

REG | THE ROAD EFFICIENCY GROUP

The Road Efficiency Group – Providing you the tools – ‘You heard it here first’

RCA Forum 28 July 2017

Andrew McKillop
REG Programme Mgr

Dawn Inglis
Data Work Group chair

Today's Agenda



- **Getting ready for the 2018 NLTP**
(And your LTP processes)
- **The REG Programme for the next 6 – 18 months**
- **The REG Data Quality Project**
- **NZTA SHIP (AMP)**



Getting Ready for the next NLTP

- The next 5 months is the most important period in your life for the next 5 months
- You all have the tools and time to tell the compelling story about what is different on your network



REG Direction

Mandate - The Sector works together to:

'The Prize'

And Levels of
Service & the
value of roads

With Risk

Which Balance
Whole of Life Cost

Use/develop
existing tools &
guidance



REG Programme - Capability Work Group

- **Rolling out the R10 Workshops**
 - ❖ Building on your 'initial bids'
 - ❖ Leading the SMART procurement conversation
- **Investigating a consistent approach to asset management**



REG Programme - ONRC Work Group

- Developing tools to enable improved reporting and understanding of network performance
 - Developing 'New and Parked' measures and outcomes
 - Integration of the place function
 - Maintenance intervention and line of sight guidelines
- 
- The illustration shows a vibrant scene of a road network. In the foreground, a yellow car is driving on a road, with a pedestrian crossing and a cyclist nearby. A green car is also visible. In the background, there are more vehicles, including a bus and a truck, and a large crowd of people walking. The scene is set in a rural or semi-rural area with trees and buildings. Overlaid on this scene is a map with different colored lines representing different road types: a red line for 'PRIMARY ROAD', a green line for 'SECONDARY COLLECTOR', and a blue line for 'LOCAL ROAD'. The map also shows various icons for different types of land use, such as residential, commercial, and industrial. Text boxes provide definitions for these road types: 'PRIMARY ROAD' is described as 'These are roads that link local areas of population and economic sites. They may be the only route available to some places within this local area.' 'SECONDARY COLLECTOR' is described as 'These roads link local areas of population and economic sites. They may be the only route available to some places within this local area.' 'LOCAL ROAD' is described as 'These are roads that link local areas of population and economic sites. They may be the only route available to some places within this local area.'



REG Programme - Procurement Work Group

- Road Maintenance Procurement: Delivery Model Guidelines (revision due August 2017);
- Procurement Case Studies:
 - Gore District Council Case Study (due August 2017);
 - New Plymouth District Council Professional Services Case Study (due August 2017) – IPWEA 2017 award winning paper;
- Smart Buyer/Supply Chain Leadership;
- Incorporating ONRC into Contracts;
- Procurement Benchmarking;
- Standardising RFT/RFPs for Delivery Models.

Better Data – Better Decisions

Support Sound
Investment Decision
Making

And Levels of
Service & the
value of roads

With Risk

Which Balance
Whole of Life Cost

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ONRC Performance Measures

One Network Road Classification
Performance Measures Reporting Tool

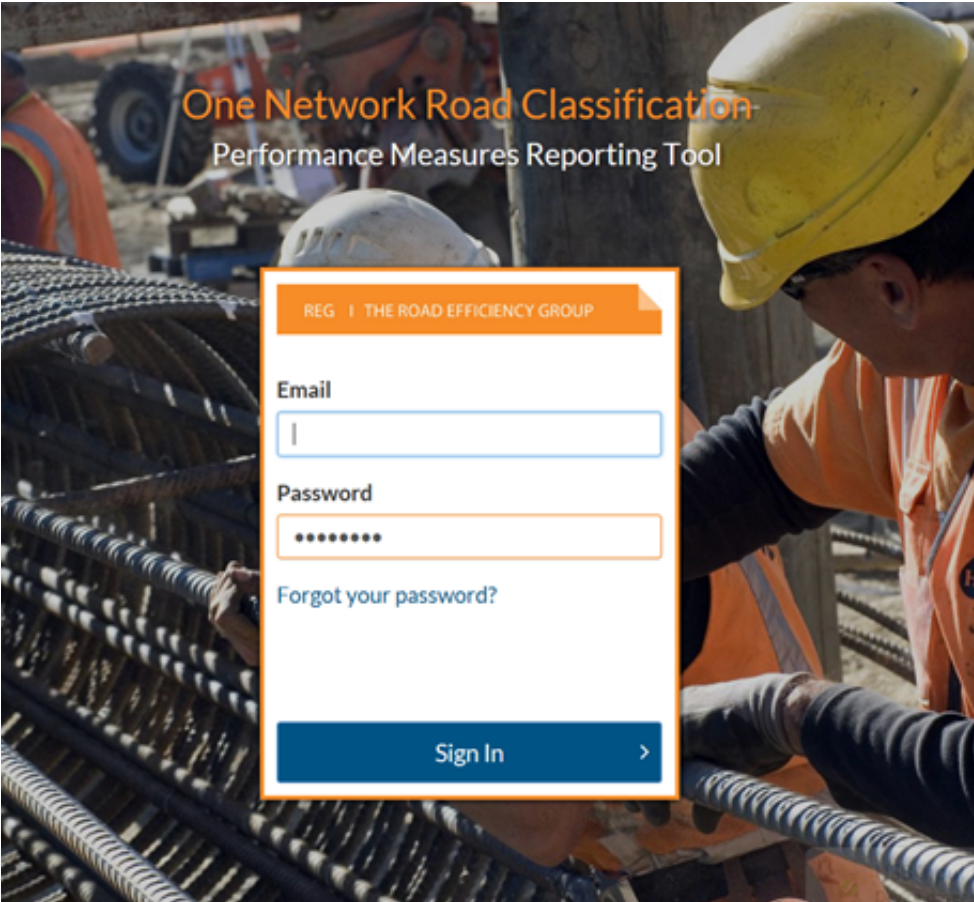
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REG - Data Quality Project

REG ONRC Data Quality Project

Introduction

As part of the roll out of the ONRC performance measures and the standard reports provided to each RCA a need has been identified to interrogate the data that is feeding the results within the ONRC Performance Measure Reporting Tool (PMRT).

As the standard report provides peer to peer comparison data for the various measures it is important to have an understanding of the data quality behind the results.

A suite of 38 data quality measures have been initially identified to test the data feeding the PMRT. These data quality measures interrogate the data in terms of completeness, accuracy and timeliness.

What this report tells me

This report provides the results of these data quality measures for your network. The report indicates how you are positioned against both what is considered good, and where the industry is currently sitting. The intention is for the results to identify opportunities for improvement in the way the industry collects, manages and uses data to support our decision making processes.

Background behind the measures

The measures have been grouped into categories and sub-categories. Each has a number of measures interrogating the dimensions of completeness, accuracy and timeliness of the data underpinning the results in the PMRT. Each measure has a result and a grading (1-3). Those measures with a result which is a grade 2 or 3 means there is a reduced confidence in the results published in the PMRT.

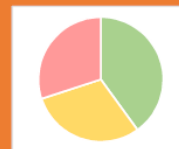
Grade	Definition
Grade 1	Data quality to expected standard - Maintain current practices
Grade 2	Minor data quality issues present
Grade 3	Major data quality issues present

What is the source of the data being used?

The results presented use the following data sources:

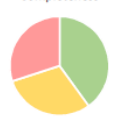
- Data as recorded in the NZTA 10 year data up to and including the 2014/15 financial year
- The crash data results are based on the data loaded to the ONRC PMRT as at 27/05/2017.

My Results Overall



My Results by Dimension

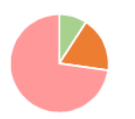
Completeness



Accuracy



Timeliness



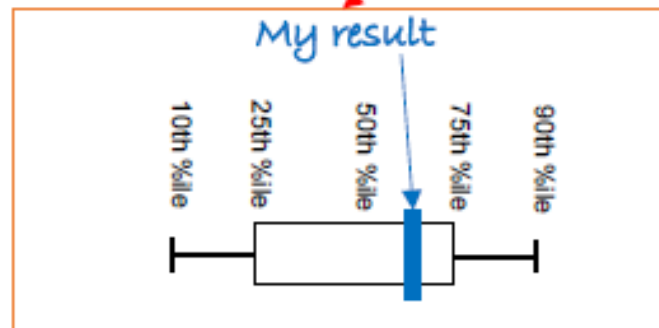
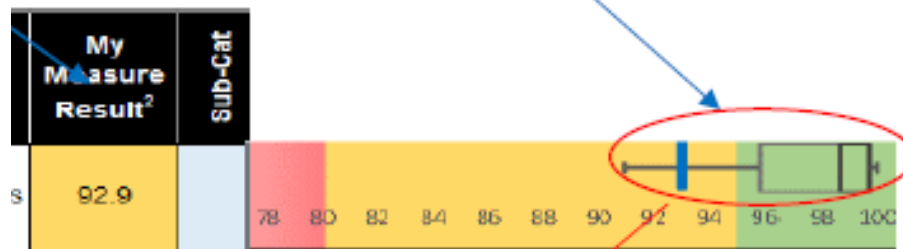
Data Quality – Can we compare?

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Road Controlling Authority							Major Issues	Minor Issues	Expected Standard
Category	Sub-Cat	PM Influenced/ Affected	Ref ¹	Measure Description	Type	My Measure Result ²	Sub-Cat	My result: All RCAs:	
Network	Carriageway	Safety Amenity Cost Efficiency		Rural number of lanes matches width			Carriageway		
			Ca1a	Proportion of Rural sealed network length with alignment between carriageway width and no. of lanes (No. lanes=1 & width>6m, No. lanes=2 & width<4m or >17m, No lanes>2 & width<9m)	Completeness	99.4			
				Urban number of lanes matches width					
			Ca1b	Proportion of Urban sealed network length with alignment between carriageway width and no. of lanes (No. lanes=1 & width>6m, No. lanes=2 & width<4m or >17m, No lanes>2 & width<9m)	Completeness	98.3			
			Ca2	ONRC categories are assigned Proportion of carriageway section records with an assigned ONRC category	Completeness	99.6			
			Ca3a	Rural carriageways are generally not short Proportion of Rural sealed carriageway records greater than 200m in length (ie. not short)	Accuracy	61.8			
	Treatment Length	Amenity	Ca3b	Urban carriageways are generally not short Proportion of Urban sealed carriageway records greater than 20m in length (ie not short)	Accuracy	94.9	Treatment Length		
			TL1a	Treatment Lengths are generally not short Proportion of Treatment Length records (excludes disabled TLs) that are not very short (< 20m Urban and 100m Rural)	Accuracy	75.8			
			TL1b	Treatment Lengths are not too long Proportion of Treatment Length records (excludes disabled TLs) that are not exceptionally long (> 500m Urban and 1km Rural)	Accuracy	74.9			
			TL2	Treatment Lengths match major surfaces Proportion of Treatment Length records with >= 80% coverage of the major surfacing (excludes disabled TLs)	Accuracy	88.7			
			TL3a	Unsealed network has no surface records Proportion of Treatment Length where Pavement Type = Unsealed with no surface record (excludes disabled TLs)	Accuracy	51.1			
			TL3b	Sealed network has surface records Proportion of Treatment Length where Pavement Type = Thin Surfaced Flexible or Structural Asphaltic Concrete with a surface record (excludes disabled TLs)	Accuracy	99.8			
			TL4	Network with STE reading Proportion of Treatment Length records with a Smooth Travel Exposure (STE) value (excludes disabled TLs)	Completeness	88.0			
			TL5	Treatment Lengths match renewals Proportion of Treatment Length records updated to match previous financial years' surface record start and end RPs (excludes disabled TLs)	Timeliness	3.4			

Data Quality – Can we compare?

The distribution of results for all RCAs
shown against the grade ranges
(The traffic light colours reflect the grade
ranges for this measure)



ONRC Performance Measures

One Network Road Classification
Performance Measures Reporting Tool

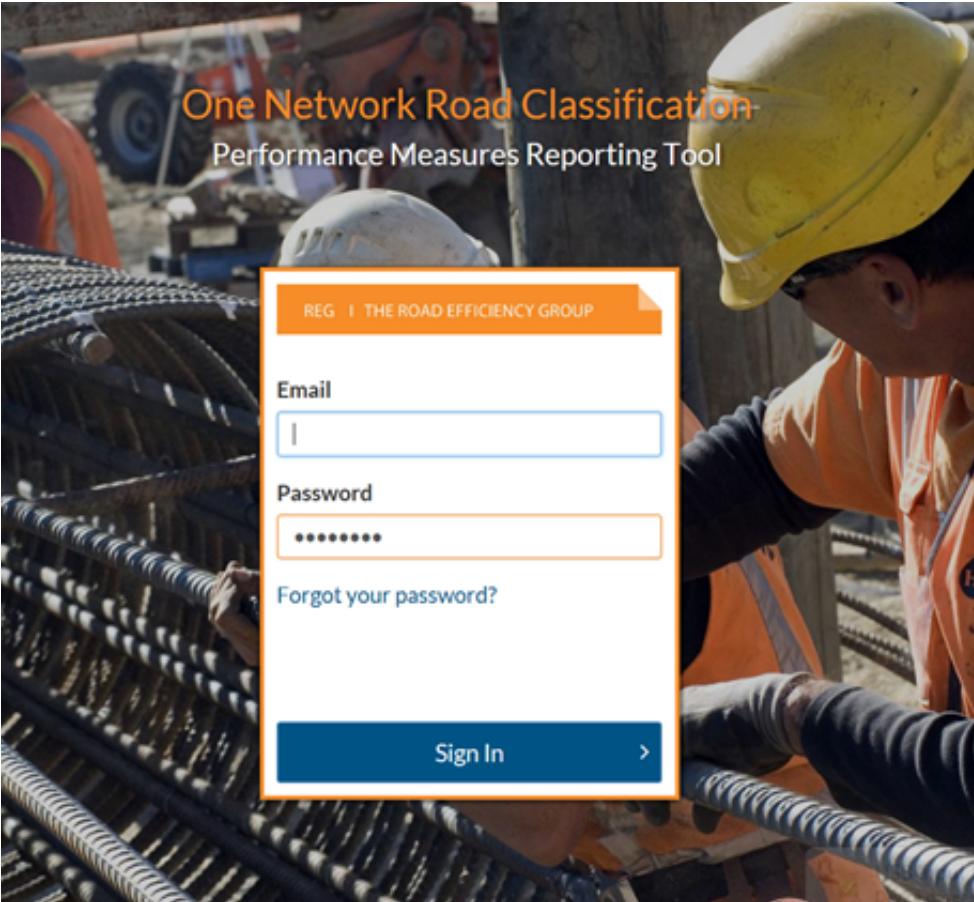
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Developing the NZ Transport Agency 'State Highway Improvement Proposal'

- Taking a 'customer centric and balanced' approach to develop activity plan
- Draft SLIP is being socialised with RTCs
- Targeting 1 Sept RLTP submission date
- Will present at next RCA Forum



Thank you

