 1914, New Zealand's Prime Minister, William Massey, said "We must stand together, calm, united, resolute". One hundred years ago, by virtue of its place in the British Empire, New Zealand found itself at war with Germany and its allies.

In the ensuing four years, the world experienced a new and terrible form of global industrialised warfare. World War One left a significant impact upon all the nations that were involved, and the effect upon New Zealand was profound.

US President Woodrow Wilson described World War One as "the war to end all wars". Although a second world war broke out less than a generation later, we have rebuilt, and we will never forget the sacrifices of the brave New Zealanders who laid down their lives in the preservation of freedom.

Transportation in WW1

Railways dominated in this war as in no other. Through railways, men and material could be moved to the front at an unprecedented rate, but they were very vulnerable at the front itself. Thus, advancing armies could only move forward at the pace that they could build or rebuild a railway, e.g. the British advance across Sinai.

Motorized transport did feature in World War I, but only rarely. After the railhead, troops moved on foot and guns were drawn by horses. The German strategy was known beforehand by the Allies simply because of the vast marshalling yards on the Belgian border that had no other purpose than to deliver the mobilized German army to its start point. The German mobilization plan was little more than a vast detailed railway timetable. Railways lacked the flexibility of motor transport and this lack of flexibility percolated through into the conduct of the war.

When the Americans landed in France in 1917, they scrambled for every truck available at the time. An inventory later revealed 294 different makes; of these 213 were produced in the US with 60,000 non-interchangeable parts. The military realized they needed to standardize their trucks, and the Liberty Truck, or "USA Truck" was born.

The Liberty "B" truck design was initiated by one Capt W.M. Britton, of the USACE, who was on assignment with the U.S. Army Quartermaster Corps. He suggested to Quartermaster Gen. G. Henry Sharpe, that a design for a standardised truck fleet was necessary. Britton proposed a design basis, of common truck component sub-assemblies, from many different manufacturers, that would ensure total interchangeability of all parts.

Sharpe agreed, and got the SAE to draw up a formal report on truck standardisation. The SAE report was received by Sharpe, and approved by him, and forwarded to General

No Reason for Monster Truck Alarm

A road haulers spokesman has moved to ease concerns over "monster trucks" coming on to Wanganui roads.

The extra-large trucks have been travelling on New Zealand roads for several years without any problems, according to Tom Cloke of the Road Transport Association.

Mr Cloke was speaking after the New Zealand Transport Agency revealed it was beginning strengthening work on Wanganui's Cobham Bridge in preparation for the introduction of HPMV (high productivity motor vehicle) trucks.

The strengthening began last week and will finish in October, and work has also begun to strengthen another state highway bridge at Bulls.

NZTA said the two strengthened bridges would see Wanganui form part of an efficient transport route from Wellington to Taranaki.

The high productivity trucks are likely to follow State Highway 3 through the city, as well as visit the industrial area on Heads Rd.

Wanganui residents would notice little difference, Mr Cloke said.

"There are already hundreds of them on New Zealand roads - there is no reason for anyone to be alarmed," he said.

The trucks would have an economic benefit for the district because goods would be able to travel more efficiently in and out of Wanganui.

"There will be fewer vehicles on the road because these trucks can carry more in one load, so that will make our roads safer."

Mr Cloke said the existing state highways were able to cope with the high productivity trucks - which are longer and heavier than conventional vehicles.

Transport Agency wraps up Tauranga noise camera trial

The NZ Transport Agency and our partners; the Road Transport Association NZ, Log Transport Safety Council and National Road Carriers, have wrapped up a successful trial using a 'noise camera' to identify truckies using engine brakes in an urban area.

The camera was installed in Tauranga on State Highway 2 Takitimu Drive near the Elizabeth Street roundabout, and combined visual images, audio readings and time and location information to provide a complete 'real time' overview of engine braking on the highway. The site for the camera was chosen due to numerous complaints from local residents about engine braking.

The camera trial, a first for New Zealand, is a great example of the industry and the Transport Agency working together to tackle a specific problem.

All of our partners were on board with this initiative, which was crucial to the success of the trial. It's pleasing to see the industry making a big push to ensure that their members avoid using noisy engine brakes in residential zones.

Data from the trial showed that only a fraction of the trucks along the route used engine brakes, well below the initial estimate of 1 per cent.

While we would prefer to see all trucks driving considerably by switching off noisy engine brakes near houses, it's pleasing to see that in this instance the problem was not as extensive as we first thought.

The Transport Agency will continue to work with our industry partners to tackle this and any other areas where engine brake noise is causing a disturbance.

We haven't made any concrete decisions about 'where to next' with the camera, we'll take a closer look at the information that we have gathered from this trial before we make any decisions.

Staff for their perusal. General Staff endorsed the proposal.

A meeting was then arranged by the SAE in July 1917, of all the nations major truck manufacturers, for them to be brought up to speed with the proposal. Capt Britton and a Maj. Charles B. Drake of the Q-Corps managed to convince all of the gathered manufacturers, of the viability of their plan.

Engineering committees were set up, and the first two trucks were produced by the Gramm-Bernstein and Selden companies. The trucks underwent extensive testing and were approved by November 1917. The first "B" trucks were produced by April 1918, and production continued until 11th November 1918. Approximately 9500 Liberty "B" trucks were produced by 15 manufacturers, and approximately 7500 were sent overseas. However, the Liberty "B" truck program was



The U.S. Military's 1917 Liberty "B" truck

essentially ruined by the U.S. Military's rush to join WW1 in mid-1917. In the rush to supply and equip troops, the U.S. Military promptly purchased large numbers of immediately available commercial design, civilian trucks, before a single Liberty "B" truck even left any of the factories.

Otaihanga Roundabout Update

NZTA

The new Otaihanga roundabout on the Kāpiti Coast has attracted considerable attention since it was completed earlier this year.

Associated with the Kāpiti Expressway, this two-lane, three-leg roundabout is designed to improve safety, due to the number of serious crashes that happened at the old intersection of Otaihanga Road and State Highway 1.

Given the close connections the Transport Agency has with the Road Transport Association and its members, we wanted to talk directly with you about the rationale for the roundabout, explain the findings of recent safety reviews on the roundabout and also provide some historical context for major road changes.

Why change the road layout?

There were several reasons for changing the road layout. The roundabout was always part of the Expressway project improvement and the opportunity was taken to bring it forward in the construction programme.

Firstly, this was to address safety risks associated with the old intersection that saw a local road merging with State Highway 1 on a sharp corner. Turning traffic either had to cross the flow of oncoming vehicles to get on or off State Highway 1, or merge with through traffic heading north on State Highway 1.

The second reason for changing the road layout was construction of the new Kāpiti Expressway. One of the main construction yards for the MacKay's to Peka Peka section is located just off Otaihanga Rd. It made sense to keep heavy construction off the local roads by bringing it in through Otaihanga and then using the new road construction project's own haul roads within the site. The new roundabout allows



construction traffic to turn safely off and onto State Highway 1 to do this.

The roundabout is designed to improve safety and reduce the risk of head-on and side-on collisions from turning traffic. It is also designed to make turning into and out of Otaihanga Rd easier for all road users.

We've been asked why we built a roundabout and not a grade separated intersection. A grade separated intersection was deemed unsuitable for a number of reasons including the amount of land that would have had to be purchased, the proximity of the railway line, the extra time it would have taken to build and the considerable extra cost it would have incurred. Added to which we're investing in a new Expressway which will ultimately take traffic off the current state highway and provide a straighter, faster and more efficient route.

Is the new roundabout built correctly and is the camber correct?

Yes. The design of the roundabout was carried out in accordance with the NZ Transport Agency and Austroads (Trans-Tasman) guidelines & standards.

It's been designed for an 80kph speed environment. This does not mean that any vehicle should attempt to drive through the

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roundabout at 80kph. Drivers should always slow down and approach a roundabout at a speed which allows them to negotiate it safely and give way if required to do so. The relevance of the speed environment is that each approach to the roundabout is designed to indicate to drivers that they are approaching an intersection. The roundabout carriageway has a nominal 2% cross-fall for drainage purposes, which is consistent with a normal roundabout design.

In line with the NZ Transport Agency's standard procedures, three independent Road Safety Audits have been carried out to date. These did not raise any safety concerns relating to the layout of the roundabout. An additional post construction Road Safety Audit was also carried out in July and this confirmed the findings of the three previous audits.

Some historical context

We always aim to design readable and self-explaining road improvements, whether we're talking about the construction of roundabouts, or indeed any major road layout change. Despite our efforts, experience shows there will always be a period of adjustment where road users need to adapt their driving behaviour to meet the needs of a new road layout.

While we all think we pay total attention to our driving, it's a proven fact that as we become familiar with a stretch of road we start to drive in a pattern that our brains have become accustomed to. So when a road layout changes we need to pay extra attention to get used to the new layout.

The new roundabout has greatly reduced the risk of severe crashes arising from

Lyttleton Tunnel Heavy Vehicle Weigh Pit

Operators using the Lyttleton Tunnel will have noticed a Heavy Vehicle Weigh Pit in the southbound approach to the tunnel, city side.

This has come as a replacement for the old weigh pit which was situated adjacent to the Lyttleton Tunnel Kiosk, both damaged in the earthquakes and subsequently demolished. The old pit had served the Christchurch transport industry, NZTA and CVIU for at least 30 years before being removed.

Christchurch's Tunnel Road has not had a weighing facility for close to three years now, and drivers on their way to the port will notice the new and long overdue weighbridge is in now in full operation. Instead of being located on the Kiosk side as it once was, it has been constructed in the middle of the road providing ease of access, and comes equipped with 25 metre entry and exit approaches to better cater for 50 Max and HPMV vehicles. It is also fitted with a pole mounted height sensor to mitigate the risk of over height vehicles and goods entering the tunnel.

motorists being hit at high speed when pulling out of Otaihanga Road. The roundabout makes a previously dangerous section of State Highway 1 safer by changing both the layout of the road and slowing traffic down. The NZ Police have attributed the two truck crashes that happened since the Otaihanga roundabout was opened to excessive speed and dangerous driving.

We appreciate that having a roundabout sprout up in the middle of what has always been a straight and continuous section of highway is quite a big change for long-haul driving patterns. We recognise that it will take a while for people to get used to it. In the meantime, we've put in place extra signage to give drivers plenty of advance warning that there's a roundabout ahead.

It is important to stress that a key purpose of roundabouts is to slow down traffic to reduce the risk of serious crashes at intersections. It is also important to reiterate that the current situation is only temporary and will greatly improve when the expressway is opened. We do therefore urge drivers to be patient and slow down when approaching the Otaihanga roundabout, not just for your own sake, but also for the sake of others who may still be getting used to the new layout.

Thanks for slowing down and taking care, and we'll keep monitoring the roundabout to ensure we're doing all we can to keep it safe. Meanwhile, the construction team are working at full tilt to construct the new Expressway, so that in a few years, a new, modern highway will be in place to make your journeys easier, shorter and safer.



The Weigh Pit will be manned by CVIU officers and is staffing this facility for vehicle checks likely to coincide with the schedule of bulk carriers (fertiliser, scrap metal and logs) calling at Lyttleton port with import or export cargo.

Operators carting these bulk commodity lines are urged to take careful note of vehicle weights when loading to and from the port as this will be the types of products easily targeted by enforcement officers.

NZTA Update - State highway 6 Diana Falls

Second rockfall fence being installed at Diana Falls.

Posts for the second rockfall barrier fence across the Diana Falls slip face on State Highway 6, between Makarora and Haast township, have begun to be installed this week.

The first of the five six-metre high, 720kg posts were lifted onto site and into place late Monday afternoon.

The NZ Transport Agency's Senior Network Manager Mark Pinner says all the posts for the second fence, being built about 150 metres up the slip face, are expected to be installed within the next week. Work will then begin hanging the five tonnes of high tensile steel mesh that will be draped between the posts across the slip.

"When the three rockfall barrier fences are completed at the end of next month, there will be more than 30 tonnes of steel mesh on the hillside in what will be the most complex rockfall protection system ever to be installed in Australasia.

"Each fence will have the capacity to stop a boulder weighing up to 16 tonnes which is travelling down the hillside at a speed in excess of 90km/h."

Mr Pinner says with the recent good weather in the area, the team have made good progress on site.

"Work is underway drilling the last of the post holes for the second fence and they are nearing completion on fine tuning the tensioning of the mesh and cables on the first of the rockfall fences at the top of the slip face."

He says weather permitting, it is expected work on the slip face will be completed by the end of the month; this will enable the road to be widened at the bottom of the slip to re-open SH6 to two-way, 24/7 traffic in time for the start of the busy summer tourist season.

Western Central Districts Branch RTA

Western Central Districts Branch RTA held a very successful Annual General Meeting on the 31st of July and would like to express their grateful thanks to the following supporters of the evening:

Advaro Agency
BPW Transport Efficiency
Bridgestone Tyres
Caltex NZ
Carters Tyres Services Ltd
Castrol NZ
FLEETSAFE NZ
Fruehauf NZ Ltd
GE Capital Fleet & Equipment Finance
Gough Transpecs
Hino Distributors Ltd
Iveco Trucks NZ Ltd
JRI Ltd
Lumley General Insurance
Manihem NZ
Maxi Trans NZ Ltd
McCurdy Engineering Ltd
McDonald Everest Insurance Brokers
Mercedes-Benz Finance Services NZ Ltd
Moller Johnson
Motor Truck Distributors NZ Ltd
Novus Autoglass Taranaki
ORIX NZ
Penske Commercials
Rural Fuels
South Pac Trucks Ltd
TR Group
Truck & Trailers Ltd
Truck Sales NZ Ltd
UDC Finance Ltd
VTNZ

Mobil adds new truckstop site in Taupo

Located at 220 Rakaunui Road, just off the SH1 Taupo by-pass. Equipped with three high flow nozzles (1x80lpm, 2x160lpm) with 6 metre pylons. This site has excellent egress for large vehicles, and there is enough area to allow a number of trucks to queue without extending on to the road. There is also Ad Blue available on site.



Road Transport Forum CEO Ken Shirley addressing members at the Region Five Seminar

Region Five Cromwell Seminar

The third annual Region Five Seminar saw nearly sixty people enjoy the program held on the 2nd of August at the Victoria Arms Hotel in Cromwell.

Presentations from Wynn Williams Lawyers on Employment Contracts & RUC Assessments, Dun's Accountancy and Business Advisers on business services, Crowe Horwath (NZ) Limited discussing Job or Business, Tony Warwood, EROAD, spoke about new products and technology, Grant Foster, NZ Transport Agency, informed the members about 50MAX and future development along with Associate members Urban Hygiene Ltd who gave a very good presentation on their product range of industrial cleaning solutions.

So a big thanks to all the presenters whose topics were all very well received.

After the Dinner the final of the Super 15 Rugby competition screened live in the bar, this was accompanied at half and full time by "the Southern Man" Henderson on guitar. All in all a great evening with the epitome of southern hospitality provided to the members of Region Five RTANZ.

This year's seminar would not have been possible without the generous support of our sponsors: ASB Bank, Allied Petroleum, BP, BNZ Bank, EROAD, MobilCard, GE Capital, Orix Leasing & Finance, Wynn Williams Lumley and Spark.

Successful result for Ashburton - North Park Rail Crossing

Late last month an online petition was started by RTANZ at www.change.org appealing for safety equipment to be installed at the North Park Road Rail Crossing north of Ashburton.

News of the petition spread extremely quickly and support for the cause was overwhelming. We gained over 1000 signatures in a day, climbing quickly to almost 4000!

The petition was brought about due to collisions at this crossing. The first tragic loss was David Dunham on March 22, 2002, and more recently in July 2014 a truck versus train incident occurred this time resulting in the loss of life of George Ellis, a 22 year old truck driver from Hawkes Bay and friend of many in Ashburton and around the country. In the space of just over a year this intersection has claimed one life and due to another heavy vehicle collision could easily have taken a second. Road users in Mid Canterbury remained extremely concerned about the danger for drivers crossing the uncontrolled and notorious North Park Road rail crossing.

The petition goal was to have KiwiRail install bells, lights and barrier arms at this dangerous intersection.

After meetings with the Ashburton District Council and delegates from local businesses a committee was formed to take this forward. Without wasting any time, on August 27th the Mayor, Angus McKay, and Council CEO, Andrew Dalziel, met with management from KiwiRail at their Wellington office. Armed with the supporting documents from the people of Mid Canterbury and beyond, and in full support of the petition Angus and Andrew engaged in a very successful meeting.

As a result of this meeting, in late August RTANZ received some wonderful news from the Ashburton District Council regarding the North park Rail Crossing:

KiwiRail management along with the District Council and NZTA have reached agreement to have barrier arms installed at this site in the near future. The installation of warning bells and lights is already well underway.

A big thank you to everyone who contributed, the committee, RTANZ members and the public for the work you have done in supporting this and assisting us to reach our goal. We have had some excellent people behind this campaign and the success is totally due to every one of you behind this.

3 easy steps to start saving with your n3 membership:

1 How to activate your n3 membership

Contact us to activate your membership

0508 20 30 40 09 917 4034

ask@n3.co.nz www.n3.co.nz

Once you are activated we can help your business start saving money.

2 Accessing n3 suppliers and discounts

Once we hear from you we'll send your Association Suppliers List. Complete and return the Suppliers List and confirm your Trade Card order.

Open or link your existing accounts Order n3 Trade Cards

Should you require assistance with the Suppliers List or wish to order more Trade Cards at any point, please contact us.

3 Ongoing Savings

Once you have completed the n3 Suppliers List and set your business up with n3 Trade Cards, your Account Manager will be in touch throughout the year to ensure you are maximizing business savings and n3 benefits.



WorkSafe NZ What do they do?

• Workplace assessments

Each year health and safety inspectors carry out 12,500 workplace assessments. These are proactive, planned visits and are not usually triggered by a report of serious harm or a health and safety complaint.

At least 80% of workplace assessments are targeted to industries identified in the Health and Safety National Action Agenda 2010 – 2013 as high risk, which includes Agriculture, Forestry, Construction and Manufacturing.

WorkSafe NZ will carry out 3,500 HSNO workplace assessments each year, with a key focus being on the Canterbury Rebuild. It will deliver at least 60 High Hazard assessments, inspections, audits and safety cases and complete regulatory visits to at least 150 electrical suppliers and audit at least 40 products.

• Receive and respond to notifications and reported risk or harm

Anybody can provide a notification, or report an actual harm/risk of harm matter in a workplace to WorkSafe NZ.

WorkSafe NZ's Response Centre is available 24 hours to receive notifications or reports or risk or harm. WorkSafe NZ makes timely decisions on issues and the appropriate level of response.

• Providing guidance and information

WorkSafe NZ provides a wide range of information and guidance about health and safety in the workplace. Up to 35 standards are produced each year by WorkSafe NZ, in collaboration with businesses, workers and other key stakeholders.

• The Safety Star Rating System

The Safety Star Rating Scheme (SSRS) is part of the Government's Working Safer reform package.

Contact WorkSafe New Zealand at info@worksafe.govt.nz or by phoning (04) 897 7699



Get your workplace involved in Money Week 2014

Run by the Commission for Financial Literacy, Money Week is a week of events that motivates Kiwis to look at their financial situation and get their money matters in order. The theme for 13-19 October is getting your finances fighting fit.

Last year, hundreds of workplaces from across the country were involved, with things as simple as ordering some posters and placing them around your staffrooms through to running a Financial Fitness seminar across the company.

There is also online material available to support discussions around Kiwi Saver, debt, savings, retirement, budgeting throughout the year.

Find out more at www.moneyweek.org.nz.

Driver Legacy Issues

Kerry Arnold Technical Manager Road Transport Forum NZ

Can Driver Legacy Issues be transferred from employer to employer?

In respect of ORS there are no driver legacy issues either when a TSL holder releases a driver from their employ or employs one who has offence history. The contribution of offences to a TSL holders record commences only from the first offence (arising from a particular driver) while in the employ of that TSL holder. If a TSL holder releases a driver from his / her employ the driver may still be carrying both demerit points and offences recorded against himself/herself which are considered his/her personal traffic offending record. The role of the receiving or new employer is to take this into account by using a driver declaration process and TORO and making their own risk to business decision before making any final decision regarding deployment. This approach is not mandatory only advisory.

In respect of ACCs initiative - The Fleet Safety Programme (FSP), this records driver offending across all employer groups whether the vehicle is driven pursuant to a TSL holder or not. Once again there are no obvious legacy issues with the offences accrued by a driver. The responsibility to assess whether a new driver is a liability or an opportunity is for each employer to determine. Fleet Safety generally only applies to companies with 5 or more vehicles and uses 3 primary data sets e.g. traffic infringement, crash, and fleet data combining MBIE employment and ACC claim history into the mix. From this information a risk assessment value can be determined and ACC or one of its colleague organisations then makes a judgement as to whether a particular firm needs additional

support to reduce what ACC has identified as an increased risk.

When we come to the Fleet Saver programme (not to be confused with the above Fleet Safety Programme) there are no identifiable legacy issues, but access to Fleet Saver benefits depends on the company safety audit. Fleet Saver is closely aligned to WSMP and AEP, but includes two additional auditable modules relating to vehicle fleet management. The first relates specifically to driving practice and the second to vehicle selection and maintenance.

Drivers who have come to a Fleet Saver employer with an infringement history would be expected to be subject to some form of entry audit that will help determine the way forward for that particular drivers future behaviour. Companies with WSMP that have taken on drivers with a history of serious offending and after appropriate action by the new employer, the driver has responded well to the additional support provided by the employer and improved his/her compliance accordingly.

So in conclusion there is arguably no legacy issues in an explicit sense but WSMP and Fleet Saver will bring some focus on what a WSMP or Fleet Saver company might have put in place through its own audit regime to help a driver who presents an elevated risk as per their own audit.

There is a lot of information about the two ACC programmes mentioned above on the ACC website that give a more detailed insight into how the programmes work – www.acc.co.nz

What's new at 50MAX

The growing popularity of 50MAX trucks is set to receive a further boost, following two major technological advances for the burgeoning vehicle class. The two innovations, an online map and an electronic permit application form, underline the NZ Transport Agency's commitment to moving more freight on fewer trucks, as well as putting customers at the heart of its business.

The introduction of an online map for 50MAX, in particular, is seen as a major improvement for operators. Grant Foster, the NZ Transport Agency's Principal Project Manager - Business Improvement, explains the new online map is a specific response to feedback from operators.

The second innovation benefits anyone who is applying for a 50MAX permit, be they an operator or a vehicle or trailer manufacturer. With permit numbers for the new generation of truck now nearing one thousand, applicants should be excited about the new online application form. Introduced at the

beginning of March, the new online form makes it easier to send the application and the required attachments to the Agency, for operators and manufacturers who seek permission to travel our roads in 50MAX trucks.

"All this will help to make road freight transport more efficient and safer for New Zealand. We have very high safety standards for 50MAX and other HPMVs, including increased resistance to roll over and the inclusion of electronic braking systems. We are particularly pleased that quite a number of operators are also investing in additional safety measures, such as speed limiting, GPS monitoring, weight load cells and Electronic Stability Control."

“Your Devices Secure, Close At Hand and Fully Powered!”

Tallon Systems, synonymous with rugged mounting solutions for just about everything from tablets and smartphones to cup holders and GoPros, has recently released compact versions of their award-winning Socket Mount system specifically for trucks and commercials. Tallon has followed up this month with the release of a long-awaited Double USB Socket that charges devices at 1A and 2.1A at the same time.

Tallon introduced the game-changer versions of their acclaimed socket mounts at The Expo New Zealand last year and demand from transport fleets and truck operators internationally has been instant.

The new Mini Socket Mounts and USBs are cleverly designed to slot straight into switch knock-outs/blanks and there's also a generic version with a 28mm circular body in cases where there are no spare switch blanks - along with a smart rubber dust cap.

The clever design, allowing the mounts and USBs to drop straight into a switch blank with a simple back-nut to lock the units in place, has been a hit with fleet owners and operators as the installation requires no specialist tools or equipment, there are no ugly or permanent modifications to make and, once attached, the mount is as strong as the dash or coaming it's fitted into! Despite

its diminutive proportions, the Mini Socket Mount still utilises Tallon's patented technology for mounting accessories and devices from tablet and phone holders to cup holders and GPS's and GoPros.

Tallon's hot off the block Double USB Charger Socket has a 5V 1A USB port, as well as a 5V 2.1A USB port. This means that for the first time Amp-hungry devices, tablets and smartphones can be charged simultaneously - whilst mounted securely and cleanly when paired with Tallon's innovative Device Mounts. The unit takes either a 12V or 24V input and its 30mm barrel means it's an ideal size for swapping-out your existing 12V cigarette socket or for retro-fitting on the dash if space is tight. To complement the tidy look and to keep the nasties out, the unit is supplied with a smart rubber dust cover.

To complement their already impressive range of accessories, Tallon has partnered with US ball and socket based mounting solutions company, RAM® Mounts, with their Tallon™-RAM® Connector. Once inserted and locked into a Tallon Socket hundreds of RAM® accessories can be mounted onto the high density rubber balls taking care of just about any accessory need the user may have!

Tallon's Managing Director, Peter Marshall,

says: “With device-based RUC monitoring, logistics management and navigation on the increase - as well as the pending introduction of e-log books - we've worked hard to deliver a range of smart, safe and state of art device mounts and holders for our transport and commercial fleets.”

Tallon Systems first shot to prominence in 2007 after scooping a prestigious Innovation Award for their bigger 'Classic' sockets at the International Boat Builders Exhibition in Miami, Florida. In 2009 Tallon founder, Peter Marshall, won the Ernst and Young New Zealand Master Entrepreneur award. Tallon gained further recognition in 2011, receiving a Design Award from General Motors Vegas for the Most Innovative Chevrolet Accessory at the SEMA Show in Las Vegas. Tallon recently launched its mini socket range of mounts and accessories at the Expo in Hamilton, New Zealand.

Contact Tallon Systems for more information on 0800 825 566 or by going to their website www.tallonsystems.com.



Stew Burt
tel: 0800 825 566
www.tallonsystems.com

WELCOME TO THE FUTURE!

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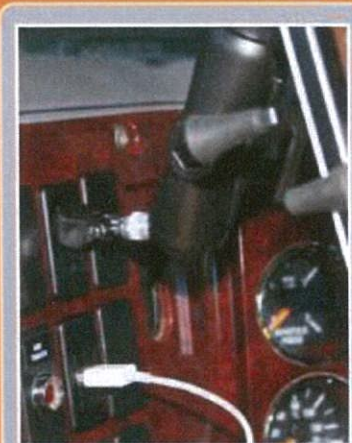
Our **Mini Socket Mounts** are cleverly designed to lock solidly into existing truck or light vehicle switch blanks - then our range of rugged device and accessory holders secure your gear smartly and cleanly, avoiding the need for expensive or unsightly modifications.

Perfect for mounting devices to monitor RUC, logistics, navigation and e-logbooks, etc. Even mounts our essential drink holder to keep you refreshed behind the wheel!



Our **USB Switch-Blank Sockets** are also cleverly designed to slot into your switch blanks and put out a hefty 2.1A. No specialist installation or modifications required - and you'll have power right where and when you need it.

Our **Double USB Charger Sockets** pack a double punch - a 1A socket at the top for phones and smaller devices, plus a 2.1A socket below to feed those Amp-hungry tablets and devices.



- ✓ Slots straight into existing switch-blanks
- ✓ Sockets mount tablets, phones, devices, cup holders, etc.
- ✓ USBs supply 2.1A & 3.1A power
- ✓ No unsightly, expensive modifications



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Around the Regions

Gary Masters - Northland, Auckland, Waikato, Thames Valley

Welcome to the September Newsletter and the lovely sunny fine days. Hopefully the country can start getting a lot of the flood damage completely repaired after the last two months of extremely wet weather, especially in Northland where a huge amount of their roading infrastructure has really been knocked about. It will take years to reinstate the vast damage to their area.

Changes to access roads on the Cambridge Section of the Waikato Expressway, starting at the Pickering Road intersection the new access from Pickering Road on to and off

State Highway 1 will be restored on August 28th. Also the temporary access to State Highway 1 currently provided to Strawberry Lane (previously known as Ambreed Access Road) will be permanently closed to SH1 at the same time.

Permanent closure of the Hautapu Rd access to SH1 will take effect as from the 8th of September For real time information of changes to this section of construction please call 0800 444 449.

Notice of a Updated Bridge Restriction to all HPMV- 50 MAX permit holders, the Waipa District Council have been undertaking an evaluation of the Shakespeare Street Bridge (known as the Low Level Bridge) at the

intersection with State highway 1 just south of Cambridge. The evaluation has shown the bridge is not suitable for 50MAX vehicles and has revoked any HPMV and 50 MAX Permits for this Bridge through NZTA. The Council is aware that it is on a major freight route, and there may have been some temptation to short cut across Cambridge Road instead of using SH21.

Just a quick reminder to all members, with fuel prices fluctuating weekly please give us a call and compare the discounts that are available to you through NZRTA Fuels from Mobil, Caltex and BP, to ensure you are getting a competitive price just call Charlene or myself and we can give you the latest prices available.

To contact Gary Masters call 0272 489 791 or 0800 367 782 (option 2) or email gmasters@rtanz.co.nz

Charlene Kerr - Bay of Plenty, South Waikato, Taupo, Poverty Bay

Occasionally I get a query from an operator regarding 50MAX vehicles and where are they allowed to go etc. and what roads are they allowed on.

I recommend to operators of 50MAX vehicles to send an email to info@nzta.govt.nz so you can be included to receive their monthly release and update of 50MAX routes. I have found out that when either you or the trailer manufacture applied for the permit, there was a requirement for an email address to be recorded for future updates and it may be for some of you operators that the trailer manufacturer is receiving these updates as

they may not have put your email address on the application. You can also visit the following website www.nzta.govt.nz/50max at the beginning of each month and click on the updates for 50MAX holders on the right of their screen below the interactive map section. While you are there, have a look around the interactive map which is so easy to follow.

The following is an extract from the August release for operators:

"In August Hamilton city was the latest local authority to delegate 50MAX permitting to the NZTA. Also there have been three bridge restrictions removed on SH 3 so this has opened up 50MAX from Auckland to New Plymouth and the Motu Bridge on SH2 opens up Whakatane to Gisborne."

To contact Charlene Kerr call 0274 436 022 or 0800 367 782 (option 3) or email ckerr@rtanz.co.nz

Tom Cloke - King Country, Taranaki, Whanganui, Manawatu, Horowhenua

The Western Central Districts Branch RTA held a very successful Annual General Meeting 31st July with just over seventy in attendance, a good mix of members and supporters. It was great to have representatives from the NZTA as well as from the CVIU, both agencies were thanked for their work on the Agriculture Vehicle review and compliance.

Two of New Plymouth electoral candidates Jonathan Young National and Andrew Little Labour gave a brief outline of their parties' roading pledges, both stayed to talk to members during refreshments. It is pleasing

to have two new Executive Committee members, Chris Mack and Peter Sole, joining with Phil Sandford who retained the chairman's position, and John Hickman, Tony Hamilton, Graeme Sole, Mark Sorensen, John Geraghty, Nick Walker, David Rogers, with Crelin Keig appointed as treasurer, with Greg Whitham auditor.

Mark Johnson, who is a Chartered Civil Engineer, was the guest speaker. Mark has worked for consultants, contractors and clients alike on various infrastructure projects in the UK, including the prestigious Jubilee Line Extension project.

He came to NZ joining Transit in 2006, he was previous project director of the Northern Busway and Regional Projects Manager for Auckland and Northland. Mark

now holds the role of Principal Project Manager for the \$2.2 billion Western Ring Route, as well as the Key Relationship Manager for the Well-Connected Alliance, delivering Waterview Tunnel Project. Mark spoke on Auckland's transport problems as well as a great insight into the workings and operations of the Tunnelling project, and introduced "ALICE" the tunnelling machine, and went on to say how the project is coming together.

A big thanks to all the supporters of the AGM—all of whom are listed on page seven of this newsletter.

To contact Tom Cloke call 0274 464 892 or 0800 367 782 (option 4) or email tcloke@rtanz.co.nz

Seasonal change brings higher risk of truck crashes

Warmer weather and the start of Daylight Saving have been identified as at risk times for truck crashes and rollovers on the Kaikoura Coast. During the last five years, the months before and after the start and end of Daylight Saving have seen the highest number of truck crashes on State Highway 1, south of Kaikoura.

The NZ Transport Agency's Transport Officers Manager Tony McNeill says not only does the start of spring bring longer, warmer days but also a seasonal increase in the number of trucks on the highway. "We are finding that up to 60 per cent of the crashes are happening in September/October and March/April. This is when we get the seasonal shift in freight coinciding with Daylight Saving."

He says moving into warmer weather we know people begin to enjoy more time outside with barbecues, family and friends. There is also more outdoor activity in neighbourhoods, such as mowing lawns, which can have an impact on shift workers sleep patterns. "Broken sleep can result in fatigue and inattention, which along with speed remain the three primary causes for crashes on the Kaikoura Coast."

The Transport Agency has worked closely with freight companies on reducing the number of rollovers and truck crashes along the Kaikoura Coast since 2008 when truck rollovers peaked at 11. This work has focussed on getting drivers to slow down and pull over when tired. The Keep it 10 Below messaging was, and still is, about reducing speed specifically at advisory corners.

Mr McNeill says many firms have responded to the risks along this section of the highway by instigating several mechanisms to enhance driver support. One example has been putting in place speed alerts if trucks are driving too quickly through GPS ring-fenced portions of the trip. "With the trip between Christchurch and Picton predominately being trailer swaps, the biggest risk is familiarity,



resulting in over confidence and perhaps a lack of attention to detail.

"While there are always inherent risks with being on the road, the biggest risk for drivers on the Kaikoura coastal route is between 3am and 6am heading south of Kaikoura. The challenge is how to keep drivers safe on this return leg from Picton when fatigue is starting to set in and they are looking forward to the end of their shift."

There were eight truck rollover crashes along this section of highway in 2013, compared with five in 2012 and only four in 2011. There have been two rollovers to date this year.

Since 2003, there have been more than 80 truck rollovers along the coast. He says many experienced drivers have been in a rollover. "The statistics show that 78 per cent of rollovers happen at advisory corners and 80 per cent of the time the road is dry. An appreciation of these statistics, as part of our education programme and conversations with drivers, is essential."



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Around the Regions

Sandy Walker - Hawkes Bay, Manawatu, Wairarapa, Wellington

It's time to get serious about your Health & Safety in the work place (in other words cover your backside). This will be the biggest thing since Dunkirk and you can bet someone will be made an example of remembering you can be shot in four ways ACC, NZTA, WorkSafe or CVIU all wearing the Occupational Health and Safety hats which will be one size fits all.

At the recent NZ Heavy Haulage Conference Bill Calver gave a presentation on this very topic and it was mind blowing to hear what you could be up for when it all goes bad and

you have not got your act together such as a fine of up to three million dollars that you cannot insure against.

Rather depressing I know but that is what is coming to us so whenever you get the opportunity to attend any SAFED meetings make the time available and ask questions so you know what you are in for and if you don't have an updated policy or no policy at all start writing or simply attend the Region Three Seminar at Manfeild Park, Feilding, starting at 11:30 a.m. on the 6th September 2014 to hear it for yourself.

To contact Sandy Walker call 0274 856 038 or 0800 367 782 (option 5) or email swalker@rtanz.co.nz

John Bond - Christchurch, North Canterbury, Buller, Nelson, Marlborough

This month I have been asked by a number of members what I thought about the Vic Rollover program. This workshop provided knowledge on what happens, how it happened and what to do to prevent a truck rolling over. What did I think of the workshop? Well to be honest, I believe that I learnt a lot of great points, even though one thinks we know it all and take things for granted, the workshop opened my eyes and surprised me with some interesting facts. I believe that all of our drivers would get some insight and understanding of their Static Rollover Threshold (SRT). They will get

an understanding of how easy it is to roll simply by being 1km p/h to fast, a lack of concentration or not actually understanding the vehicle they are driving.

I had the pleasure to meet up with Stu Ross and John Doesburg from ECCA who are assisting us in setting up a Fuel Efficiency workshop in Nelson. There is always a cost to operators who are willing to attend and the course is well subsidised by the Government, but if you can save 10% on your fuel bill, it has to be worth attending. This course is made up of 4 workshops, followed by mentoring over the proceeding 12 weeks in order to get the required changes well and truly set in place. We require 5-6 Fleets of 5 plus trucks each or

more with participants who have an influence in managing the business to ensure that records are kept to enable the monitoring of fuel being used. I would like to hear from members in Region Four that would give strong consideration to attending one of these workshops and I will ensure we get it organised as soon as we have the numbers. We are looking at holding the Nelson workshop at the end of September 2014 so send me an email on jbond@rtanz.co.nz or phone me on my cell 027 444 8136 and we will get these workshops rolling.

To contact John Bond call 0274 448 136 or 0800 367 782 (option 6) or email j.bond@rtanz.co.nz

Simon Carson - Christchurch, Mid Canterbury, South Canterbury, West Coast

The Operator Rating System (ORS) has been around now for about two years. It is a system that aims to improve the safety of heavy vehicles on our roads, making journeys safer for all. It is one of the tools that the NZ Transport Agency (NZTA) and New Zealand Police use to identify potentially higher-risk operators for further investigation and assistance to improve their safety practices.

ORS provides an environment for willing compliance, and those businesses compliant with their regulatory obligations that contribute to safety are likely to see COF

initiatives introduced under NZTA's variable COF reform in the near future.

ORS is not going away, it is here to stay. It may have taken a bit of time for operators to come to terms with this but lately it has been encouraging to see transport operators embracing ORS and educating the staff within their business that really can make a difference – your Drivers. ORS points are easily, and sometimes carelessly lost, but are very hard to regain.

In conjunction with NZTA, RTANZ have hosted further ORS sessions around Region Four which have been very well attended. The majority of people attending this time around were vehicle drivers which is a change from the sessions we hosted about a year ago where within each branch of the

region it appeared mostly fleet managers, dispatch and administrative staff were coming along.

I understand businesses cannot disengage drivers too easily, from what is their primary duty, to attend these educational sessions, therefore I do encourage businesses who feel their fleet of drivers may benefit from ORS knowledge or even a refresher to get in contact with me. Depending on your requirements and numbers we may be able to set up individual ORS sessions.

Feedback from Members indicates that NZTA are doing a great job of getting round the Canterbury / West Coast area and assisting operators with their individual ratings.

To contact Simon Carson call 027 556 6099 or 0800 367 782 (option 1) or email scarson@rtanz.co.nz

Around the Regions

Alan Cooper - Southland, Central Otago, Otago, Dunedin

Hello Southernmost members, the annual Special Rigs for Special Kids was held on Sunday the 31st of August and as usual great numbers turned out in sunshine to watch or ride in a "BIG RIG".

Now in its 23rd year, the event was well supported by the local transport industry and Members of the Road Transport Association.

Event organiser, Greg Inch said at least 200 Trucks and other vehicles took part in this year's event.

For the Record this year the Annual General Meeting and Dinner of the Road Transport Association –Region Five – Otago/Southland Branches will be held in Cromwell at the

Highland Park Motor Sport centre. The Program will start at 3:00pm with a tour of the Museum and a ride around the track in a Taxi which holds four people. The first lap is slow and informative, the second lap is at SPEED and will knock ya socks off!!!!!! This is FREE to MEMBERS.

The Otago Branch Meeting will then be held at approx. 4.30 / 4.45pm with the Region Five AGM to follow at 5.30pm. These meetings will be held in the Auditorium at the Nose Restaurant opposite the Motor sport park, which is only about 100 meters from the museum.

Pre-dinner drinks will be held in the NOSE Restaurant at 7:00pm with the Annual Dinner to start at 8:00pm, where members will enjoy a three course meal which is also free to members.

The Highlands Park Management will give a short talk on the history of the venue then there will be a presentation and draw for a FREE HOT LAP for some lucky person who is in attendance at the Dinner.

Finally I would like to welcome three NEW MEMBERS to our Region, who have joined the association, they are: Open Country Dairy /Southern Milk Transport, Greg Kirk, and Cromwell Bulk Transport.

To contact Alan Cooper call 027 315 5895 or 0800 367 782 (option 8) or email acooper@rtanz.co.nz

Use your n3 membership - it saves you money

by Sandy Walker

Now, if you think your n3 card or their Employee Benefits program is just something you keep in your wallet for a rainy day think again. I have tested n3 out myself, on several occasions, however, if you want proof here it is:

My wife got talked into buying a new TV (changing to digital) in my absence and told me when I got home that we had this thing and it has got all the bells and whistles and it does this and does that. I asked her if she had read page two as it tells you these are optional items which you can purchase separately however I was hooked on the colour on the screen and it wasn't going back.

So we went to Noel Leeming and purchased all these other bits and the bill came to \$757.98. Hmm I thought – what is the discount if I use the On-Demand n3 voucher and the salesman replied \$591.46. Now that is \$166.52 with one purchase which is a savings of nearly 22% and paid for the n3 membership four times over.

The RTANZ n3 membership offer

n3 used to be known as GSB or Government Stores Board. All RTANZ members receive membership to n3 Business Buying Power annually as part of their RTANZ subscription fee.

The RTANZ n3 membership offer is as follows.

Business Offer:

On Account – this is made up of two options:

1. Open new trade accounts – If a member sees a supplier that they use often and they think they will benefit from opening an account with that supplier under the n3 price file then n3 can help with this process and organize that for them. The member just needs to let n3 know what supplier they want to open an account with.
2. Link existing trade accounts – If a member trades with an n3 supplier already, then they simply need to notify n3 what their account number is and n3 can see if the n3 pricing is preferential for their company. If it is, n3 transfer them straight away and if not, n3 leave them on their better pricing.

Trade Card – For quick discounts in store with n3's top twenty four most popular suppliers. The member simply shows their card at the

As I have said before get on board and get your staff on to the n3 Employee Benefits program. Their partners will think it's great and kick their backsides out the door and off to work every day because they will want to use the Employee Benefits again and again.

You could not compare a wage rise to the discounts available so it's a no brainer to look after your staff in other ways at no cost to you.

For business related purchasers if you do have an account and the discount is more than you would normally receive, it swaps to the n3 price or if you are already getting a better deal it remains the same so there is nothing to lose.

If you have paid your RTANZ membership current year subs you have already paid for membership to n3 - so what are you waiting for?

time of their business purchases and pays for their goods. This is great for smaller businesses that don't warrant opening accounts with the top 24 suppliers. The n3 Trade Card is not for personal use.

Employee Offer:

Employee Benefits Program – this is made up of 3 parts.

1. Employee Benefits Booklet – This is a trifold cardboard card that is more suited to companies with a large amount of employees. It has a range of suppliers to which employees can make personal purchases (can be used a many times and as often as they like)
2. On-Demand – This is more suited to companies with a smaller amount of staff, It's a web link to which staff can go online and download a PDF voucher to take into store for personal purchase. This can be used as many times and as often as they like and if a voucher expires they can simply download another.
3. Special Offers – One off vouchers sent by suppliers throughout the year, via e-mail, for staff to use for personal use. Sometimes the offers even extends to friends and family.

Workplace Health and Safety reform

The Health and Safety Reform Bill has been introduced to Parliament, representing a major change to New Zealand's health and safety system.

The Bill is part of 'Working Safer: a blueprint for health and safety at work' and reforms New Zealand's health and safety system following the recommendations of the Independent Taskforce on Workplace Health and Safety.

Working Safer is aimed at reducing New Zealand's workplace injury and death toll by 25 per cent by 2020. Leadership and action from businesses, workers and Government will be needed to achieve this

More on Health and Safety

by Bill Calver

Recently I addressed the Heavy Haulage Association conference in Rotorua on the changes that will be brought about by the Health and Safety Reform Bill at present before Parliament. At the end of my session there were several very perceptive questions but insufficient time for me to answer them adequately. I thought it might be helpful if I answered the questions in more detail.

Question One

I am a "one man band" operating a piloting business. Could I be prosecuted if I chop a couple of my own fingers off?

Answer

Yes. The new legislation provides that a self-employed person must as far as is reasonably practical ensure his or her own safety while at work. This raises the interesting possibility that someone who is self-employed could be both the victim in a prosecution and a defendant. I think that all we in the transport industry can really do is hope that common sense will prevail. If someone who is self-employed injures himself/herself through an accident by failing to take reasonable precautions hopefully Worksafe New Zealand would agree that the injury is punishment enough and that there is little point in a prosecution. Time will tell whether my optimism is justified.

Question Two

In your address you talked a lot about the appointment of worker Health and Safety Representatives and the setting up of Health and Safety Committees. What is the situation if my employees refuse to be involved?

Answer

The Bill provides that employers must provide their employees with a reasonable opportunity to participate in matters concerning Health and Safety in the workplace. The Bill is however silent on what happens if employees don't want such participation.

The first point to make is that an employer can reasonably delegate tasks to an employee. I say "reasonably" because this would have to be provided for in either the Collective or the Individual Employment Agreement which the worker is a party to. If something isn't in a worker's job description then he/she may reasonably decline to take on new duties. The job descriptions in most employment agreements however contain a catchall phrase such as "such other duties as the employer may reasonably require". If a worker has some spare time then an employer could reasonably require him/her to take on Health and Safety responsibilities.

The Bill however goes further however and provides for the election of Health and Safety Representatives. Such elections can either be requested by the workers in a work place or an employer can initiate an election. That presupposes that one or more of your employees are prepared to stand for election. I have serious doubts whether any worker could be forced to stand for election. As part of its Health and Safety regime an employer would probably be obliged to take reasonable steps to persuade someone from the workforce to stand for election, but if the employer's efforts hit a brick wall there is really nothing more they can do. The Bill doesn't say that every work place must have a Health and Safety representative.

important goal.

The Health and Safety Reform Bill will create the new Health and Safety at Work Act, replacing the Health and Safety in Employment Act 1992. The Government's intention is that the Bill will be passed in 2014, with the new Act coming into force from 1 April 2015.

The Bill will be supported by two phases of regulations; proposals for the first phase of regulations have been released for consultation. MBIE will review and consider submissions before seeking Cabinet approval for the final content of regulations.

So what about Health and Safety Committees?

An employer must establish a Health and Safety Committee if requested to do so by an elected Health and Safety Representative or by five or more workers or if there is a government regulation requiring such a committee. Again an employer will be between a rock and a hard place if no one wants to serve on such a committee. Again there is no legal requirement to have such a committee if the employees don't require one or if there is no government regulation mandating one.

For businesses with more than just a handful of employees it will be advisable (but not mandatory) to have a Health and Safety Committee. Because of the importance of Health and Safety in the workplace I don't think that any employer will get into trouble by requiring employees to serve on such a Committee so long as the employee is given the necessary time off to attend meetings etc because the employer could argue in answer to an employee protesting that "this isn't in my job description" that Health and Safety is an adjunct of all job tasks.

Question Three

You said that the new law will continue the present situation whereby a business cannot insure against Health and Safety fines. Could we in the transport industry band together to establish a common fund to cover such fines?

Answer

The new law provides that businesses can continue to take out insurance for the legal costs of defending Health and Safety prosecutions and in respect of any orders for reparation which are made by the Court. Insurance in respect of fines will however continue to be illegal.

In my view the setting up of a mutual fund to try and get around that won't help. Whilst such a fund mightn't come strictly within the definition of "insurance contract" the particular section in the Bill goes on to provide that it will be unlawful for anyone to "indemnify, or offer to indemnify, another person for the other person's liability to pay a fine or an infringement fee". So if say 50 transport firms paid into a common fund to cover any Health and Safety fines imposed against any of them then the other 49 would be in effect indemnifying the defendant. In that event the individuals contributing to such a fund would be subject to a fine of a maximum of \$50,000 and companies would be subject to a fine of a maximum of \$250,000.

I made the point that during my address that since the maximum Health and Safety fines are being substantially increased (to \$3 million for the worst case) it is quite possible that some firms could be forced out of business if heavy fines are imposed for Health and Safety breaches, but I'm afraid there is no way to insure against that possibility.

Bill Calver is a Barrister specialising in Transport Industry Law. You can get in touch with Bill by phoning his mobile 021 500 295 or emailing him at billcalver@xtra.co.nz



BOLT IN TOWEYE MAINTENANCE, INSPECTION AND FITMENT

From time to time we receive queries on technical and practical aspects of vehicle maintenance and inspection. Recent queries regarding replaceable (bolt in) toweyes has prompted us to provide some advice on their inspection, maintenance and fitting.

Potential wear

Bolt in toweyes have been around for a number of years and like other components create no cause for concern when they are correctly fitted and maintained. As a bolted fixture they are naturally more prone to failure than the one piece type toweye. The failure mode we are discussing is the wearing of the toweye's threaded shank and retaining nut which could lead to the toweye coming loose. Once the toweye has loosened the continual forces transferring through the vehicles in combination can rapidly accelerate thread wear- to the point that the toweye could pull clear of its retaining nut and therefore detach itself from the trailer.

Tensioning

The difficulty with bolt in toweyes-as with any other bolted fixture is in ensuring that the fixture is correctly tensioned (or preloaded/torqued) when assembled. Insufficient preload caused by an inaccurate tightening method, is a frequent cause of bolted joint failure. A properly torqued bolt is one that is stretched such that it acts like a very rigid spring pulling mating surfaces together. The rotation of a bolt (torque) at some point causes it to stretch (tension). Several factors affect how much tension occurs when a given amount of tightening torque is applied. This highlights the importance of installing and tensioning toweyes in accordance with manufacturers advice. That would include adhering to recommendations regarding future re-tensioning and inspection intervals.

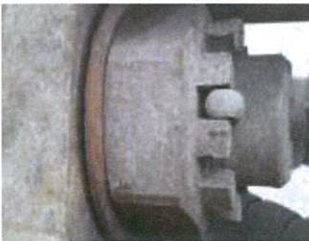
Inspection

It is sensible to suggest that inspection of bolted toweye's should be incorporated into walk around vehicle inspections. The largest giveaways that a bolt in toweye might be loose is that the washer that sits between the mounting boss and retaining nut can be rotated by hand, or more commonly tell-tale rust signs are on the nut or washer, or that the washer is showing signs of "cupping". These are not the only signs but are the most common. Pictures of this failure mode are provided below. Observant people viewing the left most picture would note that there is clearance between the retaining nut, washer and toweye boss. The retaining nut to washer interface shows cupping of the washer and signs of rust inclusion. As mentioned, these are signs that the toweye is not fully secure in its boss. The retaining nut is still locked in the position that it was originally tensioned to by use of a split pin. That suggests that checking the nut and split interface is not a reliable indicator of bolt in toweye security.

Replacement rather than repair

The seemingly obvious repair (as with other bolted fixtures that come loose) would be to remove the split pin and re-tension the retaining nut. On less critical parts and components that might be an option. In the case of bolt in toweyes that practice should be carefully assessed. In our opinion the correct option would be to replace the toweye. That the toweye in this case has come loose without the retaining nut backing off suggests that the retaining nut and toweye shank threads have worn significantly. Attempting to retention those worn threads would be impractical and potentially inviting later failure.

Picture showing signs of unserviceable toweye



Fairly typical example of fitment into a drawbar



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www.rtanzt.co.nz

or alternatively call 0800 367 782 Option 1 for our head office

Contribute to your Newsletter!

This newsletter is for you, the members, and we welcome and encourage your feedback, articles of interest for the transport sector or just a funny story of something that happened in your daily travels.

We are looking for short articles or news items (300 to 500 words) and event notices for inclusion in this newsletter. Accompanying digital photos are strongly encouraged.

If you have something to say email your article to:
newsletter@rtanz.co.nz

All articles and photos are subject to editing, available space, and our acceptance policy.

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Marija Bakulich

From: Caron Greenough
Sent: Wednesday, 20 August 2014 12:30 p.m.
To: Rod James; Mark Owen; Jeff Scoringe; Kate Styles
Cc: Denise Beazley; Tony Coulman; Ulvi Salayev; Mike Seabourne; Steve James; Mike Pilgrim
Subject: Otaihanga Roundabout - update

Hi all

There will be more comprehensive notes but just a few bullet points that resulted from a meeting we had this morning including James Hughes, Mike Pilgrim, Steve James, myself and Roger Burra.

- The post-construction safety audit has been completed
- Some minor changes to the white lines have been made and included in the audit
- A speed survey has been completed for the north and southbound approaches
- An article about the roundabout has been sent to the RTA for inclusion in their newsletter/publication
- Further additional background research from NO supplied

The highlights of the discussion are:

- In the context of the 2 truck roll overs at the roundabout there are actually 150 roll overs a year on NZ roads not related to intersections.
- The safety audit raised only minor concerns with the safety of the layout and approaches and all have been implemented
- The speed survey indicates that all traffic is reducing speed on the approaches to acceptable levels (85%-ile speed is around 55kph at 50-60m from the giveway lines on both approaches) – this is based on a sample of over 100,000 vehicles over the two weeks of the survey and 24/7
- Due to slightly unbalanced flows currently, namely in and out of Otaihanga Road and the residential side road (this will improve as the expressway construction progresses) there may still be near misses or giveway issues but due to the lower speed and point/angle of conflict the risk of a serious incident is low
- There have been comments about the design standards but note these are based on years of best practise from here and overseas. Plus also a passing comment about cycling safety but we have had no significant feedback other than positive and namely by Simon Kennett the Sustainable Transport Manager at GWRC.

Based on the above we have advised the Alliance that as the roundabout has been open for more than 3 months, which is the rule of thumb for advising drivers about a new layout, and given there are no further changes envisaged nor any risks raised by the safety audit that the VMS signs can now be removed.

We will continue to monitor and we intend to redo the speed survey in a few months time.

National Office will be working with the Network User Behaviour team to produce an educational leaflet/information sheet about behaviour on roundabouts generally and will be doing more research about what is typical nationally on similar roundabouts.

James Hughes has indicated that he is owning this issue and is happy to talk to anyone if they still feel there are issues – this is in order to really draw out what the real issues might be.

Kind regards

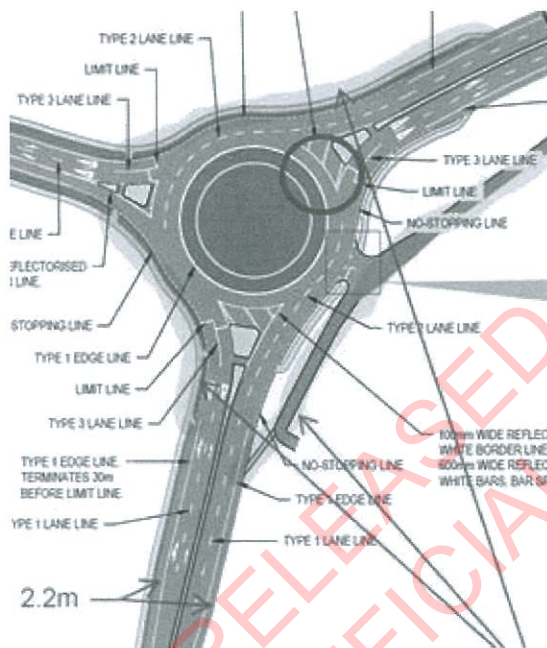
Caron

Marija Bakulich

From: Steve James
Sent: Wednesday, 20 August 2014 11:09 a.m.
To: ross.mear@firth.co.nz
Subject: SH1 Otaihanga Roundabout Layout

Good morning Ross,

Many thanks for your email regarding merging issues at the new SH1 Otaihanga roundabout. The plan extract below illustrates the layout of the carriageway markings, although there has been some slight changes to the northern section (circled), where the markings encourage traffic to go slightly left before doing the right turn southbound. This is to assist traffic turning into the 4th leg of the roundabout (for the residential dwellings). The southbound route through the roundabout is two lanes, and a two lane exit, with a merge back to one lane some 80m south of the roundabout. If there is circulating traffic on the roundabout, then those travelling southbound have to give way at the give way lines at the roundabout. I am not sure why you say southbound traffic does not stop, when it is the law to give way to the right at roundabouts if traffic is circulating. This is no different to any other roundabout operation. Maybe I am getting this wrong, and would be happy to meet you on-site to discuss your issues in more detail.



Please contact me if you wish to discuss this in more detail, or a meeting on-site.

Kind regards

Steve James / Senior Safety Engineer
Highways and Network Operations Group

DDI 64 4 910 8247 / M 64 21 245 3876

E steve.james@nzta.govt.nz / w nzta.govt.nz

Wellington Regional Office / PSIS House, 20 Ballance Street,
P O Box 5084, Wellington 6145, New Zealand

Marija Bakulich

From: Philip Chatterley
Sent: Wednesday, 13 August 2014 1:35 p.m.
To: Roger Burra (Roger.Burra@nzta.govt.nz)
Subject: M2PP : 450 Otaihanga Roundabout Layout - Off-Road Facilities
Attachments: M2PP-45P-D-DWG-0020.pdf; M2PP-45P-D-SKT-0025.pdf

Hi Roger,

As requested, please see attached drawings indicating the off-road facilities at Otaihanga Roundabout. Please note that these will need to be rationalised against the as-built information.

I trust this is sufficient for your information.

Regards

Phil Chatterley

Alignment Design Lead | M2PP Alliance

43 Ihakara St, Paraparaumu 5032 | PO Box 723, Paraparaumu 5254
Mobile Ph: 021 205 1193 **DDI:** +64 4 460 1775 **Email:** phil.chatterley@m2pp.co.nz

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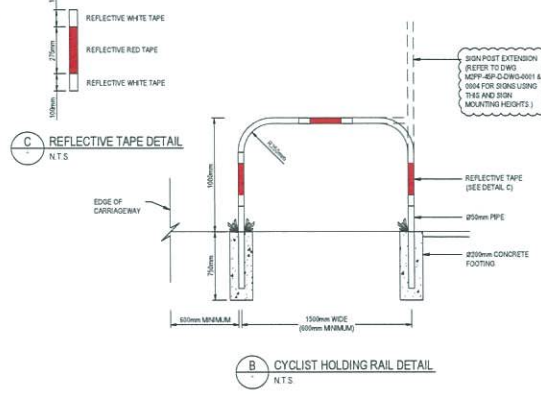
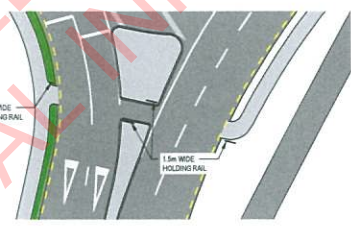
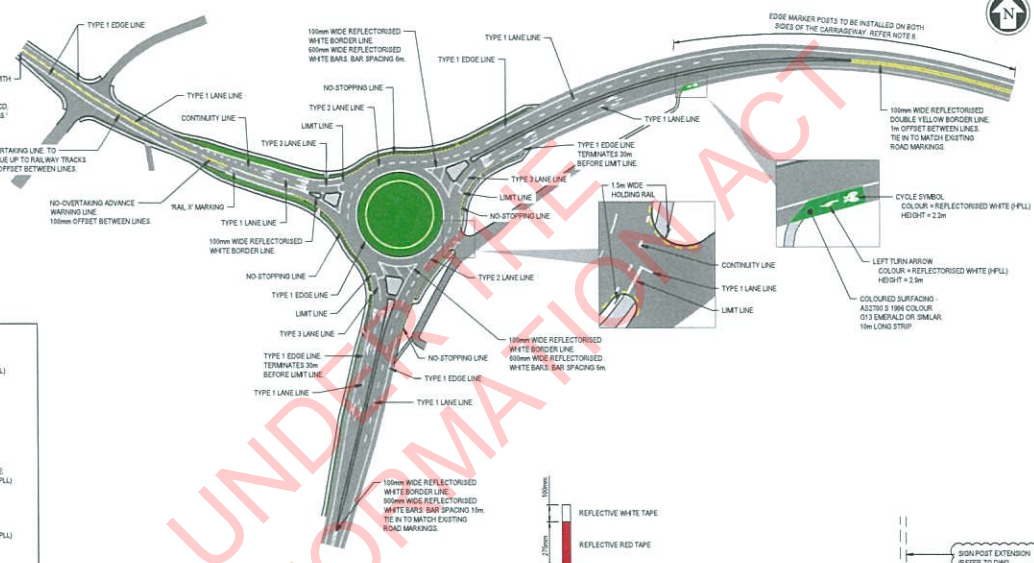
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- NOTES**
- DRAWINGS TO BE READ IN CONJUNCTION WITH SPECIFICATIONS.
 - ALL PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS (RRPM) SHALL COMPLY WITH THE REQUIREMENTS OF THE NZTA MANUAL OF TRAFFIC SIGNS AND MARKINGS (MATS) AND RELATED DOCUMENTS.
 - ALL PFL MARKINGS SHALL BE INITIALLY MARKED WITH PLOT LINE IN PAINT LONG LIFE MARKINGS SHALL BE IN ACCORDANCE WITH NZTA PFL LONG LIFE PAVEMENT MARKINGS MARKED A MINIMUM OF THREE WEEKS AFTER APPLICATION OF THE PAINT MARKING.
 - RRPM TO COMPLY WITH THE PFL AND THE M21.
 - CYCLIST HOLDING RAILS TO BE INSTALLED BESIDE SHARED PATHS AS PER AUTOSTOPS PART 8A. RAILS TO BE INSTALLED 800mm BACK FROM KERB AND 300mm AWAY FROM PATH. SEE DETAIL B FOR DIMENSIONS. RAIL TO BE 1.5m WIDE WHERE POSSIBLE AND 2m WIDE WHERE THERE IS LIMITED SPACE. SEE DETAIL A FOR TYPICAL LAYOUT.
 - EDGE MARKER POSTS SHALL COMPLY WITH THE SPECIFICATIONS AND WITH NZTA MATS PART 7. MARKINGS POSTS TO BE CONSTRUCTED AT 2m SPACINGS AT LOCATION SHOWN. NEW POSTS TO THE INFO EXISTING REQUIRED SPACINGS SHALL BE MAINTAINED.
 - MEDIAN ISLAND KERBS TO BE PAINTED WITH A 100mm WIDE CONTINUOUS STRIPE OF WHITE REFLECTORISED LONG LIFE PAINT. PAINT SHALL CONFORM TO THE M1 AND M28.

- LINE TYPES**
- | | |
|---|--|
| 1 TYPE 1 LANE LINE
COLOUR = REFLECTORISED WHITE (PFL)
WIDTH = 150MM
STRIPE = 3M
GAP = 7M
RRPM = MONO-DIRECTIONAL WHITE REFLECTIVE FACES AT 10M SPACING | 6 CONTINUITY LINE
COLOUR = REFLECTORISED WHITE (PFL)
WIDTH = 150MM
STRIPE = 1M
GAP = 7M |
| 2 TYPE 2 LANE LINE
COLOUR = REFLECTORISED WHITE (PFL)
WIDTH = 150MM
STRIPE = 3M
GAP = 3M | 7 NO STOPPING LINE
COLOUR = YELLOW (PFL)
WIDTH = 150MM
STRIPE = 1M
GAP = 1M |
| 3 TYPE 3 LANE LINE
COLOUR = REFLECTORISED WHITE (PFL)
WIDTH = 150MM
STRIPE = CONTINUOUS | 8 NO-OVERTAKING ADVANCE WARNING LINE
COLOUR = REFLECTORISED YELLOW (PFL)
WIDTH = 150MM
STRIPE = 15M
GAP = 7M |
| 4 TYPE 1 LIMIT LINE
COLOUR = REFLECTORISED WHITE (PFL)
WIDTH = 300MM
STRIPE = CONTINUOUS | 9 NO-OVERTAKING LINE
COLOUR = REFLECTORISED YELLOW (PFL)
WIDTH = 150MM
STRIPE = CONTINUOUS |
| 5 TYPE 1 EDGE LINE
COLOUR = REFLECTORISED WHITE (PFL)
WIDTH = 150MM
STRIPE = CONTINUOUS | 10 CHEVRON
COLOUR = REFLECTORISED WHITE BARS (PFL)
MARKING WIDTH = 60MM
SPACING = 10M |

- SYMBOLS AND TEXT**
- | | |
|---|--|
| ONE WAY TRIANGLE
COLOUR = REFLECTORISED WHITE (PFL)
HEIGHT = 4.1m | RIGHT OR LEFT TURN ARROWS
COLOUR = REFLECTORISED WHITE (PFL)
HEIGHT = 7.2m |
| STRAIGHT AHEAD ARROW
COLOUR = REFLECTORISED WHITE (PFL)
HEIGHT = 7.2m | COMBINED RIGHT OR LEFT ARROW
COLOUR = REFLECTORISED WHITE (PFL)
HEIGHT = 19.2m |
| CYCLE SYMBOL
COLOUR = REFLECTORISED WHITE (PFL)
HEIGHT = 2.3m | RAIL 'X' MARKING
COLOUR = REFLECTORISED WHITE (PFL)
'X' HEIGHT = 3.5m
RAIL HEIGHT = 3.5m
GAP BETWEEN 'X' AND RAIL = 25mm
WIDTH = 1.5m |



NO.	REVISION	DATE	BY	CHKD	APPD	DESCRIPTION
1						FOR CONSTRUCTION
2						FOR CONSTRUCTION

NZ TRANSPORT AGENCY
WAIKATO REGIONAL COUNCIL

SH1 / OTAIHANGA ROAD SAFETY IMPROVEMENTS

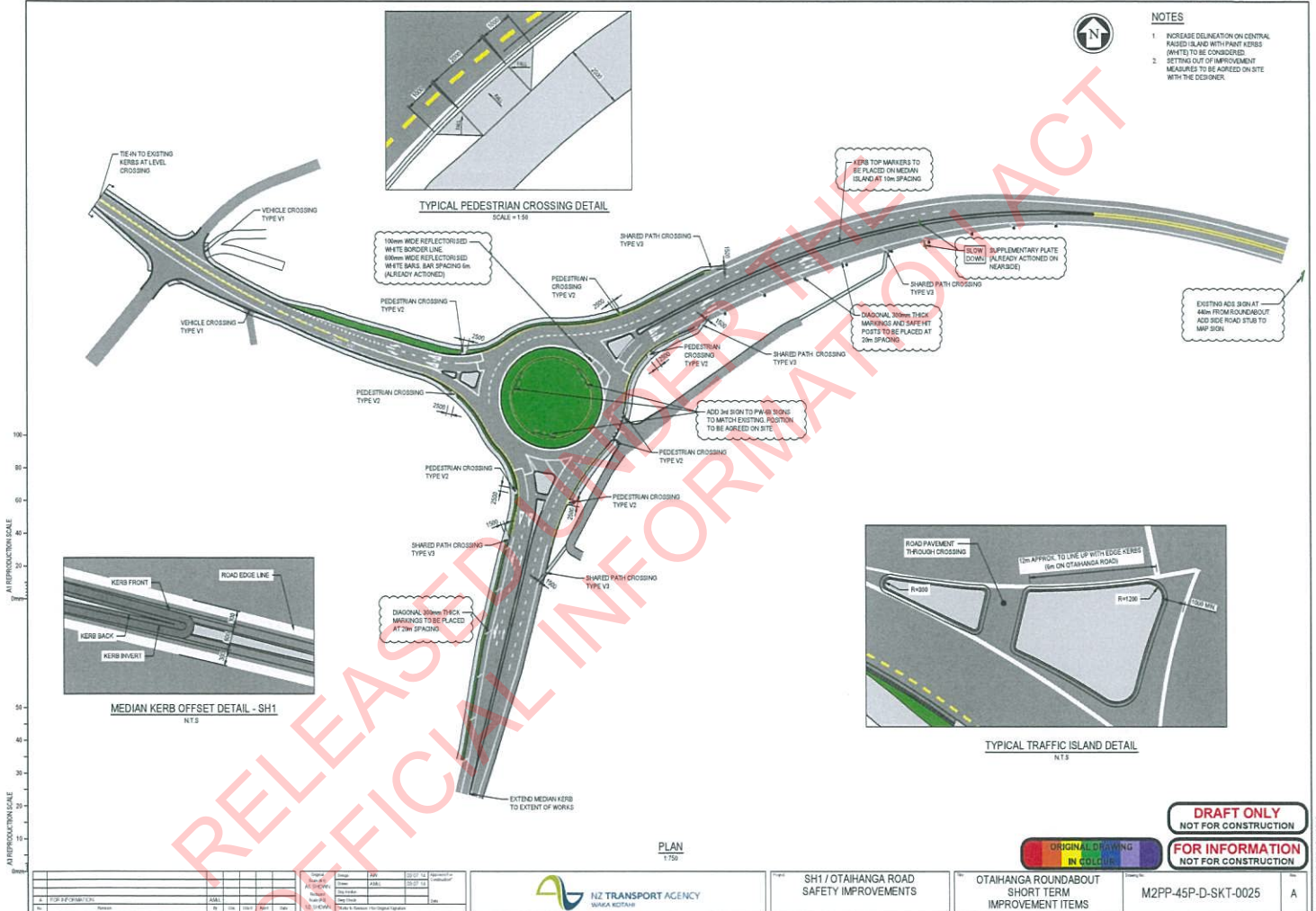
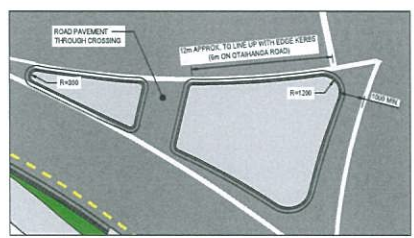
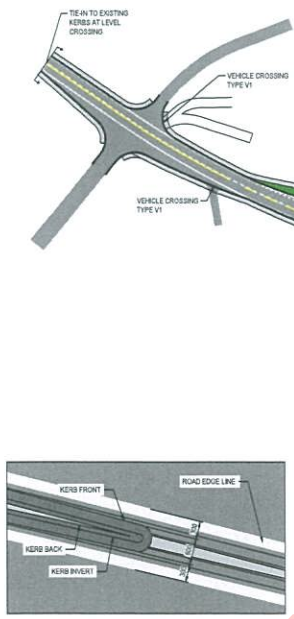
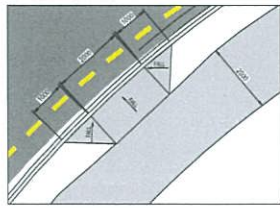
OTAIHANGA ROUNDABOUT ROAD MARKING LAYOUT PLAN

M2PP-45P-D-DWG-0020 2

DETAIL DESIGN (DET)



- NOTES**
1. INCREASE DELINEATION ON CENTRAL FACED ISLAND WITH PAINT KERBS (WHITE) TO BE CONSIDERED.
 2. SETTING OUT OF IMPROVEMENT MEASURES TO BE AGREED ON SITE WITH THE DESIGNER.



ANTHROPOMETRIC SCALE

PLAN
1:750

DRAFT ONLY
NOT FOR CONSTRUCTION

ORIGINAL DRAWING
IN COLOR

FOR INFORMATION
NOT FOR CONSTRUCTION

NO.	REV.	DESCRIPTION	DATE
1.		FOR P27/SH1/SH1	1/1/2025

Author	Checked	Drawn	Scale	Sheet No.	Sheet Total
AM/CH/CH	JAM/LL	SS/SP/LL	1:750	1	1



SH1 / OTAIHANGA ROAD SAFETY IMPROVEMENTS

OTAIHANGA ROUNDABOUT SHORT TERM IMPROVEMENT ITEMS

M2PP-45P-D-SKT-0025 A

Marija Bakulich

From: Phil Chatterley <Phil.Chatterley@m2pp.co.nz>
Sent: Thursday, 31 July 2014 6:46 p.m.
To: Roger Burra; David Callan; Mike Pilgrim
Subject: RE: Changes to Otaihanga RAB Road Markings

Hi Roger,

Please note that the road safety audit team(SAT) were out there last we and we hope to get their report within a week or so – remind me to copy to yourself.

Initial comments were;

- i) Driver going round the roundabout and not going to the residential access opposite can expect to run over the hatch area – not considered an issue
- ii) Turbo markings aim to address those motorists wishing to go to the residential access. These would expect to use the road as marked, unfortunately because this is the lower flow there could be a build-up of debris as show.
- iii) SAT did not highlight any issues specifically for the area at the close out meeting

Regards

Phil Chatterley

Alignment Design Lead | M2PP Alliance

43 Ihakara St, Paraparaumu 5032 | PO Box 723, Paraparaumu 5254
Mobile Ph: 021 205 1193 **DDI:** +64 4 460 1775 **Email:** phil.chatterley@m2pp.co.nz

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From: Roger Burra [<mailto:Roger.Burra@nzta.govt.nz>]
Sent: Thursday, 31 July 2014 3:59 p.m.
To: David Callan; Phil Chatterley; Mike Pilgrim [NZTA]
Subject: Changes to Otaihanga RAB Road Markings

Hi Guys,

I was up at the roundabout earlier today to look at the surfacing. Happened to notice the changes on the northern side of the circulating carriageway. I also noted that many of the drivers were ignoring the road markings.

I didn't manage to photograph any motorists making this manoeuvre however the surface debris in the attached picture shows the path of the left hand wheels. It shows that motorists are driving on the hatched area. I don't know whether this is a problem or not but thought I should draw your attention to what is happening on the ground.

Cheers
Roger

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www.nzta.govt.nz

Marija Bakulich

From: Roger Burra <Roger.Burra@nzta.govt.nz>
Sent: Thursday, 31 July 2014 3:59 p.m.
To: David Callan; Phil Chatterley; Mike Pilgrim [NZTA]
Subject: Changes to Otaihanga RAB Road Markings
Attachments: IMG_0670.JPG

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Cheers
Roger

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Marija Bakulich

From: Mike Pilgrim
Sent: Thursday, 24 July 2014 7:17 a.m.
To: Tony Coulman; Mark Owen; Ulvi Salayev; Caron Greenough
Cc: Steve James
Subject: Otaihanga Safety Audit

Morning all

We held an exit meeting with the SAT for M2PP yesterday, part of this audit was the post construction audit of the Otaihanga roundabout. Generally they felt the roundabout was well designed and that it seemed to be operating ok. They noticed some behaviour that while not ideal because the intersection is a roundabout the safety issues didn't seem to be a major problem. The items that they mentioned in the meeting for correction are pretty minor – guardrail not long enough and cycle signage not clear being the two main items.

We will know more when the report comes out but no surprises expected.

Mike

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Marija Bakulich

From: James Hughes
Sent: Wednesday, 16 July 2014 10:46 a.m.
To: Caron Greenough; Tony Coulman; Adam Nicholls; Mike Pilgrim
Subject: RE: Otaihanga Roundabout - speed loops

That would be my instinctive reaction.

Southbound, the island and WRB start just before the main approach curve and so are visible as an advanced 'threshold' before the driver is aware of why they are really there. The key thing is starting them round the corner. While the WRB definitely benefits the approach environment, I am not convinced that it is warranted for safety and represents a very expensive delineation device.

Ideally, the northbound splitter would have also started round that corner, however as Mike explains, that would have caused issues with accesses. I don't believe adding a WRB is justified in this location.

We do not, and would not want to, encourage the addition of WRB's on all roundabout splitter islands without careful justification.

thanks

james
Safer Speeds and Roadsides - because we all make mistakes

James R Hughes / National Design Engineer DDI 64 4 894 6312 / M 64 21 562 769 E james.hughes@nzta.govt.nz / nzta.govt.nz

Please consider the environment before printing this email

-----Original Message-----

From: Caron Greenough
Sent: Wednesday, 16 July 2014 10:29 a.m.
To: James Hughes; Tony Coulman; Adam Nicholls; Mike Pilgrim
Subject: Otaihanga Roundabout - speed loops

Just letting you know that the speed loops went out last night north and south bound - we couldn't get too close to the giveaway lines as vehicles would cross the loops at such an angle it wouldn't register correctly or would damage them but we should get an idea of what is happening.

We watched the brake lights for quite a while and it was pretty clear that vehicles seems to be braking much later northbound than southbound. We wondered if the wirerope, given it starts quite far in advance of the roundabout southbound was giving more cues and creating a channelling effect etc whereas northbound the island is the first real cue?

Did we consider wirerope northbound? Are there accesses there that might preclude using it?

Anyway we can discuss further once the speed loops data is back. They are down for two weeks but we'll download after the first week.

Marija Bakulich

From: Mike Pilgrim
Sent: Wednesday, 16 July 2014 10:38 a.m.
To: Caron Greenough; James Hughes; Tony Coulman; Adam Nicholls
Subject: RE: Otaihanga Roundabout - speed loops

The safety audit did mention installing a wrb for northbound traffic but given the straight approach we didn't feel it was necessary. The length of the barrier, if one had been installed, would have been limited due to house access, there is a driveway immediately south of the concrete island.

From: Caron Greenough
Sent: Wednesday, 16 July 2014 10:29 a.m.
To: James Hughes; Tony Coulman; Adam Nicholls; Mike Pilgrim
Subject: Otaihanga Roundabout - speed loops

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Did we consider wire rope northbound? Are there accesses there that might preclude using it?

Anyway we can discuss further once the speed loops data is back. They are down for two weeks but we'll download after the first week.

Cheers

Caron

Sent from my iPad

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Marija Bakulich

From: Alexandra Walker <Alexandra.Walker@m2pp.co.nz>
Sent: Tuesday, 8 July 2014 10:41 a.m.
To: James Hughes
Subject: Otaihanga Roundabout Kerb Lines

Hi James,

Just a quick email to let you know I have checked the as-built of the kerb line and they are pretty much exactly as the design. I think the curve of the roundabout looks more exaggerated on site than it is does on the drawings.

Thanks,

Alex Walker

Designers Construction Rep

43 Ihakara St, Paraparaumu | PO Box 8044, Wellington 6143
Ph: +64 4 550 6695 Mob: +64 27 707 9618 Email: Alexandra.walker@m2pp.co.nz

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Marija Bakulich

From: James Hughes
Sent: Monday, 7 July 2014 4:46 p.m.
To: Mike Pilgrim; Tony Coulman; Roger Burra; Caron Greenough; Peter Bradshaw; Adam Nicholls
Subject: RE: discuss the Otaihanga Roundabout

Hello all

Reviewing the video from Friday, I noted that the southbound ADS is actually exactly where we concluded at our meeting that one ought to go! i.e. at the 'natural threshold'. Sorry – the '440m' description on the drawing was meaningless for me.

I am not sure that we need to do anything with this sign in terms of its location.

James

James R Hughes Bsc CEng MICE/ National Design Engineer
Traffic & Safety Team
Highways and Network Operations Group
DDI 64 4 894 6312 / M 64 21 562 769
E james.hughes@nzta.govt.nz / w nzta.govt.nz



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Marija Bakulich

From: James Hughes
Sent: Monday, 7 July 2014 10:46 a.m.
To: Nick Dawe
Subject: FW: Emailing: 200 Otaihanga-20140627-030354
Attachments: 200 Otaihanga-20140627-030354.avi

As discussed

james
Safer Speeds and Roadsides – because we all make mistakes

James R Hughes / National Design Engineer

DDI 64 4 894 6312 / M 64 21 562 769

E james.hughes@nzta.govt.nz / w nzta.govt.nz



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From: Caron Greenough
Sent: Friday, 27 June 2014 9:22 a.m.
To: Mike Pilgrim; James Hughes; Tony Coulman
Subject: FW: Emailing: 200 Otaihanga-20140627-030354

Video of the truck roll this morning. He didn't see the roundabout at all did he?

Firstly I just wanted to check if the lighting was all in and working? But that's probably not an issue as the first truck roll last week was during the day wasn't it?

Rod thought it might be a good idea to put a VMS sign up (all directions) for few months just to highlight further that things have changed? Normally we have 'new road layout' boards but I haven't seen them here and not sure if we ever had them?

Can we consider it?

Cheers

Caron

Caron Greenough BE (Civil/Env) MSc (TP/TE) / Principal Safety Engineer – Central
HNO Central

DDI 64 4 931 8928 / M 64 21 232 6854

E caron.greenough@nzta.govt.nz / w nzta.govt.nz

Level 9, 20 Balance Street,
PO Box 5084, Lambton Quay, Wellington 6145, New Zealand

Marija Bakulich

From: Sandy Walker <SWalker@rtanz.co.nz>
Sent: Monday, 7 July 2014 7:35 a.m.
To: Mark Owen
Subject: RE: Trucks - Otaihanga Roundabout

Yes that should be fine – we need to have our reports in by the 20th.

I will be at the RTF conference in Auckland 17th – 20th July but will have my laptop with me so should not be an issue. If you are running close for timing just advise of the space you require and I will book it for you.

Sandy Walker

Area Executive
Road Transport Association New Zealand
Hawke's Bay, Manawatu, Horowhenua, Wairarapa, Wellington
16 Symons Street
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Hastings 4122
Fax 06 876 0572
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From: Mark Owen [mailto:Mark.Owen@nzta.govt.nz]
Sent: Monday, 7 July 2014 7:31 a.m.
To: Sandy Walker
Subject: RE: Trucks - Otaihanga Roundabout

Thanks Sandy

Our comm's person is away this week, if we got something to you by end of next week (18 July) would that be soon enough?

Cheers
Mark

From: Sandy Walker [mailto:SWalker@rtanz.co.nz]
Sent: Monday, 7 July 2014 7:29 a.m.
To: Mark Owen
Subject: RE: Trucks - Otaihanga Roundabout

Morning Mark

It's certainly a hot topic since many people in orange coats have been seen onsite (there will be lots of Chinese whispers I'm sure).

PDF would be good – no bigger than A4. (will that do mate)

Regards

Sandy Walker

Area Executive

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From: Mark Owen [mailto:Mark.Owen@nzta.govt.nz]

Sent: Monday, 7 July 2014 7:23 a.m.

To: Sandy Walker

Subject: RE: Trucks - Otaihanga Roundabout

Hi Sandy

Many thanks for your response to this investigation and your valued feedback/suggestions.

Caron Greenough is coordinating our investigation along with James Hughes, so your comments can be considered as part of this review.

I am very keen to have an article go into your RTA local magazine, so please let us know what format, style and timeframe for the next edition.

Cheers

Mark

From: Sandy Walker [mailto:SWalker@rtanz.co.nz]

Sent: Saturday, 5 July 2014 10:12 a.m.

To: Mark Owen

Subject: FW: Trucks - Otaihanga Roundabout

Morning Mark

As you are aware I met with James Hughes at Otaihanga the other day and also arranged truck rides through the area with an operator for NZTA staff.

The feedback from industry is that the roundabout is inconsistent to all others throughout NZ and that drivers approach and drive a roundabout with an expectation of approx. 40km/h minimum not 15 – 20km/h.

James told me he was involved in the Taupo roundabouts and he was reminded that I sat on the panel for the ETA at Taupo to get that remedied at a cost of \$10m and would have thought NZTA would have learnt from that.

I questioned the finished product against the drawings supplied and made comment that I thought they were both different to each other (mainly the arch of the external curves).

I spent three hours there in total and before James arrived I visually watched behaviour from each approach and exit points and noted the following:

- Heavy vehicles approached hot (normal road speed scanning to see the path is clear from the right) to continue through the roundabout without having to stop.
- Once they were past the point of entry they then halted it back to a crawl when they realised the tightness of the roundabout and unfortunately I think this will continue and there will be more rollovers as a result.
- Coaches tendered to use the inside lane (nearest the centre island) presumably due to length and leant severely with the camber of the road (wouldn't be a pleasant experience as a passenger I'm sure)

Comment:

A driver approaching a roundabout on a State Highway presumes it will be a four pronged roundabout rather than a three possibly adding to the issue on how they envisage exiting the roundabout.

With the typography of the land I cannot understand why an underpass was not built the same as Lindale rather than a roundabout where SH1 traffic would be allowed to flow unimpeded at whatever the speed limit whilst those using Otaihanga Road could have separated off ramps and merging on ramps regardless of the length of time before it becomes redundant.

It would have been industries preference to have an underpass there rather than the existing roundabout as we are continually faced with decreased speed throughout the whole network with work time rule requirements also having to be met and no extension to the driving hours logbook to offset any travel delays incurred in transit.

At present In councils and NZTAs minds it is only a minute or seconds here and there and doesn't have any consequence, however I have a different view and that is that a professional driver can legally drive 13 hours per day. If that driver was to reduce the speed by 10km/h that equates to 130km/h he or she cannot now travel (In reality it might mean ¼ or half an hour per day – not necessarily the 130km) however that may mean every driver of every truck could be in possible breach of the work time rule every day and that is counterproductive to the freight task the government is pushing toward.

The problem may go away in three years in this instance where time will be gained back but it will happen again & again somewhere else in NZ with the same issues.

Hope this assists.

Regards

Sandy Walker

Area Executive

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ASSOCIATION **NZ**

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From: Sandy Walker
Sent: Monday, 30 June 2014 11:47 a.m.
To: 'Mark Owen'
Subject: RE: Trucks - Otaihanga Roundabout

Hi Mark

I have had a few comments back and most have indicated you have to go left before you go extreme right and it must be at low speed 15km/h when most roundabouts cater for an aprox. 55km/h. I am going to take a run down to Otaihanga tomorrow and spend some time watching heavy vehicle behaviour, cambers etc and will make comment from there.

Are there any plans, overheads etc of the completed section I can view to get a finished perspective rather than a half measure with other works still to be completed.

Sandy Walker
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From: Mark Owen [mailto:Mark.Owen@nzta.govt.nz]
Sent: Friday, 27 June 2014 5:52 p.m.
To: Sandy Walker
Cc: Rod James; Caron Greenough; Adam Ashford; Ulvi Salayev; Adam Nicholls; Roger Burra; Tony Coulman; Rob Barton
Subject: Trucks - Otaihanga Roundabout

Hi Sandy

Good to talk to you today. As discussed, there is some intense focus on the 2 recent crashes (both single truck crashes) at the newly constructed roundabout at the junction of Otaihanga Rd and SH1.

We have had 3 independent safety audits of this new roundabout, so keen to understand more, once you've talked to trucking companies, as to what the contributing factors were? Our CCTV images of the second crash appear to show the vehicle going straight through and ending up on the central island.

As discussed, it would be good to work together on educating truckies on the new layout and putting an article in your local RTA magazine with a plan and some tips about this new road layout and the need to slow down and Give Way on all the approach legs.

We will be placing some portable VMS signs either side to remind all drivers of the new road layout.

If you come across any other improvement ideas, please let us know.

cheers

Mark Owen
Regional Performance Manager, Wellington
DDI +64 4 894 5235
M +64 21 669 584
E mark.owen@nzta.govt.nz

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Marija Bakulich

From: Mark Owen
Sent: Monday, 7 July 2014 7:21 a.m.
To: Caron Greenough; James Hughes
Cc: Adam Nicholls
Subject: FW: Trucks - Otaihanga Roundabout

Sandy's comments to incorporate into your review

From: Sandy Walker [mailto:SWalker@rtanz.co.nz]
Sent: Saturday, 5 July 2014 10:12 a.m.
To: Mark Owen
Subject: FW: Trucks - Otaihanga Roundabout

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cheers

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Marija Bakulich

From: Phil Chatterley
Sent: Thursday, 3 July 2014 5:38 p.m.
To: James Hughes; Tony Coulman
Cc: Mike Pilgrim [NZTA]; Caron Greenough; Peter Bradshaw; Alexandra Walker; Roger Burra (Roger.Burra@nzta.govt.nz); Mark Owen
Subject: M2PP: Otaihanga Roundabout - Site Visit & Mitigation Measures

Hi James/Tony,

Thanks for the earlier feedback, look forward to subsequent development.

In the interests of efficiency and avoidance of any re-work, the turbo type spiral marking on the northern side of the roundabout will be installed following the meeting on Monday 7 July 2014. We can then take the opportunity to incorporate any further feedback from yourselves on any immediate measure to put in place.

We note that the turbo markings on the northern side of the roundabout are aimed at helping road users with accessing the side road. We do not propose to incorporate in the southern marking where these are not considered necessary at this time. Following discussions regarding the shaping of the spiral markings, these will be based on our earlier sketch and a copy will be provided for review at the Monday meeting.

We will also advance works to updated the map sign to show the side road on it.

As per Tony's email the above measures should be installed before the safety audit.

I trust this is satisfactory.

Regards

Phil Chatterley

Alignment Design Lead | M2PP Alliance

43 Ihakara St, Paraparaumu 5032 | PO Box 723, Paraparaumu 5254
Mobile Ph: 021 205 1193 **DDI:** +64 4 460 1775 **Email:** phil.chatterley@m2pp.co.nz

Delivering MacKays to Peka Peka - Phase One of the Kapiti Expressway

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The M2PP Alliance comprises: The New Zealand Transport Agency, The Fletcher Construction Company Ltd, Beca Ltd and Higgins Contractors Ltd.

From: James Hughes [mailto:James.Hughes@nzta.govt.nz]
Sent: Thursday, 3 July 2014 12:33 p.m.
To: Mark Owen; Tony Coulman
Cc: Mike Pilgrim [NZTA]; Adam Nicholls; Roger Burra; Wayne Troughton; Caron Greenough; Phil Chatterley; Peter Bradshaw; Alexandra Walker; Neil Walker [NZTA]; Graham Taylor; Fergus Tate
Subject: RE: Otaihanga Roundabout - Site Visit with Sandy Walker (Road Transport Association Area Executive)

Hello all

I have arranged to be driven through the intersection tomorrow morning. Unfortunately there's only room for one passenger so will take the video camera and share the results.

Thanks and regards

James

James R Hughes Bsc CEng MICE/ National Design Engineer

Traffic & Safety Team

Highways and Network Operations Group

DDI 64 4 894 6312 / M 64 21 562 769

E james.hughes@nzta.govt.nz / w nzta.govt.nz



Please consider the environment before printing this email

From: Mark Owen

Sent: Wednesday, 2 July 2014 8:59 p.m.

To: Tony Coulman

Cc: James Hughes; Mike Pilgrim; Adam Nicholls; Roger Burra; Wayne Troughton; Caron Greenough; Phil Chatterley; Peter Bradshaw; Alexandra Walker; Neil Walker HNO; Graham Taylor; Fergus Tate

Subject: Re: Otaihanga Roundabout - Site Visit with Sandy Walker (Road Transport Association Area Executive)

Great review and feedback - thanks to all involved and for prompt response to investigate

Keen to see the article that is prepared for the RTA magazine

Cheers

Mark Owen

Regional Performance Manager, Wellington

On 2/07/2014, at 3:16 pm, "Tony Coulman" <Tony.Coulman@m2pp.co.nz> wrote:

Hi James,

Many thanks for the update and great feedback that can be pulled into the current review process. For the benefit of the wider audience Caron, James and I are currently working with the design team to complete a thorough review in light of the recent two incidents to explore and confirm any further short and longer term measures to assist in managing approach speeds. In summary:

Immediate measures - VMS signs were put in place early Friday evening and will continue to highlight the new layout until this review and any further measures are implemented (this was relayed well by Mark Owen in today's Kapiti News article).

The current planned approach being implemented includes:

1. To assist in confirming behaviours and additional measures Caron/James will be arranging the following to be completed:
 - a. Speed surveys on the two main SH1 approaches.
 - b. Truck drive through organised with the RTF and involving Caron and James Hughes from National Office. (likely to be late this week/early next week at the latest).
 - c. A further drive through completed by the designer's safety reviewer (completed)

2. Following completion of the above Caron will, in liaison with James, and the design team (and Mark Owen/Adam Nicholls) confirm the Transport Agency preference for any further ***short and long terms modifications***. These will then be implemented with appropriate comms in place.
3. ***Stage 4 RSA*** – The post construction safety audit team will undertake a further audit on the 21 July, by which time any short term measures should be implemented.

Regards
Tony

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Marija Bakulich

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Sent: Thursday, 3 July 2014 12:33 p.m.
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James R Hughes Bsc CEng MICE/ National Design Engineer

Traffic & Safety Team

Highways and Network Operations Group

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Sent: Wednesday, 2 July 2014 8:59 p.m.
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Cc: James Hughes; Mike Pilgrim; Adam Nicholls; Roger Burra; Wayne Troughton; Caron Greenough; Phil Chatterley; Peter Bradshaw; Alexandra Walker; Neil Walker HNO; Graham Taylor; Fergus Tate
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Tony

From: James Hughes [<mailto:James.Hughes@nzta.govt.nz>]
Sent: Wednesday, 2 July 2014 12:45 p.m.
To: Mike Pilgrim [NZTA]; Adam Nicholls; Roger Burra; Wayne Troughton; Caron Greenough; Phil Chatterley; Tony Coulman; Peter Bradshaw; Alexandra Walker
Cc: Neil Walker [NZTA]; Graham Taylor; Fergus Tate
Subject: Otaihanga Roundabout - Site Visit with Sandy Walker (Road Transport Association Area Executive)

Hello all

I'd like to give you a quick update following the meeting on Site between Sandy walker, Alex Walker (no declared relation) and me at the roundabout site today. Thanks to Alex for her help and input (and hard hats)

Pre-meeting, my thoughts were to look at the layout on the drawings and explain to Sandy how we approach the design of each leg and the overall philosophy of the layout. Before the meeting I drove through a couple of times in each direction and felt that the route S-N felt noticeably uncomfortable on the circulating carriageway, so was keen to see it from the roadside.

Sandy's opening approach was that we had 'created a problem that he didn't think we could solve'. He was referring to the requirement for a circulating speed of about 15km/h on the main SH1 N-S route. I suggested that we talked things through a little first and observed behaviour and, while Alex went for some hard hats, I showed him the southbound crash video from Friday – that successfully took that one out of the equation.

We walked up to the limit line on Otaihanga road and observed the S-N SH1 behaviours and, in particular tried to get an idea of the circulating speed of the trucks. It should be noted that the behaviour of all drivers, particularly their lane positioning, was probably influenced by the presence of the lines of cones at the roadside (for no apparent reason!). We spent quite a while observing a number of truck/trailer combinations and timed their travel through the intersection from SH1 northbound limit line to SH1 exit. The results indicate that circulating speeds for all types of HCV observed were in the range of 25-35km/h. This has not been communicated to Sandy as we waited to confirm the length of the travel path from the drawings. Some vehicles with obviously high CoG appeared to accelerate away from the limit line and then moderate their speed around the circulating carriageway, suggesting that their reading and understanding of the layout was as desired. A very high tour bus negotiated the inside lane perfectly safely at a significant speed and lean.

We then focussed the other two entries.

The Southbound entry has quite high approach speeds that have the potential to cause issues with lane discipline through the circulating part of their route south. Although they do slow towards the entry curve, the observed speeds did not appear to be as low as we would expect. This is largely due to the lack of traffic turning across this leg and so drivers perceive a low risk of having to give way. Unfortunately this is an inevitable consequence of such unbalanced flows and we need to monitor this closely to see if this really is an issue. The speed measuring tubes are a good first step in this respect.

The Otaihanga road approach functioned well. Drivers adjusted their speeds up the hill and then, having sighted and assessed their gap, continued through at appropriate speeds.

Where to now.

I consider that the roundabout has been well designed in accordance with current guidelines and generally looks and feels right in its physical context. With operational hindsight, we could make a few tweaks, but these are minor changes to signs and markings that the RSA and design teams appear to have in hand. I do not intend to re-litigate the wisdom of having a private access as a fourth leg.

The key safety issues appear to arise from the lack of traffic using Otaihanga Road. This inevitably leads to assumptions by the SH1 traffic that they will not need to give way at the intersection and therefore they are looking to accelerate sooner than we would like. I don't think that this will cause a significant ongoing safety problem, because the speeds, though high, did not appear excessive. However, they do lead to a feeling of discomfort for drivers when circulating and also vulnerability for those that do turn from south to east, north to west or west to south. This is a consequence of the desire to fix the intersection early in the contract and will settle down once the expressway is open and expectations of service level for this intersection are accordingly re-set.

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Marija Bakulich

From: Mark Owen <Mark.Owen@nzta.govt.nz>
Sent: Wednesday, 2 July 2014 8:59 p.m.
To: Tony Coulman
Cc: James Hughes; Mike Pilgrim [NZTA]; Adam Nicholls; Roger Burra; Wayne Troughton; Caron Greenough; Phil Chatterley; Peter Bradshaw; Alexandra Walker; Neil Walker [NZTA]; Graham Taylor; Fergus Tate
Subject: Re: Otaihanga Roundabout - Site Visit with Sandy Walker (Road Transport Association Area Executive)

Great review and feedback - thanks to all involved and for prompt response to investigate

Keen to see the article that is prepared for the RTA magazine

Cheers

Mark Owen
Regional Performance Manager, Wellington

On 2/07/2014, at 3:16 pm, "Tony Coulman" <Tony.Coulman@m2pp.co.nz> wrote:

Hi James,

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DDI 64 4 894 6312 / M 64 21 562 769

E james.hughes@nzta.govt.nz / W nzta.govt.nz

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<image003.jpg>

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Marija Bakulich

From: James Hughes
Sent: Wednesday, 2 July 2014 3:52 p.m.
To: Caron Greenough
Subject: RE: Trucks - Otaihanga Roundabout

Hello Caron

Happy to have a core group to look at this. However, given the noise around it I also believe there to be a wider interest group who need to be kept up to date.

I am dealing with Neil Walker and Graham Taylor around the HPMV stuff with A&U, that's why they are in my loop.

Here are the plans I took to site and discussed with Sandy. He offered to set up the drive through so I'll keep you posted.

I am nervous about the measures shown on the latest plan from Tony – safe-hits and hatching on the inside; marking the kerb on the splitter are (imo) at this stage, a waste of time and effort so we need to stay on top of the Alliance until we conclude our research.

I will let you know as soon as I hear from Sandy about the drive through.

james
Safer Speeds and Roadsides – because we all make mistakes

James R Hughes / National Design Engineer
DDI 64 4 894 6312 / M 64 21 562 769
E james.hughes@nzta.govt.nz / w nzta.govt.nz



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From: Caron Greenough
Sent: Wednesday, 2 July 2014 2:32 p.m.
To: James Hughes
Subject: FW: Trucks - Otaihanga Roundabout

Hi James

I should have also sent this to you the other day but thought we'd generally discussed it over the phone! I'm just trying to make sure that one team takes ownership for determining a resolution rather than all in sundry having a say.

I think I may also have said that once we have all the info in – including your truck drive through assuming that is going to happen shortly – that we'd get together next week and decide a plan of action. Tony just mentioned that the email list is a bit unmanageable at the moment.

Cheers

Caron

From: Caron Greenough
Sent: Monday, 30 June 2014 12:18 p.m.
To: Mark Owen; Roger Burra
Cc: Adam Nicholls; Tony Coulman; Ulvi Salayev
Subject: RE: Trucks - Otaihanga Roundabout

Hi all

Rather than sending emails to all in sundry can we just consolidate the email list please with regard to this issue – it is generally all under control.

With Mike P away I am looking after it for the moment for safety and I have been talking to both Tony and Adam (and James Hughes). I suggest Roger goes through Adam and then Adam can liaise with me and I can talk to Tony – unless there is some other reason for doing differently?

I would like to liaise with Sandy myself as we have agreed to organise a truck drive through with James H and Mike P if he is back in time. I'm also organising some speed loops.

Tony – if there is an unadulterated drawing of the roundabout could you send it to me to send to Sandy – I've only seen the one with the latest turbo markings on but don't want to send that.

Sorry to be bossy but there is a danger the messaging will get all mixed up!

Cheers

Caron

Caron Greenough BE (Civil/Env) MSc (TP/TE) / Principal Safety Engineer – Central
HNO Central
DDI 64 4 931 8928 / M 64 21 232 6854
E caron.greenough@nzta.govt.nz / W nzta.govt.nz

Level 9, 20 Balance Street,
PO Box 5084, Lambton Quay, Wellington 6145, New Zealand

Mistakes are inevitable
Crashes are inevitable
Death and serious injuries are not



From: Mark Owen
Sent: Monday, 30 June 2014 11:59 a.m.
To: Roger Burra
Cc: Adam Nicholls; Caron Greenough; Tony Coulman; Ulvi Salayev
Subject: FW: Trucks - Otaihanga Roundabout

Hi Roger

Can you ask M2PP team for a plan of the final design (as built) for Sandy?

Cheers
Mark

From: Sandy Walker [<mailto:SWalker@rtanz.co.nz>]
Sent: Monday, 30 June 2014 11:47 a.m.
To: Mark Owen
Subject: RE: Trucks - Otaihanga Roundabout

Hi Mark

I have had a few comments back and most have indicated you have to go left before you go extreme right and it must be at low speed 15km/h when most roundabouts cater for an aprox. 55km/h. I am going to take a run down to Otaihanga tomorrow and spend some time watching heavy vehicle behaviour, cambers etc and will make comment from there.

Are there any plans, overheads etc of the completed section I can view to get a finished perspective rather than a half measure with other works still to be completed.

Sandy Walker
Area Executive
Road Transport Association New Zealand
Hawke's Bay, Manawatu, Horowhenua, Wairarapa, Wellington
16 Symons Street
Parkvale
Hastings 4122
Fax 06 876 0572
Mob. 0274 856 038
Free phone: 0800 FOR RTA (0800 367 782) Ext 5

ROAD TRANSPORT
ASSOCIATION 

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From: Mark Owen [<mailto:Mark.Owen@nzta.govt.nz>]

Sent: Friday, 27 June 2014 5:52 p.m.

To: Sandy Walker

Cc: Rod James; Caron Greenough; Adam Ashford; Ulvi Salayev; Adam Nicholls; Roger Burra; Tony Coulman; Rob Barton

Subject: Trucks - Otaihanga Roundabout

Hi Sandy

Good to talk to you today. As discussed, there is some intense focus on the 2 recent crashes (both single truck crashes) at the newly constructed roundabout at the junction of Otaihanga Rd and SH1.

We have had 3 independent safety audits of this new roundabout, so keen to understand more, once you've talked to trucking companies, as to what the contributing factors were? Our CCTV images of the second crash appear to show the vehicle going straight through and ending up on the central island.

As discussed, it would be good to work together on educating truckies on the new layout and putting an article in your local RTA magazine with a plan and some tips about this new road layout and the need to slow down and Give Way on all the approach legs.

We will be placing some portable VMS signs either side to remind all drivers of the new road layout.

If you come across any other improvement ideas, please let us know.

cheers

Mark Owen
Regional Performance Manager, Wellington
DDI +64 4 894 5235
M +64 21 669 584
E mark.owen@nzta.govt.nz

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Marija Bakulich

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Sent: Wednesday, 2 July 2014 1:09 p.m.
To: Caron Greenough
Cc: Roger Burra
Subject: FW: Otaihanga Roundabout - Site Visit with Sandy Walker (Road Transport Association Area Executive)

Hi Caron,

Some good feedback from James. However I see that the circulation list was very broad – I'm about to head into meetings, however I wonder if it would be worth a reply-all re-confirming the steps currently being taken to confirm further measures – happy to draft when I get back from meetings, but if you would like to in the meantime that would also be good.

Will call you when I get back from my meeting

Regards
Tony

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Sent: Wednesday, 2 July 2014 12:45 p.m.
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Pre-meeting, my thoughts were to look at the layout on the drawings and explain to Sandy how we approach the design of each leg and the overall philosophy of the layout. Before the meeting I drove through a couple of times in each direction and felt that the route S-N felt noticeably uncomfortable on the circulating carriageway, so was keen to see it from the roadside.

Sandy's opening approach was that we had 'created a problem that he didn't think we could solve'. He was referring to the requirement for a circulating speed of about 15km/h on the main SH1 N-S route. I suggested that we talked things through a little first and observed behaviour and, while Alex went for some hard hats, I showed him the southbound crash video from Friday – that successfully took that one out of the equation.

We walked up to the limit line on Otaihanga road and observed the S-N SH1 behaviours and, in particular tried to get an idea of the circulating speed of the trucks. It should be noted that the behaviour of all drivers, particularly their lane positioning, was probably influenced by the presence of the lines of cones at the roadside (for no apparent reason!). We spent quite a while observing a number of truck/trailer combinations and timed their travel through the intersection from SH1 northbound limit line to SH1 exit. The results indicate that circulating speeds for all types of HCV observed were in the range of 25-35km/h. This has not been communicated to Sandy as we waited to confirm the length of the travel path from the drawings. Some vehicles with obviously high CoG appeared to accelerate away from the limit line and then moderate their speed around the circulating carriageway, suggesting that their reading and understanding of the layout was as desired. A very high tour bus negotiated the inside lane perfectly safely at a significant speed and lean.

We then focussed the other two entries.

The Southbound entry has quite high approach speeds that have the potential to cause issues with lane discipline through the circulating part of their route south. Although they do slow towards the entry curve, the observed speeds did not appear to be as low as we would expect. This is largely due to the lack of traffic turning across this leg and so drivers perceive a low risk of having to give way. Unfortunately this is an inevitable consequence of such unbalanced flows and we need to monitor this closely to see if this really is an issue. The speed measuring tubes are a good first step in this respect.

The Otaihanga road approach functioned well. Drivers adjusted their speeds up the hill and then, having sighted and assessed their gap, continued through at appropriate speeds.

Where to now.

I consider that the roundabout has been well designed in accordance with current guidelines and generally looks and feels right in its physical context. With operational hindsight, we could make a few tweaks, but these are minor changes to signs and markings that the RSA and design teams appear to have in hand. I do not intend to re-litigate the wisdom of having a private access as a fourth leg.

The key safety issues appear to arise from the lack of traffic using Otaihanga Road. This inevitably leads to assumptions by the SH1 traffic that they will not need to give way at the intersection and therefore they are looking to accelerate sooner than we would like. I don't think that this will cause a significant ongoing safety problem, because the speeds, though high, did not appear excessive. However, they do lead to a feeling of discomfort for drivers when circulating and also vulnerability for those that do turn from south to east, north to west or west to south. This is a consequence of the desire to fix the intersection early in the contract and will settle down once the expressway is open and expectations of service level for this intersection are accordingly re-set.

Sandy agreed to arrange a ride through for me sitting with one of the local contractors who use the intersection regularly to get a real truck driver perspective. This will give us a better indication of the intersection through their eyes and whether there is anything we could do better. He has undertaken, once we conclude our research, to communicate with his Agency members that they are expected to slow down and that the speed environment is higher than their perception. We will work with him on this. He certainly accepts that safety aspects of roundabouts and agrees to help us set the industry expectation appropriately.

As a final note, Alex pointed out that the planting and mulching on the central island blends perfectly with that on the bank to the north-west; which is directly behind it when approaching from the south. It would be very beneficial to have as much contrast as possible between the colours on the central island (brighter) and those in the background.

Happy to discuss any or all of the above – if anyone has read this far!!!

James

James R Hughes Bsc CEng MICE/ National Design Engineer

Traffic & Safety Team

Highways and Network Operations Group

DDI 64 4 894 6312 / M 64 21 562 769

E james.hughes@nzta.govt.nz / w nzta.govt.nz



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RELEASED UNDER THE OFFICIAL INFORMATION ACT

Marija Bakulich

From: Tony Coulman <Tony.Coulman@m2pp.co.nz>
Sent: Wednesday, 2 July 2014 11:19 a.m.
To: S.Reddish
Cc: James Hughes; Caron Greenough; Phil Chatterley; Peter Bradshaw; Rowan Oliver; Mike Pilgrim
Subject: FW: Otaihanga Roundabout : Road Design Review and Stage 4 RSA
Attachments: Otaihanga Roundabout Measures_Sketches.pdf

Importance: High

Good Morning Steve, Phil

Thank you for your E-Mail. As per the E-Mail below, in discussing the preferred way forward Caron agreed that it would be best if the RSA was completed following the immediate further steps being taken below (which includes drive throughs with a truck involving James and Caron). On this basis the audit date confirmed for 21 July would be best kept so that the outcomes from the investigation below and decision from the Transport Agency on the further measures are confirmed with feedback via Caron, and where practicable installed ahead of the RSA. I do not want to see the RSA delayed beyond the 21st.

If I can please leave it with you and Phil to finalise arrangements for the RSA that would be great and Caron will feedback findings and recommendations as soon as they are available.

Regards

Tony

From: Tony Coulman
Sent: Monday, 30 June 2014 10:27 a.m.
To: Phil Chatterley; Roger Burra; 'Caron Greenough (Caron.Greenough@nzta.govt.nz)'
(Caron.Greenough@nzta.govt.nz)
Cc: David Callan; Mike Pilgrim [NZTA]; Peter Bradshaw; David Aldridge
Subject: RE: Otaihanga Roundabout : Road Design Review
Importance: High

Good Morning Phil, Caron, Roger,

RE: Otaihanga Roundabout : Road Design Review & Improvement Measures

Immediate measures - I can confirm that the VMS signs were in place early Friday evening and will continue to highlight the new layout until this review and further measures are implemented.

Phil, thank you for your E-Mail outlining a further review of the design completed on the 27th June. The following summarises the planned approach based on discussion I have just had with Caron Greenough:

1. To assist in confirming behaviours and additional measures Caron will be arranging the following to be completed:
 - a. Speed surveys on the two main SH1 approaches.
 - b. Truck drive through organised with the RTF and involving Caron and James Hughes from National Office. (likely to be early next week at the latest).
2. Following completion of the above Caron will (in liaison with James) confirm the Transport Agency preference for the **short and long terms modifications** outlined in the Design Review plans provided by the

design team, and any further that may be apparent following the truck drive throughs. These can then be implemented.

3. **Spiral markings** (to improve local accessway aspect) – Caron will discuss with James and confirm acceptance of these proposals. These can then be implemented, preferably before the RSA Stage 4.
4. **Stage 4 RSA** – Phil, it would be good to bring this forward, however in discussion with Caron she believes it would be beneficial to have the spiral markings in place. However, if this is likely to take further time I would not want to see the stage 4 audit delayed – perhaps discuss the criticality of having these markings in place for the RSA process and if Steve R and Co. are comfortable to bring the audit forward I would suggest we do this.

Phil, if you could re-send the spiral markings plan to James and Caron that would be appreciated

Regards
Tony

From: James Hughes [mailto:James.Hughes@nzta.govt.nz]
Sent: Monday, 30 June 2014 8:54 a.m.
To: Phil Chatterley
Cc: Peter Bradshaw; Mike Pilgrim [NZTA]; Alexandra Walker; Tony Coulman
Subject: RE: M2PP - Otaihang Roundabout Post Construction & Detailed Design RSA

Hello Phil

Thanks for keeping me in the loop with your thoughts. What you are proposing looks sensible in terms of reinforcing the change in environment, although I am not keen on the idea of moving the limit lines from a consistency perspective. Would it be possible for you to forward the relevant drawings or let me know when you sent them to me if you already have! (would save me hunting for the drawing number).

I am very keen to keep things low key and talk to the RTF at a national level, otherwise our regional guys are constantly picked off with individual examples – we need to get the strong message through to them that they have to select an appropriate speed to move through the intersection. While we could possibly do better on certain, individual layouts, the design fundamentals are unlikely to change.

James
Safer Speeds and Roadsides – because we all make mistakes

James R Hughes / National Design Engineer

From: Phil Chatterley
Sent: Friday, 27 June 2014 5:56 p.m.
To: Roger Burra
Cc: David Callan; Mike Pilgrim [NZTA]; Tony Coulman; 'Caron Greenough (Caron.Greenough@nzta.govt.nz)' (Caron.Greenough@nzta.govt.nz); Peter Bradshaw; Alexandra Walker; David Aldridge
Subject: Otaihang Roundabout : Road Design Review

Hi Roger,

RE: Otaihang Roundabout : Road Design Review & Improvement Measures

In light of recent events at Otaihang Roundabout we have conducted a review of the existing arrangement and what measures could be adopted to reinforce the speed environment and approach to the roundabout.

A site visit was held on 27 June 2014 with David Aldridge, Quintin Dettling and myself. No obvious deficiencies with the current arrangement were identified where there are reasonable identifiers for drivers approaching the roundabout and good approach visibility.

However, it is noted that there is potential for vehicles to approach at high speed where cues for the change in the environment could be more pronounced. Vehicles entering at high speed could result in a vehicle over running the central island and over turning. With this in mind we have reviewed the arrangement and prepared a list of possible improvements that can be made to the SH1 southbound approach to Otaihangā roundabout that can in turn be duplicated on the northbound approach where deemed applicable.

Immediate Response:

1. Re-instate new “road layout ahead signs / slow down” to reinforce the change to the road layout for non-local traffic. This is a short term measure to educate motorists and could be removed after an appropriate period. As discussed this could be in form of VMS signs.

Short Term Measures:

2. Separate the large PW-69 chevron boards further apart on the central island to give greater visibility. It may be more appropriate to install a 3rd board to the left of the existing two.
3. Install diagonal shoulder markings in the 2.5m shoulder on the southbound approach in accordance with MOTSAM Pt2 Figure 2.4 – these could be 300mm wide at 25m spacing getting closer together within 100m of the roundabout (15m spacing). This would help to create a bit of side friction for approaching vehicles.
4. Install supplementary plates “Slow Down” on the gated PW-8 signs on the approach to roundabouts.
5. Consider installing safe hit posts adjacent to the edge line – allowing sufficient width for cyclists – again this will help emphasise the change in road environment.
6. Consider installing kerb top markers on the central median to help delineate the approach. Painted kerbs were considered but the new concrete is clearly visible in day light in contrast to asphalt surfacing.

Long Term Measures to be considered:

7. Consider relocating the ADS signs closer to the roundabout where they have clear approach visibility. For the current design speed the signs should be between 120-180 from the intersection. A more detailed review is required to determine what site conditions will permit us to move the signs.
8. Build up the gravel strip / central island verge around the outside of the central island to make it more conspicuous.
9. Provide a bit more differentiation, colour and contrast in the central island landscaping to make the roundabout more evident when approaching and separate from the surrounding environment.
10. Consider installing transverse lines across the road pavement in 3 sections, the first two sections in advance of the expected breaking zone and the 3rd section when the driver should be preparing to break. Intensify the number of transverse lines in each group – maybe 2 initially, then 3 then at the breaking zone have 5 transverse lines. This was similar to what was done on CSM1 which appears to be working OK. The transverse lines could be either painted or sealing chip/calcite bauxite.
11. Consider painting “Slow Down” in the approach lanes

We would recommend that some or all items under the short term measures should be adopted first and measures put in place to monitor their effectiveness before considering other measures.

We note the NZTA preference to bring the Post Construction Safety Audit forward to address these items as a matter of urgency. I will contact the safety audit team with the aim to arrange this where possible.

A copy of earlier correspondence on the roundabout are attached for your information. This includes options to address circulatory traffic conflicts at the giveaway line. The option presented is for your consideration where we note the turbo markings push vehicles traveling on the roundabout into the kerb on the outside of the roundabout on both legs of SH1.

This is for your information and discussion. We welcome the opportunity to discuss this with yourselves.

Regards

Phil Chatterley

Alignment Design Lead | M2PP Alliance

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Mobile Ph: 021 205 1193 DDI: +64 4 460 1775 Email: phil.chatterley@m2pp.co.nz

Delivering MacKays to Peka Peka - Phase One of the Kapiti Expressway

Think GREEN before choosing to print this email

The M2PP Alliance comprises: The New Zealand Transport Agency, The Fletcher Construction Company Ltd, Beca Ltd and Higgins Contractors Ltd.

From: Phil Chatterley
Sent: Friday, 27 June 2014 9:46 a.m.
To: Tony Coulman
Cc: 'David Callan' (David.Callan@m2pp.co.nz); Mike Pilgrim [NZTA]
Subject: FW: Revised Otaihanga Roundabout Road Marking Drawing

Hi Tony,

In light of a further incident at Otaihanga R/A, can you please comment on the attached drawing and advise what changes you would like us to present to the Alliance.

Regards

Phil Chatterley

Alignment Design Lead | M2PP Alliance

From: Alexandra Walker
Sent: Friday, 13 June 2014 4:10 p.m.
To: Mike Pilgrim [NZTA]
Cc: David Callan; Phil Chatterley
Subject: Revised Otaihanga Roundabout Road Marking Drawing

Hi Mike,

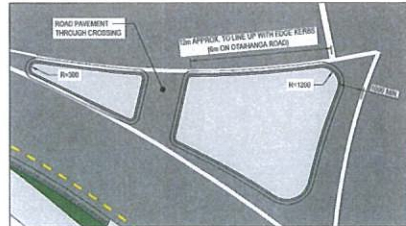
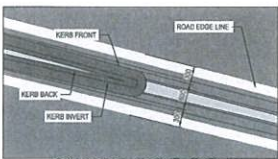
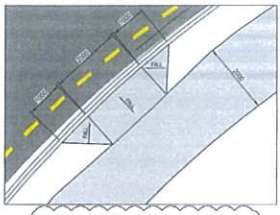
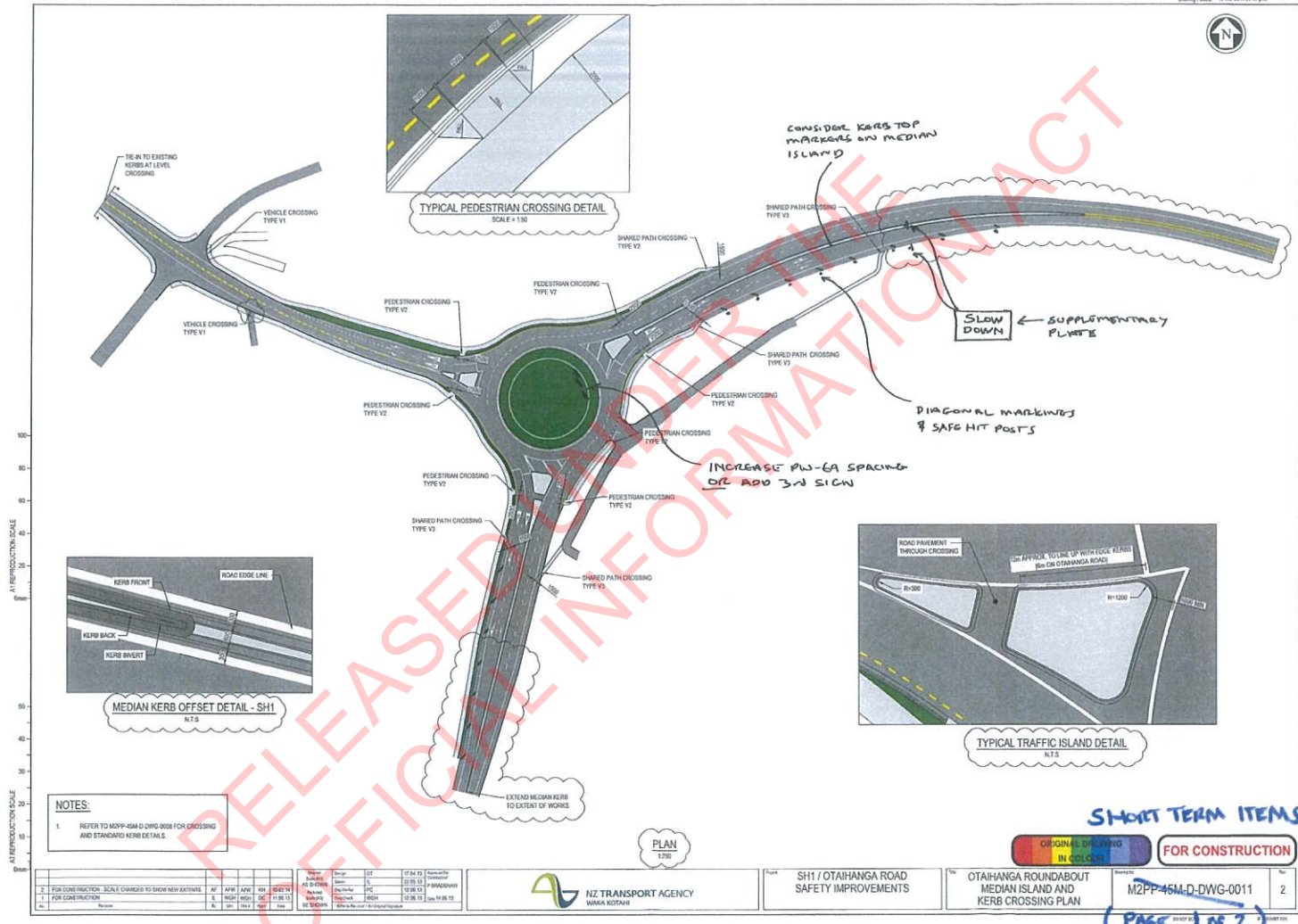
Please find attached for your comment the Revised Otaihanga Roundabout Road Marking Drawing.

Please note that the herring bone markings need to be approved by the safety auditor.

Also of note the turbo markings will push vehicles traveling on the roundabout into the kerb on the Paraparaumu leg and into the driveway on the Waikanae leg.

I look forward to receiving your comments.

Thanks,



NOTES:
 1. REFER TO M2PP-45M-D-DWG-0008 FOR CROSSING AND STANDARD KERB DETAILS.

PLAN
 570

SHORT TERM ITEMS
 ORIGINAL DRAWING IN CIRCLES FOR CONSTRUCTION

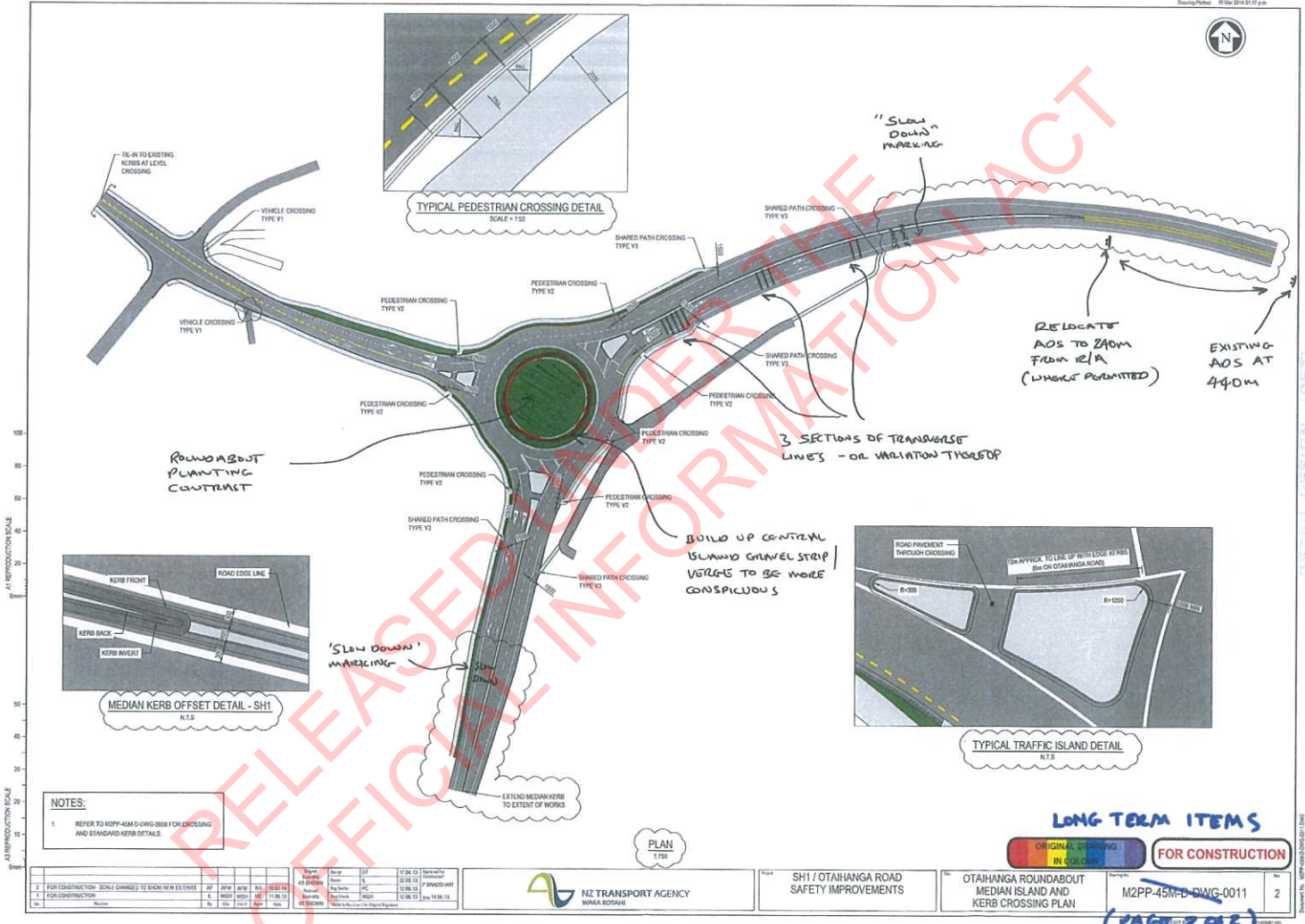
NO.	REVISION	DATE	BY	CHECKED BY	DESCRIPTION
1	FOR CONSTRUCTION	11.08.13	AKH	AKH	SCALE CHANGED TO SHOW NEW EXISTING
2	FOR CONSTRUCTION	12.08.13	AKH	AKH	REVISION

NO.	REVISION	DATE	BY	CHECKED BY	DESCRIPTION
1	FOR CONSTRUCTION	11.08.13	AKH	AKH	SCALE CHANGED TO SHOW NEW EXISTING
2	FOR CONSTRUCTION	12.08.13	AKH	AKH	REVISION

NZ TRANSPORT AGENCY
 WAIATA HEADQUARTERS

SH1 / OTAIHANGA ROAD SAFETY IMPROVEMENTS

OTAIHANGA ROUNDABOUT MEDIAN ISLAND AND KERB CROSSING PLAN
 M2PP-45M-D-DWG-0011
 2



A1: REDUCTION SCALE

DETAIL DESIGN SET

NOTES:
 1. REFER TO M07-40M-D-010-008 FOR CROSSING AND STANDARD KERB DETAILS

LONG TERM ITEMS
 ORIGINAL DRAWING IN COLOR FOR CONSTRUCTION

Rev	Description	By	Appr	Date
1	FOR CONSTRUCTION - SCALE CHANGED TO SHOW NEW EXTENSES	SP	SP	01/08/13
2	FOR CONSTRUCTION	L	SP	01/08/13
3	FOR CONSTRUCTION	SP	SP	01/08/13

PLAN 1:50

NZ TRANSPORT AGENCY
 WAIKATO REGION

SH1 / OTAIHANGA ROAD SAFETY IMPROVEMENTS

OTAIHANGA ROUNDABOUT MEDIAN ISLAND AND KERB CROSSING PLAN
 M2PP-45M-D-011-011
 2

(PAGE 2 OF 2)