

Regional Transport Committee meeting – 6th June 2012

[LINK to appropriate Agenda](#)

The meeting today got underway a tad late at 1002hrs.

Chairman John Bain welcomed all for attending explaining the emergency procedures and exits and restroom facilities that were available. Emergency meeting area was in the car park

Apologies (Item No 1) were received for Mr Steve Westgate, Environmental Sustainability representative, Mr Wayne Linton, Kaipara District Council representative and Mr Rawson Wright, Cultural Interests representative.

Mr Steve McNalley was sitting in for Mayor Wayne Brown of Far North District Council representative. *Was he last seen digging for gold at Kerikeri?*

John welcomed Inspector Martyn Ruth Filling in for Inspector Clifford Paxton who had transferred. *Martyn is relieving Area Commander for Whangarei/Kaipara.*

At 1004hrs 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.

3.0 CONFIRMATION OF MINUTES

Time now 1005hrs and **Item No. 3.1**. Minutes of Regional Transport Committee Meeting 4 April 2012.

Page by page the minutes were checked and any questions could be raised.

Mr Ken Rintoul Economic Development representative queried where they were at this (referring to 5.3 on Page 5) with Kiwi Rail.

John Bain advised that it had gone out by a couple of months and this was possibly a good sign.

Mr Ken Rintoul queried where we are with the airport upgrade. (referring to 5.4 on Page 6)

Mr Steve McNalley replied that they will be doing patches only, as the issues were with taxi-ways and parking areas. The runway area was ok.

NRC Chairman Craig Brown advised that new information was coming forward that they need to give consideration to.

Mr Ken Rintoul queried if that mean's the working group was done and dusted?

John Bain confirmed t was now between the CEO's. *Watch this space. Ken won't let things lie dormant.*

4.0 PRESENTATIONS

Item No. 4.1 4.1 Northern Expressway – Puhoi to Wellsford (1009hrs)

Mr Stephen Town NZ Transport Agency (NZTA) representative gave a brief introduction and Mr Mieszko Iwaskow, Acting Auckland Transport Planning Manager at New Zealand Transport Agency, gave a presentation on the preferred route for Puhoi to Warkworth.

[Link to Puhoi to Wellsford Presentation](#) _ includes Video (scroll down to video, worth a watch)

He said the project was about population growth along the route and most importantly joining Auckland to Northland, not about Warkworth to Wellsford.

[Link to NZTA document](#) - The preferred route for Puhoi to Warkworth (Newsletter 6 April 2012)

He also advised they were looking at financing opportunities. *Maybe this will also be another 'toll road'*

There were travelling time savings to be had by bypassing Schedaways Hill. They were looking at aiming for July 2013 to commence the launching for consents. They also wanted to plan times for the Warkworth to Wellsford extension and also the safety issues in the Dome Valley. There would be hearings and financing meetings.

John Bain had a number of questions about the Eastern side of the route regarding developments.

Craig Brown quipped in response to Johns queries "Maybe we could put a road in especially for John" *to the East. What you got there John boy another helipad or a beach house? Oh are you doing it so well?*

It was explained that the Puhoi to Warkworth project was estimated at \$750million and the Warkworth to Wellsford was over \$1billion.

Mr Ken Rintoul advised that he had been quoted some figures for a laden truck and trailer to negotiate the Brenderwyns was \$40-00; so there over time are some huge savings to be made by transport operators. *Ken did you get the cost for a train hauling the equivalent cost/tonnage over the same distance?*

Mr Greg Martin, Whangarei District Council representative, advised the NZTA representatives that they need to know the proposed route further north to avoid having issues with subdivision developments in years to come. This was most important for forward planning in the district. *Don't worry Greg they just buy the land cheap, chop the trees and go for it. Remember Mander Park; you should, it happened on your watch.*

Greg continued that he believed it was silly to spend possibly \$100million upgrading the Brenderwyns, if the new future alternative route was going to avoid that area.

John Bain suggested to Stephen Town that if NZTA wanted to look from the air at an alternative route, he was sure it could be arranged. *Interesting! Does that mean John's air transport company NEST, may get the opportunity to spread its wings?*

It was suggested that the northern extensions be known as the 'economic highway' and not the 'tourist highway'. It was important for the North's fishing, forestry, horticulture and flower industries as 20% use it.

Mr Stephen Town wished to explain that this was the point in the way we have been heading. This route is not for getting to the Eastern beaches.

Cr Joe Carr emphasized that the Dome Valley is a matter of urgency for safety reasons.

On to **5.0 INFORMATION REPORTS**

Item No. 5.1 5.1 Regional Road Safety Update (time now at 1031hrs)

Mr Howeth Mountain Access and Mobility was to present the report. He asked Inspector Martyn Ruth how the troops had found it (*roading, traffic issues*) at the weekend.

Martyn responded that many issues had been with local people on local roads. He added that alcohol and speed had been the factors with road deaths at the weekend in Napier and Hastings. (*it was interesting that those incidents involved more senior members of the society. 40 to 65 years old*)

Howeth Mountain also advised that the 'refreshment stops' campaign had been a brilliant success with over 4000 using the facilities. He was also pleased that drivers licensing had been reinstated in Kaitaia and they had started taking bookings last week.

Cr Joe Carr wished to thank Mr Stephen Town for his assistance on fixing the driving tests in Kaitaia.

It was explained how this tests were to be administered as they were specific to the area with timing requirements for tests.

Mr Greg Martin asked Inspector Martyn Ruth what the situation was for a replacement of Inspector Clifford Paxton for traffic policing.

Inspector Martyn Ruth could give no assurance of a replacement, as being role specific with changes occurring he could not make that guarantee. *Greg they are possibly getting funding cuts just like education is coping at the moment. Other services will be possibly in for the chop. As they are all asked to stretch the dollar, maybe money should be printed on rubberised notes to help government stretch it even further.*

Item No. 5.2 Northland Regional Land Transport Programme 2009-2012 - Funding Uptake (1038hrs)

John Bain asked if there were any specific questions for this item.

Cr Joe Carr asked how they were going to support the Portland roundabout proposal.

Chris Powell, Transport Operations Senior Programme Manager advised this was to be the last time he would be reporting on the 2009-2012 programme as new timelines were to be introduced.

5 .3 Upper North Island Freight Story (1040hrs) (This report is worth a read)

Vaughan Cooper, Growth and Infrastructure Manager explained that the Upper North Island Strategic Alliance (UNISA) had some top priorities and gave some brief details. They had recently had a workshop and this report highlighted these details. (see page 42)

Craig Brown confirmed that they had a meeting yesterday. The freight story goes with the Port for Northland; these were separate issues but could well go together. *So right Craig we have to agree with you; as we said in our recent submission, we believe the port and rail could well be Northlands saving into the future. Both could well be economic drivers for the future aiding our export industries from the region.*

It was now **6.0 DECISION REPORTS**

Item No. 6.1 Draft Northland Regional Land Transport Programme 2012-2015 (1044hrs)

John Bain advised that only the Territorial Authorities (T/A's) who were paying had voting rights on these issues.

Chris Powell gave some details of the submissions, deliberations etc. He advised there were a number of changes that through the process of submissions had been made. Read the reports to see that some of these changes required were only minor. There were however 4 high priority projects (see Page 46)

Chris continued explaining the time frames for the process.

John Bain opened it up for 6.2 Open Forum at 1050hrs.

Craig Brown discussed the issue at the Loop Road and Portland intersection.

Mr Greg Martin insisted that they don't need two roads there. *I think he meant to say two intersections but I could be wrong; just have to wait and see.*

Mr Ken Rintoul advised that in the transport industry it costs time and money every time you have to slow down and then get speed back up. What we need to know is where the State Highway will end up in 30 years time and plan accordingly. It may end at Maungakaramea, who knows?

Chris Powell advises that this is the process.

Craig Brown has it known that you were delegated and given the authority to make the changes on the plan. He hoped this has gone back to the councils concerned.

John Bain confirmed that they had taken it, that those that attended, had the authority to present.

Chris Powell wished to show his appreciation to all the staff that had helped with the plan.

Mr Greg Martin was concerned with the maintenance of rural roads, claiming they were falling apart as quickly as they were being repaired.

John Bain advised he had been over the highway, south to Auckland 4 to 5 times in the last month and was well aware of many issues.

Craig Brown, *who had quickly worked this out*, advised John that it must have been 4 times or he would not be back here.

A touch of humour to finish the meeting appeared to be appreciated

John Bain closed the meeting at 1113hrs thanking all for attending inviting them for a cup of tea before they were to have an informal workshop with NZTA.

I must again say it John, a good way to round the meeting off. Pleased to see this as sometimes there are issues that members present wish to openly discuss and possibly don't get discussed as some may think they don't warrant the formalities of a motion.