

The value of the Road Efficiency Group Te Ringa Maimoa

Hartley Hare

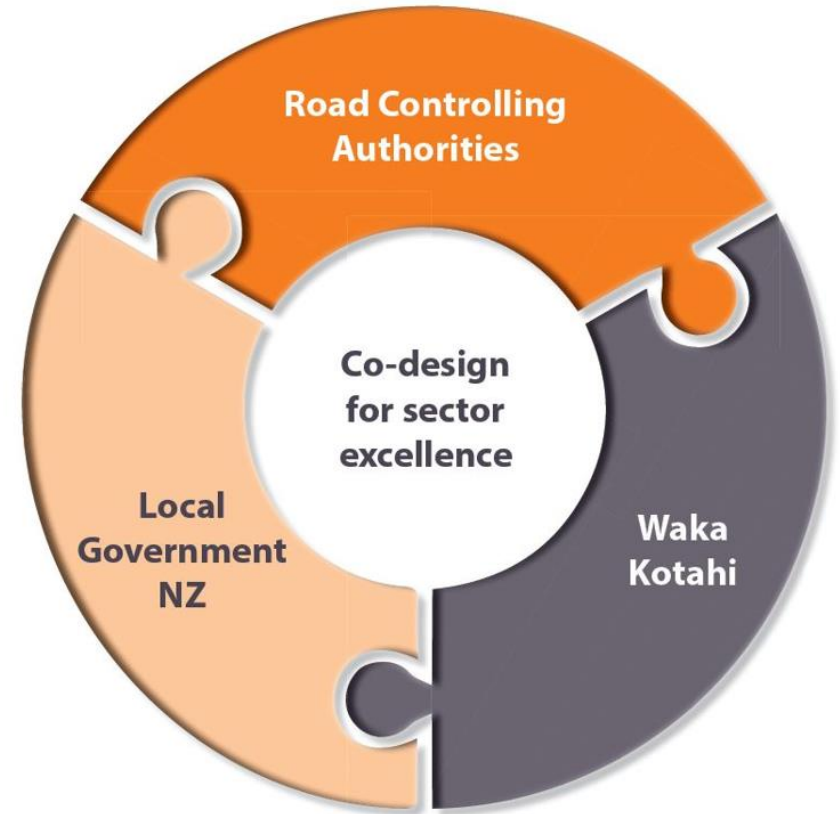
Leadership Group Chair, Road Efficiency Group Te Ringa Maimoa
Strategic Manager Transport, Southland District Council

Road Efficiency Group Te Ringa Maimoa

The Road Efficiency Group Te Ringa Maimoa (REG) is a collaborative alliance between Local Government NZ, NZ Transport Agency Waka Kotahi and all RCAs across New Zealand.

The REG programme is developed 'for the sector, by the sector', to improve transport asset management and help RCAs become better procurers and providers of regional roads and services.

REG supports RCAs by developing tools and facilitating collaborative working within the sector.



REG achievements: 2012-2023

- Created the Transport Insights web portal for monitoring and reporting RCA and transport performance.
- Designed the national road network classification now implemented on all roads.
- Lifted asset data quality with 100% of RCAs assessed as meeting the expected standard.
- Improved asset management planning with each RCA assessed as meeting the expected standard (from 50% in 2015).
- Established a project to collect national condition data for the entire sealed local road network (~78,000/km/annum) on behalf of all RCAs.



REG refocus: response to the draft GPS

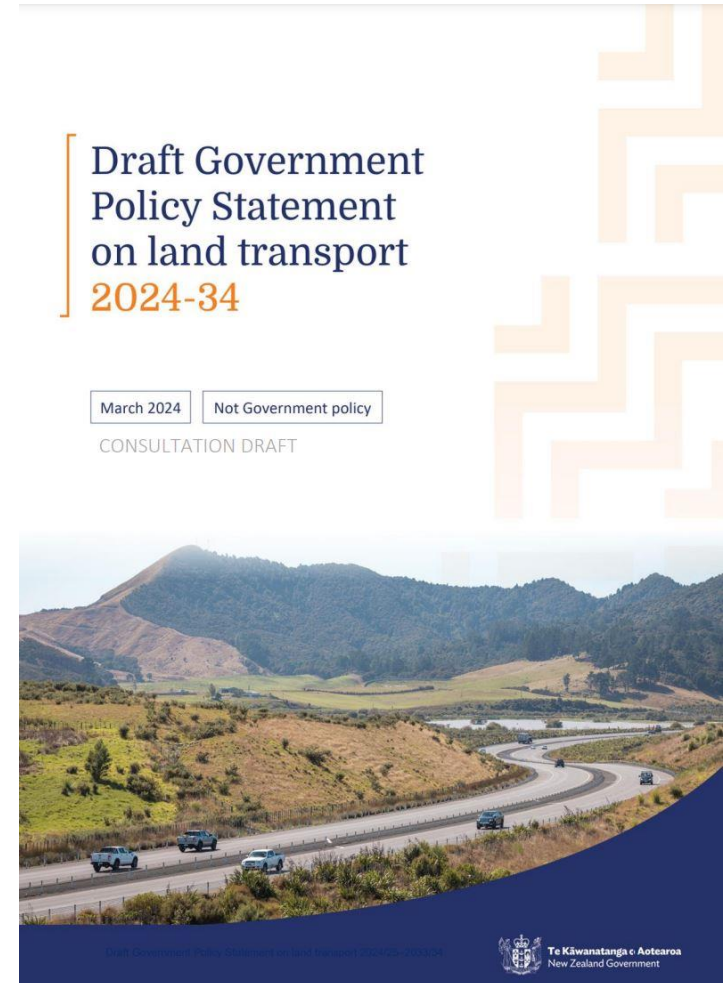
One of the key priorities is maintenance and resilience.

Our programme, in its original form of the Road Efficiency Group, has been identified as the best group to work in this space.

Some of the areas specified in the GPS link directly to our programme while some will involve a refocus.

The programme team is currently developing our part of the NZTA Performance and Efficiency Plan.

The Government will also appoint independent members to our Governance Group to directly support our work.



GPS priority – finding efficiency in road maintenance spend

- Promote existing Transport Insights monitoring and reporting of national and RCA transport outcomes and performance against the national road classification framework.
- Develop new state highway and local road reporting measures for network maintenance delivery and funding trends.
- Expand benchmarking of RCA and NZTA performance against national, regional and peer group performance to deliver more effective outcomes.



Recent Transport Insights enhancements

Performance dashboard

Latest available data and new Delivery Performance indicators



AMDS compliance

AMDS-compliant RCAs can run imports for 2023/24

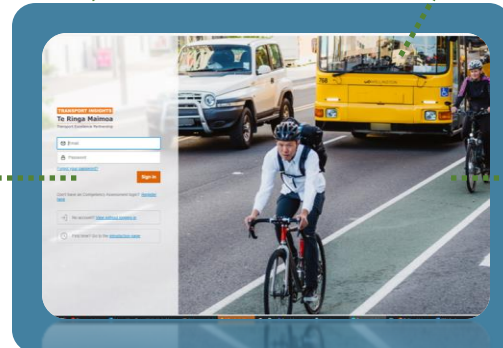
Maintenance and operations

New dashboard presents costs per lane km per work category



Regional reporting

Presents reliable data for monitoring and reporting on Regional Land Transport Plans



Asset condition

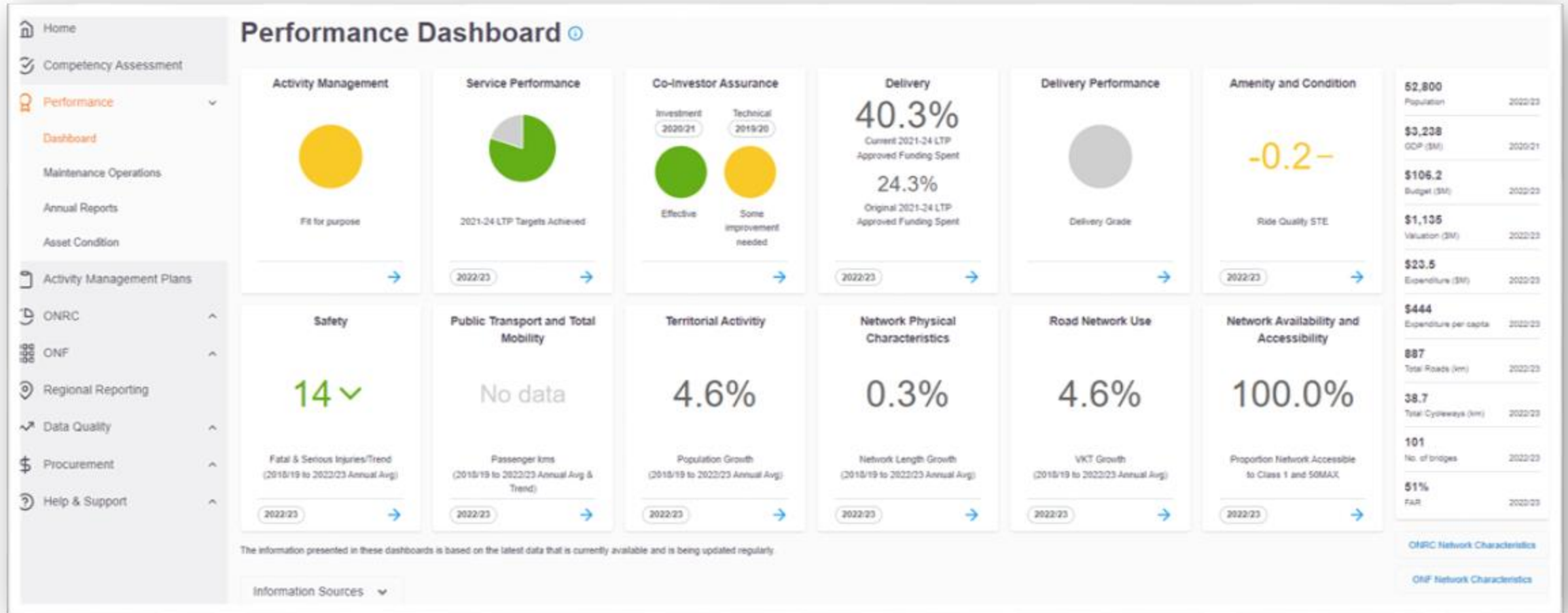
New dashboard presents simple condition metrics for a range of assets



Procurement competency

A specialised assessment module that complements the broader asset management competency framework

RCA performance dashboard



GPS priority – standardising maintenance processes to find efficiency

- Expand existing REG performance monitoring and assessments to include maintenance outcomes, focusing on resealing, rehabilitation and response times to faults.
- Establish guidance and competency frameworks to improve sector performance and confidence in forward work programme.
- Provide nationally consistent condition data for 100% of sealed local roads from 2025 through the REG Consistent Condition Data Collection project.



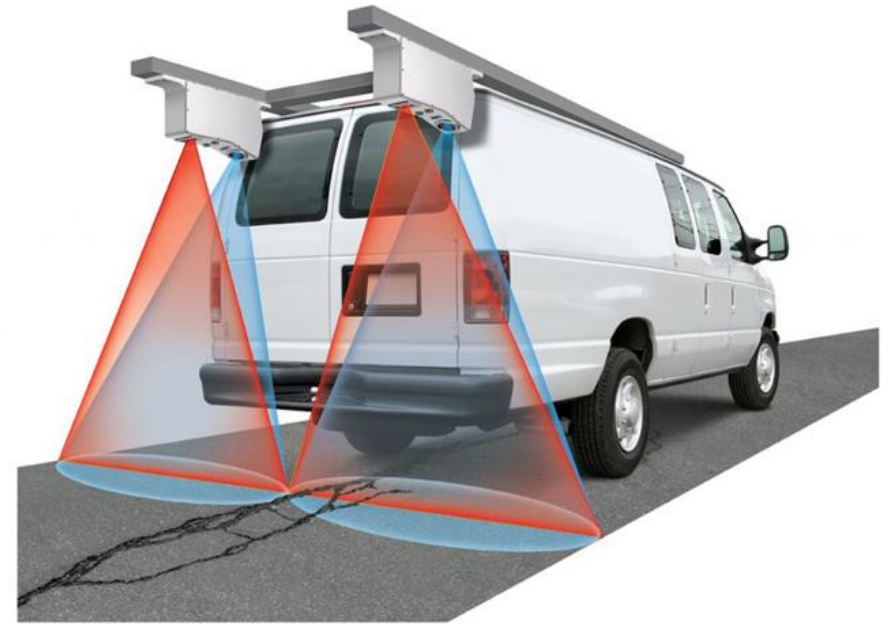
Consistent Condition Data Collection

The CCDC project establishes a consistent approach to collecting pavement and surfacing condition data for all local authority sealed roads.

This consistent data will allow better analysis and reporting.

Benefits include:

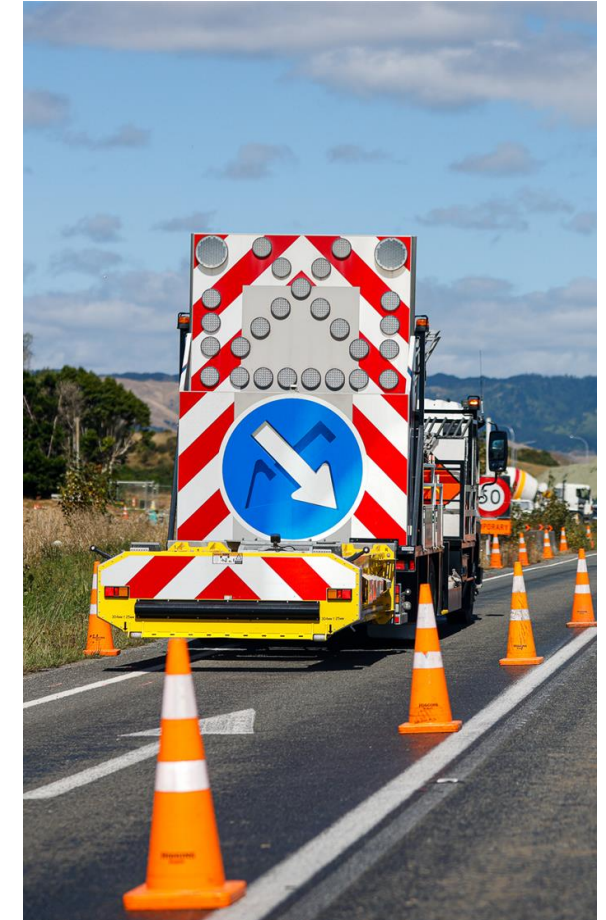
- More accurate condition forecasting
- Better lifecycle management and performance
- Quality-assured condition data
- Benchmarking and informed planning
- Enhanced asset management decision making
- Value for money data collection
- Freeing up capacity in the sector



GPS priority – driving efficient and effective temporary traffic management

NZTA will continue to play a leadership role within the TTM sector by:

- Moving at pace to roll out the new risk-based approach to TTM across state highways with our construction partners to improve safety and value for money to meet the expectations of the GPS.
- Working with the TTM industry steering group and REG to share knowledge with other RCAs to help their transition to the new risk-based guidance.
- Start reporting key metrics once the GPS is finalised.
- Working with the NZTA teams, work has commenced on developing a suite of national TTM measures that demonstrate efficiency in the way we deliver our projects.



Quarterly reporting

- Establish reporting to benchmark and monitor performance of the network.
- Provide independent assessment and scrutiny of asset and activity management planning in line with REG best-practice guidance.
- Integrate and align with NZTA investment advisors and the tools provided through the Planning and Investment Knowledge Base.



GPS Reporting Area	Notes	Key Performance Indicators
<p>Ensuring investment in maintaining and improving the national road network is spent in the most efficient manner to promote value for money.</p>	<p>Benchmarking efficiency, allows for trend monitoring by RCA and comparison to peer group and national performance.</p>	<ul style="list-style-type: none"> ● Cost of network maintenance, operation and renewals per lane km / VKT. ● Resealing cost per lane km. ● Rehabilitation cost per lane km. □ Cost of capital project (improvement plu low-cost low-risk) per lane km / VKT. ● Average contract spend / day. ● Cost of network management (WC151) per lane km / VKT. ● Renewal expenditure as a % of annual depreciation. ● Better use of existing capacity (to be developed). ● Productivity index / return on construction expenditure.
<p>Ensuring achievement of national programme delivery improves customer experience.</p>	<p>Matching sealed road resealing and rehabilitation delivery to asset condition and performance outcomes (measured and modelled).</p>	<ul style="list-style-type: none"> ● % network resealed and rehabilitated per annum. ● Road surface condition (e.g. % smoothness, roughness, cracking, surface condition index). ● Road pavement condition (e.g. pavement condition index). ● Pothole encounter ratio. ● Deterioration modelling (e.g. remaining lives etc). ● Achievement of targets (%/annum): <ul style="list-style-type: none"> ○ Deterioration modelling (optimal whole-of-life). ○ LTP (DIA mandatory measure). ○ NLTP (Approved programme).
<p>Ensuring reduced, and efficient, expenditure on Temporary Traffic Management.</p>	<p>New area, KPIs to be developed.</p>	<ul style="list-style-type: none"> ● TTM expenditure total cost and as a percentage of total expenditure.
<p>Ensuring investment in road safety improvements reduces the burden of deaths and serious injuries.</p>	<p>Linking road safety, measured by crashes, to road network and behavioural factors.</p>	<ul style="list-style-type: none"> ● Deaths and serious injuries (e.g. total, per VKT). ● Road factors in crashes. ● Driver impairment in crashes (e.g. alcohol, drugs, tiredness). ● Collective Risk Index. ● Personal Risk Index. ● Infrastructure Risk Rating.
<p>Ensuring the national road network contributes to economic growth and increased productivity.</p>	<p>Measures and data sources to be determined – new reporting for Te Ringa Maimoa but data is available from the sector.</p>	<ul style="list-style-type: none"> ● Travel time reliability. ● Journey times. ● Congestion. ● Public transport patronage. ● Freight task.

Questions

Connect with Road Efficiency Group
Te Ringa Maimoa:

www.nzta.govt.nz/reg

<http://transportinsights.nz>

