



NZ TRANSPORT AGENCY
WAKA KOTAHI

NZTA Profiled Markings Project

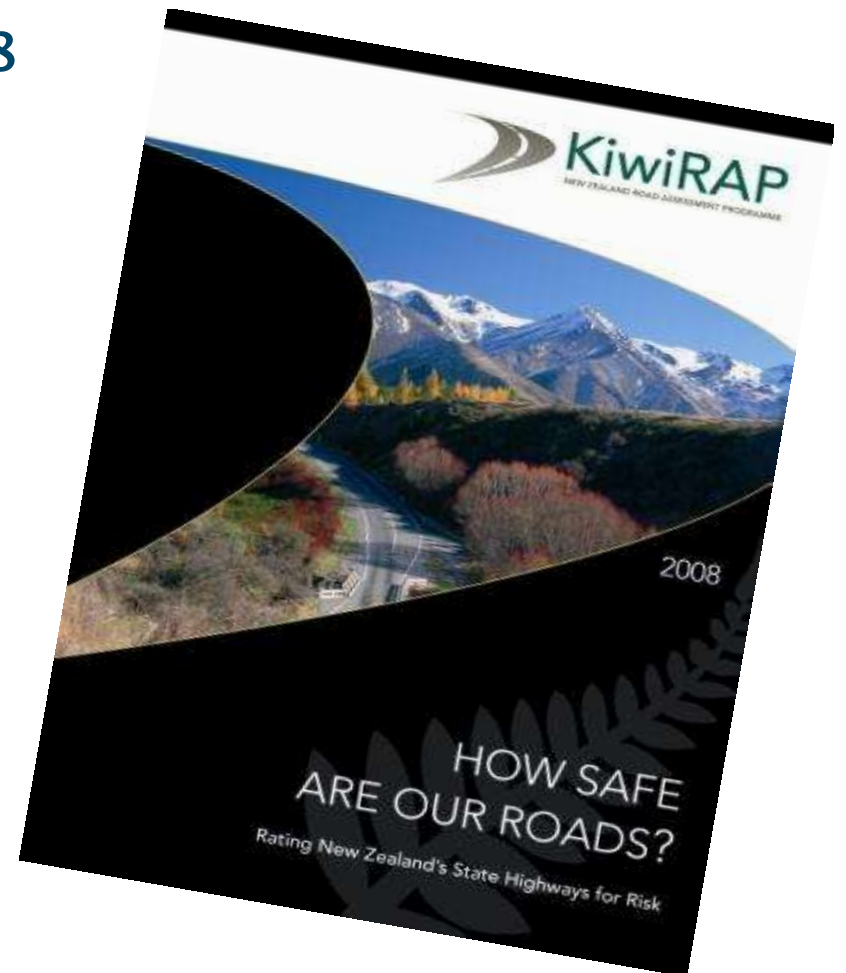
Fabian Marsh - Traffic & Safety Manager (Wellington & Central)

New National ATP Initiative 2008/09

- o NZ has a high rate of rural LOC / Head-on crashes - 65% of all injury crashes (2004-08)
- o Research and experience suggests significant safety benefits from wider use of ATP (TERNZ)
- o KiwiRAP identified ATP as one of the most cost effective road safety tools (potential 20-45% injury crash reduction)
- o Transit has been installing ATP for many years
- o Key safety measure since 2004/05 (SH1 South Waikato to Taupo NSC and SH2 Katikati to Tauranga NSC)

New National ATP Initiative 2008/09

- o Board Briefing Note April 2008
- o GMT paper & business case – June 2008
- o Target Routes with:
 - Higher traffic flows
 - Relevant crash types
 - Fatigue/inattention
 - Higher road hierarchy
 - Higher crash density, rate and severity**(KiwiRAP 2008)**



Programme & Economics

Programme

- o Target 2000km rural SH network (18%)
- o \$45 million, spread over 3-5 years
- o Safety Retrofit & Economic Stimulus funds
- o \$10 million pa additional maintenance (20-25%)

Annual Potential Crash Savings (10-15%)

- o 13 fatal crashes
- o 150 – 200 injury crashes
- o \$100m Social Cost
- o BCR >6



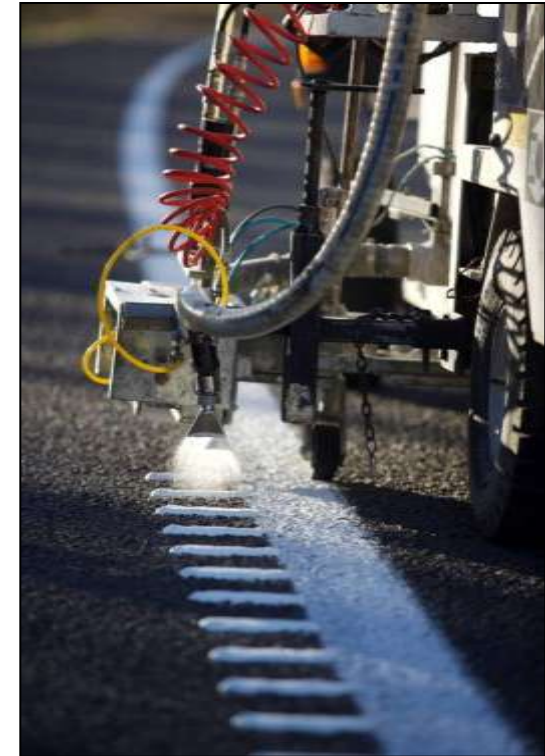
Pre-contract Industry Meeting (Nov 2008)

- o Chaired by NZ Road Markers Federation
- o Attendees included NZTA, NZRF, suppliers and consultants
- o Agreed on specification including 4 year warranty
- o **Would not specify product type**
- o Agreed contractual arrangements: mix of negotiation within existing NMM contracts and some advertised regional contracts
- o Agreed on programme (aim to award tenders by Jan/Feb 2009)



Pre-installation Activities

- o Initial regional funding requests sought in Oct 2008
- o National prioritisation and funding completed and distributed to regions in Dec 2008
- o Installation guidelines for regions
- o Pro forma contract documents prepared in Dec 2008
- o Installations started Jan/Feb 2009 as planned



Installation Guidelines / Principles

- o 1m clear shoulder (otherwise documented)
- o 150mm wide ribs at 250mm centres
- o Consistent long lengths (exclude reseal sites)
- o Single and double yellow centre lines
- o 3.35m minimum clear traffic lane
- o 30m clearance of narrow shoulder, bridges
- o 200m clearance of schools, maraes, residents
- o Inside bends to withstand traffic
- o Temp warning signs (3-6 months)



Consultation

- o Managed by NZTA Communications Team
- o Met with Cycle Advocacy Network (CAN) in Christchurch
- o Met with Automobile Association in Wellington
- o Letters to BRONZ (motorcycle group) and Road Transport Federation seeking comment
- o NZTA information sheet (media)
- o Proforma regional newspaper articles



Initial Funding Allocation Dec 2008

REGION	ALLOCATED \$	Line km (approx)
Northland	725,610	63
Auckland	1,204,610	111
Waikato	667,080	70
BOP	1,048,860	175
Hawke's Bay	350,750	60
East Wanganui	1,417,750	238
Wellington	602,730	62
Marlborough	60,990	2
Canterbury	1,603,530	270
Otago	1,136,460	230
TOTAL	8,918,370	1,281

Further Allocation (ESP) Mar 2009

REGION	ALLOCATED \$	Line km (approx)
Northland	290,000	48
Auckland	462,468	84
Waikato	1,400,000	230
BOP	1,310,000	205
East Wanganui	374,620	87
Wellington	139,994	20
TOTAL	3,977,082	674

Expenditure at 2008/09 Year End

REGION	Initial Allocation	Economic Stimulus
Northland	\$882,000	\$290,000
Auckland	\$446,600	\$461,100
Waikato	\$647,000	\$33,900
BOP		\$1,282,000
Hawkes Bay	\$200,000	
East Wanganui	\$1,128,700	\$378,900
Wellington		\$44,800
Marlborough		
Canterbury	\$1,325,800	
Otago	\$874,800	
National Office Fees	\$7,700	
Total	\$5,512,600	\$2,490,700

2008/09 Funding Summary

Funding Allocated

- o Stage 1 - \$8.9 million (released Dec 2008)
- o Stage 2 - \$4.0 million (released Mar 2009)
- o Total - \$12.9 million (est. 2,000 line km)

Delivered (6 months)

- o Total - \$8 million (~1,500 line km)

This is a huge effort ... Well Done!



Future Funding

2009/10 Forecast

- o ES (New) - \$3.5 million
- o ES (Rollover) - \$3.9 million (uncertain)

Total amount yet to be confirmed (likely \$3-5M)

Beyond 2009/10

- o Unknown at this stage



Experience



- Grade 2 Chipseal

Grade 6 Chipseal -



Experience (Weld Pass)



Potential Trial Project



0.5m to 1m Median / Rumble Strips

Potential Trial Project



Safe Hit Posts



The Sorgendal Tunnel

Issues and Risks

- o A number of complaints of perceived adverse safety effects (letters to editor and ministerial responses)
- o Cyclist concerns less than expected
- o Noise Issues (need to remove some ATP)
- o Drivers forced closer to centreline increasing head-on risk
- o Road Transport Association - Christchurch
 - ATP ribs too severe forcing drivers closer to centreline
 - affect steering of trucks and 4WDs (claims of violent steering reaction)
 - Noise is an issue (does this vary with different profiles?)
 - Damage to hub odometers on rear axle of trucks (measures distance for road user charges)
 - Some vocal opposition (not convinced by benefits)



Issues and Risks

- o Concern with long term performance of some products
- o Concern with amount of contracts being won on lowest price using products with potential long term performance issues
- o Different installation and network maintenance contractors
- o Concern with availability of ongoing maintenance funds for re-installation (no specific maintenance allocation)
- o Concern about how to treat / remove for reseals



Addressing Issues and Risks

- o NZTA commitment to address safety concerns and ensure quality (performance and procurement)
- o Research Projects
 - Monitor crash rate reduction
 - Trial new / different configurations
 - Shoulder widths for cyclists
 - Impact of noise and vibration on trucks
- o Two performance reviews proposed
 - Product performance
 - Contract / procurement performance



Future not guaranteed - Need to ensure industry cooperation

THANK YOU



1m Width Central Reserve