



6 March 2014

Record No: 1457750
File Ref: D050-001-R01
Ask For: Mike Porter

Notice of the Regional Transport Committee Meeting – Friday 14 March 2014

A meeting of the Regional Transport Committee will be held in the Council Chambers, 15 Seymour Street, Blenheim on **Friday 14 March 2014 commencing at 12.00 noon.**

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 14 MARCH 2014 commencing at 12.00 noon.**

Committee	<p>Clr T M Sloan (Chairperson) Clr G I T Evans Clr B G Dawson Clr J C Leggett Ms Jenny Chetwynd (NZ Transport Agency)</p>
In Attendance	<p>NZ Police Representative NZAA Representative Road Transport Association Representative MCoC Representative NZTA Presenters Mr M S Wheeler (Manager Assets and Services) Mr J F Porter (Manager Marlborough Roads) Mr M J Porter (Democratic Services Co-ordinator)</p>

Apologies

In Public

1.	Confirmation of Minutes		
	1.1. Regional Transport Committee – 6 December 2013	Pages	1 - 3
2.	NZTA Update	Pages	4 - 8
3.	National Land Transport Programme (NLTP) Mid-Term Review	Page	9
4.	Presentation on Investment Signals	Page	10
5.	Presentation on Safer Journeys / Safe Systems Approach	Page	11
6.	Regional Safety Update	Pages	12 - 14
7.	Transport Generated Dust – Monitoring – Inclusion in the RLTP	Pages	15 - 16

1. Confirmation of Minutes

D050-001-R01

1.1. Regional Transport Committee – 6 December 2013

RECOMMENDED

That the minutes of the Marlborough Regional Transport Committee held on 6 December 2013 be taken as read and confirmed.

**Report and Minutes of a Meeting of the
REGIONAL TRANSPORT COMMITTEE
held in the Council Chambers, Seymour Street, Blenheim
on FRIDAY 6 DECEMBER 2013 commencing at 11.00 am**

Present

Councillors T M Sloan (Chairperson), B G Dawson, G I T Evans and J C Leggett, and Ms J Chetwynd (New Zealand Transport Agency representative).

In Attendance

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

Apology

Clrs Evans/Leggett:

That an apology for non-attendance from Mr F Porter (Marlborough Roads) be noted.

Carried

X.13/14.182 Confirmation of Minutes D050-001-R01

Clrs Leggett/Evans:

That the minutes of the Marlborough Regional Transport Committee held on 14 June 2013 be taken as read and confirmed.

Carried

X.13/14.183 Induction Presentation - NZTA R855-15

Jenny Chetwynd, Peter Hookham and Steve Murrin all spoke to a presentation covering the role and goals of the Agency, how they plan to work with Council, RLTP and NLTP, and specific issues relating to Marlborough.

X.13/14.184 Marlborough Regional Land Transport Programme (RLTP) Monitoring R855-15

Members noted that the purpose of the report was to briefly highlight key performance criteria and advise progress against the RLTP.

Highways - The major work is the safety retro-fitting of SH1 between Picton and Blenheim. The work includes wire-rope and steel barriers and is currently on programme and 30% complete. The outcome of this project will be to significantly reduce the incidence of fatal and serious crashes along this route when run-off-road crashes occur. High Productivity Motor Vehicles continue to operate on main routes. 50Max permits are now available for travel on highways. In Marlborough, Marlborough Roads staff expect much of 50max travel to primarily operate on the SH network. Higgins Ltd have been awarded the Dashwood Overbridge and Realignment construction contract. Their price was 4% above estimate. The total project allocation including investigation and design phases is \$6.8m. This project is expected to be complete mid 2015. The programmes are being successfully operated within budget.

Local Roads - Fatal and serious road crashes are on the decline. Council's Assets and Services Committee approved 50Max travel on local roads. Marlborough roads will monitor any effects, both negative and positive. Marlborough Roads have very recently received an early signal from the Nelson and Marlborough forest industry that they are opting for a 48-tonne HPMV configuration for logging traffic. This will likely limit their uptake of 50Max and restrict their travel to specific HPMV routes. The Marlborough Roads project manager is consulting with affected property owners and interest groups after final consultation drawings were circulated for the Springlands intersections upgrade. Most issues are being satisfactorily resolved through design detail amendments. Difficulties with property purchase negotiations have delayed the safety improvements for the Jacksons / Old Renwick road intersection. Initial consultation has occurred at the Spring Creek SH1/SH62 intersection. The Marlborough Roads' Regional Management Team will subsequently consult with Council based on the high level of community interest. Tenders for construction of the safety improvements at the SH6 / Bells Road intersection close on 17 December. This is a Council funded project. The maintenance and operations programmes are being successfully operated below initial budgets.

Cllrs Sloan/Evans:
That the information be received.

Carried

The meeting closed at 12.20 pm.

Record No: 1446296

2. NZTA Update

(Report prepared by NZTA)

R800-006-02

1. Report attached.

RECOMMENDED

That the information be received.

Report to:	Marlborough Regional Transport Committee
Presenter:	Jenny Chetwynd, Regional Director
Date:	14 March 2014

1. Agency News

Share the road campaign – promoting awareness of cyclists

The NZ Transport Agency road safety outcomes for the last quarter (below) show good progress has been made, and the Agency is continuing its strong focus on safety. A TV advertising campaign aimed at reducing speed was launched on January 5, receiving record numbers of hits on YouTube within days of its launch (see item, below) and a *Share the Road* campaign was launched in mid-January to promote awareness of cyclists.

The *Share the Road* campaign is designed to personalise and humanise people who are cycling, so that motorists see cyclists as real people – mums, dads, sisters and brothers – and remind motorists that we all have a right to travel safely on the road. The objective is to ensure that people see the person, not simply the bike. The campaign was timed to coincide with expected increase in summer cycling activity and commuter traffic as people return to work – and also as a lead-in to Bike Wise month in February.

Safety message gains traction

The Transport Agency's [Mistakes advertisement](#) urging drivers to slow down had more than two million views on YouTube within four days of it being launched in January, and nearly seven million views in just 10 days. The ad's popularity will go a long way towards helping change driver attitudes and behavior. Even drivers who support safe speeds do not always put their beliefs into practice when they are behind the wheel driving, and speed is still a contributing factor in 20 per cent of all fatal and serious injury crashes on New Zealand roads. Last year, 83 people were killed and 408 were seriously injured in speed-related crashes.

Changes to the motorcycle licensing regime

The Transport Agency is introducing a new option for getting a motorcycle license that aims to improve motorcyclist skills and improve their safety, and the safety of other road users. The new option will also potentially reduce the amount of time it takes to get a motorcycle license.

Competency-based training and assessment (CBTA) will be rolled out from 1 March, giving motorcyclists the option to choose between the existing driver license testing regime and the new CBTA courses, or a combination of the two. A benefit of the CBTA is that, instead of taking a practical test at each stage of their license, motorcyclists can have their riding skills assessed by an approved CBTA assessor and progress through the system faster if they can demonstrate the necessary skills against a prescribed range of riding competencies.

The more training and practical riding experience a motorcyclist gets, the more prepared they are likely to be for potentially unsafe or challenging riding scenarios, which is where CBTA has the potential to improve safety for riders. CBTA is part of the Safer Journeys strategy.

Driver Licence Stop Orders

The Ministry of Justice can now suspend driver licenses for unpaid fines relating to traffic offending. This new type of suspension, called a Driver Licence Stop Order (DLSO), is a Ministry of Justice initiative intended to combat non-payment of traffic related fines and reparation.

A DLSO suspension has the same impact on a person's entitlement to drive as any other suspension. The Transport Agency is unable to remove a DLSO suspension. To have the suspension removed, the driver will need to contact the Ministry of Justice directly on 0800 4 FINES to discuss their options.

2. Central Region Events

One Network Road Classification

The One Network Road Classification (ONRC) project has achieved its first major milestone, with the functional classification being approved by the REG Governance Group. This brings to an end the first phase of this important project.

Phase two is development of the Customer Levels of Service (Close), which will define what the fit for purpose outcomes are for each category in terms of mobility, safety, accessibility and amenity. Provisional CLoS have been developed but they will remain provisional until they can be fully tested through an iterative process of developing detailed performance measures for network operation and maintenance.

The third phase is the development of the performance measures and targets, which will effectively determine how the categories and customer levels of service translate into specific maintenance, operational and investment decisions. This work has started and will be completed during 2014.

As it did with the development of the functional classification and the provisional CLoS, the REG will be undertaking engagement with RCAs and other stakeholders as it develops the performance measures and targets.

FAR review update – consultation phase underway

A provisional new funding assistance rates (FAR) framework has been developed as a result of the FAR Review, and an Options Discussion Document was released to councils and other stakeholders in December. The objective of the Review was to clarify the role of funding assistance rates, ensure the way rates are set and the rates themselves are fit for purpose, and support the work the Transport Agency does with local government to deliver optimal land transport outcomes.

Meetings and workshops with Council and/or senior staff have been undertaken on request throughout central region.

For many years the local government sector has expressed dissatisfaction with the current FAR system and the Transport Agency sees this consultation phases as a chance to engage with councils and get the feedback needed to make the best possible decisions about changes to the system. The closing date for submissions was Monday 3 March 2014, but has been extended, in response to a request from Local Government NZ, to **28 March 2014**.

Getting more freight on fewer trucks in Central

The Transport Agency is working with councils to implement the new 50MAX permitting process, and has made good progress in the Central Region since the first 50MAX permit was [issued in October](#) last year. Getting more freight on fewer trucks brings obvious safety benefits, but also economic benefits for producers, customers and communities.

By the end of the year, 42 per cent (i.e. 11 councils) in Central had submitted memorandum of understandings delegating permitting authority to the NZ Transport Agency. A further 31 per cent are currently considering joining. This is great progress toward enabling the freight industry to lift their productivity, and work toward our goal of getting more freight on fewer trucks. The NZ Transport Agency would like to thank Marlborough District Council for participating in this 50 Max initiative.

Road toll down in Central, but no room for complacency

A Safe Systems approach aims to prevent crashes from happening and to make sure that whenever there is a crash, it doesn't result in serious injury or death. The reduction of fatalities from road crashes in Central Region in 2013 – 37 fewer than the previous year – is encouraging and a testament to everyone involved in working to make our roads safer. With 254 fatalities, 2013 had the second lowest road toll since 1950.

However, any death and injury on our roads is a needless tragedy and, while the reduction is pleasing, there is no room for complacency. Just two weeks into the new-year nationally there were 10 fatalities. The NZ Transport Agency will continue to work with you, to embed the Safe System approach

to ensure that we continue to reduce the number of people who are killed or maimed on our roads is a permanent reduction.

NLTP developments

In the lead up to the development of the 2015-18 NLTP, the National Land Transport Programme (NLTP) [investment signals](#) were released to the sector at the end of last year. The planning and investment signals are intended to provide local authorities with an understanding of national transport investment priorities, and the outcomes the Transport Agency seeks to invest in. To be successful, the NLTP needs to be:

- **Outcome based** – focused on delivering outcomes aligned to the GPS and our Agency strategy
- **Focused** – underpinned by supporting information and evidence
- **Optimised** – developed and optimised in the context of a whole of system approach.

The signals also describe requirements of process and timelines for developing Regional Land Transport Plans (RLTPs). The NZ Transport Agency's Planning and Investment staff are working with regions on planning their development processes for the Regional Land Transport Programmes. Concurrently, the Agency's Highways and Network Operations staff are developing the state highway programme, and identifying what that may look like in each region.

It is proposed to create a joint Technical Advisory Group (TAG) to structure the next Regional Land Transport Plans (RLTP) for 2015/18. The group would consist of officers from Marlborough, Nelson and Tasman Councils who would use their collective professional experience to scope Transport Strategy for the Top of the South, which in turn will assist in creating a programme for each RTC to build into their own RLTP.

NLTP mid-term review

The Agency is preparing its mid-term NLTP review. The review reflects on what has been achieved to date and the priorities for the remainder of the current 2012/15 NLTP. Regional reports will be circulated in early March. The NZ Transport Agency's Planning and Investment staff will be working with officers and Regional Transport Committees to discuss the review.

3. National Land Transport Programme

State Highway Update

Clifford Bay

The Government's decision to not proceed with the development of an interisland ferry terminal at Clifford Bay decision means that the section of SH1 from Picton to its intersection with Marfell's Beach Road will, for the foreseeable future, remain a key part of the freight route from Picton to Christchurch.

The Regional transport Committee has previously considered projects to address current issues impacting on heavy vehicles and other traffic using Weld Pass. These projects were not included in the 2012-15 NLTP. However, following the Government's decision, the NZ Transport Agency will begin to develop an indicative business case to holistically address the issues in the Weld Pass section of SH1. The business case will build on work already undertaken. It will develop a programme of works to be included in the Regional Land Transport Programme developed for the 2015-18 NLTP.

Capital Project Activities

Higgins was awarded the construction contract for the Dashwood Overbridge and Realignment project on SH1 on the southern side of the Weld Pass. This work will extend over the next 15 months. Earthworks are well underway and a start has been made on the rail underpass.

A web camera is recording progress. This photo was taken at 3.00pm Wednesday 19 February.



Marlborough District Council is funding works on SH6 at the Springlands Intersections and further west at the Bells/ St Leonards intersection. The Bells St Leonards work is currently under construction, and the Springlands roundabouts are proposed to go to tender in March. This work should be finished by June.

Consultation for the Spring Creek Roundabout investigation is concluded. Some further consultation with affected business owners will occur during the up-coming design phase. Funding will now be sought for the design phase.

The SH1 Hazard Protection project is now in full swing with completion expected at the end of June.

Safety Activities

The Alabama SH1 Safety Improvements are complete. Timing for the second coat seal is being discussed with the project contractor Fulton Hogan.

Maintenance and Renewals

The programme is on track. The Network Outcomes Contract with the HEB Construction Ltd / Opus International Consultants is operating very successfully and delivering good quality outcomes on the highway.

The Transport Agency's Review and Prioritisation Team have assessed the proposed 2014/15 renewals programme and whilst some works have been deferred, the review findings generally align with the proposed 2014/15 programme.

Marlborough Funding Assisted Programme

The Transport Agency funds the Marlborough maintenance and renewals programme at a base rate of 46%. Details of this programme have been separately advised to Marlborough District Council's Assets and Services Committee. Details of the progress are not included in this report.

Recommendation

That the information be received

Jenny Chetwynd
Regional Director

21 February 2014

3. National Land Transport Programme (NLTP) Mid-Term Review

R800-006-02

1. Verbal presentation by Jenny Chetwynd.
2. Report to be **circulated separately**.

RECOMMENDED

That the information be received.

4. Presentation on Investment Signals

R800-006-02

1. Presentation by Jenny Chetwynd and Peter Hookham.

RECOMMENDED

That the information be received.

5. Presentation on Safer Journeys / Safe Systems Approach

R800-006-02

1. Presentation by Caron Greenough.

RECOMMENDED

That the information be received.

6. Regional Safety Update

(Report prepared by Frank Porter and Andrew James)

R800-005-03

Purpose

1. The purpose of this report is to advise progress with road safety in Marlborough

Background

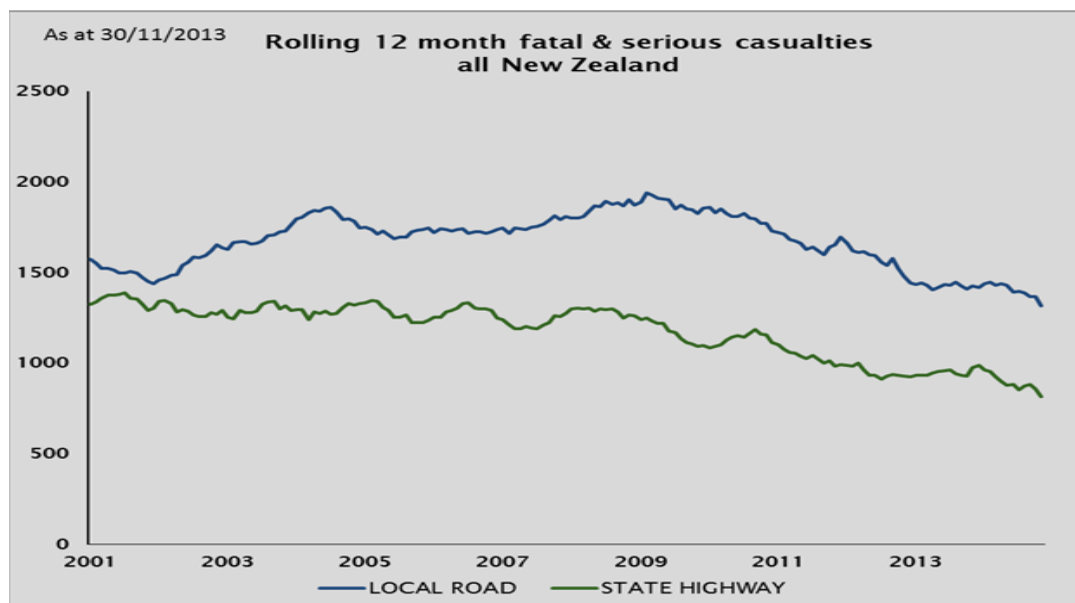
2. The Marlborough Roads office is continually focussed on safety projects within Marlborough to provide a safer road environment. Gradually both the state highway and local road networks are being improved to enhance safety outcomes.
3. Nationally, the Transport Agency undertakes a range of public messaging and has recently generated considerable interest with its Safe System advertisements which acknowledge that we all make mistakes.
4. Locally, Council's road safety coordinator is more involved at a community level.
5. Police too are making a difference with their enforcement initiatives.

Comments

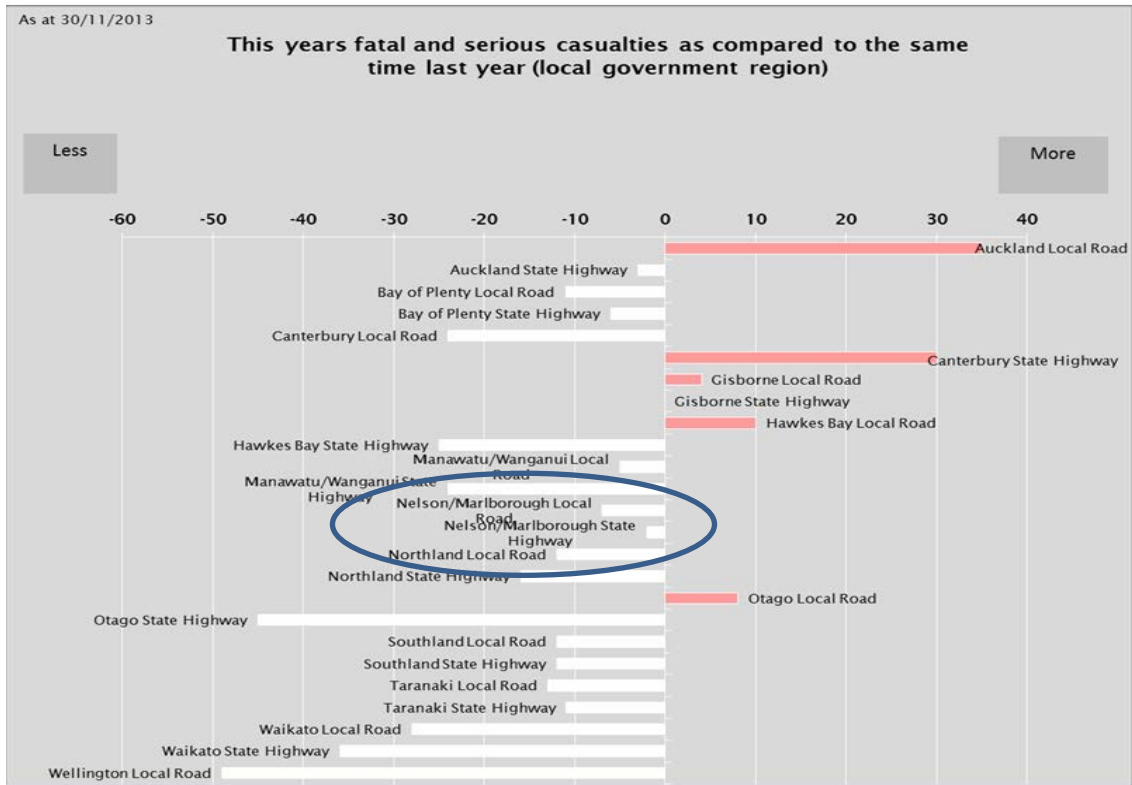
6. Statistically, the Marlborough crash sample size, ie, the number of local crashes compared to the national number, is quite small. Therefore variations year to year can be significant but overall there is good downward trending.
7. For State highways, the NZ Transport Agency combines the Nelson/Tasman/Marlborough region to increase the sample size and get more meaningful data.
8. Fatal and serious crashes are used as the best road safety indicators. This does not mean that minor and non-injury crashes are no longer valuable statistics. These groups make up the greatest number of crashes and are often in urban areas where speeds are lower and serious outcomes are less likely.

Comparative Charts

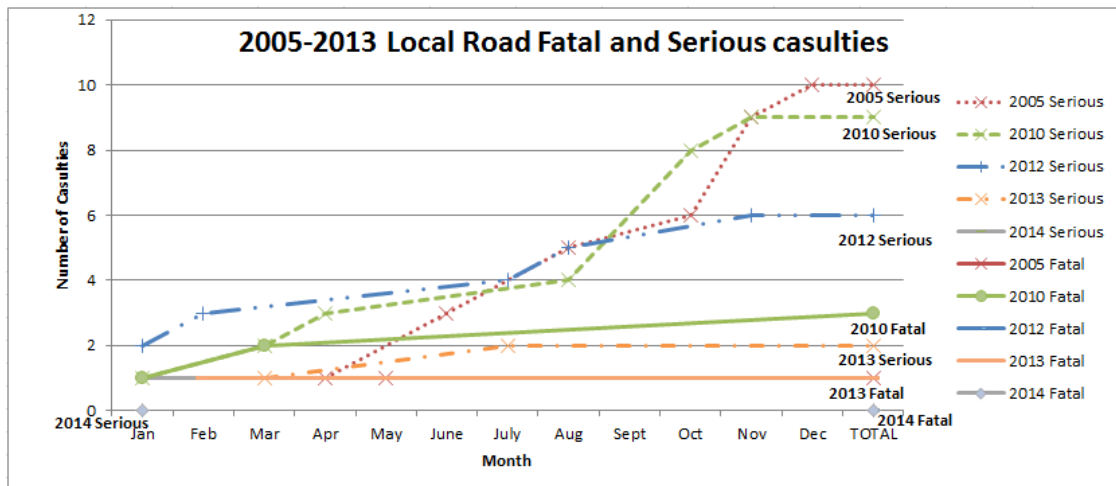
9. The following tables show national 12-month rolling fatal and serious crash data trends

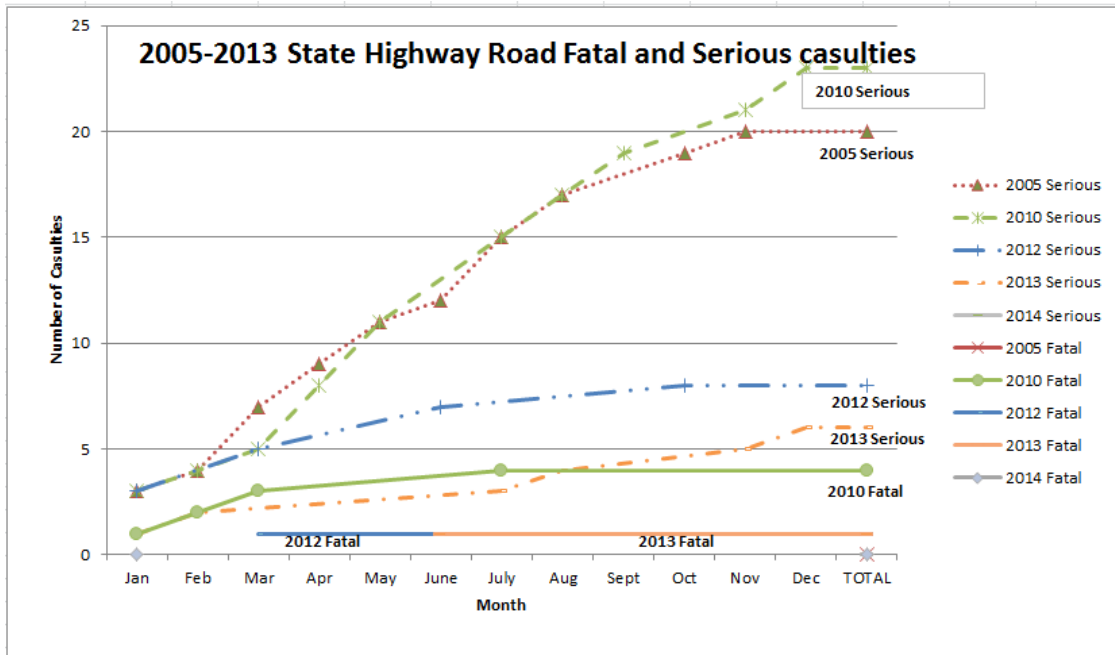


10. The table below then shows a 12month crash trend with the Nelson Tasman area highlighted.



11. The following two tables show crash data for selected years (2005, 2010, 2012, 2013 and 2014) on the respective Marlborough networks.





Summary

12. As with the rest of New Zealand, the Transport Agency’s safety efforts are making a difference. Crash statistics are trending downwards and not only reflect road safety infrastructure improvements but effects of enforcement by police and a gradual improvement in community attitudes reflected in responsible driver behaviours.

RECOMMENDED

That the information be received.

7. Transport Generated Dust – Monitoring – Inclusion in the RLTP

(Report prepared by Frank Porter)

R800-007-02

Purpose

1. The purpose of this report is to recommend inclusion of an additional item in the Marlborough 2012/15 Regional Land Transport Programme (RLTP).

Background

2. Marlborough Roads has run Investment Logic Mapping (ILM) workshops to ascertain problems arising from dust generated from unsealed rural roads.
3. Following from this work a need has been identified to undertake scientific monitoring to ascertain both the make-up of dust and the levels of dust. An offer of service has been received from GNS to undertake initial testing which we are referring to as Marlborough Dust Strategy - Phase 1. It is for this initial work the Council seeks funding approval through the Transport Agency's Planning and Investment Group and to do so requires inclusion within the RLTP.
4. There is considerable national interest in this topic. Council has approached the Transport Agency for further research funding. There is some national office support from the Transport Agency to support further research so likely the further funding will be approved. The Agency would then seek research bids to fund this research topic.
5. Marlborough Roads have entered the project into TIO (Transport Investment On-line) and if accepted will achieve a 56% Funding Assistance Rate.

Discussion

6. The three year RLTP was published in August 2012.
7. The RLTP is silent on any start-up funding in the "Study" category. It is therefore necessary to have the RTC approve inclusion of this Activity in the RLTP. Subsequently the Agency's Programme and Investment Group will enter the project into the National Land Transport Programme (NLTP).
8. The ILM workshop summary is attached for reference.
9. There is some urgency with the approval process as the testing needs to be done in the height of summer.

Process

10. Marlborough Roads submits the activity to the RLTP Review process to include the following:
 - A budget request for \$66,500.
 - Funding will be sought in the 2013/14 (current financial year).
 - Funding assistance rate for the "study" activity is 56%, i.e. a 10% margin over the base financial assistance rate.
 - The Projects profile is MH-.

RECOMMENDED

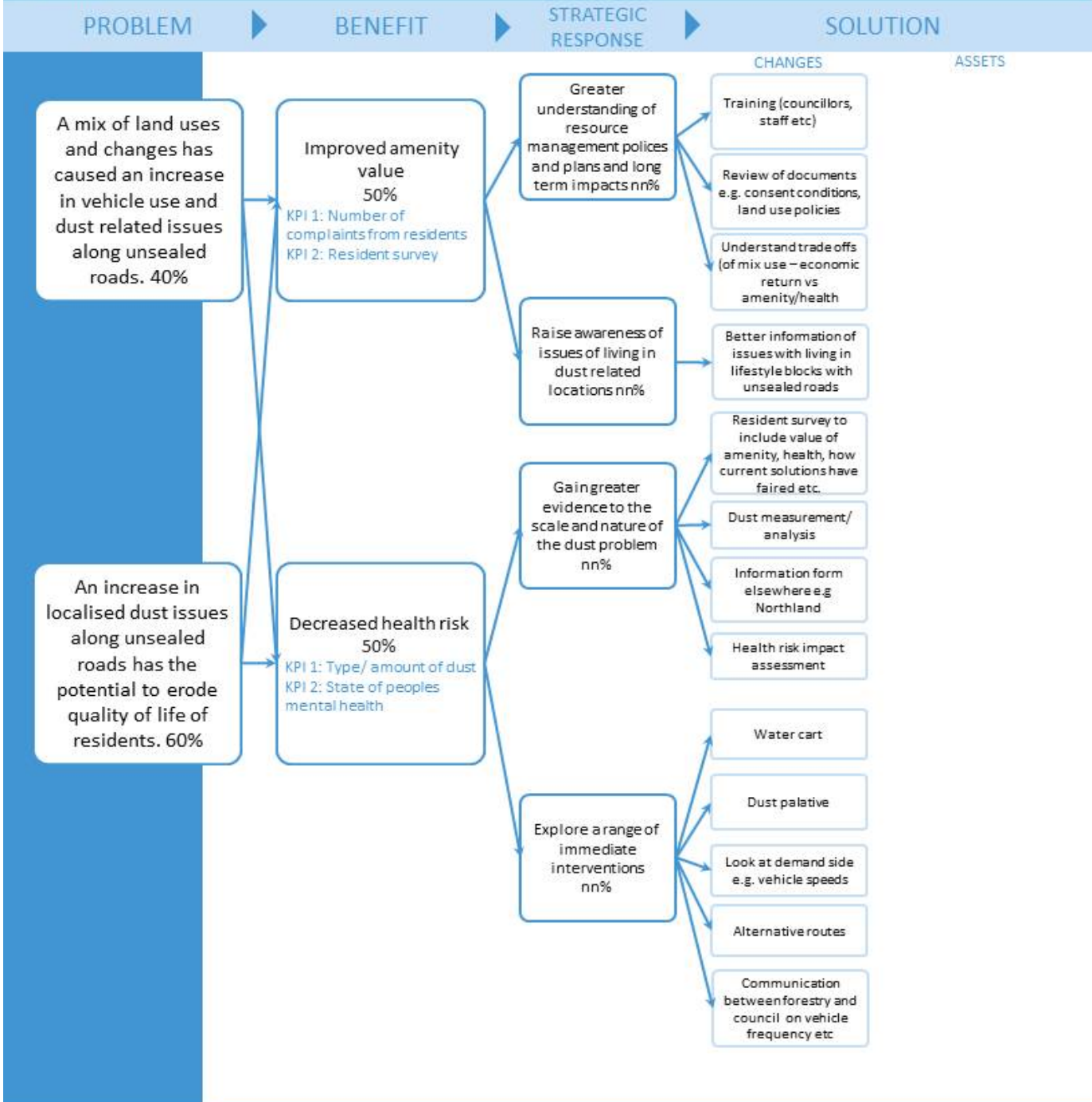
1. That the RTC approves inclusion of a Dust Study in the 2012/15 Regional Land Transport Programme.
2. That Council advises the NZ Transport Agency accordingly.

DEPARTMENT NAME

Dust issues along unsealed roads in the Marlborough District

INVESTMENT LOGIC MAP

Initiative



Business Problem Owner: Frank Porter/Mark Wheeler
 Facilitator: Matt Barnes
 Accredited Facilitator: No

Version no: 0.3
 Initial Workshop: 17/12/13
 Last modified by: Matt Barnes 18/12/13
 Template version: 5.0