

MINUTES

TITLE: Tasman Regional Transport Committee
DATE: Friday 11 September 2009
TIME: 9.30 am
VENUE: Council Chamber, 189 Queen Street, Richmond
PRESENT: Cr TE Norriss (Chair), Cr TB King, Cr JL Edgar, W Findlater, C Musgrave, Dr D Hume, P Burton
IN ATTENDANCE: MWH (NZ) Ltd (Phil Peet and Ray Firth), Engineering Manager, (P Thomson), Transportation Manager (G Clark), Ministry of Transport (David Corlett) and (David Eyre), Road Safety Co-ordinator (Krista Hobday), Administration Assistant, (J A Proctor)

APOLOGIES

Moved Cr Edgar/Mr Findlater
RTC09/09/01

THAT apologies from Cr Dowler, Cr Bryant, Paul Heywood, Fred te Miha and Brian McGurk for absence be sustained.
CARRIED

The Committee stood for a moments silence in recognition of the 9/11 disaster.

1 CONFIRMATION OF MINUTES

1.1 Tasman Regional Transport Committee – 31 July 2009

Moved Cr Edgar and Ms Musgrave
RTC09/09/02

THAT the minutes of the Tasman Regional Transport Committee meeting held on 31 July 2009 be confirmed as a true and complete record with the following amendments, that a formal apology had been received from Christine Musgrave and that Cr Edgar was in attendance.
CARRIED

Change to Agenda order

2 Engineering Manager's Report – 4 September 2009 – National Land Transport Programme 2009 – 2012

Dr Deborah Hume gave a power point presentation in support of the Engineering Manager's report dated 4 September 2009. The purpose of the report was to introduce the Government's recently released National Land Transport Programme 2009-2012.

Cr Norriss raised a question regarding the significant capital funding for Roads of National Significance (RoNS) on the State Highway networks as the Tasman region does not have alternatives. Dr Hume advised that the increase was not coming to the Tasman region as it was not seen to be of national significance.

Mr Findlater stated that the Tasman regions road transport routes for freight and tourism were critical because of the lack of a rail network. It was important that funding was not limited to the larger metropolitan areas.

Mr Burton advised that in terms of the rail issues, the Government's capital injection was outside the NLTP. Mr Burton stated that freight movement and activity nationally was going to increase dramatically in the coming years.

Mr Findlater spoke of his concerns regarding the Tasman region as it had a focus on exports and if there were no synergies with other regions, that there would be issues.

Cr King advised that it was important that the Committee is involved as much as possible in the process and that issues were interlinked. The Chair concurred.

Mr Burton felt that the key was not to lower the value of the asset but to maintain service levels with a need to work smarter.

Dr Hume stated that the Tasman region performs well and delivers on its programme and that the Tasman region was one of the top local authorities nationwide in this regard.

**Moved Cr Edgar and Mr Findlater
RTC09/09/03**

**THAT this report be received.
CARRIED**

3 Engineering Manager's Report – 4 September 2009 – Regional Land Transport Strategy and Regional Plan Documents

Engineering Manager, Mr Thomson, spoke to the report contained in the agenda. The report presented a final working draft of the new Regional Land Transport Strategy (RLTS), Regional Travel Demand Management Plan, Regional Passenger Transport Plan, Regional Walking Plan and Regional Cycling Plan to Committee members.

It was agreed that Cr Edgar and Mr Thomson will attend to any grammatical, minor wording amendments and typing errors in the final working drafts, at a later stage.

Cr King suggested that an Executive Summary be introduced to the document that explained the relationship between the strategy of the Regional Transport Programme and the GPS in terms of the timing and priority of the various objectives.

Cr Edgar raised a number of questions regarding the draft document.

Page 32 – Mr Peet confirmed that the statistics shown were the latest ones available.

Page 34 – Issue 13 – Cr Edgar questioned whether new technology in vehicles had improved the situation.

Page 35 – What was the role of the engineering standards in terms of compliance? Mr Peet advised that the standards that were used were guides.

Page 36 – Issue 5.2 – Cr Edgar questioned whether the potential indicators should include a specific target linked to a reduction in alcohol related crashes – Mr Peet advised that this was included in indicator reference 8.

Cr King suggested that the table on Page 32 needed to be amended as there were two categories relating to the under 20's which did not reflect the wording linked to the table.

Cr King highlighted that the resource referred to on Page 48 – Issue 6.5.1, Tasman Bus System, was not being utilised to its maximum potential in certain areas. Cr King suggested that unused seats should be offered to fee paying members of the public.

Dr Hume requested that Page 42 – Issue 6.1.4, Freight, needed to be expanded to emphasis the importance of linkages in the top of the South.

Mr Findlater stated that unless there were significant discussions at management level, issues would not be resolved.

Cr Norriss stated that having the Nelson and Tasman RTC's was a positive thing because Nelson could focus on town issues and Tasman on rural issues. Cr Norriss was very happy to enter into discussions with the Nelson RT Committee but felt that most liaison was best left at staff level.

Mr Thomson advised that TDC staff managers had been very proactive in their discussions with NCC.

Cr King felt that there was not merit in discussing the key intersection issues already identified and that key personnel and NZTA liaised closely. Cr Norriss believed that the Top of the South Land Transport Liaison Forum was the appropriate group to discuss any issues in greater depth.

Mr Thomson raised the issue of public consultation and suggested that the Tasman RLTS could be presented to Nelson RT Committee at that stage, therefore involving them in the process.

Cr Edgar referred to Page 47 – 6.4.3, Parking Management, stating that any reference to parking charges should be removed but that restricted time parking be included as a control measure instead. Mr Clark responded that the draft was a 30 year document and that at present there were no real concerns however, it provided a mechanism to explore this issue in the future. Cr Edgar replied that Council supported people working in urban areas and therefore parking needed to be provided. Dr Hume stated that the NZTA would support the draft wording remaining in the document.

Cr Norriss advised that it was clear from the community that car parking meters were not wanted.

Cr Edgar asked that the strategies relating to long term parkers be reviewed as Council needed to monitor and address demands. Ms Musgrave felt that this could be done with the introduction of time limits and acknowledged that Richmond gathered people to it by having free parking. Ms Musgrave continued that Council would be unwise to discourage long term parkers. Cr King stated that he would not object to the Council purchasing land for long term parking outside of the CBD and introducing a parking fee to assist with the acquisition cost.

Dr Hume advised that the NZTA would provide new wording regarding the funding referred to on Page 50 and the dollar amounts quoted on Page 51.

Mr Peet led discussions on the target measures on Page 36 Issue 5.1, indicator reference 4 advising that more work was required and that it was difficult to monitor due to the weather. Cr Edgar suggested that it be removed completely as maintaining the peak period travel indicators were more important. Mr Findlater stated that a meaningful and measurable target should be introduced. Dr Hume advised that the NZTA could make a submission on this. Mr Peet agreed to return to the Committee with more suitable wording.

**Moved Dr Hume and Cr King
RTC09/09/04**

THAT the Regional Transport Committee approves the final working draft of the Regional Land Transport Strategy subject to the Chair providing final signoff and that these documents be prepared for public release and public consultation at the earliest available opportunity.

CARRIED

Adjourned for lunch at 12.25 pm.

Cr King left the meeting at 12.25 pm.

4 Engineering Manager's Report – 4 September 2009 - New Road Safety Strategy – Safer Journeys 2020

Meeting resumed at 1.00 pm.

Cr King returned to the meeting at 1.20 pm.

David Corlett and David Eyre of the Ministry of Transport thanked the Committee for allowing them to present their power point presentation introducing a new Ministry of Transport discussion document "Safer Journeys 2020" in conjunction with the Engineering Manager's report dated 4 September 2009.

Mr Thomson made the observation that we could do all manner of things apart from the obvious in terms of safety, i.e. if vehicle drivers wore helmets then immediately this would improve safety. Cyclists were required to wear a helmet, but that there was no political motivation to introduce this ruling for vehicle drivers. However initiatives needed to be practical, efficient and effective.

Cr King felt that recidivist drink drivers were the biggest problem. Cr Norriss stated that the vast amount of money spent on advertising related to drink driving was still not

getting the message across. Cr Norriss thought that the drink driving limit should not differentiate between age groups and that a mixed message was being sent, i.e. that it was acceptable to consume more alcohol once you reached 20 years of age. Mr Eyre replied that if the limit could be reduced to zero then obviously that would improve the situation, but that it may not be possible to do this.

Ms Musgrave felt that the introduction of age based rules had psychological problems as it fed into the peer pressure issue. Fines were not an enforceable consequence and there needed to be a consistent set of rules in place.

Cr King stated that recidivist drink drivers and excessive speed should not be tolerated and that the driver's vehicle should be crushed. Cr King felt that the current law only targeted "boy racers".

In response to a question from Mr Thomson regarding the cost of alcohol interlocking devices, Mr Eyre stated that he would return with the exact figure at a later stage, but felt that it was in the region of \$1,000-\$2,000 per vehicle installation..

Cr Edgar stated that the height measurement imposed on using booster seats needed to be realistic.

Cr Edgar suggested that all learner drivers spend a number of hours receiving instruction from a qualified professional prior to obtaining their licence. However, the number of hours currently being discussed at 120 was cost prohibitive; Cr Norriss agreed. Mr Eyre responded that the Ministry of Transport believed that the 120 hours would most likely be under the instruction of a family member and that making the test harder was the key. Cr King felt that experience was far more crucial than professional instruction.

Mr Thomson stated that New Zealand had a large rural based economy and that it had the highest school leaving rates in the OECD which is why the qualifying driving age of 15 years was crucial. There should be more emphasis placed on teaching secondary school children road safety and that it should be part of the national curriculum.

Mr Clark felt there was a generation of children who were unaware of their environment and were not street smart. The high percentage of children travelling in cars and school buses to and from school, were not gaining valuable road safety skills. Mr Clark suggested that children should be trained how to ride bicycles before they ventured out onto the roads.

In response to a question from Cr Edgar regarding the introduction of 10 yearly driving tests, Mr Eyre advised that the Ministry of Transport had considered it but chose not to include it in their strategy.

Cr King raised the question of introducing compulsory 3rd party insurance as he felt that in theory it was a good move but that he recognised it may lead to a number of vehicles remaining uninsured due to cost. Insurance was currently based on the cc rating which was not always a good thing, e.g. a new utility with a 4 litre engine was extremely safe but difficult to obtain insurance on for newly qualified younger drivers.

Mr Findlater asked what initiatives were being introduced for motor scooter users and Mr Eyre advised that the Ministry of Transport were considering making the licence harder to obtain.

Chair asked that Mr Clark prepare a draft submission for the Committee to review in connection with the Ministry of Transport's "Safer Journeys" discussion document. The deadline for submissions is Friday 2 October 2009.

Mr Burton left the meeting at 2.20 pm.

Chair thanked the Ministry of Transport for their presentation.

**Moved Mr Findlater and Cr King
RTC09/09/05**

**THAT this report be received.
CARRIED**

3 – cont. Engineering Manager's Report – 4 September 2009 – Regional Land Transport Strategy and Regional Plan Documents

Cr Edgar referred to the statement on Page 66 – issue 2.3.3 "Cycling often provides the fastest door to door journeys in congested areas" and suggested that it was not relevant to the Tasman region.

Cr Edgar stated that Page 67 - issue 2.3.4 should make no mention of charges but that it needed to include commentary regarding the accessibility of services and facilities.

Cr Edgar pointed out that Page 69 Appendix A refers to LTNZ which is not correct. Page 70 Paragraph 3 should read "A commuter parking strategy is necessary to ensure a consistent and sustainable approach to parking across the *Tasman* region....." Cr Edgar went on to say that this paragraph should not make any reference to charges.

Cr Edgar stated that Page 70 paragraph commencing "These could include, amongst others....." was too prescriptive.

**Moved Cr Edgar and Mr Findlater
RTC09/09/06**

**THAT the Regional Transport Committee approves the final working draft of the Regional Travel Demand Management Plan subject to the Chair providing final signoff and that these documents be prepared for public release and public consultation at the earliest available opportunity.
CARRIED**

Cr Edgar stated that Page 78 – issue 3.3.2 Policy PT2 needed to include people with babies and strollers.

Cr Edgar noted that Page 79 – issue 3.3.2 Policy PT3 should read as follows for Activity item 3 in the table "Investigate the provision of a bus interchange in Richmond and bus priority measures in adjacent areas."

Mr Peet acknowledged that more work was required on Page 82 issue 3.4.2.

Cr Edgar advised Page 83 – issue 3.4.3 point 3 should remove “(such as parking revenues)”.

Cr Edgar questioned whether Page 83 – issue 3.4.4 needed to make reference to including NCC in the procurement process as it would be seen to be giving value for money. Dr Hume advised that this was an excellent suggestion.

**Moved Ms Musgrave and Dr Hume
RTC09/09/07**

THAT the Regional Transport Committee approves the final working draft of the Regional Passenger Transport Plan subject to the Chair providing final signoff and that these documents be prepared for public release and public consultation at the earliest available opportunity.

CARRIED

Cr Edgar questioned the survey results as children were not permitted to ride to school until they were 10. How representative were the surveys if all school age children were included in the figures. Mr Peet advised that the data received relating to this report did not influence policy greatly. Cr Edgar responded that if it was not representative of the Tasman district then it should not be included.

Cr Norriss stated that 80% of schools within the Tasman district are rural and that the school bus is the preferred mode of transport due to distance involved.

**Moved Mr Findlater and Cr Edgar
RTC09/09/08**

THAT the Regional Transport Committee approves the final working draft of the Regional Walking Plan subject to the Chair providing final signoff and that these documents be prepared for public release and public consultation at the earliest available opportunity.

CARRIED

Cr King left the meeting at 2.25 pm

Cr Edgar advised that Page 105 – issue 3.2 – 1 should include the words “and the number of children cycling to school *that are permitted to do so*”.

Cr Edgar asked that the data on Page 107 – issue 3.2.3 be removed.

**Moved Cr Edgar and Ms Musgrave
RTC09/09/09**

THAT the Regional Transport Committee approves the final working draft of the Regional Cycling Plan subject to the Chair providing final sign off and that these documents be prepared for public release and public consultation at the earliest available opportunity.

CARRIED

The meeting concluded at 2.51 pm

Date Confirmed:

Chair: