



MINUTES OF A MEETING OF THE REGIONAL TRANSPORT COMMITTEE

Unconfirmed

Date: Thursday 24 September 2009

Time: 10.00 am

Venue: Council Chamber
Hawke's Bay Regional Council
159 Dalton Street
NAPIER

Present RTC: Cr A Dick – Chairman – Hawke's Bay Regional Council
Cr T Gilbertson – Hawke's Bay Regional Council
Cr N Speers – Hastings District Council
Cr M Herbert – Napier City Council
Cr T Kingston – Central Hawke's Bay District Council
Mayor L Probert – Wairoa District Council
J Chetwynd – New Zealand Transport Agency
C Wallace – Public Security
T McMillan – Public Health
D Murray – Access and Mobility
A Bramley – Environmental Sustainability
M Mohi – Cultural

Present TAG: H Codlin - HBRC
C Gilbertson - HBRC
D Elers - NZTA
M Kinvig - NZTA
R Bramley - NZTA
J Pannu - HDC
S McKinley - CHBDC
B Lewis - WDC
J Schwass - NCC
M Clews - HDC
S Chandler – Minute Taker

Advisory J Emmerson – NZ Transport Forum - Roading
C Bain – Port of Napier - Coastal
M van Drogenbroek – KiwiRail - Rail

1. WELCOME

Chairman Dick welcomed everyone to the meeting and advised that Councillor Terry Kingston would be arriving late. He also welcomed the KiwiRail representative Michael van Droegenbroek, Elizabeth Shaw and Michael Woodside from Ministry of Transport.

2. APOLOGIES

Apologies received from Murray Douglas and Kathie Furlong.

**Probert/Speers
CARRIED**

3. CONFLICT OF INTEREST DECLARATIONS

There were no conflicts of interest declared.

4. SHORT TERM REPLACEMENTS ON COMMITTEE

Allowance has been made in the terms of reference of the Committee for short term replacements to be appointed to the Committee where the usual member/s cannot attend.

This item is to formalise the need for any such appointment(s) at this meeting.

Resolution:

1. That Cr Mark Herbert be appointed as a member of the Regional Transport Committee of the Hawke's Bay Regional Council for the meeting on Thursday 24 September 2009 as a short term replacement for Cr Kathie Furlong.

**Speers/Gilbertson
CARRIED**

5. CONFIRMATION OF MINUTES OF THE MEETING HELD ON WEDNESDAY 24 JUNE AND MONDAY 29 JUNE 2009

Minutes of the meetings held on Wednesday 24 June and Monday 29 June, copies having been circulated prior to the meeting, were taken as read and confirmed.

**Gilbertson/Speers
CARRIED**

6. MATTERS ARISING FROM MINUTES OF MEETINGS HELD ON WEDNESDAY 24 AND MONDAY 29 JUNE 2009

There were no matters arising.

7. ACTION ITEMS FROM COUNCIL MEETINGS

- (a) Heavy Vehicle Trial – Invite Panpac to brief Committee on their participation in the trial. – We will invite Panpac to the November meeting.
- (b) Road Transport Forum – invite to November meeting
- (c) Painted bus stop signage – covered off in Carol Gilbertson's update.
- (e) Update from Jenny Chetwynd, NZTA – this is now a regular agenda item.

- (f) KiwiRail representative to confirm attendance at Committee meetings – Michael van Drogenbroek here today.

**Chetwynd/Wallace
CARRIED**

8. CONSIDERATION OF GENERAL BUSINESS ITEMS

There were no items of general business.

9. NATIONAL LAND TRANSPORT PROGRAMME

- a. Helen Codlin briefly outlined the significant reductions in funding sought for Hawke's Bay before handing over to Jenny Chetwynd for the NZTA update and PowerPoint presentation.
- b. Ms Chetwynd advised the committee on how the NLTP was put together at national level using a set of criteria for rating and prioritising all Transport programmes across the Country.
- c. Ms Chetwynd outlined the scoring combinations and how this determined priorities and eligibility for funding.
- d. She also reiterated that the NLTP was not set in concrete and that it is a starting point for us to work forward from. Copies of her slides are attached as Appendix 1 to these minutes.
- e. A discussion was held on how this impacts on our RLTP, with disappointment being voiced by a number of members. The discussion included:
 - Chris Bain, Port of Napier thought the GPS did not fairly represent this region and that the metrics used by Statistics NZ were flawed. He would be talking to them about their data.
 - Freight routes to Port of Napier are significant for our area and go beyond HB borders north, south and west;
 - Fonterra (New Zealand's biggest exporter) has named Napier as one of its 4 prime ports;
 - The upgrading of tunnels to allow for high cube containers will benefit customers in our region and another important link to the Port;
 - A letter from Murray Douglas was also tabled which raised his concerns:
 - 'R' funding was to be redistributed to 'N' funded projects.
 - Northern Arterial Route not receiving approval from Environment Court.
 - Norm Speers advised the committee that the Northern Arterial Route will be discussed at the next HDC council meeting and was not off the table.
 - 'R' Funds now given priority by NZTA and not RTC, is this committee disempowered?
 - Believe Freight and Tourist routes looking at domestic market and not the potential export market.
 - Ms Chetwynd stated that with over \$200 million coming into this region in the next three years this is not insignificant. The RTC needs to continue working through the opportunities that are still there for this region. Look at how projects can be moved around to achieve funding under the current criteria.

- NZTA awaiting the results of a Freight Route Study which will highlight new freight routes. Ms Chetwynd suggested that Hawke's Bay and Gisborne could work together.
 - Action should be taken as soon as possible to look at both freight and tourist routes of significance in this region, to lift ratings where possible and qualify for funding.
- f. The Committee asked Ms Chetwynd to provide regular updates at these meetings on how the NLTP is tracking.

Resolution:

1. That the Committee:
 - 1.1. Receives the report on the National Land Transport Programme.
 - 1.2. Request the TAG and Advisory members to address the issue of determining strategic freight and tourism routes in the region in association with other regions in the Port catchment and in conjunction with NZTA.

**Probert/Kingston
CARRIED**

10. NZTA REGIONAL DIRECTORS REPORT

This was covered in item 9 above.

11. ADVISORY REPRESENTATIVE REPORTS

KiwiRail – Michael van Drogenbroek provided the committee with an overview of the KiwiRail Company. They are part of NZ Railways Corporation and run as a separate business unit and from 1 October 2008 the company has been going through a process of reintegration.

The tracks have been going through a process of upgrade since 2004 and in this region can be seen in the upgrades of tunnels on the Manawatu Gorge, allowing for the movement of high cube containers.

Rail Tourism is growing in New Zealand also and it's possible that the newly refurbished Silver Fern railcar could be used in the Bay.

A strategic review is currently underway as to what role rail has. We are presently working with Minister Joyce and Treasury officials to determine a more stable future for rail going forward and funding priorities.

A review of all lines in the network has been done to see what is required to bring them up to technical service. In terms of the Napier line (Palmerston North to Napier) this has a relatively high priority. This is continuing to be upgraded with the capacity on this line becoming increasingly important in terms of the west-east traffic flow that may come through the Port of Napier.

The Napier Gisborne line is also being looked at. This line requires only modest improvements to the rail infrastructure (approx \$200k) to actually enable this line to take high cube containers. We are now looking for commercial customers in the Gisborne region. At present the line only runs approximately two trains a week, mostly fertiliser. The line is requiring some weed spraying and viaduct painting however in terms of civil engineering is in pretty good condition.

This line is also regarded as one of the most scenic in New Zealand and on a par with the Tranz Alpine so there is certainly potential there. A link in with tour operators and cruise ships also has potential. This presently happens down in Canterbury.

We have heard about the rail trail (cycle) option which we are not supportive of as we would prefer to keep this as a strategic link for the region.

We are working with officials on how rail can be more economically efficient to the economy as a whole. We believe that in a lot of cases rail has a good alignment to roading or is superior and in particular here in Hawke's Bay when you compare the gradient of the Napier Gisborne road which is very steep and narrow in places. We see capacity to move significantly more tonnage at potentially lower costs. However if things continue the way they are then the long term viability of this piece of track is probably less secure.

We are becoming more aggressive in our freight marketing and in this region as mentioned earlier we are trying to get more freight in Gisborne to bring down into the Hawke's Bay.

Hawke's Bay is now seen as a key strategic route on the KiwiRail network compared to say 5 or 6 years ago. Now the line has been upgraded to take High Cube containers, strategically this has advanced the line.

Our statement of corporate intent has been released and is able to be viewed on our website www.kiwirail.co.nz and as previously mentioned we are working with officials and over the coming months will determine the long term role of rail across the New Zealand economy as a whole.

The committee was asked for any comments or questions:

- It was suggested that Venture Hawke's Bay our regional tourism organisation contact Kiwirail.
- Mr van Drogenbroek advised that the northern Wairarapa route from Pahiatua through to Woodville is a key route with a lot of diary product being moved. As an alternative to the main trunk link between Wellington and Palmerston it is also important. However largely this link isn't used very much but is still significant from a strategic point of view and adds more robustness as a transport link in and out of the lower North Island.
- It was suggested that some sort of public statement is made so the cycling fraternity in particular are aware that it is unlikely that a 'rail/trail' would be made available. There needs to be certainty for the public and this needs to be communicated to the people in this region as soon as possible.
- Mr van Drogenbroek stated that once the strategic review is completed within the next few weeks and outcomes known we will be in a better position to put forward what our views are on that line in terms of its long term viability.
- Mr van Drogenbroek was asked to communicate the outcome of the review through this committee and we will ensure it gets to the right media.

The Chairman thanked Michael for his presentation and also asked what the ongoing liaison with KiwiRail and the Transport Committee would be. Mr van Drogenbroek stated that KiwiRail were having discussions on this subject and were aware of providing a more consistent presence at these meetings. Until this is resolved Michael van Drogenbroek will be the contact.

Port of Napier – Chris Bain

Current focus has been the completion of the Long Term Infrastructure Plan which takes a 25 – 50 year view of what we need to do to keep pace with developments and freight growth.

The pivotal chapter is that we expect to grow; we expect to be the key port in central New Zealand and with the recent developments of Fonterra, for example, consolidates trends that have been occurring. Nationally freight is moving to east coast New Zealand and in terms of ports, include a group of 4 -5 ports being the top hierarchy of those handling containerised goods, those ports are Auckland, Tauranga, Napier, Lyttleton and Port Chalmers.

A key impact to our plan is finding ways of increasing our capacity to serve a broader geographical range of central New Zealand. We believe we will have an increased role beyond Hawke's Bay and a lot of our growth plans factor in working with parties beyond the region.

Examples of inter-regional linkages - we are currently working with Port of Gisborne, we don't see ourselves as working on growth alone you need to work with others to strengthen your own position. Other initiatives include, freight from the south island, working closer with Kiwirail moving freight east – west through to Taranaki, along with closer cooperation on a range of issues. I would also hope we can do more on road in terms of NZTA going forward which is an area we haven't traditionally had to have much concern for as most of our growth has been within the Port of Hawke's Bay area. However as the fingers of growth reach further out we may see significant growth coming from the Taupo region for example.

We are expecting to grow by at least 40% over the next 10 years and road will have a significant impact on that.

Questions and comments:

- Mark Herbert, Napier City Council – wanted to know if there was room for more logging perhaps on rail from the Gisborne area and onto the Port?
- Mr Bain replied that with logs it is a low cost, low value product and the more moves you make the more inefficient it becomes. Traditionally once you get the logs on the back of a truck they are better to stay there because it can't stand the cost of multiple moves.
- Bay of Plenty move a huge amount of logs by rail through to the Port of Tauranga, would that be an option here? This infrastructure was established 30 – 40 years ago with a method of aggregation that is cost efficient because of the sheer mass of product. We don't have those same facilities. However we are in discussion with KiwiRail and have initiatives underway to increase the amount of log transport by via rail.

Road Transport Sector – John Emmerson

The road transport industry has changed dramatically over the last few years. Retailers around the country now, because of the economic times rely on 'just in time service', which road transport can do. This allows retailers to order one day and he will have it on his shelf the next morning.

Freezing companies rely heavily on road transport for their by-products to be delivered to strategic places where they can be processed. These products are only available from the works at the end of the day and when shipped overnight can be processed the next day.

With these changes we are seeing more trucks on the road. Another example is with livestock – truck transport is the only economical way to carry this stock, from the farm gate to the freezing works or wherever.

We are also now providing a lot of door to door service across Cook Strait to the South Island and the demand is increasing.

Verbal Report from Objective Representatives –

Economic Development – letter already tabled from Murray Douglas

Environmental Sustainability - Alastair Bramley

I am concerned about the Governments thrust coming down through NZTA. I don't think anyone would disagree with the fact that we need to be mindful in promoting economic prosperity especially in these recessionary times.

My analogy of this - At the moment the focus is on relieving congestion and trying to get our traffic moving around the country and the solution to that is build more roads, bigger roads, faster roads. That's like saying if half the country was suffering from heart disease the solution would be to build more hospitals! That doesn't deal with the true cause of the problem and sooner or later we have to move to a long term view. The short term view might be to attack congestion but ultimately we have to work out ways of reducing our spend on that type of infrastructure.

We need to move to a point where there is a more sustainable pattern and the benefits that flow from that including social and economical. I have a fundamental problem with the current GPS direction and of course with NZTA's direction.

I also believe that this committee has been disempowered notwithstanding the \$200 million to be spent here over the next three years. Increasingly we are being told by Central Government how to spend that money. We have put up a whole lot of projects we then get told what our priorities are and then get told how to do that.

We have an opportunity as a committee to decide what is best for our region, formulate that plan where it aligns with government strategy great, we take their support. But if we don't have their support then obviously it is going to fall to our TA's and other potential funders.

I would like to think we could move a bit from the scrambling mode we have found ourselves in coping with Government and policy change and more towards deciding our own future, terms of making Hawke's Bay a sustainable, prosperous place. Define that and don't alter it depending what government of the day comes along, just decide where they can support us and come up with strategies on how we make sure we get the other objectives and initiatives going.

- The committee agreed that it is important we maintain our role in leading the strategic direction and not be forced to become a cog in the wheel.
- Ms Chetwynd agreed that we do have an important role with the RLTP in getting money out of the NLTP for projects that will get funded, but there are other sources.

Cultural Representative – Mike Mohi – no further comment. Agreed with what Alastair Bramley had to say.

Public Health Representative – Tracy McMillan

Our concerns from a Public Health perspective with the NZTA direction is in the reduction in Walking & Cycling initiatives and the low priorities it has been assigned in terms of physical activity opportunity. This is not surprising and is somewhat

similar to what we have been through with the Ministry of Health, this reflects the government direction across the Ministries.

Also have concerns on the timeframe on the community programmes and the safety awareness building in the community is not having any formulation of what is going to be in place for the next three years and we need to work at a regional level to make sure the agencies that are involved in the community programmes are looking at sustainability there.

Public Safety – Chris Wallace

Hawkes Bay has had a good 12 months in the last year with a reduction in crashes and a reduction in injury and fatal crashes. This doesn't occur in isolation a lot of good work occurs with the Road Safety coordinators, NZTA and community groups. Unfortunately the road toll is creeping back up with alcohol and speed and not driving to the conditions being the main causes.

While it's pleasing to see a reduction in crashes in our region over the last 12 months we will still be getting the message out there.

A focus will be on working with transport operators and continuing the good relationships we have.

We will continue to support Roadsafe HB groups and the good work they do and the challenges they now face with cuts in their funding.

We still remain positive that we can continue to bring the road toll down here in Hawke's Bay.

Access and Mobility – David Murray

Any reduction in funding access to mobility is a concern. A couple of points I would like to make. Our local urban bus service is being very well supported. A new player in the market 'Driving Miss Daisy' a personalised taxi service provides another option for people with no access to vehicles and or other mobility problems. This company originated in Canada and now has several branches in New Zealand including Havelock North Hawke's Bay.

Another item of interest is in the Gisborne area they are now painting their disability parks the colour blue. This has resulted in an instant reduction in the number of vehicles illegally parking in these spaces. Perhaps this could be considered for this area.

- The Chairman noted that the view of this committee that we will stay strategic and the input from both objective and advisory members is highly valued.

Resolution:

1. That the Committee receives the verbal update reports.

**Kingston/Speers
CARRIED**

12. REGIONAL TRANSPORT COMMITTEE WORK PLAN

- Ms Codlin briefed the committee on this agenda item which highlights key projects for the next three years.
- Added to this would be work identifying freight and tourism routes for our region as was discussed earlier.
- Variations to the RLTP may also need to be made as is happening today.

- Appendix 1 provides an outline of the proposed timetable for those projects.
- A report on the Procurement Strategy which is needed to input into the Regional Public Transport Plan and will probably be an item at the next meeting.
- The Heretaunga Plains Urban Development Strategy has a tight tight frame we are looking to have this strategy adopted by the joint councils by June 2010. Phase 1 has been completed, Phase 2 is underway which is more research focused then Phase 3 will be the development of different growth scenarios for the region. Eventually the preferred scenario will be put into the Heretaunga Plains/Hawke's Bay transportation model to be tested. We will be looking at the land use, infrastructure, integration aspects required not only for the Land Transportation Act but also the Resource Management Act.
- The Chairman asked to add to the start of the Regional Land Transport Strategy "Visioning" and put a timeframe around that.
- It was asked that due to the changes in budgets and funding a lot of this will need doing urgently so we know exactly where we are going in the next six months.
- Ms Codlin advised that the Transportation study is a tool for getting evidence on what's required for the various projects to get funding. This is already on a tight tight frame.
- It was noted that the programme needs to embrace the work on the critical freight and tourist routes. It was suggested to revise the work programme to send out with the minutes.
- Ms Chetwynd advised that the NLTP is based on the current information they have now. While profiles for some of these programme may change it doesn't necessarily mean they can be instantly funded.

Resolution:

1. That the Committee receives report on the Regional Transport Committee Work Plan with the appropriate amendments.

**Kingston/Probert
CARRIED**

13. MINUTES OF ROADS SAFE GOVERNANCE GROUP MEETING

- Mrs Gilbertson advised that at an urgent meeting on 10 September of the Road Safe Governance Group discussed its budget and reduction in funding from what had been requested and what was actually granted to RoadSafe.
- A large number of requests for funding from community groups had been received and the governance group was faced with the hard decision on whether to fund any of those given the reduction in funding from NZTA.
- The decision was made to decline all funding applications from community providers and retain all funding within RoadSafe Hawke's Bay. For RoadSafe Hawke's Bay to focus on the key priority areas for this region.
- With good input from Chris Wallace and based on the priorities outlined in the 2020 strategy to try and position Hawke's Bay to secure funding in the future.

- The committee gave high priority rankings to speed/alcohol; rural loss of control; and intersections. Medium rankings to restraints; and vulnerable road users and medium-low ranking to fatigue.
- We have spent a lot of time on educating around restraints it is a big issue for this area even though it didn't rank highly on a national basis. A lot of effort goes into educating parents in particular on restraining children.
- It is hoped to secure funding in the future for these areas as well.
- Providers were advised in writing about the cuts in funding. While they were expecting this there was still disappointment.

Resolution:

1. That the Committee receives the minutes from the RoadSafe Governance Group Meeting held on 10 September 2009.

**Speers/Chetwynd
CARRIED**

Michael van Drogenbroek left the meeting at 12.25 pm. The Chairman thanked him for his attendance.

14. STATE HIGHWAY 38 – REQUEST FOR SEALING

The committee has received letters and petitions from the community around the unsealed state of State Highway 38.

The requests for sealing and upgrading this stretch of road has been an ongoing issue for many years. As far back as 1998/99 land had been purchased by Transit for roading realignment however the high cost of the project has seen it put on hold.

Mr Kinvig from NZTA advised the committee that he had met with Audrey and Murray at their property and sympathised with their concerns. NZTA is looking at what options they can take to alleviate the problems near these affected properties.

1. The use of a dust propellant 3 – 4 times per year (cost prohibitive)
2. Stabilise and seal in front of the property and around the bend. This option more achievable but subject to funding. This would be the preferred NZTA option.

A discussion was held and the following points were noted:

- This is a major tourist asset for the country. Wairoa District Council are presently putting together a case study on SH 38 which will go to the Minister.
- The DHB would work with the WDC to look at health implications of dust on breathing and water quality.
- If this was classed as a local road and not a state highway, the district councils often ask the neighbouring property owners to contribute.
- Ms Chetwynd noted that in the NLTP it is rated MML so rated quite well.

Action:

- (a) DHB health statistics to be communicated back to this Committee.
- (b) This item to stay on Action List for continuing updates.

Resolution:

1. That the Committee:
 - 1.1. Agrees that the decisions to be made are not significant under the criteria contained in Council's adopted policy on significance and that Council can exercise its discretion under Sections 79(1)(a) and 82(3) of the Local Government Act 2002 and make decisions on this issue without conferring directly with the community and persons likely to be affected by or to have an interest in the decision due to the nature and significance of the issue to be considered and decided.
 - 1.2. Receive the letter from Audrey Jones and Murray Deakin and the associated petition and endorse the response provided by NZTA.
 - 1.3. Respond to the letter acknowledging their concerns, and advising of its status in the RLTP and its implications.
 - 1.4. The committee indicates in a letter its full support to the Wairoa District Council study.

**Dick/Kingston
CARRIED**

15. UPDATE ON PASSENGER TRANSPORT ISSUES

Mrs Gilberston advised that this report went to Council on Wednesday 23 September and provides a quarterly update in terms of what is happening with Passenger Transport, in particular buses.

Highlights were:

- Funding secured for next three years to cover current Passenger Transport Services and Total Mobility.
- Ahuriri Passenger Transport trial – research shows that there would not be enough uptake with this trial and it has been decided not to go ahead with the trial at this time.
- Improvements to the Go Bus service – recommendations to Council next month.
- SuperGold card passengers on buses is continuing to rise. This service is fully funded by NZTA.
- Year to year comparisons of passenger numbers on buses will commence next year when the data will be available.
- Infrastructure – A lot of work has been done on marking the informal bus stops around Napier. This is ongoing and we are working with Napier City Council on this. Poles in multiple route locations will be fitted with timetables.
- The Quality Partnership Agreement was adopted by Council at its meeting yesterday and is here today for endorsement by this Committee. This agreement is designed to get all the partners working together to try and improve services, increase patronage, take ownership of signage and bus stops and get all the parties to buy in to improve our service.
- Total Mobility numbers are increasing and the new 'Driving Miss Daisy' service has been a big part of that and it does qualify for total mobility funding.
- Improvements to the Dalton Street stop to highlight it as the main city terminal would be of benefit.

Mr Herbert commented on an idea that has recently been floated to introduce a tram to run from the CBD to Ahuriri. While this could be a major tourist attraction the cost is probably prohibitive at approximately \$800,000 per km for track and overheads. A local group is looking into it and there is an article in the Napier Mail today about it.

Ms Chetwynd noted that she hadn't seen the Quality Partnership Agreement before and was not in a position to endorse it today. She would however work with Mrs Gilbertson to review it.

Resolution:

1. That the Committee:
 - 1.1. That the Committee notes that the Quality Partnership Agreement was adopted by the Regional Council at their meeting on 23 September and endorses this Agreement.
 - 1.2. That the Committee receives the report "Update on Passenger Transport Issues".

**Gilbertson/Mohi
CARRIED**

Jenny Chetwynd abstained from item 1

The Meeting broke for lunch at 12.40 pm.

Chris Bain left the meeting at 1.00 pm

16. GLENGARRY STOCK TRUCK EFFLUENT DISPOSAL FACILITY – VARIATION TO THE REGIONAL LAND TRANSPORT PROGRAMME

- Ms Codlin presented this paper and provided the committee with the background. This variation to the RLTP is required due to an oversight.
- While this facility was included in the figure 2 map of the RLTP it was omitted from the project listing.
- The variation is required in order to seek the 50% of N funding available for such projects.
- The committee discussed the increased costs and the consultation that has taken place previously.

1.45 pm Chairman Alan Dick excused himself from the meeting. Deputy Chair Councillor Tim Gilbertson took over the Chair.

- Ms Codlin advised the committee that a paper went to Council yesterday to inform them of the variation to the RLTP and to request further funding from the contingency fund to cover the increased cost to the HBRC portion.
- There was some discussion on the annual amount of maintenance to be met by Hastings District Council. NZTA and Hastings District Council to agree on a Heads of Agreement over the maintenance of the facility.

Resolution:

1. That the Committee:
 - 1.1. Agrees that the decisions to be made are not significant under the criteria contained in Council's adopted policy on significance and that Council can

exercise its discretion under Sections 79(1)(a) and 82(3) of the Local Government Act 2002 and make decisions on this issue without conferring directly with the community and persons likely to be affected by or to have an interest in the decision due to the nature and significance of the issue to be considered and decided.

- 1.2. Agrees that the proposed variation is not significant under the criteria contained in section 5.3 of the Regional Land Transport Programme 2009 – 2012 (RLTP) that sets out the Council's policy to determine the significance of a proposed variation to the RLTP.
- 1.3. Approves the variation to the Regional Land Transport Programme 2009 – 2012 to include the following project:
 - 1.3.1. Construction of the Glengarry Stock Truck Effluent Disposal facility
 - 1.3.2. Endorses the transfer of any surplus funds from the committed funding for the roading component of the Glengarry Stock Truck Effluent Disposal facility.
 - 1.3.3. Endorses the transfer of funding from the Wairoa Stock Truck Effluent Disposal facility in the event that the surplus funding from the committed part of the project is not sufficient
 - 1.3.4. Lodges the variation with the Regional Council as soon as possible and seek its urgent approval of it.

Kingston/Probert
CARRIED

Jenny Chetwynd abstained from items 1.3.2 and 1.3.3

17. PROGRESS REPORT ON REGIONAL/JOINT PROJECTS

- Ms Codlin outlined this report and stated it would be a standard agenda item from now on. It will track the progress of projects in the National Land Transport Programme for Hawke's Bay.
- Ms Codlin advised that it is proposed to establish a Study Management and Technical Group made up Crs Dick, Furlong and Speers along with Ms Jenny Chetwynd and the Chief Executives of Napier City Council, Hastings District Council and Hawke's Bay Regional Council. This group will evaluate the Regional Land Transport Strategy. It is hoped to have a terms of reference shortly along with Project Brief.
- It was noted that there was no funding in the NLTP for either the Rail and Coastal Shipping Study or the Walking and Cycling Study.
- Mr Bain advised that the Port was in the process of a Coastal study which will cover sea, road and rail. This should be available within the next 6 – 8 weeks and would provide this to the committee in due course.
- The TAG will coordinate the preparation of a document that pulls together existing and planned walkways and cycle ways on a regional basis and identifies any obvious gaps.

Resolution:

1. That the Committee:
 - 1.1. Agrees that the decisions to be made are not significant under the criteria contained in Council's adopted policy on significance and that Council can exercise its discretion under Sections 79(1)(a) and 82(3) of the Local

Government Act 2002 and make decisions on this issue without conferring directly with the community and persons likely to be affected by or to have an interest in the decision due to the nature and significance of the issue to be considered and decided.

- 1.2. Receives the Progress Report on Regional/Jointly Funded Projects
- 1.3. Endorses a Subcommittee of funding partners of the Heretaunga Plains Transportation Study comprising Cr, Dick, Cr Furlong, Cr Speers, Ms Jenny Chetwynd and the Chief Executives of Napier City, Hastings District and Hawke's Bay Regional Councils.

**Bramley/Gilbertson
CARRIED**

18. GENERAL BUSINESS

There were no items of general business.

19. DRAFT SUBMISSION ON SAFER JOURNEYS 2020 DISCUSSION DOCUMENT

Linda Anderson presented the draft submission document on Safer Journeys for feedback and discussion by the committee on the key points listed.

A discussion followed on these key points and suggestions and amendments were made to Ms Anderson to update the submission.

Of the nine key points 4 were amended as shown in italics:

- 4.6 The raising of the minimum driving age from 15 to 17 years, *also agree to investigate the opportunity of special licences for work related drivers under 17.*
- 4.7 The introduction of compulsory third party insurance *through car registration.*
- 4.8 The investigation of banning the purchase, use and modification of powerful vehicles for young people *increase insurance premiums and if no insurance no car.*
- 4.9 The increased use of road safety cameras *and the involvement of TLAs in their operation.*

Resolution:

1. That the Committee:
 - 1.1. Agrees that the decisions to be made are not significant under the criteria contained in Council's adopted policy on significance and that Council can exercise its discretion under Sections 79(1)(a) and 82(3) of the Local Government Act 2002 and make decisions on this issue without conferring directly with the community and persons likely to be affected by or to have an interest in the decision due to the nature and significance of the issue to be considered and decided.
 - 1.2. Approves the draft Submission on the Safer Journeys 2020 Discussion Document to be submitted to the Ministry of Transport by 2 October 2009, subject to any amendments identified as a result of the presentation or the informal meeting hosted by Ministry of Transport following the Committee meeting.

**Herbert/Wallace
CARRIED**

Closure:

There being no further business the Chairman declared the meeting closed at 2.45 pm.

Signed as a true and correct record.

DATE:18 November 2009.....**CHAIRMAN:** ...A Dick.....