



NAPIER
CITY COUNCIL
Te Kaunihera o Ahuriri

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EXTRAORDINARY MEETING OF COUNCIL

Open Minutes

Meeting Date:	Friday 16 March 2018
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Time:	8.30am – 8.52am
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Venue	Council Chamber Hawke's Bay Regional Council 159 Dalton Street Napier
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Present	The Mayor (In the Chair), Councillors Boag, Hague, Jeffery, McGrath, Price, Tapine, White, Wise and Wright
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In Attendance	Chief Executive, Director Corporate Services, Director Community Services, Director Infrastructure Services, Director City Services, Director City Strategy, Chief Financial Officer, Manager Community Strategies, Corporate Planner, Senior Management Accountant
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Administration	Governance Team
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Apologies

Council resolution Councillors Jeffery / Price

That the apology from Councillors Brosnan, Dallimore and Taylor be accepted.

Carried

Conflicts of interest

Nil

Public forum

Ken Crispin - Secretary, Citizen's Environmental Advocacy Centre

Mr Crispin addressed Council as a resident of Clarence Cox Crescent and raised his concerns relating to excessive noise and pollution affecting residents living in close proximity to the expressway. He is seeking mitigation for noise, vibration and dust and requested council to approach central government on behalf of residents.

Mr Crispin tabled his presentation at the meeting, shown at *Appendix One*.

Announcements by the Mayor

The Mayor acknowledged the hard work of Council staff in producing the Long Term Plan documentation.

Announcements by the management

Nil

AGENDA ITEMS

1. DIRECTION FOR THE PREPARATION OF THE LONG TERM PLAN 2018-2028

<i>Type of Report:</i>	Legal and Operational
<i>Legal Reference:</i>	Local Government Official Information and Meetings Act 1987
<i>Document ID:</i>	455832
<i>Reporting Officer/s & Unit:</i>	Adele Henderson, Director Corporate Services

1.1 Purpose of Report

Council has been providing direction for the Long Term Plan 2018-28 through a series of workshops during late 2017 and early 2018. This paper contains the recommendations and are being presented in a formal manner to Council for approval and adoption.

At the Meeting

There was no discussion on this item.

Council resolution Councillors Wise / Hague

That Council

- a. Receive the report and confirm it as being a record for setting direction for the development of the Long Term Plan 2018-28.

Carried

2. REPORT ON THE LONG TERM PLAN PRE-ENGAGEMENT FEEDBACK 2018-2028

<i>Type of Report:</i>	Information
<i>Legal Reference:</i>	Local Government Official Information and Meetings Act 1987
<i>Document ID:</i>	455842
<i>Reporting Officer/s & Unit:</i>	Natasha Carswell, Manager Community Strategies

2.1 Purpose of Report

The purpose of this report is to present to Council the outcome of the 2018-28 Long Term Plan (LTP) pre-engagement process which was undertaken between June 2017 and August 2017.

At the Meeting

Council staff were congratulated on their efforts in this Long Term Plan pre-engagement process.

Council resolution Councillors Jeffery / Wright

That Council

- a. Receive the Long Term Plan pre-engagement process report
- b. Note that its content has been considered in the development of the 2018-28 Long Term Plan Consultation document to be adopted by Council 10th April 2018

Carried

3. REVIEW OF FEES AND CHARGES 2018/19

Type of Report: Legal and Operational

Legal Reference: Local Government Official Information and Meetings Act 1987

Document ID: 455854

Reporting Officer/s & Unit: Wayne Jack, Chief Executive

3.1 Purpose of Report

To consider the Fees and Charges for the year commencing 1 July 2018

At the Meeting

There was no discussion on this item.

Council resolution Councillors Wise / Price

That Council

- a. Adopt the Schedule of Fees and Charges for 2018/19

Carried

4. ADOPTION OF 2018-2028 LONG TERM PLAN SUPPORTING DOCUMENTS

<i>Type of Report:</i>	Legal and Operational
<i>Legal Reference:</i>	Local Government Official Information and Meetings Act 1987
<i>Document ID:</i>	455833
<i>Reporting Officer/s & Unit:</i>	Wayne Jack, Chief Executive

4.1 Purpose of Report

The purpose of this report is to bring all of this information together to demonstrate compliance with section 93 of Local Government Act 2002 (LGA) and for Council to confirm the policies and strategies that have already been adopted and adopt the remaining documents that will be available to the public during consultation.

Section 93G of the LGA states that before adopting a consultation document, the local authority must prepare and adopt the information that:

- a. is relied on by the content of the consultation document
- b. is necessary to enable the Auditor-General appointed auditor Audit New Zealand to give its opinion on the Consultation Document; and
- c. provides the basis for the preparation of the long-term plan.

This report also seeks Council approval of the draft Consultation Document for audit review purposes. Following feedback from our auditors, Audit NZ, the Consultation Document will be brought back to Council for adoption at the Council meeting on 10 April 2018.

At the Meeting

The Mayor moved a substitute motion to the Officer's recommendation to remove the draft Asset Management Plans, Statement of Reserve (special) Funds and Financial Prudence Benchmarks from the list of supporting documents for approval under this item, which then became the substantive motion.

It was noted that these documents will be reviewed and approved by Council at the meeting set down for 10 April 2018.

During discussion on this item the following points were noted:

- It is too early at this stage to incorporate definitive wheelie bin costs. These figures will be added once this matter has been to Council.
- As a cautionary measure, standard metrics are used across Councils in relation to borrowings and interest.
- The new War Memorial structure will fall under this financial year.
- "Alternative transport parking" relates to bike stands, bike trails etc.

Council was updated on the key concerns raised by the Audit and Risk Committee, namely:

- Capital Plan and the significant projects noted in the early years of the plan.
 - Current construction industry pressures and whether the forecast increase of 2.2% will be adequate.
-

- The volume and size of capital projects and Council's ability to deliver on those, noting pressure on internal and external resources and how this will be managed.

Officer's

Recommendation

That Council

- a. Confirm the following information (previously adopted by Council) as supporting information for the Consultation Document for the Napier City Council 2018/19 to 2027/28 Long Term Plan:
 - Community Outcomes and Council Activities
 - Significance and Engagement Policy
- b. Approve the following documents as supporting information for the Consultation Document for the Napier City Council 2018/19 to 2027/28 Long Term Plan:
 - Groups of Activities Statements
 - Council Controlled Organisation (CCO) Statements
 - Statement on the development of Māori capacity to contribute to decision making
 - Capital Plan 2018-2028
 - Statement of Reserve Funds – *to be tabled*
 - Significant Planning Assumptions
 - Long Term Plan disclosure statement on financial prudence benchmarks including statement concerning balanced budget – *to be tabled*
 - Asset Management Plans for Water, Wastewater, Stormwater, Rooding Asset Management Plans – *to be tabled*
 - Funding Impact Draft and Statement of Accounting Policies
 - Council Funding Policies
 - Investment Policy
 - Liability Management Policy
 - Revenue and Financing Policy
 - Rates Remission Policy
 - Rates Postponement Policy
 - Policy on Remission and Postponement of Rates on Māori Freehold Land
- c. Provide delegation to the Chief Executive to amend the supporting information documents and the Consultation Document as required to reflect necessary changes from the audit and ongoing review/refinement checks, noting that the final Consultation Document is subject to Council approval on 10 April 2018.

Substitute Motion; Mayor Dalton / Councillor White

the new

Substantive Motion That Council

- a. Confirm the following information (previously adopted by Council) as supporting information for the Consultation Document for the Napier City Council 2018/19 to 2027/28 Long Term Plan:
 - Community Outcomes and Council Activities
 - Significance and Engagement Policy
- b. Approve the following documents as supporting information for the

Consultation Document for the Napier City Council 2018/19 to 2027/28 Long Term Plan:

- Groups of Activities Statements
 - Council Controlled Organisation (CCO) Statements
 - Statement on the development of Māori capacity to contribute to decision making
 - Capital Plan 2018-2028
 - Significant Planning Assumptions
 - Funding Impact Draft and Statement of Accounting Policies
 - Council Funding Policies
 - Investment Policy
 - Liability Management Policy
 - Revenue and Financing Policy
 - Rates Remission Policy
 - Rates Postponement Policy
 - Policy on Remission and Postponement of Rates on Māori Freehold Land
- c. Provide delegation to the Chief Executive to amend the supporting information documents and the Consultation Document as required to reflect necessary changes from the audit and ongoing review/refinement checks, noting that the final Consultation Document is subject to Council approval on 10 April 2018.

Carried

Council Resolution Mayor Dalton / Councillor White

That Council

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- b. Approve the following documents as supporting information for the Consultation Document for the Napier City Council 2018/19 to 2027/28 Long Term Plan:
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- Rates Postponement Policy
 - Policy on Remission and Postponement of Rates on Māori Freehold Land

- c. Provide delegation to the Chief Executive to amend the supporting information documents and the Consultation Document as required to reflect necessary changes from the audit and ongoing review/refinement checks, noting that the final Consultation Document is subject to Council approval on 10 April 2018.

Carried

The meeting closed at 8.52am

Approved and adopted as a true and accurate record of the meeting.

Chairperson

Date of approval

Appendix One

Ken Carpin

16th March 2018 - Submission to Napier City Council Long Term Plan:

For many years I have been involved in a number of community groups seeking reasonable mitigation against excessive noise and pollution (carbon emissions and tyre dust) for residents living in close proximity of the HB Expressway; this dates from the planning of the Kennedy Road overbridge.

Over the years we consulted with a town planner, a lawyer and the Environment Commissioner, and lobbied Councils, Politicians, and this committee.

What we achieved was:-

A wooden fence placed at the rear of Clarence Cox Crescent by Napier City Council.

Screening vegetation planted by HB Regional Council.

Smooth road surface provided by the then CEO of Transit NZ.

Since 2006 no further mitigation measures have taken place.

In 2014, we found that we lost the benefit of the smooth road surface when NZTA covered over it in an attempt to hold off re-surfacing as long as possible. We found this out after the fact, and met with NZTA, only to be told it would be 2-3 years before re-surfacing.

Over 10 years since these mitigation measures were put in place, traffic on the expressway has increased significantly, particularly the heavy traffic. Port traffic, for instance, has doubled and is forecast to continue to do so with port expansion. So mitigation measures should be increasing, not being stripped away.

What was reasonable mitigation 10 years ago would be less than adequate now, and a pittance 10 years from now.

Unfortunately, during this time, the focus has become more on economic performance and less on environmental and social wellbeing.

In March 2016, after being told resurfacing was still 2 years away a deputation was made to the Hawkes Bay Regional Land Transport Committee, by Citizens Environmental Advocacy Centre, about concerns regarding the expressway, the volume and size of heavy vehicles and resulting pollution.

The Chairman asked Chuck Dowdell (NZTA) to meet with the residents and report back to the next RTC meeting.

This meeting took place in April, but by the June RTC meeting, Mr. Dowdell had moved from his job and no report was made.

When we meet with NZTA we are typically asked what it is we want, and then get told why it can't be done. We understand that the local office can't make the decisions, that only happened when the CEO came up and took ownership of the problem.

NZTA works on theories and modelling, but we, the residents, live with the reality.

2015 data from NZTA shows 2-3 heavy vehicles per hour between 2-5am.

Our monitoring in 2017 shows 138 heavy vehicles in that same 3 hour time frame.

(NZTA 2015 data, midnight to 8am, 130-140 trucks. Our data 2017 – 481 trucks, 12-8am)

People in Wellington tell us that the concrete safety barriers on the sides of the overbridge act as noise barriers.

The residents can tell you that there are no concrete safety barriers on the Kennedy Rd overbridge.

Attachments to submission to Napier City Council LTP 16th March 2018

1. HBRC map showing Napier-Hastings Expressway through urban areas.
2. HBRC response to residents request for help, 2003.
3. Transit NZ report 2001 confirms fly-over will increase noise levels for residents living nearby.
4. CER Ltd, HB Expressway truck count from 1999-2012.
5. Pollution regularly exceeds guidelines 2003.
6. Residents fume over expressway pollution, 2003 article, Napier Mail.
7. Dirty air filter after 24 hours at property near expressway.
8. 2000 meeting of Heavy Traffic Stakeholders Group excluded affected residents.
9. NCC Services Committee 2001 recommended Council advocate for reasonable mitigation measures for affected residents.
10. NCC agreement to erect a noise mitigation wall and other measures, 2001.
11. Transit NZ committed to low noise surface, 2006.
12. Transit NZ media release 2004.
13. A case for open access rail to reduce wear and tear on roads.

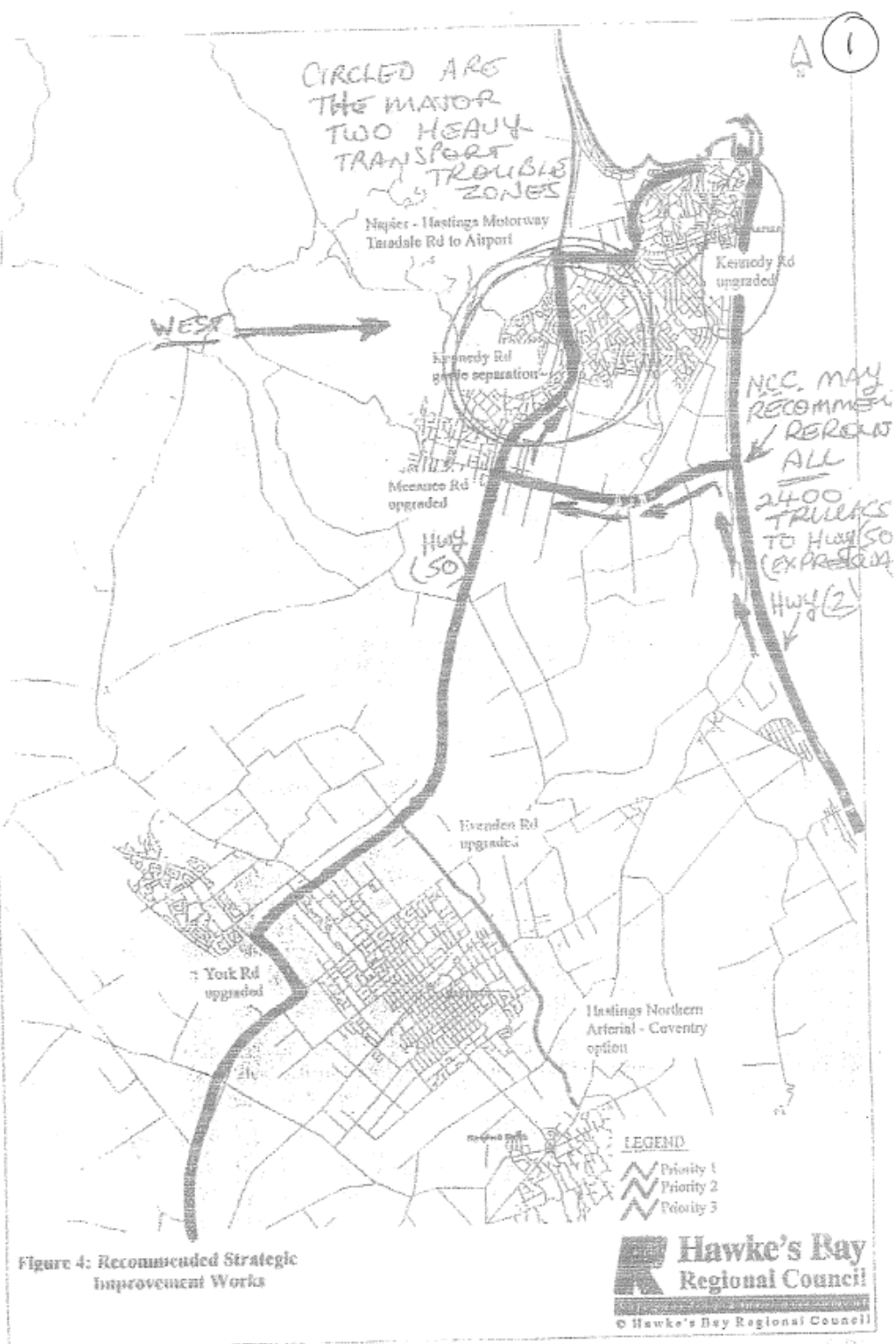


Figure 4: Recommended Strategic Improvement Works

Hawke's Bay Today, Tuesday, February 25, 2003 3

Residents

ask for help from council

MARTY SHARPE
marty_sharpe@hbtoday.co.nz

Hawke's Bay Regional Council will tomorrow decide whether to rally behind Kennedy Road residents in asking for a 70kmh speed limit and noise barriers on the Kennedy Road overbridge.

The Citizens' Environmental Advocacy Centre has asked the council to consider the effects on air quality and noise pollution caused by traffic using the overbridge, which is expected to be completed later this year.

While the council is responsible for managing air quality, it is not responsible for regulating emissions from vehicles or for managing noise. These are managed at a national level through the Transport Act.

But under the Regional Land Transport Strategy, the regional council is obliged to consider any environmental effects caused by any new traffic route.

The problem has arisen because, prior to the expressway's construction, the Napier City Council allowed residential developments to abut the proposed road.

The decision was "unwise" and was made "when environmental concerns were not as strong and awareness of the possible consequences much lower", a council report by environmental manager Murray Buchanan states.

"Or it may have been a case of people choosing to build there knowing it was going to be a 4-lane motorway," the report says.

"Whatever the case, there is no point trying to debate rights and wrongs of the current situation as is sometimes attempted, as the road is there, along with the housing," it says.

"The only option now is to limit the effects of the road on residents."

Transit NZ and Napier City Council had earlier agreed to look at noise and emissions arising from the operation, and decided to extend the noise-barrier fencing, and landscape the roadside to buffer the noise. But the 100kmh speed limit was not lowered as sought by residents, nor was the 'quieter' asphalt type of seal used on the road as proposed.

The council suggests that the cost of asphalt, noise walls and the effect of a lower speed limit would have impacted Transit NZ's benefit-cost ratio and delayed Transfund funding for the project.

The regional council tomorrow decides whether to suggest to the Land Transport Safety Authority that the speed limit be lowered to

Hawke's Bay Regional Council

ON THE AGENDA

MEETING: Full council meeting, tomorrow, 9am, Board Room, HB Regional Council offices, Vautour Street, Napier.

- The council will discuss the Total Mobility Scheme — a subsidised transport service for disabled people unable to use public transport — and its increasing number of users. With the current number of users increasing by an average of 30 percent a month the scheme is expected to exceed the \$165,000 budgeted by council this year by \$25,173. The council must decide whether to increase the budget to meet demand, apply permanent restrictions, or apply temporary restrictions.
- The annual plan promotion and consultation will be discussed. Public meetings on the plan are likely to be held throughout the region in May.
- The council is likely to endorse the national "Reduce Your Rubbish" campaign, providing local support where possible.
- The Higher Salaries Commission pay increases and impacts will be discussed.
- The council will decide how much funding it will grant to the Rotary Club of Taradale for its upgrade of Taradale's Dolbel Reserve. The Club is \$10,000 short of the required \$49,000.
- The council will decide whether to delegate the rights to manage and allocate game-bird hunting on Pekapeka Swamp to the Hawke's Bay branch of Fish and Game.
- The council will discuss the new navigation and safety bylaws, which will see fines of \$100 and \$200 applying to 12 types of offences.
- The council will discuss residents' concerns over emissions and noise on the soon to be completed Kennedy overbridge, and to decide whether to lobby Transit to lower the speed limit and install noise-reducing measures on the bridge.

70kmh, and to Transit NZ that the overbridge be sealed with asphalt, additional noise barriers be erected, and additional landscaping be installed.

The council will also decide whether to authorise staff to undertake air quality monitoring at the site when construction is finished, and whether to organise public meetings to educate residents in air quality issues.

PIRIMAI RESIDENTS ASSOCIATION INCORPORATED

P.O. BOX 474, NAPIER

Ph/fax (06) 843-2007 Email janet@actrix.co.nz

In association with Citizens Environmental Advocacy Centre Incorporated
SEEKING SOLUTIONS THROUGH PUBLIC AND LOCAL INPUT AND
CONSULTATION (as defined by the Court of Appeal 1992)

FUTURE NOISE – PUBLIC HEALTH WARNING

Transit NZ overbridge updated noise report reveals in Table 4, page 14, that not just 2, but up to 7 groups of houses, in fact exceed international health standards.

Table 4 Future noise levels with overbridge in place shows: -

Transit recommends/predicts (dBA Leq 24hr)

Clarence Cox Cres – Middle	66
Clarence Cox Cres – South	66
Downing Ave – South	65
Kel Tremain PL/Kennedy Road	70
Kennedy Road – East	69
Kennedy Road – West	70
Hamlyn Place	64 (marginal)
Atherfold Crescent	66

The following RECOMMENDATIONS IN THE transit NZ Guidelines Manual on page 39 state: -

WHO/OECD recommendations between 59 and 64dBA Leq 24hr the adverse effects of noise increases very appreciably. Above 64dBA Leq 24hr constrained behaviour patterns arise symptomatic of serious damage caused by noise.

2

Hawke's Bay Today, Friday, June 22, 2001

ly-over will lift noise level: report

BY SHANAHAN

A new fly-over planned for the northern extension of the Napier expressway will increase noise levels for many residents living nearby, says a Transit New Zealand report.

Commissioned from Opus International, the report says the noise levels will be within Transit's guidelines, apart from two groups of houses in Downing St south and Hamlyn Place where they will be over by one to two decibels.

Research manager Vincent Dravitzki has suggested looking at mitigation measures after the \$2.1 million bridge, to be built over Kennedy St in Napier, is opened. The preferred method, a quieter surface could, if needed, be put into the post-construction schedules, Mr Dravitzki

said. Transit is to seek funding for the fly-over this financial year and, if approved, work is expected to get under way later this year.

The report says there has been no change in the design of the overbridge, but both present and predicted future traffic volumes have changed since a 1995 assessment.

Latest flows show an average daily flow of 10,000 vehicles use the southern part of the expressway, with 10 percent of them "heavies". The average for the northern end is about 7000 vehicles, 15 percent of them trucks.

Kennedy Road east and west have average daily flows of 18,000 and 15,000 respectively, of which only one to two percent are heavy vehicles.

Opus says about 110 houses are in the general area of the present interchange.

Table 4: Noise Increase with Overbridge in Place and Traffic Growth

Area	Current Noise Level	Recommended Limit of Increase	Increase With Bridge	Increase With Traffic Growth	Increase With Bridge and Traffic Growth
Clarence Cox Crescent North	58	+4	+1	2	1
Middle	63	+3	0	1	+1
South	63	+3	+1	1	+2
Downing Avenue	59	+3	+2	1	+3
South	60	+3	+4	1	+5
Titoki Street	57	+5	+4	1	+5
Kel Tremain Place	54	+8	+6	1	+7
Kel Tremain Place/Kennedy Rd	68	+1	+2	0	+2
Kennedy Rd	66	+3	0	1	+1
East	66	+3	0	1	+1
West	68	+2	0	1	+1
Hamlyn Place	57	+5	+6	1	+7
Atherfold Crescent	63	+3	+1	1	+2

OECD/WHO Recommendations

Based on the results of research conducted in OECD member countries on the effect of noise and more generally its impact on behaviour and human activities, the OECD has concluded that:

- Between 59 and 64 dB (A) Leq (24 hour), the adverse effects of noise increases very appreciably.
- Above 64 dB (A) Leq (24 hour), constrained behaviour patterns arise, symptomatic of serious damage caused by noise.

CERLtd Accredited Environmental Surveying. Est' 2002.
Environmental Science in Safety & Health. 13th May 2012
Laboratory & Field Technology, for all surveys.

4

For: Citizens Environmental Advocacy centre In'c.
Truck movements at the HB Expressway, Kennedy Rd
Annual average daily totals of HGV's. study. May 2012.

We produced a noise study in May 2012 at residents request. Results show many excessive noise levels now present from truck traffic. The latest Average annual Daily Total (AADT) count we did this week, showed a vast increase in HGV's on the expressway at Kennedy Rd, at almost twice the level in the last available Vehicle counts done by Transit NZ from 2003 – 2007.

Interestingly the doubling of a class of vehicles is mostly involving HGV's.

We began our counting at this location in 1999, when Transit NZ stated that only 589 HGV's a day past both ways north & south and we were doubtful of these rather old figures we later found out were from 1994.

Following our own study we found from 1994 to 1999, AADT went from 589 HGV's to 977 HGV's were passing. Almost 94% Increase.

It appears that in the latest study we just did, there was an increase from around 1500 HGV's in 2010 to around 2240 HGV's today, and the majority of these trucks travel between 2 am and 2 pm on the Expressway.

During the 7 am to 8 am window we were observing an average of five trucks a minute, so as you can imagine we observed a total continuing wall of noise that disturbed many we talked to.

Parliamentary Commissioner for the Environment. (P.C.E.)

PCE completed a year long study & report at this urban location in 2005/6. Entitled H.B. Expressway noise & air quality issues.

The future traffic growth particularly trucks (HGV's) is the key issue the PCE report alluded to, that more road freight will damage the local urban environment, and there he recommended the use of rail to offset this spiralling out of control HGV use.

Recommendations. Mitigation for Expressway residents.

- We recommend local Government writing or approach the Container companies to use rail to move their freight, in an effort to reduce the overuse of road based traffic, is causing such decay in the local urban environment.
- Request asphaltic road surface be used next road seal schedule.
- Advocate to NZTA to plant further trees along these areas as screens against pollution & noise, & reduce the speed limit to 80kph, through all environmentally sensitive residential zones, Note : Pirimai residents ass'n in 2003 received support from NCC to lower Expressway speed to 80kph. HBRC. Support given to CEAC In'c. submission the following year, for 80 kph.

CERLtd. Napier.

A6 THE DOMINION POST, MONDAY MARCH 10 2003

NEWS

Pollution regularly exceeds guidelines

BERNARD CARPENTER

POLLUTION near the Napier section of the Hawke's Bay expressway regularly exceeds health guidelines, experts have found.

The pollution would be having an adverse effect on the health of people living near the expressway, according to independent reports prepared for the Citizens Environmental Advocacy Centre.

Centre spokesman Ken Crispin -- who lives in Pirrama and has doctors' and Public Health reports confirming the potential dangers of the pollution -- is calling for action to reduce the pollution, especially as heavy traffic on the road is predicted to increase.

In a report to the centre, National Institute for Water and Atmosphere Research scientist Gavin Fisher said that the monitoring seemed to have been carried out correctly.

"These results indicated levels of exposure to poor air quality that will result in

adverse health effects on much of the population in the area," he said.

Dr Fisher was commenting on analysis carried out by Auckland-based Water Care Services, on samples from equipment deployed by Mr Crispin.

This analysis showed that on five of the 12 days monitored between July and October last year, pollution in the form of small particulates exceeded the Environment Ministry guideline of 50 micrograms a cubic metre for a 24-hour period.

The highest reading was 183, nearly three times the guideline.

"Extensive research has shown that exposure to concentrations even below the guideline can still have serious effects," Dr Fisher said. "The guideline was regarded as an 'acceptable risk' level, not a totally safe level."

Dr Fisher called for more monitoring -- including checks on other pollutants such as carbon monoxide. Mr Crispin is continuing

with his recordings in the area.

He has also recorded recent noise-level readings that reached 73.5 decibels when, he said, noise should not exceed 63 decibels.

Water Care Services scientist Judy Warren said in her report that the particulates "will be causing an adverse health effect on members of the public who live and work in the area."

"The air quality at this site is unacceptable by national and international standards, and steps should be taken to improve air quality," Dr Warren said.

Mr Crispin is calling for three main measures to reduce the pollution and noise from the heavy traffic along about 900 metres of the expressway.

He wants a 70cm high instead of 100cm, a smooth surface to reduce noise and pollution from tyre particles, and barriers and plantings of dense vegetation.

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The Napier Mail
Wednesday, June 25, 2003

News

Residents fume over expressway pollution

By Monique Hewitt

RESIDENTS in Napier west have been fuming for three years over the noise, vibration, pollution and decreased quality of life heavy trucks cause as they speed over the Hawke's Bay Expressway. Their fuming could've polluted their own backyards in the time they've waited for something to be done about it.

However, in a letter to Ken Crispin, project manager for the Citizens Environmental Advocacy Centre, the Government states that because the Napier City Council allowed residential development close to the Hawke's Bay Expressway, they see it as their responsibility to the resulting problems, as previous councils did not prepare proper safeguards before allowing access for such a number of trucks.

"Napier west residents are now receiving all the heavy trucks other parts of Napier have long complained about and we cannot cope with all the problems others couldn't cope with either, without the Napier City Council's help," says Ken, who would ultimately like port freight moved back to rail.

"We placed two submissions before council this month. One included a 500-signature petition that seeks mitigation for the noise vibration and pollution, while the second was a petition involving a majority of Napier's community groups, associations and the Napier Christian Fellowship Church, which states that "we want Government, Local Government, regulatory agencies, the Port of Napier, industry and the business community to move freight back to rail through Napier/Hastings to reduce the adverse health impacts heavy road transport is having on our respective communities and residential zones close to present truck routes - including State Highways 2 and 50 and the Marine Parade.

"Discussion with councillors last week indicated the council is sympathetic to our problems and are finally prepared to assist. We will patiently wait for a reasonable outcome from the adoption of that support at a special meeting of the Napier City Council on July 1."

Ken says mitigation could begin with the existing noise wall being further heightened and being relocated closer to the highway to allow more trees to be planted behind it.

"Further barriers and tree plantings would benefit those who have nothing at present. The community is prepared to initiate a tree-planting programme, with assistance from all councils and Transit New Zealand,



Left: Ken Crispin holds up a 500-signature petition submitted to the Napier City Council recently, as well as a sample of an air-quality filter tested near the highway, while a truck speeds along the expressway behind him. The sample took just 24-hours to turn from white to black, which shows the extent of pollution Napier West residents put up with. "The same sooty appearance is on the back of our houses too," Ken says.

which would help absorb the increasing road pollution.

"The 70km/h speed zone is a must, as we see many pedestrians walking across the expressway to get from Picinui to Greenmeadows East to Tamatea, and a smooth road surfacing will offer further effective mitigation."

The Citizens Environmental Advocacy Centre appreciates the councillors' consideration and support and looks forward to proper mitigation that will fix the problems and improve the quality of life for all Napier west residents living near the expressway.

"We'd like to think the council will be remembered in history as being prepared to fix the problems that were created previously without prejudice."

CER Ltd Urban PM10 -
Hi-Vol PM10 - 6843314 30/4/03

DON'T THROW
OUT!!

9

BATCH-ID: : 03/13622
SAMPLE-ID: : 06
PRODUCT CODE: : LAB-AIR
DATE: : 30/04/2003
DESCRIPTION: : 6843314 CERL HiVol PM10



**MEETING OF THE HEAVY TRAFFIC STAKEHOLDERS GROUP
HELD ON WEDNESDAY, 14 JUNE 2000 IN THE COUNCIL CHAMBERS**

PRESENT: Attendance register attached
APOLOGIES: Neil Taylor, David Murray, Jeremy Dwyer, Kit Nixon, Robert Anderson and Bob Alkema

INTRODUCTION

His Worship the Mayor outlined the purpose and proposed format of the meeting and the next steps.

PROCESS

- ♦ Agree on process
- ♦ Stakeholders to make submissions
- ♦ Interactive process between members
- ♦ Submissions collated by Road Asset Manager and circulated to all submitters
- ♦ Napier City Council to make a submission along the lines of Council's current policy.

PRESENTATION

Karen Cooper, Vision 2020

- ♦ Port essential to Hawke's Bay region needs to work in harmony with region.
- ♦ Fast and good access required.

Tony Porter, Opus

- ♦ Work for a number of stakeholders and recognise the problem.
- ♦ Want to help
- ♦ No view at present

Richard Health, Chamber of Commerce

- ♦ Immediate problem is communication
- ♦ Fixing impediments (ie Marine Parade surface, intersections and missing links)
- ♦ Other options should be investigated.
- ♦ H.B.R.C. in a unique situation to assist with solution
- ♦ Port – is it in an appropriate location?
- ♦ Where do we want to be in 20 years?

Bill Millar, Rural Ratepayers

- ♦ Access to Port vital to region.
- ♦ Routes to the Port should be quick and cheap.

Everyone should keep their cool and continue discussing.

2a

Ross Bramwell, H.B.R.C.

- ♦ Napier bearing cost of heavy traffic. Should be a regional funding issue.
- ♦ Best drivers on SH system, are truck drivers
- ♦ All know the value of the Port to the region.
- ♦ Anything that puts the Port at risk also threatens the region.
- ♦ Port struggles to achieve a competitive edge. If lost balance goes to Auckland/Tauranga.
- ♦ Northern expressway needs completion.
- ♦ Marine Parade needs work on it.
- ♦ Projected figures especially Heinz Watties and Forestry will increase trucks in the future.

John Emmerson, Hawke's Bay Road Transport Association

- ♦ Garth Cassidy will speak for Association.

Joyce McCormick, Georges Drive – Had a number of questions

- ♦ What is percent container –v- other modes?
- ♦ What percentage by rail?
- ♦ Is Port in the wrong place?
- ♦ Children crossing heavy truck routes are a problem.
- ♦ Quality of road surfaces through Napier an issue – not good.
- ♦ Can weight restrictions be put on roads?

Murray Buchanan, Hastings District Council

- ♦ HDC no fixed policy view.
- ♦ Council would support a practical solution
- * ♦ HDC has an interest as a major generator of heavy traffic.
- ♦ Council actively working on northern bypass to link with expressway
- ♦ HDC is focussing on expressway with better linkage.

Neville Harkness, Transit New Zealand

- ♦ TNZ not a funding Authority
- ♦ Transfund is the distributor and sets the B/C rules.
- ♦ Spent a lot of money on B/Cs on expressway and roundabout
- ♦ Until B/Cs reach the threshold works cannot proceed.
- ♦ TNZ acknowledged Port by designating SH50.
- ♦ Transit follows community trends. Relocation of state highways follow.

Garth Cassidy, Hawke's Bay Road Transport Assn

- ♦ Transport companies ply for hire and reward.
- ♦ Go the most cost effective way for clients.
- ♦ RTA most conscious of problems.
- ♦ Strong code of driver compliance with 40K on Parade
- ♦ Access to the Port is a regional problem
- ♦ Port is critical to the region
- ♦ Peak traffic is a problem
- ♦ RTA wants to communicate with all stakeholders

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Option 3 was the best compromise solution. That option could be further enhanced by marking a white line on the top of the kerb adjacent to the footpath, to delineate the road and footpath areas. By rigidly enforcing the illegal parking of vehicles on the footpath area, a clear space for pedestrians would be created.

The removal of parking opposite the driveway to number 4, was seen early on as a compromise that could have solved most of that particular resident's requests. Early consultation with the resident of number 3 (who would be most affected by the extra work) proved fruitless, and they were strenuously opposed to any further loss of parking in their vicinity.

The problem could be easily solved, by the inclusion of a short section of broken yellow line immediately opposite the driveway to number 4. There would however be one additional car park lost.

Recommendation

It is recommended:

- a) That **Option 3 - The Removal Of Parking On The Northern Side Of Sealy Road**, as shown on the attached plan, be adopted by Council.
- b) That an additional section of broken yellow line be installed opposite the driveway to number 4 Sealy Road.
- c) That an additional white line be marked on the top of the kerb, to delineate the roadway from the footpath.
- d) That parking on the footpath area be discouraged and enforced.
- e) That the residents of Sealy Road be advised of this decision.

COMMITTEE'S RECOMMENDATION

That Council resolve to adopt the Road Asset Manager's recommendations.

5. **ANNUAL PLAN SUBMISSION: KENNEDY ROAD OVERBRIDGE:**
560-0145

The Roaring Asset Manager reported that during the Annual Plan process, Mr K Crispin had made submissions on the Transit NZ (TNZ) proposal to construct an overpass over Kennedy Road at its intersection with the Expressway, on behalf of and in Association with:

- The Motorway Action Group
- Citizens Environmental Advocacy Center
- Local Residents Association

The main requests made by Mr Crispin were:

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Authority. That meant that Council must take care to define its role. As part of that process an "outline plan" of the project had been submitted and Council was in the process of considering the application and checking all the mitigation measures required.

Consensus at the seminar was that the Kennedy Road grade separation project was an important element in the Regional Strategic Network, and that Council needed to give TNZ its full support to achieve funding and early completion of it.

Recommendation

It is recommended that Council:

- i) Thanks Mr Crispin for his submissions.
- ii) Advises Mr Crispin that Council does not support the matters raised in it.
- iii) Will not advocate on behalf of his groups against the project.
- iv) Supports TNZ project to construct a grade separation at the intersection with Kennedy Road.
- v) Assists TNZ within the restraints placed on Council by its statutory role to counter the negative publicity of the project to date.
- vi) Subject to Planning Consent being granted, Council assists Transit NZ to get funding approval for the project as soon as possible.

At The Meeting:

While Committee members were sympathetic to the citizens affected by the traffic noise on the expressway, it was agreed that Council should discuss with TNZ on behalf of citizens affected, mitigation measures. In doing so, Committee members made it clear that those discussions should not prejudice the project, as it was seen to be of benefit to the whole of the city and the road network.

COMMITTEE'S RECOMMENDATION

That the Council resolve to adopt the following recommendations:

- a) That Mr Crispin be thanked for his submission.
- b) That Mr Crispin be advised that Council does not support the matters raised in his submission.
- c) That the Council will advocate on behalf of residents in the affected areas of Hamlin Place, Clarence Cox Avenue, Kel Tremain Place and Downing Avenue, for reasonable measures to be taken to mitigate excessive traffic noise.



Address Reply to:
NAPIER CITY COUNCIL
Private Bag 6010, NAPIER
NEW ZEALAND

Our Ref: CH:38/4/1

If calling ask for:

Bill McWatt



City of Napier

HASTINGS STREET, NAPIER, NEW ZEALAND
Telephone (06) 835-7579 - Facsimile (06) 835-7574
Facsimile International +64 6 835-7574

M & M's Crispin.

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23 November 2001

The President
Pirimai Residents Association
118 Clarence Cox Crescent
NAPIER

Dear Rob

NOISE WALL AND RELATED MATTERS - KENNEDY RD

Thank you for taking the time to meet regarding the noise mitigation measures associated with the Kennedy Rd Overpass.

I am pleased to confirm the details of our agreement which is in two parts:

- Council agreement to erect a noise mitigation wall and other measures
- Timing of construction and use of 100m of the wall on the north side of Kennedy Rd as a temporary measure.

1) Council Agreement To Erect A Noise Mitigation Wall And Other Measures

I think the best way to confirm this item is to copy the text of the Council resolution dated 1st Oct 2001 which is as follows:

- a) The Council support the Pirimai Residents Association in an application to LTSA, to have the speed limit where the Expressway enters the southern end of the Pirimai residential area to the proposed Taradale roundabout, set at the lowest practical speed limit.*
- b) That Council support the Pirimai Residents Association in an application to LTSA, to have a speed camera installed between the proposed Kennedy Road overbridge and the proposed Taradale roundabout, once they are built.*
- c) That the Napier City Council fund the construction of a 300m noise mitigation wall, on the basis that the wall is being built to protect a number of houses who have been allowed to develop too close to the expressway with little or no recourse to protect themselves by building their own noise mitigation wall, due to their close proximity to the traffic surface and the relative height difference.*

10a

- d) That the anticipated cost of constructing 300m of noise mitigation wall of \$60,000 be funded from the proposed northern expressway extension budget.
- e) That the Works Asset Manager be authorized to enter into discussions with Transit NZ regarding the matters contained within this item.
- f) That the Works Asset Manager be authorized to release parts or all of this item to the press when discussions with the Pirimai Residents Association have been completed.

Running in parallel with and following the Council's resolution Transit NZ agreed to include the construction of the wall in their overpass construction contract so that the wall would be in place before the project is completed.

2) Transit NZ Proposed Variation to Noise Wall Construction Sequence

As discussed, Transit approached Council recently with more detail of the construction sequence for the project. This involves the construction of a pre load ramp about 100m long on the north side of Kennedy Rd and across the part of the current road alignment. This will require the re-construction of a short length of the existing road from Kennedy Rd up onto the new pre load embankment.

As this temporary road will be closer than the final alignment to the first few houses fronting Downing Ave, Transit requested that they be allowed to borrow 100m of the proposed wall and construct it adjacent to the temporary road. This is to lessen the noise generated by the temporary road.

Transit has agreed to bring forward the remaining 200m of proposed wall to the beginning of the project. This is the section that will run from 30m south to 170m north of the boundary between the residential and rural area. Then as soon as the temporary road is removed the remaining 100m of the noise wall would be shifted to its originally proposed location toward the end of the project.

The proposed change of noise wall construction sequence will have a significant benefit to the properties adjacent to the temporary road and Clarence Cox Ave, and is an excellent outcome of the change.

I believe this confirms all the agreed matters discussed over the last two months but if you have any queries please do not hesitate to contact me. I will be away on annual leave until Monday 3rd Dec but should you have any concerns please contact Graham Stilwell.

Yours sincerely



W McWatt

* WORKS ASSET MANAGER



Civic Building, Hastings Street, Napier
POSTAL ADDRESS
Private Bag 6010
Napier
New Zealand

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**MAYOR'S ROOM
CITY OF NAPIER**

Telephone (06) 835-7579
Fax No. (06) 834-4147

21st February 2003

Mr Neville Harkness
Regional Manager
Transit New Zealand
P O Box 740
NAPIER

Dear Neville,

RE: GAZETTED SPEED LIMIT EXPRESSWAY VICINITY OF KENNEDY ROAD OVERBRIDGE

You are aware that Council has had extensive discussion with the Pirimai Residents Association regarding traffic noise affecting certain allotments backing on to the Expressway to the south of Kennedy Road.

Those discussions culminated in Council agreeing to meet the cost of 300m of noise fence between the Expressway and numbers 82/84 and 110 Clarence Cox Crescent and to support the Association in their submissions to the LTSA to gazette the section of the Expressway from south of the residential area to Taradale Road at 70 km/h.

I appreciate that the speed-setting criteria do not support lowering the expressway speeds below 100 km/h but I consider that there are special circumstances that could be considered in this case.

The Pirimai properties by an act of past planning are closely adjacent to and many are well below the Expressway level. This is a unique situation in the District and because of the elevation of the Expressway, noise travels over a wider area.

Secondly, the Taradale Road roundabout is obscured by the hump over the bridge and will not be seen by drivers approaching from the South until they are near the centre of the bridge which is only 700 m away.

By comparison, the sight distance to the roundabouts at Omahu Road and Ormond Road is much greater and observation of the speed behaviour of motorists indicates that motorists start to slow down at considerable distance from them.

On this basis a change of speed zone beginning south of the Pirimai area would not be dissimilar to the behaviour of motorists at the other roundabouts existing on the Expressway.

NAPIER
FOR THE TIME OF YOUR LIFE

Hawke's Bay Today

(11)

Ears to be soothed by 'Swiss cheese' seal

11:55 AM Wednesday Mar 29, 2006

ROGER MORONEY

A 1km stretch of the Hawke's Bay Expressway, where it skirts residential properties in Pirimai, will be resurfaced with a noise-reducing "Swiss cheese" form of asphalt. The \$400,000 resurfacing job will cover the stretch from the Taradale Road roundabout, to just past the Napier City Council-built wooden wall behind Clarence Cox Avenue.

Transit New Zealand's Hawke's Bay manager Hilton Netterville said a special surface mix called open graded porous asphalt (OGPA) would be laid down to create not only a lower decibel level but also to improve wet weather safety.

He said the mix was created using different aggregate sizes and adhesives and required what he called accurate quality control measures as the laying process was more difficult than putting down more convention asphalts.

The mix contained what he called "air voids" - Swiss cheese style tiny holes which not only sucked in and reduced noise, but also aided in road drainage and reduced water spray.

The project, set to be carried out in mid April and expected to take three days, has received the thumbs up from the Napier Heavy Traffic Community Forum Committee which has continually sought environmental improvements to the expressway near suburban areas.

However, committee chairman Les Hewett said the more sound-friendly surface would not be the end of noise issues, saying it would not impact on "excessive noisy truck gearchanging, use of air horns and engine-breaking which some cowboy drivers continue to indulge in during day and night."

The committee want to see more tree planting, steel barriers, additional screening in some areas and an extension of the wooden wall behind Clarence Cox Avenue.

- HAWKES BAY TODAY



Napier Regional Office
Media Release

Embargoed until 9am
Tuesday 5 October 2004

5 October 2004

Low-noise surface for parts of HB Expressway

Transit New Zealand is to spend an extra \$1 million applying a low-noise surface to sections of the Hawke's Bay Expressway that run through residential areas.

The asphalt mix surface is smoother than the existing chip seal surface and will reduce the amount of noise generated by vehicle contact with the road, Transit regional manager Neville Harkness said today.

"The noise created by the interaction of tyres with the road surface can be a significant component of overall traffic noise. The asphalt mix surfacings are expected to reduce the average noise levels by 2 to 3 decibels."

Mr Harkness said the extra funding for replacing chipseal with low-noise surfaces in residential areas was part of a national programme and reflected Transit's commitment to reducing the adverse social and environmental effects of the state highway network. The resurfacing work was over and above other work aimed at ensuring noise from the expressway fell within Transit's noise guidelines.

"Noise levels on the expressway have been a concern for Transit and residents alike and I am very pleased a large chunk of this year's funding for noise reduction has been allocated to this region to enable us to take these extra steps."

He said the new surface would be applied when resealing work was due at each site.

"The section of the expressway between the Airport and Meeanee Quay, and that opposite

(12a)

Westminster Avenue, will receive the quieter surface this year, and the area between Taradale Road and the southern boundary of Pirimai will be resealed next year. For new projects in residential areas, such as the Meeanee Road interchange, the low-noise surfacings will be applied during construction as a matter of course."

ENDS

For further information contact:

Transit regional manager Neville Harkness

PH 06 835 1750

Email: neville.harkness@transit.govt.nz

A CASE FOR OPEN ACCESS

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A presentation to the Gisborne Infrastructure Development Summit March 13 2018.

By Stuart Dow Railwayman jstuartdow@hotmail.com +61 429 861 756

Good Afternoon Distinguished guests, Ladies and Gentlemen. My name is Stuart Dow and I am passionate about rail, with a career of over 37 years in most facets of the Rail Industry, in both New Zealand and Australia. I currently work in Australia, driving an 11,500 ton coal train owned by an American Company operating on the Open Access railway network of the Hunter Valley in New South Wales, delivering to the port of Newcastle, the largest coal port in the world. I have paid my own way here today as I believe the message I am about to deliver is very important. That said, I am always very happy to come to Gisborne.

Open Access rail is a system whereby the owner of the track and what is below and beside the track, allows any user to run trains on that track, subject to certain obvious controls.

Many countries of the world have Open Access rail networks including Australia, the U.K, the US, Canada, Mexico and most members of the European Union, although they are not all administered in the same way! Open Access has resulted in numerous new Freight and Passenger Operators appearing on rail, and Open Access has been a driving force in the rise in numbers of "Shortline" railways. In this country, Napier to Gisborne or even Wairoa to Gisborne have the potential to be classic Shortline railway operations, as does Northland.

In the U.K Open Access and Shortline railways have resulted in 4 large and several smaller freight operators and a myriad of Passenger service providers. In the Australian state of Victoria there are 4 Freight Operators and in NSW, 6 Freight Operators. One such operator in NSW, Southern Shorthaul Railroad has gone from start up in 2003, to being (in my opinion) the pre-eminent intra-state freight provider. SSR as it is commonly known, has been instrumental in a sea change in the way rail freight service is provided in NSW, such as pioneering the loading of grain trains straight from farmer's paddocks and the repurposing of seemingly redundant freight wagons. These are all things that could happen and in most cases, should happen in New Zealand.

Some theorists might argue that we have Open Access rail in NZ already and it is in the Statutes. In reality KiwiRail runs everything and Kiwirail does not want any competition. New Zealand's Transport Infrastructure (apart from Rail)—that is roading, shipping and air services are Open Access, as is our distribution of gas, electricity and telecommunications and it is my contention that it is time the Government levelled the playing field so that the Rail Network is run in the same way. This would enable others to access the network far easier than at present, with the Rail Network operating, I suggest, as a separate Government entity with a mandate to administer an Open Access system providing rules, standards and controls like signals and where ALL users would pay a Track Access Fee.

This fee together with other investment, would be used to assist in upgrading the WHOLE rail network to a minimum standard. It is too important to be left to rust or rot. Part of the mandate would also be to achieve an increase in the use of rail across the network by working with prospective operators to get them up and running. As funding is likely to be a MAJOR issue, I would expect the Network Provider to think outside the square when it comes to achieving this. Potential NEW rail operators would have access to private capital and commercial disciplines. At present, KiwiRail, the monopoly government owned operator and track owner is grossly underfunded. Railway businesses can be very profitable. In America, 2 rail companies are the darlings of the Stock Market. It is only in New Zealand that we have become used to rail performing badly.

An Open Access rail network would remove the costs of maintaining the rail network from KiwiRail and allow it to run its business however it chooses, and make a profit or loss based on the abilities of its leadership and commercial acumen. This would then allow others, whether they be Freight, Passenger or Tourist orientated, who wish to use the Rail Network, to get on with the job and assist in growing New Zealand's rail infrastructure for the benefit of all. This is happening in other parts of the world. It needs to happen here.

With Open Access established, I would expect entities based on the Shortline Railway model would soon materialise, wishing to run trains. A Shortline Railway is a locally owned and operated Railway, set up on track that the previous incumbent has declared uneconomic for them to operate. In almost all cases where a local operator takes over, rail traffic grows exponentially due to local management being able to understand the needs of local customers far better and work with them closely, for the betterment of both businesses and the local community.

Generally, once a rail service is revived under new ownership, the previous incumbent often works in with the Shortline for the betterment of both. This is generally through the interchange of freight at certain points (usually just the swapping of wagons) and this results in a customer of either, having access to the combined network of both. It can be a very collaborative system. More often than not and this has been international experience, the smaller or niche operator, if given permission and freedom to operate, then keeps the big operator honest. Like in the trucking industry.

With Open Access, a restored Gisborne – Wairoa Line would enable prospective Freight/Passenger or Tourist operators to run trains to and from Gisborne from all points on the New Zealand rail network. Without Open Access the chances of this are slim! A new culture is required. The opportunity for change is there now, with the new rail-friendly, and region friendly government in Wellington

Also, there are various Iwi who wish to use Rail to assist in the Economic Development of their constituents, so partnerships between Iwi and the Network Provider are a distinct possibility. I am aware that the Tainui wish to build an Inland Port at Te Rapa and run their own trains to the Port of Tauranga. There will no doubt be the need for some investment in Track and Signalling Infrastructure on this route to achieve this and with Tainui in a position to supply funds, the Network Provider could enter into a deal where in return for funds, Tainui's trains might get first option on train paths between Te Rapa and the Port of Tauranga. Train paths being a valuable commodity in areas where Open Access rail operates.

Under the Open Access model, Train Paths are priced according to various factors including commodity carried, axle load, and speed travelled. The less popular the path, the cheaper it would cost and as KiwiRail would not have the burden of paying for ALL the track maintenance either but just a track fee like everyone else, there would be an opportunity to reassess their freight rates to reflect the changed business environment. Hopefully this will lead to real benefits for freight users and after all, getting more freight and passengers off roads and onto rail is the ultimate goal.

Rail CAN and SHOULD be shouldering MUCH more of this nation's freight task NOW! This would greatly assist with our commitment to the Paris Climate Accord and more coordination of the nation's freight task to help reduce the amount of Trucks on our roads. Less Trucks of course meaning a better environmental and health outcome for those living near heavy traffic routes and lessening the need for expanded highways.

There are plenty of people in this country with realistic ideas regarding increasing the use of rail. They just need the opportunity to prove themselves. I believe Open Access is the way forward and I am hopeful this Government will give these people a chance for their visions to progress.

In conclusion, thinking outside the square, both operationally and financially plus buy in from the Government, is what is required to advance rail in this country for the good of ALL, both now and in the future. This country punches above its weight in a lot of areas, e.g. Rocket Lab, and has done so in the past, rail wise!

It must be remembered, Rail is by far the safest and most fuel efficient land transport mode and is easily electrified. In most parts of the developed world this is readily recognised. It is time that New Zealand jumped on board!

Thank you for your attention...any questions?

Ken

From: Ken <clean.air@xtra.co.nz>
Sent: Monday, 12 March 2018 6:31 PM
To: 'janet'
Cc: clean.air@xtra.co.nz; ljhewett@ihug.co.nz
Subject: FW: Gabion noise wall - This is what we advocate is the wall to use as prison labour to fill them with rocks.as a community service.
Attachments: NCC PPP Presentation1.pptx

See historic evidence in a new PPP for NCC

This is what we advocate is the wall to use as prison labour to fill them with rocks.as a community service.

From: Ken <clean.air@xtra.co.nz>
Sent: Thursday, 22 June 2017 11:49 PM
To: 'Janet' <janet@actrix.co.nz>
Cc: 'clean.air@xtra.co.nz' <clean.air@xtra.co.nz>
Subject: Gabion noise wall



Versatile gabion sound wall gives more than a silent environment

Noise pollution has been an ongoing problem for residential and commercial areas. To solve noise problems, gabion wall has been increasingly accepted. Compared with aluminum, polycarbonate and PVC sound barrier, gabion sound wall shows a different