

REG | THE ROAD EFFICIENCY GROUP

BEST PRACTICE AMP WORKING GROUP

PRACTICE INTO ACTION

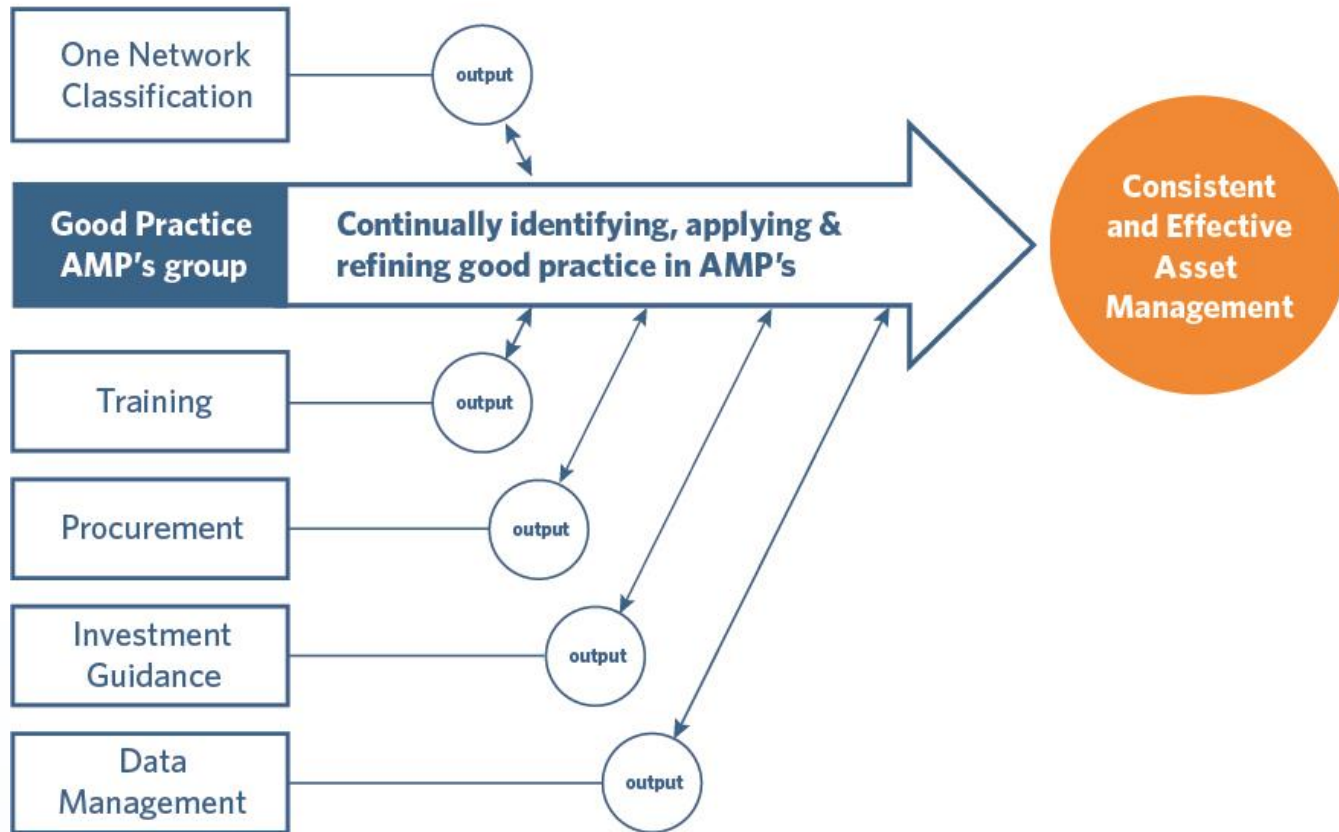
Briefing to RCA Forum

8 May 2015



REG Structure

Relationship between REG workstreams



Update on (REG) Structure

Changed Operating Structure

Appointment of Project Directors

Independent Reference Group

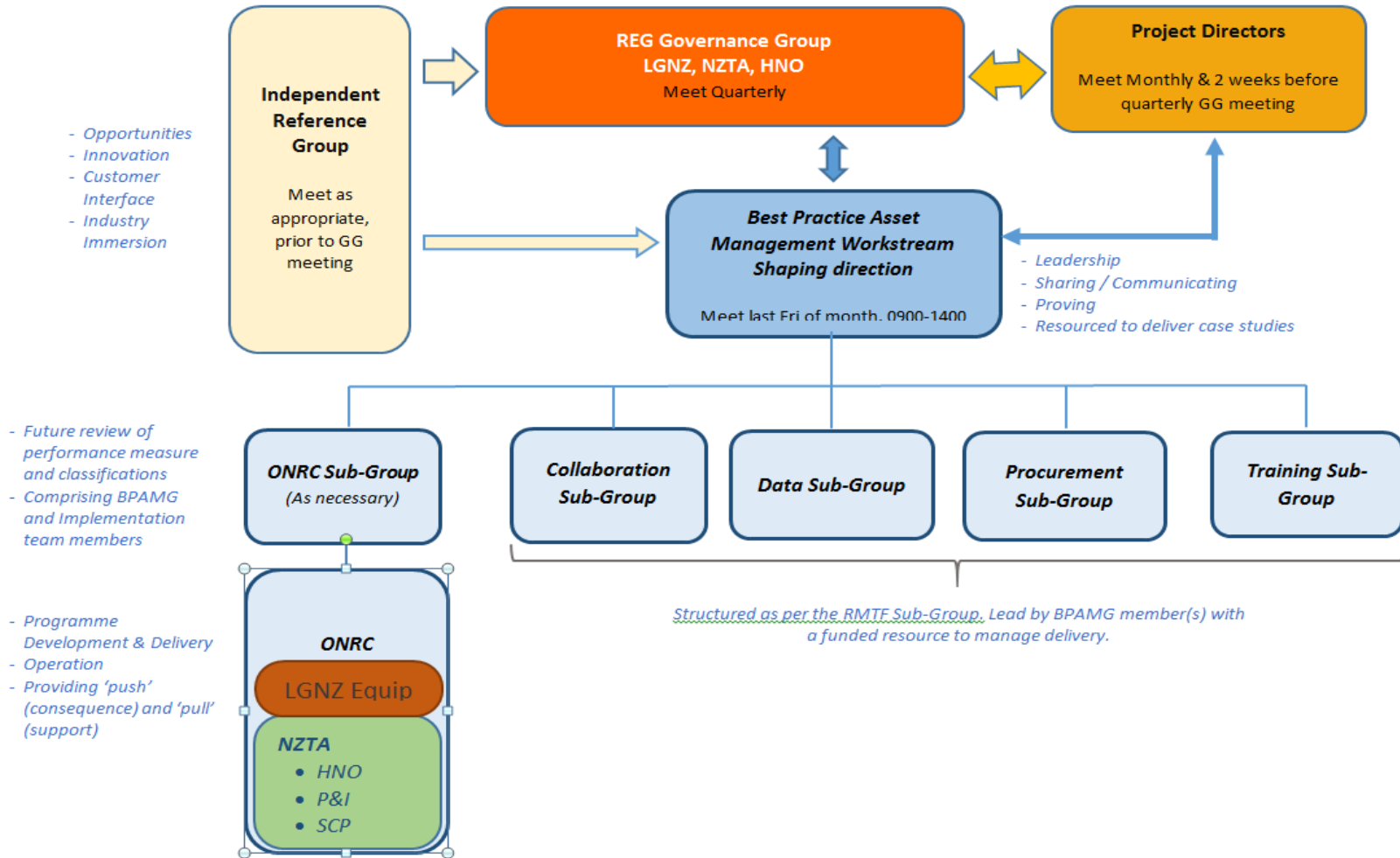
Dedicated resourcing for project work streams



REG – New Operating Structure

(21st April 15)

Proposed REG Operating Structure - Preferred Option



Milestones for REG Projects



Reminder of Early Case Studies

Auckland Street Lighting

RAPT – Review and Prioritisation Process

RIMS Traffic Counting Guideline

Forward Works Optimisation



Hastings Bridge Management Framework

- improve understanding of bridge vulnerabilities
- changes to inspection practices
- network modelling to assess bridge criticality and access performance
- enable better value investment



RIMS Risk Guide Implementation

Implemented by Waipa District Council

Improvement in Risk Management was a key recommendation from OAG in 2011

This is a good guideline that will take RCA through

- Robust process of assessing risk
- Developing risk mitigation or management strategies

Includes prompts for common areas of transport risk



NZTA HNO Improved Option Selection

- Used for rehabilitation treatment analysis
- A minimum of **three** options considered:
 - Do maintenance
 - Do something (intermediate option)
 - Do rehabilitation
- Economic indicator derived to value cash flow differences



AT Strategic Decision Tool for Renewals

Explores options for renewal programs by considering:

- Asset condition/Level of Service
- Risk profiles
- Acceptable backlog of work

Uses an excel model to forecast change in condition

Demonstrates impacts of different investment options



Incorporating the ONRC into Activity Management Planning

Shares Central Otago experience of incorporating the ONRC into 2015 AMP

- Challenges
- Data interpretation, gaps, and context
- What we could do easily
- How we can address gaps



ONRC Projects Underway

Equip

Regional Transition Plan Workshops

AMP Group :-

Case Study - Maintaining and Renewing Sealed Pavements under the ONRC

- How to change approach to intervention timing



ONRC - Visual Guidelines

Safety -  How road users experience the safety of the journey

Performance Measure 8 - Surface Faults - Number of maintenance related faults (such as rutting / depressions, shoving, potholes, corrugated length, edge break (in lane), and ponding water) that are likely to effect driver behaviour, e.g. requiring a reduction in speed or evasion **(1 of 2)**

ACCEPTABLE		MARGINAL	UNACCEPTABLE	
				
Small potholes on a straight, will not affect drive behaviour	Isolated small pothole, unlikely to affect drive behaviour	Medium size pothole, approx. 150mm in diameter. May affect driver behaviour	Large potholes near wheel path, will affect driver behaviour	Large pothole in wheel path near curve exit. Will result in driver taking evasive action
				
Small pavement deformation on a straight, will not affect drive behaviour	Isolated pavement deformation on a straight, unlikely to affect drive behaviour	Medium size pothole, approx. 30mm in height. May affect driver behaviour depending on location	Large pavement deformation in high speed environment, will affect driver behaviour	Large pavement deformation at approach to intersection, will affect driver behaviour
				
Slight edge break into sealed shoulder, will not affect driver behaviour	Significant edge break, confined to sealed shoulder. Unlikely to affect driver behaviour	Edge break encroaching into the edge line. May affect driver behaviour	Edge break encroaching into the trafficked lane. Highly likely to affect driver behaviour	Edge break encroaching into the trafficked lane. Will affect driver behaviour



RAMM 2 Project

User Requirement Spec largely completed

- 8 measures ready to go
- 9 ready to go if cost data is in RAMM
- 15 measures require new RAMM features
- 28 sit outside RAMM (plan/process measures)
- 10 will be in phase 3

Roll out of RAMM 2 will be staged (agile)

Stage 1 expected this year



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