

REG | THE ROAD EFFICIENCY GROUP

BEST PRACTICE AMP WORKING GROUP

PRACTICE INTO ACTION

Briefing to Road Controlling Authorites Forum

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29 November 2013



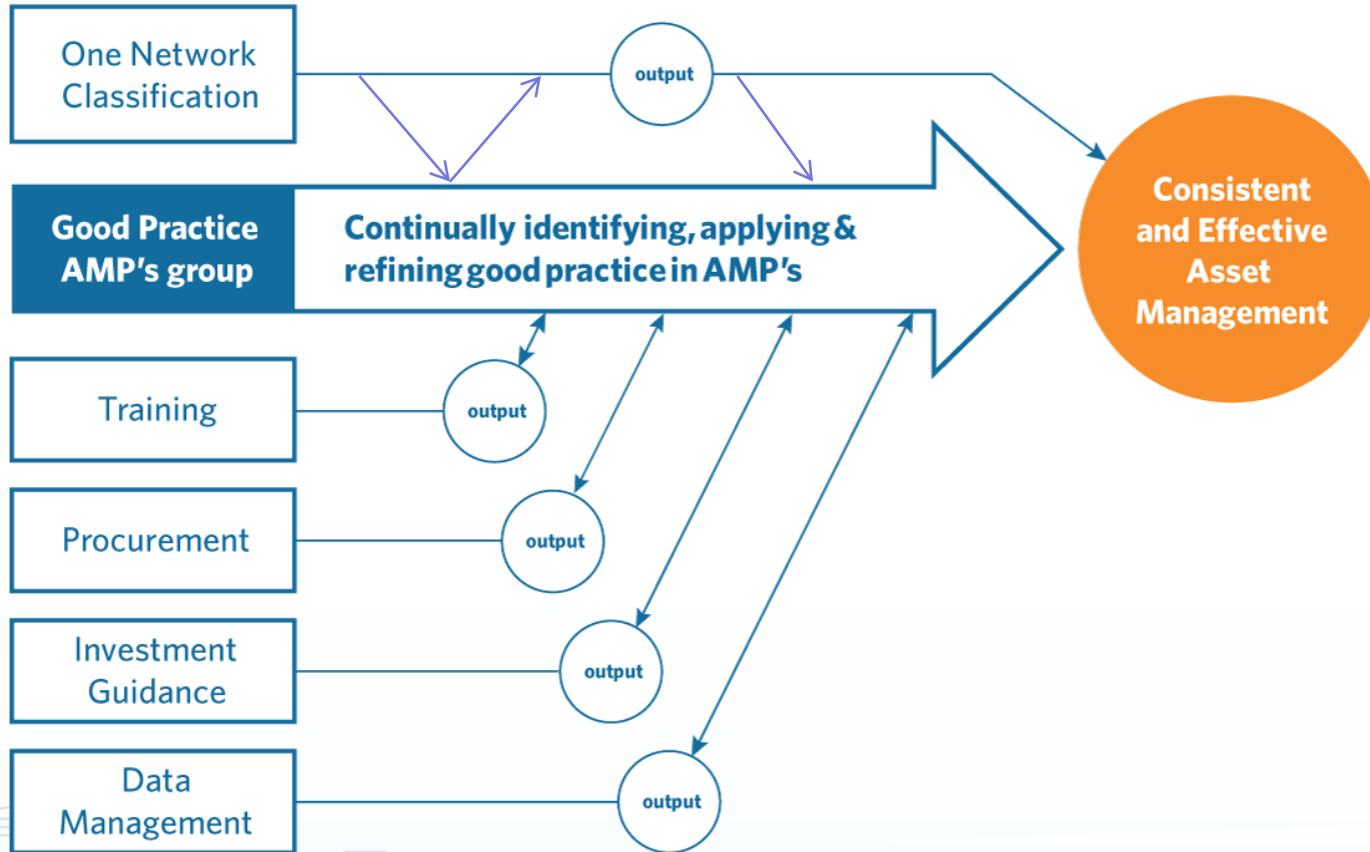
About the Road Efficiency Group (REG)

- **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

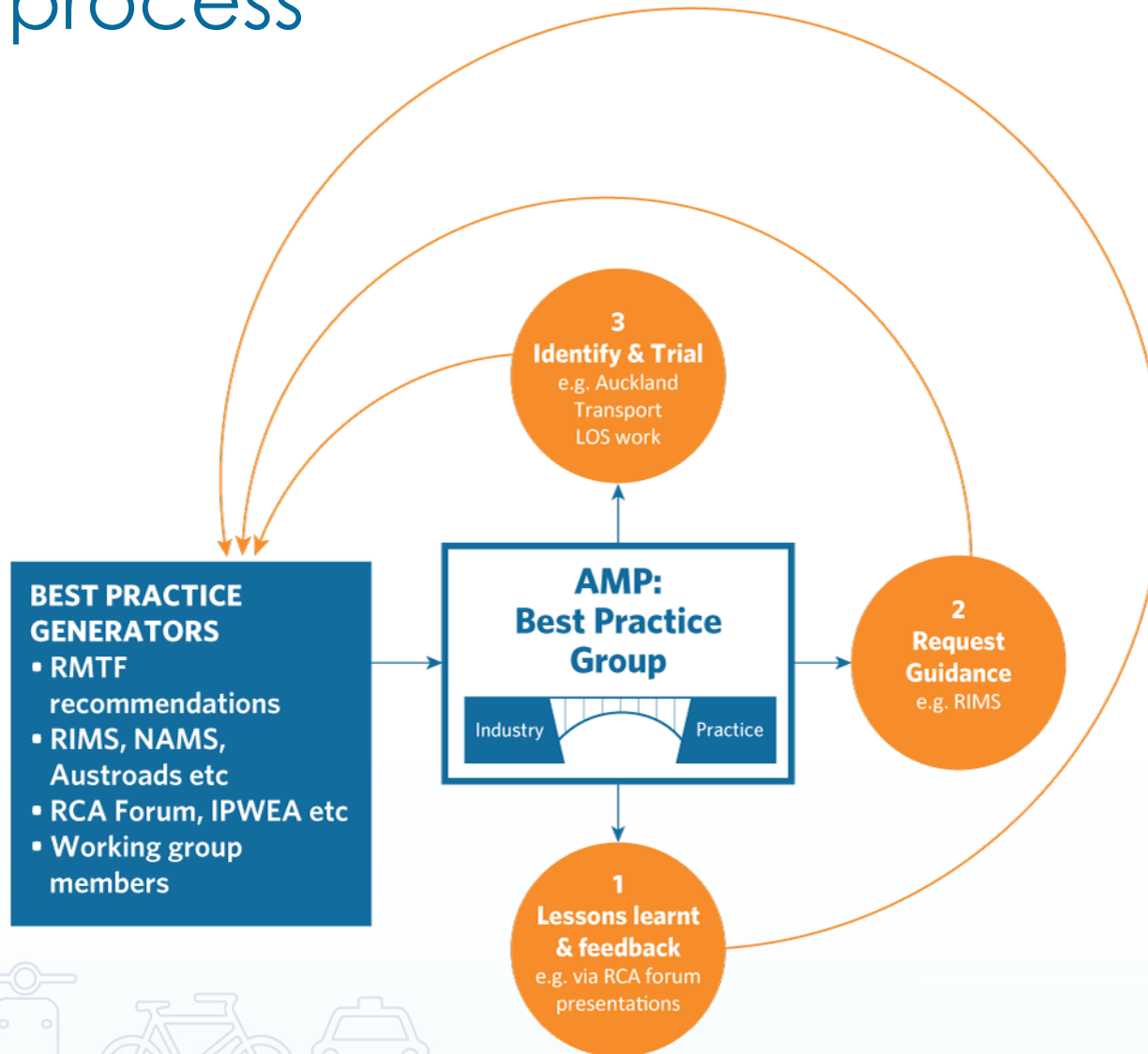
Why are we here?

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

- 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

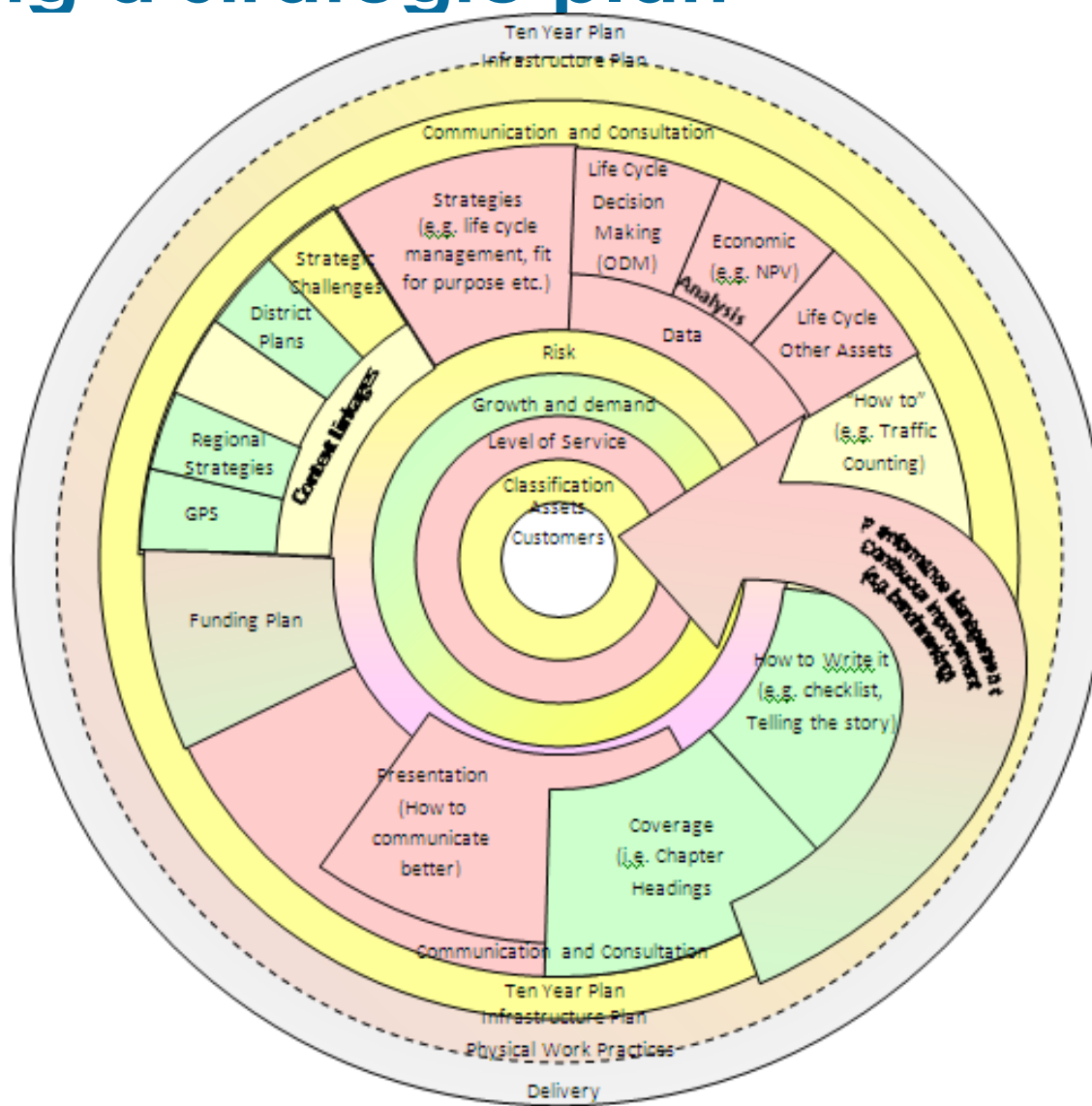
Practical implementation experience in adopting the RIMS traffic counting guidelines

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

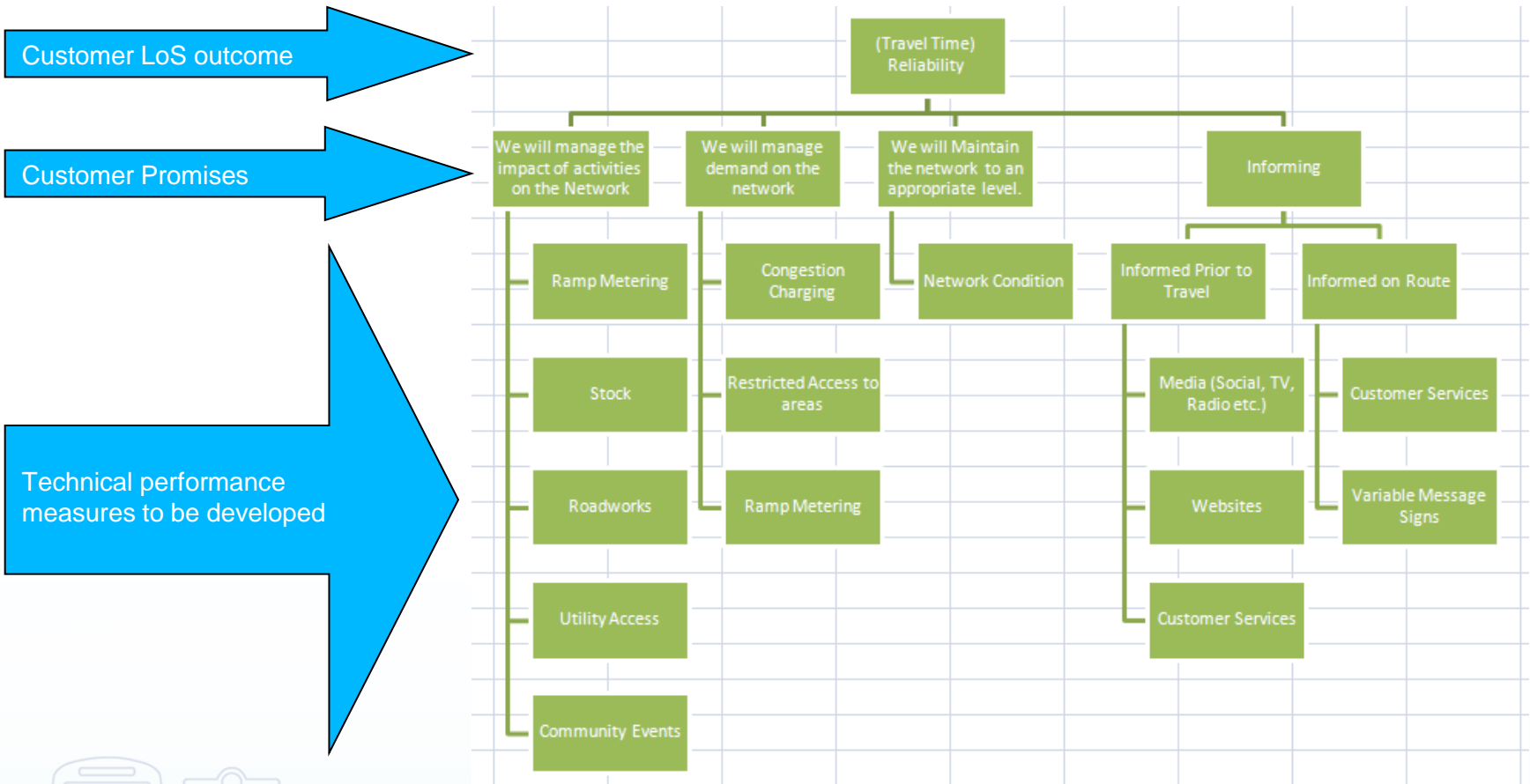


Three ONRC elements

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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