

REG | THE ROAD EFFICIENCY GROUP

# BEST PRACTICE AMP WORKING GROUP

## PRACTICE INTO ACTION

### Briefing to Road Controlling Authorities Forum

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29 November 2013



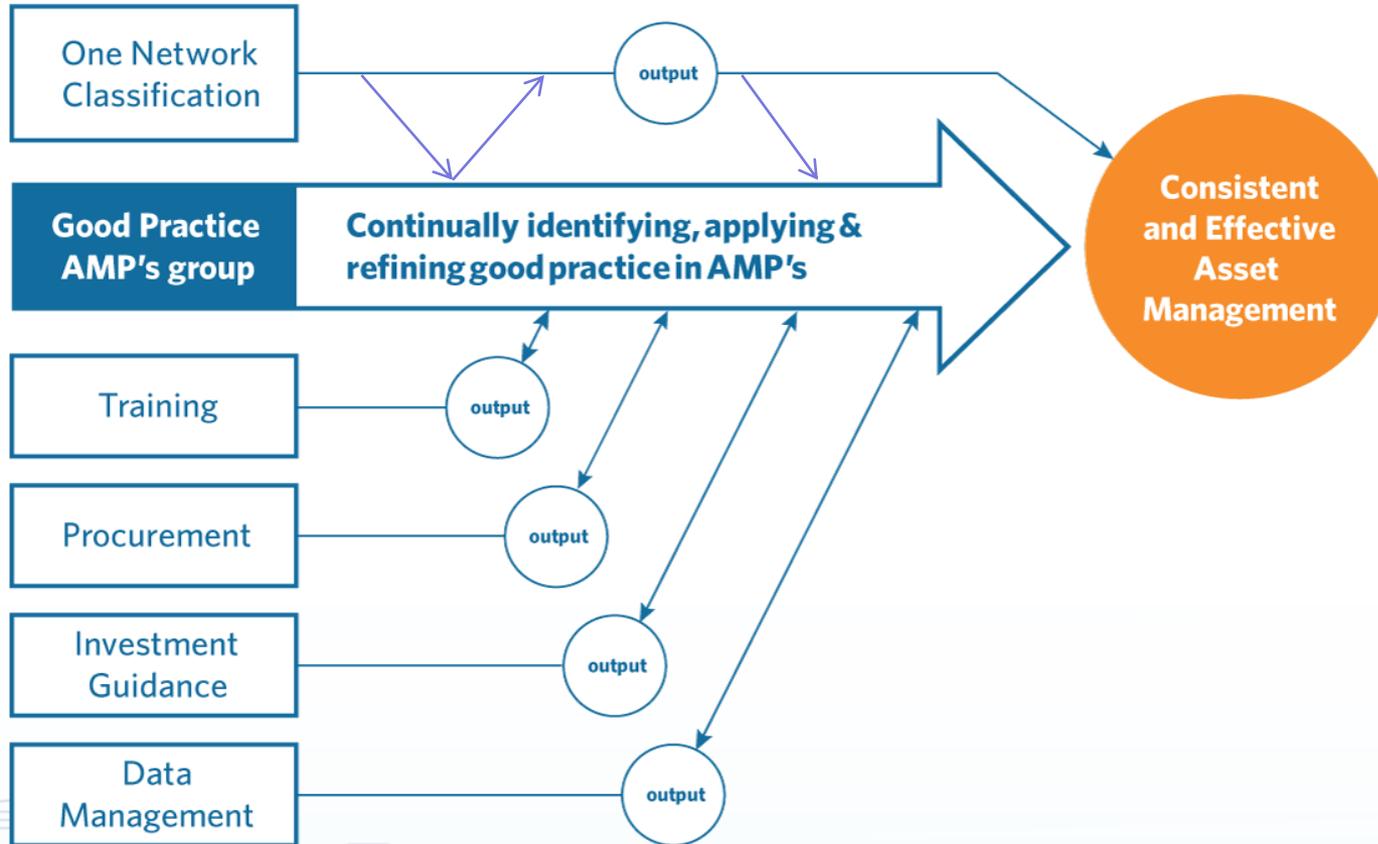
# About the Road Efficiency Group (REG)

- **A collaborative initiative by the road controlling authorities of NZ**
- **Driving value for money and improving performance**
- **Progress has been made**
  - ✓ **first wave of case studies completed**
  - ✓ **strategic plan prioritises future work.**
  - ✓ **working with ONRC**



# The delivery mechanism for REG streams

## Relationship between REG workstreams



# Best Practice Asset Management

## The REG Best Practice Asset Management group – Practice into action

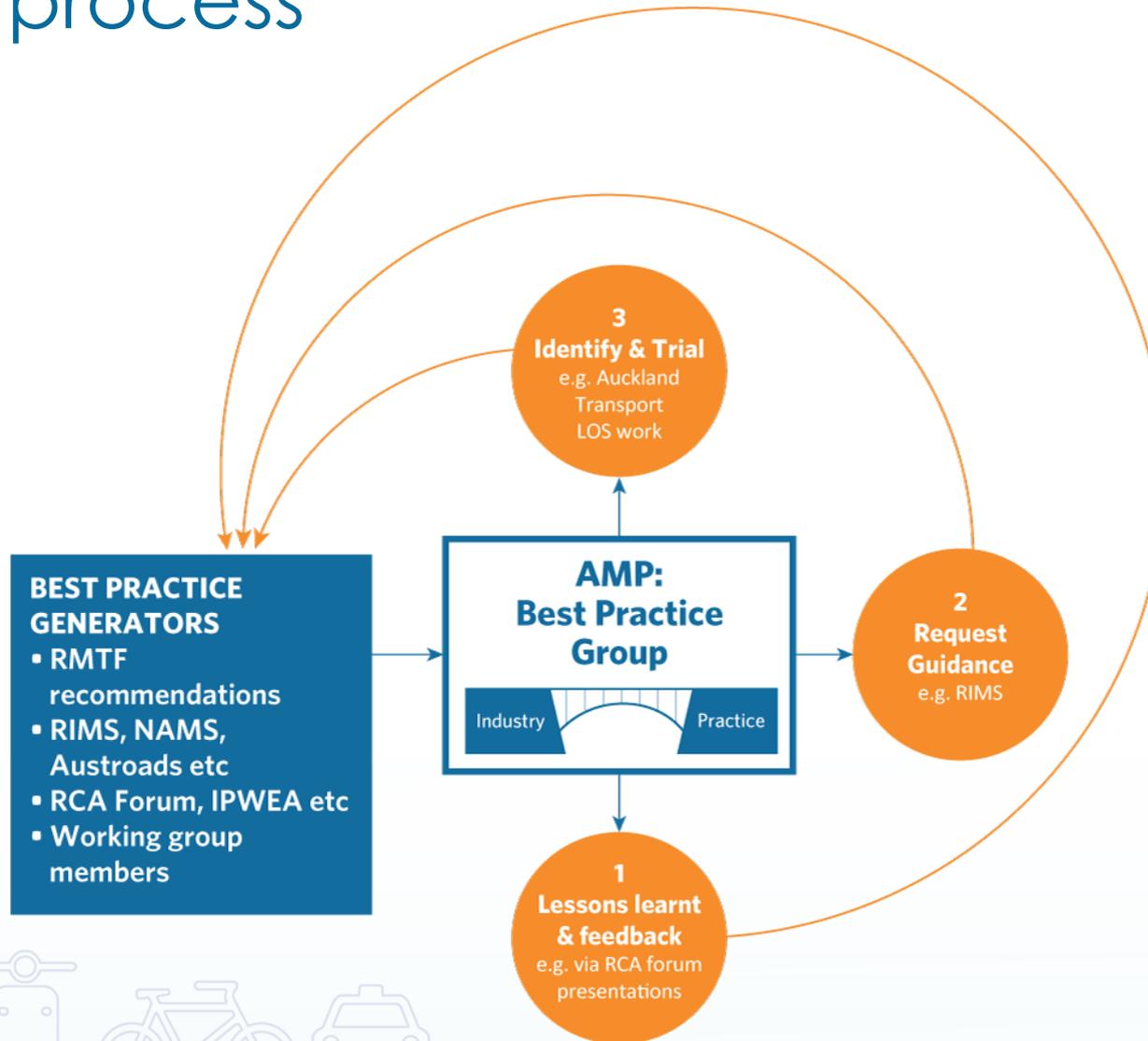
**Why are we here?**

**Who are we?**

**What do we want to achieve?**



# Our process



# Communicating best practice

## Sharing best practice through

Engagement

Case studies

Keeping you informed

[www.nzta.govt.nz/AMP](http://www.nzta.govt.nz/AMP)

- Find out about us
- Download our case studies
- Contact us



# How we're delivering

## Case studies

Forward works programme optimisation

Programme review process (NZTA RAPT)

Auckland Transport LED Lighting programme

Implementing RIMS Traffic Counting guidelines

## Developing the strategic plan

An ongoing case study delivery programme

## Working with the one network road classification group

Resolving performance measures and targets to match the classification



# Case studies

## NZTA programme review (RAPT) process

Outlines the process that the NZ Transport Agency undertakes on an annual basis to review the appropriateness of the upcoming pavement surfacing and drainage renewal programme.

- *Achieve consistency of programmes across networks*
- *Save money by adjusting conservative proposals*
- *Quantify the level of risk associated with the programme*
- *Currently being trialed across Otago RCA's*



# Case studies

## Forward works programme optimisation

Processes for developing an optimised forward works programme for pavement and surfacing renewals, and the tools and methodologies that are available to achieve this.

Outlines the importance of starting the prioritisation process from an optimised programme, and the efficiencies that can be achieved from an optimised programme against a worst first approach.

- *Confidence in understanding the bare bones need*
- *Cost effective life cycle management (cheaper?)*
- *Evidence based funding submissions*



# Case studies

## Auckland Transport Street Lighting: Energy efficiency initiatives

Identifies costs savings in street lighting across the Auckland Transport network by the adoption of advanced lighting technologies.

Offers bulk purchasing opportunities, materials prequalification and Centralised Management System collaboration opportunities.

- *Save money with you lighting costs*
- *Efficiency in collaboration opportunities*



# Case studies

## Implementing the RIMS traffic counting guidelines

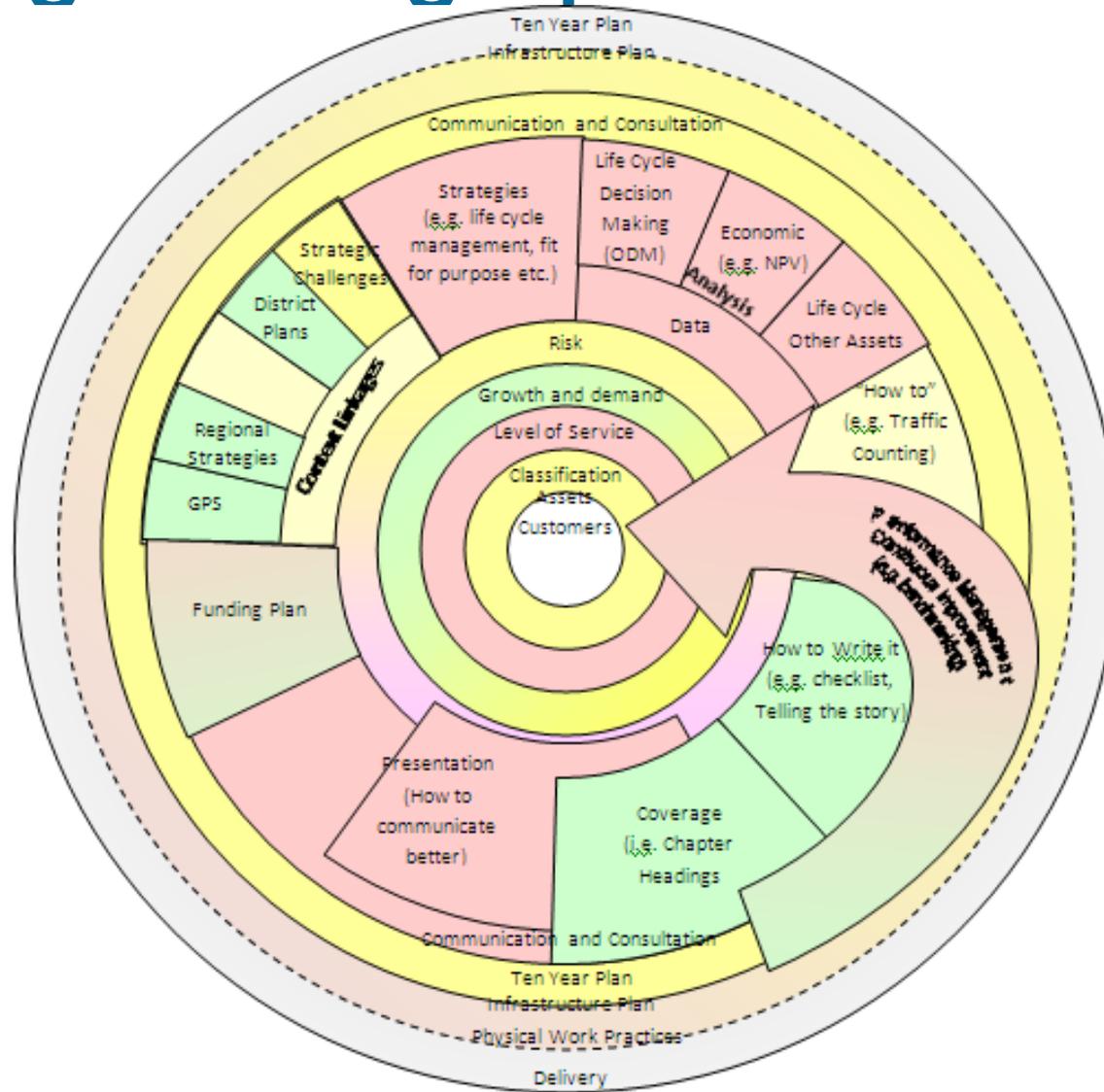
Practical implementation experience in adopting the RIMS traffic counting guidelines

Demonstrates how these can be used and highlights opportunities for RIMS to add more material to the guidelines to make it easier

- *Avoid the pitfalls*
- *Save time and resources in figuring out how to do it alone*
- *There are savings to be made in traffic counting inputs*



# Developing a strategic plan



# Common threads

## Common threads we'll be pursuing in the medium term

**Risk**

**Demand**

**Performance management (the feedback loop)**

**Asset data (reliable)**

**Level of service**

**External scrutiny/share experience**

**Integrated**

**Funding/affordability**

**Life cycle/long term/life cycle strategies (ODM)**



# One Network Road Classification (ONRC)

Categorising roads based on the functions they perform as part of a national network.

Will help local government and the Transport Agency to plan, invest in, maintain and operate the road network

Allows more strategic, consistent and affordable decision making

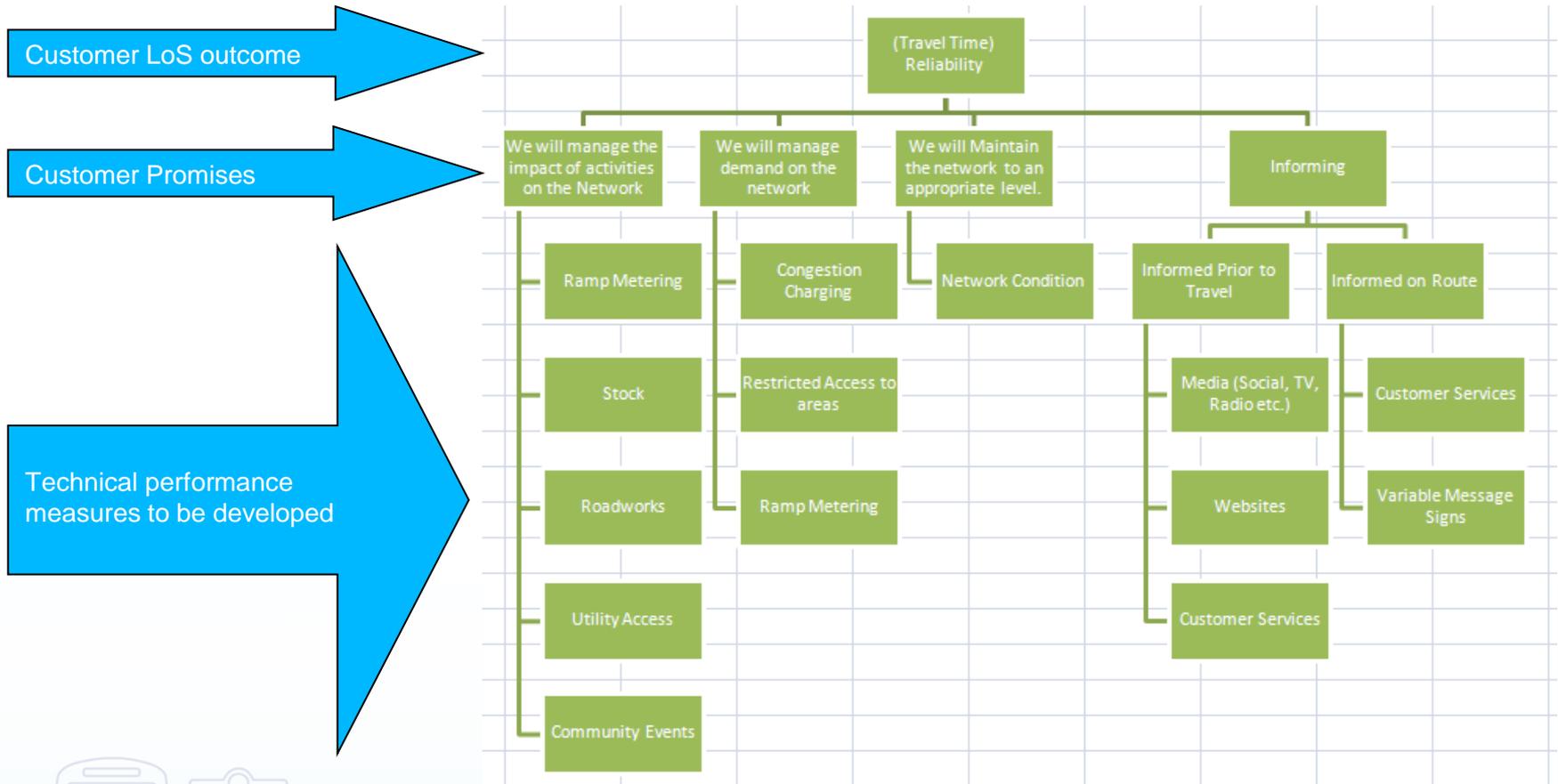


# Three ONRC elements

1. Classifying roads into categories based on their function in the national network (i.e. “National Strategic”, “Arterial”, “Secondary Collector” etc).
2. Customer Levels of Service (CloS) define what the fit for purpose outcomes are for each category in terms of mobility, safety, access and amenity.
3. Performance measures - how categories and customer levels of service translate into specific maintenance, operational and investment decisions.



# One Network Road Classification



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