

NORTHLAND TRANSPORTATION ALLIANCE



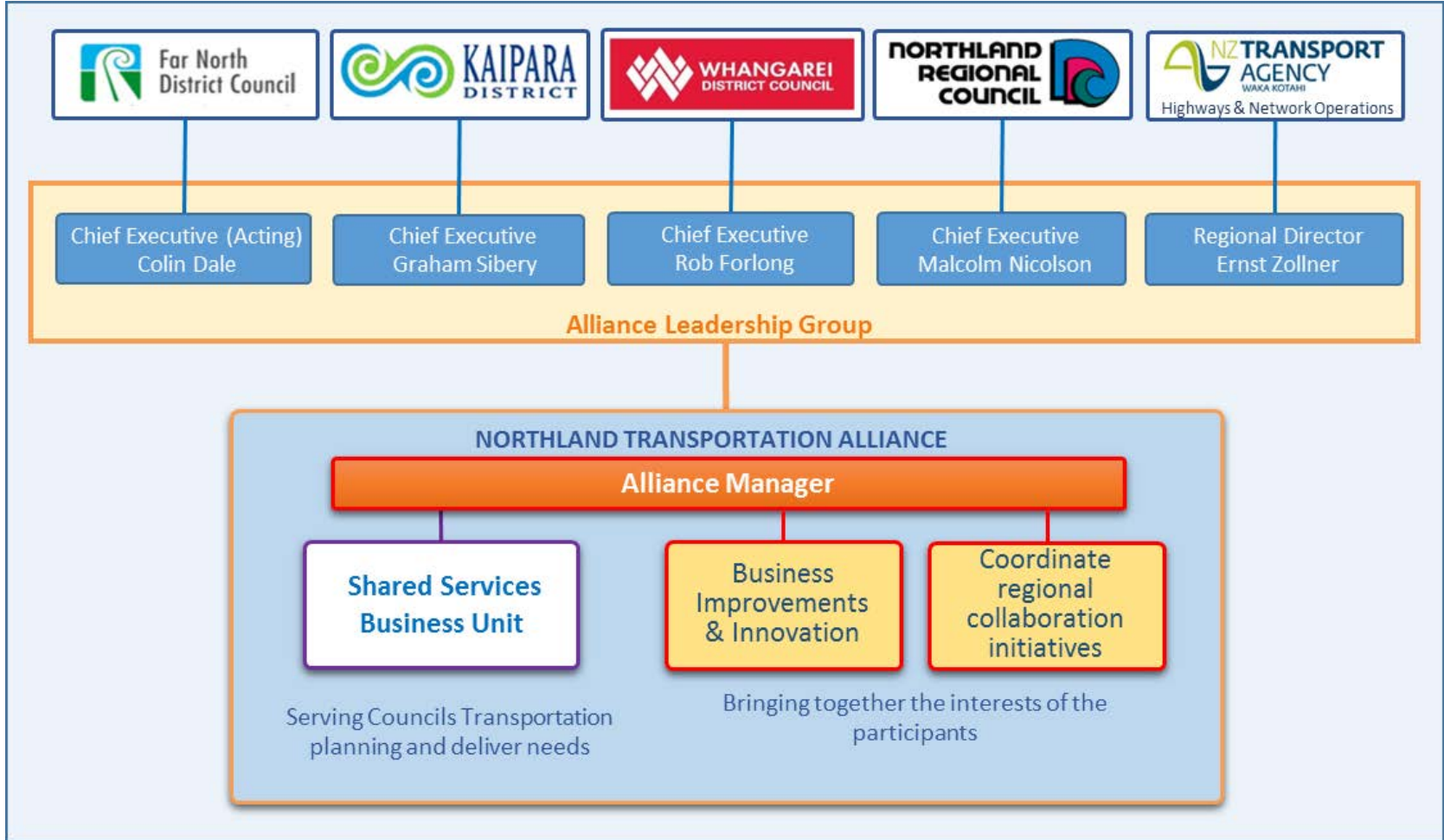
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The Story So Far

- What is the Northland Transportation Alliance?
- Why was it formed?
- How did the process unfold? – Business Case Development
- Establishing the Alliance

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Business Case Development

July 2015 – March 2016

- ❑ NZTA supported a series of workshops to identify issues, and the scope and service solution options that could be considered
- ❑ Regular feedback to CEs Forum, Mayoral Forum and Elected Representatives.

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Objectives

- A more engaged and capable workforce delivering superior asset management
- Improved transport/customer outcomes, enabling investment and social opportunities
- Improved Regional strategy, planning and procurement
- Transport Infrastructure is more affordable

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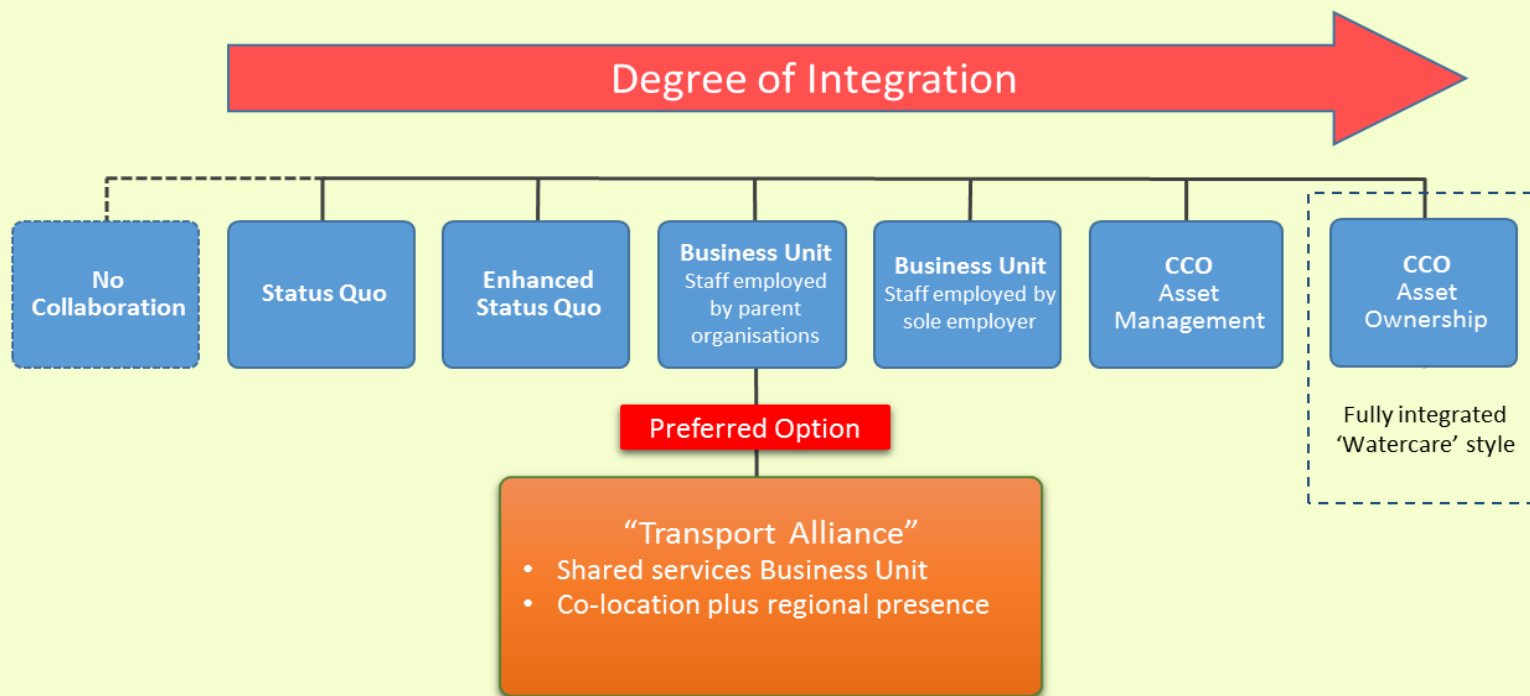
Core Principles

- Each council **retains asset ownership.**
- Each council **sets its own budget;**
- Each council **sets its own priorities** based on asset management plans;
- Each council sets its own **level of service;**
- No cross subsidisation;**

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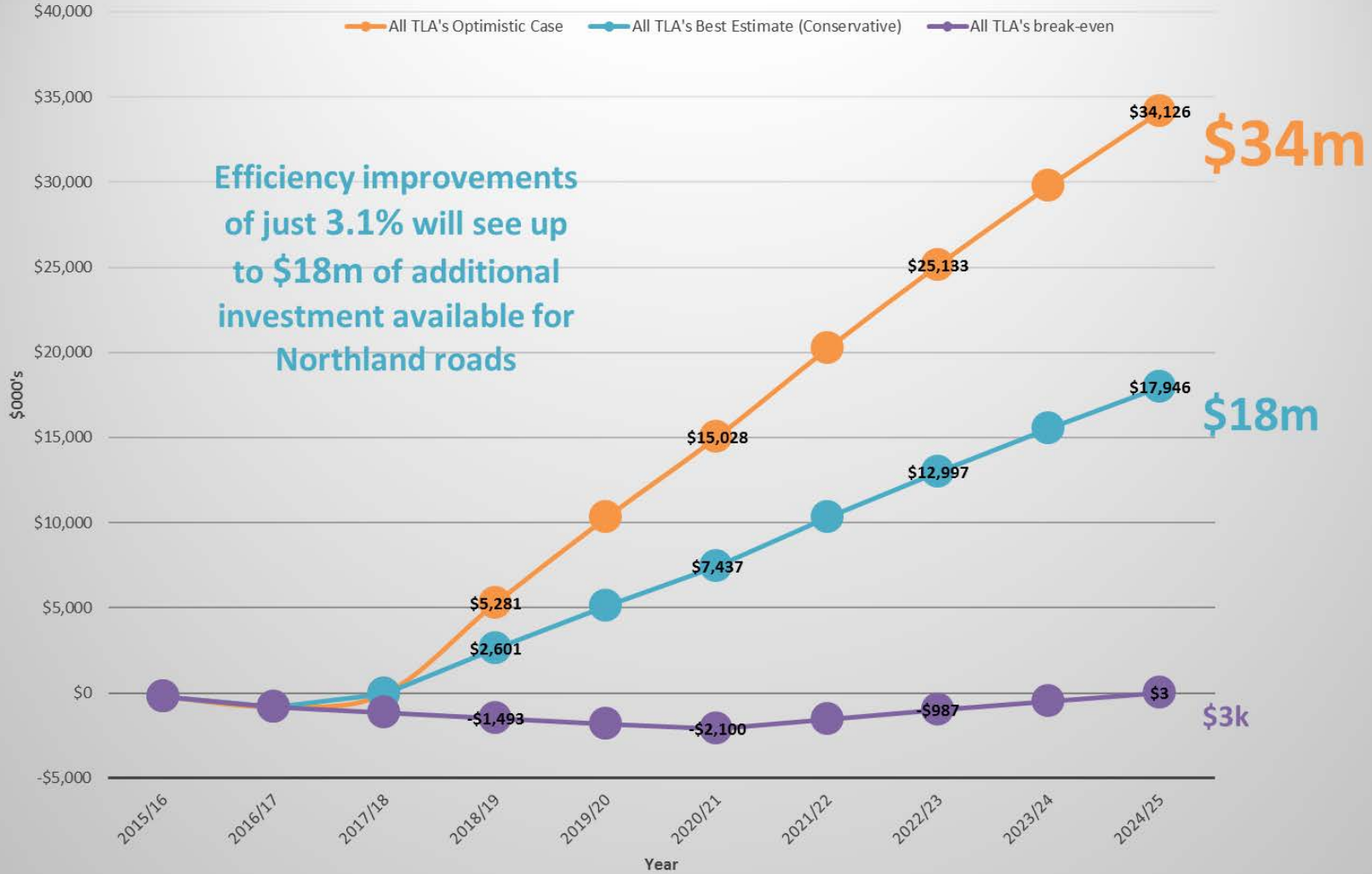
Full spectrum of integration was considered



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All TLA's Scenarios Cumulative Efficiencies Model



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Independent Peer Review



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Chief Executive Forum
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Private Bag 9023
Whangarei

7 April 2016

Northland Transport Collaboration Opportunities – Peer Review of Business Case

Dear Chief Executives

Whangarei District Council, on behalf of the Chief Executive Forum, have contracted EY to undertake a peer review of the business case for Northland Transport Collaboration Activities (the business case). This business case investigates the opportunities to extract efficiency gains and improve ways of working between four Northland councils¹ and the NZ Transport Agency.

“In summary, we consider that the business case is appropriate in terms of its analysis and provides a basis on which decisions can be made.”

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rationale > IMPROVING INFRASTRUCTURE OUTCOMES

Northland
Transport
Collaboration
Opportunities
Business Case

Northland Roding Technical
Advisory Group

Comprising:
Far North District Council
Kaipara District Council
Whangarei District Council
Northland Regional Council
NZ Transport Agency

06 April 2016

April 2016

Business Case
approved by Councils

Go Live by July 1st

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FAST TRACK Establishment

- ❑ 'Alliance Leadership Group' providing CE-level leadership.
- ❑ Transition Manager engaged to provide dedicated resource for implementation.
- ❑ Workstreams established across all activities using staff from all Councils & NZTA (HR, IT, Comms, Business Planning etc)

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Foundations for Success

<p>rationale > IMPROVING INFRASTRUCTURE O</p> <p>Northland Transport Collaboration Opportunities</p> <p>Business Case</p> <p>Northland Roding Technical Advisory Group</p> <p>Comprising: Far North District Council Kaipara District Council Whangarei District Council Northland Regional Council NZ Transport Agency</p> <p>06 April</p>	<p>NORTHLAND TRANSPORTATION ALLIANCE</p> <p>Establishment of the Northland Transportation and Shared Services Business Unit</p> <p>Memorandum of Understanding</p> <p>between</p> <p>Far North District Council Kaipara District Council Whangarei District Council Northland Regional Council New Zealand Transport Agency</p> <p>Version: FINAL Version: 20 June 2016</p>	<p>NORTHLAND TRANSPORTATION ALLIANCE</p> <p>AGREEMENT FOR</p> <p>IN-HOUSE PROFESSIONAL SERVICES</p> <p>between</p> <p>KAIPARA DISTRICT COUNCIL</p> <p>and</p> <p>THE SHARED SERVICES BUSINESS UNIT of the Northland Transportation Alliance</p> <p>For the period:</p> <p>1 JULY 2016 - 30 JUNE 2017</p>	<p>NORTHLAND TRANSPORTATION ALLIANCE</p> <p>Northland Alliance Transportation Alliance</p> <p>Business Plan 2016/17</p>
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Business Case

MoU

Service Level
Agreements

Business Plan

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Evolution not Revolution

- Alliance Manager to commence January 2017
- Refine preferred structure
- Transition plan towards preferred structure
- Implementation over 12 – 18 months in keeping with core principles and reasons for establishment

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Evolution – initiatives underway

A programme of Regional Collaborative Projects is underway including but not limited to:

- Regional procurement strategy (NZTA compliant)
- Regionally consistent Asset Management Plans
- Procedures for consistent Corridor Access Management
- Consistent level of reporting (Councils, NZTA)
- RLTP – alignment regionally and liaison with RTC
- Access future maintenance contracts options
- Unsealed roads strategy
- Review policies/procedures for alignment where possible including procurement planning, tendering procedures, contract specifications, contract management