

# Mangawhai Community Plan - Funding Approval 2020/21

**Meeting:** Council Briefing  
**Date of meeting:** 1 July 2020  
**Reporting officer:** Jim Sephton, GM Infrastructure Services

## Purpose/Ngā whāinga

To seek funding approval to proceed with the Mangawhai Community Plan (MCP) in the 2020/21 financial year – specifically the next stage of the Village to Heads Shared Path, Wood Street Streetscape and Insley Street intersections.

## Executive summary/Whakarāpopototanga

Three components of the MCP have been developed in 2019/20

- Village to Heads Shared Path - a Business Case has now been submitted to NZTA with signals that this is likely to be supported and will enable access to the National Land Transport Fund (NLTF). Priority sections have been confirmed and the alignment through Mangawhai Community Park confirmed with stakeholders.
- Wood Street – Following the successful trial, the second stage has been developed and a funding application to NZTA under the Innovative Streets fund (90%) contribution has been made.
- Insley Street Intersections – The detailed design has been completed following extensive engagement with landowners and incorporation of the shared path within this section. The increased costs are primarily due to the incorporation of the shared path and this approach has been agreed with NZTA.

A significant increase in subsidy from the National Land Transport Fund (NLTF) is expected. From \$2.5m to \$4.7m.

There is a gap of \$390k in local funding to complete the pre-implementation (consenting & design) and implementation (construction) of the priority sections. This paper recommends that this gap is addressed through allocation of Reserve Contribution and a reduction in loan/depreciation.

It is noted that there are sufficient funds to continue pre-implementation, however approval to proceed up to and including implementation (subject to NZTA approval) will allow procurement of Contractors which allow works to commence within this financial year (likely November).

## Context/Horopaki

The MCP was adopted by the Council in June 2017 following substantive public engagement. The projects identified in the MCP were included in the 2018 Long Term Plan.

Elected Members were updated on progress of the MCP in November 2019. This report noted that “The expectations of the MCP exceed that which is affordable within the current LTP. Although this gap can be reduced by maximising subsidy, there will be a need to reduce the pace at which projects are rolled out and reduce scope in some areas”.

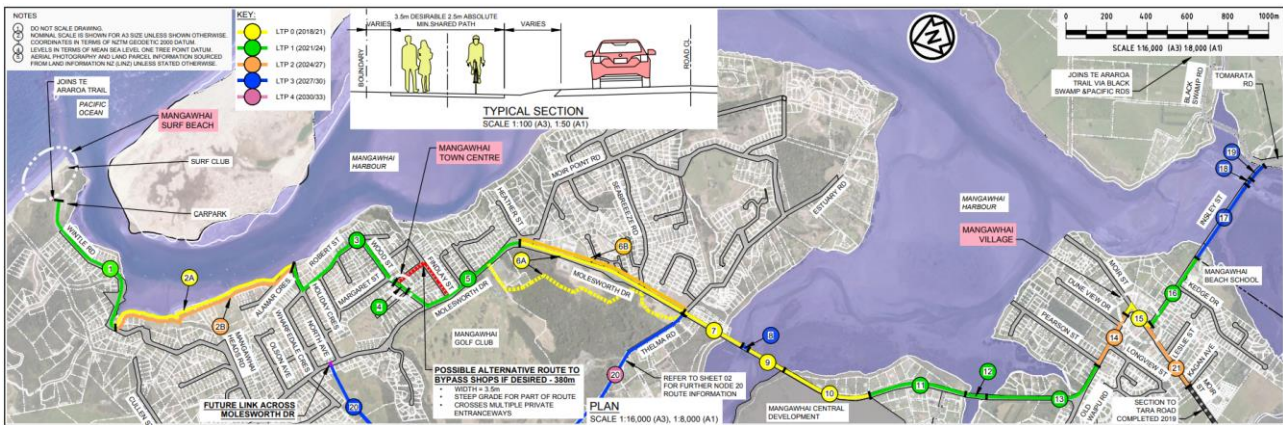


Further work has now been undertaken which provides clearer understanding of likely costs, subsidies and resulting prioritisation.

The 'Procurement Plan for Accelerated Projects' was approved by Elected Members in May 2020. This included the MCP and it was clarified that the award of any contract would be subject to approval of funding.

## Discussion/Ngā kōrerorero

The Mangawhai Heads to Village Shared Path Business Case has been developed in collaboration with NZTA and the final application submitted in June. The application includes some sections which were formally part of the 'Coastal Walkway', Thelma Road connections and also incorporates the section south of the Village which will connect to the Wellsford to Mangawhai section which Auckland Council are developing.



The total cost of the complete shared path is \$16.8m. This is proposed to be allocated across the current and future LTPs.

| Investment levels over the 3-year funding periods |         |                     |
|---|---------|---------------------|
| 3-year LTP period                                 | Years   | Investment          |
| 0   | 2018/21 | \$4,465,200         |
| 1   | 2021/24 | \$6,630,900         |
| 2   | 2024/27 | \$3,366,050         |
| 3   | 2027/30 | \$2,345,900         |
| <b>Total</b>                                      |         | <b>\$16,808,050</b> |

The funding for the MCP in the current LTP only allowed for circa \$2m of shared paths, including Moir Street West has been completed (\$550k).

The estimated cost of the sections proposed to be commenced in this LTP (excluding Wood Street streetscape and Intersections in Section 15) is \$3.8m

The Insley Street Intersections have also been developed to incorporate shared paths. This has increased the cost from the approved \$2.1m to \$3.2m

The expectation for Wood Street is that this will be more of a shared environment and therefore there is no specific shared path in the central section which is being considered as part of the streetscape improvement project. \$800k was approved in the LTP however it is proposed that only 500k is invested at this time as part of an NZTA funded (90%) Innovative Street.

The sections proposed for implementation as part of the current LTP are

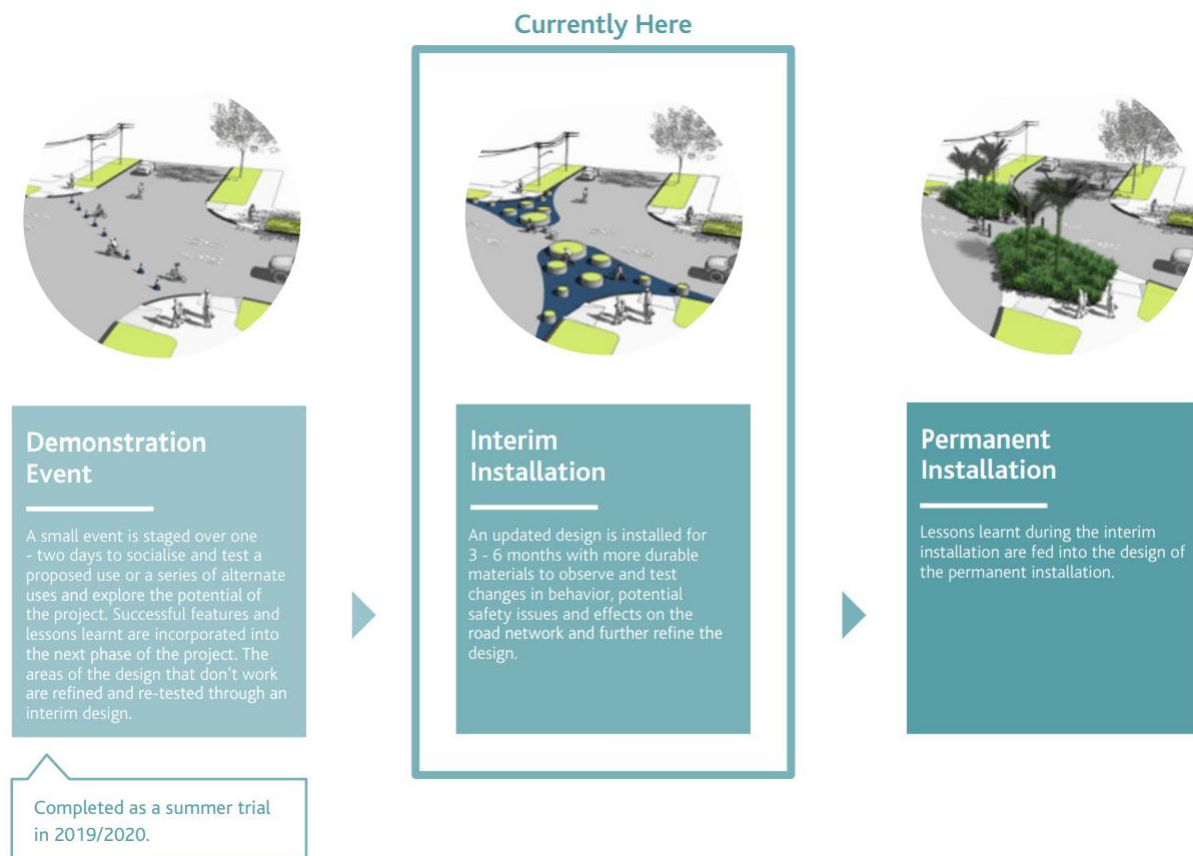
- Section 2a Beach access #10 to North Ave \$ 345k
- Section 4 Wood Street Streetscape \$ 500k (streetscape)
- Section 6a Moirs Pt Rd to Estuary Drive \$1,637k
- Section 7 Estuary Drive to Molesworth Bridge \$ 873k

- Section 9 Bridge to Mangawhai Central \$ 555k
- Section 10 Mangawhai Central \$ 195k
- Section 15 Mangawhai Village \$ 3,200k (Intersection + paths)

**Section 2** – 2a will be developed as part of KDC coastal walkway project as an unformed path. It has been included because there is an urgency to increase parking at the boat ramp and there is an opportunity ahead of next summer to incorporate this as part of a project to provide toilets and other amenity improvements.

Further work in this section will be included as part of LTP2.

**Section 4** – Wood Street is being developed as an innovative street space. There is likely to be a greater focus on mixed use and higher amenity value in this space. A funding application for the interim stages of improvements at Wood Street has been submitted to NZTA.



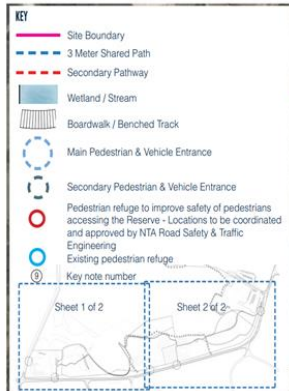
The \$500k investment in the interim installation will achieve many of the objectives of the MCP. Permanent installations will be included as part of the next LTP.







**Section 6** – Section 6a will primarily be developed through Mangawhai Community Park with connections across Molesworth Drive connecting to the east side. This will include a new shared path on the eastern side, connecting with existing footpaths, from ITM through to the bridge.





**Sections 7 & 9** will incorporate the design of section 8 (the bridge) as these sections are likely to include board walks and due to works being in the Coastal Marine Area, will require additional consents. Sections 7 & 9 will tie into the existing arrangement with the boardwalks developed to align with the future widened structure alongside the bridge.

**Section 10** has been designed by Viranda and will be constructed by MCL Civil as part of the construction of the roundabouts on Molesworth Drive. The costs of this construction will be off set against development contributions.

**Section 15** includes the Insley Street Intersections which have been developed to incorporate the shared path and land acquisition is in progress. The current estimate is \$3.2m



## Funding

The estimate for works are \$7.5m which is an increase of \$2.6m over what is currently budgeted in the LTP.

The majority will be addressed through increased NLTF subsidy of \$2.2m. Business cases had not been developed prior to the creation of the last LTP and there had been no alignment with NZTA. We now have three Business Cases which are close to being approved by NZTA

- Mangawhai Heads to Village Shared Path (61% funding)
- Wood Street Innovative Streets (90%) funding
- Insley Street Intersections and shared path (61% funding)

The additional local share is proposed to made up of \$654k from reserve contribution. This is acceptable under current policy as shared paths are a recreational activity and are providing access to the coast. The finance team have confirmed that there is sufficient headroom to accommodate this in Mangawhai. It does not meet the significance criteria of \$3m.

Depreciation has been reduced as the works on Wood Street will not structurally effect the pavement.

There is no impact on development contributions for this LTP. The Development Contribution Policy will be updated to reflect the remaining sections of the Shared Path programme which will allow a reasonable DC to be collected going forward.

The Table A below, illustrates the current and proposed funding.

| Section                 | Current             |                   |                   |                    |                    |             |                     | Local Contribution |
|-------------------------|---------------------|-------------------|-------------------|--------------------|--------------------|-------------|---------------------|--------------------|
|                         | Total               | DC                | Depn              | FC                 | Loan               | Rates       | Subsidy             |                    |
|                         | \$ -                |                   |                   |                    |                    |             |                     |                    |
| Shared paths            | \$ 1,969,700        | \$ -              | \$ -              | \$ 192,046         | \$ 576,137         | \$ -        | \$ 1,201,517        |                    |
| 4 (Wood Street)         | \$ 800,000          | \$ -              | \$ 264,000        | \$ 264,000         | \$ 272,000         | \$ -        | \$ -                |                    |
| 15 (Intersections only) | \$ 2,100,000        | \$ 511,875        | \$ -              |                    | \$ 307,125         |             | \$ 1,281,000        |                    |
| <b>Total</b>            | <b>\$ 4,869,700</b> | <b>\$ 511,875</b> | <b>\$ 264,000</b> | <b>\$ 456,046</b>  | <b>\$1,155,262</b> | <b>\$ -</b> | <b>\$ 2,482,517</b> | \$ 2,387,183       |
| Spent                   |                     |                   |                   |                    |                    |             |                     |                    |
|                         | Proposed            |                   |                   |                    |                    |             |                     |                    |
|                         | Total               | DC                | Depn              | FC                 | Loan               | Rates       | Subsidy             |                    |
| Shared paths            | \$ 3,793,850        | \$ -              | \$ -              | \$ 903,465         | \$ 576,137         | \$ -        | \$ 2,314,249        |                    |
| 4 (Wood Street)         | \$ 500,000          |                   |                   | -\$ 222,000        | \$ 272,000         |             | \$ 450,000          |                    |
| 15 (+ shared paths)     | \$ 3,200,000        | \$ 511,875        |                   | \$ 429,000         | \$ 307,125         |             | \$ 1,952,000        |                    |
| <b>Total</b>            | <b>\$ 7,493,850</b> | <b>\$ 511,875</b> | <b>\$ -</b>       | <b>\$1,110,465</b> | <b>\$1,155,262</b> | <b>\$ -</b> | <b>\$ 4,716,249</b> | \$ 2,777,602       |
| Difference              | \$ 2,624,150        | \$ -              | -\$ 264,000       | \$ 654,419         | \$ -               | \$ -        | \$ 2,233,732        | \$ 390,419         |

## Other MCP projects

There are three projects which are still expected to be implemented in this LTP

- Mangawhai Coastal Tracks - Construction
- Eveline Street Stormwater - Construction
- Wood Street Stormwater - Design

A separate paper will be brought to Council on these to confirm scope, programme and budget prior to construction.

## Implementation

It is intended that these projects will be substantially complete within this LTP period, however some construction work will be completed in the later half of 2021. The focus of procurement is to support local businesses and time is less important than good value and social outcomes (inc minimising disruption).

| Section | Jul – Sep | Oct – Dec | Jan – Mar | Apr – Jun | Jul – Sep | Oct - Dec |
|---------|-----------|-----------|-----------|-----------|-----------|-----------|
| 2       |           |           |           |           |           |           |
| 4       |           |           |           |           |           |           |
| 6       |           |           |           |           |           |           |
| 7&9     |           |           |           |           |           |           |
| 10      |           |           |           |           |           |           |
| 15      |           |           |           |           |           |           |

Wood Street will be implemented through the O&M Contract using Broadspectrum.

The Shared Paths and Intersections will be tendered as a package.



## Options

Option 1 is to approve the recommendation as presented by Officers allowing the procurement of pre-implementation and implementation to continue within this LTP. It is noted that approval to award the contract for shared paths and intersections will still be required to come back to Council to approve award. The benefit of this option is that it provides an attractive package of work (\$7m), capitalises on available subsidy and creates more immediate job opportunities within Kaipara from a construction perspective. It also demonstrates to our community significant progress on the Mangawhai Community Plan.

Option 2 is to proceed with pre-implementation only and request Officers to request approval for Implementation funding separately. The implications of this are that construction start could be delayed and additional work will be required by Officers.

The recommended option is **option 1**.

## Policy and planning implications

None. The allocation of Reserve Funds from Financial Contributions is appropriate for a Shared Path facility.

## Financial implications

There are currently circa \$4m of RC available for the Mangawhai area. Allocating \$2m would increase net debt however FCs are intended to be utilised on infrastructure which improves community outcomes.

No impact on rates

## Risks and mitigations

There is a risk that we do not get NZTA funding. If this is the case then the project will not progress.

There is a risk that we have a number of active projects in Managwhai which creates disruption and safety risk. This is being mitigated through the procurement of a Head Contractor for a package of work which will allow for works to be coordinated.

## Significance and engagement/Hirahira me ngā whakapāpā

*The decisions or matters of this report do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via agenda on the website.*

Although there is an increase in local share, this is less than the \$3m which would trigger significance policy. There is no fundamental change to the intent of the Mangawhai Community Plan or the LTP.

The Wood Street project will be developed through engagement with businesses and stakeholders. This will build on the momentum created through the trial.

Engagement with the community on the shared path will be undertaken. This will focus on explaining the logic of the route, refining the design to accommodate localised feedback and keeping the community informed.

Land acquisition for Wood Street will be completed and the public and affected parties informed on programme.

## **Next steps/E whaiake nei**

Subject to Council and NZTA approval, funds will be allocated against the projects.

A consultant from the KDC Professional Services Panel will be appointed to undertake the detailed design of the shared path. Stellar Consultants are proposed as they are already appointed for the coastal walkway (as subconsultants to Resilio) and have developed the shared path concept through the Mangawhai Community Park.

Tender documents will be developed with a Registration of Interest (ROI) issued in July, First stage (quality assessment) in August and second stage (for shortlisted) in September.

Physical works are expected to commence in November. Some enabling works, such as tree clearance and utility works, may start earlier.

## **Documents available in the Elected Member Portal**

- Village to Heads Shared Path Business Case
- Wood Street Innovative Street Application