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**MARLBOROUGH
DISTRICT COUNCIL**

10 December 2014

Record No: 14272165
File Ref: D050-001-R01
Ask For: Mike Porter

Notice of the Regional Transport Committee Meeting – Friday 12 December 2014

A meeting of the Regional Transport Committee will be held in the Council Chambers, 15 Seymour Street, Blenheim, on **Friday 12 December 2014 commencing at 11.00 am.**

B U S I N E S S

As per Agenda attached.

ANDREW BESLEY
CHIEF EXECUTIVE

**Meeting of the REGIONAL TRANSPORT COMMITTEE
to be held in the Council Chambers, 15 Seymour Street, Blenheim,
on FRIDAY 12 DECEMBER 2014 commencing at 11.00 am.**

Committee	Clr T M Sloan (Chairperson) Clr G I T Evans Clr J C Leggett NZ Transport Agency Representative
In Attendance	NZ Police Representative NZAA Representative Road Transport Association Representative MCoC Representative Mr M S Wheeler (Manager Assets and Services) Mr J F Porter (Manager Marlborough Roads) Mr M J Porter (Democratic Services Manager)
Apologies	Clr B G Dawson

In Public

1.	Confirmation of Minutes		
1.1.	Regional Transport Committee – 12 September 2014	Pages	1 - 4
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1. Confirmation of Minutes

D050-001-R01

1.1. Regional Transport Committee – 12 September 2014

RECOMMENDED

That the minutes of the Marlborough Regional Transport Committee held on 12 September 2014 be taken as read and confirmed.

**Report and Minutes of a Meeting of the
REGIONAL TRANSPORT COMMITTEE
held in the Kenepuru Room, 15 Seymour Street, Blenheim
on FRIDAY 20 JUNE 2014 commencing at 12.00 midday**

Present

Councillors T M Sloan (Chairperson), G I T Evans and J C Leggett, and Mr P Hookham (New Zealand Transport Agency representative).

In Attendance

Mr M S Wheeler (Manager, Assets & Services Department), Mr J F Porter (Marlborough Roads), Mr S J Murrin (Marlborough Roads), Inspector S J Feltham and Senior Sergeant P I Payne (New Zealand Police), Mr H M Meyers (New Zealand Automobile Association), Mr G A Taylor (Road Transport Association), Mr H M MacFarlane (Marlborough Chamber of Commerce) and Mr M J Porter (Democratic Services Manager).

Apologies

Cirs Sloan/Leggett:

That the apologies for non-attendance from Clr B G Dawson, and Ms R Bleakley and Mr L Hammond (New Zealand Transport Agency) be received and sustained.

Carried

X.14/15.107 Introduction of Additional Items -

Cirs Evans/Leggett:

That the following additional item be considered for reason of the urgent nature of the business and insufficient time being available to include the item on the original Agenda.

In Open Meeting:

- **Hodder Bridge 2012-2015 Inclusion to the Marlborough Regional Land Transport Programme (RLTP)**

Carried

**X.14/15.108 Hodder Bridge 2012-2015 Inclusion to the
Marlborough Regional Land Transport
Programme (RLTP) R800-007-02**

Frank Porter advised that the purpose of the report was to seek the committee's approval of inclusion of Hodder Bridge as a Structural Component Replacement in the 2012-2015 Regional Land Transport Programme (RLTP).

It was reported that in December 2013, Council was forced to place a weight restriction on the Hodder Bridge to reduce vehicle loads to 70% Class I. This has been reported to the Assets and Services Committee. Council has various options to enable Class I vehicles to cross the Hodder River. These range from the ford (currently proving to be unreliable access and causing considerable frustrations to farmers carting stock) to a complete replacement of the Hodder Bridge. Costs for these options range from \$80,000 to \$2.4M.

The best considerable option is to restore the classification of the Hodder Bridge to 100%, the cost of which is \$1.2M. This involves strengthening the longitudinal stiffening beams. The B/C ratio is 3.1 for this option. Inclusion of this project by way of amendment to the current NLTP does not guarantee that the NZ Transport Agency will make 46% of the funding available under the Funding Assistance Programme. If

either the NZ Transport Agency or Council funding is not able to be gained, then Marlborough Roads will include the Hodder Bridge renewal in the 2015-2018 Regional Land Transport Plan.

Clrs Leggett/Evans:

That Hodder Bridge Renewal strengthening be included in the 2012-2015 Marlborough Regional Land Transport Programme (RLTP).

Carried

X.14/15.109 Confirmation of Minutes D050-001-R01

Clrs Sloan/Evans:

That the minutes of the Marlborough Regional Transport Committee held on 20 June 2014 be taken as read and confirmed.

Carried

X.14/15.110 NZTA Update R800-006-02

Peter Hookham spoke to the update report as included in the Agenda covering in broad terms Agency's News; Central Region Events; and National Land Transport Programme (NLTP).

The report covered in detail updates on: Draft Government Policy Statement released by Ministry (*this will stay draft until November*); Investment Signals / Investment Assessment Framework (*this will be released next week*); FAR review further update (*Mark Wheeler advised that he is discussing this further with NZTA*); Safety: Working Together to Prevent Truck Rollover; Online innovations to improve 50MAX uptake; Safety: Crash Analysis Briefing Notes – Regional Supplement (*the separately attached report was noted*); Government \$212m package announced (*NZTA advised that a letter has been received from the Prime Minister's Office giving effect to this announcement*); Government \$100m Urban Cycling package announced (*more information to come on this later in the year*); Marlborough Regional Programme; and Marlborough Road Safety.

It was also noted that Raewyn Bleakley has been appointed to the position of Regional Director Central and will take up duties as from 6 October.

Clrs Sloan/Evans:

That the information be received.

Carried

X.14/15.111 The Draft State Highway Asset Management Plan R800-007-02

Frank Porter presented with the aid of a powerpoint presentation details of the draft State Highway Asset Management Plan (presentation filed in Trim – Record No. 14218363).

X.14/15.112 Draft Regional Land Transport Plan Development R800-007-02

The Chair spoke to the report as attached to the agenda (and also the separate attachment "Connecting the Top of the South – Regional Land Transport Plan 2015-2021 (dRLTP)). The Chair advised that he had recently attended a Top of the South Technical Advisory Group (TAG) meeting with officials and that the draft Plan as attached was the result of numerous meetings of TAG. TAG has prepared a common dRLTP for use by each of the three Top of the South Unitary Authorities. The basis of a common dRLTP is intended as a compelling Top of the South "story" to justify activities we are promoting and should add weight to individual activities sought across the Nelson, Tasman and Marlborough Districts.

It was noted that a workshop will be held prior to the next meeting of the RTC in December.

Cllrs Leggett/Evans:
That the information be received.

Carried

The meeting closed at 10.45 am.

Record No: 14220104

2. NZTA Update

(Report prepared by Raewyn Bleakley, NZTA)

R800-006-02

1. Report attached.

RECOMMENDED

That the information be received.

Report to:	Marlborough Regional Transport Committee
Presenter:	Raewyn Bleakley, Regional Director - Central
Date:	12 December 2014

1. Agency News

Financial Assistance Rates Review (FAR)

As the Committee will be aware, the FAR review was part of a suite of broad policy changes and initiatives to focus the investment process in the transport sector. The confirmed FAR rates have been distributed to all Approved Organisations.

The new rate for Marlborough is 49%. The rate will increase at 1% per year and the final rate of 51% will be achieved in 2016/17.

A new operational policy covering elevated funding assistance rates for emergency works under the 2015-2018 NLTP was finalised at the end of November. Details of the new policy, including changes to the criteria for eligibility of works, were circulated to council officers in November. Information about assistance rates for emergency works can be found online at <http://bit.ly/far-emergency-works>

Special Purpose Roads (SPR) will retain their current funding assistance rate of 100% for the 2015/18 NLTP period. During the next three years the Transport Agency will work with the individual Approved Organisations to ensure an appropriate investment programme is in place during the 2015/18 NLTP, to ensure the ongoing maintenance programmes do not place too much burden on local share. Discussions will also help to determine the individual transition period for each SPR, which will start in the 2018/19 financial year.

From 2015/16 the maintenance of level crossings should be included in an Approved Organisations asset management programme. However, the issues associated with level crossing improvements are more complex. Further work by all the partner organisations will be needed to develop a clear way forward on this issue.

Lower Alcohol Limits Coming into Effect

Legislation passed earlier this year means that on 1 December 2014 the legal alcohol limit for drivers aged 20 years and over was lowered from 400 to 250 micrograms of alcohol per litre of breath (or from 80 to 50 milligrams of alcohol per 100 millilitres of blood), bringing New Zealand law into line with the limits already in place in the majority of OECD countries. The alcohol limit for drivers under the age of 20 will remain at zero.

Lower alcohol limits for adult drivers have been introduced as part of the Government's Safer Journeys strategy, which aims to significantly reduce deaths and serious injuries from road crashes by 2020.

The Transport Agency has begun a public information campaign to remind New Zealanders of the change. The promotion includes the rollout of posters and coasters in pubs and bars, and television, radio and outdoor advertising all focussed on the simple message of lower alcohol limits for drivers 20 and over.

Further information about the lower alcohol limit for adult drivers, including Frequently Asked Questions, is available on the Ministry of Transport's website:
<http://www.transport.govt.nz/legislation/bills/land-transport-amendment-bill-2013/>

Certificate of Fitness Changes Coming into Effect

Following a Transport Agency review of the delivery of Certificate of Fitness (CoF) inspections a new service delivery model was confirmed at the end of last year.

This new model enables providers to offer CoF inspection and repair services, and allows for more inspection organisations (IOs), vehicle inspectors (VIs) and inspection sites to enter the CoF market.

Applications opened on 1 November 2014 for CoF IOs, VIs and IOs wanting to add additional inspection sites. New vehicle certification administration fees also came into effect on that date. Since 1 December 2014 approved applicants have been able to commence service delivery under the new model.

The changes mean that vehicles can be inspected, repaired and returned to the road more quickly. This will result in increased vehicle productivity and potentially reduced costs for owners and operators, while maintaining or improving road safety.

For more information about CoF and the changes visit:

<http://www.nzta.govt.nz/vehicle/registration-licensing/certificate-of-fitness.html>

Changes to Driver Licences

In September, the Transport Agency's Time Limits project introduced changes to the Graduated Driver Licence System (GDLS) which came into effect on 1 December 2014. These changes are aimed at improving the safety of novice drivers and motorcyclists by introducing a five-year time limit on learner and restricted licences for drivers under the age of 75.

The associated change of legislation now requires the driver licence card to display multiple expiry dates, e.g. where a person holds a five-year learner motorcycle licence and a 10-year full car licence. This change gave us the opportunity to make all driver licence cards more user-friendly based on customer and stakeholder feedback.

A minor redesign of the licence cards sees the information on the card split between Driver Identity Information on the front (e.g. name, date-of-birth), and Driving Entitlement Information on the back, (e.g. driving classes, expiry dates).

The new driver licence cards are now being issued. Drivers will receive their updated cards when they renew or replace their licence from that date onwards.

For more information the changes visit:

<http://www.nzta.govt.nz/licence/photo/driver-licence-changes.html>

Road safety videos launched

The safe system approach is a proven way to save lives and reduce serious injuries. Originally developed in Sweden, it has been applied in New Zealand since 2010 and is helping to drive down the rate of death and injury on our roads.

The safe system approach is a framework which recognises that people make mistakes and are vulnerable in a crash. It reduces the price paid for a mistake so crashes don't result in loss of life or limb. Mistakes are inevitable - deaths and serious injuries from road crashes are not.

The Transport Agency, in conjunction with our partners in the Safer Journeys initiative, has developed a 20 minute film and a 1 minute trailer to help explain how the safe system approach can influence our thinking around New Zealand's roads. We encourage you to use this video as an educational tool and conversation starter in public meetings and forums, and please feel free to share the videos and the further resources at www.saferjourneys.govt.nz with your online communities.

1 minute video trailer:

https://www.youtube.com/watch?v=u4ZhmNtc-v0&list=UU78_c39pdtSN7jipO82DRyw

20 minute full video:

https://www.youtube.com/watch?v=mFcLUCtUAzc&list=UU78_c39pdtSN7jipO82DRyw

A New Transport Minister

With the new Government the Transport portfolio gets a new Minister and Associate Minister. Hon. Simon Bridges is the new Transport Minister. Mr Bridges has previously been an Associate Minister in the Transport Portfolio with responsibility for safety. The appointment of Mr Bridges ensures that transport remains a front bench portfolio in this Government. Craig Foss has been appointed to the Associate Minister of Transport role.

2. Central Region Events

A New Regional Director

It's with real pleasure that I am attending my first formal meeting with this Regional Transport Committee in my role as Regional Director for the Central Region. I look forward to a fruitful working relationship.

3. National Land Transport Programme

National Land Transport Programme

Councils and the Transport Agency have submitted draft programmes of work for the 2015/2018 Regional Land Transport Programme. The programmes will be subject to review and moderation where necessary prior to adoption by the Regional Transport Committee next year, while ensuring the programmes give effect to the regional strategic outcomes.

The Transport Agency will be assessing programmes against the Investment Assessment Framework, applying the Transport Agency profiles and providing associated comments. This work will take place from December.

Planning and Investment staff will be carrying out regional moderation of programmes during December and January. They will then be involved in the national moderation of programmes from January to March, in order to assign final funding priorities and form the National Land Transport Programme.

Regional Planning and Investment staff will be partnering with Council officers in order to achieve the best possible outcome for both the Regional Land Transport Programme and National Land Transport Programme.

Preparation of the draft Regional Land Transport Plan has been a focus over the last two months. A workshop was held with the RTC chair, councillors and staff. The outcome is the final draft prepared for today's RTC meeting.

Government \$212m Regional Acceleration Package

As part of the Government's regional acceleration package, the Transport Agency has released a Request for Tender for consulting services to assist with development of the Business Case for the Opawa and Wairau Bridges on SH1. Tenders close in early January. The timeline is very tight, as a Detailed Business Case must be presented to the Minister at the end of this financial year.

Government Urban Cycling Package

The Marlborough Roads office is seeking funding for the Grovetown to Spring Creek off-road walk/cycle path project. Marlborough District has already invested in extending the off-road walk/cycle path parallel to the state highway from the Opawa Bridge to Fell Street, Grovetown with the last stages of this work nearing completion.

A 2.8 km extension of the cycleway from Grovetown to Spring Creek was earlier identified as a Transport Agency walk/cycle activity but was placed on hold pending funding. Now with an opportunity to secure funding the project has been reactivated and requires approval by the RTC (refer separate item). If funding is approved, there will be a link with new pedestrian and cycle facilities proposed at the Spring Creek Roundabout.

The cost of the improvements is estimated at \$1,200,000 with initial Indications that the project may be eligible for funding from the Government's Urban Cycle Fund.

Marlborough Regional Programme

Design of the Spring Creek Roundabout is continuing. Public Consultation is complete, and negotiations are underway to achieve access onto the Four Square site.

All other works are generally on programme. The Network Outcomes Contract with the HEB Construction Ltd / Opus International Consultants continues to deliver good results on both the State Highway and local road network.

Higgins continue to make progress with the Dashwood Overbridge and Realignment project on SH1 on the southern side of the Weld Pass. Some sections of the new road formation are ready to seal. Once sealed, traffic will be able use the new sections of road whilst the connections are made between the two alignments.

Site work, now mainly pavement construction, will carry on till completion which is expected in the autumn.

Marlborough Road Safety

Marlborough crash trends continue to show steady reductions in fatal and serious crashes over the last 5 years with a similar trend this year.

After completion of the Picton to Spring Creek Hazard Protection works early indications are that reductions in death and serious injury (DSI) are already being realised. In the previous 5 years, there were on average of 5 DSI crashes per year. In the last 12 months there have been no DSI crashes.

There have been barrier hits with at least two or three of these likely to have saved very serious injuries.



Damage to the newly installed wire rope barrier – Elevation, SH1



Dashwood Alignment looking south; Tuesday 25 Nov 2014.

Raewyn Bleakley
Regional Director - Central
8 December 2014

3. Draft 2015-21 Regional Land Transport Plan

(also refer to separate attachment)

(Report prepared by Mike Porter)

R800-007-02

Purpose

1. The purpose of this report is to seek approval for the draft Regional Land Transport Plan (dRLTP) (**attached separately**) to be released for public consultation, subject to any changes agreed at the meeting.

Background

2. The Land Transport Management Act has required replacement of Regional Land Transport Strategies and Regional Land Transport Programmes with a single document to be named "Regional Land Transport Plan".
3. The basis for the content in the Plan is signalled in the Government Policy Statement which determines priorities and funding levels for investment.
4. Since early this year, monthly meetings of the Top of the South Technical Advisory Group (TAG) have been held in the lead up to the development of the individual Council 2015-2018 Regional Land Transport Plans.
5. The TAG has prepared a common dRLTP for use by each of the three Top of the South Unitary Authorities. The basis of a common dRLTP is intended as a compelling Top of the South "story" to justify activities that are being promoted. A joined-up Top of the South approach should add weight to individual activities sought across the Nelson, Tasman and Marlborough Districts. The basic dRLTP prepared by the TAG has been expanded to include individual Council projects.

Consultation

6. When preparing a RLTP the Regional Transport Committee:
 - (a) must consult in accordance with the consultation principles specified in [section 82](#) of the Local Government Act 2002; and
 - (b) may use the special consultative procedure specified in [section 83](#) of the Local Government Act 2002.
7. It is suggested that consultation on the dRLTP commence on 18 December 2014. The consultation period would then close at 5.00 pm on 12 February 2015.
8. If required, a hearing of submissions will be held later in February.

RECOMMENDED

That consultation on the Draft 2015-21 Regional Land Transport Plan commence on 18 December 2014 and close at 5.00 pm on 12 February 2015.

4. SH1 Grovetown to Spring Creek Walk/Cycle Path

(Report prepared by Andrew James, Marlborough Roads)

R800-007-02

Purpose

1. The purpose of this report is to request the committee vary the current 2012-15 Regional Land Transport Programme to include the Grovetown to Spring Creek off-road walk/cycle path project.

Background

2. The Transport Agency had previously promoted a Blenheim to Spring Creek cycle path, however, as a result of other national and regional priorities; the project was not able to be included in the 2012-15 National Land Transport Programme.
3. In the meantime Marlborough District Council has continued to develop this cycleway.
4. More recently, Council has extended the off-road walk/cycle path parallel to SH1 beyond Aberharts Road to Fell Street, Grovetown. The construction of this project is substantially complete.
5. The now proposed Grovetown to Spring Creek section (2.8km) would complete the off-road walk cycle link from the Opawa Bridge to Spring Creek planned for the last 7 years by Council to safely connect the Spring Creek community to Blenheim for pedestrians and cyclists.
6. Details of the project are currently being finalised. It is proposed to undertake the extension to the same design standard as the Opawa Bridge to Fell Street section. The cost of the improvements is estimated at \$1,200,000.
7. At this stage there is no allocated funding. There are nevertheless signals that funding may be available for this project and should funding become available towards the end of this financial year, the Transport Agency requires a Regional Transport Committee approval to vary its Regional Land Transport Programme (RLTP), thus enabling works to proceed.
8. Marlborough Roads reiterates that there is no guarantee of funding therefore no guarantee that this work can proceed. Rather the committee approval to include the activity in its RLTP is a pro forma matter.
9. Indications are that the project may be eligible for 'N' funding.

Summary

10. There is potential that the project may be constructed in this financial year subject to its inclusion in the Regional Land Transport Programme.

RECOMMENDED

That the Marlborough Regional Transport Committee vary the current 2012-15 Regional Land Transport Programme to include the SH1S Grovetown to Spring Creek walk/cycle path improvement project.