

## Council Briefing Agenda

**Date:** Thursday, 8 October, 2020

**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 | Maunu Cemetery Development Plan                | 1  |
| 2.2 | Maintenance Contract KPM Results - Year 2      | 7  |
| 2.3 | Provisional Data Quality Results               | 17 |
| 2.4 | Whangarei Road Safety Update                   | 25 |
| 2.5 | Whangarei Shovel ready Infrastructure projects | 31 |

**3. Closure of Meeting**

## 2.1 Maunu Cemetery Development Plan

**Meeting:** Council Briefing  
**Date of meeting:** 8 October 2020  
**Reporting officer:** Parks & Recreation Manager (Sue Hodge)

### 1 Purpose

To inform Council of the future development of Maunu Cemetery.

### 2 Background

Maunu Cemetery has been operating for the District since 1886 and is situated 6.5km west of Whangarei in Cemetery Road off State Highway 14. It is set in over 31.5ha of rolling countryside, with bush clad valleys and pockets of remnant native trees.

Approximately 8ha is currently in use for burial plots, roadways, buildings and the crematorium. The balance is either native bush, leased for grazing or leased for community garden purposes (former Polytechnic site).



Since 2010 the crematorium has been leased to Maunu Crematorium Ltd. This lease is in its second term which expires 2023 with several more 5-year rights of renewal until 2038.

Most of the burial areas are well established with mature plantings and access roads and car park laybys for visitors and access lanes between burial areas for burial preparation and funeral directors.

Three years ago the burial area was extended to the area directly behind the current office. This area doesn't yet have the same character or amenity values as the more established parts of the cemetery. A gravel internal road has been developed.

Prior to the COVID-19 lock down the burial area was extended further into land formally grazed. Although fences and old hedging trees were removed, and the site levelled it doesn't have any infrastructure such as internal roading.

### 3 Discussion

#### 3.1 Cemetery Development

In 2008 a draft development plan was developed and never finalised. There has been no long-term plan for developing new burial areas, internal roading network and landscaping. However, some adhoc development was undertaken about 5 years ago with the development of the family burial area.

Over the last year a development plan has been finalised. This plan prioritises the various areas to be developed over the next 30 years to meet the growing needs of the Whangarei community.

Based on current demand of around 117 burials per annum an assessment has been made of the areas to be developed over the next 10 years. Much of this development such as new berms, plantings and gardens will be undertaken by the in-house staff using existing capital development funding.

The main capital investment required in the next 5 years will be a new internal road in the north- eastern corner of the Cemetery to service these new areas. In the next 10 years this road will need to be extended south to open up more new areas for burials.



Further details of this development are shown on the attached Maunu Cemetery Overall Concept plan.

#### 3.2 Financial/budget considerations

The 2018-2028 LTP provided for \$190,000 capital development every 4 years for a project described as "Maunu Cemetery development for burials". This is insufficient for a larger roading project and it is proposed that in the next 2021-2031 LTP additional capital funding of \$400,000 be provided for in Yr 5 for the north-eastern accessway.

### **3.3 Policy and planning implications**

From 2018-2043 (25 years) there is predicted to be 23,500 deaths in the district. Based on current trends about 20% would be burials needing around 4,700 plots. From this information we estimate Maunu cemetery has approximately 30 years capacity.

We also know there are changes in how we memorialise the dead such as demand for eco burials, increasing cremations as well as new technology we haven't yet fully embraced. The percentage of burials could decrease, or increase based on these changing patterns and this will impact on the capacity of the cemetery.

The COVID-19 pandemic reminded us that we need to plan for future burials as they may not always average at the current 117/annum. During the pandemic we provided an assessment to the Northland Health Board of available burial plots. We had 15 standard plots available with concrete berms. We could have provided another 800 with the view to construct berms and accessways at a later date.

The pandemic is an extreme event but it would be prudent to be prepared and have suitable infrastructure to provide several years of capacity. This would also allow the new areas to be planted in-advance to create the same character the balance of the cemetery has rather than looking like the paddock the farmer was recently grazing.

## **4 Attachment**

1. Maunu Cemetery Overall Concept plan











## 2.2 Maintenance Contract KPM Results - Year 2

**Meeting:** Council Briefing  
**Date of meeting:** 8 October 2020  
**Reporting officer:** Calvin Thomas, Northland Transportation Alliance Manager

### 1 Purpose

The purpose of this report is to provide the Whangarei District Council with an update on the Maintenance, Operations and Renewals (MO&R) Key Performance Measure (KPM) results from 19/20 for the five maintenance contracts across the three Northland District Councils.

### 2 Background

The five Northland 'Road Maintenance and Renewals Contracts 2018 to 2022' (the 'MO&R' contracts) commenced on 01 July 2018, two in the Far North District (Fulton Hogan and BroadSpectrum), two in the Whangarei District (Fulton Hogan and Downer), and one in the Kaipara District (BroadSpectrum).

The contracts are inspection-led contracts and the Contractors are required to undertake inspections of the networks at defined frequencies and record all defects in asset management databases (RAMM). This data is then used to trigger responses by the Contractors to remedy the defects within the defined response times for routine work items, and to inform the prioritisation of forward works programmes for ordered works.

The inspection frequencies therefore in effect set the levels of service for each classification of the roads within the network, with the higher classified roads having shorter inspection intervals (and therefore a higher level of service).

The MO&R contracts set out how performance will be managed based on a compliance measuring process. A 'Performance Measures Table' (provided in Appendix A) provides the list of the 33 Key Performance Measures (KPM) to be used within the performance system.

Key Success Factors (KSF) are a subset of performance measures that attract a higher weighting in the performance management system to ensure that the Contractors focus on the performance measures that support and drive the right behaviours or activity areas.

Monthly Network Compliance Scores are calculated using the performance measures, and these are used to determine the monthly At-risk Payment.

### 3 Discussion

Through the last quarter four (4) of the Maintenance & Renewal Contracts, including the WDC North Contract, have consistently met 90% compliance. The one (1) remaining Contractor (WDC South) is tracking between 86-88% after falling to 78% at the end of the third quarter. Reoccurring incidents of non-achievement of a single KPM continue to be raised as Non-Compliance Records and further impact the 'at-risk bonus'. The NTA has instigated a

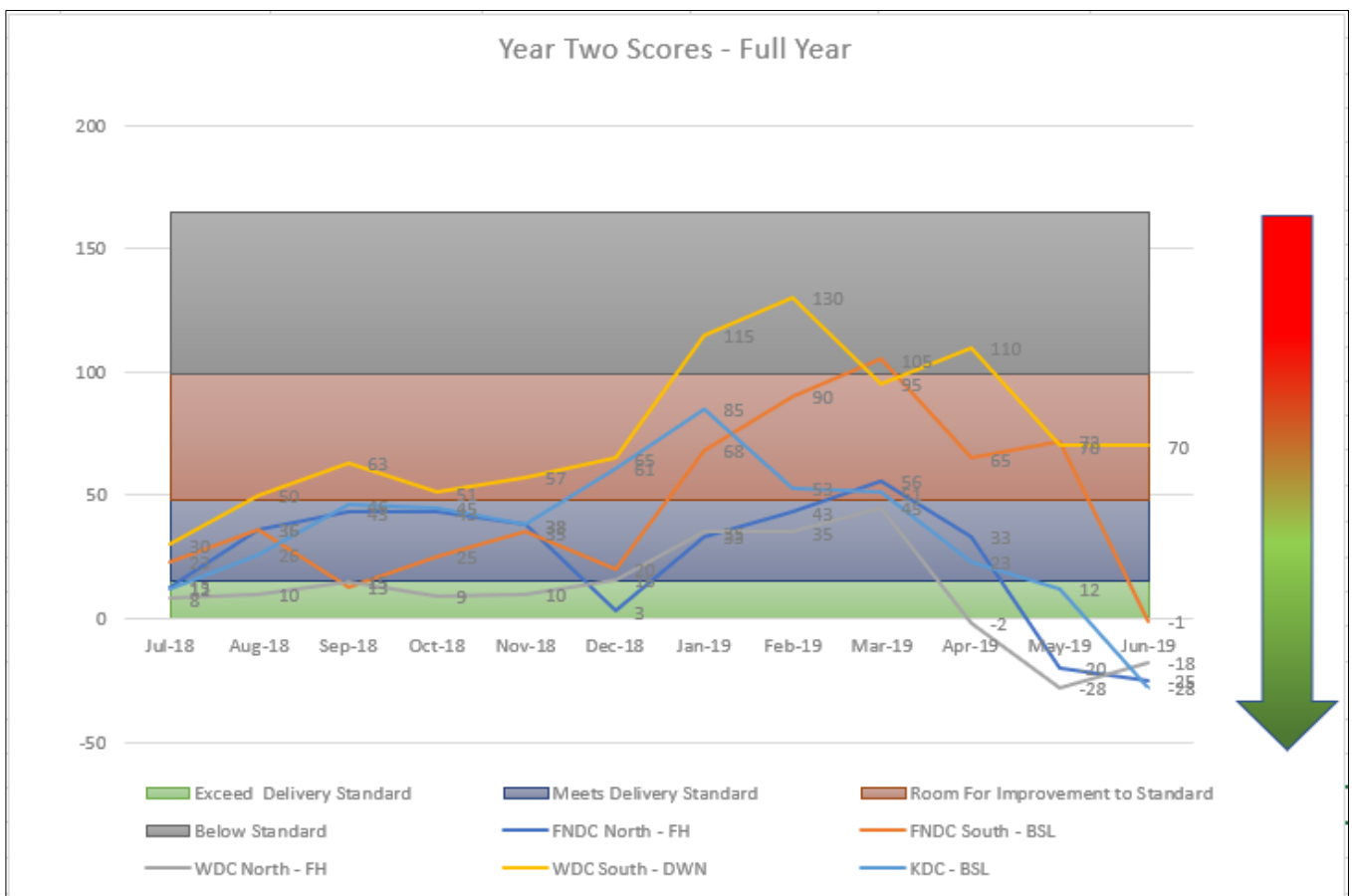
monthly Governance Group meeting with Downer Management to identify and progress improvement measures for this contract.

Progress continues to be made across all contracts on the following areas for improvement;

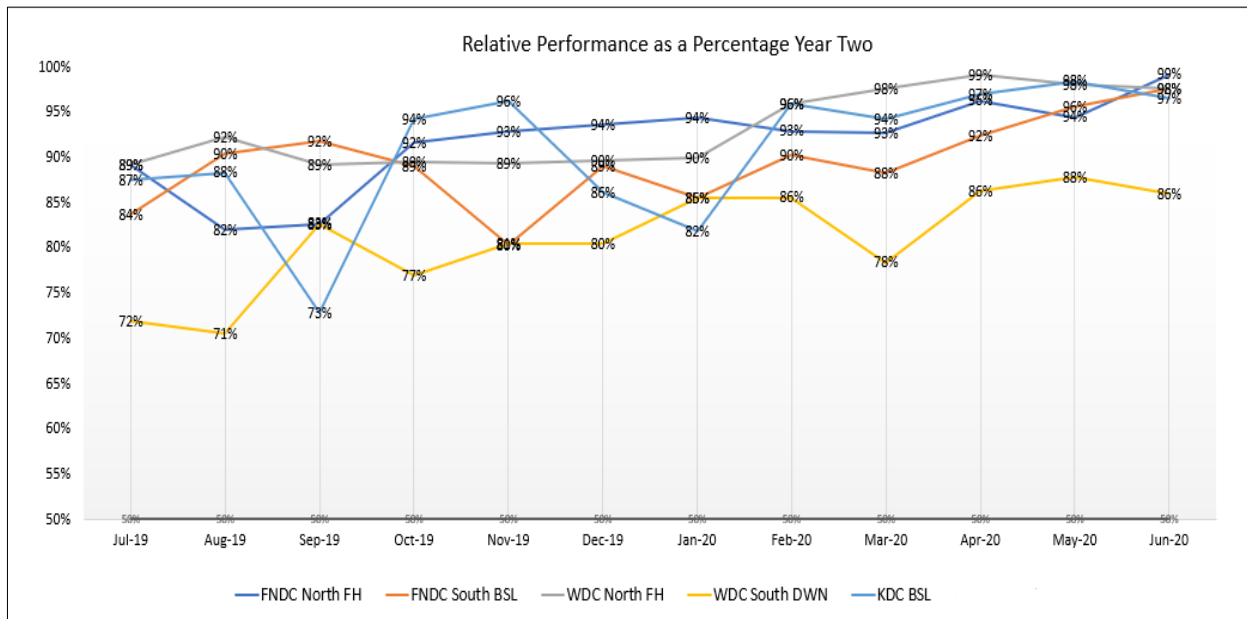
- Development of photographic inspection catalogue detailing examples of defects;
- Contractor input into Treatment Length
- Unsealed gravel QA and test results (Contractors submitting updated Lab results for review).

The dashboard results below (with full details in the 3 attached Council reports) demonstrate consistent improvements in the data quality for all three District Councils, with the most significant of these in the Far North District Council area.

The following graph summarises the Contractors' performances for Year 2, noting that the **LOWER** the Monthly Network Compliance Score (MNCS), the **HIGHER** the performance:



The following graph summarises the Contractors' performances as a percentage for Year 1, noting that in this figure the **HIGHER** the percentage, the **HIGHER** the performance:



The improvement in these results comes following completion of a deep dive review following the completion of Contract Year 1, where 34 individual improvement opportunities were identified across the Contractor's (8), the NTA (18) and client Councils (8). While a number of these individual improvement opportunities have been completed, several remain in progress with scope for further improvements in overall performance to be obtained, with the most significant of these being:

- Continued work to utilise captured defect data to validate and adjust inspection frequencies to be reflective of maintaining desired levels of service for specific roads.
- Review and modification of customer request and response process in effort to improve Customer Experience.

## 4 Summary

The consistent improvement in Contractor KPM results is a positive step forward for the Northland Region, noting that while the measures indicate a lift in Contractor Performance against contract measures, areas for improvement remain to convert these achievements into a lift on overall perception of the quality of the transport network.

## 5 Attachment

1. Appendix A – Performance measures table



## Appendix A – Performance measures table

| KPM #                                   | Frequency             | Name                                | Performance Measure  | Measure Type | Weight |
|---|-----------------------|-------------------------------------|--|--------------|--------|
| <b>MANAGEMENT, REPORTING &amp; DATA</b> |                       |                                     |  |              |        |
| 1                                       | Monthly               | Monthly Reports                     | Monthly reports on time every month in the format required including claim and quality records. 100% compliant each month.   | MPM          | 1      |
| 2                                       | Monthly               | RAMM Dispatch Data Quality          | Incorrect and or missing data on dispatches within RAMM Contractor from the start of the contract up till the works presented in the current monthly claim. 100% correct to pass.  | MPM          | 5      |
| 3                                       | Monthly               | RAMM Asset Data Quality             | Asset As-built data entered in RAMM is correct from the start of the contract up to the assets created in the current monthly claim. 100% correct to pass.   | MPM          | 5      |
| 4                                       | Monthly               | Maintenance Programme               | Monthly Programmes prepared for approval by the 20th of each Month.  | MPM          | 3      |
| 5                                       | On Engineer's Request | CQP Audits                          | Quality plan audit non-compliance flags against any aspect of the plan (including failure to meet follow-up/close-out from previous audits). Pass is 90% of the Audit complies with CQP.   | MPM          | 3      |
| 6                                       | Annual                | SME Compliance                      | The Contractor maintains the 30% SME Subcontractor percentage as required under the contract.  | MPM          | 2      |
| 7                                       |                       |                                     | Not used.  |              |        |
| 8                                       | Monthly               | Industry Recognition                | The Contractor shall be recognised for Positive Industry Recognition, Awards & Exposure relating to the delivery of the contract.  | BPM          | -2     |
| 33                                      | Monthly               | New Discrete Assets Created in RAMM | New Assets built by the Contractor (excluding surfacing, pavements) have a new Asset Record created in RAMM that matches the dispatch details.<br>This is tracked from the start of the contract through to the assets created in the currently monthly claim. | OPM          | 5      |

| KPM #                                   | Frequency | Name  | Performance Measure   | Measure Type | Weight |
|---|-----------|---|---|--------------|--------|
| <b>RELIABILITY &amp; RESPONSIVENESS</b> |           |   |   |              |        |
| 9                                       | Monthly   | Sealed Inspections Achievement                  | Sealed Road inspection frequencies are achieved as per the inspection frequency set out in the contract and the network coverage is as per the inspection programme. Pass is 95% of Inspection Achieved each month.   | OPM          | 5      |
| 10                                      | Monthly   | Unsealed Inspections Achievement                | Unsealed Road inspection frequencies are achieved as per the inspection frequency set out in the contract and the network coverage is as per the inspection programme. Pass is 95% of Inspection Achieved each month.   | OPM          | 5      |
| 11                                      | Monthly   | Drainage Inspections Achievement                | Annual Drainage Inspections are completed as required. This includes showing progress towards completion of 100%. 100% of all assets delivered each year. Monthly tolerance of $\leq 5\%$ below target (total inspected/total number) is complying, with a quarterly cumulative target of 25% achieved. | OPM          | 5      |
| 12                                      | Monthly   | Inspection Identification                       | Audit of the inspections show that the Contractor is identifying the correct maintenance need in relation to routine and ordered works. Pass is 95% of Audit aligns with inspection outcomes.   | OPM          | 5      |
| 13                                      | Annual    | Renewal Design                                  | All Sealed Pavement and Surface Renewal Design show value for money and are completed in the specified timeframes. 100% delivered on time to quality standard.  | OPM          | 2      |
| 14                                      | Monthly   | Renewal Delivery                                | Agreed sealed pavement renewals programme is delivered as programmed. Measured monthly during the construction season. 100% delivered on time by April 1 each year. Less than 10% variance against programme monthly.   | OPM          | 3      |
| 15                                      | Monthly   | Railings & Bridges Painting/Cleaning Programmes | Painting/Cleaning are completed as required. This includes showing progress towards completion of 100%. 100% of all assets delivered each year.   | OPM          |        |

| KPM #         | Frequency             | Name                            | Performance Measure  | Measure Type | Weight |
|---------------|-----------------------|---------------------------------|--|--------------|--------|
| 16            | Monthly               | RFS Response                    | 99% or more of the RFSs assigned to the Contractor shall be accepted within the 2 day timeframe.   | MPM          | 2      |
| 17            | Monthly               | RFS Close Out                   | 99% of investigations carried out, dispatch raised if required, reporting completed within corporate system and the customer has been advised by the Contractor within the 10-day timeframe.   | MPM          | 2      |
| 18            | Monthly               | Customer Satisfaction           | The Contractor shall take all practical steps to minimise the likelihood of a dissatisfied RFS Call-back Result. 99% satisfied Call-back result.   | MPM          | 1      |
| 19            | Monthly               | Contractor Customer Performance | The Contractor receives unsolicited written positive feedback from customers.  | BPM          | -3     |
| 20            | Monthly               | Routine Response                | Routine response times are managed and attended to within the response times set. [Refer to the Part 5K OPM Response Times]. Pass is meeting 95% of the response times.<br><br>Note that this activity will be split into separate Activities for performance reporting. | OPM          | 3      |
| 21            | Monthly               | 24Hr Contact                    | The Contractor is contactable 24 hours a day for emergency events. Pass 100% compliance.   | MPM          | 2      |
| <b>SAFETY</b> |                       |                                 |  |              |        |
| 22            | Monthly               | Zero Harm                       | There shall be no "Zero Harm" incidents as taken from the Contractor's Monthly Report. Pass is 100% compliance.  | OPM          | 2      |
| 23            | Monthly               | TTM Compliance                  | Temporary traffic management complies with COPTTM. Non-compliance is determined from the Safety Audit of TTM Site Condition checklist where a score of greater than 50 is recorded. No Audit failures each month.  | OPM          | 3      |
| 24            | On Engineer's Request | HSP Audit                       | Health and Safety Plan (HSP) Compliance Audit. Shall include failure to meet follow-up/close-out actions from previous audits. Pass is 98% of the Audit complies with HSP.   | OPM          | 2      |



| KPM #                         | Frequency | Name                                       | Performance Measure   | Measure Type | Weight |
|-------------------------------|-----------|--|---|--------------|--------|
| <b>QUALITY &amp; QUANTITY</b> |           |  |   |              |        |
| 25                            | Monthly   | Non-Conformance Notice                     | Non-conformance notice (NCN) issued by the Engineer as a notice to Contractor. Where the Engineer identifies any work or actions that do not comply with the specified requirements. 1 or more NCN is a fail.   | MPM          | 5      |
| 26                            | Monthly   | Failed Ordered Sealed Pavement Maintenance | Ordered permanent pavement and surfacing maintenance, that have been completed during previous months, are in accordance with the work specifications. Pass is 90% compliance of audited work. Note, where dispatch has been raised for rework by the Contractor these will not be counted. | OPM          | 5      |
| 27                            | Annual    | Sealed Pavement Renewal Quality            | Quality of the sealed pavement renewal rehabilitation construction is in accordance with the work specifications. Pass is 95% compliance with End Result specifications and Performance Criteria.   | OPM          | 2      |
| 28                            | Monthly   | Ordered Work Quality                       | Quality of completed ordered works (except sealed pavement renewals) is in accordance with the work specifications. Pass is 90% compliance of audited work. Note that this activity will be split into separate Activities for performance reporting.                                       | OPM          | 2      |
| 29                            | Monthly   | Routine Work Quality                       | Quality of routine works is in accordance with the work specifications. Pass is 90% compliance of audited work. Note that this activity will be split into separate Activities for performance reporting.   | OPM          | 3      |
| 30                            | Monthly   | Approved Monthly Programme Delivery        | The approved monthly programme (excluding sealed pavement renewals) is completed by the end of the month. Pass is 80% compliance by dollars and/or by Quantity. Note that this activity will be split into separate Activities for performance reporting.                                   | MPM          | 3      |
| 31                            | Monthly   | Unapproved Ordered Work                    | Ordered work presented for claiming has   | MPM          | 5      |

| KPM # | Frequency | Name                     | Performance Measure   | Measure Type | Weight |
|-------|-----------|--------------------------|---|--------------|--------|
|       |           |                          | been approved by the Engineer either via dispatch, written or verbal approval. Note that dispatch notes shall be used to record the written or verbal approval. Pass is 90% compliance. |              |        |
| 32    | Monthly   | Environmental Compliance | No environmental management non-compliance notices shall be received during the month.  | MPM          | 3      |



## 2.3 Provisional Data Quality Results

**Meeting:** Council Briefing  
**Date of meeting:** 8 October 2020  
**Reporting officer:** Calvin Thomas, NTA Manager

### 1 Purpose

The purpose of this report is to provide the Council with an update on the provisional data quality results from 19/20 for the three Northland District Councils.

### 2 Background

One of the key objectives of the five Maintenance, Operations and Renewals (MO&R) Contracts is to drive improvements in the quality of Asset Information to enable informed Asset Management decisions and strengthen evidence for funding applications.

Within these contracts the following specific KPM's are measured in relation to data quality and contribute to the overall measure:

| KPM Number        | KPM Impact on data quality   |
|-------------------|--|
| KPM 2             | Dispatch information quality   |
| KPM 3             | RAMM Data Quality  |
| KPM 11            | Drainage Inspections: this improves the quality of the RAMM data during the inspection (along with condition profile)    |
| KPM's 9 & 10      | Sealed and Unsealed Inspection: relationship to work identification and decisions on maintenance work undertaken         |
| KPM's 34, 35 & 36 | Audit of Inspections: Ensures accurate identification and completion of work and is key part of the maintenance measure. |

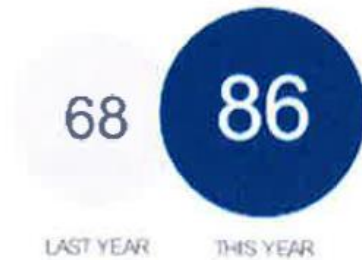
The dashboard results below (with full details in the 3 attached Council reports) demonstrate consistent improvements in the data quality for all three District Councils, with the most significant of these in the Far North District Council area.

2019/20

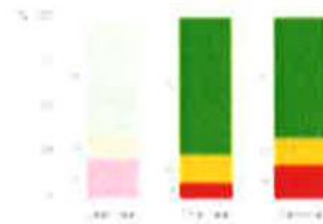
## Far North District Council Data Quality

● Major Issues    ● Minor Issues    ● Expected Standard

## Score



## Overall Results



2019/20

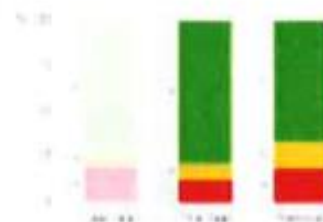
## Kaipara District Council Data Quality

● Major Issues    ● Minor Issues    ● Expected Standard

## Score



## Overall Results



2019/20

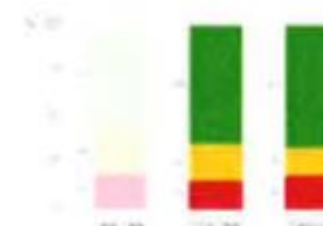
## Whangarei District Council Data Quality

● Major Issues    ● Minor Issues    ● Expected Standard

## Score



## Overall Results



### 3 Discussion

The improvement in these results comes through a combination of Contractor and Northland Transportation Alliance (NTA) staff effort. There have been some key developments over the last 2 years associated with the implementation of the MO&R Contracts and these results signify that we are now beginning to realise some of the benefits of:

- All those involved in the process working to identify issues and caring about the data we capture. This goes across the business.
- The move to the NTA Functional Structure to further support and enhance ability to share and support improving work practices/processes.
- Strong support partners assisting with network and asset management
- The quality systems we have put in place such as MAX.Q and MAX.Maint helping measure and understand what is being delivered through the maintenance contracts and performance management system.
- The KPM measures within the maintenance contracts themselves helping to shape the behaviours we are seeking in delivery of this data and drive the outcomes.
- The Maintenance Contractors for buying in to the KPM system and stepping up their performance to meet these requirements.

In some areas it may look like we have taken a backward step when in fact we have moved forward. One of these is under Network Management where Rural Carriageways are short. This is a bit misleading as RCA Local Authority networks, if they are truly managing their network properties, will have short sealed carriageways due to bridge approach seals, dust seals. These need to be managed correctly on the database if we are going to have valid data and manage these assets correctly.

### 4 Summary

The consistent improvement in results is a positive step forward for the Northland Region, with the quality of Asset Data a key component when making informed Asset Management and investment decisions.

As we work through some of the individual graphs in detail it is apparent that there is never a finish line when it comes network and asset management. There remain areas to improve in and we will continue to look at these and fill the gaps.

### 5 Attachment

1. Far North District Council, Kaipara District Council and Whangarei District Council Data Quality Metrics Dashboards (Provisional)





2019/20

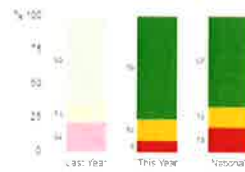
## Far North District Council Data Quality

● Major Issues    ● Minor Issues    ● Expected Standard

## Score



## Overall Results

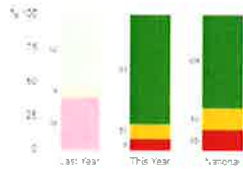


## 2019/20 Provisional Results

The 2019/20 provisional results are currently being recalculated. This message will be updated when the 2019/20 provisional results are available. Please do not reference the results while they are being recalculated.

## Results by Importance

## High



## Moderate

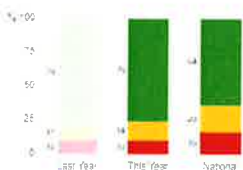


## Low

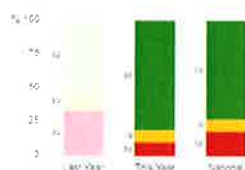


## Results by Quality Dimension

## Accuracy



## Completeness



## Timeliness

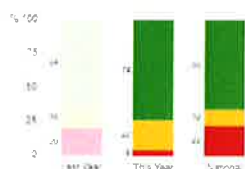


## Results by Data Category

## Network



## Asset Inventory



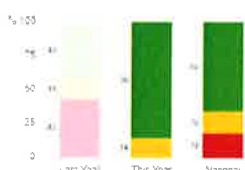
## Maintenance Activity



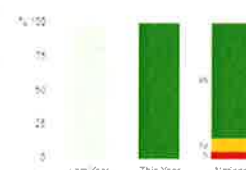
## Condition



## Demand/Use



## Crash



Date imported: 7th August 2020

2019/20

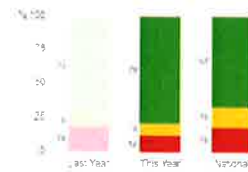
## Kaipara District Council Data Quality

● Major Issues    ● Minor Issues    ● Expected Standard

## Score



## Overall Results

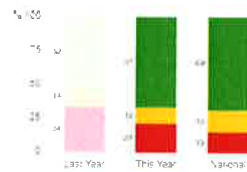


## 2019/20 Provisional Results

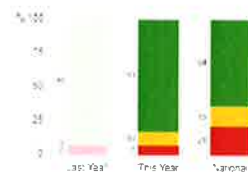
The 2019/20 provisional results are currently being recalculated. This message will be updated when the 2019/20 provisional results are available. Please do not reference the results while they are being recalculated.

## Results by Importance

## High



## Moderate

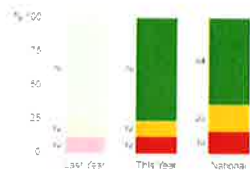


## Low

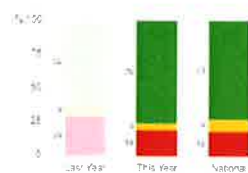


## Results by Quality Dimension

## Accuracy



## Completeness

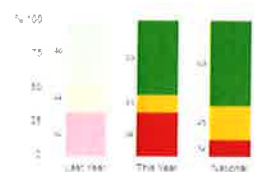


## Timeliness

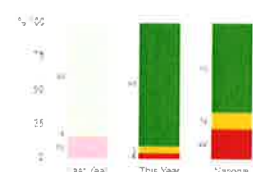


## Results by Data Category

## Network



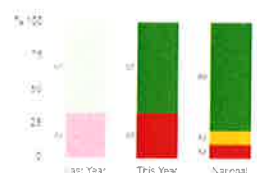
## Asset Inventory



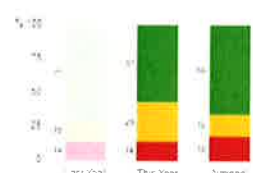
## Maintenance Activity



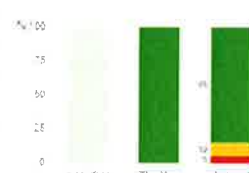
## Condition



## Demand/Use



## Crash



Date imported: 11th August 2020

2019/20

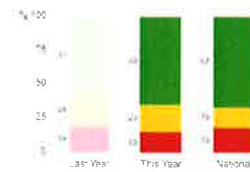
## Whangarei District Council Data Quality

● Major Issues    ● Minor Issues    ● Expected Standard

## Score



## Overall Results

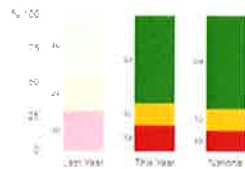


## 2019/20 Provisional Results

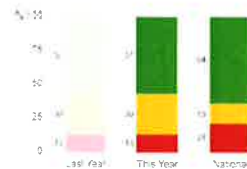
The 2019/20 provisional results are currently being recalculated. This message will be updated when the 2019/20 provisional results are available. Please do not reference the results while they are being recalculated.

## Results by Importance

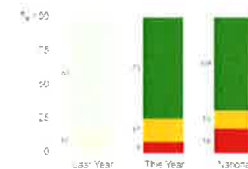
## High



## Moderate

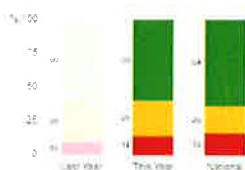


## Low

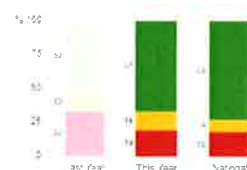


## Results by Quality Dimension

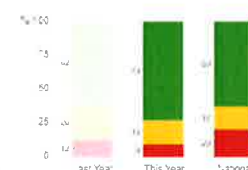
## Accuracy



## Completeness



## Timeliness

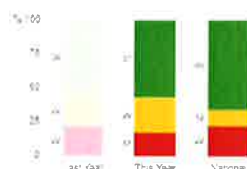


## Results by Data Category

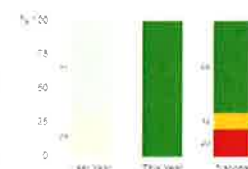
## Network



## Asset Inventory



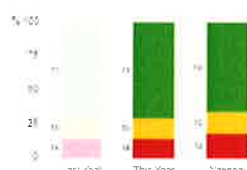
## Maintenance Activity



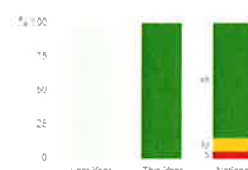
## Condition



## Demand/Use



## Crash



Date imported: 7th August 2020



## 2.4 Whangarei District Road Safety Promotion Update

**Meeting:** Council Briefing  
**Date of meeting:** 8 October 2020  
**Reporting officer:** J Devine, Strategy & Planning Manager, NTA

### 1 Purpose

To update the Council on the funding and results for the Road Safety Promotion Activity for 2019/20

### 2 Background

Currently Council delivers its Road Safety Promotion Activity Programme by way of a negotiated contract with the Northland Road Safety Trust. This a combined contract with the Kaipara District Council, and currently the Trust employs Gillian Archer as a coordinator to manage and deliver the Road Safety programmes for both Councils.

The Road Safety Promotion Programme is an NZTA subsidisable activity funded at the Council's normal FAR rate (53% WDC).

### 3 Discussion

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 behavior
- Fatigue

Northland's Road safety partners are working together to implement the annual Action plan through a Programme of:

- Enforcement - Police
- Engineering - NZTA and Local Council's Safety Improvement programmes
- Education – through the Northland Road Safety Promotion Activity

Appended to this agenda is the Road Safety Promotion Report for June 2020, the full achievement Report for Road Safety Promotion for 2019/20 and the draft programme of activities for Road Safety Promotion for 2020/21.

## **4 Attachments**

1. Whangarei District Road Safety Promotion Report June 2020
2. Achievement Report Road Safety Promotion 2019/20
3. Draft Road Safety Promotion Funding Plan for 2020/21

## Whangarei District Road Safety Promotion Report June 2020

| Road Toll | Total for 2011 | Total for 2012 | Total for 2013 | Total for 2014 | Total for 2015 | Total for 2016 | Total for 2017 | Total for 2018 | Total for 2019 | Total June 2019 | Total June 2020 |
|-----------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|-----------------|
| Whangarei | 1              | 6              | 9              | 10             | 11             | 9              | 14             | 14             | 10             | 8               | 8               |
| Kaipara   | 0              | 4              | 3              | 1              | 2              | 9              | 5              | 5              | 7              | 3               | 2               |
| Far North | 6              | 4              | 9              | 7              | 10             | 9              | 22             | 16             | 12             | 5               | 5               |
| Totals    | 7              | 14             | 21             | 18             | 23             | 27             | 41             | 35             | 29             | 16              | 15              |

### Key Activities to 30 June:

**SAiD (Stop Alcohol Impaired Driving):** 10 completed the June after the May programme was cancelled due to Covid 19, a total of 10 (11/ 2019 a total of 58 for the year), a 60% completion rate.

**Drive Soba:** 33 completed (50 in 2019) 5 programmes (7 in 2019) ytd and participants are in a programme which has recommenced at Level 1(27ytd).

### Young Drivers Programmes Passes Achieved:

1.Ngatiwai. 5/5 L (38 YTD) Restricted 0 (10ytd) and Full1 (10ytd) Mentors:4

2.People Potential: 25/27 Learners passed(208/226 ytd) 7 Restricted (49ytd) 25 Full (19ytd) (9 resit passes ytd) 6 mentors /51 hours .

3. Bream Bay: Programme recommenced end of June. A new provider may be needed following the CHH restructure/downsized decision. There are currently 5 Learners being mentored, 2 active mentors and the first test is booked for 3 August. Radio Advertising: Interactive, Q&A seatbelt wearing advertising with pledges undertaken.

#### Key district issues

- Young Drivers
- Alcohol and/or drugs
- Speed
- Rural speed zone loss of control/head on

programme,  
programmes

5

**Road to Zero** campaign being planned for dailyRIDS messaging preceding the weather forecast.

**Child Restraints:** Pre Covid: YTD 4 youth guarantee scheme attended a w/shop,( 8/2019) centres/groups visited 110 tamariki and 46 adults engaged..3 events engaged 110+whanau. with 92 ( 76/ 2019) whanau and over 80 (100/ 2019)car seats checked.Carseats were provided to11 (16/2019) full boosters and 7 ( 9/ 2019) convertible child restraints. 8 Zoom Q&A sessions were held and telephone support for 25 whanau.

**National Road Safety Week:** 9-15 November. Step up for Safe Streets. Planning continuing. Virtual land and physical activities are being developed with school involvement.The 3 central bridges will be lit in yellow subject to repairs being completed on the Canopy bridge in time.

### Fatigue Stops:

| Date  | Vehicles | People | Date  | Vehicles  | People |
|-------|----------|--------|-------|-----------|--------|
| 25.10 | 85       | 300    | 9.04  | cancelled |        |
| 20.12 | 85       | 212    | 24.04 | cancelled |        |
| 27.01 | 66       | 128    | 29.05 | Rain date |        |

**Drive Smarta:** 3/6 completed in June (25/61ytd) 1 non police referral attended



## Achievement Whangarei District Road Safety Promotion Programme for 2019/20

|                                    | Safer Journeys |                                  |  |                |                |                |                 |  |                       |  |
|------------------------------------|----------------|----------------------------------|--|----------------|----------------|----------------|-----------------|--|-----------------------|--|
| Theme                              | Strategic Fit  | Activity                         |  | Budget         | Actual Cost    | 53% Far        | 47% Local Share |  | Organisation          |  |
| <b>Alcohol</b>                     | High           | LCQ Volunteers training          |  | 4,000          | 0              | 0              | 0               |  | People Potential      |  |
|                                    |                |                                  |  |                |                |                |                 |  |                       |  |
|                                    |                | Drive Soba Programme             |  | 58,000         | 58,148         | 30,818         | 27,329          |  | NDHB                  |  |
|                                    |                | Stop Alcohol Impaired Driving    |  | 24,000         | 24,000         | 12,720         | 11,280          |  | ndhb pub & pop health |  |
|                                    |                |                                  |  |                |                |                |                 |  |                       |  |
| <b>Young Drivers</b>               | High           | DLAC Learners P/Potential        |  | 32,000         | 32,000         | 16,960         | 15,040          |  | People Potential      |  |
|                                    |                |                                  |  |                |                |                |                 |  | People Potential      |  |
|                                    |                | RYDA/Young Driver                |  | 18,000         | 10,600         | 5,618          | 4,982           |  | Road Safety Education |  |
|                                    |                | Ngatiwai Trust young Driver Prog |  | 15,000         | 15,000         | 7,950          | 7,050           |  | Ngatiwai Iwi          |  |
|                                    |                |                                  |  |                |                |                |                 |  |                       |  |
|                                    |                | PP Young Driver Mentor prog      |  | 10,000         | 10,000         | 5,300          | 4,700           |  | People Potential      |  |
|                                    |                | New Young Mentor Programme       |  | 5,000          | 7,000          | 3,710          | 3,290           |  | tbc                   |  |
|                                    |                |                                  |  |                |                |                |                 |  |                       |  |
| <b>Speed</b>                       | High           | Speed                            |  | 5,000          | 2,538          | 1,345          | 1,193           |  | WDC                   |  |
|                                    |                | Drive Smarta                     |  | 22,000         | 22,000         | 11,660         | 10,340          |  | WDC                   |  |
|                                    |                | Motorcycle Safety                |  | 2,000          | 2,507          | 1,329          | 1,178           |  | WDC                   |  |
|                                    |                |                                  |  |                |                |                |                 |  |                       |  |
| <b>Programme delivery Contract</b> |                | all the above                    |  | 105,000        | 105,000        | 55,650         | 49,350          |  | WDC                   |  |
|                                    |                |                                  |  |                |                |                |                 |  |                       |  |
| <b>Restraints</b>                  |                | Police checkpoints/wshops        |  | 20,000         | 19,440         | 10,303         | 9,137           |  | WDC                   |  |
|                                    |                | Additional Seatbelt Promotion    |  | 5,000          | 4,039          | 2,141          | 1,898           |  | WDC                   |  |
|                                    |                |                                  |  |                |                |                |                 |  |                       |  |
| <b>Total High Strategic Fit</b>    |                |                                  |  | <b>325,000</b> | <b>312,271</b> | <b>165,504</b> | <b>146,768</b>  |  |                       |  |
|                                    |                |                                  |  |                |                |                |                 |  |                       |  |
| <b>Fatigue</b>                     | Medium         | Fatigue Stops                    |  | 8,000          | 8,000          | 4,240          | 3,760           |  | RSASSN                |  |
|                                    |                |                                  |  |                |                |                |                 |  |                       |  |
| <b>Total Medium Strategic Fit</b>  |                |                                  |  | <b>8,000</b>   | <b>8,000</b>   | <b>4,240</b>   | <b>3,760</b>    |  |                       |  |
|                                    |                |                                  |  |                |                |                |                 |  |                       |  |
| <b>TOTAL FUNDING</b>               |                |                                  |  | <b>333,000</b> | <b>320,271</b> | <b>169,744</b> | <b>150,528</b>  |  |                       |  |

## Draft Whangarei District Road Safety Promotion Funding Plan for 2020/21

| Draft Whangarei District Road Safety Promotion Funding Plan for 2020/21 |                |                               |            |         |                 |                       |  |
|---|----------------|-------------------------------|------------|---------|-----------------|-----------------------|--|
|   | Safer Journeys |                               |            |         |                 |                       |  |
| Theme   | Strategic Fit  | Activity                      | Total Cost | 53% Far | 47% Local Share | Organisation          |  |
| Alcohol   | High           | LCQ Volunteers training       | 8,000      | 4,240   | 3,760           | People Potential      |  |
|   |                |                               |            |         |                 |                       |  |
|   |                | Drive Soba Programme          | 58,000     | 30,740  | 27,260          | NDHB                  |  |
|   |                | Stop Alcohol Impaired Driving | 24,000     | 12,720  | 11,280          | ndhb pub & pop health |  |
|   |                |                               |            |         |                 |                       |  |
| Young Drivers   | High           | DLAC Learners P/Potential     | 32,000     | 16,960  | 15,040          | People Potential      |  |
|   |                |                               |            |         |                 | People Potential      |  |
|   |                | RYDA/Young Driver             | 20,000     | 10,600  | 9,400           | Road Safety Education |  |
|   |                | Ngatiwai Young Driver Prog    | 15,000     | 7,950   | 7,050           | Ngatiwai Iwi          |  |
|   |                |                               |            |         |                 |                       |  |
|   |                | PP Young Driver Mentor prog   | 10,000     | 5,300   | 4,700           | People Potential      |  |
|   |                | Bream Bay CStrust             | 9,000      | 4,770   | 4,230           | BBCST                 |  |
|   |                |                               |            |         |                 |                       |  |
| Speed   | High           | Road to Zero                  | 12,000     | 6,360   | 5,640           | WDC                   |  |
|   |                | Drive Smarta                  | 22,000     | 11,660  | 10,340          | WDC                   |  |
|   |                | Road Safety Week              | 2,000      | 1,060   | 940             | WDC                   |  |
|   |                |                               |            |         |                 |                       |  |
| Programme delivery Contract   |                | all the above                 | 105,000    | 55,650  | 49,350          | WDC                   |  |
|   |                |                               |            |         |                 |                       |  |
| Restraints  |                | Plunket multi education       | 20,000     | 10,600  | 9,400           | WDC                   |  |
|   |                | Carpark sign programme        | 5,000      | 2,650   | 2,350           | WDC                   |  |
|   |                |                               |            |         |                 |                       |  |
| Total High Strategic Fit  |                |                               | 342,000    | 181,260 | 160,740         |                       |  |
|   |                |                               |            |         |                 |                       |  |
| Fatigue   | Medium         | Fatigue Stops                 | 8,000      | 4,240   | 3,760           | RSASSN                |  |
|   |                |                               |            |         |                 |                       |  |
| Total Medium Strategic Fit  |                |                               | 8,000      | 4,240   | 3,760           |                       |  |
|   |                |                               |            |         |                 |                       |  |
| TOTAL FUNDING   |                |                               | 350,000    | 185,500 | 164,500         |                       |  |



## 2.5 Whangarei Shovel Ready Infrastructure Projects

**Meeting:** Council Briefing  
**Date of meeting:** 8 October 2020  
**Reporting officer:** J Devine, Strategy & Planning Manager

### 1 Purpose

The purpose of this item is to update the Council on the “Shovel Ready” Infrastructure projects recently approved for Whangarei.

### 2 Background

On the 17 August 2020 Council received confirmation that up to \$16Million had been announced for Shovel Ready Infrastructure projects from the Governments COVID-19 Response and Recovery Fund. (see Attachment 1).

Two specific projects have been approved for Whangarei from this funding; the Port/Kioreroa Intersection upgrade, and further funding for Council’s Active Modes Urban Shared Path Programme.

### 3 Discussion

The two projects approved for this 100% funding are:

#### 3.1 Port/Kioreroa Intersection Upgrade

Council initially applied for \$16Million for the Port/Kioreroa Intersection upgrade project from the Shovel Ready Fund. This is an existing project that was in Council current LTP but not funded until 2026. The project involves the construction of a new 2 lane bridge, widening the roadway to 4 lanes and the upgrade of the Port and Kioreroa intersection possibly involving a new roundabout.

Funding for the project from the Shovel ready fund has been capped at \$10Million, which will be sufficient for stage 1 of the project. Stage 1 as shown in **Attachment 2**, includes the construction of the new bridge and the 4 lane road widening.

Council has applied to NZTA as part of the 2021-31 LTP Roding programme for \$6Million for stage 2 of this project to be funded in 2020/21. Stage 2 includes the intersection upgrade as shown in **Attachment 3**. If this funding is approved the intention would be to complete both stages as one project.

### 3.2 Active Modes Urban Shared Path Programme.

Council initially applied for 5 projects from the Shovel Ready Fund, totalling \$40Million, to extend the current Urban Shared Path programme and provide new pedestrian footpaths in the District. All of these projects have been identified in Council's Walking & Cycling Strategy.

\$6Million has been approved from this fund for a number of projects:

| Project               | Details                            | Budget             |
|-----------------------|------------------------------------|--------------------|
| Tikipunga Cycle trail | Extension to Redeployment project. | \$500,000          |
| Kamo Shared Path      | Connection to Kensington Park      | \$500,000          |
| Raumanga Shared Path  | Cabler Park to Tarewa Park         | \$5,000,000        |
| <b>Total</b>          |                                    | <b>\$6,000,000</b> |

**Tikipunga Cycle Trail, Stage 2 :** Ngunguru Rd to Vinegar Hill Rd. This is a 3.0m wide off-road Grade 2 Cycle Trail (NZCT Design Guide 2019). Stage 2 provides a continuous off-road trail between Ngunguru Road (Whangarei Falls) and Vinegar Hill Road. This links the new shared paths and cycle trails within the nearly complete Totara Parklands Subdivision with the highly popular Hatea River Walkway. This section includes a 2.5m wide, 12m long walk-cycle bridge.

**Kamo Shared Path – Kensington Park Link.** This is a 3.0m wide shared path providing a key link between the Main Kamo Shared Path and Kensington Park (Whangarei' main multi-use sports complex). The path follows the northern side of Kensington Avenue and links directly with the main Kensington Park Stadium.

**Raumanga Shared Path – Cabler Park to Tarewa Park.** This is a 3.0m wide shared path following the Raumanga and Kirikiri Streams from the City Centre to Tarewa Park, Raumanga.

The Raumanga Shared Path connects Whangarei's Southern and Western suburbs (Raumanga and Maunu) and the NorthTec main campus (Northland's only polytechnic) to the City Centre. The path effectively continues the Kamo Shared Path south-west linking into the existing sections through Tarewa Park, including the nearly complete underpass of SH1 and signalisation of Tarewa/SH1 intersection. The underpass is part of Waka Kotahi (NZTA) upgrade of SH1 and Tarewa Rd Intersection. Once the intersection improvements and this project are complete a continues path will be provided from NorthTec in Raumanga to the City Centre enabling users to continue north along the Kamo Shared Path.

Works will include two major road crossings (Maunu Rd and Central Avenue), two river crossings (Raumanga & Kirikiri Streams), boardwalks, lighting, CCTV and ecological enhancement (riparian planting) of the adjacent streams – Blue/Green Network Strategy 2016.

### 3.3 Next Steps

The Provincial Development Unit (PDU) of the Ministry of Business, Innovation & Employment, (MBIE) require Council to enter into a funding agreement, in order to access the funding for these projects.

A draft contract with terms, conditions and performance requirements has been provided for Councils agreement and sign off. The draft Contract will be brought to the next Council meeting for Council's consideration.

## **4 Attachments**

1. Announcement letter Whangarei Shovel Ready Infrastructure Projects - 17 August 2020.
2. Port/Kioreroa Intersection Upgrade Project Stage 1 Plan
3. Port/Kioreroa Intersection Upgrade Project Stage 2 Plan
4. Whangarei Active Modes Shared Paths/Trails Maps







17 August 2020

Whangarei District Council

Attention: Rob Forlong

Email: [roblforlong@wdc.govt.nz](mailto:roblforlong@wdc.govt.nz)

Tēnā koe Rob,

#### **Infrastructure Industry Reference Group “Shovel-Ready” Infrastructure Projects**

Thank you for your application to the Infrastructure Industry Reference Group (IRG).

The Provincial Development Unit (PDU) is pleased to advise you that the following project has been **approved in-principle** for funding from the Government’s COVID-19 Response and Recovery Fund:

| <b>Name of Project</b>                    | <b>Type of Funding</b> | <b>NZD\$ excluding GST</b> |
|---|------------------------|----------------------------|
| Active Modes Urban Shared Paths Programme | Grant                  | Up to \$16,000,000         |

As you’re aware, the Government established the IRG to identify a pipeline of shovel-ready projects to support the economy during the COVID-19 rebuild. The PDU has been tasked to deliver a number of these projects, including this one.

The above funding is approved in-principle, subject to final approval from IRG Ministers, and prior to a funding agreement being negotiated and finalised with you.

#### **Timeframes**

Once final approval is attained, it will be on the basis that the project is ready to proceed in supporting your region’s quick recovery from the impacts of COVID-19. It is therefore a requirement that a Funding Agreement is completed between you and the Ministry within 30 working days from the IRG Ministers’ approval. If the Ministry does not receive a signed copy of your Funding Agreement by the end of the 30 working days, there is a risk that your funding may be reprioritised.

### Information Required

In order to develop our funding agreement with you, we need to promptly agree the following which will be included in our standard contract template:

1. **Confirmation of key contact** – who will be the key contact from within your organisation.
2. **Project Budget** – an itemised breakdown of costs for the project
3. **Key Milestones** – the key milestones for the projects, with indicative timeframes. Importantly, what consents, if any, are required to carry out the project, and if they have not yet been obtained, what the expected timeframe is.
4. **Social Procurement Outcomes** – both parties will agree appropriate, measurable and achievable social procurement objectives for the project.

Your regional lead will be in touch to discuss this further with you.

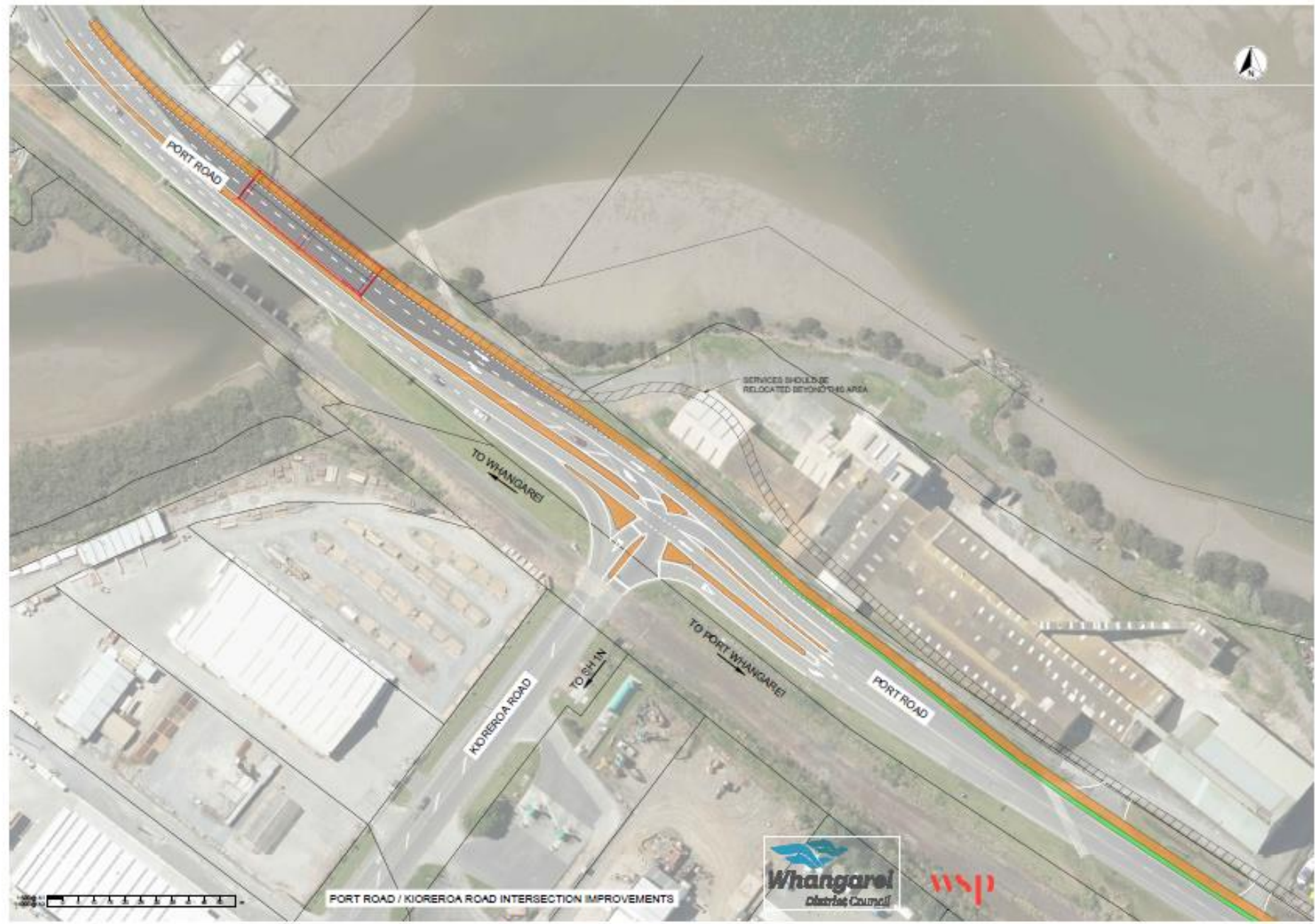
If you have also made an application to the PGF for all or part of this project(s) your application will be withdrawn from the PGF process.

If you have any questions in the meantime, please contact your regional lead Vibeke Wright at [Vibeke.Wright@mbie.govt.nz](mailto:Vibeke.Wright@mbie.govt.nz).

Nāku noa, nā

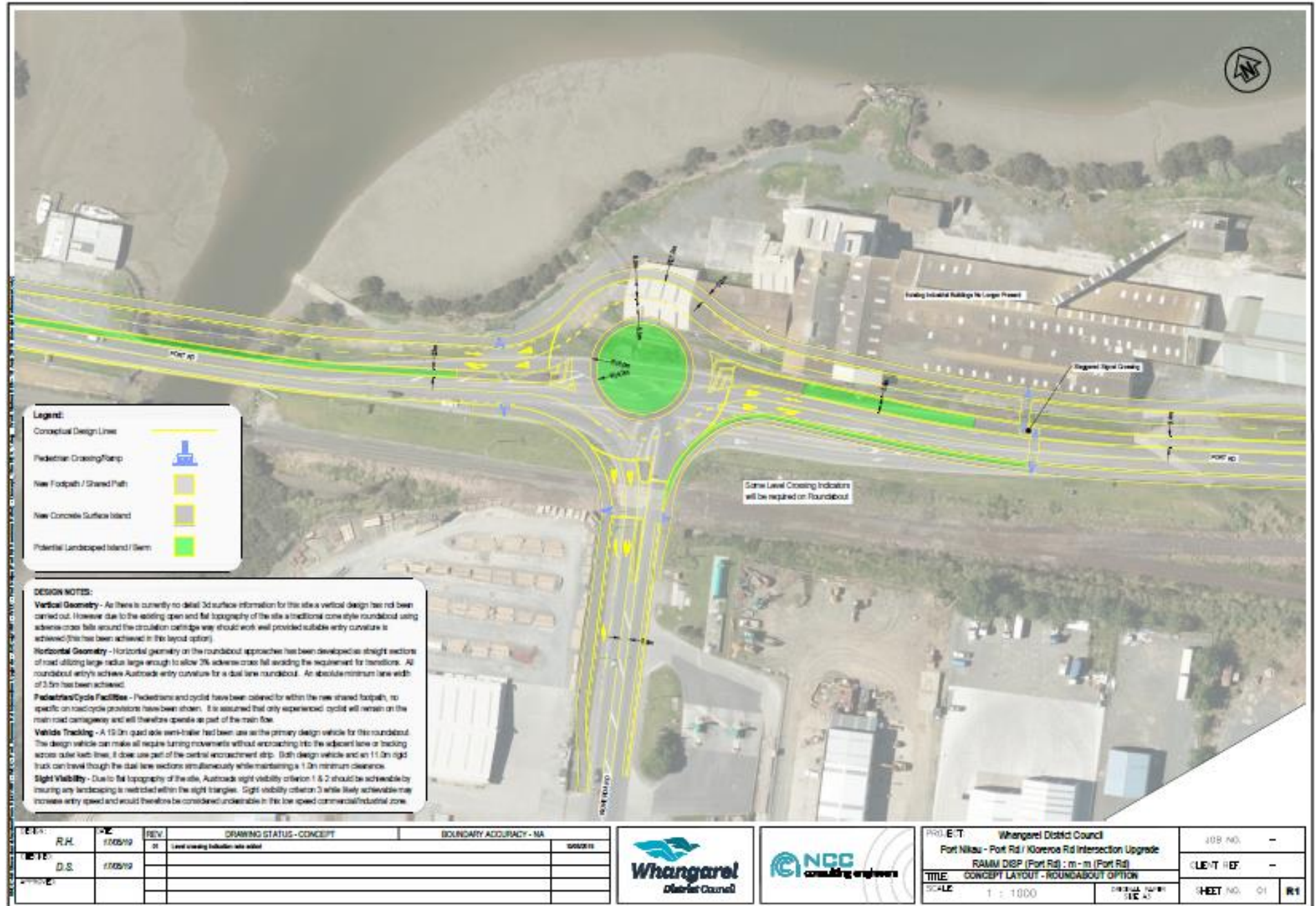


Ben Dalton  
Chief Operating Officer  
Provincial Development Unit  
Ministry of Business, Innovation and Employment





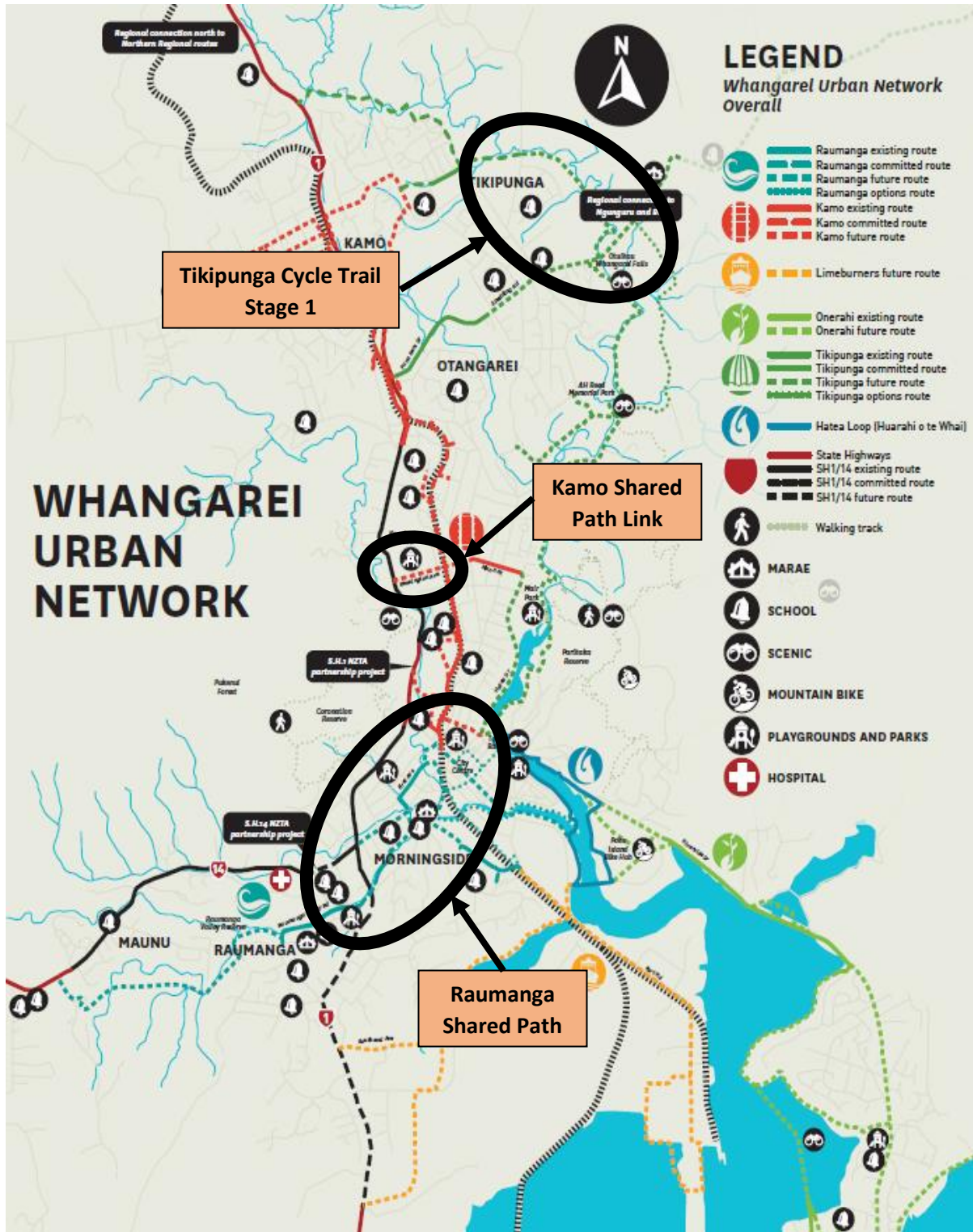






## WHANGAREI ACTIVE MODES TRAILS (CIP)

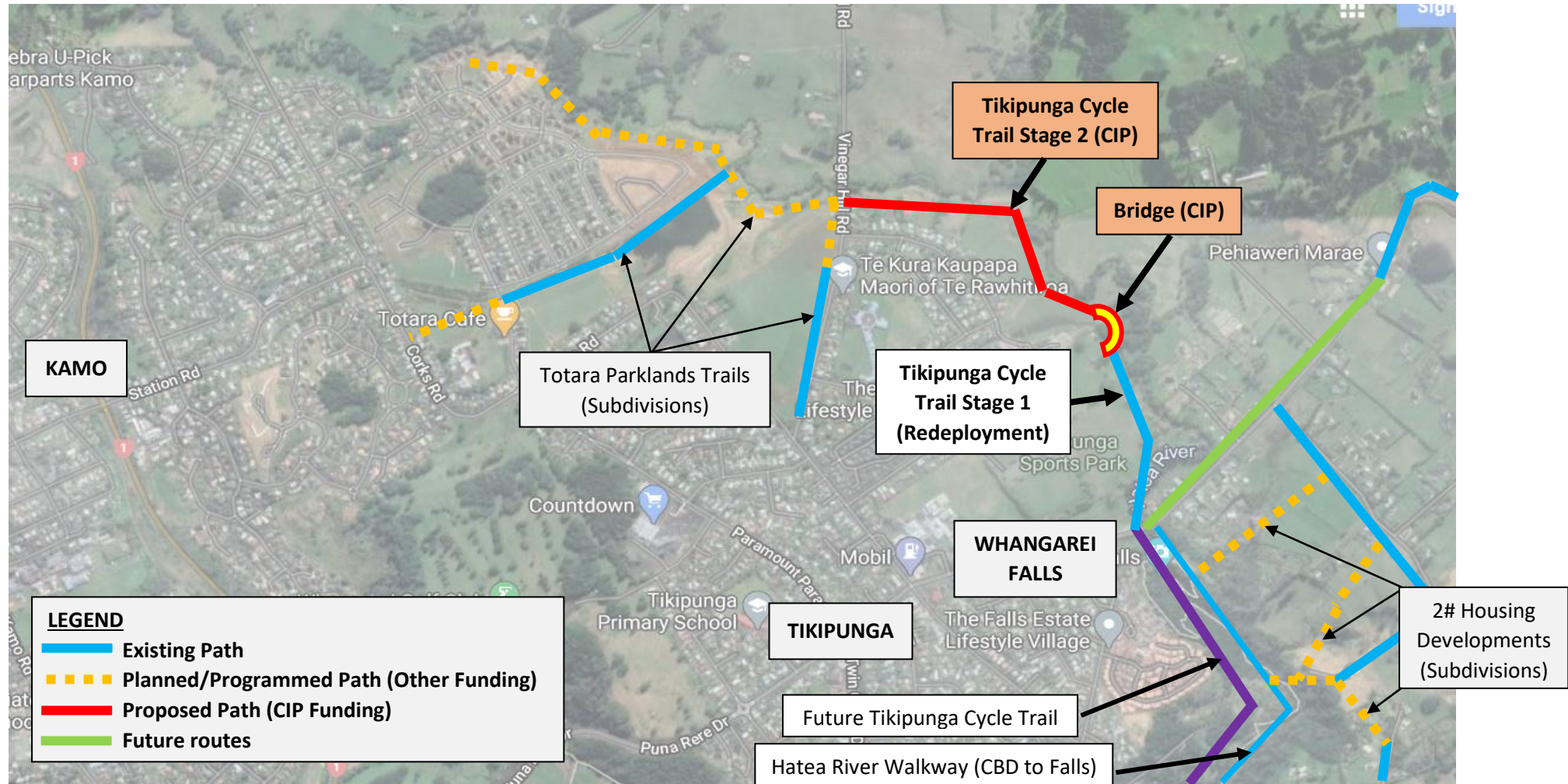
- Tikipunga Cycle Trail (Stage 2)
- Kamo Shared Path (Kensington Park / Stadium Link)
- Raumanga Shared Path (Cafler Park to Tarewa Park)





## Tikipunga Cycle Trail Stage 2

Ngunguru Road to Vinegar Hill Rd (Whangarei Falls to Totara Parklands)



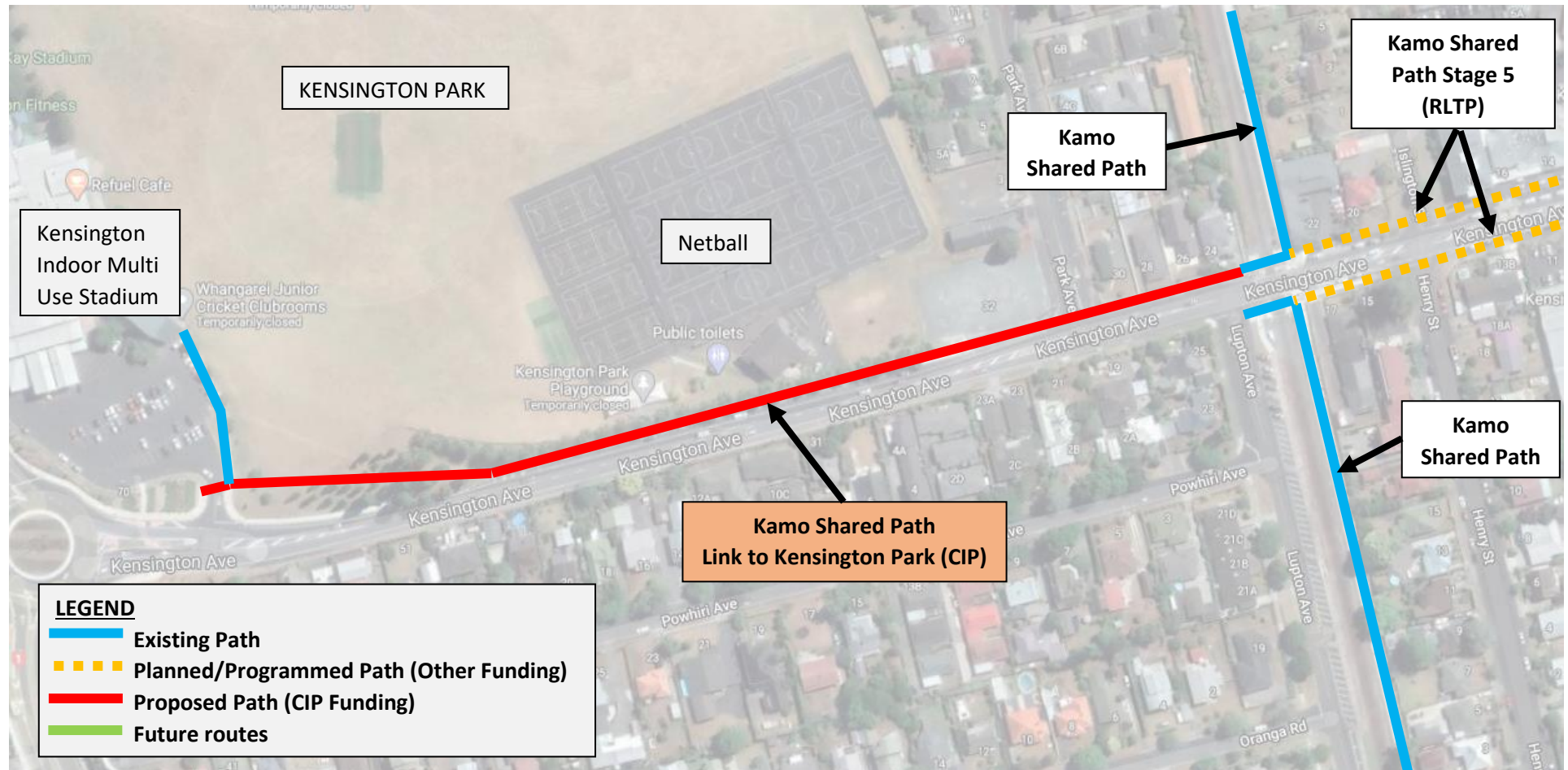


## Kamo Shared Path Network



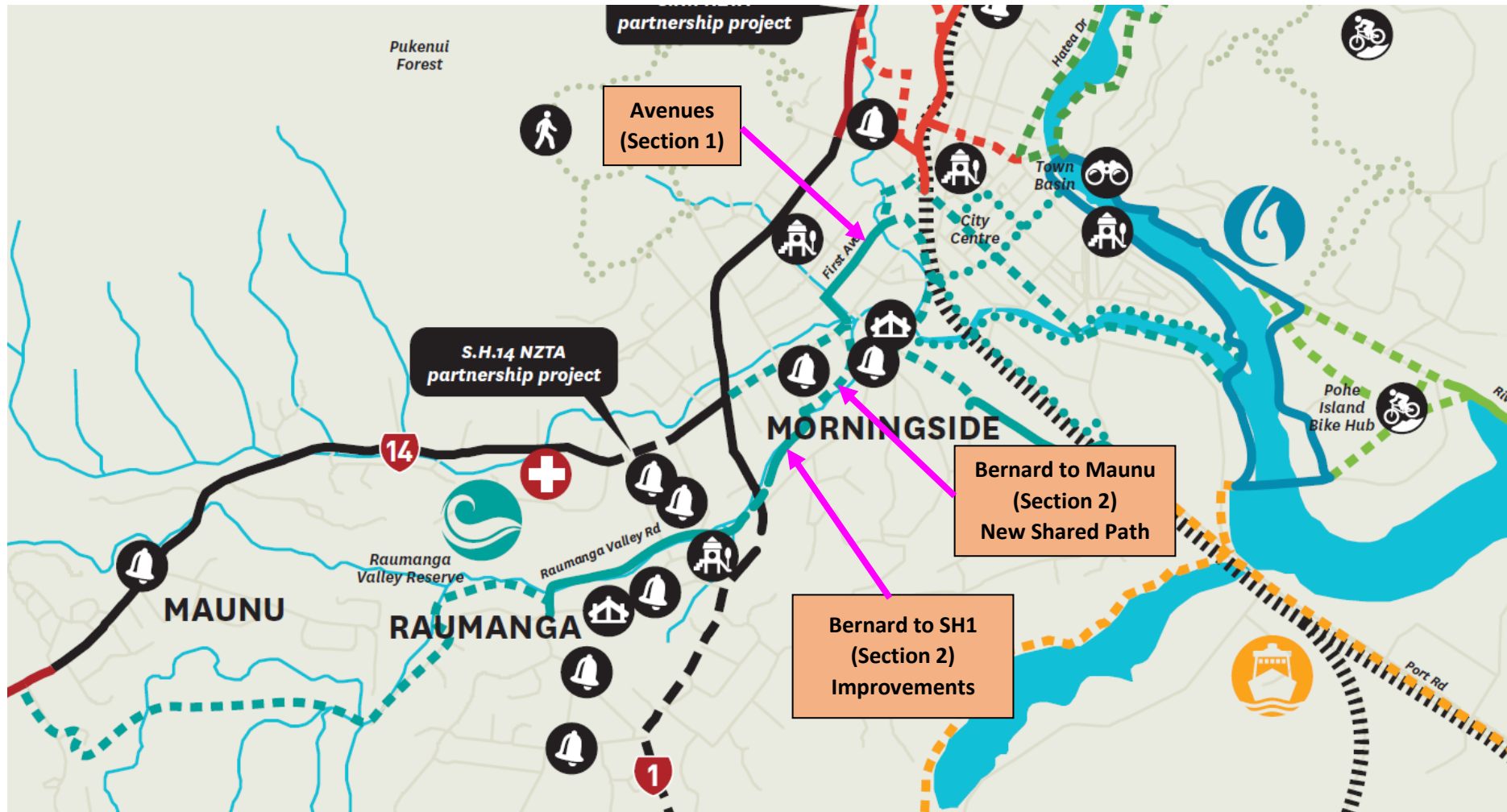
## Kamo Shared Path – Enhancements

### Kensington Park Link (Kensington Avenue)



## Raumanga Shared Path – Missing Link & Improvements

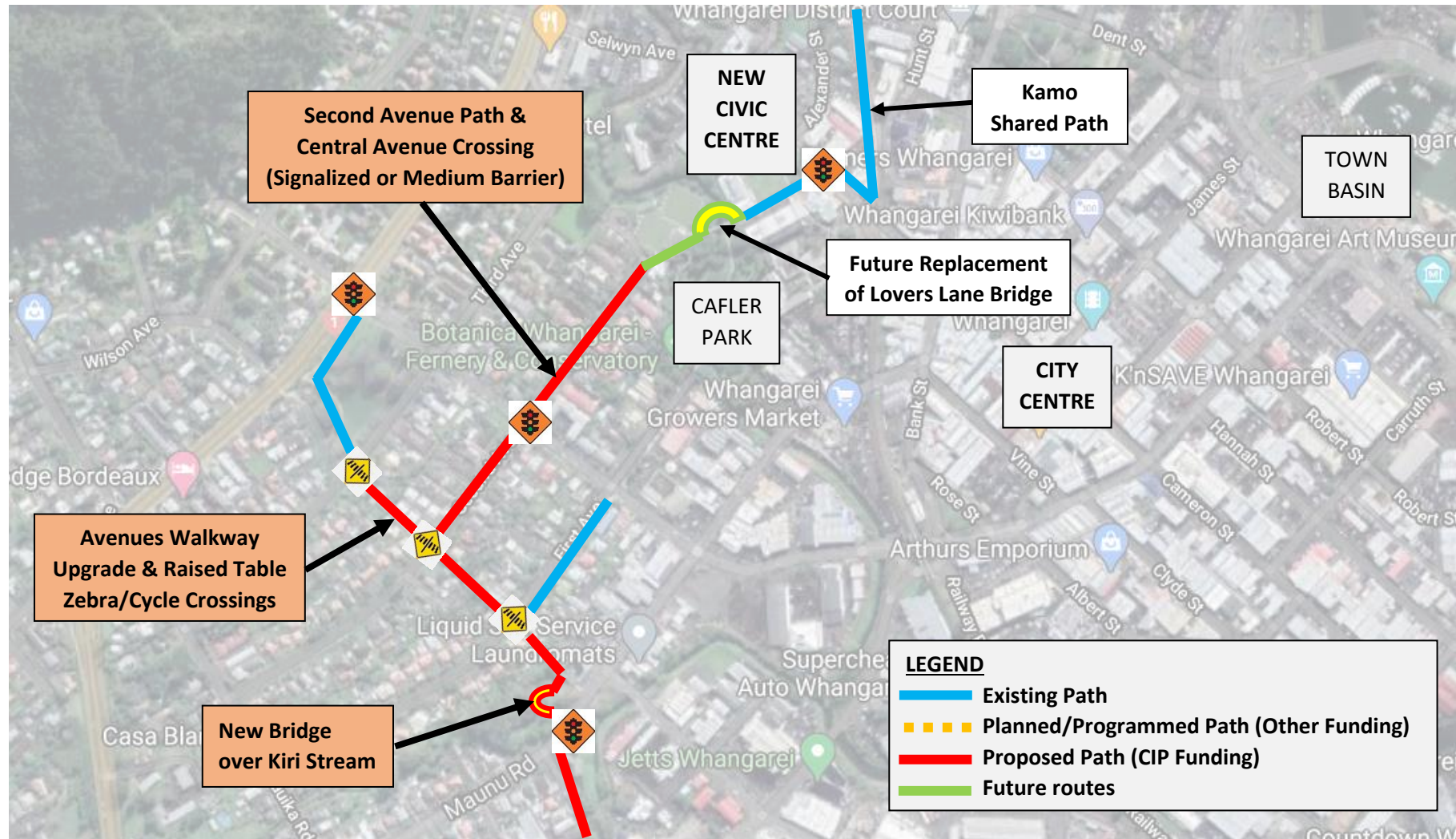
### Cafler Park (Civic Centre) to Tarewa Park (SH1) Overview Map





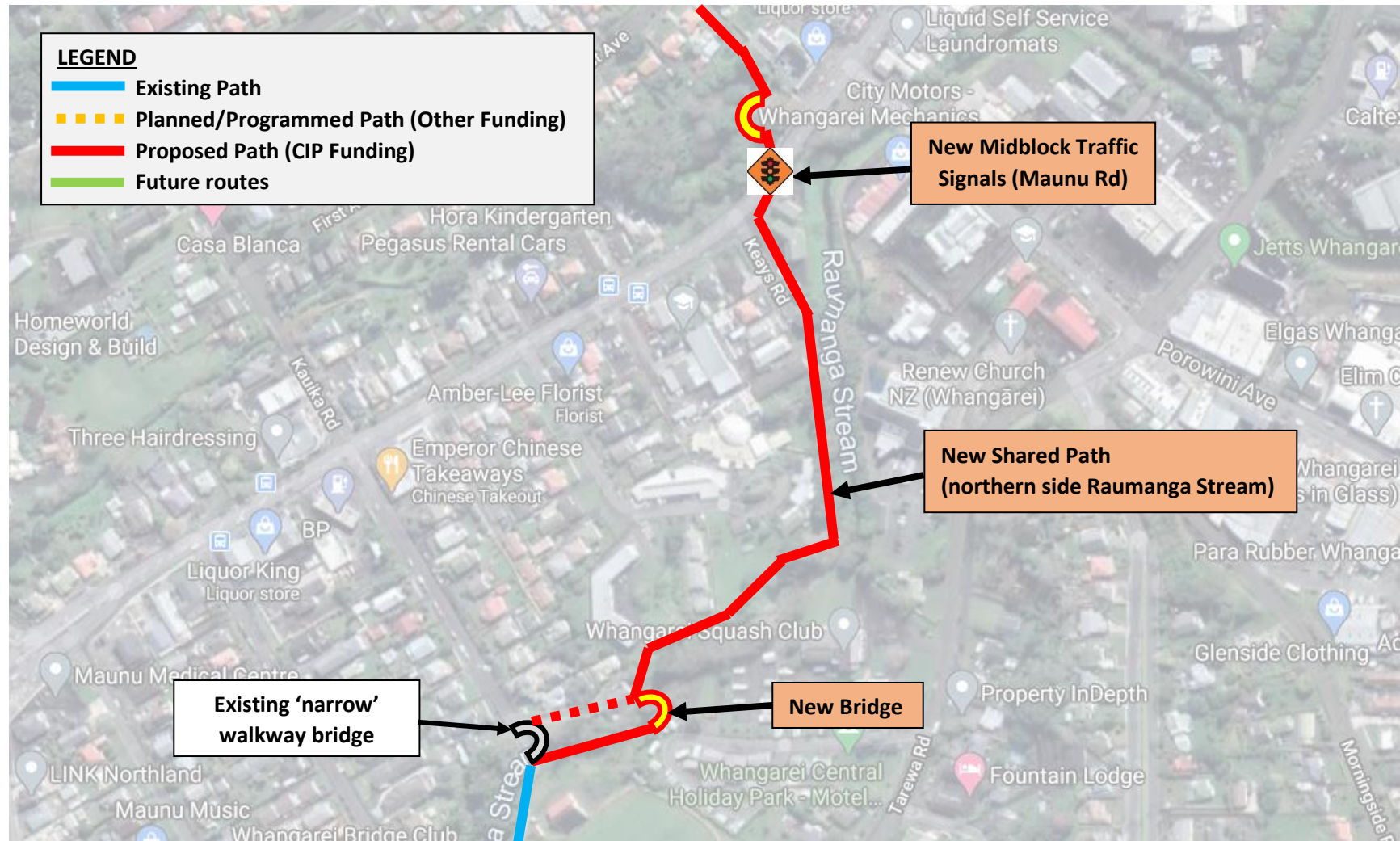
## Raumanga Shared Path – Section 1

Avenues – Cafler Park to Maunu Road



## Raumanga Shared Path – Section 2

Maunu Road to Bernard Street – new shared path along Raumanga Stream





## Raumanga Shared Path – Section 3

Bernard Street to SH1 (Tarewa Park) – Upgrade to shared path along Raumanga Stream

