

Name: Councillor Ann Court

Date: March 2024

Northland Road Safety Meeting

Next meeting set down for 8 March. Due to a diary conflict, I will not be able to attend this meeting.

New Zealand's Road Toll for 2023 ended at 341. A review of crash data for the recent Christmas New Year holiday period has identified an extremely high proportion of fatal crashes resulted from people driving under the influence of drugs or alcohol and not wearing seatbelts.

The Automobile Association Research Foundation issued a media release 28 February advising "35 people died in accidents on New Zealand's roads last month – eclipsing the four previous January totals of 22, 29, 18 and 21.

The total figures for fatal crashes in the two Christmas – New Year holiday periods (2021-2023) show the proportion of crashes involving alcohol, drugs or unworn seatbelts sitting at 88% and 79%. 2023-24 data has not yet been released."

Disability Action Group

No meeting this period.

Te Puawaitanga

The project delivery team are hopeful the fields will be ready for public use in September. Great to see the sand being laid down as the field specialists do their stuff.

Liquor Licensing

By close of business December 21st 646 applications had been processed

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 had three hearings pending at COB 2024:

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

All three matters have now been heard by the committee.

Draft Regional Land Transport Plan

The Draft Plan is now out. Two public drop-in days planned for the Far North area are 11 and 12 March.

Inevitably all this work will need to be revisited when the revised GPS is released. Maintenance and Opex wont change but will hopefully be better funded. Low-Cost Low-Risk and Capex will be the areas of focus.

New Zealand Automobile Association

Meeting held 20 February in Whangarei. Guest speaker was Mayor Cocurullo from Whangarei who talked about the Whangarei growth agenda and infrastructural needs moving forward.

At the time of submitting this report I am planning to attend the National Conference in Napier. The theme of the conference was 'Building for the future.' The Automobile Association National Council will cover all of my costs.

GPS

Thank you to Councillor Felicity Foy who arranged a meeting with the Minister of Transport Simeon Brown. Due to fog and the inevitable flight disruption the meeting ended up being via teams instead of in person.

The number of attendees on the call grew which meant our time allocation became constrained however we did manage to get across our key messages to a very receptive audience.

The Minister advised that the GPS was due out shortly. That he had requested from Waka Kotahi an exact break down of spending in Northland (not figures distorted by the North Auckland NOC Contract) and that they were reviewing the funding model.

The matter of the split GPS which we have been advocating for, for years via bespoke meetings between the Crown, the Ministry and LGNZ remains topical.

As part of a recent BIM (Briefing to Incoming Minister) 'The Ministry of Transport and NZTA are under unprecedented pressure. Alongside inflationary pressure, there are increasing demands required to maintain a growing network. Weather events are increasing in severity and frequency and their expectations to fund new modes.' The planned expenditure for the next 20 years is more than four times the size of the NLTF (National Land Transport Fund.) Some big calls are needed!

Waka Kotahi

I have expressed my concern to our Regional Relationships Director that the speed camera in Taumatamakuku is being replaced before it was even commissioned. I am advised this is due to the fact the camera was the wrong one (it was a point to point

instead of static camera) and that the pole design that holds the camera needed to be changed as new technology has designed a pole that will make maintenance cheaper and reduce disruption. And that the signage needed to be changed. I requested visibility of the cost however this information has been withheld due to commercial sensitivity.

Concurrently I have expressed my concern that as the summer construction season draws to a close, we still have some significant areas of the network showing signs of scabbing and flushing. I specifically spoke about Turn Table Hill, SHW1 between Kawakawa and Whangarei, the entrance to Kaikohe, Kawakawa township and SHW 10 North of Waipapa.

Critically the Regional Land Transport Plan recognized that SHW 1 between Kawakawa and Whangarei fell below the kiwi rap safety rating required back in 2021.

The response is cut and paste below: I have highlighted one section for your attention.

Maintenance

A lot of our works this summer have been focused on SH1 south of Whangarei, SH12 & SH14 in preparation for the upcoming Brynderwyns road closure at the end of February 2024, as they are the prescribed detour routes during the closure and will see an increase in volume of traffic once the Brynderwyns close.

We do however have works programmed for this summer on SH1 between Kawakawa and Whangarei north, with work already completed in Hukerenui, Hikurangi, Kamo and Otaika. We also have works programmed on SH1 for Towai/Ruapekapeka, Otonga and at various locations in Whananaki in the coming months. Next summer we have a number of works planned on SH1 between Kawakawa and Whangarei, including Kawakawa South, Akerama, Hukerenui, Hikurangi bypass, Snake hill, Waiomio and various locations within the Whangarei township area. I cannot give you a more detailed time frame for any of these works as a multitude of things can change when works get completed and the order in which the works are done.

Kawakawa Safety Camera

You asked me about the changes to the Kawakawa Safety camera.

Kawakawa is the [first safety camera site for NZTA](#). It is also the first time this new camera technology has been used in NZ. For this reason, we've been testing all parts of the system thoroughly so that we can roll out new safety camera technology successfully across the motu.

We knew we'd have to do some refinements to the site before 'go-live' so have planned several updates.

The current existing pole is functional however through testing we've identified that we can use better pole technology here. The new pole will make maintenance safer, cheaper and reduce disruption. We'll apply this learning to other sites and the existing pole will be used elsewhere.

Given we are testing new Halo camera technology, it made sense to test some of its new functions that will be needed in future sites but not required at this site. Specifically, we wanted to test the

automated number plate recognition function in a New Zealand environment. Having done this, it will speed up the testing process for future safety cameras. The specific camera we're taking out will be used elsewhere.

Installing clear signage was always intended. Current signs at the site read 'Camera not in use.' Once we are ready to enforce the sign will be updated giving drivers a reminder to check their speed and slow down if needed.

Specific costs for this construction are commercially sensitive however the changes we are making will ultimately reduce safety camera costs in the long run and make the implementation more efficient and effective.

Road Controlling Authorities Forum

I have been invited to join a panel with Nick Leggat (CEO Infrastructure NZ) at the next forum to speak to transport challenges facing us as we head into 2024/25. The transport minister will be speaking to the forum after our session. This clashes with our next Te Koukou Transport Committee Meeting so apologies in advance for my absence.

Did You Know

Mobility scooters are required under the Land Transport (Road User) Rule 2004 to drive on footpaths where practical. There is no legislation that governs the speed limit for mobility devices.

Modern scooters can weigh as much as 226kg and are capable of reaching speeds of 40km per hour.

Our CBD's and other shared spaces are areas where we would expect to see a number of children, elderly, mothers with prams, and other mobility challenged users frequent. As our population ages we can expect to see more mobility devices coupled with other forms of mode shift such as electric scooters dominating our street scape. Commercial suppliers such as Beam govern the speed at which their devices can be used in high density shared public spaces. But privately owned devices are not bound by the same rules.

Give Way

Rule 4.4 of the Land Transport (Road User) Rule 2004 requires drivers entering or exiting a driveway to give way to any user on a footpath, cycle path or shared path.

Unless specifically designed to accommodate this, by default, what we have in Northland is a predominance of footpaths holding hierarchy over entrances to large commercial developments such as supermarkets and fast-food outlets etc.

Most drivers appear to have forgotten this part of the road code, what I am unscientifically observing is large numbers of vehicles driving straight out across footpaths in our CBD's, often at times at some speed and frequently largely obscured by the footprint of the adjoining commercial development or trees/shrubs.

This is a risk to our children, our elderly and our disabled. I have asked the NTA to look into whether signage (as an easier and cheaper option to bricks and mortar) might be considered to remind drivers exiting premises such as supermarkets, fast food outlets etc that they need to 'give way to pedestrians.'

In the longer-term new developments can accommodate this by planning instruments (think Kensington Supermarket if you have ever been there) and the Pak n Save in Kaitaia from memory which changes the hierarchy structure giving vehicles right of way.