

## MEETING NOTES OF THE ROAD CONTROLLING AUTHORITIES' FORUM

HELD AT THE BRENTWOOD HOTEL WELLINGTON  
9.00am – 4.00pm Friday 7 March 2008

**Chair:** Lawrence Yule

**Apologies:** Rick van Barneveld, Kaye Clark, Brian Roche, Nicco Classen, Graeme Tong, Phil Consedine, Mayor Sue Morris, Kaye Clark, George Ridley, Mayor Jenny Brash,

You can view, or download, the presentations from this Forum on the 'list of presentations 7 March 2008' page of the RCA Forum website - <http://www.rcaforum.org.nz/list-of-presentations-for-7-March-2008/>

Item	Discussion/Decision
<b>Welcome</b>	<p>Douceline Van Arts advised that the Co -Chair, Lawrence Yule, was delayed until at 10.50 am, therefore she would Chair the meeting until his arrival.</p> <p>Members were welcomed and, due to the apologies of Rick van Barneveld, Kaye Clark and Brian Roche a short discussion followed on the NZ Transport Agency, resulting in the Forum requesting a special half-day briefing on the new agency.</p> <p><b>Action:</b> <b>Douceline to give the Forum feedback to the EU, arrange a special briefing to the RCA Forum and advise members accordingly.</b></p>

Item	Discussion/Decision
<b>Apologies and Housekeeping</b>	Douceline Van Arts: <ul style="list-style-type: none"> <li>• Apologies as above</li> <li>• Informed members of housekeeping details for the day</li> <li>• Advised some agenda items would be re-arranged to allow for Lawrence's absence until 10.50 am.</li> </ul>
<b>1.1 Performance Measures</b>	There was no update on Performance Measures due to Kaye Clark's apology.
<b>1.2 RCA Forum Administration</b>	Douceline: <ul style="list-style-type: none"> <li>• Advised that as, the RCAF was now an incorporated society, this meant IRD had specific legal requirements therefore, Ingenium was taking responsibility for the finances of the RCAF including the monies obtained from registrations. As a result the Tax Invoice Registration Form would, as from the 15 August 2008 Forum, have an RCA Forum logo only, an RCA Forum GST number and bank account number under the Ingenium umbrella. An email reminder would be sent to members and promoted on the website</li> <li>• Advised that by the next Forum, 15 August 2008, Transit would no longer exist but would be part of the NZ Transport Agency</li> <li>• Advised that an electronic letter and promotional RCA brochure had been sent to councils late February 2008 through LGNZ and a hardcopy of the letter and brochure would be mailed the following week</li> <li>• Requested members to take the RCAF brochures back to their councils for promotion</li> <li>• Advised that Transit is hosting the next Austroads Council in Auckland 27 March 2008 and the Communiqué would be available after that from the Austroads website <a href="http://www.austroads.com.au">www.austroads.com.au</a></li> </ul>
<b>1.3 Financial report</b>	<b>The Financial report was held over to the AGM at 12.15pm</b>

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<b>1.4 Research and Guidelines</b>	<p><b>Peter Bailey advised that:</b></p> <ul style="list-style-type: none"><li>• The processes for managing the Research Groups have been improved. The groups are strengthening their research to ensure they deliver on their objectives and this has been achieved, despite the Christmas break leaving only February to achieve the initiatives</li><li>• The Structures Group has been established. Members are asked to contact Peter Bailey if they wish to be involved in this group. There will be a review to see if some nationalisation can occur</li><li>• The RGG will also assess a proposal from 'Modula' regarding setting up a group to look at street lighting and energy efficient options</li><li>• Note contact with the RGG is being made through the RCAF website, which shows there is a need and the website is being used</li></ul> <p><b>Action</b> Please contact Peter Bailey if interested in the being involved in the Structures Group <a href="mailto:PBAILEY@pcc.govt.nz">PBAILEY@pcc.govt.nz</a></p>

Item	Discussion/Decision
<p><b>2. NZUAG</b></p>	<p>Ian Cox updated on what has happened since the December Forum:</p> <ul style="list-style-type: none"> <li>• Revised the Code of Practice for Working on the Road</li> <li>• Approved the final draft for release for public submission,</li> <li>• Co-ordinated the release through workshops in 6 cities</li> <li>• Workshops have been well attended with wide spectrum of interests</li> </ul> <p>The Current situation:</p> <ul style="list-style-type: none"> <li>• Final draft document released and on the NZUAG website</li> <li>• Submissions close 25 March 2008</li> <li>• Recommend that submissions come from wide range of organisations</li> <li>• NZUAG will agree on the final document</li> <li>• The RCAs/TLAs need to send submissions</li> <li>• Submissions of support are as important as submissions of change</li> <li>• Consider ongoing training of staff and further development processes</li> </ul> <p>Key issues:</p> <ul style="list-style-type: none"> <li>• Cost share reflects government thinking</li> <li>• Administration costs are fully recoverable</li> <li>• Code is not retrospective</li> <li>• Best practice practical option to address safety issues</li> <li>• Relationships are key</li> <li>• Opportunities for GIS based processes</li> </ul> <p>Following Ian's presentation there was discussion on whether the Forum would make a submission as a group. Members decided to make submissions in their individual councils.</p> <p><b>To view the presentation please see instructions at the beginning of this document</b></p>

Item	Discussion/Decision
<b>3. Overweight Permitting</b>	<p>Kevin Thompson explained the possible changes to the overweight permitting fees and that the current fee structure was 34 years old. The survey of RCAs resulted in:</p> <ul style="list-style-type: none"><li>• 60 RCAs replied</li><li>• 50% don't want to change</li><li>• 50% want to change</li></ul> <p>The question for members was do you want to change or not, or set own fees.</p> <p><b>Action</b> Please give feedback directly to Kevin Thompson - <a href="mailto:Kevin.Thompson@rdc.govt.nz">Kevin.Thompson@rdc.govt.nz</a></p> <p><b>To view the presentation please see instructions at the beginning of this document</b></p>

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<p><b>4. Rail Crossing and Management of Land Noise updates</b></p>	<p>Bill Horne updated on:</p> <p><b>Level Crossings Working Group</b></p> <p>It will be recalled that a draft Level Crossings Guideline (signs and markings) document was widely circulated for comment in October 2007.</p> <ul style="list-style-type: none"> <li>• Considerable comment, thought and input received from 138 submitters</li> <li>• The Working Group (reps from ONTRACK, MoT, LTNZ, TNZ, FRONZ, RCAF) reviewed the submissions and drew conclusions in mid February</li> <li>• Final version of the Guideline out May 2008. Guideline will be Volume 9 (in the new Manual for Traffic Control Devices)</li> </ul> <p><b>Management of Land Transport Noise</b></p> <p>Further to earlier advice to the Forum, the Government continues on a programme to address land transport noise. The following is a brief outline of the current state of that programme.</p> <p>The management of land transport noise encompasses:</p> <ul style="list-style-type: none"> <li>• Transport corridors, land use and buildings, vehicles, and vehicle regulations</li> <li>• State highways, local roads, and rail corridors</li> <li>• Noise from new, upgraded, and existing roads and railways</li> <li>• Use and operation of private, commercial (especially freight), and public transport vehicles</li> <li>• Noise associated with the operation of bus, rail, and freight terminals.</li> </ul> <p>There are six relevant work streams being progressed at the moment:</p> <ul style="list-style-type: none"> <li>• New Zealand Standard for road noise – new and upgraded</li> <li>• Noisy Vehicle Rule (ie targeting “boy” races)</li> <li>• Work on a noise framework – ie more of an overview work programme</li> <li>• The development of the Update of the New Zealand Transport Strategy</li> <li>• Transport Monitoring Indicator Framework</li> <li>• Integrated Approach to Planning project</li> </ul> <p>(There may be others, but I think these are the main ones.)</p> <p>An update on each of these is given below:</p> <p><b>1. Development of a New Zealand Standard for road noise</b></p>

Item	Discussion/Decision
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4. continued

An update on each of these is given below:

**1. Development of a New Zealand Standard for road noise**

- MoT has contracted Standards New Zealand to lead development of New Zealand Standard NZS 680.
- Standard will prescribe decibel limits for noise produced by new and substantially upgraded local roads and state highways.
- Standard intended to assist road control and consent authorities in making consistent noise management decisions.
- Standard to include information on noise management and mitigation techniques and options.
- Aim of standard to address gaps and inconsistencies in information currently in the public domain.
- Standard expected to be released for consultation in mid 2008.

**2. Vehicle Equipment Rule and Amendment**

- Vehicle (under 3,500kg but excludes motorcycles) equipment rule targeting excessively noisy vehicles comes into force on 1 June 2008.
- In service vehicles limited to 95 decibels - new vehicles limited to 90 decibels. The Rule will be implemented by June 2008 and will reduce exhaust noise decibel limits for light vehicles that have been modified, as well as toughening the subjective noise inspection criteria.
- Government has just announced further toughening through the rule process with respect noise testing and to compliance with the noise standard. An example being an in service vehicle that exceeds the 95db limit will need to be modified to not greater than 90db.

**3. Noise Framework**

- Further to advice to Cabinet in July 2007 MoT is to report back to Cabinet again shortly on how it has been working with key stakeholders (*Land Transport New Zealand, Transit New Zealand, Ministry for the Environment, Ministry of Health, Department of Building and Housing, Local Government New Zealand, Auckland Regional Transport Authority, Wellington City Council, and the Road Controlling Authorities Forum*) on the development of a land transport noise framework.
- The focus is the wider concern of noisy transport corridors (road and rail).
- Key findings now and from previous work are that the impact of transport noise varies across the country, that the information collected is inconsistent and often inadequate to develop appropriate responses. Lack of consistent data has been a real sticking point.

Item	Discussion/Decision
<p><b>4. continued</b></p>	<ul style="list-style-type: none"> <li>• The process of updating the New Zealand Transport Strategy (see below) provides an opportunity to include: <ul style="list-style-type: none"> <li>(a) objectives and targets for the management of land transport noise,</li> <li>(b) objectives for better noise data collection.</li> <li>(c)</li> </ul> </li> </ul> <p><b>4. Update of the New Zealand Transport Strategy</b></p> <ul style="list-style-type: none"> <li>• The UNZTS discussion document makes note of the need for targets and actions in a range of areas, including for noise. The references for noise are not specifically detailed, however. Reference to targets for example is currently “manage noise to minimise any public health effects”.</li> <li>• Improved collection and reporting of statistical information on land transport noise is a likely objective to incorporate into the updated strategy.</li> </ul> <p><b>5. Transport Monitoring Indicator Framework</b></p> <ul style="list-style-type: none"> <li>• MoT developing a Transport Monitoring Indicator Framework (TMIF) which currently contains two draft indicators for noise impacts, which are consistent with international approaches to monitoring the effects of transport noise: <ul style="list-style-type: none"> <li>○ The percentage of the residential population exposed to various levels of road traffic noise</li> <li>○ The number of residential dwellings exposed to various levels of airport noise.</li> </ul> </li> <li>• Only minimal data in these areas at present.</li> </ul> <p><b>6. The cross-government Integrated Approach to Planning (IAP) project</b></p> <ul style="list-style-type: none"> <li>• Work programme involves MoT, LTNZ and MfE</li> <li>• Will explore options (statutory, non-statutory or both) that promote integrating transport and land-use planning, funding and implementation</li> </ul> <p><b>Bill Horne will update the Forum further in August. For any questions or issues contact <a href="mailto:bill.horne@rodney.govt.nz">bill.horne@rodney.govt.nz</a></b></p>

Item	Discussion/Decision
<p><b>5. COPTTM – Local Road Supplement</b></p>	<p>John Sutton updated:</p> <ul style="list-style-type: none"> <li>• 51 RCAs purchased the LRS</li> <li>• 1st edition of the LRS was published in September 2005</li> <li>• Project plan for the review is being prepared and submitted to this Forum for approval – estimated cost of the review is 444,500</li> <li>• The process will be done in four stages, preparation, feedback, making decisions, and updating the LRS</li> <li>• Breakdown of the cost</li> </ul> <p><b>The Forum approved the Review Project Plan</b></p> <p><b>To view the presentation please see instructions at the beginning of this document</b></p>
<p><b>6. Kiwi RAP</b></p>	<p>Rochelle Comber provided the Forum with a very interesting presentation on Kiwi RAP</p> <p><b>To view the presentation please see instructions at the beginning of this document</b></p>
<p><b>7. NZ Police</b></p>	<p>Inspector Carey Griffiths, Manager Road Policing Operations, introduced Superintendent Paula Rose National Manager Road Policing.</p> <p>Carey then presented on police engagement with road safety stakeholders. Carey emphasised the need for RCAs to enter all crashes no matter how small into C.R.A.S.H and the benefits of doing so.</p> <p>Lawrence Yule commented that C.R.A.S.H is very impressive, as this allows RCAs to see where the risks are and that this system and analysis is a smart piece of police work</p> <p><b>To view the presentation please see instructions at the beginning of this document</b></p>

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<p><b>8. Heavy Vehicle Productivity Project</b></p>	<p><b>Ian Clark, MoT, provided the following:</b></p> <p>The Government has agreed to further work on developing a controlled permit system to allow heavier vehicles on specified New Zealand routes.</p> <p>The Heavy Vehicle Productivity Project is divided into four phases. The first phase – approval to proceed with trialling increases in heavy mass and dimensions and the development of an appropriate controlled permit system - has already been completed.</p> <p>The second phase consists of wide ranging consultation with key stakeholders and interested parties about the project as well as the conduct of trials of heavier and longer vehicles on selected routes. The objective is to measure productivity benefits and ensure that safety and environmental concerns can be accommodated. The Government has also indicated that it sees possible competition between heavier vehicles and rail and coastal shipping as a key issue to be considered. The intention is to complete the consultation and trials by the end of 2008 and then to finalise phase two with a report back to Cabinet. It is hoped that phases three and four can then be run concurrently – public consultation and system design – followed by the implementation of the system.</p> <p>The Ministry of Transport has appointed a dedicated Project Manager (Ian Clark) for the project and a Working Group comprising the Ministry of Transport, Transit NZ, Land Transport New Zealand and Local Government New Zealand has been established.</p> <p>Consultation meetings are being held with key stakeholders and members of the transport sector.</p> <p>Discussions about possible trials have been initiated with a wide range of industries and transport operators.</p> <p>No decision has yet been made on trial participants nor on the areas where the trial routes will be. This will depend on those selected for the trial. There will be consultation and involvement of the relevant territorial authorities. It is expected that to the extent possible the trials will cover most regions of New Zealand.</p> <p>It is acknowledged that a key concern for Road Controlling Authorities (RCAs) relates to any potential increase in maintenance and capital requirements as a result of the operation of heavier vehicles. This issue will form an important part of the consultation with the relevant RCAs and is recognised as a key issue to be addressed and resolved in any longer term controlled permit system.</p> <p>For further information/consultation contact: Ian Clark - Ph 04-439 938 or 021-469177  <a href="mailto:i.clark@transport.govt.nz">i.clark@transport.govt.nz</a></p>

Item	Discussion/Decision
<b>9. Transit and NZ Roadmarkers Federation workshops</b>	<p>Joanna Towler, Transit, provided the Forum with the workshop updates.</p> <p><b>To view the presentation please see instructions at the beginning of this document</b></p>
<b>AGM</b>	<p>Lawrence Yule opened the AGM -</p> <p>The 5 items on the Agenda were:</p> <ol style="list-style-type: none"> <li>1. Confirm minutes of the last AGM and any general meeting held since the 2007 AGM – moved by Ian Cox seconded Bill Horne - no matters arising</li> <li>2. Executive Annual Financial Report year end 06/07 - Jim Paterson, Acting Finance Convenor, presented the report, received by Lawrence Yule and seconded by Richard Kirby</li> <li>3. Proposed Budget 08/09 and approval for levies of \$250.00 - Jim Paterson moved and Bill Horne seconded – no debate and all in favour</li> <li>4. Election of Convenors and Executive – Gary Main Finance Convenor tendered his resignation. All other members of the Executive put themselves forward – Lawrence Yule, Rick van Barneveld, Kaye Clark, Dave Jane, Geoff Swainson, Douceline Van Arts to continue as is and Jim Paterson to become Finance Convenor. There were no other nominations – moved by John Schwass, seconded by Bill Horne. It was noted that after the establishment of the New Zealand Transport Agency, the Executive may be reviewed</li> <li>5. General Business – there was no General Business</li> </ol> <p>Lawrence Yule declared the meeting closed at 12.26pm</p>
	<p>Prior to lunch Wayne Newman presented Southland District Council with the prize as winner and only entry for the Stock Crossings Photo competition.</p>
<b>10. Linkages between the UNZTS and the GPS (MoT update)</b>	<p>Nick Brown, and Richard Braae, MoT gave an excellent presentation.</p> <p><b>To view the presentation please see instructions at the beginning of this document</b></p>

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<b>11. Land Transport NZ Activities update</b>	<p>Dave Derwin, LTNZ, gave a presentation on the NLTP 2007/08 and out years.</p> <p><b>To view the presentation please see instructions at the beginning of this document</b></p>
<b>12. LGNZ Activities update</b>	<p>Geoff Swainson presented the update.</p> <p><b>To view the presentation please see instructions at the beginning of this document</b></p>
<b>13. General Business</b>	<ol style="list-style-type: none"> <li>Fiona Knight briefed the Forum on her new career move into leadership development and that Wayne Newman, Fiona's husband, would continue assisting Peter Bailey with some of the Working Group matters, therefore allowing Fiona's knowledge of the industry to remain utilised through their Cresmere Consulting business.</li> </ol> <p>Lawrence Yule thanked Fiona for her long commitment to the RCAF. The Forum applauded Fiona.</p>
	<p>The meeting closed at 3.05pm</p> <p><b>Next meetings at Brentwood Hotel</b></p> <p>15 August 2008 5 December 2008</p>

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