

REAAA Governing Council Meeting and Heads of Road Authority Meeting

June 14 and 15 in Bangkok



The Heads of Roads Authority



The REAAA Governing Council

Mike Rudge, Chairman of REAAA NZ Chapter, attended both the 4th REAAA Heads of Roads Authority (HORA) Meeting and the 78th REAAA Governing Council meeting in Bangkok on June 14 and 15.

Each year the REAAA hosts a meeting of Heads of Roads Authority where they can discuss issues they have in common. The REAAA then facilitates initiatives to help address those issues. In the past there has been particular emphasis on regional training needs. As a result we are currently planning a Pacific Islands Roadshow addressing road asset management techniques and approaches. This year's HORA meeting reviewed other training needs and ways of cooperating. It also provided a forum for the exchange of ideas and experience on public and private partnerships in road development. This included presentations from Malaysian and Australian delegates.

The REAAA Governing Council meets twice a year to plan future conferences, activities and publications. At this meeting we approved the venue and timing of the next REAAA Conference. It is to be held in Manila from November 21 to 24 2006. You can expect to see more detail and calls for abstracts shortly. A new journal has just been published, once again we had difficulties in getting enough papers. You are all encouraged to submit papers to Lisa at lisa.pallister@reaaa.co.nz. This meeting we also discussed how we might increase the amount of contact between the various chapters and members. We will start this with newsletter articles from one of the other chapters each month.

REAM Technical Visit

In April 2005 fifteen members of the Road Engineers Association of Malaysia undertook a study tour of New Zealand hosted by the NZ Chapter. They were in the South Island for a week and while there visited a number of construction sites and points of interest. Highlights of the trip included;

- A site inspection and tour of the improvements to State Highway 74 to the north of Christchurch where Geoff Griffiths of Transit NZ outlined the technical, social and environmental aspects of the project.
- Visiting the Otira Viaduct and Candy's Bend projects on State Highway 73 in Arthurs Pass.
- A presentation by Mike O'Cain from Transit NZ on the planning, access and development issues surrounding State Highway 6a on the entrance to Queenstown.
- and..... Just for a bit of contrast having a look at how they used to build roads in Skippers Canyon!!

REAAA Low Volume Roads workshop

The theme of the Low Volume Roads workshop is Best Practices, Smart Systems, Canny Tools: A Practitioner's Approach, which is to be held in Palmerston North from the 3rd to the 5th of August.

The three overseas speakers, Gordon Keller from the USA, Alex Visser from South Africa and John Yeaman from Australia will be speaking in key note presentations and they will also participate in a panel discussion on the last afternoon.

It should be noted that REAAA members get a \$50 discounted attendance fee for this workshop so members can get a direct return on their membership fee. View the programme and download a registration form at www.roads.co.nz

Correction

Please note that the email address supplied for Lloyd Houghton, Manager, at Encore in our last newsletter was incorrect he can be contacted at lloyd@encorenz.co.nz

In Brief

The next REAAA Conference is to be held in Manila, 21-24 November 2006 titled "On the road to the future". Details of the conference can be accessed through the website www.reaaaconference.com.ph

Contribution and enquires

This newsletter is published for the benefit of members. Enquires about the chapter and contributions to the newsletter may be directed to: Lisa Pallister, Secretary, PO Box 12647, Thorndon, Wellington, lispallister@reaaa.co.nz

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ROAD ENGINEERING ASSOCIATION OF ASIA & AUSTRALASIA (NZ)

REAAA NZ Chapter Committee

On 27th April 2005 the REAAA New Zealand Chapter held its Annual General Meeting in Auckland. The meeting was followed by a presentation on the Upper Harbour Bridge Duplication State Highway 18 by Mark Evans from Fletcher Construction Ltd and Andrew Dickson of Beca the designer.

This year there were three resignations from the committee, Neil Bennett, Noel Nancekivell and Ian McGowan. However joining the existing committee of Mike Rudge (Chairperson), Bob Alkema (Treasurer), Muir Coup, Bob Fulton, Graeme Henderson, Richard Steel, Chris Tolley and Warwick Walbran are Janice Brass, Onno Mulder and Peter Scott.

The minutes of the Annual General Meeting will be posted on the chapter's website www.reaaa.co.nz and a copy will be sent out to all members with next year's AGM agenda. Below is a brief introduction of the committee's new members.

Onno Mulder

As City Care's Southern Regional Manager Onno is responsible for managing the company's operations in Christchurch and Dunedin. City Care is involved in Rooding, Water and Wastewater network maintenance, building maintenance and Parks management.

Onno has 19 years' contracting experience in the roading industry and has been

involved in managing a wide variety of civil engineering projects throughout New Zealand. He has also managed the establishment of green field operations for City Care and previous employers.

Onno began his career as a Contracts Engineer for Bitumix Ltd in Auckland and progressed to Branch Manager roles in Palmerston North and Hawkes Bay, before being appointed as Bitumix's Wellington Regional Manager in 1997. He also worked for Excell Corporation, managing the company's Wellington Civil Division, before joining City Care in 2000.

Janice Brass

Janice has been part of the New Zealand land transport sector for 30 years. This has been through a mix of employment at central and local government agencies and engineering consultancies in Wellington, Christchurch, Dunedin and Invercargill. Particular fields of interest have been in asset management planning, traffic engineering, network management, road design and community consultation. Janice's current position with Land Transport New Zealand is as a senior evaluation analyst focusing on the national maintenance allocation. This position encompasses the promotion of sound asset management systems and robust inventory and condition data analysis with the aim of generating longer-term lifecycle cost benefits.

Peter Scott

Peter is a Senior Rooding Engineer at Manukau City Council. In his current role he is responsible for road asset management planning, including road maintenance activities, project management of capital works projects and policy advice on District Plan issues relating the road network. Peter has over twenty years experience in Local Authority road asset management and project management.



REAAA NZ Chapter Roadshow

We are travelling from the North this year!

The roadshow will be in Auckland on Wednesday 31 August, Taupo on Thursday 1 September, Wellington on Friday 2 September and across the Strait in Christchurch on Monday 5 September, finishing in Dunedin on Tuesday 6 September 2005.

The theme of this year's roadshow is "Innovative responses to the New Environment".

Registration packs for the roadshow will be sent to all members via post. Please forward details of anyone you know who would be interested in receiving a registration pack to lispallister@reaaa.co.nz or tell them to access the programme and registration form on www.reaaa.co.nz

Land Transport New Zealand finalises structure

Land Transport New Zealand is about to celebrate the official beginning of its new configuration.

Formed seven months ago on 1 December 2004, the new Crown entity is responsible for land transport safety and sustainability and allocates government funding for land transport in New Zealand. Its new organisational structure comes into being on 1 July 2005.

'The new structure is designed around an integrated and more responsive way of working, particularly with government, partners and communities,' says Chief Executive Wayne Donnelly.

There are five groups within the organisation.

Policy and Planning

General Manager,
Policy and Planning -
Simon Whiteley



Policy and Planning is responsible for the development of strategic initiatives, the development of policy and advice, rule making, and providing information that will contribute to delivering sustainable land transport. The group also manages the accountability relationships and facilitates strategic planning for the organisation.

Partnerships and Programmes

General Manager,
Partnerships and
Programmes - Richard
Braae



This group is focused on influencing how the transport networks are used, managed and developed. This involves:

- managing the engagement with Land Transport NZ's transport partners, such as Transit New Zealand, New Zealand Police, regional councils and local authorities. At a regional level, these strategic relationships will be managed by four partnership managers (see below).

- performance monitoring - developing information to enable Land Transport NZ to assess the performance of transport networks, ensuring financial integrity for the funds it allocates.
- developing and managing the National Land Transport Programme, the annual programme of allocating funds to approved organisations for all modes of land transport, including Land Transport NZ's own land transport programme (formerly the Safety Administration Programme).
- managing the communications with and key messages to the travelling public, and monitoring the perception of Land Transport NZ in the community.

Regulatory Services

General Manager,
Regulatory Services -
Ian Gordon



Regulatory Services has three key functions:

- managing the regulatory framework to ensure compliance of rail operators, transport licences operators and vehicle safety standards
- managing the Driver Licence Register and, on behalf of the Ministry of Transport, the Motor Vehicle Register
- collecting and ensuring economic compliance of road user charges, on behalf of the Crown.

People and Culture

General Manager,
People and Culture -
Carolina Garter



This group is responsible for developing the organisational culture of Land Transport NZ and the implementation of people management and development strategies that enhance and increase the capability of the organisation.

Corporate Services

General Manager,
Corporate Services -
Noel Lee



The role of Corporate Services is to provide service excellence to internal customers in the areas of finance, information systems and technology, publishing, information management and business service.

Key new roles

Two key new roles - partnership managers and transport relationship managers - will enhance and foster relationships in the regions.

The four partnership managers and transport relationship managers (eight altogether) and their teams will work alongside Land Transport NZ's key transport partners in four regional areas - northern, midland, central and southern New Zealand.

As well as geographic responsibilities, transport relationship managers have specific portfolio responsibilities. The transport relationship manager (Northern region) focuses on Auckland transport issues, while managers in the other regions have additional nationally focussed portfolios - heavy vehicles (Midland), passenger transport (Central) and tourism (Southern).

Land Transport New Zealand (Land Transport NZ) was established under the Land Transport Amendment Act. It is governed by a board of six to eight members appointed by the Minister of Transport.

The organisation's statutory objective is to help deliver the government's vision in a way that contributes to an integrated, safe, responsive and sustainable land transport system in New Zealand.

Land Transport NZ works in partnership with the transport sector and other organisations - including industry groups and other interest groups - to develop an integrated approach to land transport.

(Institutional Member Article supplied by Land Transport New Zealand)

A peek back in time...

(This is an excerpt of an article titled 'Roads' which was originally published in 1966 for the Encyclopaedia of New Zealand. The article was written by Dudley John Chapman, B.A., D.P.A., Investigating Officer, Administration Division, Ministry of Works, Wellington and edited by A. H. McLintock. The complete article can be accessed at <http://www.TeAra.govt.nz/1966/R/Roads/en.htm>)

The provincial period up to 1876 was one in which a great deal of roading legislation was passed. The six, and later, the nine provinces did their best to legislate roads into existence. In the 24 years of provincial government, over 120 ordinances or Acts relating to roads, their construction, roads boards, toll gates and tolls, main roads, and so on were passed. The provincial councils tackled their roading problems seriously, but they were handicapped by a shortage of funds. At the same time parochialism, which demanded that money raised in an area be spent in that area, led councils to construct roads without regard for the linking up of the colony. Failure to plan for through routes was one reason for the inauguration of the public works policy of the Central Government. Generally the provinces took care of their main roads, and the roads boards, which they had power to establish, constructed and maintained local or district roads.

By 1875 there were 314 roads boards and they did good work in essentially pioneering days. They brought local interest to bear on the problem and greatly assisted the important work of opening up the country and making rural life possible. As the counties were established after 1876 and it became possible for county administrative officers to travel to remote parts of their district to supervise work, there was no need for two bodies and the smaller began to disappear.

Following the abolition of the provinces, the Counties Act and the Public Works Act of 1876 were the effective Acts for much road work. The Counties Act defined the various classes of road and decided who was responsible for the maintenance of them. There were district roads in areas

where there were road districts, and county roads in counties without roads districts or where the county had decided to take over some of the more important roads. Finally, there were Government roads, roads which the Government decided to maintain or existed in districts where the Counties Act was not in force and there were no roads boards.

Up to 1922 this system continued in a general way and the county councils carried the main burden of roading construction and maintenance. At the same time the Central Government made a substantial contribution throughout this phase of development, either by the actual construction of new roads subsequently handed over to the counties to maintain, or by the provision of liberal grants, either by way of subsidy or as free grants to assist county councils to construct new roads.

By 1920, when it became obvious that the motor vehicle was rapidly replacing horse-drawn vehicles as the main form of road transport, roading authorities began to appreciate the need for new standards of roading, particularly for the main arterial roads of the country. Road traffic, which hitherto had been almost local in character, began to assume national significance and the provision of through roads was outgrowing the capacity of local authorities.

The growing demand from local authorities for some greater measure of national provision, including finance for roading needs, culminated in the passing of the Main Highways Act of 1922. This marked a milestone in the roading history of New Zealand and laid the foundation for an era of great roading expansion. Under this Act provision was made for the declaration of main arterial roads as main highways, and the control of these roads became primarily a national concern. The administration of this Act was entrusted to the Main Highways Board, comprising two members appointed by the Government, an officer of the Ministry of Works, two representatives of county

councils, and one representative of motor-vehicle owners. In the early stages of its operation, the Board declared 5,954 miles of main highways and, by further declarations from time to time, the total mileage, including State highways, had been increased to 12,723 miles by 1952.

Funds for the Board's operations were provided from the Main Highways Account, a separate account within the Public Account. Into this account were paid tyre tax, motor-vehicle registration, and licence fees and, following the passing of the Motor Spirits Taxation Act of 1927, the proceeds of the tax on petrol, then at the rate of 4d. per gallon. The Board's share of the costs of main highways was met by means of subsidies to county councils and boroughs under 6,000 in population, which continued to carry out the actual work of construction and maintenance on those lengths of declared main highways within their respective areas. The rate of subsidy has varied over the years, being on a basis of 10 shillings in the pound in the initial stages and increasing to a general basis of £3 for Local Authority £1.

In 1936 an amendment to the Main Highways Act empowered the Board to classify any main highway as a State highway, the whole cost being borne by the State out of the Main Highways Account. 3,921 miles were declared State highways, leaving 8,193 miles of main highways. Amendments to the Public Works Act in 1947 and 1948 made provision for the declaration of certain highways as motorways. Traffic on these is strictly limited to motor traffic, and access is restricted to specially designed junctions which eliminate cross traffic. Ribbon development fronting motorways is totally prohibited.

For a comparison, the following figures were sourced from the Land Transport New Zealand 2004 annual report which stated the length of State highway in New Zealand is 10,837 km (6733 miles) and the length of local roads is 81,923 km (50,899 miles).