

“ Improvement plan

The CODC’s AMP includes an improvement plan that identifies actions required and due dates. An excerpt is given below.

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Section 5: Central Otago’s Assets

Clause	Action Required	Due Date
5.1	Annually review and update the remaining lives stored in RAMM, and used for valuation purposes, to ensure consistent network management decision-making.	
5.3	Undertake a condition inspection of all unsealed roads in Council’s ‘Tracks’ sub-classification.	
5.4	Undertake an updated, detailed condition assessment of bridges for the completion of Council’s District Bridging Strategy.	
5.4	Undertake inventory collection for retaining wall asset data.	
5.5	Undertake an updated condition assessment on drainage assets and signs, to include a review of culvert and soakpit age data recorded in RAMM.	
5.6	Collect street name sign inventory on urban state highways and include within Council’s asset register.	
5.7	Review footpath asset data for completeness, undertake annual footpath roughness surveys	Ongoing over summers
5.8	Collect street lighting data as part of the LED upgrades, alongside network-wide checks, and record in RAMM	

Section 6: Management

Clause	Action Required	Due Date
6.2	Develop methodology for measuring and reporting Council’s performance in addressing Improvement Plan and audit issues.	
6.6	Annual review of grading program	Annually
6.7	Complete bridge analysis and prepare District Bridge Strategy	
6.7, 6.9	Complete forward-works programmes for guardrailing maintenance, based on Council’s 2017 railing inspections.	
6.9	Review discretionary and tourist destination signs across the District, and align existing signs with the Discretionary Signs and Tourist and Commercial Fingerboard Policies.	
6.10	Replace obsolete street lights with LED heads	
6.10	Implement a street light maintenance contract	
6.13	Review the Road Safety Action Plan developed for the 2016-18 period, and update as required for the remaining 2018-20 Safer Journeys programme.	

Section 7: - What Will it cost and How Will We Pay For It?

Clause	Action Required	Due Date
7.7	Undertake a review of the financial strategy	

Source: Whangarei District Council Transportation AMP 2018-2048

“ Below are some interesting extracts from the WDC’s AMP, showing the improvement plan for sealed roads, unsealed roads, and operational traffic management.
For sealed roads: ”

6.2.8 Improvement Plan

Improvements that should be considered during the 2018/21 period for inclusion in the next AMP are as follows:

- Development and implementation of a RAPT type process for reviewing the forward work programmes of the NTA councils.
- Drainage programme to be included in the dTIMS model to prioritise the optimal programme of watertable maintenance work and to determine the effect of this work on the sealed road network.

“ For unsealed roads: ”

6.3.8 Improvement Plan

Improvements that should be considered during the 2018/21 period for inclusion in the next AMP are as follows:

- Further segmentation of the unsealed network into sub-classifications to ensure roads are maintained to their intended purpose and use.
- Capture 12-months of unsealed roughness data using RoadRoid or similar to establish a baseline and to see how roughness changes over the year. Use this data to develop roughness levels of service for the unsealed network and a pro-active grading programme.
- Undertake test-pits on major routes to prioritise heavy metalling programmes.
- Develop a forward works programme to address heavy metalling and wearing course application. This could include determining whether RoadRoid or similar roughness data can be used as an input into the HDM 4 Unsealed Roading Model.

“ For operational traffic management: ”

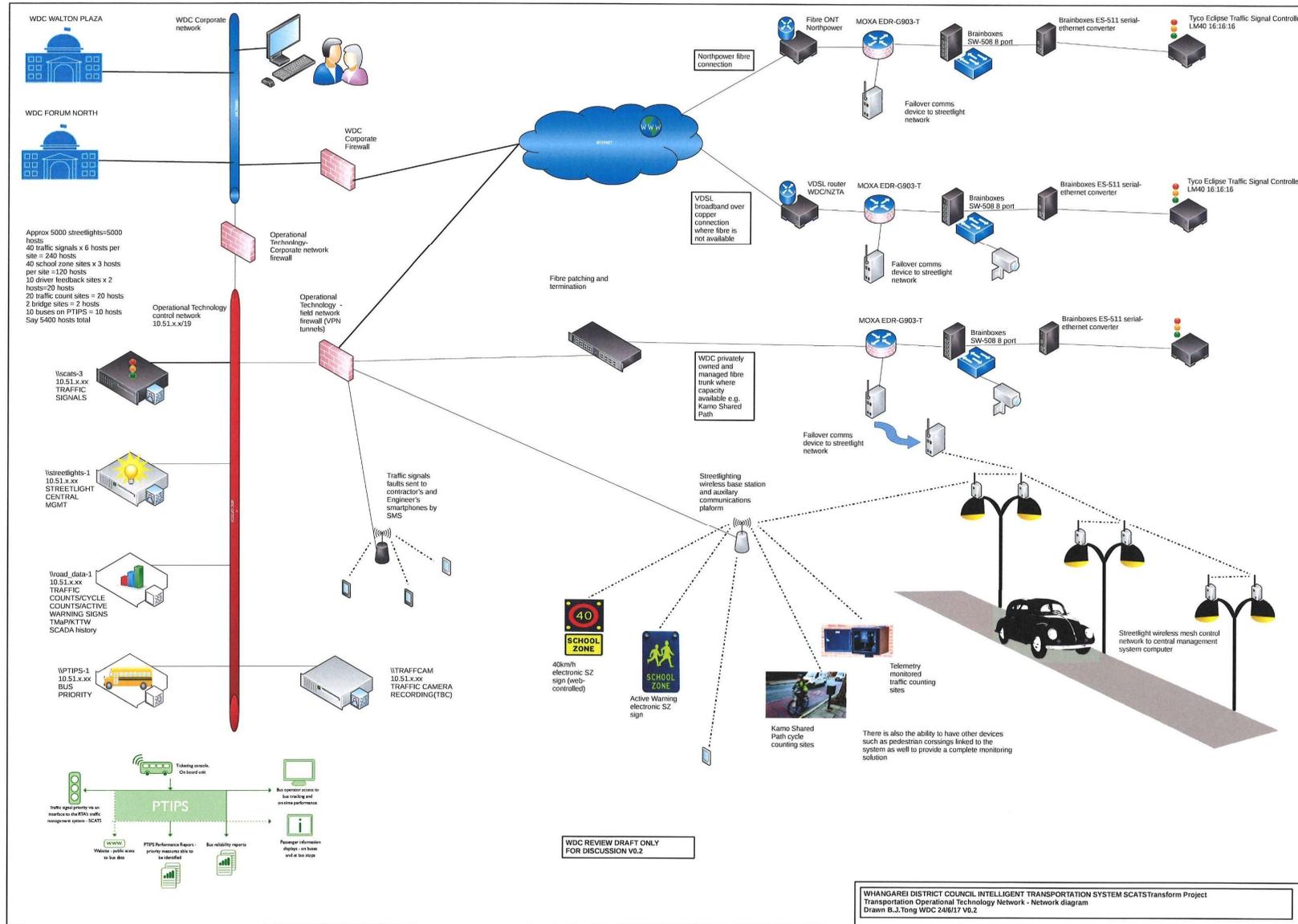
7.9.1.8 Improvement Plan

A substantial improvement of the traffic signal network is planned during the 2018/21 period. As described in Section 7.9.1.1 Overall Strategy, the improvement projects that are proposed include:

- Replace the obsolete copper wire communications with fibre optic/WiFi communications
- Install CCTV cameras, including pedestrian detection cameras and PTIPS for bus prioritisation
- Develop a remote operations control centre to control the traffic signal network, ITS devices, streetlight network and the Te Matau a Pohe and Kotuitui Whitinga opening bridges.

A schematic diagram of how this remote operation would be structured is provided on the following diagram.

The programme of improvement works for the 2018/21 period is detailed in Section 10.2.7



Source: Whangarei District Council Transportation AMP 2018-2048

“ When developing your AMP, you need to think about systems, evidence, decision-making and benefit realisation. You need to ensure that your AMP enables communication and engagement with the community that you serve. The key is to take a holistic approach that looks beyond just assets.

The extracts above belong in a certain strategic context. What's your organisation's strategic context? How can you better align your improvement planning with your strategic goals?

Some questions to reflect on could be:

- How can your AMP better describe current state and future state?
- How strongly can you link your improvement planning to your desired future state?
- What can you do better in terms of presenting levels of service options to your community?

You've reached the end of the last heading in the AMP example tool. Although this appears as the last heading here, your AMP will typically end with a set of appendices such as your risk register, deterioration modelling information, maps and any other relevant information.

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