

# Collectively creating better, safer and more accessible journeys across Northland

Mā te mahitahi ka waihanga te huarahi e manaaki ana i te tangata puta noa i Te Tai Tokerau

**NORTHLAND TRANSPORTATION ALLIANCE**



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# The Northland Transportation Alliance...

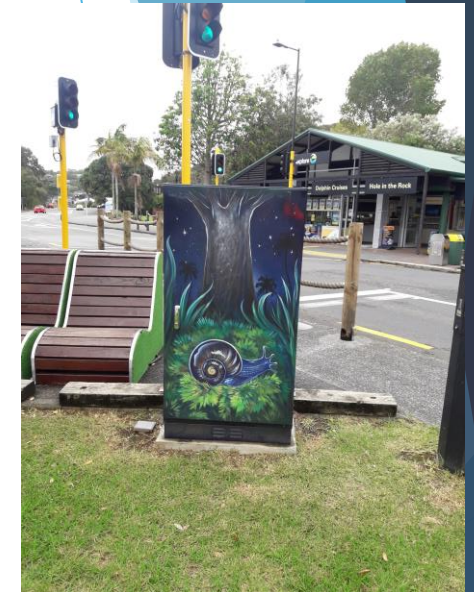
## What are we?



- ▶ *The Northland Transportation Alliance (NTA) was established in 2016*
- ▶ *It's a collaborative alliance between FNDC, KDC, NRC, WDC and Waka Kotahi NZTA combining and co-locating the individual council staff and resources.*
- ▶ *Our role is to deliver aligned and improved roading and transportation solutions and outcomes in Northland.*
- ▶ *The NTA framework provides a mechanism for individual councils to leverage off each other's expertise and maximise the resources from individual partner organisations to look after Northland's nearly 6,000kms of local road network (excludes State Highways).*

# NTA

# What the NTA is designed to achieve?



- ▶ Implement Regionally consistent Asset Management Strategies and Practices.
- ▶ Develop and apply a consistent approach to achieving improved Health & Safety outcomes.
- ▶ Improved Regional planning, procurement and delivery strategies.
- ▶ Five Regionally aligned Roading 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 Waka Kotahi, locally and nationally.
- ▶ Attract and develop an engaged, collaborative & capable workforce.

# NTA

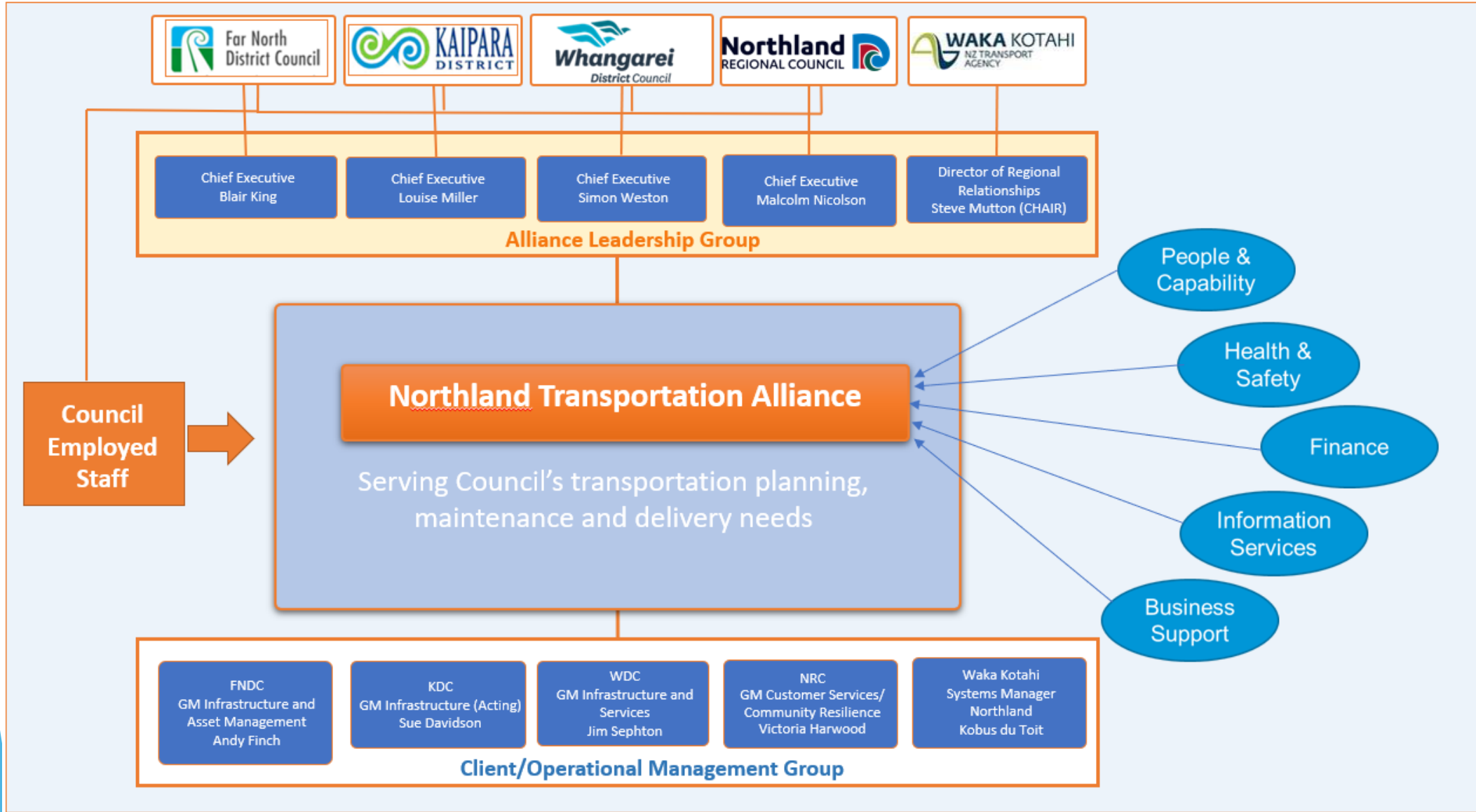
# What the NTA is designed to achieve

*Successfully delivered a combined Northland Council 2020/21 annual transport programme budget presently totalling over \$130M per annum – included 94% CAPEX programme delivery*

*“Collectively creating better, safer and more accessible journeys across Northland” through highly engaged and competent staff delivering safe, consistent and high quality transportation outcomes.*

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# So how does it come together?



# NTA

# NTA Strategic Deliverables

Deliver a measurable and demonstrable improvement in the Northland's Transport Network through:

- ▶ Becoming an industry leader in Asset Management;
- ▶ Improving the reach of the Region's public transport network;
- ▶ Fully delivering Council(s) Capital Works and Maintenance programmes;
- ▶ Lifting the quality of customer experience;

# NTA

# NTA Achievements to Date

## *Evidence of Collaboration in Action*

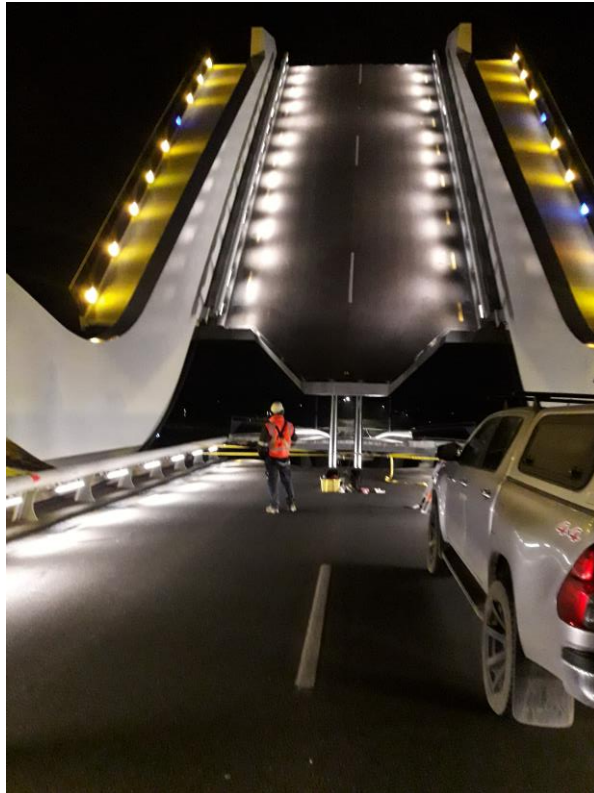


- ▶ 2021-24 Regional (FNDC/KDC/WDC combined) Activity Management Plan (AMP) recognised as high quality based on national comparison by Roading Efficiency Group (REG) and Waka Kotahi NZTA – based on the solid foundation of WDC’s previous 2018/21 AMP which was ranked in the top 3 nationally.
- ▶ Developed, tendered and awarded five aligned performance based, inspection lead and asset condition monitoring focused maintenance contracts across region.
- ▶ Rollout of detailed Regional Capital Forward Works program forming baseline for progress reporting, forecasting and measuring delivery performance and providing surety for future Contractor investment.
- ▶ Transitioned to functional based organisational structure to improve collaboration and increase regional consistency.
- ▶ Historic resource gaps filled through active recruitment of transportation staff into the NTA to support the region (20+ recruited from outside of Northland).
- ▶ Undertaking combined Council policy reviews & development.
- ▶ Developing Unsealed Roads “Centre of Excellence” (PGF Funded).
- ▶ Implementation of Electronic Bus Ticketing System.
- ▶ Development and commenced implementation of consolidated Walking & Cycling Strategies.
- ▶ Managed the delivery of the 2020/21 \$9.3m MBIE funded Te Tai Tokerau Worker Redeployment Package, through which 98 previously unemployed individuals were provided with jobs.

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# NTA ITS is not just traffic lights! (we do bridges, too...)

- ▶ Te Matau a Pohe mechanical lifting bridge (opened 2013)




- ▶ Kotuitui Whitinga mechanical opening bridge (opened 2014)



# NTA





# NTA Signals Challenges

## Migration of 6.7.2 (!! ) to 6.9.5.8

- ▶ WDC recognised that the continuing with the unsupported 6.7.2 version was a risk that needed urgent attention.
- ▶ The migration also involved decommissioning a physical server, moving to a virtualized environment for the CM and Region and converting existing lines to modem servers.
- ▶ The decision was taken to form a project team to address the challenges we knew we would face.
- ▶ This consisted of TfNSW, Northcloud, TNO, WDC ICT and NTA representatives.
- ▶ Initial steps consisted of preparing the virtual environment and in December 2021 running user acceptance tests with 3 sites.
- ▶ The objective of this was to validate the migration process for the SCATS data, and confirm that our communications technology would work.
- ▶ Subsequently the full network cutover was planned for 6 March 2022, and this was executed successfully in a one day planned outage with no significant incidents.

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# NTA Signals Challenges (2)

## How we organize and do our work



Getting bigger means having to do things differently. That means more systems and more processes.



For example, a Regional Operations team had to be formed from scratch.



Likewise, work that previously was done in the old WDC safety team such as capital upgrades was now to be carried out in a capital works team.



The new teams need ongoing mentoring and guidance in how signals work to deliver their outcomes.

# Our Delivery Structure



## Management Team August 2022



**Calvin Thomas**  
General Manager  
Northland Transportation Alliance

**Key:**  
 Red: WDC  
 Green: KDC  
 Orange: FNDC  
 Blue: NRC



**Chris Powell**  
Senior Transport Manager

Public Transport and Regional Transport Committee (RTC)

Primary NTA contact for:




**Jeff Devine**  
Strategy & Planning Manager

Planning, Strategy & Safety

Primary NTA contact for:




**Greg Monteith**  
Capital Works & Procurement Manager

Capital Works and Renewals Programme Delivery

Primary NTA contact for:




**Bernard Petersen**  
Maintenance & Operations Manager

Maintenance, Corridor Access & Regional Operations


Primary NTA contact for:




**Cara Downie**  
Business Support Manager



**Jason Akroyd**  
Business Performance Manager – Systems and Reporting (Fixed Term)



**Ana Mules**  
Strategic Policy & Partnership Advisor (Fixed Term)

# NTA



# NTA Signals Challenges (3)

## Working outside the Whangarei District

- ▶ Working outside the district boundary, sometimes in remote areas, presents unique challenges.
- ▶ Lack of cellphone coverage, remote locations and limited access to utility services make installing and operating traffic signals a challenge.
- ▶ Project planning and execution, even a simple maintenance inspection require in-depth planning in this environment.
- ▶ Health & Safety becomes a pressing priority, as does acquiring local knowledge!



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# NTA Signals Challenges(4)

## Suppliers, skills & retention



- ▶ Northland is a small marketplace.
- ▶ As such particular attention needs to be paid to a sustainable market with the skills we need.
- ▶ Supplier relationships are key to delivering our outcomes.
- ▶ Small markets also pose interesting management and procurement process challenges.

# NTA

# Questions?



## Mangamuka Gorge - Keep up to date with:

Traffic updates:

[journeys.nzta.govt.nz/traffic](https://journeys.nzta.govt.nz/traffic)

Facebook: [facebook.com/nztaaki](https://facebook.com/nztaaki)

Twitter:

[twitter.com/WakaKotahiAkNth](https://twitter.com/WakaKotahiAkNth)

Journey planner:

[journeys.nzta.govt.nz](https://journeys.nzta.govt.nz)

Phone: 0800 4 HIGHWAYS (0800 44 44 49)

# NTA

# Our People

All Transportation staff from the four Northland Councils seconded to a single organisation servicing the transportation needs of the Region



Our staff work collaboratively with our stakeholders (councils and ratepayers) and service delivery partners (contractors and consultants) to enable Northland to thrive through delivering safe, consistent and high-quality transportation outcomes.

# NTA

# The NTA – a few FAQ's

- ▶ **Is the NTA a CCO (Council Controlled Organisation)?**
  - ▶ No, the NTA is a multi-council Alliance with Waka Kotahi 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.
  - ▶ Presently approximately 20% of each District Council's work is presently undertaken by an employee of one of the other partner Councils.
- ▶ **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 Kaitaia.
- ▶ **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.

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