

**Name: Councillor Ann Court**

**Date: December 2023**

---

### **Road Maintenance Operations and Renewals Contract**

The findings were present to the Transport Committee. A governance decision report will be considered in due course. No up-date WIP.

### **Northland Road Safety Meeting**

Meeting set down for Friday 27 October.

Last month I reported 'Due to the timing of submitting this report I will address any matters arising in my December summary.' No up-date required the agenda was proforma.

### **Disability Action Group**

No meeting this period.

### **Te Puawaitanga**

- The car park construction is well under way. You can see the layout and parking formation shaping up beautifully.
- The grass has been stripped for the five new fields - dewatering of the drains is ongoing to expedite the drying time - so we can bring in our turf specialists.
- The turf specialists will deliver the final playing surfaces which vary from the all singing all dancing highly spec'd no.1 field with charcoal and sand filtration to extend its playing life to your bog garden standard grass surface for practice.
- Balance tanks and earthworks for the water and wastewater system are underway.
- Civil works including internal accessway, fencing and ablution block etc under procurement.
- Lots of below soil stuff such as cabling and electrical works underway.
- 70% of direct contracts and subcontracts have been awarded to local businesses. 87 local suppliers and 62 local employees!
- Still no action on next steps!

### **Liquor Licensing**

Year to date 584 applications have been received.

Public hearings are called where there have been objections from members of the public or matters of opposition raised by any of the enforcement agencies (Medical Officer of Health, Police, Licensing Inspector)

We have three hearings pending:

- 2 X opposed Managers Certificates
- Renewal of the Off-Licence for The Shed Kaikohe

### **Regional Land Transport Committee**

The next RLTC meeting 4 December. This report predates that. The committee will be working on the Local Road Improvement Projects - Prioritization Schedule in order to complete the Draft Regional Land Transport Plan ready for public consultation.

Concurrently the committee have sought overview of each Councils maintenance, operations and renewals programme.

### **New Zealand Automobile Association**

Meeting held 21 November in Whangarei. Big on our agenda was the announcement regarding the proposed 8-week closure of the Brynderwyns (more on this below).

I have been invited to attend the National Conference to be held next March in Napier. National Council will cover all of my costs.

I have been seconded onto the panel debate for the conference. The subject "The car has had its day". So, anyone who has any brilliant one liners that will make me (and by default Northland) look awesome please let me know!

### **GPS**

Now we have a new Government and a new Transport Minister we can expect a new Government Policy Statement on investment priorities for Land Transport.

Inevitably this will require a rethink, a rewrite, maybe a reconsult? The impact on the adoption of our LTP and 2024-5 construction season will be impacted.

What we do know is what the coalition agreement has signalled.

- Removal of the Auckland Regional Fuel Tax (RFT)
- Cancellation of the planned Fuel Tax increases
- Scrapping of the Clean Car Discount potentially by 31 December
- Stop and Reverse (where safe) Labours Speed Limit Reductions and start work on replacing the Land Transport Rule (Setting of Speed Limits 2022). This is the law that requires reduced speeds around schools
- Reprioritize transport funding in the GPS to focus on road upgrades and maintenance. It has been indicated that funding will be pulled from light rail,

cycleways, recent public transport fare reductions for some groups and some road safety work.

- National Roads of Significance are back on!
- Reverse changes to the RMA to enable infrastructure construction
- Allow public private partnerships, more road tolling and value capture rating to fund infrastructure
- Change how Emissions Trading Scheme (ETS) Funds are used
- Introduction of harsher penalties for some driving offences (Cell phone users and fleeing drivers)
- Establish a Regional Infrastructure Fund with \$1.2b capital funding. Some regional roads and other transport projects are earmarked for this funding.
- Establish a National Infrastructure Agency
- Invest in 10,000 public EV Chargers
- Introduce a modern road user charging system
- Investigate the reopening of Marsden Point Refinery

My 5c worth:

- Road taxes must be channelled into road maintenance and improvements as the first priority. This is enshrined into the Road User Charges Act.
- The Crown needs to get realistic about taking the long-term view into infrastructure. The amount of time, money, energy, passion that goes into developing business cases only to have them overturned by political musical chairs in Wellington is costing our Country dearly. We need an accurate (costed and designed) programme of capital works that can be delivered with clear and realistic time frames.
- We need good evidence for speed limit decisions. “There is an unfortunate tendency for the issue of speed to get framed in black and white. There are roads with limits too fast for the environment, others where current speed limits could and should be maintained. There are some roads that need improvements and some highways that need divided lanes so speeds can be increased.” We need an effective, evidence-based decision-making framework that is nationally consistent that considers travel efficiency alongside road safety outcomes.

### **Waka Kotahi**

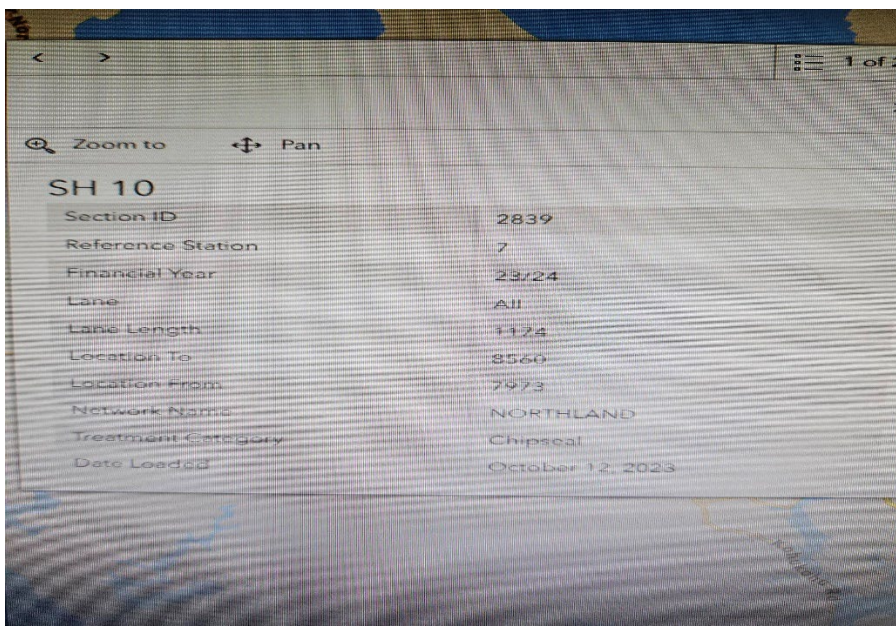
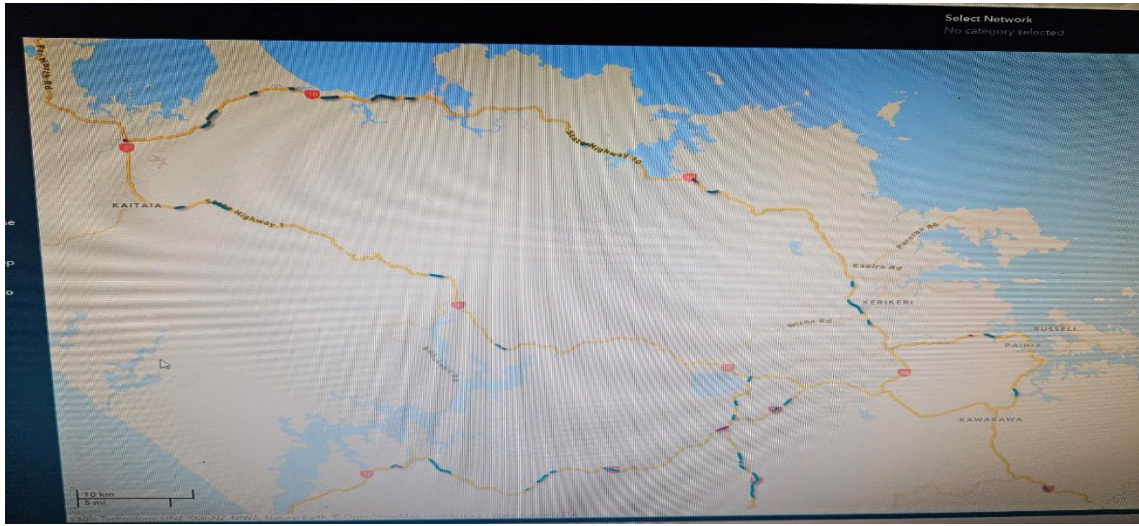
Waka Kotahi have announced that this summers road work season is set to be the biggest on record with 2,500 land kilometres of highway under renewal or repair.

Last season was set to be the biggest but bad weather scuppered progress with just 70% of works completed in the North Island.

Waka Kotahi publishes a map showing planned roadworks:

<https://www.arcgis.com/apps/dashboards/490776b08a094be5b737db698ad4000c>

The map is interactive (I took some photos to show you – They are not great quality and I squished them up a bit to fit on one page) but it gives you the idea. So, you click on the bit you are interested in on the map and the example I used was SHW 10 by Redwoods and it tells you the what the when the where etc. We should totally do this!



Blue is chipseal

Pink is Asphalt

Purple is Pavement Rehabilitation

You can refine your search by selecting treatment category and Network

## **BRYNDERWYNS**

I chaired a combined meeting with a number of representatives from the districts business associations, Waka Kotahi, Northland Inc. Northland Business Chamber of Commerce, various local body elected officials, Dr Shane Reti and Grant McCallum and members of the RLTC.

I subsequently attended a third meeting. This one called by the National Road Carriers Association in Whangarei. Our MP's were again present along with the CEO of Northport, RLTC members, CEO and members of National Road Carriers, Waka Kotahi, Contractors and staff.

- No one was happy but all agreed the work needed to be done and done asap. We need to stop requesting it be delayed because concern was expressed that it might not even last until Waitangi Weekend! Shane Reti and Grant McCallum have walked over the site and both agreed it is in a very fragile state.
- The Brynderwyns only have a viable 5-7 years of asset life left! Read that again - that is what we were told and that is a seriously significant statement!
- All of this work is to put us into a position of having something that will tie us over until the permanent solution is found!
- Work is happening on the detour routes but what we can manage immediately vs what is longer term has some challenges. This conversation is ongoing with the Northland Transport Alliance. As an aside the works on the Brynderwyns have been granted an exemption under certain legislative instruments such as the RMA to expedite this work. This doesn't apply to our detour routes.
- There is a conversation about what an equitable FAR rate could look like or are ratepayers expected to carry the cost of detour route intervention, repairs and maintenance.
- Work is planned to ease the S bend on Cove Road but this won't happen prior to the Brynderwyns closure. Calvin Thomas also spoke to some culverts and a temporary 'Bailey Bridge' type intervention that will be required to manage the weight of the heavies on the deviation routes
- The S bend on Cove Road is fine for South Bound but not North Bound Heavies (or vice versa but close enough for the sake of making the point) but concern was expressed re trucks crossing over the centre line due to the tightness of the corner and the risk that this places on other motorists is worrying.
- Dr Reti said that it was understood that the only powers that exist to restrict what roads truck could use sits in the Emergency Response Act. This isn't the case with this project at the moment but it maybe that they could take this back

to Wellington to see what if anything can be done in terms of a quick legislative fix.

- Truck drivers are facing a 70km detour which adds 30-40% to their costs. Are they expected to pass this onto the end consumer? A request was made to reinstate the resilience fund. National Road Carriers said if Truck Drivers and Companies knew their costs were covered they would be less likely to take risks on roads that were not fit for purpose.
- Grant and Shane have briefed the new Transport Minister Simeon Brown. He will likely visit shortly and is being kept in the loop
- \$61m was confirmed but that's just the repair funding - see my notes below on future alignment.
- Scope of works were confirmed as creating a third lane from Waterfall corner to the bottom of the Hill by Atlas Quarries. Norman Collier (Project Manager) confident of being able to deliver the project on time and on budget noting that they had reviewed the previous 60 years of weather reports for the area and this is notably the driest time. Adverse weather could still happen and they have forecast if that happened then it could add 2 weeks to the closure.
- Norman said 44 interventions in total were required to bring the road back to its former level of service. 11 of those can be done without closing the road. But the others required large plant and equipment
- When asked about his degree of confidence that he had the project scoped right, he stated that he was confident that they 100% defined the scope of the work and the volume metric tonnes that need to be moved to within 100% (Brave call)
- Once opened traffic will be moved onto the new lane and the South Bound Lane with speed reductions whilst the work continued on under slip works which would occupy the North Bound Lane.
- Ongoing reinstatement works will be months not weeks

### **Future Alignment**

- Of concern was that the business case (which was shelved by Labour in 2017) and which needs to be dusted off, it is not currently dusted off nor funded. Steve Mutton said that they would be asking for the funding from next year's National Land Transport Fund.
- Under Q and A, the cost of the business case is not known, it could take 12 - 18 months and then a political decision would be required
- Reality is we will not have a diversion route for 10+ years. Realistically we are looking at closer to 20 years by the time we go through business case, decision

making to proceed, design, engineering, consenting, land acquisition, procurement, construction etc

- This brought us back to the 5–7-year life span conversation.
- The clock is ticking faster than we can react. Shane Reti asked what would be required so that he and Grant can have those conversations with Simeon Brown
- To which I said "We are the only place on the network that has been told our network will expire in 5-7 years. We cannot afford to sit and wait for the normal processes to play out. If Waka Kotahi could beg, borrow and steal to get SHW25A open then we need the same consideration here. Take the funding off another glamour project somewhere else in the country and reallocate it to ours" It should not be for Grant and Shane to go begging for more funds. Waka Kotahi and the Crown need to get their priorities sorted!
- Instead of being drummed out of the Union there was actually a tacit kind of agreement that is the way we should go.
- It now sits with our MP's and Mayoral Forum to advocate.
- **Please Please Please can we have a united voice on this!**
- **It does us no favours if we (as in the Majority of Northlanders and our Northland leaders) are saying on the one hand we need the business case dusted off asap and work to commence immediately on the preferred realignment, whilst on the other hand we have some other Northland leaders saying, 'No we don't need that! Just fix what we have and build the route over the top bigger, better, stronger.' That just makes us look stupid and divided in Wellington!**
- **We need an evidence-based business case to determine which route will deliver the best long-term results for Northland and use empirical geotechnic and engineering and scientific evidence to inform that. The Crown will not fund us on a 'wish and a prayer.'**
- **We need to keep our conversation to 'We need this' 'Get on with it' 'Fund it' 'Design it' 'Procure it' and 'Deliver it'. Yes, we would like to be asked about what the preferred route looks like but we need to rely on professional and expert advice not a thumb suck!**

### **Did You Know**

The new speed camera in Northland (Between Kawakawa and Taumatamakuku) will be the first static speed camera taken over by Waka Kotahi with Waka Kotahi responsible for issuing tickets rather than the Police. It will also be the first static camera to have a warning sign so motorists know it's there. Unfortunately, what we tend to see (think Snake Hill just out of Kamo) is that motorists speed, hit the brakes and cruise passed the camera and then speed up again!

Average Point to Point (P2P) Cameras are different. They calculate the average speed a vehicle travels across a length of road between 2 cameras. They are common overseas and are considered fairer than traditional spot-speed cameras.

Five sites in Auckland are currently being trailed for use.