

# ***Council Briefing***

*Infrastructure Business*

*Thursday, 13 August 2020*

# Whau Valley Water Treatment Plant



Aerial photograph May 2020





Pre-cast panels



Foundations for BAC Filters



Filter  
Fabrication



BAC Filters installed





Process Gallery





Admin Building

# Questions



An aerial photograph showing a residential area with several houses and a road labeled 'NORFOLK'. The road curves through the neighborhood, and there are green spaces and trees interspersed among the buildings. The overall scene is a typical suburban or rural landscape.

# Norfolk Avenue Reserve Access

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An Update – Infrastructure Briefing  
13/08/2020



## Background

- Waterfront lots and Plantation Reserve created ~1924
- Note placed on waterfront lot Titles that access from the harbour was "reasonable and sufficient means of access"
- Utility Reserve and Road (Norfolk Ave) vested 1996





# OPTIONS

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Option 1 – Do Nothing



Option 2 – Revoke Reserve status and sell to property owners



Option 3 – Change Reserve classification and create easements



Option 4 – Change Reserve classification and create a Reserve Management Plan



Option 5 – Ban Cars



Option 6 – Revoke Reserve status and declare road.



# Now -

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**Staff Recommend Option 3**



**Property Owners Held a Meeting in July 2020.**



**All owners agreed that they would like to pursue Option 3.**

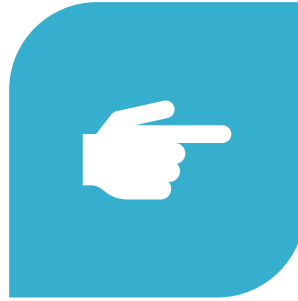
- 38 Norfolk Avenue;
- 34 Norfolk Avenue;
- 32 Norfolk Avenue;
- 30 Norfolk Avenue;
- 28 Norfolk Avenue;
- 10 Matuku Street

# Next -

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ITEM TO GO TO NEXT  
COUNCIL MEETING



SEEK SUPPORT TO BEGIN THE  
PROCESS TO CHANGE THE  
RESERVE CLASSIFICATION



PROVIDE OWNERS WITH  
DIRECTION FOR THE FULL  
PROCESS



An aerial photograph of a coastal residential area. The left side of the image shows a body of water with a small white boat. The land is divided into numerous property lots by black lines. Several streets are labeled in white text: 'DARCH POINT RD' runs diagonally from the top right towards the center; 'NORFOLK AVE' is a curved street in the center; 'RECTAH RD' runs diagonally from the center towards the bottom right; and 'THE HEIGHTS' is a street at the bottom right. Other labels include '1500 ST' at the top and '1600 ST' at the bottom. The area is densely populated with houses and greenery.

Questions?

# ***Transport***

## ***Item 2.3***

### ***The Roding Efficiency Group WDC Roding Report***

# 2018/19 Whangarei District Council RCA Report

## Summary of Key Facts

91,400

Population

\$4,169

GDP (\$M)

\$812

Valuation (\$M)

\$43

Expenditure (\$M)

\$456

Expenditure per capita

53%

FAR

1,748

Total (km)

1,055

Sealed (km)

693

Unsealed (km)

1,434

Rural (km)

314

Urban (km)

477

No. of bridges



## Activity Management

### Planning, Procurement and Data Quality

#### Activity Management Planning

Planning quality



- Good
- Room for improvement

Co-investment planning quality



- Fit for purpose
- Not assessed

Source: REG 2018 AMP Assessment, Waka Kotahi 2018 AMP Assessment

#### Procurement

Smart buyer self-assessment

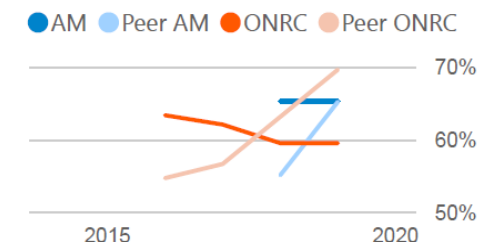


- A smart buyer
- Limited
- Not assessed
- Developing
- Basic

Source: RCA Smart Buyer Self-Assessment

#### Data Quality

Asset management and ONRC at expected standard



Source: REG Annual Data Quality Assessment

## Service Performance

### LGA Non-Financial Performance Measures

- Target achieved
- Partially achieved<sup>1</sup>
- Target not achieved
- Not reported

#### Annual Targets Achieved

	2015-25 Long Term Plan			2018-28 LTP
	2015/16	2016/17	2017/18	2018/19
Provision of roads and footpaths				
Road safety	●	●	●	●
<sup>1</sup> Condition of the sealed road network	●	●	●	●
Maintenance of the sealed road network	●	●	●	●
Condition of the footpaths within the local road network	●	●	●	●
Response to service requests	●	●	●	●

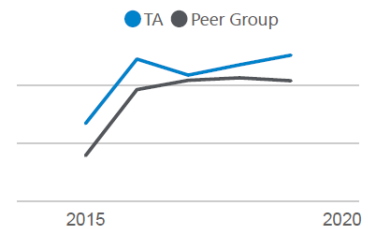
Source: TA Annual Reports

## Transport Outcomes

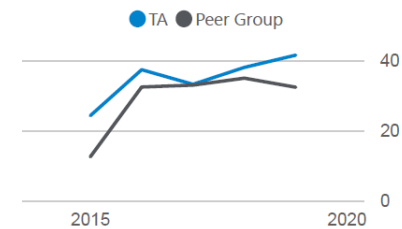
### Healthy and Safe People

#### Fatal and Serious Injuries by Mode (No. per 100,000 Population)

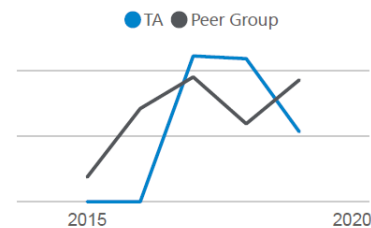
##### Total



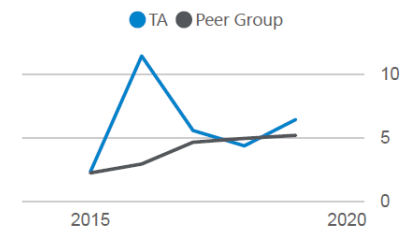
##### Road



##### Cycling



##### Walking



Source: Waka Kotahi Crash Analysis System and MBIE Regional Economic Activity Tool

## Co-Investor Assurance

### Investment Performance

Four grades: ● Effective ● Some improvement needed ● Significant improvement needed ● Unacceptable ● Not available  
Three grades: ● Effective ● Improvement needed ● Unacceptable ● Not available

#### Procedural Audit (Four Grades)

##### Contract management



##### Financial management



##### Procurement



##### Professional services



##### Previous audit issues



Source: Waka Kotahi, Audit and Assurance, Procedural Audit Report Sep-18

#### Technical Audit (Three Grades)

##### Activity management planning



##### Data quality



##### Network condition and management



##### Safety performance



##### Previous audit issues



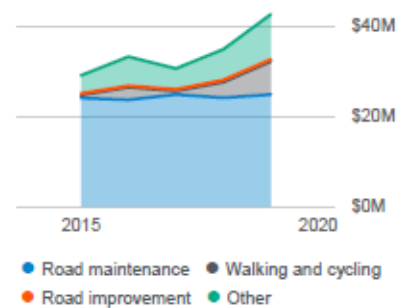
Source: Waka Kotahi, Audit and Assurance, Technical Audit Report Jul-16

# Delivery and Achievements

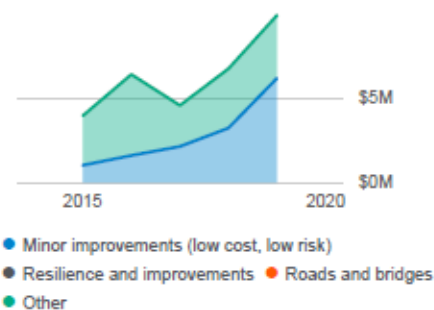
Expenditure, Cost Efficiency, Works Completed and Road Condition

## Co-Invested Expenditure

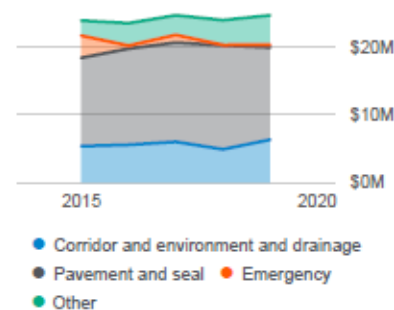
### All transport activities



### New roads and road improvements (>\$1M ea)

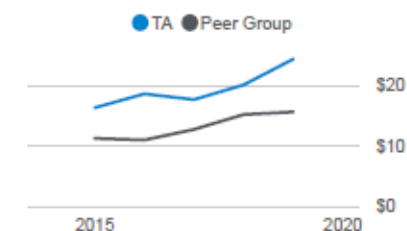


### Road maintenance, operations and renewals

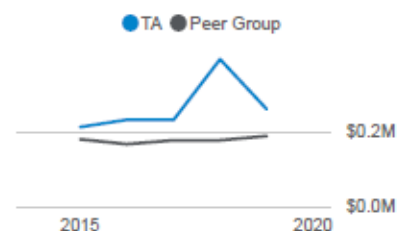


## Cost Efficiency

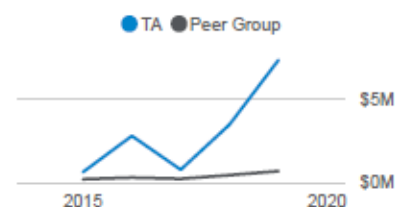
### Total expenditure / length (\$1000 / km)



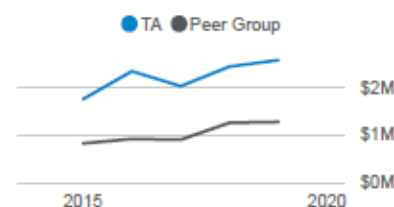
### Road safety promotion



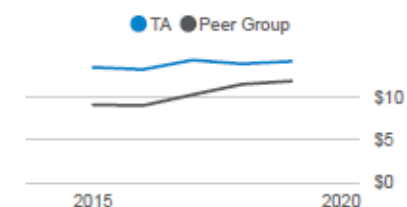
### New and improved walking and cycling facilities (excl. low cost <\$1M, low risk)



### Investment management, network and property management

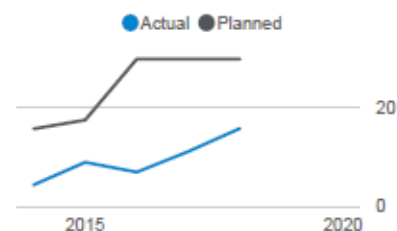


### Maintenance, operations and renewals expenditure / length (\$1000 / km)

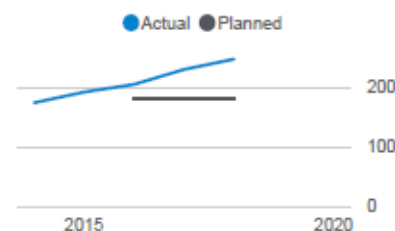


## Works Completed

### Pavement rehabilitation (lane kms)



### Pavement resurfacing (lane kms)

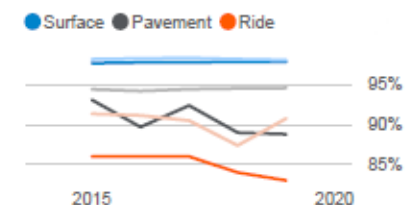


### New and improved roads and bridges



## Road Condition (Sealed Roads)

### Ride quality, pavement and surface condition (peer group lighter)



Source: Waka Kotahi Data and Tools

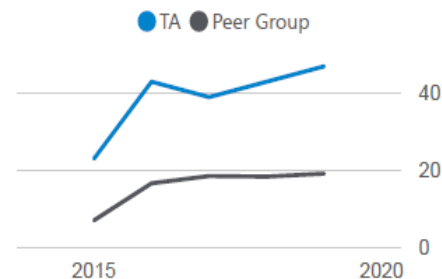


# Customer Outcomes

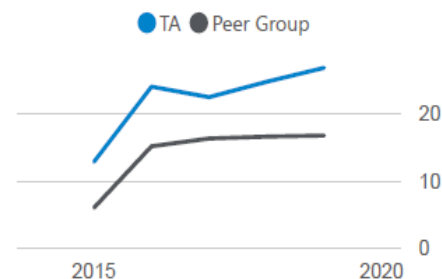
## Safety and Amenity

### Fatal and Serious Injuries

No. per annum

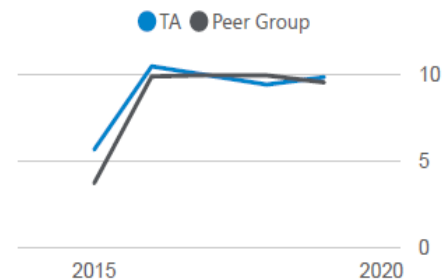


No. per 1000 km (collective risk)



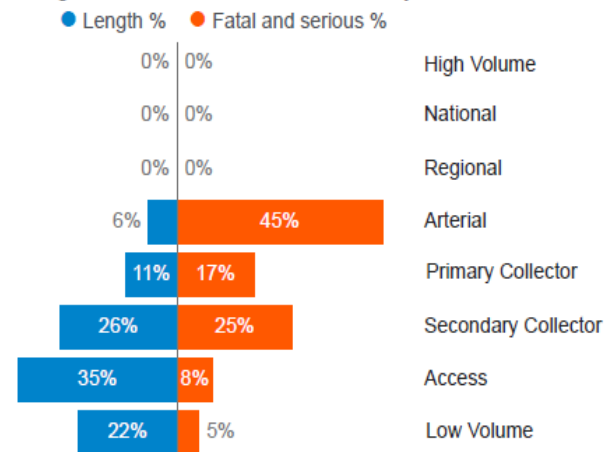
Source: Waka Kotahi Crash Analysis System and Data and Tools

No. per 100 M VKT (personal risk)



### Crash Distribution

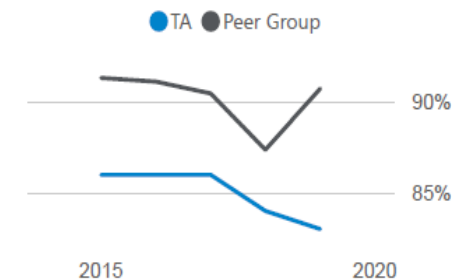
Length vs no. of fatal and serious injuries



Source: REG ONRC Performance Measure Reporting

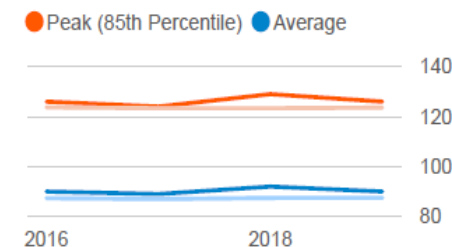
### Road Condition

Ride quality (roughness of the roads)



Source: Waka Kotahi Data and Tools

Peak and average road roughness (NAASRA) (peer group lighter)



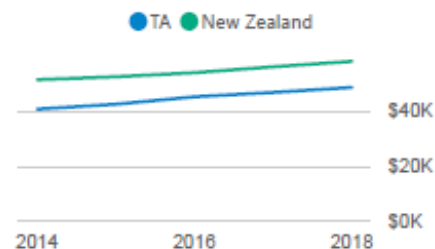
Source: REG ONRC Performance Measure Reporting

## Territorial Activity

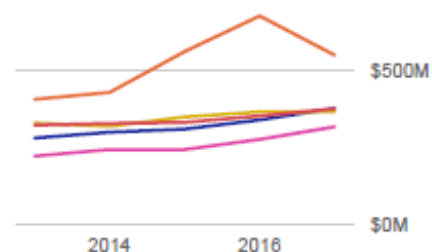
### Economic Activity and Financials

#### Economic

##### GDP per capita



##### GDP by industry



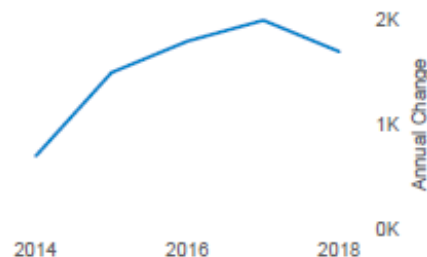
##### Top 5 TA Industries

- Manufacturing
- Health Care And Social Assistance
- Owner-Occupied Property Operation
- Gst On Production, Import Duties And Other Taxes
- Rental, Hiring And Real Estate Services

Source: MBIE Regional Economic Activity Tool

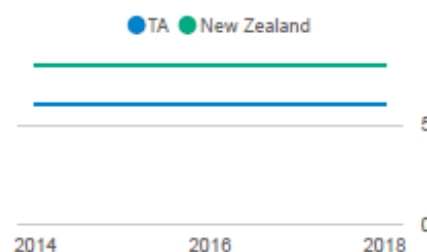
#### Population

##### Resident population



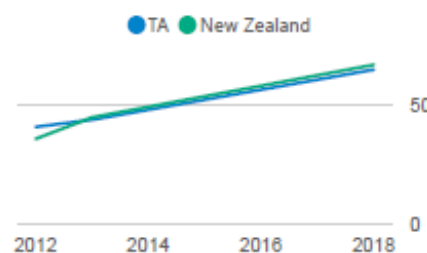
#### Tourism

##### Guest nights per capita



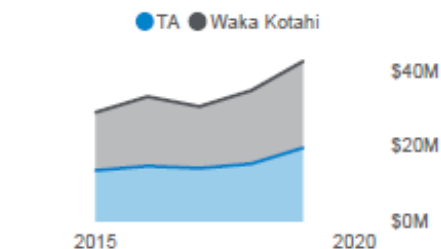
#### Housing

##### New dwellings per 10,000 capita



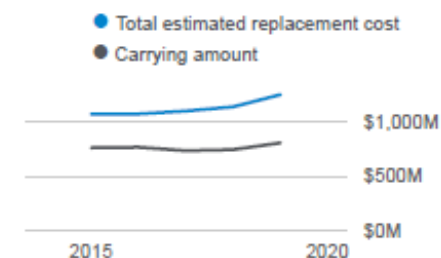
#### Financials

##### Co-invested expenditure and funding

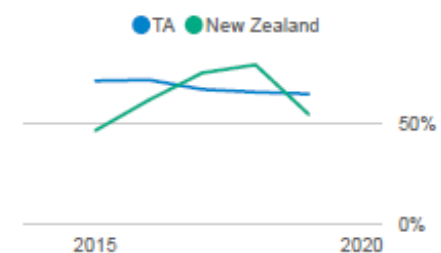


Source: Waka Kotahi Data and Tools

##### Roading valuation



##### Service life



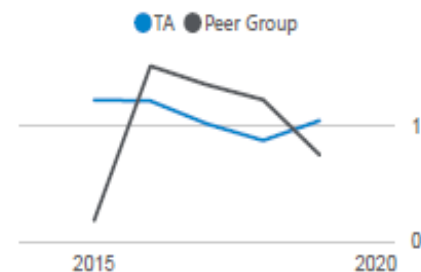
Source: TA Annual Reports

## Technical Outputs

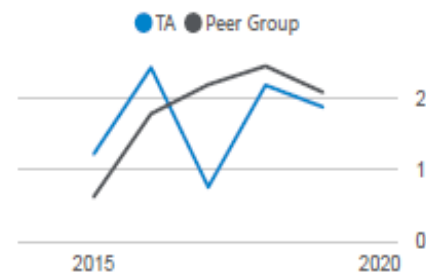
### Safety

#### Fatal and Serious Injuries (No. per 100,000,000 Vehicle km Travelled)

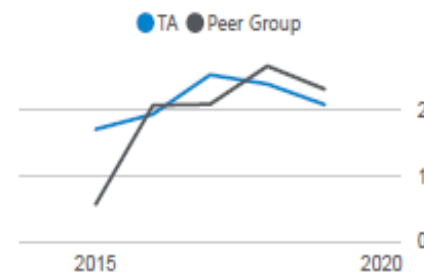
##### Loss of control on wet roads



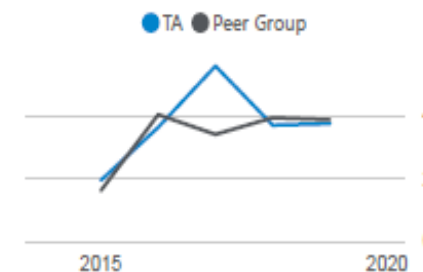
##### Loss of control at night



##### At intersections



##### Involving vulnerable users



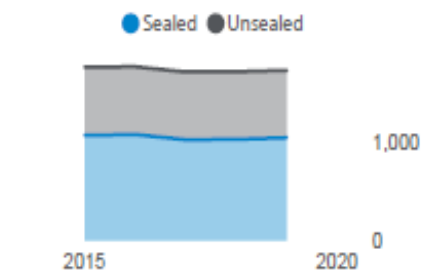
Source: Waka Kotahi Crash Analysis System and Data and Tools

## Network Physical Characteristics

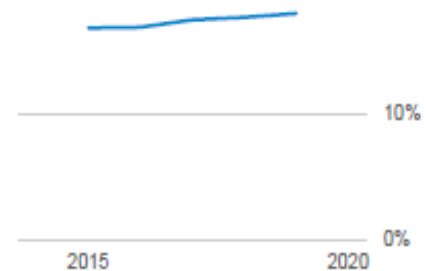
### Roads, Cycleways and Bridges

#### Roads

##### Network length (km)

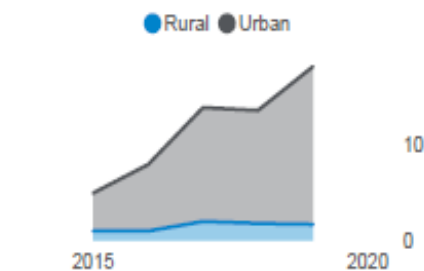


##### Urban % by length



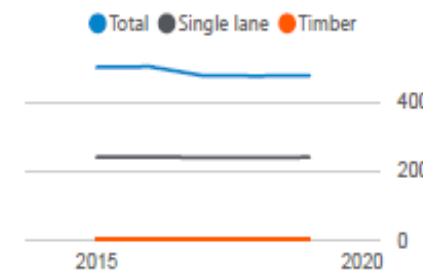
#### Cycleways

##### Network length (km)



#### Bridges

##### No. bridges



Source: Waka Kotahi Data and Tools

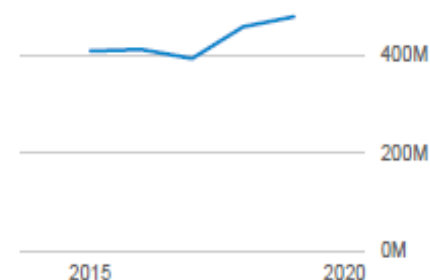


## Road Network Use

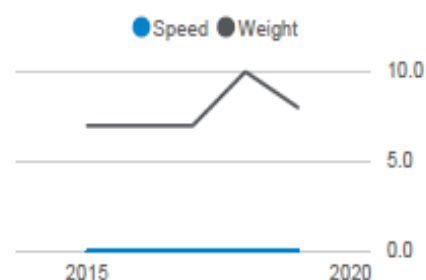
Roads, Bridges and Public Transport

### Roads and Bridges

Vehicle kilometers travelled (VKT)



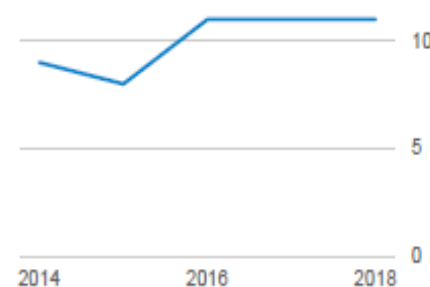
No. of restricted bridges



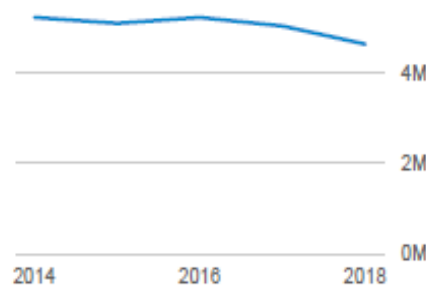
Source: Waka Kotahi Data and Tools

### Public Transport (Region Only)

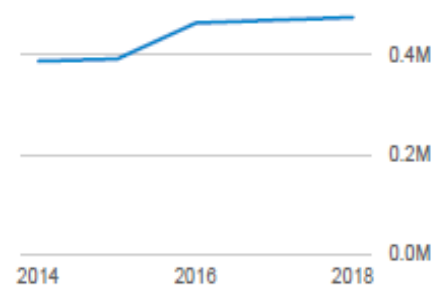
Fleet size (No.)



Passenger kms



Service kms

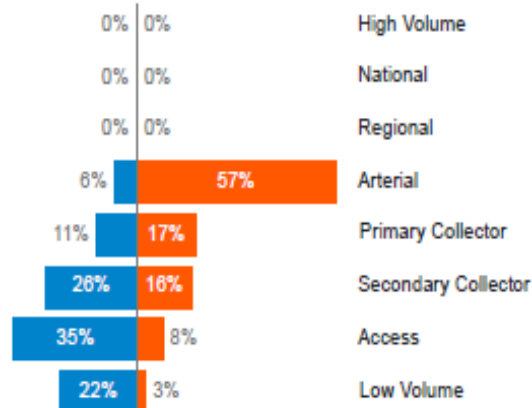


Source: Waka Kotahi Data and Tools

### Journey Distribution

Length vs VKT

● Length % ● Vehicle kilometers travelled %



Source: REG ONRC Performance Measure Reporting

# ***Transport***

## **Item 2.4**

### **Proposed Kamo Rd and bank St Bus Lane Trial**

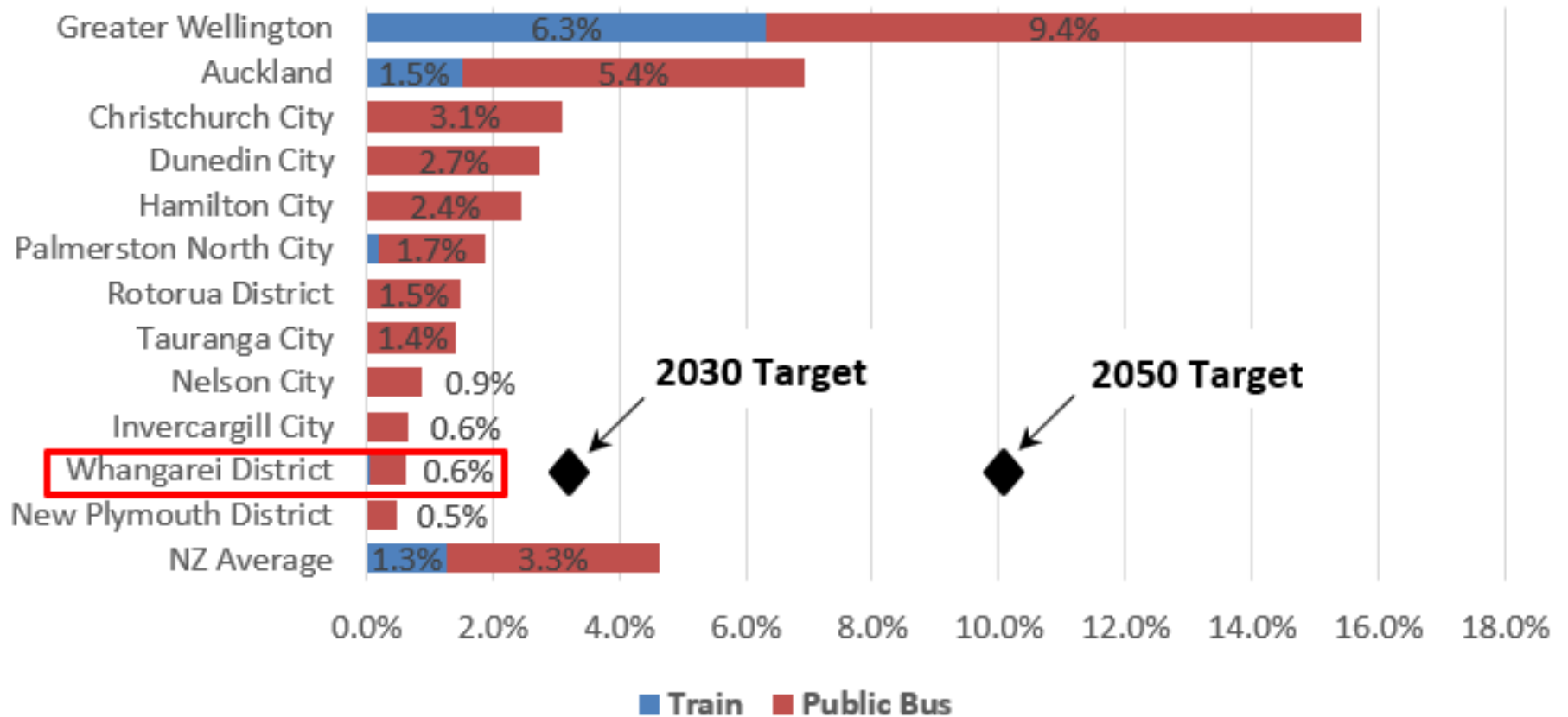
# ***Whangarei City Transportation Network Strategy***

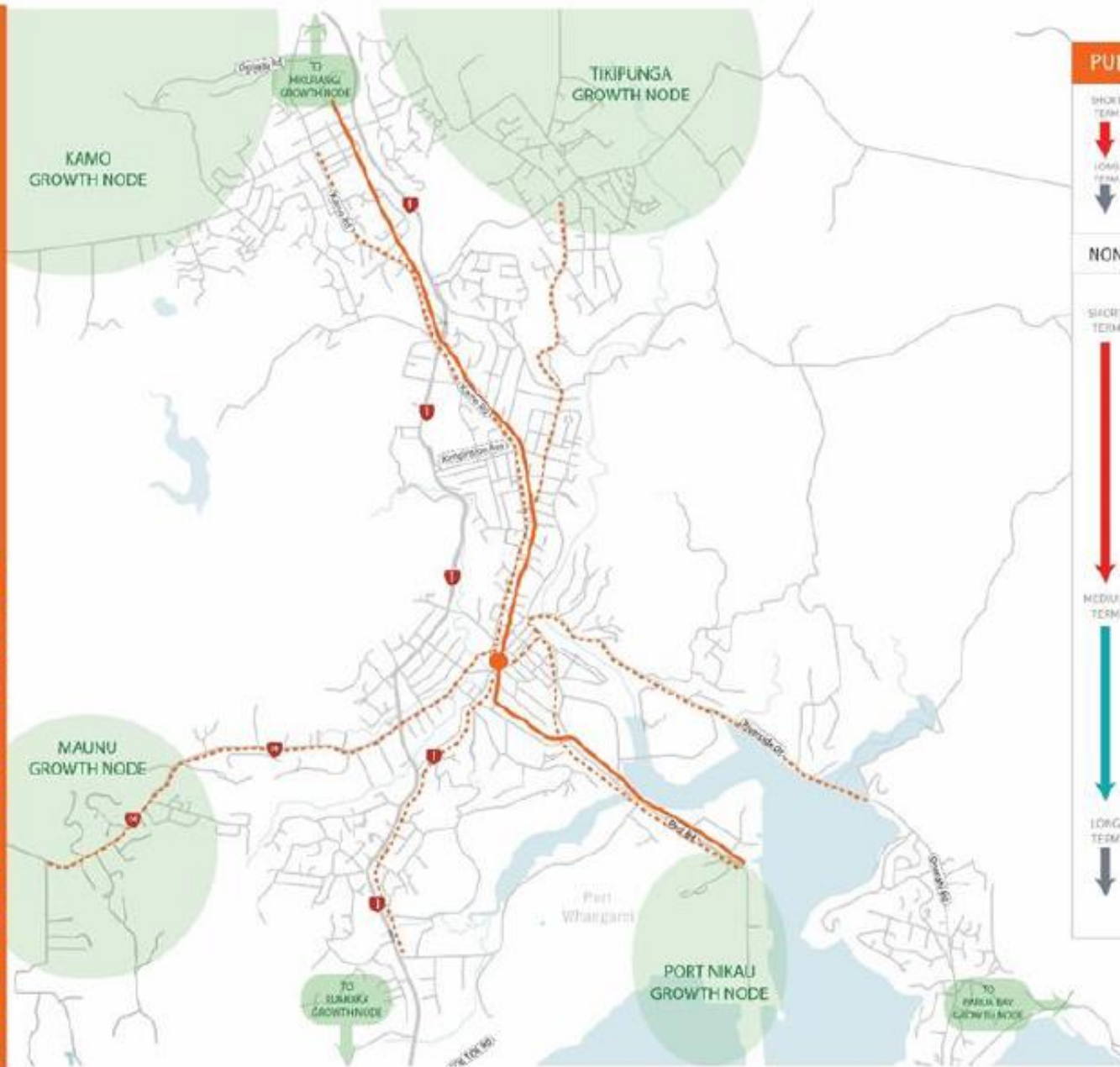
- A more multi-modal transport system to reduce the reliance on private vehicle use and ease pressure on the existing network.
- Very difficult to build our way out of the current congestion issues and that public transport and walking and cycling were vital to helping reduce vehicle growth and high population growth in the city.
- The strategy was to reduce the number of commuters driving into town by making the bus service a viable alternative giving bus users a time advantage, a price advantage and making the bus service convenient and comfortable.



*A key outcome of the strategy was to target public transport mode shares of 3% by 2030 and 10% by 2050.*

**Comparison of Public Transport Commuter Mode Share for NZ Cities**





## PUBLIC TRANSPORT

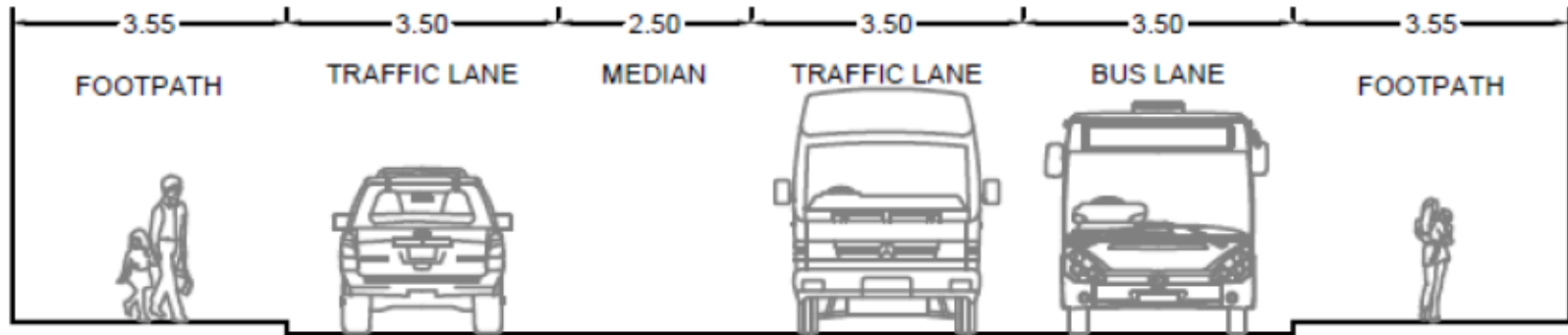
- SHORT TERM**
- Provide bus priority/ T2 lanes
  - Relocation / upgrade of the Rose St bus terminal
  - Investigate rail commuter train between Kamo, CBD & Whangarei Port (LT)
- LONG TERM**

## NON-SPATIAL OPTIONS

- SHORT TERM**
- Increase frequency of bus services
  - Support free wi-fi (spark mobile hot spots) at the main bus terminal & other key tourist PT routes
  - Mobile app for bus locations & arrival times
  - Rural commuter bus services
  - Create a network of bus lanes (T2 lanes) on key arterial routes (using space reallocation)
  - Provide more bus shelters & upgrade existing shelters
- MEDIUM TERM**
- Separate Kamo & Tikipunga bus services & extend Tikipunga services into Totara parklands
  - VMS bus signs at bus stops
  - Holiday bus services to tourist destinations
  - Create a network of bus lanes (T2 lanes) on key arterial routes (using 4-laning)
- LONG TERM**
- Rural commuter ParkNRide
  - Create a network of bus lanes (T2 lanes) on key arterial routes (using 4-laning)

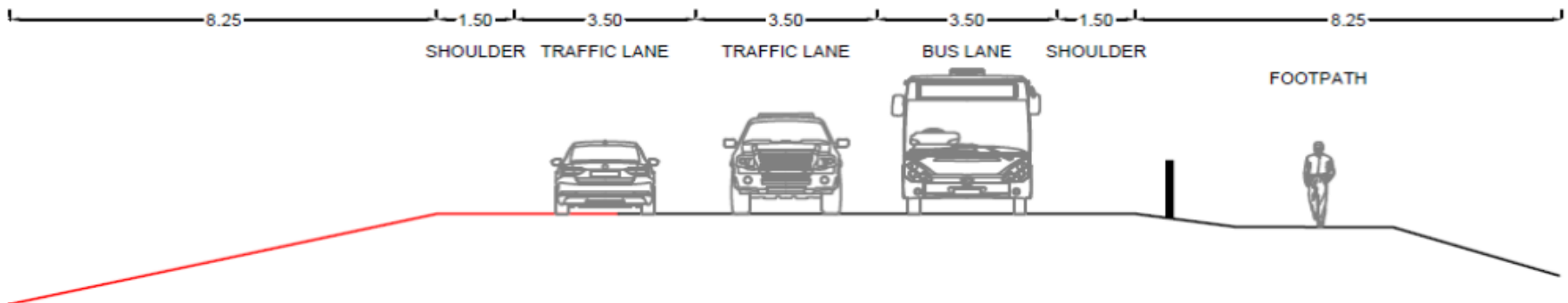
# Bus Lane Trial

## KAMO RD (MAINS AVE - SIMONS ST)



## RIVERSIDE DR (S) (AWAROA RIVER RD - ONERHAI RD (CLOTWORTHY BR))

WORKS REQUIRED TO WIDEN ROAD





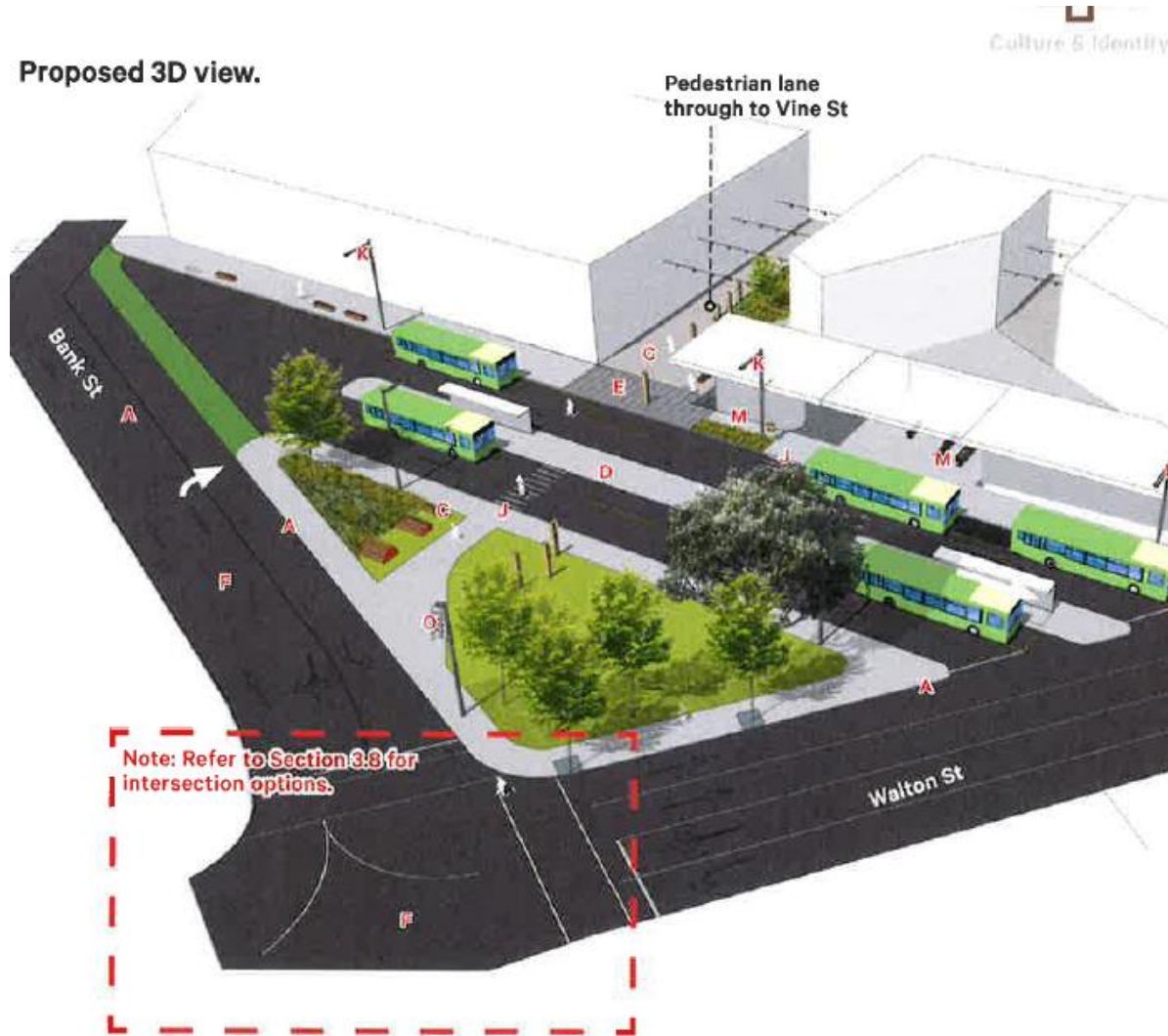
# ***Transport***

## **Item 2.5**

### **Proposed Rose St Bus Hub Upgrade**

# Option 2 Rose St Widening

Proposed 3D view.



# Option 4b – Bus Hub expansion





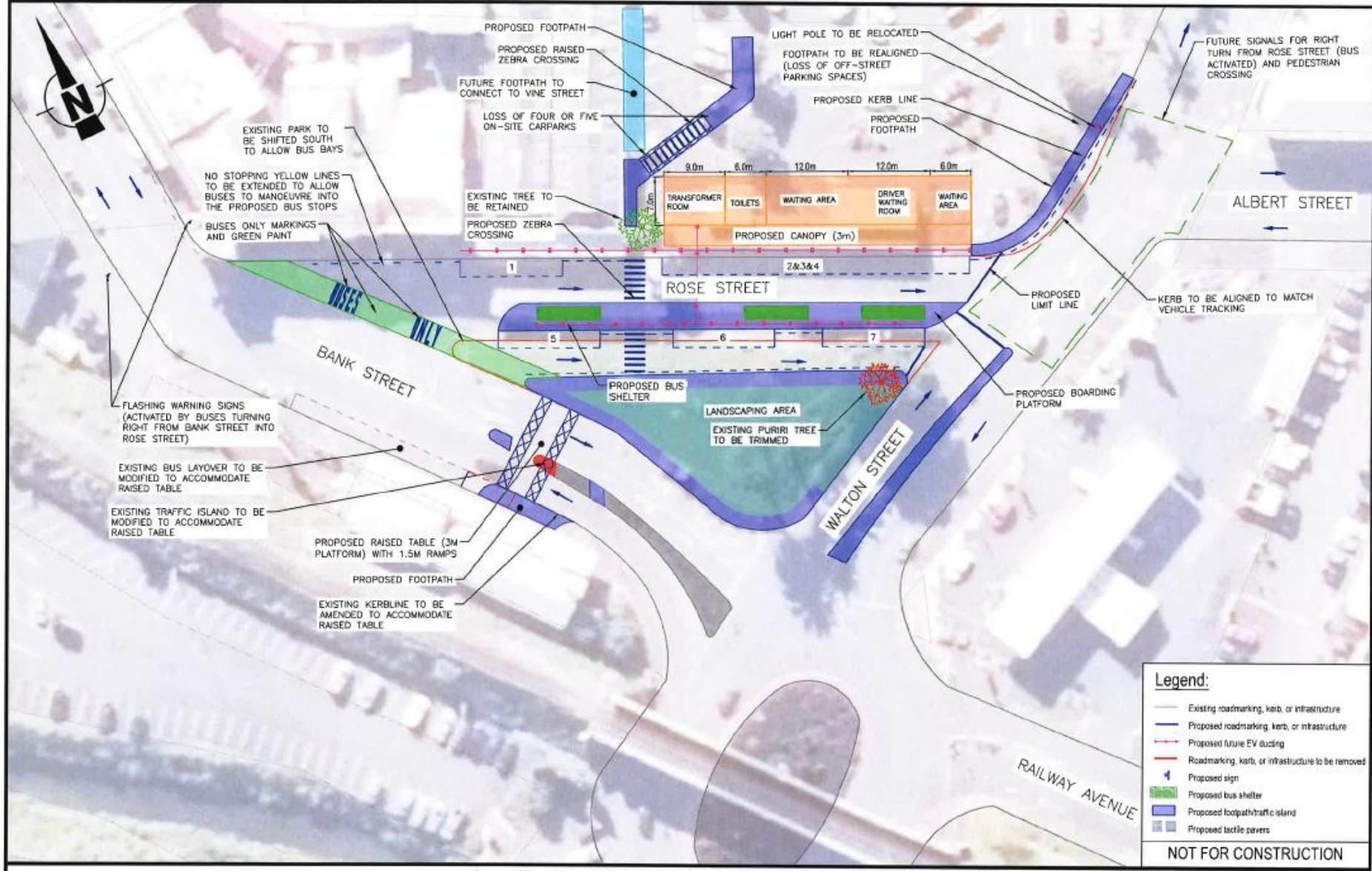
# *Typical Modular Bus Shelters*

## Bus Hub – AIA



*Figure 3: Typical Modular Bus Shelters (Auckland International Airport)*





# ***Transport***

## **Item 2.6**

### **Review of Road Safety Promotion Activity Services**

# ***Road Safety Promotion Activity***

- The Road Safety Promotion Programme is an NZTA subsidisable activity funded at the Council's normal FAR rate (53% WDC).
- NZTA requires the Councils to undertake a review of the delivery of these Road Safety Promotion Activities, the procurement methods, the objectives, the deliverables and whether the outcomes are providing value for money.

The Northland Regional Road Safety Plan identifies the following key challenges around road safety in Northland:

- Loss of control on bends
- Speed
- Alcohol and drugs
- Road factors
- Roadside hazards
- Restraints
- Driver behaviour
- Fatigue



# Road Safety promotion Activity Programmes

- Drive Soba
- SADD – Students against Dangerous Driving
- RYDA (Rotary Youth Driver Awareness)
- Drive Smarter Programme
- Forever Ride– motorcycle training
- Slow Down – One Tear too Many
- Driver Fatigue Stops
- Truck stops

# ***Nothland Road Safety Review***

- Option 1 - Discontinue Road Safety Promotion Activity
- Option 2 - 3 separate contracts for delivery
- Option 3 - One single Region wide contract for delivery
- Option 4 - Status Quo, 2 separate contracts for delivery
- Option 5 - Enhanced status quo, 2 separate contracts but higher level of management of outcomes included.
- Option 6 - Fully collaborative under an NTA umbrella, 2 contracts with an NTA Coordinator.
- Option 7 - Full delivery by in-house NTA staff
- Option 8 - Alliance, third party entity working collaboratively with NTA staff.

# *Preferred Option*

- A collaborative and Regional approach will deliver a more effective Road safety promotion activity (Option 6)
- With Option 6, there is still a reliance on external providers such as the Northland Road Safety Trust and the Far North REAP.
- The current model is very “hands off” by the Councils, NZTA requires a more involved model.
- Councils (NTA), need to be more involved in programme development, programme delivery and programme outcomes

# Next Steps

- Scope to be developed – performance, reporting, collaborative approach etc
- Previously this has just been a negotiated contract,
- Determine the most appropriate method of procurement - direct appointment or open tender.
- However, NZTA approval for the procurement plan would be required - to ensure value for money
- Call for registrations of interest from suppliers
- Develop tender documents in consultations with suppliers
- New Contracts to commence 1 July 2021