

## MINUTES

**TITLE:** Tasman Regional Transport Committee  
**DATE:** Friday 31 July 2009  
**TIME:** 9.30 am  
**VENUE:** Tasman Council Chambers, 189 Queen Street,  
Richmond  
**PRESENT:** Crs T E Norriss (Chair), S G Bryant, B F Dowler,  
B McGurk, C Musgrave, P Heywood, P Burton,  
S Blackmore, B Findlater  
**IN ATTENDANCE:** Engineering Manager (P W Thomson), MWH NZ Ltd  
(P Peet, R Palmer), Executive Assistant (V M Gribble)

### APOLOGIES

**Moved Crs Bryant/Edgar**  
**RTC09/07/01**

**THAT apologies for absence from D Hume and Cr T B King, be received.**  
**CARRIED**

### **1 CONFIRMATION OF MINUTES**

#### **1.1 Regional Transport Committee – 19 June 2009**

**Moved Crs Dowler/Bryant**  
**RTC09/07/02**

**THAT the minutes of the Regional Transport Committee meeting held on 19 June 2009 be confirmed as a true and complete record.**  
**CARRIED**

### **2 REGIONAL LAND TRANSPORT STRATEGY**

Mr Thomson spoke to the report that presented working drafts of the new Regional Land Transport Strategy (RLTS), Regional Travel Demand Management Strategy (RTDMS) and Regional Passenger Transport Strategy (RPTS) to committee members.

Mr Peet gave a powerpoint presentation on the overview of the strategy.

Cr Edgar asked for clarification of “transport system” to be included in the Visions and Objectives. She also asked how a transport system can reduce demand for travel.

Diagram on page 7 to have reference to specific sections under the headings.

Wording to be added under Government Policy Statement of Land Transport Funding to indicate changes made.

Reference to Economic Development Strategy to be noted under section 2.8.

Mr Heywood tabled the most recent information available on part time seasonal workers not included in the "Employment Status". It has a huge influence on transport system and rural area. Figures are annualised and averaged. Peak period is not taken into account, being tourism from December, and pip fruit and kiwifruit going through to June.

Mr Peet advised that numbers are taken from Statistics NZ.

Mr Findlater said there has been a change as to how employment numbers can be represented.

Under 3.3 Industries, it was requested that the section be expanded to include packaging plants.

It was noted under 3.4 the last sentence in paragraph one should read "Currently regular non tourism ferry services *do not* operate."

A section on seasonal peaks to be added into 3.5 Road Transport.

Bus services from Richmond to Motueka via Mapua to be included under 3.5.5.

It was noted there are areas within Tasman District that cannot access Total Mobility services, so it is not available district-wide.

Recreational cycling should be differentiated from cycling to work. Opportunities for recreational cycling in the area are huge, whereas the opportunities to cycle to work are limited in the rural area as a whole.

Mr Peet agreed there is a need in some circumstances to separate recreational and cycling and also sport and school cycling. Facilities to be provided need completely different infrastructure.

4.1 Issue 1, ... horticultural, forestry, tourism, pastoral farming and aquaculture industry ...

Check last sentence on page 25.

Second paragraph ... vehicle occupancy rates *maybe* a reflection ...

Identify barriers to uptake of passenger transport services.

To be noted that Nelson City Council and Tasman District Council are working closely together on cross boundary issues.

Increasing trend in motorcycle use needs to be reflected throughout the document from a safety point of view.

Strategy needs to address drink driving and use of high-powered vehicles.

Cr Bryant left the meeting at 11.00 am.

Make it clearer in issues 6 and 7 that most of the accidents occur on rural state highways.

Issue 9, page 28 – Wording putting too much responsibility on Council and should perhaps state that people should move to where the services are.

Issue 12, page 29 – Needs to be recognition that emissions from vehicles are reducing and will continue to reduce with new technology.

## **Targets**

### **5.1 – Economic Development Targets**

2a to be amended from “mode split” to “percentage”. Look at rewording.

2b to be amended to include 2012 as next review date for RLTP.

3 to be looked at and compared to Nelson City Council targets before the target is changed. There was agreement the target should be realistic.

4 to be reviewed and reported back to next meeting.

### **5.2 – Safety and Personal Security Targets**

At risk drivers to be identified, speed related, vulnerable road users, intersection road crashes, alcohol- and drug-related crashes, perception of personal safety and security using transport system.

### **5.4 – Public Health Targets**

11b target of 2.5% by 2021 considered to be unrealistic

### **5.5 – Environmental Sustainability Targets**

15b target to be reviewed. Encourage idea of through-routes rather than cul-de-sacs.

Mr Burton left the meeting at 12.34 pm.

### **6.1.1 – Road Safety and Education**

Include motorcycles.

6.1.3 top of page 37 - providing alternative routes by making best use of existing network.

Page 39 make a note of seasonality of cycling.

### **6.4.1 – Influencing travel behaviour**

Page 41 Support forms of transport, ie car pooling

Put in disincentives, ie parking charges, or limiting amount of parking to be provided.

Review of the document will be continued at the next meeting to be held on Friday 11 September 2009.

The meeting concluded at 12.55 pm.

Chair:

Date: