

STAFF REPORT

TO: Chair and Members, Engineering Services Committee

FROM: Gary Clark, Transportation Manager
Report prepared by Selwyn Steedman, Transportation Network Engineer

REFERENCE: R860

SUBJECT: **High Productivity Motor Vehicles – RESC10-11-04**
Report prepared for meeting of 11 November 2010

1 PURPOSE

- 1.1 The purpose of this report is to inform the Engineering Services Committee regarding the new legislation for heavier and longer trucks that will access the Tasman District Council roading network.

2 COMMENT

- 2.1 As from 1 May 2010 central government allowed heavier and longer trucks to operate on designated routes. A study has currently been carried out to assess the viability of roads in the Top of the South (Marlborough District, Tasman City, Tasman District and New Zealand Transport Agency State Highways) to be included in a list of acceptable routes.

3 BACKGROUND

3.1 Objective of the Rule

Land Transport Rule: Vehicle Dimensions and Mass Amendment 2010 amends Land Transport Rule: Vehicle Dimensions and Mass 2002 (the Vehicle Dimensions and Mass Rule), specifies requirements for dimension and mass limits for vehicles operating on New Zealand roads. The objective of the amendment is to improve the productivity of the heavy vehicle fleet so that freight can be moved more efficiently and, where possible, enable a given amount of freight to be carried on fewer vehicles, without reducing the safety of road users.

- 3.2 The general maximum envelope of dimension and mass limits prescribed by the Rule will allow 20 metres and 44 tonnes respectively is retained while the amendment Rule:

- revises the dimension and mass limits that apply to heavy motor vehicles;
- allows for the granting of permits for 'high-productivity motor vehicles' to operate on approved routes at greater dimension and mass limits than those that would otherwise be allowed under the Rule.

- 3.3 The amendment also includes a number of other changes that address issues raised by the transport industry or local authorities. The amendment:

- extends the overall length allowed for certain types of 'rigid bus' to reflect the dimensions currently permitted for some buses under exemptions;
- allows buses to be fitted with bicycle racks, which may project beyond the allowed overall length or dimension of the vehicle;
- removes a requirement for verification of certain over dimension farm vehicles that may be excluded from travel time restrictions in the Rule if they are able to travel without projecting outside of the lane they are using.

3.4 The diagram overleaf depicts the new Rule.

3.5 For the study to get underway a Top of the South technical committee has been set up and from that it has been decided to make a joint bid for funding between the three councils. The principal consultant will be Opus with MWH carrying out the work on Tasman District and Nelson City roads as a sub-consultant.

3.6 Meetings with industry groups and pre-planning have identified our main transport routes showing that 40 bridges within the Tasman District need to be checked for suitability for heavier loadings. Pavement (road surface) assessments are also required on some routes.

3.7 It is expected that all investigation work will be completed by December 2010.

3.8 The study will be fully funded by the New Zealand Transport Agency. However there is a possibility that the level of funding received will not allow for all the roads and bridges put forward to be assessed.

4 RECOMMENDATION

THAT the report RESC-10-11-04 outlining Tasman District Council's response to the new High Productivity Motor Vehicle Rules be received for information.

Gary Clark
Transportation Manager

Figure 1: Mass limits for HPMVs

