

NRC Regional Transport Committee meeting – 3rd April 2013.

[LINK to appropriate Agenda](#)

The meeting today got underway at 1000hrs.

Chairman John Bain welcomed all for attending today's meeting which was the first for this year.

Item No 1 Apologies were received for Mr Ken Rintoul and Mr Steve McNally who were late but possibly walking up the stairs and Mr Rawson Wright and Mr Tony Norman

It was Item No 2. Declaration of Conflicts of Interest. The chair stated that any 'Conflicts of Interest' were to be advised item by item as they progressed through the agenda and any appropriate action to be taken would be decided by the Committee.

John Bain continued and explained the emergency procedures and exits and restroom facilities that were available. Emergency meeting area was in the car park.

3.0 CONFIRMATION OF MINUTES

Time now 1003hrs and Item No. 3.1. Confirmation of Minutes – 3 October 2012.

(Pages 1 - 7)

Moved: Cr Joe Carr, Seconded: Mr Steve Westgate.

Page by page the minutes were checked with the opportunity for any questions to be raised.

Cr John Bain explained that in regards to the Forestry Cost to Far North District council Roads (page5) that they were still waiting for a figure from FNDC Mayor Wayne Brown on this.

Cr Joe Carr wanted it recorded that there should be an emphasis on the Portland Roundabout in the Regional Road safety Update on page 6.

This item was accepted with no further discussion.

4.0 PRESENTATIONS

Mr Ken Rintoul, Economic Development representative and Mr Steve McNally joined the meeting at 1007hrs.

Item No. 4.1. Upper North Island Freight Story 9 (Page 9) (1007hrs)

Janine Joyce, of NZTA gave a presentation. She explained this was all about a collective partnership approach. They were working with the Upper North Island Ports. This was about 'Reduce the Costs to do business in New Zealand through an Upper North Island lens'. There had always been a lack of shared and accurate data and they need to understand freight supply classes for critical industries. There was a challenge of government finding structures. Presently they only have tonnage figures and not the 'value' of goods being transported. They had ranked the freight corridors to get the 'best bang for their buck'. They were now rated high, medium and low. The new Industrial Land database shows there is currently 13,000ha available of which 7,700ha is used, 1/3 being unutilized.

Mr Ken Rintoul asked why they focus on motorways and not on rapid rail.

Janine Joyce gave some details.

Mr Steve Westgate asked a few questions on the 3 Ports and queried if they were reluctant to share their information with other ports.

[Link to Upper North Island freight Story](#) – Check Pdf links on bottom of item for more information. Most interesting the work going into this.

Time now at 1041hrs and Item No. 4.2. Ara Tūhono - Pūhoi to Wellsford. (Page 11)
Patrick Kelly, Project Manager (NZTA) explained that the Pūhoi to Warkworth stage was being consented at present. They aimed for designation and consents to be secured by August 2014.

Cr John Bain queried the time frames.

Patrick Kelly advised if they started in 2014 it would be a 5 year construction period.

Mr Ken Rintoul queried the \$60billion Auckland Transport Plan Budget and if this was part of it.

Mr Stephen Town, NZ Transport Agency representative gave some details.

Mr Peter Winder, Kaipara District Council representative also elaborated and gave additional details.

Cr Joe Carr queried Mr Stephen Town about asset plans.

Mr Stephen Town gave some detail.

Mr Steve Westgate queried the congestion at Warkworth and if there were intermediate plans for a bypass before the new Pūhoi Wellsford link.

This was addressed by Patrick Kelly.

Mr Howeth Mountain, Access and Mobility representative, asked if NZTA were aware of Auckland's plans for about 4000 new houses to be built at Warkworth

Patrick Kelly claimed they were aware of Auckland's plans.

Item No. 4.3. Facilities for the disposal of stock effluent from trucks – progress report (Page13) (1102hrs)

Mr Steve Westgate gave a presentation on the three Stock Effluent sites that had been established. The first site was at North West Transport in Dargaville, where the effluent is used for nitrogenous fertilizer. The second site at Pakaraka was commissioned on 27th September 2011. The latest site at Kauri on PPG Wrightson land was opened on 13th March 2013. To service Northland there is also an existing site at Wellsford. Steve thanked all those that had helped the projects move forward. He also paid special thanks to those land owners for allowing these facilities to be built, at reduced costs because of they help with making land and/or facilities available. A further site north of the Mangamukas was to be considered at a later date.

I think our road users should also thank Steve Westgate for the work he put in driving this project along with others, to make our roads safer by keeping stock effluent off them.

Moved: Mr Steve Westgate, Seconded: Cr John Bain.

CEO Malcolm Nicholson read a second clause that was to be added to the recommendation 'to support future action to be taken by keeping this working group active to promote the use of these facilities.' *Or words similar.*

Moved: Mr Steve Westgate, Seconded: Cr Joe Carr.

On to **5.0. INFORMATION REPORTS**

Time now 1110hrs and Item No. 5.1. Northland Regional Land Transport Programme 2012-2015 – - Funding Uptake. (Page 15)

Chris Powell, Transport Operations Senior Programme Manager gave a brief to this item.

Cr Joe Carr advised that he wanted Loop Road project to be pushed.

Mr Ken Rintoul wanted to check on the funding % by NZTA on some of the jobs. Ken also had concerns over the quality of roading projects. It was important for longevity of roads that they should last 25 years. In his opinion most would be struggling to last 5 years so there must be a system to contain this.

I worked for a company that had a policy with work done for its clients; it was "Do it once, do it right". In the long term it paid off, the company and its staff were recognised for good workmanship and giving quality at a reasonable price.

Mr Stephen Town, NZ Transport Agency, explained that in many instances the repairs are carried out by the contractor. He also added that if people saw roads being constructed with bad practices to contact him by email and they would investigate.

Mr Ken Rintoul immediately gave an example of a project not to standard.

Mr Greg Martin, Whangarei District Council representative, informed that many contractors claim that they are building the roads to the design given to them.

Cr Joe Carr queried an allocated amount that had not been spent on road repairs.

Mr Stephen Town explained that some councils have not been able to meet their contribution percentage hence jobs have not been undertaken.

Moved: Cr Joe Carr, Seconded: Mr Ken Rintoul.

Item No. 5.2. Dust Related Problems on Unsealed Roads of Northland. (Page 21) (1126hrs)
Chris Powell gave a brief advising that there is no funding available for Northlands unsealed roads of which account for 53% of roads. There have been dust suppressant trials. It is an issue and it's not going to go away.

Cr Joe Carr claims it is there is no depth of paving, the sub-grade that comes through and it is usually clay which causes dust.

Mr Ken Rintoul informs that there are recipes available to address what Joe Carr has said.

Mr Peter Winder claims that the most cost effective way is still unaffordable. There are not any never ending pockets to fund all this.

Mr Steve Westgate comments that we are subjecting some of our residents to sub third world standards.

As sad as it is, people purchase properties on unsealed roads because they are normally a lot cheaper to buy than properties on sealed roads. It is hard to expect all unsealed roads in a district to be sealed because of dust nuisance. However if a person purchases a property on a low traffic road and circumstances well beyond their control change making the road a high usage road, as forestry has done, then it's up to the powers to be to make changes to stop health issues becoming a problem to those residents. Priorities must be reached in these situations after careful studies and options are looked at.

Moved: Cr John Bain, Seconded: Mr Greg Martin.

Time now 1143hrs and Item No. 5 .3. Regional Road Safety Update. (Page 27)

Mr Howeth Mountain, Access and Mobility representative informs that fatigue is not shown in the report. He advises the coffee brakes had been a great success in addressing this problem of fatigue/

Inspector Murray Hodson informs that police staff attended the coffee brake and spoke to a number of motorists making good use of the facility. They placed officers in high risk areas. It is important for drivers to have refreshment breaks every two hours of driving to prevent fatigue having an effect on driving standards. He advised it was most interesting to find that it was children who were in travelling cars that were the instigators of Mum or Dad to stop and have a break during their trips. This is the result of safe driving information presented throughout schools and obviously having an impact. It was also acknowledged that drivers using cell phones without 'hands free' was a continuing problem and needed to be

addressed. *We have noticed a number of people driving commercial vehicles, company vehicles using cell phones and not hands free. (This also includes council vehicles and contractors to council as they also offend in this area). People fiddling with GPS units are also seen to be a distraction. Maybe companies that provide vehicles for staff to use provide hands free facilities to prevent accidents occurring and breaching OSH expectations. They are available at very attractive prices from many places.*

Moved: Mr Howeth Mountain, Seconded: Cr Joe Carr.

It was now **6.0 DECISION REPORTS**

Item No. 6.1. Variation to the Northland Regional Land Transport Programme 2012-2015. (Page 39) (1201hrs)

Chris Powell gave some details explaining it was a rubber stamping of the item.

Moved: Cr John Bain, Seconded: Cr Joe Carr.

Item No. 6.2. Proposed Changes to the Land Transport Management Act. (Page 42) (1202hrs)

Vaughan Cooper, Growth and Infrastructure Manager gave some details of the proposal. Cr Joe Carr had concern over RTC membership – Removal of “objective” representatives. (Page 43) He believed they should maintain the present forum as it was working well.

Moved: Cr John Bain, Seconded: Cr Joe Carr.

John Bain closed the meeting at 1209hrs thanking all for attending.

John presented members of the committee as an omen to bring on the rain in a much needed area. *It might also fix the dust problem if it well wets our unsealed roads but may well turn some to mud.*

All information in regards to this meeting's agenda and others are available on the Northland Regional Council website by clicking on this [link](#).