



Notice is given that an ordinary meeting of the Tasman Regional Transport Subcommittee will be held on:

Date: Friday 7 December 2012
Time: 10.00 am
Meeting Room: Tasman Council Chamber
Venue: 189 Queen Street
Richmond

Tasman Regional Transport Subcommittee

AGENDA

MEMBERSHIP

Chairperson	Cr T E Norriss	
Deputy Chairperson	Cr B W Dowler	
Members	Cr Z S Mirfin	
	Cr P F Sangster	
	Cr J L Edgar	
	Mr W Findlater	Ms K Stafford
	Dr P Burton	Ms J Leyland
	Area Commander S Greally	Mr P Heywood

(Quorum 2 members)

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AGENDA

1 OPENING, WELCOME

2 APOLOGIES AND LEAVE OF ABSENCE

Recommendation

That apologies be accepted.

3 DECLARATIONS OF INTEREST

4 CONFIRMATION OF MINUTES

That the minutes of the Tasman Regional Transport Subcommittee meeting held on Friday, 14 September 2012, be confirmed as a true and correct record of the meeting.

5 PRESENTATIONS

- 5.1 Regional Transport Committee - Roles and Responsibilities..... 5
- 5.2 Investment Logic Mapping 5
- 5.3 FAR (Financial Assistance Rate) Update Presentation 6

6 REPORTS

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- 6.2 Analysis of Bend/Loss of Control Crashes 17
- 6.3 Tasman Regional Transport Committee - Meeting Dates 2013..... 21

5 PRESENTATIONS

5.1 REGIONAL TRANSPORT COMMITTEE - ROLES AND RESPONSIBILITIES

Decision Required

Report To: Tasman Regional Transport Subcommittee

Meeting Date: 7 December 2012

Report Author: Gary Clark, Transportation Manager

Report Number: TRTC12-12-01

File Reference:

PRESENTATION

Peter Hookham from the New Zealand Transport Agency will make a presentation to the committee on the roles and responsibilities of Regional Transport Committees.

5.2 INVESTMENT LOGIC MAPPING

Decision Required

Report To: Tasman Regional Transport Subcommittee
Meeting Date: 7 December 2012
Report Author: Gary Clark, Transportation Manager
Report Number: TRTC12-12-02
File Reference:

PRESENTATION

Peter Hookham will make a presentation to the Committee describing the New Zealand Transport Agency's Investment Logic Mapping process.

5.3 FAR (FINANCIAL ASSISTANCE RATE) UPDATE PRESENTATION

Decision Required

Report To: Tasman Regional Transport Subcommittee
Meeting Date: 7 December 2012
Report Author: Gary Clark, Transportation Manager
Report Number: TRTC12-12-03
File Reference:

PRESENTATION

Lyndon Hammond from the New Zealand Transport Agency will provide an update to the committee on the FAR (Financial Assistance Rate).

6 REPORTS

6.1 UPDATE FROM NZ TRANSPORT AGENCY

Information Only - No Decision Required

Report To: Tasman Regional Transport Subcommittee
Meeting Date: 7 December 2012
Report Author: Gary Clark, Transportation Manager
Report Number: TRTC12-12-04
File Reference:

1 Summary

- 1.1 Appendix 1 is an update from the New Zealand Transport Agency on the delivery of the Regional Land Transport Strategy and the National Land Transport Programme in the Tasman region. The report includes an update on key initiatives that may impact the strategic development of the regional transport network or the users of that network.

2 Draft Resolution

That the Tasman Regional Transport Subcommittee receives the Update from NZ Transport Agency report.

3 Appendices

1. Appendix 1 - New Zealand Transport Agency Update 9

Regional Report



Report to:	Tasman Regional Transport Committee
Presenter:	Lyndon Hammond
Date:	7 December 2012

The purpose of this report is to provide an update on NZTA’s role in the delivery of the Regional Land Transport Strategy and the National Land Transport Programme in the Tasman Region and to provide an update on key initiatives that may impact the strategic development of the regional transport network or the users of that network.

National Transport Operating Environment

The New Zealand economy is starting to grow more strongly. In part this is due to output gains from the agricultural sector (in particular dairy) which has benefited from favourable weather conditions and continued offshore demand for local produce. This stronger performance can also be attributed to an improved showing by the building and construction sector.

However, an unpredictable and uncertain global environment still poses risks to the economy. These are tempered by continued improvements in the financial health of households and a low OCR, which should mean more domestic spending. The Christchurch re-build, when it gets underway is also expected to have a positive effect on macro-economic conditions.

An improving macro-economic climate should result in higher revenues being generated from petrol excise duty and road user charges flowing into the National Land Transport Fund (NLTF). However, by itself this means very little – what is important is whether these higher revenues are in line with the expenditure programme. The Christchurch rebuild also poses challenges for the purchasing power of the NLTF, as demand strengthens and the construction industry pass on higher input prices onto the NZTA and local authorities. The NZTA will monitor these factors as the NLTP programme is delivered.

Delivering the National Land Transport Programme

2.1. Managing our State Highway network

	Activities	Commentary/Details
Maintenance & operations	Road maintenance	\$7.3 million for maintenance activities within Tasman region.
Maintenance Renewals	Maintenance Chip Sealing (MCS)	The 2012/13 reseal program for Tasman region includes 31.7 km of chipseal at a cost of \$2.21 million. This work is scheduled to commence in December 2012 with an aim to finish all sites by mid March 2013.

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	Thin Asphalt Surfacing (TAS)	The 2012/13 reseal program for Tasman region includes 1km of TAS resurfacing at a cost of \$0.6 million. The work commenced and is on track to complete around 0.5km of TAS by 31 st November.
	Pavement Rehabilitation	NZTA is planning to rehabilitate the existing urban section of SH6 between McGlashen Avenue and Oxford street in 2013/14. The programme is to complete all investigation and design work in 2012/13 & carry out consultation with all stakeholders including Tasman District Council.
	Drainage renewals	Replacement of drainage channels, culverts and other drainage features on the network as prioritised across the network.
	Miscellaneous Works	Signs renewals (as prioritised across the network).
Safety Projects	Minor Safety/Safety Retrofit, Investigation & Reporting	SH6 Wai-Iti Curve – Chevrons being installed in December 2012 to delineate high risk curve
		SH6 Edward Baigent Reserve, Wakefield – Diagram E widening being installed and relocation of 70kph speed limit threshold – construction works being tendered in December 2012. Construction will commence in February 2013
		SH60 Mariri Causeway – Intersection improvements, delineation, guardrail, slow vehicle bay, ATP markings – construction works being tendered in December 2012. Construction will commence in February 2013
One-off items	Emergency Works – SH 65 Maruia Erosion site	NZTA is currently working on TDC on this joint project that involves TDC carrying out river realignment and NZTA SH65 erosion repair works. The contract for this work has been awarded to successful tenderer and construction is due to commence on 29 th November.
	Scour sites – SH65 and SH63	July 2012 storm event caused scour at two sites on SH63 and SH65 restricting these to narrower lane widths and reduced speed limits. The investigation work is now completed and the design

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		and construction is on target for completion in 2012/13 financial year.
TLA interaction	Council liaison meetings	These meetings are held quarterly with TDC and have excellent participation from senior TDC and NZTA staff members. The next meeting is on 14 th December at TDC.
	Officer Level Meetings	These meetings are held monthly with TDC and have excellent participation from TDC and NZTA staff members. The next meeting is on 13 th December at TDC.
Structures Management	HPMV	Following ongoing assessments, all bridges on SH6 through the Tasman Regions is capable of carrying full HPMV. There is one bridge on each of SH60, SH65 and SH63 which cannot carry Full HPMV. We are hoping to get funding this year to allow us to update a structure on SH63 to open up SH63 to full HPMV.
	Crash Damage	Doctor Creek Bridge was damaged by a truck which rolled and demolished the guardrail, which was fixed to a timber deck. A solution for it's replacement has been developed and will be implemented once approved.
	Takaka Hill Walls	A number of walls on the Takaka Hill have had detailed investigation to determine their condition. One, at Eureka Bend will be completed during December, prior to Christmas.
	General Maintenance	There is a contract for the replacement of failed expansion joints on bridges on SH6 and. These works will be carried out between December and January and will involve short term lane closures of the bridges. Other contracts for bridge cleaning and scour repairs are planned, but should not impact of the road users.
	Motueka Interim Improvements	The NZTA have undertaken a pedestrian and vehicle count at the southern end of High Street in October. An analysis of this data is being undertaken at present. TDC will also undertake a similar survey

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Transport Planning		during the summer peak season with the addition of a traffic movement survey at the retail accesses. These surveys will identify the competing demands of users and safety issues at play to investigate if provision of a safe pedestrian facility at the south end of High Street can be achieved.
	Richmond Transport Study	The NZTA are awaiting a copy of the Richmond Transport Study from TDC and will work together with TDC on providing an update on the outcomes identified in the study.
	Review of SH Classifications – SH 60 from Motueka to North Riwaka	<p>The classification criteria for Regional Strategic Routes require at least two of the below criteria:</p> <ul style="list-style-type: none"> • > 400 HCVs per day • > 10,000 vehicles per day • > 30,000 centre population • > 1M Tonnes annually at Port • > 500,000 air passengers annually • > 20,000 International travelers on route annually <p>The route is classified over a long section between SH60 Motueka to Collingwood. Data from Motueka North and Riwaka telemetry sites identify:</p> <ul style="list-style-type: none"> • 239 – 370 HCV/day, • 3,687– 6,397 vpd, • Population: Riwaka – 1000, Motueka – 7000 • Motueka Port – International tonnage unknown • Nelson 2.5M – 6M visitors/yr, Motueka –unknown <p>The telemetry site at Shell station in Motueka has higher numbers than indicated here, however north of Motueka the numbers fall dramatically. SH 60 Motueka to North Riwaka does not meet a Regional Strategic.</p>

Project name	Phase type	NLTP Status	Funding priority	2012 total cost	2013 total cost	2014 total cost
Property Acquisition Block and Fees – Tasman	Construction	NLTP 2012/1	Probable	937,500	937,500	937,500
Activity Management Plan Tasman 12/15	Study	NLTP 2012/1	Reserve	218,750	218,750	218,750

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		5				
		NLTP 2012/1				
Tasman HNO Sub-regional Corridor Study	Study	5	Reserve	0	100,000	0

2.2. Road Maintenance Taskforce / Roading Efficiency Group

Following on from the initial meeting of the Mayors and Chief Executives, the working group has had its first meeting to discuss a draft MoU. Good progress is being made by the working group on key issues, and objectives, and a draft of the objectives paper has been developed. A further meeting is planned for December which will focus on streamlining these objectives. A more detailed report will be prepared for the Regional Transport Committee in the new year.

2.3. FAR review

NZTA is currently undertaking a review of the Financial Assistance Rate (FAR). The review is due to be completed next year. The first stage of the review has begun, with a document which detailed the history of FAR, the reason for the review and the opportunities for input sent to stakeholders on the 19th November.

If there are any changes as a result of the review, they will be implemented in the 2015–18 NLTP. We encourage all parties to take an interest in this process as it is a fundamental review and has the potential to significantly change the way in which the FAR system works. As they are available, updates will be provided to the RTC.

A presentation on the FAR review will be given at the RTC meeting.

2.4. Investment Logic Mapping

A presentation on Investment Logic Mapping will be given at the RTC meeting. Pre-reading is welcomed and details of both the Better Business Case (BBC) and Investment Logic Mapping (ILM) can be found at: <http://www.infrastructure.govt.nz/publications/betterbusinesscases/referenceguide>

Improving Customer Service and Reducing Compliance Costs

3.1. Vehicle Licensing Reform Consultation

On 19 September 2012, Associate Minister of Transport Simon Bridges announced Vehicle Licensing Reform which aims to find simpler and more efficient ways to run vehicle licensing systems.

The reform is looking at:

- the warrant of fitness and certificate of fitness systems,
- the annual vehicle licensing (registration) system, and
- the transport services licensing system.

Current licensing systems have been in place for many years and around 14 million transactions take place every year putting significant administration and compliance burdens on both households and businesses and the government agencies that process these.

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The project reached a key milestone on 31 October 2012 with the closure of the public submissions process. Access & Use staff together with others, are now working through the 4,600 plus submissions. This is an important part of the overall review and will assist with informing the recommendations that will be presented to the Minister of Transport and through to Cabinet. Any law changes are scheduled to be finalised by the end of 2013 and implemented by 1 July 2014.

Improving the Road Safety system

4.1. Changes to the Basic Handling Skills Test (BHST)

On 1 November 2012 improvements are being introduced to strengthen the BHST to improve the safety of motorcyclists. This regulatory intervention is one of several actions for increasing the safety of motorcyclists in the Safer Journeys Action Plan 2011–12. The new test will ensure riders have a higher level of basic skills required to ride on the road than the current test provides.

From 1 November 2012, to pass a basic handling skills test, motorcyclists have to show they can:

- complete basic turns and stops
- negotiate figures of eight
- park and leave a park safely
- complete a fast turn and an emergency stop.

Basic Handling skills test providers in the Tasman, Nelson, Marlborough region:		
<p>Jason Howcroft Pro Rider Ltd Nelson 021 706 852 0508 776 743 (Note: www.prorider.co.nz)</p>	<p>Jennifer Trow Nelson-Marlborough 027 201 5064</p>	<p>John Laing Blenheim 03 577 6663 johnlaing.mt@xtra.co.nz (Note: 021 0828 8713)</p>
<p>Karel Pavich Pro Rider Nelson 027 699 8089 0508 776 743 karel@prorider.co.nz (Note: www.prorider.co.nz)</p>		

The official New Zealand Road Code for Motorcyclists (<http://www.nzta.govt.nz/resources/roadcode/motorcycle-road-code/index.html>) provides more detail about the criteria for these skills. The NZTA will be auditing all training course providers around the country by 31 March 2013, to ensure the new testing regime is put in place properly.

4.2. Operator Rating System results for Tasman operators

The provisional ORS ratings for the 24 months to July 2012 have been calculated. A “5 star” operator would be complying with all of their legal requirements. The NZTA aims is to ensure all transport operators have a 5 star” rating. the basic level of legal compliance. The NZTA will prioritise its engagement with one and two star operators around performance expectations, and will continue to work with all operators to assist them to achieve 5 star ratings.

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Item 6.1
Attachment 1

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	1-star	2-star	3-star	4-star	5-star	Total
Tasman	1	6	18	122	155	302
	0%	1%	7%	39%	53%	100%
New Zealand	928	1090	3901	30620	38478	75017
	1.24%	1.46%	5.36%	40.63%	51.28%	100%

Fleet Size

	1	2-5	6-10	11 - 20	21 - 50	51 - 99	100+	Total
Tasman	192	146	21	14	7	1	2	383

Approved: _____

Jenny Chetwynd, Regional Director

Date: _____

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6.2 ANALYSIS OF BEND/LOSS OF CONTROL CRASHES

Decision Required

Report To: Tasman Regional Transport Subcommittee
Meeting Date: 7 December 2012
Report Author: Krista Hobday, Road Safety Co-ordinator
Report Number: TRTC12-12-05
File Reference:

Item 6.2

1. Summary

- 1.1 This report summarises crashes involving loss of control on bends. The data looks at the number of crashes and the age, licence status and place of residence of the at fault driver.
- 1.2 The crashes are those that occurred within the Tasman District between 2007–2011.
- 1.3 The statistics show that for this crash type the largest number of at fault drivers are actually Tasman District residents.

2 Draft Resolution

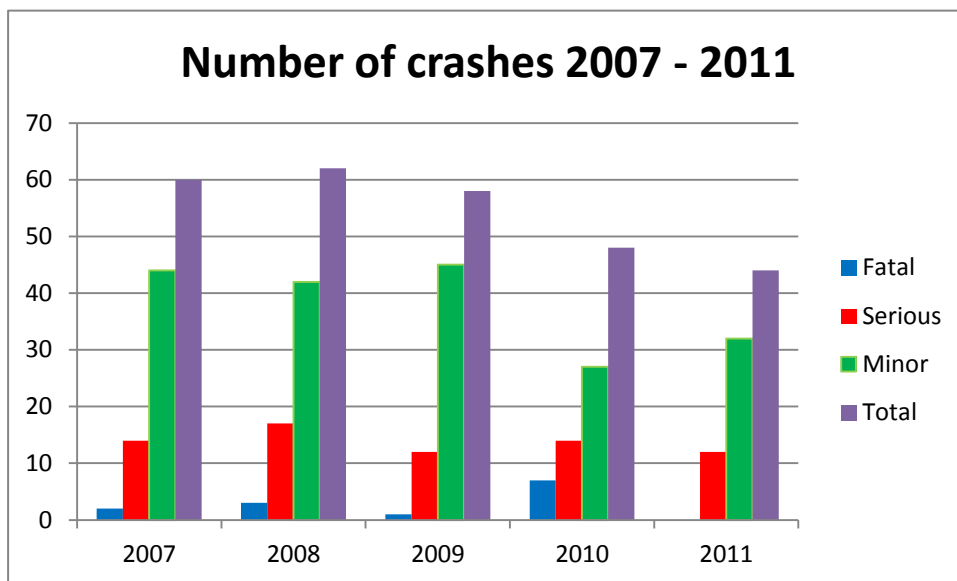
THAT the Tasman Regional Transport Subcommittee receives the Analysis of Bend/Loss of Control Crashes report.

3. Background on the Crash Analysis System

- 3.1 The NZTA Crash Analysis System (CAS) holds details of all crashes that are attended to by the Police. On attending a crash the Police fill in a Traffic Crash Report (TCR). This is a detailed report which outlines a number of factors including date, time, location, weather conditions, road conditions, driver details, vehicle details and cause of the crash.
- 3.2 Reports and information can be provided for a wide range of different options; from all crashes involving motorbikes, all crashes that occurred on a Saturday or all crashes that involved drivers between the ages of 15–19 years old, and many other different options.
- 3.3 This report focuses on all fatal, serious and minor injury crashes within the Tasman District between 2007–2011 relating to loss of control on bends.

4. Number of crashes

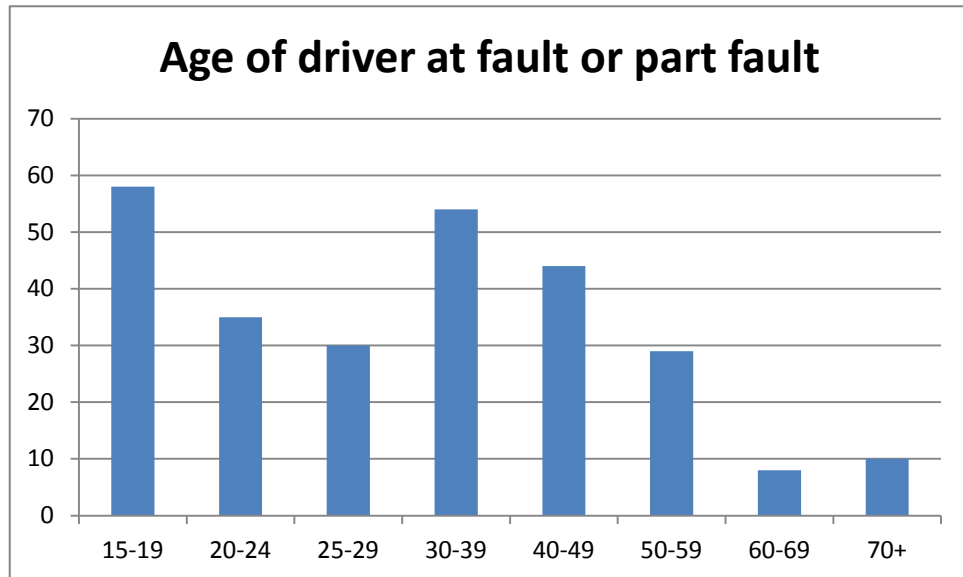
- 4.1 Graph 1 shows the number of fatal, serious and minor injury crashes that occurred within the Tasman District between 2007 – 2011.



- 4.2 Overall it can be seen that the number of crashes is decreasing.
- 4.3 There was a slight increase in the number of fatal crashes in 2010. However there was an overall increase in the number of crashes during 2010 both within the Tasman District and across New Zealand.

5. Age of driver at fault or part fault

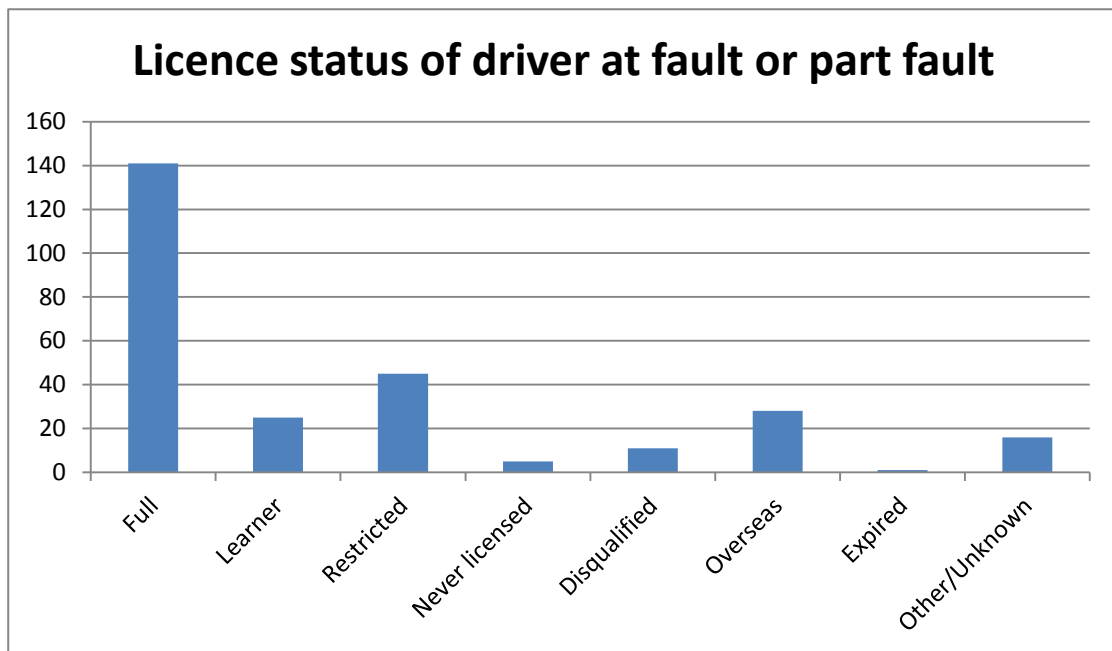
- 5.1 Graph 2 shows the age of the driver of the vehicle that was at fault or part fault in the crash.



5.2 This graph shows that most of the at fault drivers were in the 15–24 age range. This is the case for most crashes where this age range is over represented.

6. Licence status of driver at fault or part fault

6.1 Graph 3 shows the licence status of the driver who was at fault or part fault of the crash.

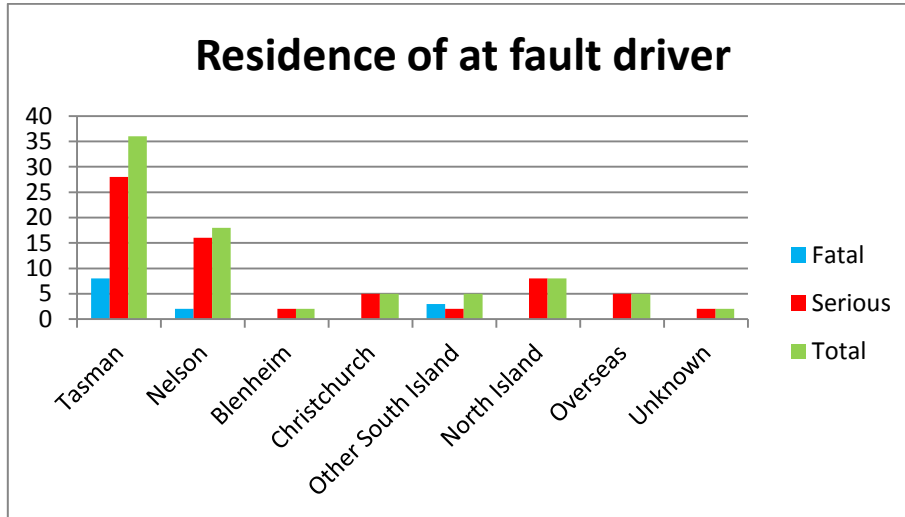


6.2 Even though the highest number of crashes were caused by drivers in the age range 15–24 years, this graph shows that the at fault drivers were more likely to have a full licence.

7. Residence of at fault driver

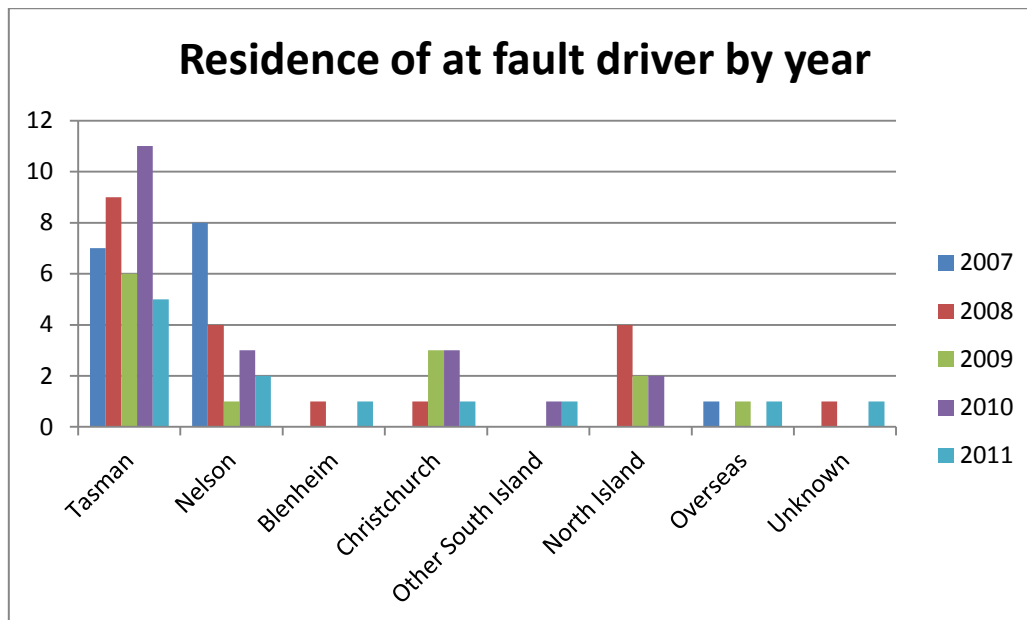
7.1 To find out the residence of the at fault or part fault driver individual TCRs were examined. Due to the large number of crashes only the fatal and serious crashes were included in this part of the report.

7.2 Graph 4 shows where the “at fault or part fault” driver lived.



7.3 This graph shows that the largest number of “at fault” drivers live within the Tasman District.

7.4 Graph 5 also the residence of the “at fault” driver, but this has been split into each year for the 2007 – 2011 years.



6.3 TASMAN REGIONAL TRANSPORT COMMITTEE - MEETING DATES 2013

Information Only - No Decision Required

Report To: Tasman Regional Transport Subcommittee
Meeting Date: 7 December 2012
Report Author: Robyn Scherer, Secretary - Engineering Services
Report Number: TRTC12-12-06
File Reference:

Item 6.3

1 Summary

- 1.1 This report notifies the Tasman Regional Transport Committee of the meeting dates that have been scheduled for 2013.

2 Draft Resolution

THAT the Tasman Regional Transport Subcommittee receives the Tasman Regional Transport Committee - Meeting Dates 2013 Report.

3 Meeting Dates 2013

- 3.1 At its meeting on 29 November 2012, the Tasman District Council ratified the following dates for the Tasman Regional Transport Committee to meet in 2013:

Friday 1 March 2013
Friday 7 June 2013
Friday 6 September 2013
Friday 6 December 2013

All meetings will commence at 9.30 am and will be scheduled for three hours.