



Subject	Vehicle Dimension and Mass Rule Amendments: Implementation Guidelines for investment applications
Circulation	All Approved Organisation asset managers and holders of the NZTA <i>Planning programming and funding manual</i> All local body Chief Executives and Mayors
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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).

Background

HPMVs are over weight and/or over dimension vehicles carrying divisible loads. The government has introduced an amendment to the vehicle mass and dimension rule that allows HPMV operators to apply for permits from road controlling authorities to travel on designated roads.

The amended rule defines the extent of HPMV permits that may be issued by road controlling authorities. The rule (as gazetted on 1 April 2010) does not make provision for any “as of right” increase to the vehicle weight limits as originally proposed in the draft rule.

Funding available

For the 2009/12 period, the NZ Transport Agency (NZTA) will provide grants to study the impacts of HPMVs on prospective routes and for works needed to prevent or repair damage to roads. Detailed guidance on the funding application process for these studies will be issued in early May 2010.

Identification of HPMV routes

The NZTA will provide funding assistance for the investigation of routes where routine trips may be made by HPMVs, and other routes where permits can be issued with little or minimal infrastructure costs. It expects that most trips by HPMVs will utilise the networks of multiple road controlling authorities, e.g. a State highway network and two or more adjacent local road networks giving access to the trips origin and destination.

As potential HPMVs trips may cross more than one network, an option to consider is for Road Controlling Authorities (RCAs) to co-ordinate planning and funding of identified HPMV routes. This would involve the identification of improvement works required to enable HPMV permits to be issued, and to establish the likely benefits and costs of such improvements. The NZTA Regional Director will manage this process.

Few variations to RLTPs expected

In general there will be no need for variations to regional land transport programmes (RLTPs) because any changes to maintenance and renewal programmes will be in response to changes in demand, and not to changes in level of service or objective of the RLTPs. Outside Auckland there is no need to vary a RLTP in respect of any new minor local roads capital works before applying for funding assistance. Other capital works, such as the reconstruction of a significant bridge, may require a variation to a RLTP, however, unless the programme changes are significant the Regional Transport Committee should not need to consult on the changes.