REGional Workshop

R11 – Activity Management Planning Improvement (LA7, LA8, & LA11)

Workshop Purpose

Purpose

To support RCA development and quality of Activity Management Plans to meet REG expectations and NZTA investment assessment criteria.

Overview

Agenda

- Check in, Introductions etc.
- Sharing investment assessment outcomes & regional/national performance
  - Provide overview of sectors performance (to date)
  - Identification of immediate improvements for 16 Dec 2017
  - Sharing regional submissions and feedback (TIO bids)
  - Identification of good practice examples
- Sharing an AMP development story (identified RCAs)
- Interactive AMP improvement plan session
  - Utilising ALT11 RCAs to work interactively to refine and share their improvement plans
- Communicating your AMP (ALT12)
- REG Updates
- REGional Champions update
- Regional specific issues/collaborative opportunities
- Review & close

Check In

- Intro's for any new members
- Any constraints on the day?
- Any comments or follow up from the previous workshop?

Learning Activity

	Systems	Data	Communications	Approval Processes	Service Delivery
LA1 Functional classification	☐				
LA2 Customer Promises, Customer Levels of Service & Performance Measures (to include DIA Performance Measures)		☐	☐		
LA3 RAMM		☐			
LA4 Long-term condition and deterioration modelling; use of non-asset variables (i.e. economic, social, and environmental value)		☐			
LA5 Interpretation, analysis, and understanding how to use data	☐	☐	☐		
LA6 Road network planning	☐		☐		☐
LA7 Business Case Approach Investment Logic Mapping	☐		☐	☐	☐
LA8 Transport system – why we are doing this, how it fits together, dynamic nature, and 'sharing the story'	☐	☐	☐	☐	☐
LA9 How to effectively use the ONRC, CLoS, and BCA	☐	☐	☐	☐	☐
LA10 Managing and leading change			☐	☐	
LA11 Communicating and engaging with stakeholders			☐	☐	
LA12 Effective collaboration and building buy-in			☐		
LA13 - Financial & strategic planning systems – improving internal engagement and understanding	☐	☐	☐	☐	☐
LA14 Overview of existing knowledge base and tools	☐				
LA15 Procurement & using the CLoS/PM in contracts					☐

Outcomes

Culture change is progressed

- Sector capability is increased
- Collaboration is enhanced
- Sector buy-in is increased
- Improve tust accross the sector
- Costs are reduced
- Improved investment decision making
- Improved relationships between co-investment partners (RCA/NZTA)

Support high quality delivery

ONRC & Business Case Approach is fully implemented (in time for 2018 NLTP - Due Nov 2017)

- Implementation is more efficient and effective
- Implementation is tracked
- Sector issues identified in a collaborative manner
- Delivery is on time and high quality
- Buy-in and understanding is enhanced

Improved governance oversight

- Improved governance understanding and engagement.
- Support to elected members.
- Support to steering groups.

Continuous feedback loop to REG

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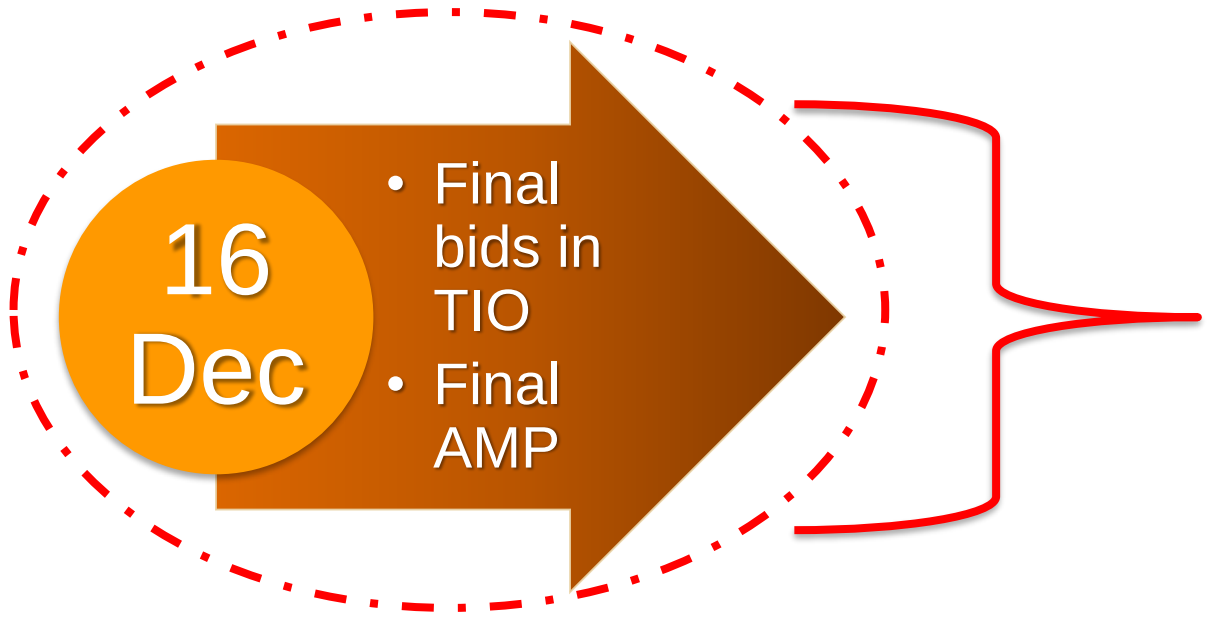
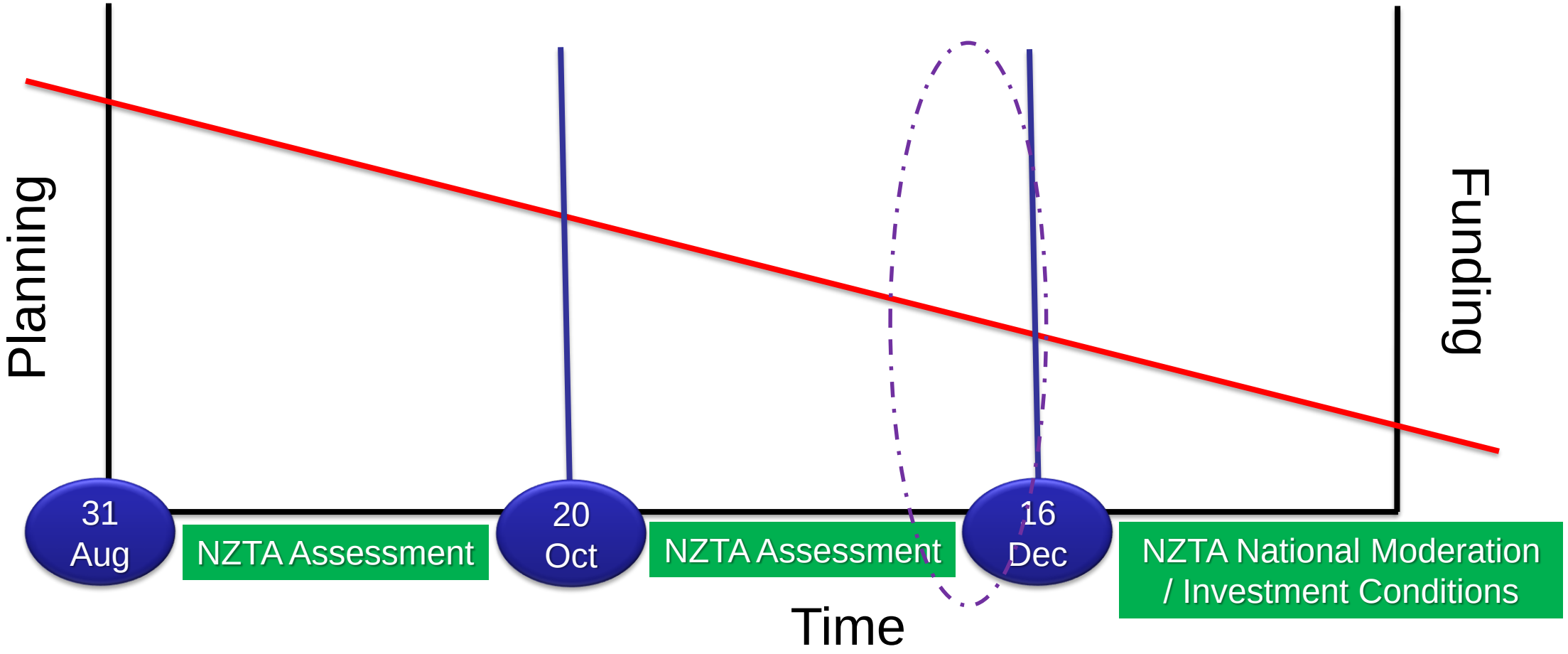
Ensuring you have the strongest case for investment

What's next…



- ❖ **NZTA Assessment Continues**
- ❖ **National Moderation & Funding Assessment**
- ❖ **Transport Agency Decision making**
  - Indicative Programme allocation
    - April 2018
  - NLTP launched
    - 1 August 2018

Assessment Focus



Sharing investment assessment outcomes

IAC Feedback

Purpose: to support AO improvements to their final Activity Management Plans, by;

- Receiving Constructive feedback from colleagues in Local Government and NZTA.
- Understanding the national performance context
- Identifying

Transport Agency progress report to R11 workshops

Turning the Gears of Confidence

Building your collective confidence

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Delivering the changes needed for the 2018- 21 NLTP through partnering with REG

REG Mandate
- The Sector works together to:

Use/develop existing tools & guidance . . .

. . .which Balance Whole of Life Cost with Risk . . .

. . . and Levels of Service & the value of roads

Support Sound Investment Decision Making

'The Prize'

Some observations on draft AMPs / BCs

- Wide variability of the extent to which AMPs demonstrate a robust business case built from strong evidence and linkages to ONRC
- Some great examples, some using great graphics to demonstrate the thought process to create an evidence based business case with a ‘line of sight between their strategic issues / opportunities, ONRC levels of service and their draft programmes.
- A good Executive summary or separate stand-alone ‘short’ programme business case to succinctly tell the compelling investment story are evident where there has been a good thought process
- Some great examples of interrogating comparative performance and cost

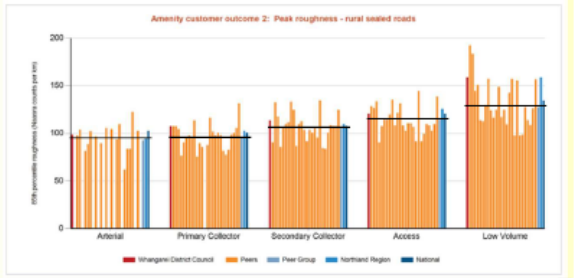
Some examples of good thinking about implementing ONRC

From the draft SHIP

WC	Description	Access & Resilience	TTR	Safety	Amenity
111	Sealed pavement maintenance	✓		✓	✓
113	Drainage maintenance	✓		✓	
114	Structures maintenance	✓		✓	
121	Environmental maintenance	✓	✓	✓	✓
122	Traffic services maintenance	✓	✓	✓	✓
123	Operational traffic management		✓		
124	Cycle path maintenance			✓	✓
151	Network and asset management	✓		✓	
212	Sealed roads resurfacing	✓		✓	✓
213	Drainage renewals	✓		✓	
214	Pavement rehabilitation	✓		✓	✓
215	Structures component replacements	✓		✓	
221	Environmental renewals	✓			
222	Traffic services renewals	✓	✓	✓	

Examples continued

Transportation Activity Management Plan 2018-2048

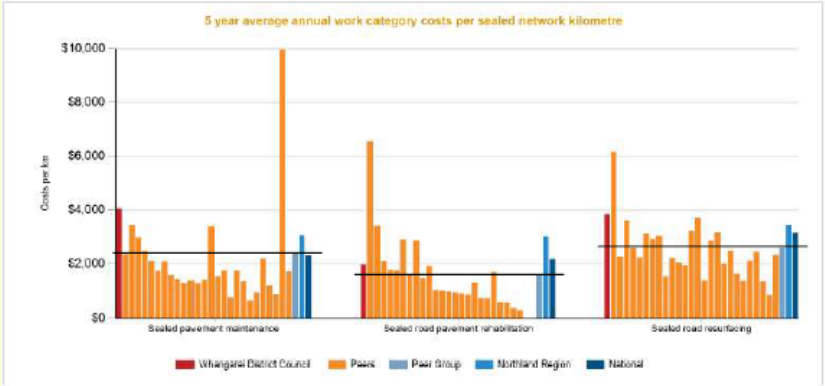


AMENITY SUMMARY –

Whangarei's roads have higher peak roughness than its peer group avaege, particularly on rural roads.

Cost Efficiency 2 & 3 - Sealed road maintenance

Key Question: How does the cost of maintaining my sealed road network compare to others?



COST SUMMARY – Whangarei's road network costs more than its peer group average, which is due to higher sealed road costs. This is caused mainly by the following factors:

- Whangarei's hold and maintain strategy over the 2012/2015 period which drove up resurfacing and pre-surfacing repair costs
- The expensive Mangakahia Road/Otaika Valley Road forestry route which was taken over by NZTA as SH15 in August 2016
- Whangarei having higher traffic volumes than most of its peer group and significant portion of heavy vehicles on its network
- Whangarei's poor soil types, lack of good quality aggregate and wet climate.

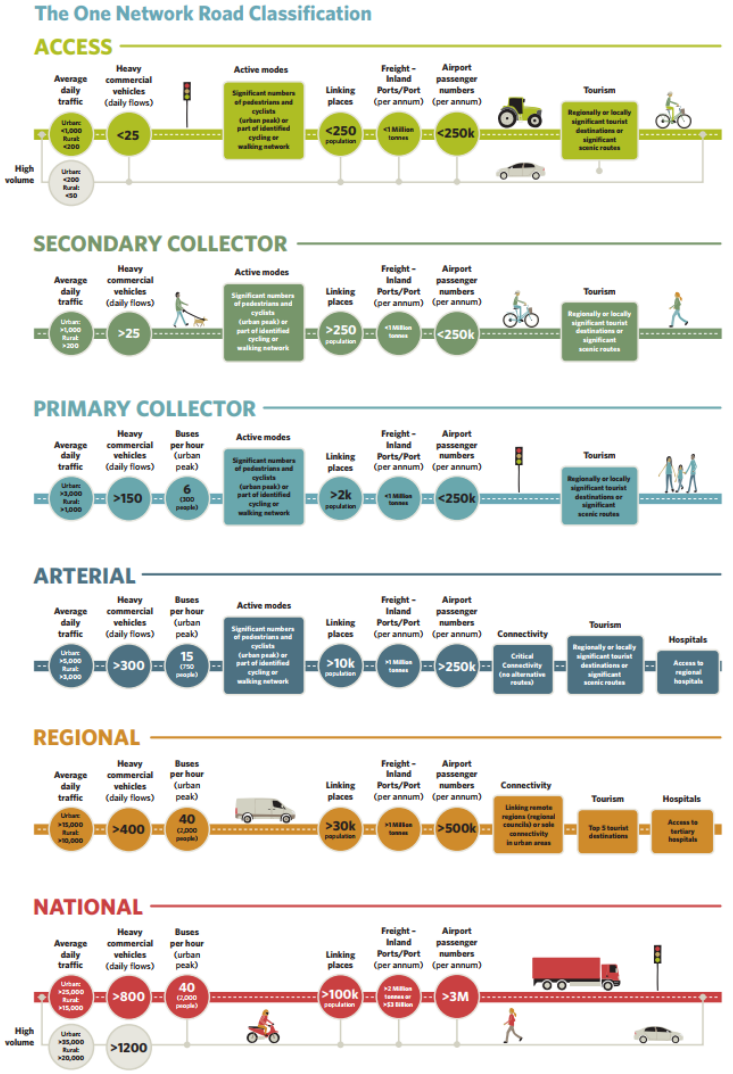
Examples continued

From Hastings DC draft AMP

Line of sight for programme justification – Problem 1							
Problems	**Current performance Against the existing lifecycle management practices Asset condition utilize the ONRC performance measures Other evidence as required to paint a complete picture**	**Links to the ONRC Customer outcomes**	**Consequence of not addressing the problems**	**Benefits of addressing the problems**	**Gap analysis (assess the portfolios current state against the desired state and identify any deficiencies – this include evaluating asset performance and condition**	**Asset groups affected**	**Strategic response**
Ageing transport assets are placing pressure on the effective management of the network (40%)	**Pavements and surfacing:** Poor performance in urban network roughness when compared with peer group Poor condition of Asphalt surfacing in urban and rural network due to backlog Increased levels of renewal required in rural network to maintain long term affordability and amenity of the asset **Bridges:** Backlog of maintenance across al bridge elements due to insufficient maintenance budgets(scour, painting, expansion joints, corrosion protection) 31 bridges not meeting VDAM 2016 rule Strategic strengthening programme will be required for rural and urban environments (public transport) HPMV strengthening underway. Urban routes linking to SH now under pressure with significant uptake of HPMV and 50 Max **Streetlights:** Conversion to LED currently underway. Pole height and spacing remains an issue in P category areas and needs to be addressed to improve light levels	**Value for money:** The road network is being maintained efficiently and effectively to deliver the CLOS of the ONRC **Accessibility:** The bus service is as I would expect in an area like this The trucks that need to use these roads can do so The road and corridor is sufficient for the number of vehicles and type using them **Amenity:** The smoothness of the journey is as I would expect when I take into account the importance of the road	Increasing costs of maintaining the network Increasing operating costs for road users Not meeting Council objectives and Local Government legislative requirements Not meeting key direction set by GPS Increased dissatisfaction from customers	Provides an appropriate level of service in a safe affordable and cost effective manner Supporting current economic growth Meeting council objectives Meeting key directives of GPS User satisfaction	**Pavements:** STE - 130km of the network is providing a rougher ride than what is desirable Peak Roughness - >150 Naasra 106 km of the network has high peak roughness Median and average roughness - Hastings Urban roads are performing poor when compared with the peer group(rougher than most of the peer group) Know low levels of renewal since 2009 - refer AMP and dTims analysis **Bridges:** Maintenance and Component replacement backlog of $1.5 million HPMV and 50 MAX uptake increasing Combined HPMV strengthening and 2016 VDAM rule change requiring response of $6 million (subject to council approval)	Sealed surface and pavements Bridges Drainage - culverts and side drains Street lights and poles	Establish strategic optimised long term forward works programmes across all major transportation assets

What is next for all RCAs

- Develop your high level PROBLEMS
- Take time to ASSESS your data
- Understand the GAPS in your network
- SHARE your information and results
- Complete your BUSINESS CASE
- Submit to RLTP/LTP and the NLTP



We're not there yet or are we?

Summary of our AMP / BCA assessments as at 17th November

Pass	19
rework	45
Fail	3

How ready is your business case?

The BCA AMP:

Remember - the art of telling a complex AMP / BC story in simple terms

Paraphrasing Ross Waugh's lecture series on Asset Management

Producing something that's incredibly complex might show that you are masterful at modelling and everything else like that BUT - if nobody else can understand it or wants to buy into it, then you have really just had a lot of fun modelling.

At the end of the day, what produces the action is then reducing that to a simple problem statement that says, we've done all these analyses but this is the problem.

You have to understand something intimately to take it from complex to simple. It's a real challenge

Applying the fundamentals of the BCA should help AOs articulate their activity/asset management plan to management/governance and the community

& as a secondary outcome satisfy the NZTA investment criteria

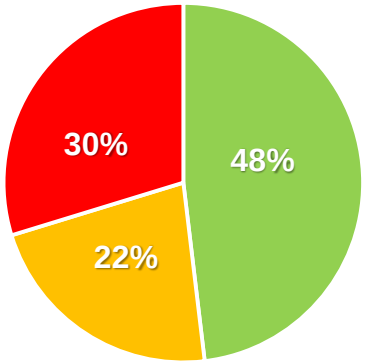
RCA case for first and last $$ needs to be built on solid foundations.

RCAs to demonstrate:-

Solid understanding of issues and opportunities to be addressed

- **supported by robust data**
- **Understanding of critical risks?**
- **How does their network and cost of delivery compare to others?**
- **Will programme deliver a sustainable and affordable network at the right levels of service for their community and consistent with ONRC levels of service in the long-run?**

What does your data quality report indicate?



Sharing an AMP development story

Interactive AMP improvement plan session

Purpose: to help build a robust improvement plan that will ensure development of the AMP and RCA capability for the 2021 NLTP submission.

Is the investment story compelling?

- Is there a clear understanding of ‘Why’ you need to do something?
- Is there evidence to support your recommended programme?
- Is what your are recommending affordable?
- Does it provide ‘value for money’?
- Do you have the management capability/capacity to deliver the programme?
- Can the ‘supply chain’ / market respond and deliver within your required timeframes?

27 IMPROVEMENT PLAN

Details of future improvements required and a timeframe for these improvements is included in the table below. Implementation of this Improvement Plan will also provide a framework from which the AMP can be developed to meet all the requirements of a core asset management system. Key improvements from the Business Case are highlighted in red below.

ITEM NO.	AMP REF	DESCRIPTION	ACTION	RESOURCE	TIMING	PRIORITY	ESTIMATED COST	STATUS
DELIVERY								
1	Section 7.3	Delivering the transport activity – Physical Works contracts procurement	All existing physical works contracts are due for completion by 30 September 2018. A strategy is currently being developed to review the bundling of work activities, types of contracts and procurement options to encourage competition both locally and in the wider Hawke's Bay and Gisborne markets.	External consultant	December 2017	**HIGH**	$100k	Commenced
LEVELS OF SERVICE								
2	Section 8.1.2	ONRC performance measures reporting	Data collection plan to be established for reporting against ONRC performance measures, where data is not currently available or has not yet been entered into the PMRT.	Roading team	2018/19	**MEDIUM**	nil	New item
3	Section 8.1.1	WDC LoS review	The LoS for all Council's activities are programmed for review prior to the next AMP in 2020/21. The LoS above will be fully reviewed at this time and rationalised to focus on ensuring key LoS are well understood and prioritised.	Roading team	Review prior to next AMP 2020/21	**LOW**		New item
CURRENT STATE								
4	Section 9.2	Crash Reporting	Include crash reporting of non-reported accidents as a requirement for maintenance contractors so areas of the network that have safety deficiencies can be better identified.	Network maintenance contractors	2020	**MEDIUM**	$10k pa	New item
5	Section 9.4	Data Quality – Traffic Count Programme	The timeliness of data reporting needs to be reviewed. This is particularly an issue for Traffic counts and estimates and crash data. The Strategic Case has also identified the need for better traffic count information so that ONRC CLoS can be better delivered in future through investment targeted in	External consultant - count programme, Roading team – complete counts	2017/18	**HIGH**	Programme $5k Counts - ?	New item

Thinking improvements beyond the ‘asset’

In your improvement plan consider how you have addressed the five pillars of success.

- Are there any gaps, areas you would like to make better, or build capability in?

- Are there gaps in your business case, such as your:
  - ❑ Strategic case or programme case?
  - ❑ Also consider your financial case, economic case, management case, or commercial case?

Thinking improvements beyond the ‘asset’

5 Pillars of Success

Systems	Do your systems and process work well, what can be improved? Are they ’customer’ focused and incorporate the ONRC? Do they link your contracts to your AMP. Think of the whole transport system.
Data	Are you collecting the correct data? How good is your data quality? Is your RAMM database up to date?
Communications	Have you socialised your AMP investment requirements & programme with your GM/CE/strategic planners, and elected members? Is it aligned with your LTP?
Approval Processes	Does your council support your AMP and LTP submission? Does your NZTA funding bid meet the IAC? Are there other approvals required?
Service Delivery	You have engaged with the construction sector? Have you reviewed your procurement strategy and linked it to your delivery model? Have you introduced the ONRC into your maintenance contracts?

Transport System Relationships

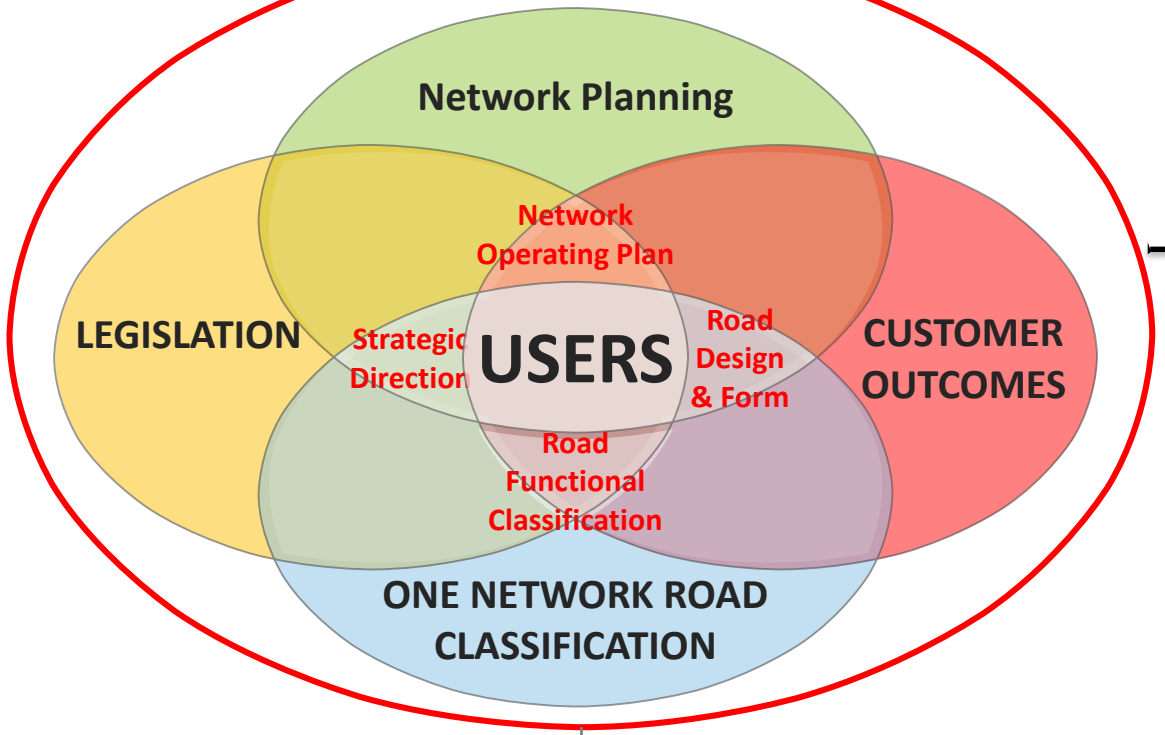
Government Policy Statement & Long Term Strategic View

Strategic Direction

Community / User Input

RLTP
State Highway Investment Plan
Council Annual Plans
Long Term Plans

Systems



RCA Planning Processes
Activity Management Plans

Regional Transport Programme

National Land Transport Programme
(NZTA Investment & Revenue Strategy)

Operational Delivery
(Operations & maintenance / Capital works)

Investment Decision Making

Approval Processes

Assessment of the business case for maintenance programme proposals

May 2017

This document is intended to be used as a basis for discussion between the NZ Transport Agency and its investment partners, to give confidence that a robust proposal can be considered for investment and to enable the Transport Agency to have assurance the principles of the Business Case Approach (BCA) have been applied. We are providing this document to be clear and transparent about the process.

Use fit-for-purpose effort - The Transport Agency expects road maintenance programmes to be well linked to long term planning documents, particularly Activity Management Plans (AMPs), council Long Term Plans (LTPs), 30-year infrastructure strategies and Regional Land Transport Plans (RLTPs).

Where the information is spread across a number of supporting documents, you should provide a summary of the relevant information and describe the information assumptions underlying your business case. You should set out clearly those areas where known information gaps exist that, if addressed, would enable enhanced planning and management of your network. You should also explain your planned response (if any) to addressing the known information gaps.

How the process works - This document provides an initial view of the assessment of the business case, which will help you assemble evidence. You then describe the evidence collected and the specific reference points in Transport Investment Online (TIO).

You should engage with the Transport Agency during this period to prepare a firm bid and ensure you are meeting information requirements. The Transport Agency assessor will look at the evidence in TIO and rate each question. During this assessment, feedback will be discussed with you before giving a pass, rework or fail.

For more information about the assessment process please sees the companion document *Investment decision making - assessment of the business case*.

Further guidance will be available on the Planning and Investment Knowledge Base or, for specific information, contact your local Transport Agency regional office or email **nltp@nzta.govt.nz**.

What the assessments mean

Pass - There is evidence that a robust Business Case Approach has been followed for the question.

Rework - There is evidence that there has been some application of the Business Case Approach principals for this question, but in order to put a robust investment proposal forward for investment assessment, rework is required.

Fail - There is insufficient evidence of robust application of the Business Case Approach to enable the Transport Agency to assess this question.

Assessment of the business case questions

1. **Strategic alignment** – What consideration has been given to progressing government priorities, regional priorities, the Long Term Strategic View and the One Network Road Classification (ONRC) outcomes and measures? Briefly describe the information that demonstrates how the business case:
   - supports and aligns to government priorities
   - takes account of regional priorities
   - is informed by the Long Term Strategic View
   - responds to the One Network Road Classification customer levels of service and performance measures framework.
2. **Strategic direction** – What issues additional to the national and regional priorities need to be addressed in managing the network? Briefly describe the information that identifies issues such as:
   - long term trends that impact on the management of the network
   - acceptable levels of service
   - risks to the reliability and continuity of the network
   - other priorities identified in the business case.
3. **Problem – current state** – For the issues identified above, does the business case documentation provide evidence to indicate the scale of the problem and give some indication of the relative importance of the issues? Briefly describe the information that provides:
   - a clear statement of the current state problem or problems, or opportunities being addressed
   - what would be the consequences of not addressing the problem or problems.
4. **Objectives (benefits [outcomes] / performance measures): identified & reasonable** - What benefits and performance measures, at a network level related to the maintenance programme, have been identified and are they reasonable? Briefly describe information provided on:
   - how well the programme responds to the ONRC framework and customer levels of service (current and future state)
   - the future benefits (outcomes) and how well they will address the problem/s identified
   - the performance measures for benefits, and whether they will provide adequate evidence that the benefits have been achieved.
5. **Core programme** – For the programme as a whole and for each of the work category bids, is there sufficient evidence to show the programme has been optimised for both the mix and timing of interventions, and is there an appropriate procurement approach to deliver value for money in the short, medium and long term? Briefly describe information provided on:-
   - the programme optimisation carried out in the programme (or components of it); including how the individual programme elements were derived and assessed
   - what consideration was given to addressing the problems/opportunities through maintenance and/ or additional improvement activities (funded through the relevant Improvements Activity Classes) and/or enhanced delivery arrangements
   - cost and level of service benchmarking compared to national, regional and local peers.
6. **Enhanced programme** - Where funding is sought above the Core Programme level, the investment partner will need to demonstrate the rationale and evidence of the value proposition for the enhanced funding request. The business case and supporting information must demonstrate there is a significant gap(s) in level of service and that:
   - the additional works and investment proposed are the best means to address the customer levels of service opportunities sought under the Investment Assessment Framework (IAF) high results alignment rating for maintenance
   - the investment partner has the capability to deliver the proposed enhanced programme in the most cost effective way
   - the consequences of not investing in the enhanced programme.
7. **Alignment of programme expenditure** - How well are planning documents aligned to the core programme (and any associated funding applications) in TIO? Review documentation/references provided and provide assurance that there is:
   - an alignment between the planning documentation and the TIO funding application for the total core programme (including any service improvement(s))
   - any gaps are identified.
8. **Smart, fit for purpose procurement of services** - What, if any, emerging procurement-related issues and opportunities or outstanding issues have been identified? Briefly identify:
   - whether there is a procurement assessment consistent with the Smart Buyer self-assessment and Road Maintenance Procurement evaluation guide published by the Road Efficiency Group (REG)
   - any emerging risks or opportunities related to procurement that need to be addressed or accommodated in future
   - if there are any issues or risks identified in the procurement strategy where further mitigation is required.
9. **Integration/partnering** - How well is the delivery of the proposed programme and related activities aligned and integrated? Does the proposal ensure optimal programme delivery efficiency and coordination with suppliers and partner organisations?
10. **Performance management** - Identify concerns (if any) related to delivery of the maintenance programme such as work quality, timeliness of responses, and ability to detect and respond to changes in conditions or circumstances. Briefly describe how performance is monitored.
11. **Confidence in delivery/risk management**- What is the confidence that the programme can be delivered and risks managed? Briefly describe:
    - the proven track record of sound delivery with previous investments in the continuous programme and related activities (particularly in terms of timing and alignment/management of the funding allocation)
    - the capability and the capacity of the organisation to deliver and manage the future programme and related activities, particularly in terms of adequacy of resourcing and skillsets available
    - the extent to which risks have been adequately identified for the type/ complexity of the network (and/or related activities)
    - whether there is a risk mitigation strategy in place
    - confidence that activities proposed to improve Business Case planning and delivery arrangements for the 2021-24 NLTP will be delivered.

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Data

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Data Quality Project - 2016/17 - State Highway Network Report

Introduction

The quality of the RAMM data being used by the ONRC Performance Measures Reporting Tool has recently been assessed by REG.

This data quality report is REG's assessment of the 2016/17 Territorial Authority data quality against the State Highway network data quality.

It is based on the framework designed for Territorial Authorities consisting of 30 indicators and 35 data quality metrics which have interrogated RAMM data for completeness, accuracy and timeliness.

What this report tells me

This report shows, for each metric, how the State Highway network is positioned against all Territorial Authorities and what's considered good for Territorial Authorities (the expected standard). However, not all metrics are relevant for the State Highway network.

Background behind the metrics

The metrics have been grouped into categories and sub-categories. Each has several metrics interrogating data completeness, accuracy and timeliness. Each metric has a graded result on a scale of 1 to 3. Metrics graded 2 or 3 means a reduced confidence in the data quality.

Grade	Definition
Grade 1	Data quality to expected standard
Grade 2	Minor data quality issues present
Grade 3	Major data quality issues present

What is the source of the data being used?

This third version of the report uses RAMM data from the snapshot loaded to the ONRC PMRT for 2016/17. This is a change from the previous two Territorial Authority reports which used the NZ Transport Agency data warehouse as the data source. This has allowed additional metrics to be included that were previously excluded due to restrictions in the source data. The scripts used to generate the Territorial Authority results are available on the REG website.

What indicators and metrics have changed?

Metrics "TL3a" and "TL3b" have been replaced by "Ca4". Metric "TL5" has been replaced by "TL5.1". New metrics "Ro3", "TC4", "TC5", "TE4" have been added. Metric "MA3" has been temporarily removed. Please refer to the Indicator and Metric Change log on the REG website for details of all changes made.

What's next?

REG will be expecting Territorial Authorities to improve their data quality to achieve the expected standard by December 2018, shifting the Territorial Authority and national result into the "green zone" for each metric.

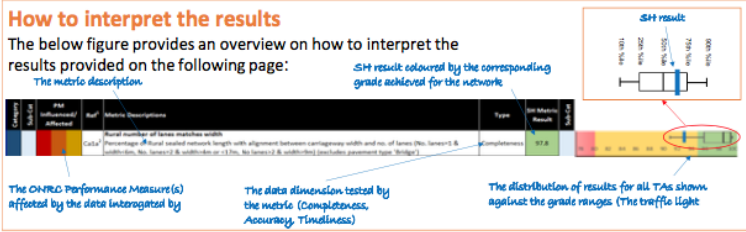
REG has considered the three sets of results and has developed an improvement programme to help Territorial Authorities to address the data quality issues. The improvement programme is available on the REG website.

For further information go to https://www.nzta.govt.nz/roads-and-rail/road-efficiency-group/data-2/data-quality-project/

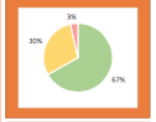
Send any questions or feedback to roadefficiencygroup@nzta.govt.nz

How to interpret the results

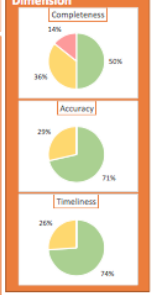
The below figure provides an overview on how to interpret the results provided on the following page:



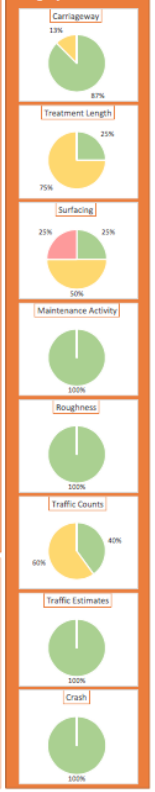
My Results Overall



My Results by Dimension



My Results by Sub-Category



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Road Controlling Authority | **State Highway Network (Relative to all Territorial Authorities)**

Category	Sub-Cat	PM Influenced/ Affected	Ref[1]	Metric Descriptions	Type	SH Metric Result
Network	Carriageway	Safety, Amenity, Cost Efficiency	Ca1a[2]	**Rural number of lanes matches width** Percentage 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) (excludes pavement type 'Bridge')	Completeness	97.8
			Ca1b[2]	**Urban number of lanes matches width** Percentage 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) (excludes pavement type 'Bridge')	Completeness	88.4
			Ca2	**ONRC categories are assigned** Proportion of carriageway section records with an assigned ONRC category (where road type = "L" and owner type "L") (excludes pavement type 'Bridge')	Completeness	98.3
			Ca3a[2]	**Rural carriageways are generally not short** Proportion of Rural sealed carriageway records greater than 50m in length (ie. not short) (excludes pavement type 'Bridge')	Accuracy	98.8
			Ca3b[2]	**Urban carriageways are generally not short** Proportion of Urban sealed carriageway records greater than 20m in length (ie not short) (excludes pavement type 'Bridge')	Accuracy	97.8
			Ca4	**Sealed/unsealed network correctly defined** Percentage of sealed network length with a surface record, or unsealed network with no surface record. (excludes pavement type 'Bridge')	Accuracy	99.3
	Treatment Length	Amenity	TL1a	**Treatment Lengths are generally not short** Proportion of sealed Treatment Length records that are not very short (<20m Urban and 100m Rural) (excludes disabled TLs and pavement type 'Bridge')	Accuracy	89.4
			TL1b	**Treatment Lengths are not too long** Proportion of sealed Treatment Length records (excludes disabled TLs) that are not exceptionally long (>500m Urban and 1km Rural) (excludes disabled TLs and pavement type 'Bridge')	Accuracy	87.8
			TL2	**Treatment Lengths match major surfaces** Proportion of Treatment Length records with >= 80% coverage of the major surfacing (excludes disabled TLs and pavement type 'Bridge')	Accuracy	85.3
			TL4	**Network with STE reading** Proportion of sealed Treatment Length records with a Smooth Travel Exposure (STE) value (excludes disabled TLs and pavement type 'Bridge')	Completeness	95.3
			TL5.1	**Treatment Lengths match renewals** Proportion of Treatment Length records with >=80% coverage of the major surfacing with a surface date in the reported financial year (excludes disabled TLs and pavement type 'Bridge')	Timeliness	86.0
Inventory	Surfacing	Cost Efficiency	Su1	**Last years' renewals as recorded in RAMM** Percentage of sealed network length surfaced and entered into RAMM for the reported financial year (excludes pavement type 'Bridge')	Timeliness	6.4
			Su2	**Surface records correctly located** Proportion of surface records loaded in reported financial year that are within the limits of the road and have a width no more than 2m wider than the carriageway width (excludes pavement type 'Bridge')	Accuracy	88.7
			Su3	**Surface records with original cost** Proportion of surface records with a surface date greater than 30 June 2016 with a cost recorded (excludes pavement type 'Bridge')	Completeness	0.9
			Su4[3]	**Surface records with works origin** Proportion of surface records with a surface date greater than 30 June 2016 with a works origin/category recorded (excludes pavement type 'Bridge')	Completeness	0.0
			Su5	**Surface records newer than pavement** Percentage of top surface length newer than underlying pavement layers in the last 3.5 years (excludes pavement type 'Bridge')	Completeness	92.8
Maintenance Activity	Maintenance Activity	Cost Efficiency	MA1	**Complete maintenance activity** Number months with at least one pavement (PA) or surfacing (SU) cost group record on sealed network in reported financial year	Timeliness	12
			MA2	**Correctly located maintenance activity** Proportion of pavement (PA) and surfacing (SU) cost group records recorded at appropriate location on sealed network (Proportion of records not at the start of the road)	Accuracy	98.4
			MA4	**Maintenance activity has a valid location** Proportion of pavement (PA) and surfacing (SU) cost group records on sealed network for the reported financial year located within the extents of the road as defined in the carriageway table	Accuracy	100.0
Condition	Roughness	Amenity	Ro1	**Roughness survey within 2.5 years** Percentage of sealed network length with a latest roughness reading less than 2.5 years old (from 30 June of reported financial year) (excludes pavement type 'Bridge')	Timeliness	99.0
			Ro2	**HSD Roughness survey within 2.5 years** Percentage of the sealed network length with latest HSD roughness data less than 2.5 years old (from 30 June of reported financial year) (excludes pavement type 'Bridge')	Accuracy	99.1
			Ro3	**Roughness data has valid location** All latest roughness readings located within the extents of the road as defined in the carriageway table (excludes pavement type 'Bridge')	Accuracy	100.0
Demand/Use	Traffic Count	Amenity, Cost Efficiency	TC1	**Well targeted traffic count programme** Proportion of sealed network VKT with latest traffic count less than 5 years old (from 30 June of reported financial year) (excludes pavement type 'Bridge')	Timeliness	40.0
			TC2	**Historic count data coverage** Proportion of sealed network VKT with traffic count records (excludes pavement type 'Bridge')	Completeness	41.5
			TC3	**Traffic count programme activity** Proportion of sealed network VKT with traffic count record with a count date in reported financial year (excludes pavement type 'Bridge')	Timeliness	38.8
			TC4	**Traffic loading understood** Proportion of network VKT with classified traffic count records less than 5 years old (from 30 June of reported financial year) (excludes pavement type 'Bridge')	Accuracy	39.0
			TC5	**Historic traffic loading coverage** Proportion of network VKT with classified traffic count records (excludes pavement type 'Bridge')	Accuracy	39.0
	Traffic Estimates	Amenity, Cost Efficiency	TE1	**Network has traffic estimates** Proportion of sealed carriageway records having a traffic estimate (excludes pavement type 'Bridge')	Completeness	97.9
			TE2a[2]	**Traffic estimates are maintained (High Volume to Arterial)** Proportion of traffic estimate records less than 1 year old on sealed High Volume, National, Regional and Arterial network (from 30 June of reported financial year) (excludes pavement type 'Bridge')	Timeliness	98.4
			TE2b[2]	**Traffic estimates are maintained (Primary and Secondary Collectors)** Proportion of traffic estimate records less than 3 years old on sealed Primary and Secondary Collector network (from 30 June of reported financial year) (excludes pavement type 'Bridge')	Timeliness	100.0
			TE2c[2]	**Traffic estimates are maintained (Access including Low Volume)** Proportion of traffic estimate records less than 5 years old on sealed Access including Low Volume Access network (from 30 June of reported financial year) (excludes pavement type 'Bridge')	Timeliness	N/A
			TE3	**Traffic estimates updated following counts** Proportion of estimate records newer than count records (excludes pavement type 'Bridge')	Accuracy	99.8
			TE4	**Considered traffic loading** Proportion of traffic estimate records with a loading estimate (ie not a default) (excludes pavement type 'Bridge')	Accuracy	100.0
Crash	Crash Data	Safety	Cr1	**Crash data is recent** Age (in months) of crash data in terms of time difference between RAMM date_added field and date loaded to the PMRT	Timeliness	2
			Cr2	**Crash records with valid location** Proportion of crash records located within the extents of the road for the five year period up to the end of the reported financial year	Accuracy	99.8

Notes:
1 - Metric references denoted with a letter at the end are subsets of the same indicator (ie Ca1a and Ca1b). Their results are aggregated to report as a single indicator on the charts on page 1.
2 - Some metrics may not be applicable to a network, ie those querying the rural network on an urban only network. These will display a result of "N/A" and will not be coloured in line with the grading ranges. These also do not contribute to the results on page 1.
3 - The works origin attribute field is a recent addition to the RAMM tables and was not available in the PMRT at the time of data import. This metric is excluded from the results on page 1.

Grade	Definition
Grade 1	Data quality to expected standard
Grade 2	Minor data quality issues present
Grade 3	Major data quality issues present

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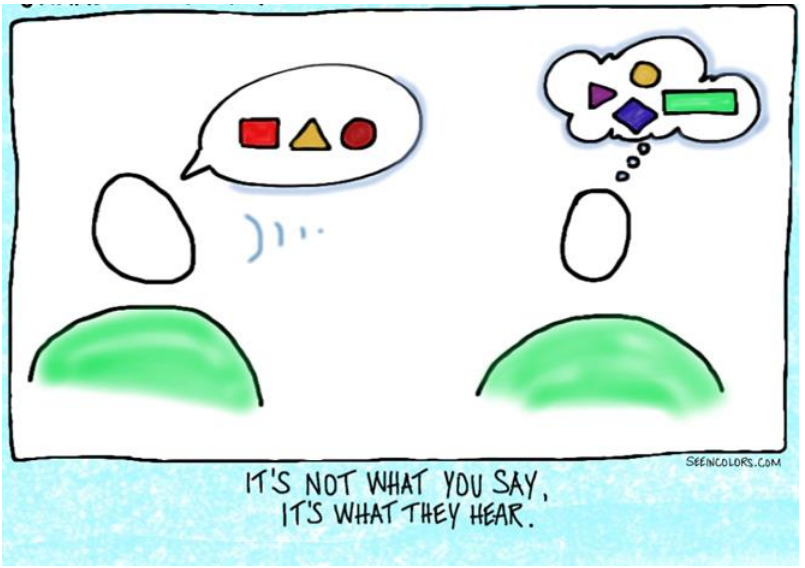
Your Messages

- What do you need your audience to understand?
- What do you need them to do?
- How can you convince them to do it?
- Is what you're asking for
  - a) the right solution
  - b) demonstrably affordable
- Is your presentation easy to understand and interesting?



Service Delivery

Road Maintenance Procurement: Delivery Model Guidelines

Interactive Session – Long Term Improvements

- Review yours and your peers improvement plans; identify long term improvement actions that can be developed into the AMP for continual development and improvement of the 2021/2024 NLTP.
  - ALT11
  - Session exercise

Communicating your AMP

"The single biggest mistake in communication is the illusion that it has taken place."

George Bernard Shaw

Overview

Your audiences
Your plan
Your messages

What does your audience need to understand?
What do they understand now?
Does your plan close the gap

Where are you at in communicating your story?

Identify who you have already communicated with

- **How well was this received and understood?**
- **Who do you need to communicate with now?**
- **Where are your ‘road’ blocks?**

Your Audiences

Primary – the people you talk to directly

Secondary – the people they talk to

Tertiary – the people you have to reach some other way

Your plan

Is it robust?
Understandable?
Affordable?
Evidence based?

Your Messages

- What do you need your audience to understand?
- What do you need them to do?
- How can you convince them to do it?
- Is what you're asking for
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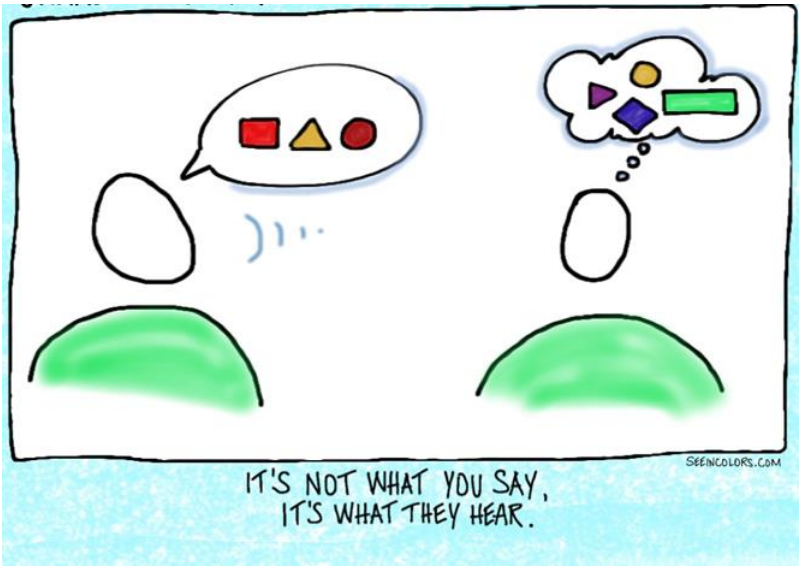


ALT12

PART 2 – COMMUNICATING WHAT THIS MEANS	
*Complete the following **in the order of the numbers** in the orange boxes*	
1 *Note down your specific objective*	My specific objective is **to ensure my AMP is well understood by the elected members, so they can explain it to the public and can justify the LTP local share spend.** *(What you hope to achieve by producing this communication)*
2 *Identify your audience and their audience*	This report is for **Executive team, elected members** The other folk they will be expected to be able to explain what is happening to, are **media, general public** *Pause and think what they need to know. Remember, your audience are very busy people who have to make lots of decisions in short time frames. For this reason limit your communication to three key issues – anymore and they are likely to switch off but be ready for more if they ask. They don't want too much detail but need to know you have a good grip of your responsibilities.* **They need to understand, in the simplest form, what our problems are, how things would be if we solved those issues, how that relates to our overall vision for our district, what work needs to take place to solve the issues and how it is affordable.**
8 *Opening remarks*	• Relate this back to any overall vision for your district that your council holds. This might be along the lines of "our district is constrained by XXXX. **Our Transport Strategy is looking to support the landuse and community outcomes outlined in our District Plan that envisages…(for example, compact urban form, or roads that support further agricultural development…). We need to balance our moving towards this vision with the need for fiscal responsibility and the level of risk we can tolerate.**
9 *Creative opening (Optional – only if warranted)*	• This is a short and snappy opportunity to help your audience grasp the topic and gain their attention and focus. • If your district has a clearly articulated vision, this is where to really express it and show how your AMPs help enable it. If not, you might want to explain some sort of motivating 'why' for your work. For example, you might talk about the nexus between transport planning and landuse – how the two impact and support each other. • It's a good idea to use a PowerPoint or other collateral to help communicate this. But make sure these are attractive, word limited and tie into vision or at least inspiration.

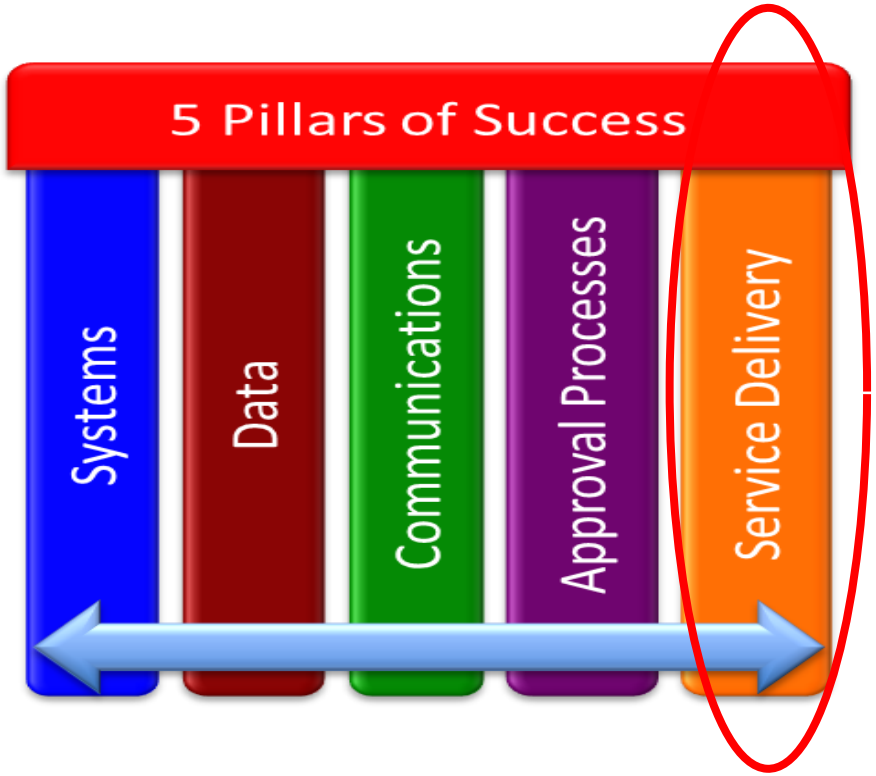
3	"[CLICK & TYPE SUBJECT]"		
5 *Name the 3 issues your are going to cover. You introduce these all at once and then speak to each of them in turn in step 6*	**Issue 1**	**Issue 2**	**Issue 3**
6 *Body – provide the relevant details for each issue. Outline what you are looking ot address, the benefits from addressing it, and the consequences of not addressing it. Provide assurance that you have looked at the various options and the propsoed action is the best value for money.*	**Issue 1** Why it is an issue How you are going to address the cause. The consequences if you don't. You've looked at the options and x is the best approach	**Issue 2** Why it is an issue How you are going to address the cause. The consequences if you don't. You've looked at the options and x is the best approach	**Issue 3** Why it is an issue How you are going to address the cause. The consequences if you don't. You've looked at the options and x is the best approach
7 *Briefly repeat how you are addressing the 3 issues in summarised form*	"type Topic 1 summary"	"type Topic 2 summary"	"type Topic 3 summary"
4 *Conclusion*	**CONCLUSION** Addressing these issues at x cost will support our overall direction in achieving X and X. You might say that this is the recommended programme based on the evidence we have and the costs we can afford. Most importantly it is well aligned with the direction our community wants to go.		

Table exercise – Communication outline ALT 12

Use the worksheet provided to outline a communication to your Elected Members and/or Senior Management Team the Conclusions of your Activity Management Planning process

REG Update

Procurement Working Group



Procurement is one of REG's Pillars of Success

Procurement Working Group

The Sub-group is preparing for next year's REG focus on procurement and have been working on;

- An update of the Guidelines for Selection the Best Maintenance Delivery Model for your circumstances.
- Providing guidance for how to best Incorporate ONRC into contracts
- Increasing the opportunities for improved value from your maintenance contracts by considering supply chain leadership.

Grade	Definition
Grade 1	Data quality to expected standard
Grade 2	Minor data quality issues present
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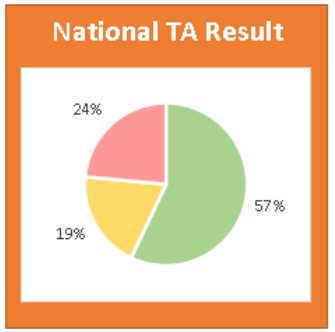
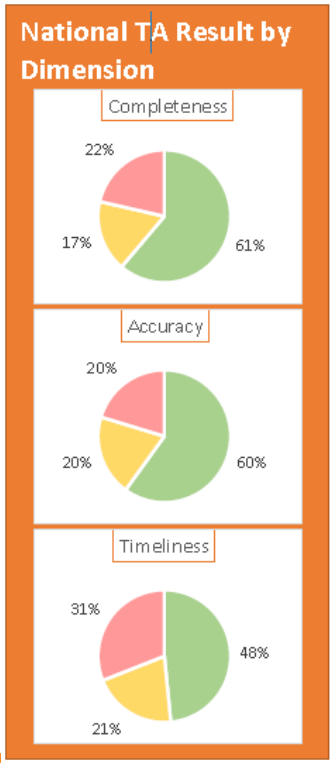
Data Working Group

- Phase 1 has focused on quality of RAMM data which informs ONRC and performance measures
- Annualised TA results for 14/15, 15/16 and 16/17 are available on the NZTA and REG websites. Plus a new 16/17 ALL TA's vs SH network report is available
- National TA ONRC Performance Measure Data Quality for 2016/17:
  - % of ALL metrics achieving the expected standard – 57%
  - % of COMPLETENESS metrics achieving the expected standard – 61%
  - % of ACCURACY metrics achieving the expected standard – 60%
  - % of TIMELINESS metrics achieving the expected standard – 48%





Grade	Definition
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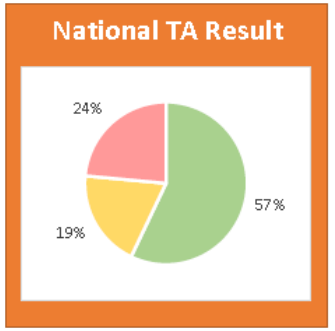
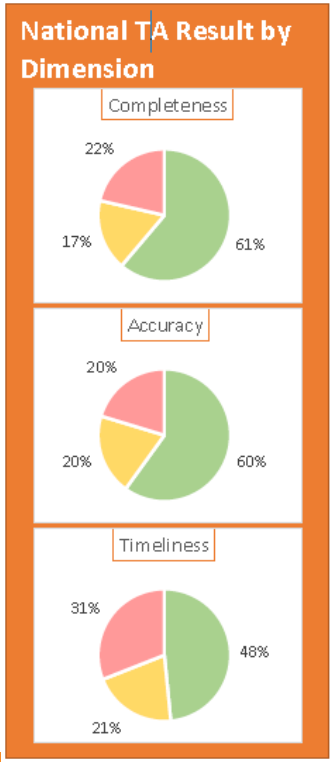
Data Working Group

- All TLA's are expected to achieve the **"Expected Standard"** by December 2018. **What will you need to do to achieve this?**
- Phase 1 improvement programme will produce guidance and will provide support to the sector (refer to supplementary information handout).
- Phase 2 will focus on data quality for NZ road asset management, decision support systems and other ONRC PM's. Assessment about to get underway.





REG update continued

- DATA WG cont…
  - Completing a deep dive look into measures (data/standards)
- ONRC WG –
  - Reviewing performance measures
  - Developing ‘place measures’
  - Providing guidance on ONRC moderation
- Developing Digital Engineering for Transport
- Developing Asset Mgmt framework/capability building

Thinking of Helping? Then put your hand up if;

Regional Critical Issues & Collaboration

Purpose: to provide an opportunity to discuss regionally important issues and collaborative opportunities with peers.

Moving forward to Our next workshop

Building sector capability – REGional Workshops in 2018

NZTA IAC & AMP Review
National review & moderation

AMP, IAC Feedback, Improvement Plan Review
Identifiy gaps and common issues. Update L&D programme

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Learning Activity	Systems	Data	Communications	Approval Processes	Service Delivery
LA1 Functional classification	☐				
LA2 Customer Promises, Customer Levels of Service & Performance Measures (to include DIA Performance Measures)		☐	☐		
LA3 RAMM		☐			
LA4 Long-term condition and deterioration modelling; use of non-asset variables (i.e. economic, social, and environmental value)		☐			
LA5 Interpretation, analysis, and understanding how to use data	☐	☐	☐		
LA6 Road network planning	☐		☐		☐
LA7 Business Case Approach Investment Logic Mapping	☐		☐	☐	☐
LA8 Transport system – why we are doing this, how it fits together, dynamic nature, and 'sharing the story'	☐	☐	☐	☐	☐
LA9 How to effectively use the ONRC, CLoS, and BCA	☐	☐	☐	☐	☐
LA10 Managing and leading change			☐	☐	
LA11 Communicating and engaging with stakeholders			☐	☐	
LA12 Effective collaboration and building buy-in			☐		
LA13 - Financial & strategic planning systems – improving internal engagement and understanding	☐	☐	☐	☐	☐
LA14 Overview of existing knowledge base and tools	☐				
LA15 Procurement & using the CLoS/PM in contracts					☐

Outcomes

Culture change is progressed

- Sector capability is increased
- Collaboration is enhanced
- Sector buy-in is increased
- Improve tust accross the sector
- Costs are reduced
- Improved investment decision making
- Improved relationships between co-investment partners (RCA/NZTA)

Support high quality delivery

ONRC & Business Case Approach is fully implemented (in time for 2018 NLTP - Due Nov 2017)

- Implementation is more efficient and effective
- Implementation is tracked
- Sector issues identified in a collaborative manner
- Delivery is on time and high quality
- Buy-in and understanding is enhanced

Improved governance oversight

- Improved governance understanding and engagement.
- Support to elected members.
- Support to steering groups.

Continuous feedback loop to REG

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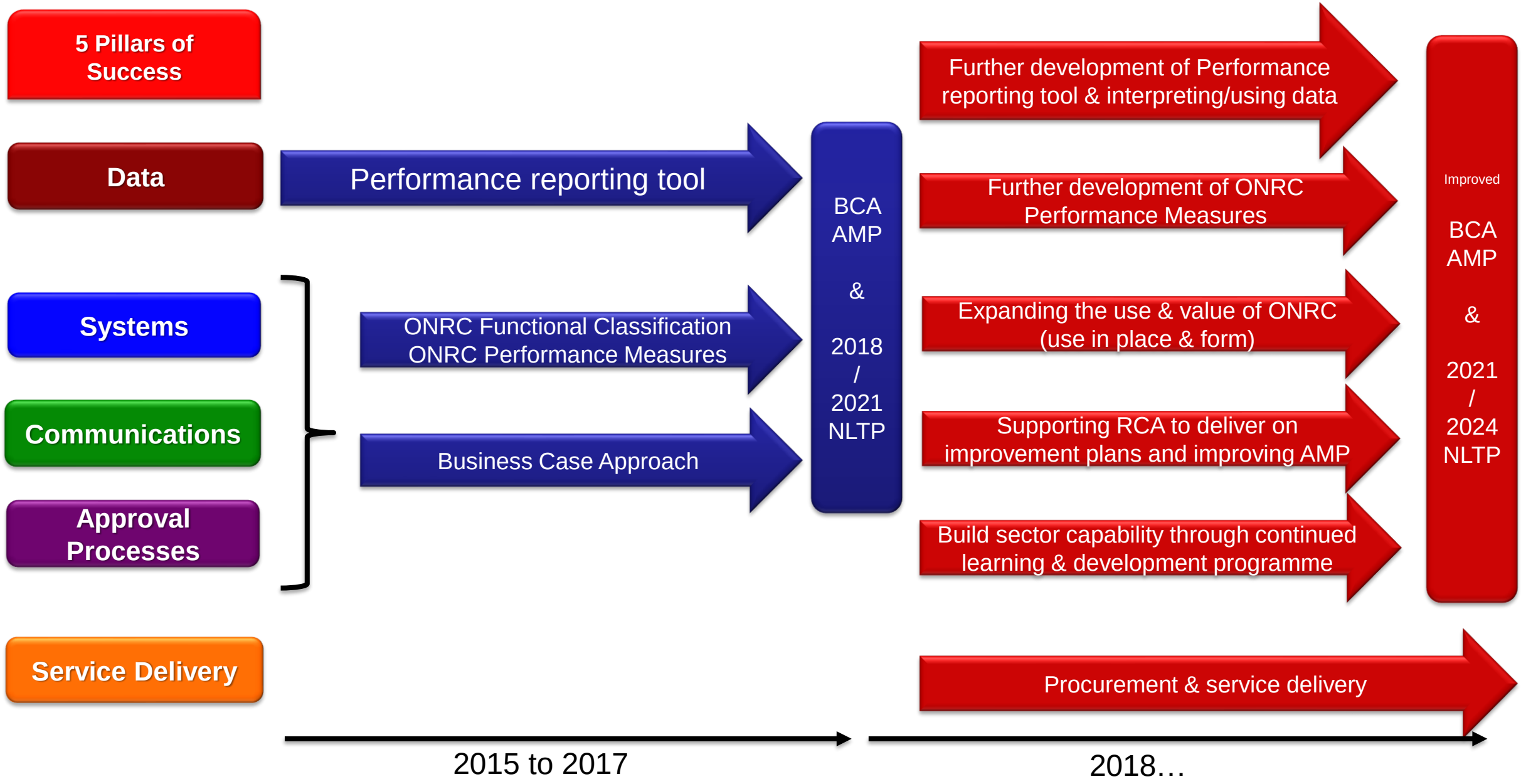
5 Pillars of Success
Data
Systems
Communications
Approval Processes
Service Delivery
Performance reporting tool
ONRC Functional Classification
ONRC Performance Measures
Business Case Approach
BCA
AMP
&
2018
/
2021
NLTP
Further development of Performance reporting tool & interpreting/using data
Further development of ONRC Performance Measures
Expanding the use & value of ONRC (use in place & form)
Supporting RCA to deliver on improvement plans and improving AMP
Build sector capability through continued learning & development programme
Improved
BCA
AMP
&
2021
/
2024
NLTP
Procurement & service delivery
2015 to 2017
2018…

Summary and Close

- Complete the feedback Survey!

- Review
  - List of objectives for the day
  - Tabled items (if any)

- Feedback on the workshop? How can we improve it?
  - You will be invited to complete a survey monkey questionnaire

- Next Steps

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