

Name: Councillor Ann Court

Date: June 2023

Portfolio Update:

The roading portfolio meeting was held 30 May. I am questioning the worth of tying up so much valuable staff time at these meetings.

With the focus on financial information, contract outcomes, project delivery and scheduled maintenance and capex – is this really information that should be held by two EM's?

As the Mayor has indicated his desire to establish a roading committee. My view is staff and elected members time would be better utilized via this avenue for future sitreps, strategic planning and information exchange as a publicly consumable committee. This would make this topic more transparent and inclusive. With so much going on at Mayoral Forum level, Waka Kotahi level, Regional Land Transport Level, and at each TA level – there doesn't appear to be one collective voice. Albeit I think we are all in alignment on what that should look like.

Mangamuka Business Case is going to the board of Waka Kotahi this month. The final BC is (as with all things) a bit of a compromise. It doesn't go far enough for some. But in trying to strike the right balance between practicality, affordability and getting it over the line – I think the team did a great job. The door is open to come back and work on future stages.

Brynderwyn by-pass route was also going to the board of Waka Kotahi this month following a workshop facilitated by Waka Kotahi. Whilst I was not notified of that event, the Far North was represented by the attendance of our district engineer. For completeness the original list of 9 possibles had been whittled down to 2 via the preliminary business case methodology. Whilst both of the final two on the western side. A third option is being advocated by the Regional Land Transport Committee.

Northland Road Safety Meeting

The Northland Road Safety Meeting was held Friday 26 May in Whangarei. A new motorcycle safety strategy was presented along with presentations on Emergency Response challenges on the road, Bike Northlands 'Share the Road' and the trial Driver Licensing update. As usual the Police presented on the regions road crashes which is always incredibly sad.

Road Safety Month was held this month. I couldn't attend the big event in Whangarei due to it clashing with our formal agenda but I wanted to take a moment to recognize all of our road safety hero's both paid and volunteer who do such an amazing job in this space.

Disability Action Group

I don't know what has happened but where have all our members gone? Our last few meetings have had a very poor turn out with only three members of the disability community turning up. Perhaps its time for a refresh with some meaningful outcomes to keep the spirits inspired?

Te Puawaitanga

No meetings are being proposed to be held until the Council workshop has been convened to focus on next steps.

The working group have completed their Terms of Reference – Stage One but are very keen to continue to be involved.

Liquor Licensing

Year to date 239 applications have been received. Training is continuing online with regular webinars.

Hearings Resolved

The Pipi Patch application by Castle Management Paihia Limited for a new On-Licence has been declined. The applicant must cease trading on or before 21 July 2023.

The applicant has the right to appeal against this decision. The legislation provides for a window of 10 working days after the date on which notice of the decision is given to the applicant. At the time of writing this report the applicant is still within the 10-day timeframe.

The decision speaks a lot to the impact of contracts with the Ministry of Social Development (MSD) and Corrections for social and/or emergency housing and the impact this has had on the local community. Notably at [164-165] in the decision the following is recorded. “ The objectors want Paihia to return to the ‘days of old’ where tourists and backpackers flocked to Paihia to enjoy the summer and its beaches. All the licensed premises on Kings Road have a role to play in that future. For (redacted) to put money before the social consequences of accepting the MSD and Corrections contracts does him no credit. His ‘veiled threat’ to fill Pipi Patch with more social housing should the licence not be granted confirms that stance”

Two opposed Managers Certificate Applications were heard by way of a public hearing on the 29th of May. One additional application was withdrawn. Both applications were granted

Hearings pending.

The reconvening of the Nautipenguin Limited application is proving somewhat challenging due to the availability of committee members and objectors. I am concerned it has dragged on for far too long. WIP

Two further opposed Managers Certificate Applications will be heard by public hearing this month

Regional Land Transport Committee

Agenda received 7 June. At the time of writing this report it is still sitting in my inbox awaiting my attention. Hopefully a copy will have been circulated to my colleagues with my cover notes prior to this report being received.

Road Safety: Continued

In recent years between 90-100 deaths annually have involved a driver/rider with drugs in their system where the Police deem that a contributing factor to the crash. About half of cases involve alcohol at some level as well.

There are now 25 listed drugs (21 prescription and 4 illicit - all drugs that are considered most likely to impair driving) and they each have blood testing levels that equate to either an infringement offence or a criminal offence.

Qualifying drug	High-risk level (ng/ml)
Alprazolam	50
Amphetamine	100
Buprenorphine	1
Clonazepam	50
Cocaine	20
Codeine	200
Diazepam	200
Dihydrocodeine	200
Fentanyl	0.5
GHB	50,000
Ketamine	50
Lorazepam	30
MDMA	50
Methadone	200
Methamphetamine	50
Midazolam	30
Morphine	20
Nitrazepam	50
Oxazepam	800
Oxycodone	50
Temazepam	800

Qualifying drug	High-risk level (ng/ml)
THC (cannabis)	3
Tramadol	250
Triazolam	4
Zopiclone	

The new penalties will apply to people who fail the Police CIT (compulsory impairment test) and then have a positive blood test, or crash victims who have a positive blood test. An infringement-level offence involves a fine of \$200 and 50 demerit points for one substance or \$400 and 75 demerit points if multiple substances (combination of drugs and/or alcohol) are detected. If someone accumulates 100 or more active demerit points within any two-year period, their licence is suspended for three months. A criminal offence will result in a disqualification from driving for at least 6 months.

There is a lot of communication required in this space because it will be very challenging for some in our community to accept, that some prescription drug use can and will contribute to adverse road safety outcomes and will result in infringements being issued. If a medicine is in common use such as some anti-depressants or pain medications does not mean it is safe to operate machinery or drive.

New Zealand Automobile Association

Our road maintenance New Zealand wide campaign is putting the spotlight on the poor state of our network.

Evidence collected shows that Waka Kotahi's maintenance in Northland in terms of resurfacing and road foundations targets have been consistently missed over the last several years.

Our campaign is ready to go with a mail out to current central government politicians, candidates for central government, Mayors, RTC members, Business leaders, Road Transport Forum and Waka Kotahi.

Media releases will also be issued.

Due to the timing of submitting this report, I have not attached a copy at this time.

The Northland Branch of the Automobile Association has quarterly meeting with Waka Kotahi and the NTA in Whangarei. I attended the 15 May meeting.

Our monthly meetings continue in Whangarei.

Household Travel Survey

The NZ Travel Survey has been run by the Ministry of Transport for the past 25 years. The survey records the amount of time people spend travelling, the distance they travel, how they travel and why they travel.

Multi-decade trends

Comparing the 2019-2022 results with the same survey 10 years ago, the proportion of trips are:

- the share of car use has climbed four percentage points from 78% (now 82%)
- walking has dropped three percentage points from 13% (now 10%)
- cycling has remained about the same (2%)
- public transport has gained one percentage point (now 5%)

Looking at mode share over 20 years, in percentage terms the decline in walking and increase in public transport use are most notable:

- travelling by car has increased 5%
- walking has decreased 23%
- cycling has doubled (from 1% to 2%)
- public transport has increased 20%

What are people mostly travelling for?

Naturally, people's purpose for travel varies greatly by age. And an aging population will therefore clearly effect the statistics over time. Currently on average:

- 49% of trips are to buy stuff (goods/services) - the biggest reason for travel by far
- 19% of trips are for commuting
- 17% of trips are for socialising and/or entertainment
- 11% of trips are to drop off/pick up someone or accompany someone else
- 10% of trips are for sports/exercise
- 7% of trips are part of work itself

Trends are currently showing an increase in car travel and a slight increase in public transport travel and cycling, but all the growth has been at the expense of walking trips which have dropped significantly. Basically, people are using more energy to get around now than they did a decade ago, largely to save time and to achieve distance. It therefore seems unlikely that substituting slower alternatives to trips will be all that attractive to most people going forward, particularly as our population ages.