



23 June 2009
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Confirmed Minutes of the meeting of the Regional Transport Committee held in the Council Chamber, Regional Council Centre, 142 Wakefield Street, Wellington on Tuesday, 23 June 2009 at 9.35 am

Present

Cr Wilde (Chair)	(Greater Wellington Regional Council)
Cr Glensor	(Greater Wellington Regional Council)
Mayor Brash	(Porirua City Council)
Mayor Guppy	(Upper Hutt City Council)
Mayor McPhee	(Carterton District Council)
Mayor Ogden	(Hutt City Council)
Mayor Prendergast	(Wellington City Council)
Mayor Rowan	(Kapiti Coast District Council)
Mayor Staples	(South Wairarapa District Council)
Dr Hume	(New Zealand Transport Agency)
Mr Finny	(Economic Development)
Mr Gross	(Safety and Personal Security)
Mr Mellor	(Environmental Sustainability)
Dr Palmer	(Public Health)
Mr Rikihana	(Cultural Interests)

RT 42 **Apologies**

Resolved (Cr Wilde/Mayor Staples)

That the Committee accepts the apology for absence from Mayor Daniell (Masterton District Council) and Mr Bryan (Access and Mobility).

RT 43 **Declarations of Conflict of Interest**

There were no declarations of conflict of interest.

RT 44 **Public Participation**

Chris Horne spoke on the new Government Policy Statement on Land Transport Funding.

RT 45 **Confirmation of Minutes**

Resolved (Mayor Brash/Mayor Guppy)

That the Committee:

1. *Confirms the minutes of the Regional Transport Committee meeting of 8 April 2009, Report 09.189.*

Resolved (Mayor Brash/Dr Hume)

That the Committee:

2. *Confirms the minutes of the Regional Land Transport Programme 2009-2012 Hearing Subcommittee on 26 and 27 May 2009, Report 09.290.*

RT 46 **New Government Policy Statement – May 2009**

Nick Brown, Ministry of Transport, gave a *Powerpoint* presentation.

Report 09.355

File: TP/01/14/03

Resolved (Mayor Prendergast/Mayor Rowan)

That the Committee:

1. *Receives the report.*
2. *Notes the contents of the report.*

Moved as an amendment (Mayor Ogden/Mayor McPhee)

3. *That the Committee congratulates the Government on its establishment of a National Infrastructure Advisory Board and its proposal to prepare a National Infrastructure Plan..*

Both the motion and amendment were **PASSED** unanimously.

RT 47 **Recommended Final Regional Land Transport Programme**

Report 09.342

File: TP/01/14/03

Noel Raggettt and Mark Johnston, Research New Zealand, gave a *Powerpoint* presentation on their public opinion survey on the proposed Regional Land Transport Programme.

Resolved (Mayor Rowan/Mayor Guppy)

That the Committee:

1. *Receives the report.*
2. *Notes the contents of the report.*
3. *Agrees to make the following amendments to the proposed Regional Land Transport Programme as recommended by the Regional Land Transport Programme Hearings Subcommittee:*
 - (i) *Elevates the 'Region-wide Bus Service Improvements' project from 13 (medium) to sit above SH1 Waikanae Grade Separation and assign it a 'high' priority rating in the large new projects list.*
 - (ii) *Elevates the 'SH58 Long-term Safety Upgrades' project to sit above the Westchester to Glenside link in the large new projects list.*
 - (iii) *Adds a commentary about the new Government Policy Statement.*
 - (iv) *Removes the reference to the possibility of a regional fuel tax.*
 - (v) *Adds a commentary about the Levin to Wellington Airport Roads of National Significance*
 - (vi) *Amends Table 5 in the proposed RLTP as follows:*
 - *Adds a 'three year cost' column*
 - *Adds 'long term' to the title of the SH58 Safety Upgrades project.*
 - (vii) *Clarifies the description of first, second, and third priority activities and the 'priority order' of large new projects.*
 - (viii) *Adds a commentary about the proposed new rail funding arrangements.*
 - (ix) *Amends the 'Significance policy for variations to the RLTP' in Section 14 to reflect that the proposed new funding arrangements for rail capital expenditure will not be considered a significant variation requiring further public consultation.*

- (x) *Amends the three year programme and 10-year financial forecast sections to reflect the latest information provided in LTP online as at 8 June 2009.*
- (xi) *Adds a foreword to highlight regional priorities.*
- 4. *Agrees to recommend the final programme, as set out in Attachment 1, to Greater Wellington for its consideration.*
- 5. *Delegates the Chair of the Regional Transport Committee authority to approve any minor editorial amendments to the RLTP prior to forwarding it to Greater Wellington for approval.*
- 6. *Instructs officers to provide feedback to the Ministry of Transport after the consultation process on the RLTP process, and in particular, concern about public consultation fatigue and process confusion.*
- 7. *Requests that Greater Wellington amends the Regional Rail Plan to include the commitments of the Transport and Access Committee in relation to the status of a railway station at Raumati (as set out in Report 09.41 to the Transport and Access Committee on 11 February 2009, in Section 4).*

Moved as an amendment: (Mayor Brash/Mayor Ogden)

That the Committee amends 3 (ii) to:

Elevates the 'SH58 Long-term Safety Upgrades' project to number 15 (medium priority) in the large new projects list.

The vote was tied 5:5 on a show of hands, and the amendment was **LOST**.

Mayor Prendergast left the meeting at 10.20 am.

RT 48 **Road Safety Advocacy Matters**
Report 09.341

File: TP/08/01/01

David Eyre of the Ministry of Transport gave a *Powerpoint* presentation.

Resolved (Mayor Ogden/Cr Wilde)

That the Committee:

- 1. *Receives the report.*
- 2. *Notes the contents of the report.*
- 3. *Instructs officers to prepare feedback to the Ministry of Transport for the development of the new national Road Safety Strategy to 2020 in line with the following advocacy positions:*

- 3.1 *Consideration of incentives to encourage faster take up of new vehicle technologies, thereby working to quickly reduce the current average vehicle age from over 12 years. One particular proposal is to reduce the relatively high cost of new vehicles by reducing taxes associated with new vehicle purchases, and offsetting this by increased running costs. Such a change could be cost neutral, and would provide safety benefits as well as significant reductions in fuel use, CO₂ and other harmful emissions. Also, consideration should be given to encouraging the retirement of older vehicles, possibly by using incentives to encourage scrapping.*
- 3.2 *Adequate funding and financial support (particularly increased financial assistance rates for local cycling strategies and minor safety works) be provided in future Government Policy Statements, to allow Road Controlling Authorities to quickly implement local cycling and safety strategies.*
- 3.3 *Consideration of restrictions for inexperienced drivers to address the clear risks (exacerbated by speed and alcohol) faced by this sector of the population. Opportunities include:*
- *compulsory third party insurance to discourage use of high risk vehicles.*
 - *Introduction of lapsing of learner and restricted licences to encourage completion of the full licence process*
 - *introduction of a supervised driving requirement to enable development of hazard identification and judgement skills.*
- 3.4 *Quicker progress in identifying and implementing median and side protection barriers on high speed, high volume roads (mainly state highways) to reduce the severity of incidents which are, for the foreseeable future, inevitable. Consideration should be given to the removal of road side hazards, and the needs of cyclists and motorcyclists should also be taken into account when designing such infrastructure.*
- 3.5 *Adequate funding of enforcement resources aimed at minimising the incidence of the highest risk behaviour, and continuing the programme of Police education officers attending schools.*
- 3.6 *A review of speed limit setting policy and procedures to simplify the process, and allow road controlling authorities greater flexibility to respond to local needs.*
- 3.7 *Consideration of lowering the legal blood alcohol limit from 80 mg to 50 mg. Regional Public Health and ACC officially support this change. There is a good body of evidence from around the world that clearly demonstrates the positive road safety benefits, both in terms of lives saved and reduced incidence of injury crashes, as a result of this intervention.*

- 3.8 *The New Zealand Transport Agency be asked to give further consideration to the matter of roadside rest areas to address fatigue crash blackspots. A well thought out submission on the proposed Regional Land Transport Programme highlighted this issue and requested that momentum built up in recent years not be lost with the change from Transit New Zealand to the NZ Transport Agency.*
- 3.9 *That the classification of mopeds be reviewed to ensure that riders are required to have appropriate training and skills to allow the safe use of this type of vehicle on the roads.*
- 3.10 *That all new motorcyclists be required to undertake compulsory bike handling training as part of rider licensing requirements.*
- 3.11 *That more attention be given to dealing with repeat offenders, including consideration of compulsory confiscation of vehicles in which a serious offence is committed.*
- 3.12 *That the benefits of mode change be promoted.*
4. *Delegates authority to the Chair of the Committee to sign letters related to these positions.*

RT 48 **Agency Progress Report on Implementing the Regional Land Transport Strategy**

Report 09.216

File: TP/01/04/08

Resolved

(Mayor Staples/Mayor Rowan)

That the Committee:

1. *Receives the report.*
2. *Notes the contents of the report.*

The meeting closed at 11.42 am.

Cr F H WILDE
Chair

Date