



NZ TRANSPORT AGENCY
WAKA KOTAHI

Vehicle Dimensions & Mass (VDM) Rule Implementation

Planning for High Productivity Motor Vehicles

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23 April 2010



NZTA's Presentations Today

Agenda Item 6

Implementation plan and proposed funding for local authorities

- The overall plan for investigating the impact of HPMVs on our asset
- Proposed funding and investment approach for end-to-end HPMV routes

Agenda Item 9

SH1/29 Case Study – findings and implications for RCA's

- Methodology for screening bridge and pavement impacts
- Summary of results for the SH1/29 Auck-Ham-Tau route

NZTA's HPMV Permit System

- Description of the process and content

NZTA's Business Need

Get ourselves ready to:

1. Answer questions about implementation of the VDM Amendment
2. Identify, fund and prepare State Highway routes for HPMVs
3. Work with RCAs and the transport industry to commission joint studies of potential end-to-end HPMV routes
4. Provide advice and guidance to RCAs on assessment of their road assets, identification of strengthening works required and programming and funding of those works
5. Coordinate with RCAs the issue of HPMV permits for routes involving both state highways and local roads.

Need 1: Answer questions about VDM

Available Channels

- Project Office with most bases covered
- Webpage with FAQs, downloads on vehicles and various 'fact sheets'
- Permit 'Champion' based at National Office

Regional / Industry forums

- Refer handout on "Guidance for Implementation"
- Assist NZTA regions and RCAs with the process to understand demand versus supply of HPMV routes.

Need 2: Identify and Prepare State Highways

- Some high level desk-top work already done to assess the mass impacts and identify any strengthening or other protection measures
- Detailed corridor assessment progressively deployed across the network. Target completion by June 2012
- Some strengthening work on state highway sections of priority HPMV routes may be undertaken before June 2012
- Most strengthening works will be programmed in later RLTPs and NLTPs.

Need 2: Identify and Prepare State Highways

Priorities and nominal timing

Priority	Region	Key state highway freight routes	Heavy vehicles per-day (aggregated) range on key freight routes	Connectivity	Stage One: Assessment Schedule	Stage Two: Nominal timeframes Preparation of project feasibility reports for promotion into regional project funding process
1	Auckland-Hamilton-Tauranga	1, 2, 29, 27	1300-6000	Ports of Auckland, Auckland International Airport, Hamilton, Port of Tauranga	Nov 09 – Feb 10	May 10 – Jun 10
2	Tauranga-Taupo-Whakatane-East Coast	1, 2, 5, 28, 30, 33, 34	600-2000	Port of Tauranga, east Taupo forestry catchment, Rotorua, Kawerau, Gisborne	Apr 10 – Jun 10	Jul 10 – Aug 10
3	Waipara-Christchurch-Timaru	SH1, 73A, 74	1000-1400	Lyttelton, Prime Port	Jul 10 – Sep 10	Oct 10 – Nov 10
4	Taupo-Napier-Palmerston North	SH1, 2, 5, 56	600-1100	Port of Napier, Whirinaki	Oct 10 – Dec 10	Jan 11 – Feb 11
5	Nelson-Picton-Waipara	SH1, 6, 60, 62	500-1200	Motueka, Picton port	Jan 11 – Mar 11	Apr 11 – May 11
6	Whangarei-Auckland	SH1, 15A, 16, 18	1000-1300	Marsden-North Auckland	Apr 11 – Jun 11	Jul 11 – Aug 11
7	New Plymouth -Palmerston North-Wellington	SH1, 2, 3, 44	900-1500	Port Taranaki, Whanganui, Levin, Seaview	Jul 11 – Sep 11	Oct 11 – Nov 11
8	Timaru-Dunedin	SH1, 88	500-1500	Prime Port, Port Otago	Oct 11 – Dec 11	Jan 12 – Feb 12
9	Dunedin-Invercargill	SH1, 88	500-1500	Port Otago, Gore, South Port, Tiwai	Jan 12 – Mar 12	Apr 12 – May 12

Need 3: Commission joint studies for local roads

The NZTA will assist local authorities to:

- Agree joint studies and funding arrangements with adjoining local authorities and the NZTA where appropriate
- Provide information for screening of structures and pavements on local road portions of HPMV routes and help prepare economic evaluation of HPMV routes involving local roads
- Adjust asset and activity management plans and forward works programmes to reflect changes required as a result of HPMV operation
- Undertake any agreed upgrading/strengthening works on local road portions of agreed HPMV routes with funding assistance from the NZTA
- Work with the NZTA to issue HPMV permits for routes involving both state highways and local roads.

Need 4: Planning for HPMV funding and investment

- a. **Local Funding:** 100% Grants for study of local high productivity routes. Refer General Circular.
- b. **Guidelines:** to guide regional investment in high productivity routes. Next step is regional forums with NZTA / Local Govt to identify end-to-end high productivity routes.
- c. **Work plan:** first mover projects funded from the 2009-12 NLTP and longer term projects through the 2012-15 NLTP.

Need 4: Planning for HPMV funding and investment

Handouts:

a) General Circular

Purpose: To advise road controlling authorities of the funding available from the 2009/12 National Land Transport Programme (NLTP) for the introduction of high productivity motor vehicles (HPMVs).

b) [draft] Guidance for NZTA regions for Implementation of VDM Amendment

Purpose: To assist NZTA regions and their stakeholder partners with the process to commission joint studies.

c) [draft] Implementation Guidelines – Funding & Investment

Purpose: To assist NZTA regions and their RCA partners with the process to seek funding for implementation of HPMV routes.

d) Latest VDM Project newsletter

Need 4: Planning for HPMV funding and investment

- **Grants for will be considered on a case-by-case basis and are available during the 2009-12 NLTP period. These grants cover professional services to:**
 - assess demand, fleet capacity, commodity growth
 - screen road structures and pavements
 - determine the capacity of potentially deficient bridges on local HPMV routes, estimate the cost of strengthening and the timing of these
 - evaluate benefits and costs
 - update activity management plans.
- **Assessments should use the methodologies referred to in the guidelines.**

Need 4: How should a road controlling authority apply for funding during 2009-12?

- Apply directly to the NZTA. Entry of data into the *Review* module of *LTP online*.
- Joint study with multi-party funding should be considered.
- Studies treated as investigation phase of the upgrade works. Majority of work likely to relate to bridges, so studies should be programmed as an investigation phase under w/c 322.
- Applications for the 2012-15 period must be made in accordance with the standard RLTP development process

Need 4: How is network management and forward works programming affected?

- The NZTA expects all RCAs maintain up to date activity management plans and processes to provide rationale for future works programmes.
- Review and update of activity management plans is required as part of the preparation for the 2012-15 RLTP / NLTP. This update should allow for the impacts on HPMV routes.
- The forward operations, maintenance and renewal programme for a network should be compatible with the updated activity management plan.

Need 5: OPermit system for HPMV applications

HPMV applications: NZTA's application forms available on website now. Processed from 1st May 2010. It is the applicant's responsibility to seek approval for HPMVs on local roads

Process: Applicants apply for an HPMV (state highway) permit via NZTA Regional Office. Processed via OPermit. Regional Bridge Consultants will review OPermit outcome and work with the NZTA HPMV Permit Champion to approve or reject.

Back up process: We have developed a manual route assessment process as a back up to OPermit

Thank You

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For more information

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Visit the HPMV webpage at www.nzta.govt.nz/vehicle/your/hpmv.html