

## **MWH Rest Area Phase 1 - (updating of existing report)**

An offer of service is invited from MWH to update the existing report titled Northland Rest Area Report (ref Z04442H2) which was prepared by MWH in September 2010 as part of the NZ Transport Agency Rest Area Strategy.

This existing report lists users and locations of existing Rest Areas and Heavy Vehicle/Truck stops with statistical crash data. It also lists location criteria and stopping place requirements with resulting recommendations and supporting appendices.

The previous MWH report was not extensively circulated for comment or implementation by NZTA. The updated report will be used as an input in the process of NZTA and other organisations to prepare an overall Highway Stopping Places Strategy for Northland and Auckland North. The need for an updated report is now evident to ensure that previously identified issues are current and that statistical data is able to be drawn on to enable informed decisions to be made.

The NZ Transport Agency State Highway Control Manual (SHCM) should be used as the prime reference document (for updating the existing report) as it mainly focuses on a Highway Stopping Places Strategy and Rest Areas are an important part of this strategy. This will ensure that NZTA has demonstrated compliance with existing guidelines before introducing new infrastructure.

## **MWH Report - Updating**

The following headings (based on the existing MWH report) indicate matters that need to be researched and mentioned in the updated report.

### **Introduction**

- Review standards – based on Austroads documents and any other current NZ and Australian standards pertaining to rest areas and or stopping places.
- The State Highway Control Manual has been updated recently and is very comprehensive (Dec 2013) The previous MWH report on rest areas did not appear to cover all the topics in the SHCM and includes more than just updating the enclosed assessment forms.
- Take into account the increase in total network distance from 750km to 870km and update the review to include rest areas in the extra distance. Also refer to new NOC operating environment and defined standards for facilities.

### **Background**

- Identification of further Fatigue stops for example Viaduct Hill and discuss reasons for retention or inclusion.
- Relevancy of Governments Safer Journeys Roadsafety Policy.

### **Methodology**

- Are there any other relevant Rest Area Reports available in New Zealand or Australia that would provide useful referencing or information that would compliment this Draft Report.

### **Environment - Northland**

- Need to mention areas of geographic difficulty – Brynderwyns and Mangamuka's SH1.

### **Users of Northland Infrastructure**

- Update statistics – total visits by travellers to Northland (Traveller and visitor nights and International visitors)
- Domestic travellers – update visitor statistics

### Location Criteria

- Update criteria (rest area 1 hour travel time)
- Update existing Stopping Places/areas – several tables.

### Stopping Place Requirements

- Mention future design requirements – typical Layout

### Warrant Requirements/Issues/Contributing factors/supporting crash data

- Rest area requirements– Tables need updating

### Other Matters

- Estimated costs need to be reviewed.
- Recommended priorities need to be reviewed for Rest Areas
- Truck Stops and Heavy Vehicle Stopping Places, Existing Amenity Area and Report Appendices need updating.

### Deliverables

It is required that MWH when updating their previous report provide relevant diagrams and maps to illustrate how the 'system works' for selection criteria for Highway Stopping Places.

This deliverable will need to cover all the selection criteria for Highway Stopping Places and rate compliance to existing guidelines and levels of service.

Once a proposal has been finalised by NZTA/MWH it is expected that the contents of the Rest Area brief 1 would be completed within 8 weeks and forwarded to NZTA with an appropriate copy and 5 coloured hard copies for distribution.

John Kooge

Network Manager

## MWH Rest Area Phase 2 - Northland Rest Area Issues/Trends Report

An offer of service is invited from MWH to prepare a Northland Auckland North Highway Stopping Places Strategy Report. This will compliment the intended updating of the existing MWH Northland Rest Area Report and be used as a referral base document in discussions and public consultation in the preparation for a Northland Highway Stopping Places Strategy.

### Consultation

It is intended that consultation by NZTA can occur in parallel with relevant and interested parties. This will determine the best way forward for addressing practical needs for existing and any proposed new rest areas. This will also include for any broad issues associated with the dual use of rest areas by both tourists and the freight industry.

Northland Inc and the Trucking Association with Mr Wayne Deeming the submitter, should be consulted to identify particular issues with rest areas for the freight industry and MWH as part of this report can highlight the need for further detailed consultation by NZTA with NRC and each of the local authorities being FNDC, WDC, KDC and Auckland City to determine if there are any Regional issues that are required to be focused on in the draft report. This will form a sound basis for further consultation and finalisation of the Northland /Auckland North Highway Stopping places Strategy in the future.

Consultation is therefore required from the following stakeholders:

Northland Inc  
Heavy Haulage Association  
Mr Wayne Deeming  
Automobile Association (AA)  
Northland Regional Council (NRC)  
Auckland Transport (AT)  
Kaipara District Council (KDC)  
Far North District Council (FNDC)  
and Whangarei District Council (WDC)

There is also a need to develop a Northland Auckland North Highway Stopping Places Strategy in light of a request from Mr Wayne Deeming received as a submission in the RLTP. The Transport Agency is strategically looking at Highway corridors and levels of service to link appropriate issues together to ensure focused development where there is a perceived need and logically linking projects that present further opportunities to accommodate customer needs.

Highway Stopping Places include tourism viewing places, historical and archaeological sites and utility points as well as rest areas, so these need to be covered for identification, effectiveness and relevant maintenance level of service.

NZTA and the region could also benefit in providing a new model rest area that would illustrate the latest concepts (as developed overseas) fulfilling customer needs and providing a practical rest location for road users.

### Highway Stopping Places Strategy Report

The following list (although not restrictive) would form the body of the Issues/Trends Report and compliment the intended updating of the existing MWH Northland Rest Area Report covered in the offer of service Phase 1.

- Additional new State Highway Mangakahia Route

- Rest Area Strategy emphasis on fatigue and safer journeys together with a heat map of fatigue circles in the last 5 years.
- Amenity and possible toilet facilities in some locations.
- Physical and recreational perspectives, barbeque areas signage etc.
- Twin Coast Discovery route – key tourism initiative in Northland
- Mention of Northland attractions – Beaches and coastline
- Truck Stops–further designated areas. Is there a need for truck stops and heavy vehicle stopping places in Northland
- Opportunity for updated joint funded facilities
- Referral to liaison with NRC, Northland Inc and trucking Industry.
- Mention of world wide trends in rest area development
- Additional requirements possibly coming from NZTransport Agency’s policy around tourism and how it connects with NZTA Northland Rest Area Strategy.
- Linkage with local community groups. HeritageNZ and Doc to identify opportunities for customers and tourists linking interesting cultural and archeological features where practical. It will be important to clearly identify stopping places which are the responsibility of NZ Transport agency as opposed to DOC, local authorities and commercial tourist ventures.

#### Technical Input

Note that in addition to this report technical input by MWH may be required as a draft Northland Auckland North Highway Stopping places Strategy is developed for Northland in the consultation stages and in the development of a Programme Business Case.

#### Deliverables

One of the required outcomes is to rationalise the existing number of stopping places and NZTA is aware of the 1 hour travel time criteria which indicates that there are too many rest areas in Northland. When combined with other types of stopping places the Issues/Trends Report will need to identify which ones should be considered for closure, if any subject to the outcome of stakeholder meetings and discussions with other organisations.

When combined with other types of stopping places the revised strategy will need to identify which ones should be considered for closure, if any subject to the outcome of stakeholder meetings.

Once a proposal has been finalised by NZTA/MWH it is expected that the contents of the brief would be completed within 8 weeks and forwarded to NZTA with an appropriate copy and 5 coloured hard copies for distribution.

John Kooge

Network Manager