

Name: Councillor Ann Court

Date: May 2023

Portfolio Update:

I have attended two portfolio meetings. These have been primarily focussed on what content we want to see reported and equally importantly what we don't need so as to free up time for the NTA to get on with the business of network maintenance and recovery.

I sent out a draft paper which I had hoped to receive some feedback on. The purpose of the paper was whether there was scope for a remit to LGNZ seeking to cement the allocation of RUC and FED via the GPS to strictly maintenance and corridor improvements. To date I have heard nothing so I am assuming this one didn't land. Thanks for taking the time to read it.

The Managamuka Resilience Programme has led to a series of workshops which focus on the recovery of our network. The focus is on SHW 1 and 10 predominantly with some minor works for Broadwood. The business case which is seeking up to \$80m of additional fund is planned to go to the board of Waka Kotahi in July.

I will share the slides with my colleagues once I receive a shared copy.

Te Puawaitanga

Capital works continue to be frustrated by the weather. Cost creep due to the same global influences that are hammering us at every turn in every other aspect of our business are starting to make themselves felt. We are going to have to have a conversation about what we can afford to do now and what might have to be deferred pending further review/funding. The future governance structure is still very much a work in progress.

Staff will be workshopping this with elected members in July.

Liquor Licensing

Year to date 201 applications have been received.

Hearings pending.

- Castle Management 17-18 May
- Nautipenguin Limited 22 May but may move due to availability of the objectors
- Five Managers Certificate Applications four of which are set down to be heard on the 29th of May

Our administration team drafted a number of practice notes for applicants to guide them through the licensing processes. Commissioner Clearwater and I have spent a considerable amount of time on reviewing these. We have adopted or amended them

to meet our requirements as well as drafting an additional one for temporary authorities (when a business changes hands) In total we now have 11 Practice Notes and 2 Waiver Forms.

We sincerely thank the administration team and inspectorate for bringing these to our attention and we agree that more accurate, and consistent guidelines for our customers will be beneficial for everyone.

Regional Land Transport Committee

106 Functions of regional transport committees

The functions of each regional transport committee (other than the regional transport committee for Auckland) are—

- a) to prepare a regional land transport plan, or any variation to the plan, for the approval of the relevant regional council; and
- b) to provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.

Each regional transport committee, including the regional transport committee for Auckland, must adopt a policy that determines significance in respect of –

- a) variations made to regional land transport plans under section 18D; and
- b) the activities that are included in the regional land transport plan under section 16.

A joint regional transport committee established under section 105(9) must—

- a) prepare the joint regional land transport plan in accordance with sections 14 and 16; and
- b) consult in accordance with sections 18 and 18A; and
- c) lodge the joint regional land transport plan with the relevant regional councils or Auckland Transport (as the case may be) in accordance with section 18B.

Each regional transport committee (including the regional transport committee for Auckland) must also carry out any functions conferred on a regional transport committee under any other provision of this Act (including functions conferred by regulations made under section 109(c)).

This is shared for my colleagues to highlight that the RLTC does not have any delegated authority in regard to the setting of the Annual Plan, Long Term Plan, Strategies and/or Policies of the Far North District Council. It does not have Governance or operational oversight of our contracts nor does it have any authorities over what FNDC submits to be included in the RLTP.

The RLTC functions are limited to compiling the document and ensuring that it meets the objectives of the Government Policy Statement. Developing a policy in relation to significance. Undertake the public consultative process ensuring there is an appropriate facility for Maori consultation. Tracking delivery. As well as a new power to oversee regional speed management plans.

The purpose of including this in my members report is by way of a 'heads up' to my colleagues that we have some really hard conversations coming and we will be workshopping a number of these matters prior to submitting our Regional Land Transport Plan and ahead of the adoption of the Long-Term Plan.

New Zealand Automobile Association

1.9 million members, 48,000 members in Northland

Most people's first impression of AA is that they provide roadside services, travel, insurance, driver training and licencing but AA do so much more

- Support ACC's Ride Forever Programme
- Major supporter SADD: AA Research foundation has invested over \$2.25m over 8 years
- Research programmes include :
 - Driver impairment – use of alcohol interlocks
 - Seatbelt use
 - Inattention, distraction and fatigue – understand the scale and find practical solutions
- Safety benefit of new roads

Nationally Led Transport Policy and Advocacy

- Regular meetings are held with the Minister of Transport and Associate Minister of Transport, National Transport spokesperson and Waka Kotahi
- Issues arising from the ongoing underinvestment in rural/provincial transport and the impact its having on those communities
- Road maintenance – long time in the making – AA's position – road maintenance should get first call on fuel excise duty and RUC.
- Speed reviews – viewed as compensation for underinvestment in infrastructure and maintenance o
- Member and population surveys
- OIA Central govt election cycle

Upcoming election calls

1. Maintenance
2. Cellphone use
3. Impaired driving

4. Regional highways
5. Transport costs – spend GST FED/RUC on transport
6. Resilience
7. Sustainable mobility – EV chargeable infrastructure and allocate carbon tax on fuel to reduce transport emissions

Local advocacy

1. Road maintenance in Northland
2. Land designation for 4 laning Whangarei to Marsden
3. Rail link to Marsden
4. Breath testing numbers
5. Submissions on speed review(s)
6. Te Tai Tokerau Mayoral and chief executive forum – 5 top priorities
 - Strong infrastructure that can manage climate change
 - Good connectivity
 - Enough housing
 - A healthy economy
 - Being a trusted partner with central government

Road quality is consistently the highest concerns nationwide and the evidence is clear: the quality of the road surface has a real impact on safety. Drivers' dissatisfaction about the quality of road surfaces and frequency of repair work continues to grow. While there has been a welcome increase in road maintenance investment in recent years there are further safety gains to be had from lifting the level of funding higher – especially with the amount of vehicle kilometres travelled having increased over 20% in the last decade.

About 40% of fatal crashes involve drunk or drugged drivers and there has been little progress made reducing these numbers in recent years. Large-scale testing of drivers for alcohol or drugs is a critical element in catching and deterring people from getting behind the wheel when they are impaired. The number of alcohol tests being conducted has dropped from 3 million in 2013 to less than 2 million in recent years while it is still unclear when drug testing will be introduced on our roads.

Far too many people are still using phones when they are driving, putting themselves and others at completely unnecessary risk. The largest study done in New Zealand indicated about 1 in 40 drivers at any time will be on a phone. Using a phone while driving is not something that can be done by mistake. People have to deliberately choose to do it and the more drivers there are on the roads that are distracted by phones, the greater the risks that one will have something unexpected happen in front of them and be too slow to react. There is also a danger that high numbers of drivers getting away with using their phone normalises the behaviour and encourages others to do it.

The scale of damage wreaked by the Auckland floods and Cyclone Gabrielle brought home to everyone how vulnerable our road network is to weather events – particularly as their frequency and severity increases with climate change. In recent years, in some parts of the country, roads have been fixed only to fail again when the next flood comes

along. It's become obvious that simply putting back what was there before is no longer the answer. And even in places that haven't been hit, it's become equally obvious that many of our most important roads are ill equipped to cope with either weather events or rising sea levels. Restoring decent road connections to the regions and communities that were devastated by the most recent events must remain the most immediate priority. But getting on with improving the resilience of our road network is now equally urgent. Improving the resilience of our road network needs to become a critical ongoing priority. This means allocating funding first to improving the resilience of the roads which are most at risk and where the consequences of failure are the most significant. It also means carefully considering opportunities to improve resilience when planning road construction, renewals, and maintenance work.

The Government ratified the United Nations' Paris Agreement on climate change in 2016 and volunteered a National Determined Contribution to reduce greenhouse gas emissions by 30 per cent below 2005 levels by 2030. The New Zealand Emissions Trading Scheme is the Government's main tool for reducing greenhouse gas emissions and has been in operation since 2010. The NZ ETS requires fuel importers to pay for the carbon emitted when the fuel they sell is burned which currently returns almost \$1 billion annually to government. While land transport is only 12% of New Zealand's total Greenhouse Gas emissions it contributes more than half of the income to the ETS because of the exclusions applied to other sectors. However, because fuel is an essential commodity the increase in price has limited effect on demand, and revenue is hypothecated into the Climate Emergency Response Fund. Currently, the funding generated is spent based on annual bids as part of the budget process (progressing some projects that are symbolic but ineffective).

Multi District Advocacy Project

We are drafting a set of OIA requests to quantify the extent and cost of underinvestment in road maintenance in the Country. Due to the sheer size and scale of these challenges we are beginning this advocacy project by concentrating on Potholes.