



# Two new small research projects

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# Projects

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- Investigation of ATP road marking performance
- Investigation of contractual procedures used in recent audio tactile profiled (ATP) line marking installations

Approved

Approval pending

## *ATP road marking performance*



**Objective:** To evaluate the conditions where ATP is performing and underperforming

Will help to give more confidence in our understanding of the performance of different products, and layouts through time and under different conditions.

# *ATP road marking performance*



## **Method**

- Approx 14 sites in Upper Nth Island
- Measurements (incl audio tactile)
- Installations 1-4 years old
- Variables at each site
  - Product
  - Format
  - Location (e.g. Left curve)
  - Only edgelines
  - Surface type/condition
  - Other info



## *ATP contractual procedures*

**Objective:** Evaluate the contracting procedures used in recent ATP works and therefore identify procurement practices that could be improved.



## *ATP contractual procedures*

### **Method**

- Approx 7 contracts over past year around NZ
- Regional Engineers asked to participate by providing information about contract(s)

## Measures

- Reason for choosing site for treatment
- Extent of works: Location, quantity, engineers estimate, proposed commencement and duration of works
- Basis of contract: Negotiated vs tender
- Tender / negotiation process: Modifications to P30, example template
  - i. Format: Dimensional tolerances, performance criteria, warranty conditions, measurement and reporting
  - ii. Timeline: advertised, closing date, acceptance, actual start, works completion
- Monitoring of compliance: As per P30, immediate measurement of dimensional tolerances, measurement of performance criteria, any notices to contract (NTCs)



## *Both projects*

- There are natural links between projects
- Relationships between findings will be considered where possible but not requisite for this work
- Need to be cautious with causal relationships



DISCUSSION DOCUMENT  
HAVE YOUR SAY ON OUR NEXT  
ROAD SAFETY STRATEGY  
AUGUST 2009

