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REPORT SUMMARY

Report to: Tasman Regional Land Transport Committee
Meeting Date: 14 September 2012
Report Author: Jenny Chetwynd – Regional Director, NZTA Central
Subject: **NZ Transport Agency Update**

EXECUTIVE SUMMARY

This report provides an update on the New Zealand Transport Agency's role in the delivery of the Regional Land Transport Strategy and the National Land Transport Programme. It also provides an update on key initiatives that may impact the strategic development of the regional transport network.

RECOMMENDATION

That the report is received.

DRAFT RESOLUTION

THAT the Tasman Regional Transport Committee receives the report New Zealand Transport Update, RRTC12-09-01.

To: Tasman Regional Transport Committee
From: Jenny Chetwynd – NZTA Regional Director Central
Date: 14 September 2012

1.0 Changes to the transport operating Environment

New Zealand is still experiencing difficult economic conditions. However, a consensus of the economic forecasts suggests, we can expect between two to three percent growth in the economy as construction activity (led by the Christchurch rebuild) increases, and business and consumer confidence improves. If supported by low inflation, these growth projections suggest some relief for suppliers and transport operators.

1.2 For the transport sector, lower domestic travel demand is also impacting on the revenue flowing into the National Land Transport Fund (NLTF). At the same time, the growth in construction activity is putting upward pressure on input costs for labour, bitumen, cement and steel. If input costs outpace revenue growth, this will erode the purchasing power of the National Land Transport Fund. The magnitude of these impacts is uncertain, and will depend on the sensitivity of travel demand, New Zealand's economic performance, movements in the New Zealand dollar (particularly as it effects the price of fuel), and global economic conditions.

1.3 Currently, the NZTA is able to use the National Land Transport Programme (NLTP) short term borrowing facility to help manage revenue and expenditure variations, although the Government has introduced a Bill to Parliament that will allow the NZTA to borrow funds for large capital works. However, over the next three years, the pressure on the National Land Transport Fund is expected to continue. Accordingly, the NZTA will continue to look for ways to achieve value for money, and work with our investment partners to improve efficiency through initiatives like the Road Maintenance Task Force.

1.4 The Government also has a very active legislative and policy programme. This includes proposed amendments to the Local Government Act, and policy (legislative) reviews of the Land Transport Management Act, the Public Transport Management Act, and the Resource Management Act. A joint Government

taskforce is currently reviewing (see note below) the regulations governing vehicle licensing. The Government's objective to make these processes more effective and efficient, but how the changes, will impact on the way we do business is still uncertain.

2.0 Update on Regional State Highway and Network Operations Activities in the NLTP

2.1 See Appendix 1

2.2 Road Maintenance Taskforce/Roading Efficiency Group

Back in July 2011, the Government announced the establishment of a Road Maintenance Task Force to identify how we can best deliver road maintenance activities and maintain appropriate levels of service in the years ahead. Members of the task force have been drawn from local government, the NZTA and the industry.

2.3 Whilst the task force final report is due soon, actions to support of the findings of the draft paper are underway. The NZTA State Highways Group is undertaking a Maintenance and Operations (M&O) review and has a consultation document out now.

2.4 A Roading Efficiency Group has been established, and using the Maintenance Task Force outcomes is working to ensure the NZTA and Local Authorities work streams are linked. This group will have a number of representatives from local government on board.

3.0 NLTP Investment Update

3.1 The 2012–15 RLTP and NLTP Development

The National Land Transport Programme went before the NZTA Board on 24 August 2012 for sign-off, and the NLTP was launched by the Minister on 29th August 2012. Regional stakeholder engagement sessions, hosted by NZTA Chief Executive Geoff Dangerfield, have been held around Country to explain the key outcomes of the NLTP. The Wellington/Upper South Island workshop was held on the afternoon of the 3rd September. Invitations were sent to Mayors, Regional Council Chairs, RTC chairs and Chief Executives from the four regions.

3.2 The NZTA would like to take this opportunity to thank the Regional Transport Committee and all of the Council officers for all of their hard work throughout the development of the Regional Land Transport Programme.

3.3 This agenda for this meeting includes a presentation from the NZTA on the development of the Tasman RLTP, and the outcomes of the NLTP process.

3.4 Funding approvals

The 2009/12 NLTP expired on 30 June. Interim funding arrangements were put in place to enable councils to continue to claim for their normal operational expenses from the NZTA until the commencement of the 2012/15 NLTP. No new project approvals were able to be granted until the 12/15 NLTP period. Now that the 12/15 NLTP has commenced applications for funding can be made.

4.0 Network access and use: Update

4.1 RUC – Road User Charges

Changes to the road user charges system took effect from 1 August 2012. This represents the most significant reform of the system since it was introduced in 1978. In readiness for this, over past months, NZTA has been busy completing work on our new processes and procedures to ensure the smoothest possible transition for our valued customers.

4.2 To assist with informing the Transport Operator sector, and responding to their questions, a series of regional RUC roadshows have been running across the country since mid July, co-hosted by NZTA's Access & Use regional teams and MoT staff.

4.3 A roadshow for Operators in the Tasman region was held in Nelson on the 12th July, attended by 44 operators. The roadshow covered off background to the RUC changes, key changes of the new RUC system for transport operators, including administration and fee structures.

4.4 At this and all other roadshows, it is apparent that the most operators are aware of the changes, and are planning on how to operate their respective fleets in light of

the changes. Operators also appear largely positive about the change, and appreciative of the efforts gone to in organising these engagement events.

4.5 How the Police will treat individual offences and issues with RUC will be a case of 'wait and see' depending on, what offences are occurring, if operators are trying to find loopholes in the system and, what changes might need to be made to address those issues.

4.6 Enquiries about the implementation of the Act can be addressed to the RUC Contact Centre: 0800 655 644, or via email: ruc.changes@nzta.govt.nz.

4.7 The Ministry of Transport website also has the latest Q&A's on road user charges regulations, petrol excise and road user charges, See www.transport.govt.nz

4.8 Safe System

As part of continuing to embed the Safe Systems approach, an action within the Safer Journeys Strategy, NZTA, in partnership with New Zealand Institute of Highway Technology (NZIHT) and Traffic Engineering Research New Zealand (TERNZ) has developed an intensive two day training course for the transport sector. In 2012 it will be delivered on a pilot basis for 200 people – leaders and staff of the NZTA, Police, local government, Ministry of Transport, and ACC.

4.9 The training course will cover:

- Safe System principles – refresher and in-depth analysis of what they mean
- the four elements of the Safe System – identifying the most effective treatments for each
- collaborative problem-solving using case studies to apply all Safe System principles and a cross-system, cross-sector approach, with a link into road safety action planning
- Developing a personal action plan for applying the Safe System to every day work. It will help people answer the question – **what do I need to differently to apply the Safe System approach in my job?**

4.10 Four cross-sector regional workshops of 50 participants have been scheduled, and three have already been held in Auckland, Wellington and Christchurch. The final workshop will be held in Rotorua on 26/27 September.

4.11 Vehicle Licensing Reform

The Vehicle Licensing Reform project (a joint NZTA/ Ministry of Transport project) is making good progress with its review of the Warrant Fitness/ Certificate of Fitness systems; annual vehicle licensing and transport service licensing systems to reduce regulatory burdens, reduce compliance and administration costs and align the costs of regulatory intervention for these regimes to safety risks and benefits.

4.12 A public discussion document on proposed options is expected to be available in early September 2012.

4.13 At the operational level, the NZTA's 'Landata' database, which hosts the Motor Vehicle Register, and the Road User Charges and Warrant of Fitness/Certificate of Fitness databases was offline for approximately 38 hours over August 25–26 as it was migrated to a new system. This was the last major step of the two year, \$8.2 million modernisation project to ensure these major databases are future-proofed.

Report to:	Tasman RTC
Author:	Mark Owen, Highway & Network Operations, Wellington
Date prepared:	30 August 2012

Tasman District Highway Activities 2012/13

	Activities	Commentary/Details
Maintenance & operations	Road maintenance including pavement repairs, surfacing repairs, drainage, other structures, barrier maintenance, vegetation control, winter maintenance, environmental maintenance, traffic services and cycle-ways maintenance as per local authority agreements.	\$15.2 million maintenance allocation for Nelson and Tasman regions.

Maintenance Renewals	Maintenance Chip Sealing (MCS)	The 2012/13 program 36.4km of MCS resurfacing at a value of \$2.3million. This includes the high skid resurfacing seals (Melter Slag) to areas of network need.
	Thin Asphalt Surfacing (TAS)	The 2012/13 program 2.8km of TAS resurfacing at a cost of \$0.7 million. This includes the 70km/hr section on SH 6, Main Rd Hope (\$560k) and the completion of resurfacing SH 60 Motueka High St between Wratt St and Whakawera St, both with a smooth slurry surface. NZTA is also planning to reseal the section of SH6 between McClashen Avenue and Oxford street to rectify the pavement problems originated after the intersection improvement project.
	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 – Delineation Improvements
		SH6 Edward Baigent Reserve, Wakefield – intersection improvements, relocation of 70kph speed limit threshold sign
		SH60 Mariri Causeway – Intersection improvements, delineation, guardrail, slow vehicle bay, ATP markings improvements

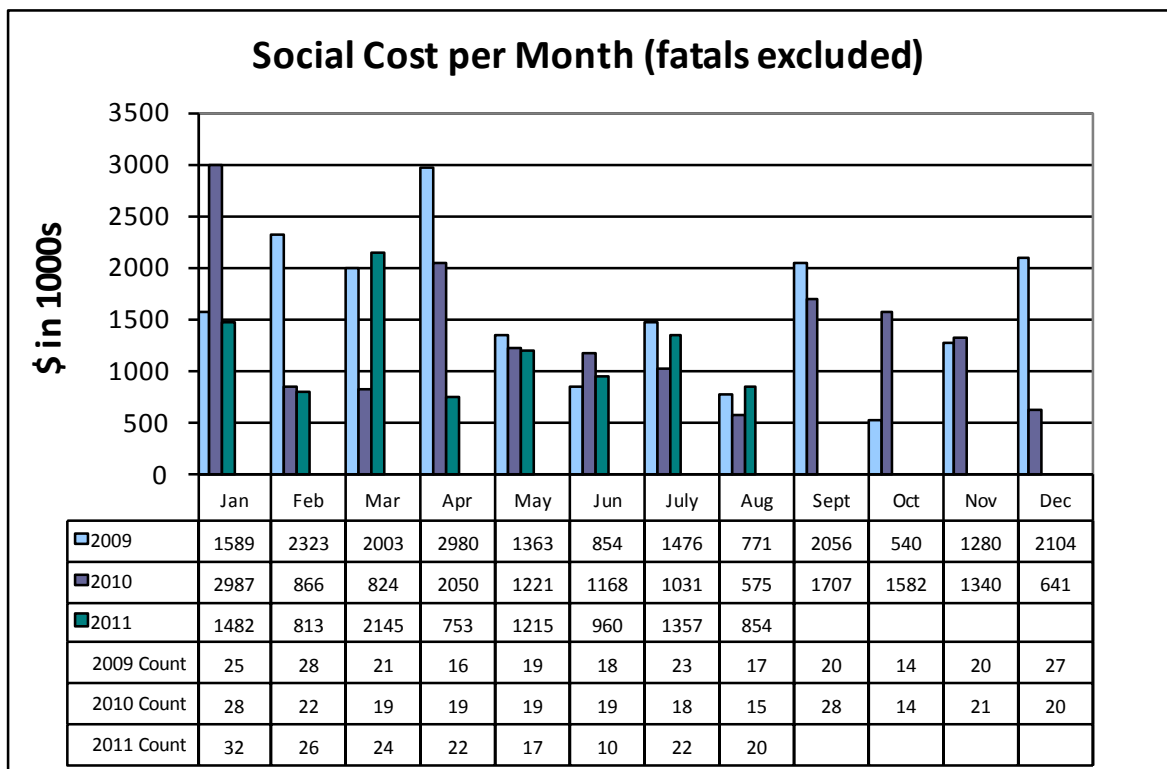
One-off items	Emergency Works	SH65 Maruia Erosion site	NZTA is currently working with TDC on Resource consent application. The contract is currently advertised and the construction is expected to start in mid October.
		SH60 Birds Hill	Improved alignment being pursued and subject to adjacent land owner agreement. If approval obtained aiming to commence construction prior to Christmas.

TLA interaction	Council liaison meetings	These meetings are held quarterly with Tasman District Council and have excellent participation from senior Council and NZTA staff members. The next meeting is on 28 th September.
	Officer Level Meetings	These meetings are held monthly with Council and have excellent participation from Council and NZTA staff members.
	Network Inspection	NZTA & Council Staff/Councilors undertake their annual inspection of a sample of highway network SH60 to Takaka. This was an informative tour to view network condition and hotspots.

Appendix 2: Snapshots of the Highway performance

Safety on the Highway Network

This graph shows the Serious Crash rate on the highway network in the Nelson/Tasman region. The information shows the social cost of crashes by month comparatively for the last three years and is a useful tool to forecast crash rates by season and changes year on year.



Travel Times – SH 6 Wakefield to Richmond

This graph demonstrates a sample of travel time being assessed on part of the SH 6 Tasman highway network. The data provides a snapshot of the travel time for journey during peak times Wakefield to Richmond and return. This information is a useful indicator of the changes in network demand as a result of traffic growth and regional development.

