

## Council Briefing Agenda

**Date:** Wednesday, 11 December, 2019

**Time:** 10:30 am

**Location:** Council Chamber  
Forum North, Rust Avenue  
Whangarei

**Elected Members:** Her Worship the Mayor Sheryl Mai  
(Chairperson)  
Cr Gavin Benney  
Cr Vince Cocurullo  
Cr Nicholas Connop  
Cr Ken Couper  
Cr Tricia Cutforth  
Cr Shelley Deeming  
Cr Jayne Golightly  
Cr Phil Halse  
Cr Greg Innes  
Cr Greg Martin  
Cr Anna Murphy  
Cr Carol Peters  
Cr Simon Reid

For any queries regarding this meeting please contact  
the Whangarei District Council on (09) 430-4200.

**1. Apologies**

**2. Reports**

2.1 Infrastructure Capital Projects Update 1

2.2 Northland Transportation Alliance Briefing 5

**3. Closure of Meeting**

## 2.1 Infrastructure Capital Projects Update

**Meeting:** Council Briefing  
**Date of meeting:** 11 December 2019  
**Reporting officer:** Simon Weston (General Manager Infrastructure)

### 1 Purpose

The purpose of this report is to update Council on the financial status of capital projects within the Infrastructure portfolio as at the end of October 2019, with a forecast of the predicted year end position including carry forwards.

### 2 Background

Many infrastructure projects are complex and run across multiple years. As projects are planned in detail and progress through the phases of investigation and consultation, design, consenting and construction the actual timing of expenditure becomes clearer. This means annual budgets which were estimated for the LTP require adjustment to better align with actual project delivery.

### 3 Discussion

The total 2019/20 budget for infrastructure capital projects is \$79.53m which includes carry forwards from 2018/19 financial year. The forecast as at 31 October 2019 shows an anticipated expenditure of \$66.1m, a reduction of \$0.9m from last month. As at October the forecast carry forward for the end of 2019/20 is \$13.7m, an increase of \$1.2m from last month. The end of year carry forward is likely to increase as there is known risk attached to some of the current forecasts.

Many of the same third party projects which were carried forward last year are forecast to be carried forward again this year because we are aware that there has not been substantial progress. Projects such as Land for Roads, and the Pohe Island Development which includes the Bike Northland project on Pohe Island.

Last year the total capital expenditure was \$49.2m, so the current year's forecast represents a significant increase of \$16.9m. The Whau Valley Water Treatment Plant (WTP) which is already under construction represents a large portion of the forecast at \$14.6m with high certainty of expenditure. Current predictions are that Whau Valley WTP may proceed faster than forecast and could spend up to \$4.0m more within the current financial year, however a decision about bringing forward budget from next year will be left until later in the year when there is more certainty about progress.

Based on previous years the carry forward could be as high as \$21m. A significant amount of this carry forward is due to Transportation projects that have been delayed by government subsidy (\$4.17m) and seal extension projects that are unlikely to be completed this financial year (\$2.0m).

If there are no appeals on the publicly notified resource consent for Matapouri Sand Replenishment it may be possible to undertake some of the works this financial year, which are not currently forecast due to uncertainty.

To align construction of the New Town Basin Park project with the Hundertwasser Art Centre's amended programme it may be necessary to move the start of park construction from January to April which could further increase carry forwards on the park project. The project team is working collaboratively to resolve this matter.

Work has commenced on a number of projects brought forward at the council meeting held 31 October-1 November 2019, however the revised forecasts are not yet reflected in the attached report due to timing.

Carry forwards are currently forecast at \$13.7m and are likely to increase through the year to between \$16m to \$21m. As long as the total capital expenditure across the 2019-20 financial year is the same (or less) than budgeted there is no impact on overall funding.

## **4 Attachment**

Infrastructure Capital Projects Report as at 31 October 2019

## INFRASTRUCTURE CAPITAL PROJECTS REPORT

AS AT 31 October 2019

(Figures include both Operating and Capital Expenditure)

	Actual YTD \$000	Revised Budget YTD \$000	Variance YTD \$000	Full Year Forecast \$000	Full Year Revised Budget	Forecast Carry Forwards \$000	Total (Underspent )/ Overspent \$000
<b>Transportation</b>							
Bus Shelters	8	23	(16)	97	94	0	4
Coastal Protection Structures - Roothing	2	0	2	86	84	0	2
Cycleways - Additional government fundin	18	0	18	10	0	0	10
Cycleways - Subsidised	1,873	517	1,357	1,905	1,550	0	355
Cycleways - Unsubsidised Programmed Work	0	0	0	31	31	0	0
Drainage Renewals	348	370	(23)	1,093	1,110	0	(18)
Footpaths Renewals	142	124	18	452	372	0	80
Land for Roads	0	0	0	0	500	500	0
LED Streetlight Upgrades	683	640	43	1,854	2,080	0	(226)
Lower James Street Upgrade	(135)	0	(135)	248	383	0	(135)
Minor Improvements to Network	467	80	387	4,633	5,321	0	(688)
New Footpaths	0	104	(104)	313	417	0	(104)
Parking Renewals	0	58	(58)	230	230	0	0
Roothing Property Renewals & Improvements	7	0	7	5	0	0	5
Seal Extensions - House Frontage Sealing	11	0	11	9	0	0	9
Seal Extensions - Unsubsidised	0	0	0	1,061	3,061	2,000	0
Seal Extensions - Wright/McCardle	(4)	0	(4)	(4)	0	0	(4)
Sealed Road Pavement Rehabilitation	560	20	540	4,589	4,134	0	455
Sealed Road Resurfacing	570	50	520	4,521	4,346	0	175
Springs Flat Roundabout	8	0	8	8	4,170	4,162	0
Structures Component Replacement	280	0	280	1,477	1,248	0	229
Subdivision Works Contribution	40	17	23	83	52	0	31
Traffic Sign & Signal Renewals	49	20	29	878	890	0	(12)
Transport Planning Studies & Strategies	61	20	41	279	261	0	18
Unsealed Road Metalling	599	400	199	1,045	840	0	205
Urban Intersection Upgrades	1,050	1,150	(100)	2,064	1,948	0	116
<b>Transportation Total</b>	<b>6,637</b>	<b>3,594</b>	<b>3,044</b>	<b>26,968</b>	<b>33,123</b>	<b>6,662</b>	<b>506</b>
<b>Water</b>							
Dam Safety Review	0	0	0	0	0	0	0
Minor Projects - Emergency Works	0	0	0	313	313	0	0
Reservoir Rehabilitation - Programmed Work	0	20	(20)	300	376	0	(76)
Reticulation - Programmed Work	406	335	71	1,606	1,696	0	(90)
SCADA Upgrade	129	217	(88)	634	706	72	0
Three Mile Bush Reservoir Additional Capacity	0	0	0	56	156	100	0
Treatment Plant Upgrades	2	46	(44)	265	271	0	(6)
Water Meter Renewals	8	66	(58)	365	365	0	0
Water Property Renewals	0	44	(44)	106	118	0	(12)
Water Treatment Plant & Equipment Replacement	280	389	(108)	1,370	1,454	0	(85)
Whau Valley New Water Treatment Plant	3,459	3,000	459	16,263	16,263	0	0
<b>Water Total</b>	<b>4,284</b>	<b>4,117</b>	<b>167</b>	<b>21,278</b>	<b>21,718</b>	<b>172</b>	<b>(268)</b>
<b>Solid Waste</b>							
Recycling Bins Purchase	267	400	(133)	400	400	0	(0)
Transfer Station Upgrades	2	17	(14)	197	197	0	0
<b>Solid Waste Total</b>	<b>270</b>	<b>417</b>	<b>(147)</b>	<b>597</b>	<b>597</b>	<b>0</b>	<b>(0)</b>
<b>Wastewater</b>							
Hikurangi Sewer Network Upgrade	512	441	71	1,192	1,209	0	(18)
Laboratory Equipment Renewals & Upgrades	0	0	0	33	33	0	0
Motor Starter Assessment & Upgrades	0	0	0	0	0	0	0
Public Toilets	0	0	0	40	40	0	0
Sewer Network Renewal	541	350	191	1,424	1,409	0	16
Sewer Network Upgrades	51	114	(63)	1,285	1,077	0	209
Wastewater Assessment	1	11	(10)	44	44	0	1
Wastewater Pump Station Remote Monitoring	3	37	(34)	93	110	0	(18)
Wastewater Pump Station Renewals	100	135	(35)	414	405	0	9
Wastewater Reticulation Upgrade	0	0	0	82	82	0	0
Wastewater Treatment Plant Biogas Generator	0	0	0	153	153	0	0
Wastewater Treatment Plant Renewals	143	146	(3)	1,190	1,148	0	41
Wastewater Treatment Plant Upgrades	160	68	92	1,195	1,497	306	4
<b>Wastewater Total</b>	<b>1,511</b>	<b>1,302</b>	<b>209</b>	<b>7,146</b>	<b>7,208</b>	<b>306</b>	<b>244</b>

	Actual YTD \$000	Revised Budget YTD \$000	Variance YTD \$000	Full Year Forecast \$000	Full Year Revised Budget	Forecast Carry Forwards \$000	Total (Underspent )/ Overspent \$000
<b>Stormwater</b>							
Stormwater Catchment Management Plans & Assessme	32	15	16	34	550	100	(416)
Stormwater Renewals	349	34	315	807	809	0	(2)
Stormwater Upgrades	265	90	176	440	290	0	151
<b>Stormwater Total</b>	<b>646</b>	<b>140</b>	<b>507</b>	<b>1,282</b>	<b>1,649</b>	<b>100</b>	<b>(267)</b>
<b>Community Facilities &amp; Services</b>							
<i>Parks &amp; Recreation</i>							
Cemeteries Renewals	22	16	6	97	114	17	0
Coastal Structures Level of Service	0	0	0	0	0	0	0
Coastal Structures Renewal	75	46	29	170	837	670	2
Dog Park Upgrades	0	0	0	0	0	0	0
Hatea Activity Loop	307	705	(398)	526	501	0	25
Neighbourhood & Public Gardens Level of Service	0	0	0	0	153	153	0
Neighbourhood & Public Gardens Renewals	94	402	(308)	891	1,603	662	(50)
Parks Interpretation Information	0	10	(10)	22	82	60	0
Playgrounds & Skateparks Level of Service	32	70	(38)	160	678	110	(408)
Playgrounds & Skateparks Renewals	29	0	29	621	188	0	433
Pohe Island Development	912	936	(25)	1,524	2,406	1,004	123
Public Art	3	22	(19)	74	74	0	0
Sport & Recreation Growth	72	320	(248)	353	592	200	(39)
Sport & Recreation Level of Service	10	49	(40)	89	89	0	0
Sport & Recreation Renewals	491	404	87	1,748	1,703	0	46
Tikipunga Soccer Hub	0	0	0	6	52	0	(46)
Town Basin - Conversion of Carpark to Park	202	212	(9)	1,105	3,105	2,000	0
Visitor Destination Upgrades	20	0	20	0	0	0	0
Walkway & Track Renewals	135	146	(11)	470	739	269	0
Waterfront Programme	0	0	0	0	570	570	0
Whangarei City Centre Plan Implementation	15	12	3	639	1,239	600	0
<b>Parks &amp; Recreation Total</b>	<b>2,419</b>	<b>3,350</b>	<b>(931)</b>	<b>8,496</b>	<b>14,726</b>	<b>6,315</b>	<b>86</b>
<i>Roading</i>							
Waterfront Programme	0	0	0	0	0	0	0
<b>Roading Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Community Facilities &amp; Services Total</b>	<b>2,419</b>	<b>3,350</b>	<b>(931)</b>	<b>8,496</b>	<b>14,726</b>	<b>6,315</b>	<b>86</b>
<b>Governance &amp; Strategy</b>							
<i>Infrastructure Planning &amp; Capital Works</i>							
New Airport Evaluation	7	90	(83)	344	509	165	0
<b>Infrastructure Planning &amp; Capital Works Total</b>	<b>7</b>	<b>90</b>	<b>(83)</b>	<b>344</b>	<b>509</b>	<b>165</b>	<b>0</b>
<b>Support Services Total</b>	<b>7</b>	<b>90</b>	<b>(83)</b>	<b>344</b>	<b>509</b>	<b>165</b>	<b>0</b>
<b>Total</b>	<b>15,775</b>	<b>13,009</b>	<b>2,766</b>	<b>66,111</b>	<b>79,530</b>	<b>13,719</b>	<b>300</b>
check	15774.99428 0	13,009 0		66,111 0	79,530	13,719	

## 2.2 Northland Transportation Alliance Briefing

**Meeting:** Council Briefing  
**Date of meeting:** 11 December 2019  
**Reporting officer:** Calvin Thomas (NTA Manager)

### 1 Purpose

The purpose of this item is to brief Council on the set up and operations of the Northland Transportation Alliance (NTA).

The briefing will be provided by the NTA Manager, Mr Calvin Thomas. Copy of presentation attached.

### 2 Attachment

Presentation





# NORTHLAND TRANSPORTATION ALLIANCE

2019



**NORTHLAND TRANSPORTATION ALLIANCE**

# The NTA - What are we?

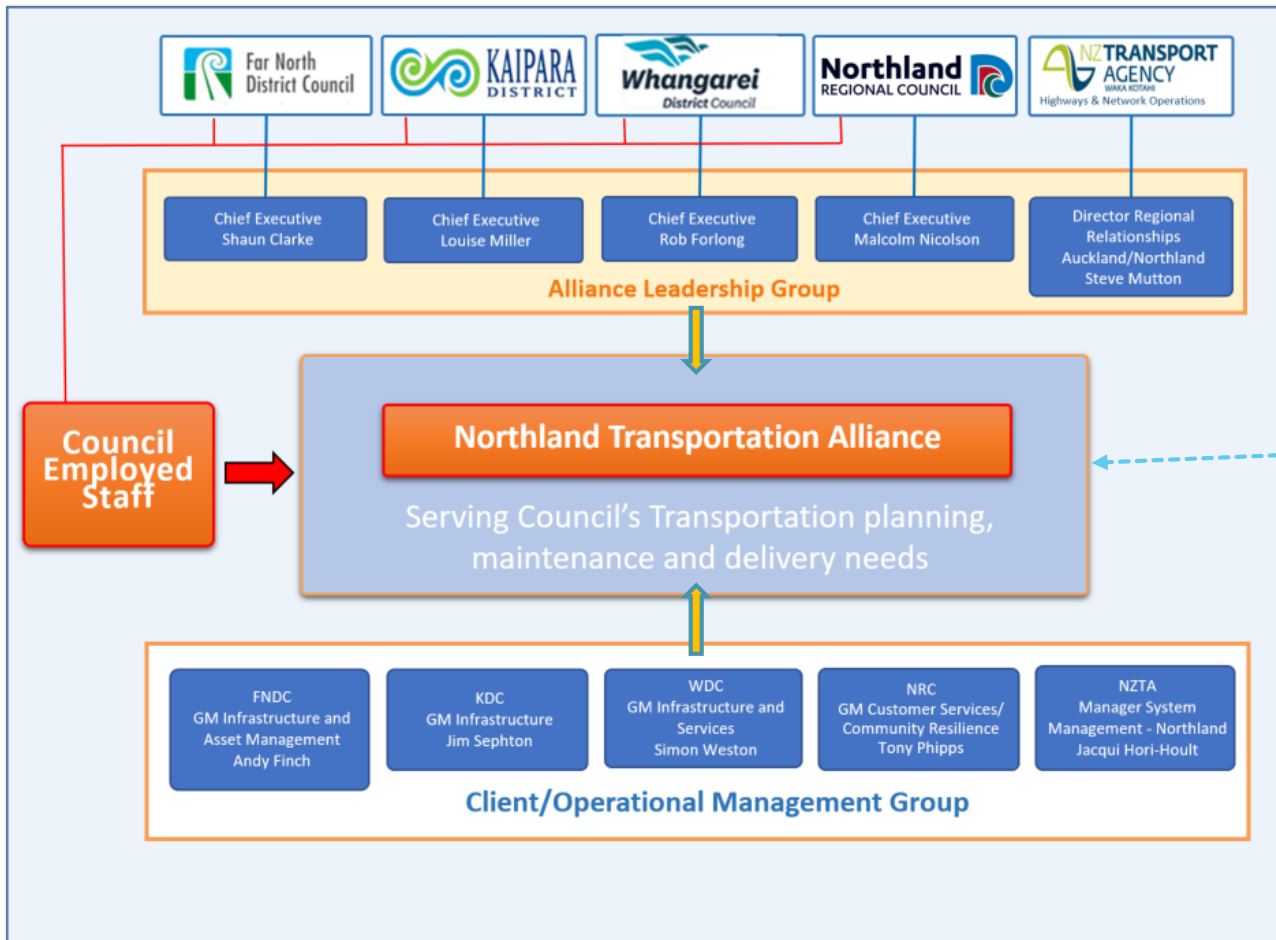


- ▶ *The Northland Transportation Alliance (NTA) was established in 2016*
- ▶ *It's a collaborative alliance between FNDC, KDC, NRC, WDC and NZTA combining and co-locating the individual council staff and resources.*
- ▶ *Designed and tasked with delivering aligned and improved roading and transportation solutions and outcomes in Northland.*



## NORTHLAND TRANSPORTATION ALLIANCE

# So how does it come together?



## Council Support Services:

- \* People & Capability
- \* HSQE
- \* Finance
- \* Information Services
- \* Business Support

## NORTHLAND TRANSPORTATION ALLIANCE

# Our Delivery Structure



## NORTHLAND TRANSPORTATION ALLIANCE

# The NTA - a few FAQ's

- ▶ **Is the NTA a CCO (Council Controlled Organisation) ?**
  - ▶ No, the NTA is a multi-council alliance with New Zealand Transport Agency (NZTA).
- ▶ **Who employs NTA staff ?**
  - ▶ NTA staff are each employed by one of the four partner councils.
  - ▶ The decision of which council employs each staff member is generally based on who the staff member does most of their work for.
  - ▶ In some cases, where work is spread evenly across the four councils, one council will be nominated to employ the person and time sheeting is used to put the costs in the right place.
- ▶ **Are there still council roading staff based outside of Whangarei ?**
  - ▶ Yes. While most Council Transportation engineering staff are based in Whangarei, local engineering, inspection and customer support staff remain based in Mangawhai, Dargaville, Whangarei, Kaikohe and Kaitiāia.
- ▶ **Does centralising roading activities negatively impact local contractors ?**
  - ▶ No, there is a requirement for a minimum of 30% of maintenance work to be completed by local Northland Contractors.

# *What the NTA is designed to achieve*

More engaged,  
collaborative &  
capable workforce

Regionally consistent  
Asset Management  
Strategies and  
Practices

Improved  
transportation  
outcomes for all  
Northlanders

Improved Regional  
planning,  
procurement and  
delivery strategies

Regionally aligned  
Roothing  
Maintenance  
Contracts and  
expectations across  
the three Councils

Consistent and  
visible Regionally  
focused forward  
work programs  
- provides surety for  
contractors to  
invest in the region

Improved reputation  
and relationship  
with NZTA

Improved  
opportunities to  
attract high caliber  
candidates to  
Northland

Increased  
advancement and  
development  
opportunities for  
staff

## **NORTHLAND TRANSPORTATION ALLIANCE**



# *What the NTA is designed to achieve*

*Successfully deliver a combined Northland Council annual transport programme budget totalling over \$100M per annum.*

*“Move Northland Forward” through highly engaged and competent staff delivering safe, consistent and high quality transportation outcomes.*

## **NORTHLAND TRANSPORTATION ALLIANCE**

# NTA Achievements to Date

## *Evidence of Collaboration in Action*

Filling of historic resourcing gaps through the recruitment of 15+ new transportation staff into NTA through 2019

Standardisation of works prioritisation models and processes

Development of Electronic Bus Ticketing System

Transitioned to functional based organisational structure to improve collaboration and increase regional consistency

Development of consolidated Walking & Cycling Strategies

2018-2021 WDC Asset Management Plan recognised in top 3 Nationally by NZTA - provides solid foundation for future Regional Asset Plan development and submissions

Shared policy review & development

Developed, tendered and awarded five aligned performance based maintenance contracts across region

Historic Mangakahia Road Maintenance costs (circa \$1M per annum) reinvested in local road maintenance activities (following ownership transfer to NZTA)

Development of detailed Capital Forward Works program forming baseline for progress reporting, forecasting and measuring delivery performance

**NORTHLAND TRANSPORTATION ALLIANCE**



# NTA SWOT Assessment

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> <li>• Solid core foundations as outlined in the agreed Business Case.</li> <li>• Collaboration opportunities.</li> <li>• Good experienced people given opportunities to broaden impact of their existing ideas.</li> <li>• Improved NZTA communications &amp; relationships.</li> </ul>	<ul style="list-style-type: none"> <li>• Historic under resourcing has put strain on key individuals.</li> <li>• Presently rely heavily on the institutional knowledge of individuals.</li> <li>• Delays in delivering visible &amp; tangible benefits to stakeholders.</li> <li>• Lack of consistent reporting at all levels.</li> </ul>
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> <li>• Development of NTA's own Vision, Goals, Identity and Culture (complimentary to home councils) to foster a team environment of accountability and ownership</li> <li>• Strive towards being an efficient process, data and reporting driven organisation delivering measurable efficiencies and opportunities for Regional improvements.</li> <li>• Moving from “running” contacts to actively and professionally “managing and leading” contracts - shifting the focus from completing individual tasks to improving overall outcomes.</li> </ul>	<ul style="list-style-type: none"> <li>• Differing and sometimes incorrect external perceptions of “what the NTA is”.</li> <li>• Historic varied levels of buy-in and support across partner organisations.</li> <li>• Remaining resourcing gaps.</li> <li>• Perception of the NTA as an organisation that is “outside of council”.</li> </ul>

## NORTHLAND TRANSPORTATION ALLIANCE

# Questions?



## NORTHLAND TRANSPORTATION ALLIANCE