

Name: Councillor Ann Court

Date: November 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.

Northland Road Safety Meeting

Meeting set down for Friday 27 October. Due to the timing of submitting this report I will address any matters arising in my December summary.

Agenda

1. Motorcycle Awareness Month/Rider Down Motorcycle Courses
2. NZAA Research Safer Roads
3. Waka Kotahi Safety Improvement Updates
4. Police Update
5. Australasian Road Safety Conference
6. Driver Licence Improvement Programme
7. Joint Partnership Restraint Work
8. Road Works/Road Maintenance Programme

Disability Action Group

No meeting this period.

Te Puawaitanga

Regular reports are going to the Infrastructure Acceleration and External Funded Capital Projects working group. Our last meeting was Friday 13 October.

- Project complete delayed as a result of the rain delays and the impact the high-water table is having on construction. Winter works were parked. The engineer to the contract is now providing favourable reports and works have recommenced
- To save money but hit our MBIE targets we will leave half of the car park unsealed.
- Fencing of the fields has been scoped
- Field construction is scheduled

Acceleration and External Funded Capital Projects: Working Group

In 2020 MBIE allocated over \$107m in funding for 23 infrastructure and economic recovery projects nominated by the FNDC and local communities. Of the original 23 projects identified 18 are being delivered by FNDC (and in some cases managed by the local community). 5 will be delivered by FNHL. In addition, we have a number of projects being delivered via TIP, PGF and Kanoa.

To deliver these projects an external funded project team was established. The reports are colour coded:

Green: Strong Possibility the project will be delivered on time and within budget and with acceptable quality

Amber: Good Probability the project will be delivered on time and within budget and to acceptable quality. Schedule, budget, resource or other changes may be needed

Red: Probably that the project will not be delivered with acceptable quality without changes to schedule, budget, resources and/or scope.

- Te Puawaitanga (Amber)
- Kawakawa to Opuia Cycle Trail (Green)
- Lindvart Park / Sportsville (Amber)
- Freese Park Coast Protection (Green)
- IAF: Kawakawa Te Mataora (Green)
- Te Hiku O Te Ika Revitalisation (Amber)
- Kerikeri Domain Revitalisation (Green)
- Strategic Roads: Peria and Ngapipito. Project complete
- Strategic Road: Ruapekapeka. (Amber)
- IAF: Kaikohe (Green)
- Rangitane Maritime Development (Amber)
- Kaka Street Beach Access Ramp (Amber)

Liquor Licensing

Year to date 502 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)

The public hearing for the renewal of the On-Licence for the Opononi Hotel was heard 20 October. Application was granted.

The public hearing for the grant of new Class 2 Restaurant On-licence for Crafty Local Limited, 6/76 Marsden Road Paihia was heard 19 October. The application was granted 25 October and entered the mandatory 10-day appeal period. At the time of submitting this report the appeal period was still in play.

The public hearing for the renewal of the Off-Licence for Taipa Food Market was heard 18 October. The committee granted the renewal “by a slim margin” on a truncated renewal period of 2 years. Noting the applicant had been found guilty in 2020 of selling alcohol to a minor. The decision records at [69] and [71]:

[69] We note that the applicant is still to navigate the second CPO (Controlled Purchase Operation) failure before ARLA (Alcohol Regulatory Licensing Authority). We suspect that ARLA will not deal with it on the papers and will call a hearing to hear the facts of the matter.

[71] They will be back on a ‘first strike’ for the admitted 2023 CPO failure. Two more in the next 3 years will see the mandatory cancellation of the licence.

Arataki

Arataki is Waka Kotahi’s 30-year investment plan. The language they use is:

- It sets the scene by describing what the land transport could look like in 30 years, what’s driving change, challenges and opportunities to be addressed
- It identifies the types of activities considered necessary for the land transport system
- Provides guidance for the regions
- Has a disconnect in my mind in that the messaging does not cascade into the State Highway Investment Proposal (SHIP). One talks to the condition of the network as being unfavourable, the other does not.
- The Northland branch of the Automobile Association by correspondence were recently advised that “Waka Kotahi acknowledges that he State Highway Network in Northland is not perfect. Maintenance renewals programmed for 2023/24 include 156km of lane pavement rehabilitation, resurfacing and SCRIM. SCRIM is a way of testing the skid resistance of a road surface. So, it is confusing at best when we are subsequently advised that the condition of the network currently meets LOS (Levels of Service) acknowledging that acceptable LOS for Waka Kotahi may not be the same LOS the customer expects!

Regional Land Transport Committee

The RLTC has adopted the proposed consultation timeline for the Regional Land Transport. There will be a number of public drop-in sessions over January extending from Kaitaia to Mangawhai.

Agenda was notated and circulated to EM’s in October.

New Zealand Automobile Association

Meeting held 17 October in Whangarei. Our guest speaker was Ann Marie Fitchett – Northland Road Policing Manager.

Key Highlights from the Agenda:

- The current funding model is not sustainable, creating a \$600 million per annum shortfall.
- \$5 billion hole in the NTLF that needs to be plugged.
- Draft GPS for 2024 has taken priorities from 4 to 6. (Climate, safety, freight connections, maintenance and operations, resilience, and urban growth.)
- A change in Government will change projects and priorities.
- Other potential changes such as Auckland Port moving to Northland could speed up projects.
- 156kms of renewals and reseals in Northland over the summer 23/24.
- Significant investment around storm recovery including \$100 million for the Mangamuka Gorge. Another \$44 million has come in via the network resilience fund for Northland State Highways to proactively repair culverts, slumping and improve the Paparoa/ Oakleigh and Cove Road diversion routes.

There are 4 stages planned for the State Highway between Auckland and Whangarei-

- Stage 1 Puhoi to Warkworth - completed.
- Stage 2 Warkworth to Te Hana.
- Stage 3 Te Hana to Port Marsden (no current business case for this project).
- Stage 4. Port Marsden to Whangarei.

\$573m has been provided for National Resilience. No indication as yet as to what % of this fund has been allocated to Northland.

The quarterly combined meeting of the Northland branch of the automobile association, Waka Kotahi and the NTA is set down for Thursday 2 November.

GPS

As emailed 24 October the Board of Waka Kotahi have delayed the adoption of the 2024-27 National Land Transport Programme. This delay has the potential to impact on both the LTP Programme and our Summer Construction Season.

Our Board recently agreed to delay adoption of the 2024-27 NLTP from 30 June to 31 August 2024. The final day for submission will be Friday 14 June 2024. If you believe you will not be able to meet this deadline, please speak with your Investment Advisor.

The following dates have been agreed:

March 2024: Waka Kotahi and approved organisations submit final improvement activities (including low-cost low risk)

27 May 2024: Waka Kotahi releases indicative allocations for continuous programmes

14 June 2024: RLTPs approved by regional councils and submitted to Waka Kotahi

31 August 2024: NLTP adopted

Early September 2024: NLTP published

Kiwi Rail

- Marsden Point Rail Link: 80% of the land has been purchased. Kiwirail are looking to complete all purchases by EOY
- Tenders going out for geotechnical work to inform the engineering requirements for the causeway and Mata Hill.
- Working with Waka Kotahi on the Oakleigh intersection (roundabout) and causeway road extension (4 laning)
- Line between Kauri and Whangarei progressing well. All sleepers installed

Did You Know

Currently a quarter of our population is aged over 60 and by 2028 this will shift to a quarter being over 65 and shortly thereafter that figure will rise to a third being over 60+ years.

Whilst older drivers are less likely to crash according to the AA Research Foundation this figure changes from age 80+. In large part, older drivers protect themselves by avoiding situations they are not comfortable in such as night driving or heavy traffic. But there are some situations older drivers cannot avoid. Urban intersections being one. Statistics show a significant higher number of intersection crashes involve drivers aged 70+.

Unfortunately, when older drivers are in a crash, they often suffer worse injuries due to being frailer. With our aging population we need to consider a transport system that is more forgiving.

So how do we make our roads safer for older drivers?

- More roundabouts and traffic lights instead of crossroad intersections.
- In lower traffic environments, off-set crossroad intersections so they instead become two T intersections.
- Better road lighting and good use of road marking.
- Only use reflectorised signs and paint.
- Wider edge and centre lines to increase reflected light.

- Designing roads in a more age-conscious way so the driving environment is less demanding.
- Reducing speeds in high traffic and built-up areas.
- Help to prepare people for when they can't drive because currently only 1 in 10 people make plans for this time.