



8 September 2014

Record No: 14189712
File Ref: D050-001-R01
Ask For: Mike Porter

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

A meeting of the Regional Transport Committee will be held in the Council Chambers, 15 Seymour Street, Blenheim on **Friday 12 September 2014 commencing at 9.30 am.**

B U S I N E S S

As per Agenda attached.

Please note change of meeting time.

ANDREW BESLEY
CHIEF EXECUTIVE

**Meeting of the REGIONAL TRANSPORT COMMITTEE
to be held in the Council Chambers, 15 Seymour Street, Blenheim
on FRIDAY 12 SEPTEMBER 2014 commencing at 9.30 am.**

Committee	Clr T M Sloan (Chairperson) Clr G I T Evans Clr B G Dawson 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 Co-ordinator)

Apologies

In Public

1.	Confirmation of Minutes		
1.1.	Regional Transport Committee – 20 June 2014	Pages	1 - 3
2.	NZTA Update (also refer to separate attachment)	Pages	4 - 9
3.	The Draft State Highway Asset Management Plan (Presentation by Selwyn Blackmore)	Page	10
4.	Draft Regional Land Transport Plan Development (also refer to separate attachment)	Pages	11 - 12

Additional Item (tabled at the meeting)

5.	Introduction of Additional Item	Page	13
6.	Hodder Bridge 2012-2015 Inclusion to the Marlborough Regional Land Transport Programme (RLTP)	Pages	14 - 15

1. Confirmation of Minutes

D050-001-R01

1.1. Regional Transport Committee – 20 June 2014

RECOMMENDED

That the minutes of the Marlborough Regional Transport Committee held on 20 June 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 Ms J Chetwynd (New Zealand Transport Agency representative).

In Attendance

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

Apology

Cirs Leggett/Evans:

That the apology for non-attendance from Clr B G Dawson be received and sustained.

Carried

X.13/14.469 Confirmation of Minutes D050-001-R01

Cirs Sloan/Leggett:

That the minutes of the Marlborough Regional Transport Committee held on 14 March 2014 be taken as read and confirmed.

Carried

X.13/14.470 NZTA Update R800-006-02

Jenny Chetwynd 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) in the Marlborough Region. Presentations on "One Network Road Classification (Building Blocks" and "FAR Review Update" were made by the NZTA representatives. It was emphasised by the Committee that the Grove Road Bridge was an important issue – this will be a key part of the RLTP.

The report covered in detail updates on: The Future of Freight; TED Awards Recognises "Mistakes"; Expert Panel on Cycle Safety Established (*this will be brought back to the RTC*); One Network Road Classification (ONRC); FAR Review Update; New, Lower Road Safety Targets; Safer Speeds; NLTP Mid-Term Reports; Safety; National Land Transport Programme (*It was discussed that the front-end story of the RLTP should be the same across the Top of the South. It was further noted that Frank Porter has met with his counterparts in Nelson and Tasman and that a draft of the RLTP is proposed to be completed by 1 September and that a meeting of this Committee will be required before then*); State Highway Programme; and Changes to Funding Assistance Rates.

It was noted that the next meeting (13 September 2013) will have a safety theme running through reports. A question was raised regarding passing lanes of SH 1 and 6. Frank Porter is to report on this at the next meeting.

Cirs Leggett/Evans:

That the information be received.

Carried

**X.13/14.471 SH63 HPMV Inclusion to the Marlborough
Regional Land Transport Programme (RLTP)
R800-007-02**

Frank Porter spoke to the Marlborough Roads report noting that the purpose of the report was to approval of the inclusion of SH63 as a part of a High Productivity Motor Vehicle (HPMV) route from Nelson – Blenheim via SH63 and specifically to enable the upgrade of Eve’s Creek Bridge to full HPMV capability.

In summary it was noted that the three year Marlborough RLTP was released in August 2012. The proposed variation is below any significance thresholds meaning the committee may vary the RLTP enabling a funding application to be made. This does not assure that funding will be approved. The likely construction cost for Eves Creek will be in the order of \$250,000 but will not be known until design work is undertaken.

Cirs Sloan/Evans:

That Eves Creek Bridge strengthening as part of the High Productivity Motor Vehicle (HPMV) route from Nelson – Blenheim via SH63 be included in the Marlborough Regional Land Transport Programme (RLTP).

Carried

It was noted that Jenny Chetwynd has been promoted within NZTA and that this was her last Marlborough RTC meeting. Congratulations were extended to Jenny.

The meeting closed at 1.55 pm.

Record No: 14153989

2. NZTA Update (also refer to separate attachment)

(Report prepared by NZTA)

R800-006-02

1. Report attached.

RECOMMENDED

That the information be received.

Report to:	Marlborough Regional Transport Committee
Presenter:	Lyndon Hammond, Regional Manager
Date:	26 August 2014

1. Agency News

Draft Government Policy Statement released by Ministry

The Government Policy Statement (GPS) sets out the Government priorities for the land transport sector and guides the Agency in the development of the National Land Transport Programme (NLTP). The draft GPS 2015 looks ahead 10 years from 2015/16 and was released for consultation by the Ministry of Transport last month. The draft GPS continues the Governments' prioritisation of economic growth and productivity, road safety and value for money. It has several new features:

- It establishes national objectives for the land transport system as a whole, and sets out the results expected to be delivered from the allocation of funding from the National Land Transport Fund (NLTF).
- It more clearly links the investments to the desired results, and shows how these results will be measured.
- It merges some activity classes to make it easier for the Transport Agency to shift resources to the most efficient form of investment.
- It places more emphasis on reporting the measurable value delivered by investment.

In terms of funding, the draft GPS proposes:

- Increased funding for road policing, road safety promotion, and walking and cycling.
- Increased funding for state highway maintenance, local road improvements and local road maintenance.
- Introduces a new "Regional" fund

The Transport Agency has worked closely with the Ministry in the development of the GPS and the investment signals that the Agency has been communicating to Regional Transport Committees (RTC) and approved organisations are consistent with the priorities outlined in the draft. The draft GPS and supporting documentation can be found on the Ministry of Transport website.

The Draft GPS can be viewed at:

<http://www.transport.govt.nz/ourwork/keystrategiesandplans/gpsonlandtransportfunding/gps2015/>

Investment Signals / Investment Assessment Framework

The latest round of investment signals has just been released. These signals confirm the availability and content of the Investment Assessment Framework (IAF). This is a replacement for the Investment and Revenue Strategy (IRS) that was used to create the profiles for the current 3 year programme. The IAF will be available in the Planning and Investment Knowledge Base (PIKB) and gives effect to the GPS. Organisations submitting programmes for the Regional Land Transport Plan will need to assess their individual programmes and projects against the IAF.

The first early signals pack was released in November 2013, and an updated signals pack, based on the latest evidence (geospatial maps) and clearer guidance on process and timing for different RLTPs, RPTP, and AMPs programmes, was released in May 2014.

The May 2014 information pack provided clearer additional information on network issues and opportunities, expectations and guidance on optimising programmes, and expectations about including a journey approach when developing programmes. It also covers process requirements and timings for programmes.

Information on Planning for the 2015-18 National Land Transport Programme (NLTP) can be found at: <http://www.nzta.govt.nz/planning/nltp-2015-2018/index.html>

A top of the south workshop for the One Network Road Classification was held on 28 July. The workshop confirmed the Performance Measures and the connection between the classifications, customer levels of service and performance measures. The Transport Agency also gave clear signals on requirements for the level of inclusion of the One Network Road Classification in Asset Management Plans.

FAR review further update

In May 2014, the Transport Agency made a series of decisions on the future of funding assistance rates (FAR). While some important decisions were made at that time, several key areas required more work to finalise or clarify them. These include:

- Finalising the methodology to calculate the base FAR.
 - The NZ Transport Agency Board will make a decision on the methodology for calculating individual FARs at the end of October. Once that decision is made the normal FARs for all councils can be confirmed. Both these decisions will be communicated to the sector in November.
 - To allow Councils to adjust to the new rates they will transition in over nine years (three NLTP investment periods), by no more than 1 percentage point per year. Marlborough District Council's "starting rate" its average weighted FAR is 49%. The lowest FAR that any council will receive is 52%. This means that the FAR rate for Marlborough District Council in 2015-16 will increase to 50%.
- Emergency Works Policy. The Board has made some key policy decisions in respect Emergency Works, including
 - that elevated FARs for emergency works will only be available for out-of-ordinary short duration natural event,
 - that an elevated emergency works FAR will only apply to the costs incurred in responding to an event that is greater than 10% of the council's approved road maintenance, operations and renewals programme for the relevant year, and
 - that elevated emergency rates will be set by adding 20 percentage points to a council's normal FAR, e.g. if a normal rate is 52%, an elevated emergency works rate will be 72%.
- The Transport Agency is preparing a draft Emergency Works policy to clarify the definition of a qualifying event and how the policy will be implemented. We will engage with sector about the proposal during September. Final decisions on the Emergency Works policy will be announced in November.

The Agency is working with Councils on transition pathway for special purpose roads. Guidance is being developed on the application of targeted enhanced funding assistance rates. Other work streams also underway include: Guidelines for application targeted enhanced funding assistance rates, and changes to FAR for Department of Conservation.

Safety: Working Together to Prevent Truck Rollover

A truck rolls over every two to three days on New Zealand roads. Truck rollovers cause deaths and serious injuries every year, not to mention the vehicle and product-loss costs that add up to tens of millions of dollars. The industry knows it has a problem, but it has struggled to reduce the number of rollover crashes. So the Transport Agency is embarking on a programme to work with the industry in helping to bring the truck rollover crash rate down – and keep it down.

The goal of the programme is to reduce the numbers to those of comparable countries – and that means we need to reduce our rate by half. As part of this work, and the safer speeds programme, we're setting out to radically change the cornering speed of trucks on our roads.

This won't be a simple fix – truck rollovers happen for a range of reasons, so we need to take a comprehensive approach. We'll need to take a fresh look at speed and stability from a trucking perspective to address the issues. Some of the factors we need to consider are covered in our Stability Guide, which we'll update as part of the project.

The programme kicked off in late June when The Agency teamed up with the Road Transport Forum, ACC and Police to champion a series of the VicRoads Rollover Prevention Programme around the country. This was an awareness building exercise – a forerunner to an extensive rollover prevention programme, which is planned for 2015.

The workshops attracted around 200 industry representatives and the feedback has been very positive. The challenge now is to maintain the momentum we've built and to increase industry ownership of this problem.

Online innovations to improve 50MAX uptake

The two innovations, a zoomable online map and an electronic permit application form, underline our commitment to moving more freight on fewer trucks. The introduction of a zoomable online map for 50MAX, in particular, is seen as a major improvement for operators. The new online map is a specific response to feedback from operators who found the initial mapping provisions a bit cumbersome.

The map went online in mid-May, and with many operators carrying tablet devices or smart phones, this is now the most convenient and sensible option to plan a 50MAX travel route. The new map will make it easier to pre-plan routes before taking the load, and regularly check routes that will change over time.

The second innovation benefits anyone who is applying for a 50MAX permit, be they an operator or a vehicle or trailer manufacturer. With permit numbers for the new generation of truck now nearing one thousand, applicants should be pleased with the new online application form. Introduced at the beginning of March, the new online form makes it easier to send the application and the required attachments to the Agency, for operators and manufacturers who seek permission to travel New Zealand's roads in 50MAX trucks.

Applications for 50MAX permits are usually turned around in 48 hours, so having an electronic application process that identifies potential errors and confirms the application has been received will make the whole process easier for those who apply and for the Agency staff processing the application. The Agency expects the 50MAX developments will show the way for other Agency permitting processes, particularly in the freight transport area.

All this will help to make road freight transport more efficient and safer for New Zealand. We have very high safety standards for 50MAX and other HPMVs, including increased resistance to rollover and the inclusion of electronic braking systems. And it is particularly pleasing that quite a number of operators are investing in additional safety measures, such as speed limiting, GPS monitoring, weight load cells and Electronic Stability Control.

2. Central Region Events

Safety: Crash Analysis Briefing Notes – Regional Supplement

As part of the NZ Transport Agency's commitment to the government's Safer Journeys strategy, we provide a range of crash analysis reports. These reports provide information at a variety of levels (national, regional and territorial authority) and across a number of key road safety themes.

The Transport Agency has published a regional supplement to the annual crash analysis briefing notes.

The **separately attached** report reflects areas of concerns in a regional one network context.

Whereas the Crash Analysis Briefing Notes highlight areas of concern at a local body level, this report looks at each area of concern in its regional context. And the regional share of national serious trauma (using the latest five year death & serious injury data) relating to that area of concern, across all road safety regions, across the eight high strategic priorities covered in the crash analysis briefing notes.

3. National Land Transport Programme

Government \$212m package announced

The government has announced \$212 million from the Future Investment Fund for a package of 14 regionally important State highway projects. Top of the South projects include the construction of Opawa and Wairau Bridge replacements in Marlborough, and the investigation and design of the Southern Link in Nelson.

Government \$100m Urban Cycling package announced

The \$100 million will be allocated from the Crown's Consolidated Fund, and divided between capital and operational expenditure. The expenditure is estimated to be spread over the next four years.

The government will establish a panel consisting of representatives of central government, local government and other organisations. Draft Terms of Reference for the group will be presented to Cabinet before 31 October 2014.

The Urban Cycleway Investment Panel will include a representative of local government, and the \$100 million Crown investment will be able to be spent on local roads - which are managed by local government - as well as State highways.

Marlborough Regional Programme

Higgins continue to make great progress with the Dashwood Overbridge and Realignment project on SH1 on the southern side of the Weld Pass. Their work will carry on to completion over the next 12 months. Bulk earthworks are around two-thirds complete with much of the alignment now at the proposed grade leaving around 60,000 m³ still to excavate at the northern end of the works. The rail underpass steel culvert is in place and will be filled over during the next two months. A web camera is recording progress.



This photo was taken at 8.00 am Friday 29 August 2014.

The SH1 Hazard Protection work is substantially complete. The final cost will be approximately \$2.7m. Good progress is being made with the Springlands Intersections works funded by Marlborough District Council. Completion is anticipated in mid-October as programmed.

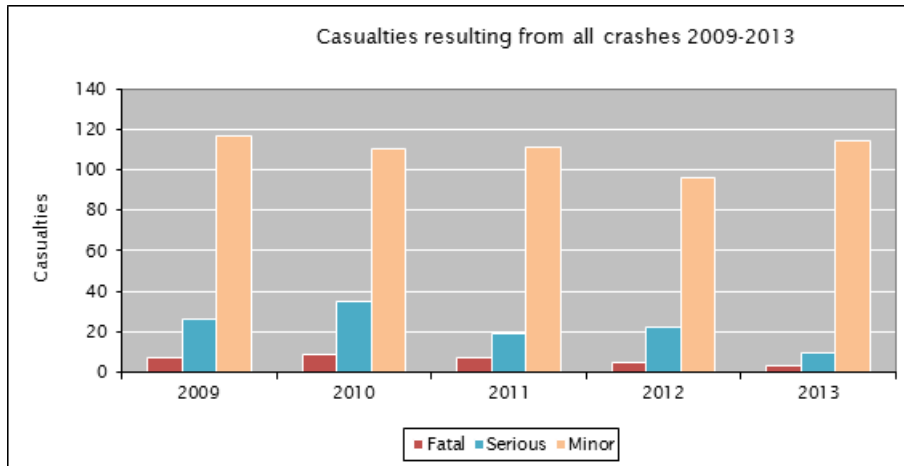
Design of the Spring Creek Roundabout is underway with GHD Ltd. A consultation Plan has been developed and is being used as the basis for ongoing consultation with affected residents and the wider community.

Marlborough Roads are continuing to develop the 2015-18 Asset Management and the Regional Land Transport Plan.

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

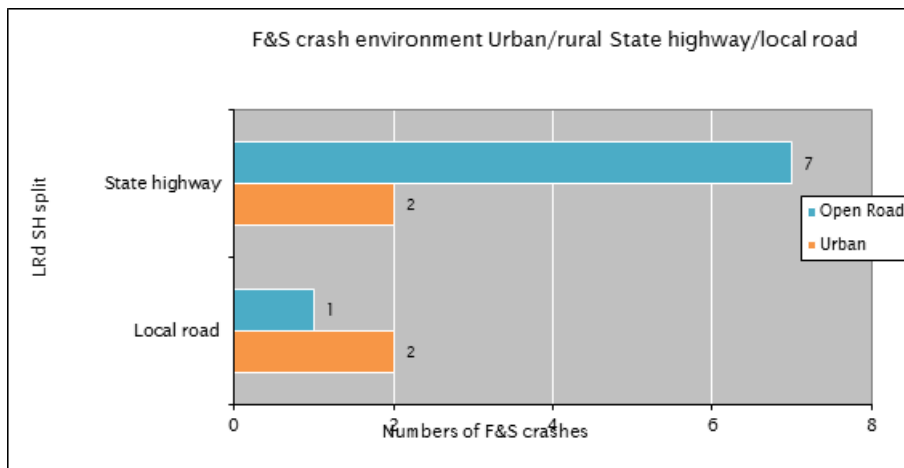
Marlborough Road Safety

Marlborough is a small statistical area hence large deviations from normal crash expectations can occur. However, annual trends are showing steady reductions in fatal and serious crashes over the last 5 years and the trend is continuing so far this year. The graph below shows the 5-year trend across the SH and



district network.

The chart for fatal and serious crashes for the last calendar year is attached below



Lyndon Hammond
 Regional Manager,
 Planning and Investment - Central
 26 August 2014

3. The Draft State Highway Asset Management Plan

R800-007-02

1. Selwyn Blackmore of NZTA will be making a presentation on the above.

4. Draft Regional Land Transport Plan Development

(also refer to separate attachment)

(Report prepared by Frank Porter, Marlborough Roads)

R800-007-02

Purpose

1. The purpose of this report is to review the format and content of the draft Regional Land Transport Plan (dRLTP).

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.
6. The basis of a common dRLTP is intended as a compelling Top of the South "story" to justify activities we are promoting.
7. A joined-up Top of the South approach should add weight to individual activities sought across the Nelson, Tasman and Marlborough Districts.
8. The basic dRLTP prepared by the TAG can then be expanded to include individual Council projects and then go out for consultation as a standalone District Council document.

Plan Preparation

9. Mark Wheeler, Steve Murrin and Frank Porter have been part of the TAG and have supported development of the dRLTP.
10. A workshop with the three Top of the South Regional Transport Committee Chairpersons and deputy chairperson was held on Wednesday 3 September. At this workshop the elected members and senior staff agreed on the content of the dRLTP.
11. A copy of this draft document is attached for information.
12. There was a view that the RLTP should strengthen the story behind the serious issues faced by all three unitary authorities across the Top of the South. For example our reliance on ports, the significance of tourism and a better focus on local freight generation, e.g. forestry.
13. Key (significant) activities were agreed as per the circulated dRLTP.
14. The Marlborough dRLTP will then use the common template and front-end information then add the Marlborough specific details which are currently under development.

Marlborough Specifics Activities

15. Marlborough Roads are currently populating activity schedules to include in the Marlborough dRLTP.
16. Significant activities already included in the Marlborough dRLTP and the State Highway Asset Management Plan are:
 - Weld Pass
 - Rai Saddle "Curve C"
 - Marlborough Passing Lanes
 - SH1/SH62 Spring Creek Intersection Improvements
17. Other projects included for consultation within the dRLTP but not included in the State Highway Asset Management Plan are:
 - Passing Opportunities
 - Transport Planning for SH1 Picton to Boundary
 - Boyce Street Left Turn Lane
 - SH6 corridor safety improvements
 - Racecourse Creek\Mirza bridge (Safety/Resilience)
 - Smiths Overbridge (Resilience)
 - Batter easing (Resilience)
18. Other schedules will be able to be circulated on the day of the meeting. However the purpose of the meeting is not to specifically consider project rankings but to advise where the Marlborough Roads is at in dRLTP processes.
19. A committee meeting on 12 December is proposed to finalise the dRLTP. An interim meeting of the RTC will be required before the final draft is prepared by Marlborough Roads for the RTC.

Consultation

20. Consultation is proposed to occur from mid-December to the end of January or early February.
21. In February the RTC will need to hold hearing meetings resulting from submissions to the dRLTP prior to adopting the Regional Land Transport Plan.

Summary

22. The Top of the South TAG has developed the framework for the three Regional Transport Committees to complete individual draft Regional Land Transport Plans as required under the Land Transport Management Act.
23. Various projects for state highway activities are included in the dRLTP across all three Unitary Authorities.
24. A provisional list of Marlborough specific projects (Local Roads) should be available for information on the meeting day.
25. Local Government Act consultation requirements will apply for the dRLTP to be consulted over December and January 2014/15.

RECOMMENDED

That the information be received.

Additional Item for the Regional Transport Committee Meeting on 12 September 2014

5. Introduction of Additional Item

(Cllr Sloan)

RECOMMENDED

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)**

Additional Item for the Regional Transport Committee Meeting on 12 September 2014

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

(Report prepared by Frank Porter, Marlborough Roads)

R800-007-02

Purpose

1. The purpose of this report is 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).

Background

2. The RLTP sets out the 3 year transport programme for the State Highway and District Council road networks within Marlborough.
3. The Hodder Bridge is part of the Marlborough District Council network.
4. The current RLTP did not include upgrading the Hodder Bridge.
5. In December 2013, Marlborough District 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 Council through the Assets and Services Committee.
6. 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.
7. 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.
8. Inclusion of this project by way of amendment to the current NLTP does not guarantee that the Transport Agency will make 46% of the funding available under the Funding Assistance Programme. Nevertheless, funding cannot be sought unless this Regional Transport Committee supports the programme variation.

Summary

9. In terms of Council funding, Council will be workshopping its funding options. Again funding for this option is still to be finalised.
10. If either the 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.

RECOMMENDED

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

