

Subject **Investment Assurance Programme 2014/15**

Circulation All Territorial Local Authorities
All Regional Councils
Auckland Council
Auckland Transport
Department of Conservation
Office of the Auditor General
Local Government New Zealand
Highways and Network Operations (NZTA)

Circulated by Marianne McMillan – Investment Assurance Manager

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Purpose

To advise approved organisations of the Investment Assurance Team’s programme of investment audits and post implementation reviews for the 2014/15 financial year.

Development of audit programmes

The Investment Assurance Programme supports the NZ Transport Agency’s planning and investing for outcomes approach by providing assurance to NZTA that its investments have been well managed and are providing value for money.

An investment audit of each approved organisation is carried out every two to five years, depending on a risk assessment. Factors that determine the frequency include the size of the NZTA’s financial contribution, the complexity of each organisation’s programme, network condition (pavement and safety), known challenges facing particular approved organisations and the outcome of previous audits.

Each approved organisation will be advised at least one month in advance of the audit commencing.

Enquiries

For further information on the audit programme, please contact Glenn McGregor at the NZTA National Office on 04 894 6179 or by email glenn.mcgregor@nzta.govt.nz.

Attachment 1: Approved Organisations Investment Audit Programme 2014/15



Marianne McMillan
Investment Assurance Manager

INVESTMENT ASSURANCE PROGRAMME FOR 2014/15

Attachment 1 to GC 13/13

INVESTMENT AUDITS PLANNED FOR 2014/15

Full investment audits are marked with blue shading. Audits covering technical aspects only are marked with green shading. The others exclude technical aspects.

No.	Region	Approved organisation	Planned Quarter for visit
1	National	HNO National Office	4
2	Auckland	Auckland Transport	1
3	Auckland	Auckland Transport	2
4	Auckland	Whangarei DC	4
5	Waikato/BoP	Waikato DC	2
6	Waikato/BoP	Waipa DC	1
7	Waikato/BoP	South Waikato DC	1
8	Central	HNO Wellington	3
9	Central	HNO Manawatu/Whanganui	3
10	Central	Wairoa DC	4
11	Central	Greater Wellington RC	3
12	Central	Wellington CC	4
13	Central	Hutt CC	1
14	Central	Carterton DC	3
15	Central	Stratford DC	2
16	Central	Tararua DC	1
17	Central	Taranaki RC	2
18	Central	DOC Manawatu-Whanganui	2
19	Canterbury	Ashburton DC	3
20	Canterbury	Grey DC	2
21	Canterbury	McKenzie DC	2
22	Canterbury	Westland DC	3
23	Canterbury	West Coast RC	4
24	Canterbury	DOC Hokitika	4
25	Canterbury	DOC Mt Cook	2
26	Canterbury	Chatham Islands Council	2
27	Southern	Dunedin CC	2
28	Southern	Invercargill CC	4
29	Southern	Clutha DC	3
30	Southern	Environment Southland	4
31	Southern	Gore DC	2

CHRISTCHURCH HORIZONTAL INFRASTRUCTURE REBUILD

For the Christchurch infrastructure rebuild, audit of activities will be annual during the life of the earthquake rebuild process. The scope and timing of audit activities will be aligned to an overall rebuild auditing framework agreed by the Horizontal Infrastructure Governance Group of the Stronger Christchurch Infrastructure Rebuild Team (SCIRT). Audits are mainly focused on SCIRT, but also include reviewing some Christchurch City Council processes.

POST IMPLEMENTATION REVIEWS PLANNED FOR 2014/15

Region		Approved Organisation (or Highways & Network Operations Region)	Project name
Auckland/ Northland	1	Auckland Highways & Network Operations	Hobsonville Deviation
	2	Auckland Highways & Network Operations	Manukau Extension (20 to 1)
	3	Auckland Transport	Real Time Passenger Information Systems
	4	Whangarei District Council	Lower Hatea River Crossing
Waikato/BOP	5	Waikato Highways & Network Operations	Kopu Bridge Replacement
	6	Rotorua District Council	Lake Road Widening
Central	7	Hastings District Council	Walking & Cycling Model Communities
Wellington	8	Wellington City Council	Westchester to Glenside Road link
Various	9	Various Highways & Network Operations Regions	Reassessment of safety outcomes of nine projects previously reviewed, where it was concluded it was either too soon to assess safety benefits or safety concerns were raised.