

Name: Cr Ann Court

Date: September 2024

Meetings Attended

Date	Meeting Topic	Comment
2 nd	Resident Opinion Survey Briefing	
3 rd	Te Puawaitanga	
4 th	Assurance Risk and Finance	
9 th	Accessibility Action Group Promotion and Recruitment Planning Meeting	
10 th	Whenua Maori Working Group Meeting	
	Moerewa Laundromat Wastewater and Environmental Concerns Meeting	
11 th	NZTA/AA/WDC Liaison Meeting	
12 th	Council	
13 th	Regional Economic Summit: Ngawha	
16 th	Review Transport and Infrastructure Workshop 29 August	
17 th	Proof Transport and Infrastructure Agenda for 24 September	
	Automobile Association Monthly Meeting	
18 th	Catch-Up: Tracey Risseto Chairperson Northland Automobile Association. Whangarei	
19 th	Kerikeri Waipapa Structure Plan Stakeholder Workshop	
	Maintenance Contracts Working Group: Transportation	Setting the scene
24 th	Transport and Infrastructure Meeting and Workshop + Extra Ordinary Council Meeting	
25 th	Te Kuaka Meeting	
27 th	Te Puawaitanga	

1 st	Regional Land Transport Committee Meeting and Workshop	
2 nd	Kerikeri Waipapa Spatial Plan Workshop: Kaikohe Hon Paul Goldsmith. Afternoon Tea Meeting Kerikeri	
3 rd	Road Maintenance Contract Workshop: Kerikeri	With Apikalis team

Portfolio Update: (Transport)

National Land Transport Plan

The National Land Transport Plan was released late August. I circulated the link (including the regional breakdown) via email to elected members. Huge acknowledgement to the NTA who did the incredible work that underpinned our favourable outcome and the lobbyists who ensured Northlands voice was heard.

New Maintenance Contracts (Roothing) Working Group

At the time of submitting this report the working group has met twice. Our first meeting was to 'set the scene' and establish the timeline, inputs and outputs required. We talked about what we felt was working well, what wasn't working so well and what and who we needed to bring to the table to enable us to arrive at a position where we felt we had a value proposition to bring to Council next year.

Our second meeting was a joint 'brainstorm' with Councils roading team. They gave us a valuable perspective on where they felt the current contract was working well, what could be dumped, added, enhanced, enabled etc. It was hugely beneficial to hear from our front-line staff.

Driver Licensing:

A key finding on a recent study on the New Zealand Graduated Drivers Licensing System found that the New Zealand licensing system is shorter and demands fewer requirements to attain a full licence than most other comparable jurisdictions. Young people are overrepresented in crash data, accounting for nearly a third of all deaths on New Zealand roads. The latest Ministry of Transport figures show young people aged 15-25 were involved in nearly a third (96 of 337) of fatal crashes in 2022. They were judged to be responsible for 82 of them.

- In Australia there is a minimum learner period of 12 months (double NZ's)
- Logged and supervised hours are common overseas with these averaging between 75 and 120 hours. Swedish studies show novice drivers with 120 hours of supervised driving experience were involved in 35% fewer crashes than those with 40-50 hours
- Hazard perception tests are a prerequisite for progressing from a learner to restricted licence in several jurisdictions including Australia and the UK

- Zero blood alcohol is common across jurisdictions for all learner and restricted drivers regardless of age. In NZ is only novice drivers under the age of 20.

Roadside Drug Testing:

- Consultation closed 29 August on the revised roadside saliva drug testing legislation
- The revised legislation (next steps Select Committee) will permit devices that give a proportion of false positives and false negatives.
- To address the accuracy issue, two positive tests will be needed.
- One of the proposed changes is to permit devices to identify the presence of 'families of drugs' rather than a specific individual drug. i.e.: Opioids which includes prescription drugs such as codeine and tramadol
- It is estimated that 65 lives and 431 serious death and injury crashes will be prevented over a 10-year period with the implementation of this regime.

New Police Enforcement Targets:

- The Minister has announced new targets for road policing including 3.3 million breath alcohol tests per annum
- Preparation to undertake 50,000 roadside saliva drug tests annually in coming years
- \$1.3b has been ringfenced in the National Land Transport Programme (2024-2027) to deliver on the above targets

Legislation on time of use charging:

- The Government has committed to introducing legislation to enable time of use charging (congestion charging) before the end of the year. In making this announcement the Government has said:
- Time-of-use charging will be focused on reducing travel times not raising revenue
- The impacts on the wider network must be considered when developing time-of-use proposals
- Money collected must be invested in transport improvements in the region where the scheme applies
- There must be regular monitoring and reporting of changes in travel times and traffic volumes, how much money has been raised and where it has been invested.

Other matters:

- Antisocial Road Users (aka boy racers) additional/new proposed legislation is under consideration. The Ministry of Transport has been tasked with looking at what measures can be taken to curb the antisocial road user problem.
- Tolling. Public consultation on the proposal to toll the Motorway from Orewa to Warkworth was released early September.
- The Government is proposing to move all vehicles to RUC (Road User Charges) and abolish Road User Charges by 2027. My concern with this one is collectability. Currently FED is payable by all drivers as they purchase fuel. This is unavoidable. RUC may be abused by those who prefer to 'take the gamble' on being caught and/or simply let it slide due to other pressing financial pressures. A significant portion of our fleet is already non-compliant in terms of WOF and Registration. This may have the potential to have an adverse impact on revenue and the deliverability of the NLTP. What mitigation measures to capture this will need to be an area of our focus as a sector moving forward.
- Fitness to drive (for our elder drivers) is a proposed workstream to address inconsistencies in the way the medical profession is applying the medical suitability test. The advice NZTA provides to GP's on what suitability tests should be applied is under review. By way of one of the bonkers tests reported as currently being applied "Can you name the last five American presidents?"