



9th International Conference on MANAGING PAVEMENT ASSETS (ICMPA9)

Changing Asset Management in New Zealand

Murray Gimblett
New Zealand Transport Agency



Content

- **Network management**
- **Drivers of change**
- **Analysis**
- **Response**
- **Result**

NZ - economy



Road network

63,000km sealed

18,500km urban



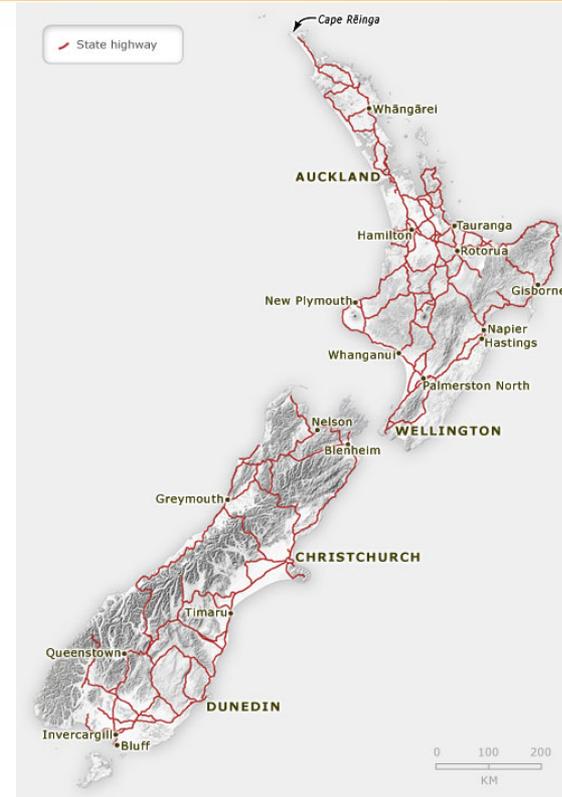
31,000km unsealed

Types of network



Distributor Networks
(Node to property)

Local roads



Backbone network
(Node – node)

State highways

Use of Contracts

Procurement manual

for activities funded through the
National Land Transport Programme



For suppliers | For agencies | All of Government contracts | Functional Leadership | New Zealand Schools

Home » All of Government contracts » About all-of-government contracts

ABOUT ALL-OF-GOVERNMENT CONTRACTS

About all-of-government contracts

The New Zealand 'all-of-government' contracting approach

All-of-government (AoG) contracts establish a single supply agreement between the Crown and approved suppliers for the supply of selected common goods and services purchased across government.

These contracts deliver a range of benefits to agencies, suppliers and, ultimately, the New Zealand taxpayer. These benefits include: cost-savings to agencies, the government and taxpayers; productivity gains for agencies and suppliers; and improved competition.

Who develops and manages the AoG contracts?

The feasibility and benefits of any 'all-of-government' (AoG) contract are investigated by the Ministry of Business, Innovation and Employment (MBIE)'s Government Procurement Branch. The branch was established as part of the Government Procurement Reform Programme - a 10-year programme set up to enable the development of a world-class strategic procurement system in New Zealand.

AoG contracts are developed and managed by procurement Centres of Expertise.

- » [Who can buy from the all-of-government contracts?](#)
- » [How to buy from the all-of-government contracts](#)
- » [Current all-of-government contracts](#)
- » [All-of-government contracts in development](#)
- » [How are savings on All-of-Government contracts reported?](#)

If you have a query about AoG contracts please email procurement@mbie.govt.nz.

Last updated 28 August 2014

MINISTRY OF BUSINESS, INNOVATION & EMPLOYMENT
BUSINESS.GOV.T.NZ newzealand.govt.nz

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Common IT Systems



The screenshot shows the RAMM Software Ltd website. At the top is the RAMM logo. Below it is a navigation menu with links for Home, LOGIN, SUPPORT, RAMM TRAINING, RAMM PRODUCTS, and DOWNLOADS. The main content area features a welcome message: "Welcome to RAMM Software Ltd". To the right of the text is a diamond-shaped logo with a grid pattern. Below the welcome message is a paragraph of text: "RAMM Software Ltd provides exceptional Road Assessment and Maintenance Management software to RCAs, their consultants and their contractors. We are committed to the continuous improvement of the RAMM suite, as our aim is to deliver to our customers, the most productive software experience, at the best possible price."



The screenshot shows a website's "Maps" section. It features a grid of menu items: Environment & Culture, Freight, Investment, Network Access & Use, Network Improvements, Network Maintenance & Operations, Network Performance, Planning, and Safety. Below the menu is a "Featured Maps" section with a background image of a city at night with illuminated roads and buildings.

CAS, Crash Analysis System - a crash analysis tool

Published: Jan 2005

The CAS is an integrated computer system that provides tools to collect, map, query, and report on road crash and related data. It contains data from all traffic crashes reported by police. It provides a platform for the development and implementation of new road safety initiatives, making a huge contribution towards crash prevention.



Transport Investment Online

Login

User funded - \$3b/yr

3 LAND TRANSPORT REVENUE

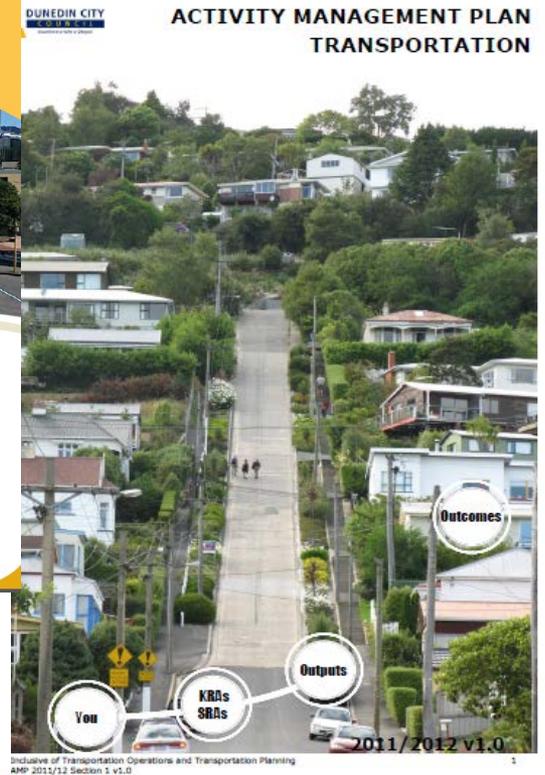
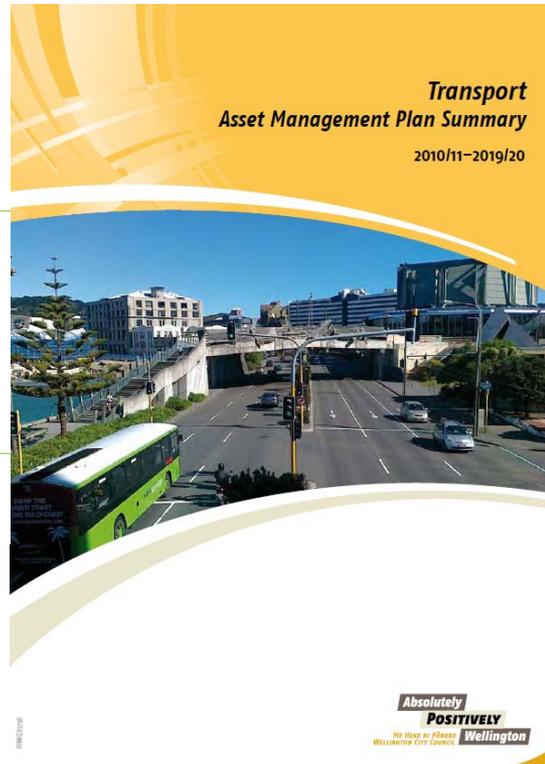
	Actual 2013/14 \$m	Actual 2012/13 \$m
REVENUE		
Fuel excise duty	1,650	1,564
Road user charges	1,247	1,119
Motor vehicle registration fees	188	174
	3,084	2,857
LESS REFUNDS		
Fuel excise duty	46	41
Road user charges	42	53
Motor vehicle registration fees	1	0
	88	94
Less bad debt write-off	2	5
TOTAL LAND TRANSPORT REVENUE	2,994	2,758

Familiar with asset management



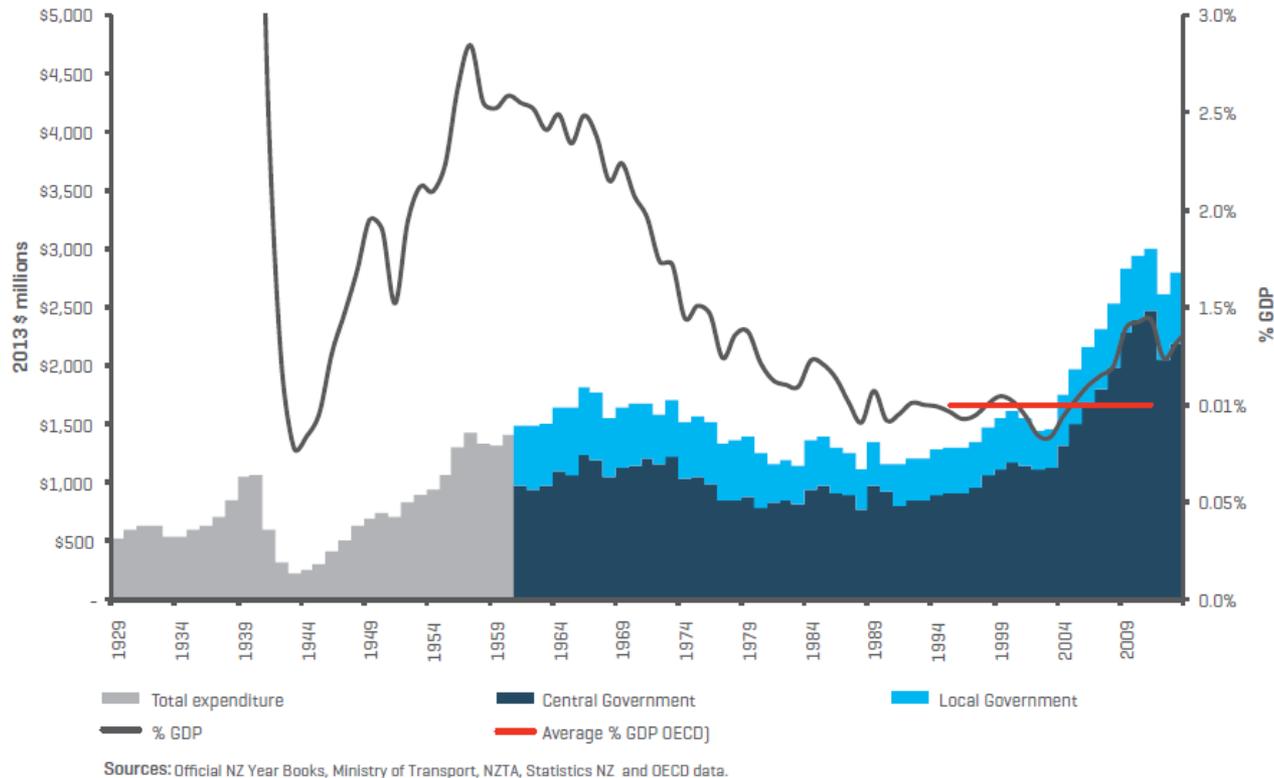
CHRISTCHURCH ECONOMIC INFRASTRUCTURE SITUATION REPORT

SEPTEMBER 2014



DRIVERS OF CHANGE

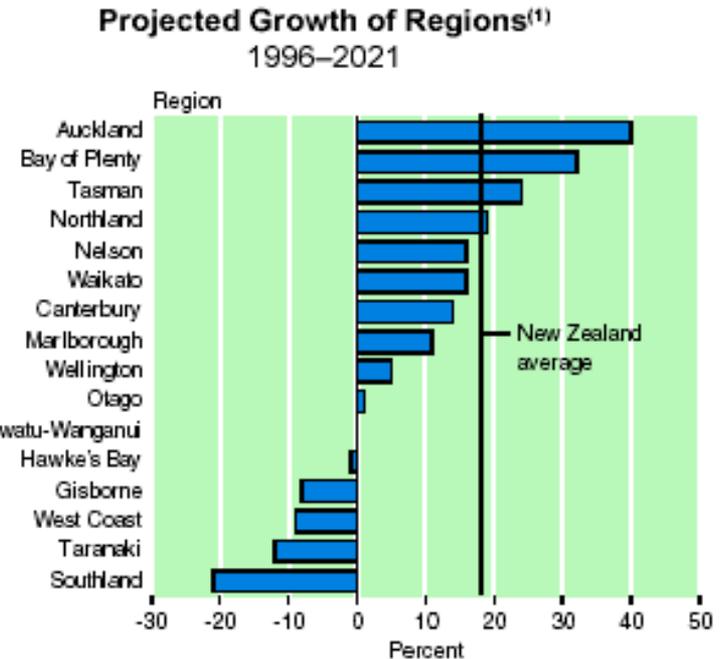
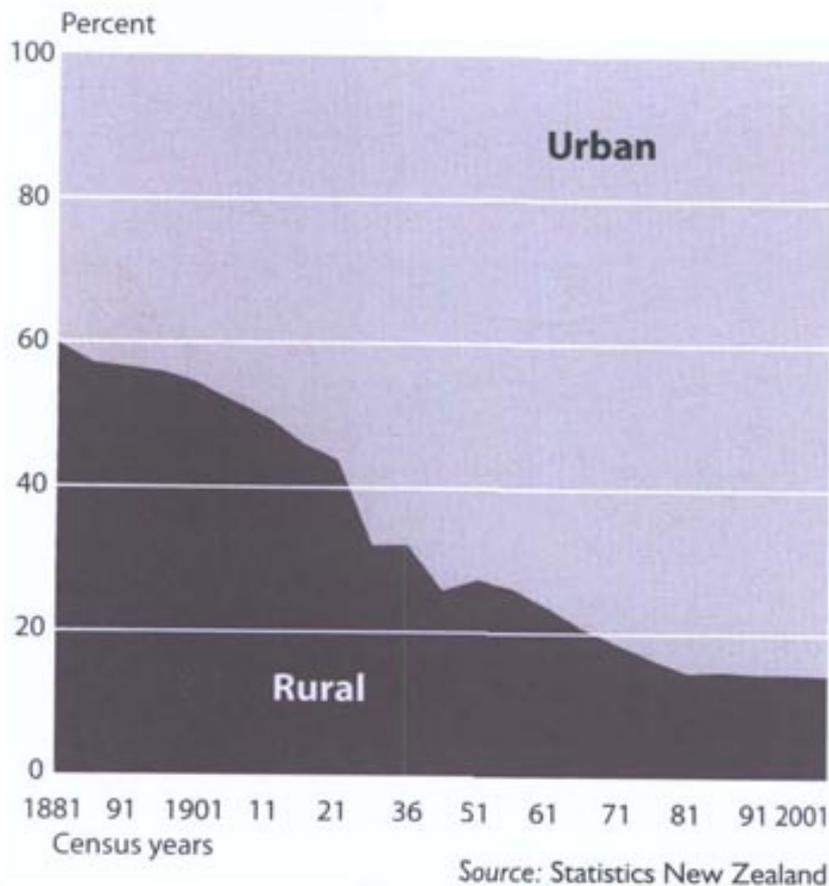
Concern at affordability



New Zealand's current level of investment in roading is the highest it has been since the 1960s. New Zealand is now spending a higher percentage (1.3 percent) of its GDP on roading compared to other developed countries.

Over the next 10 years, expenditure on transport is expected to increase at 3.3 percent per year, well above the forecasted 2 percent annual increase in inflation for the economy as a whole over the same period. – Ministry of Transport Briefing to the Incoming Minister

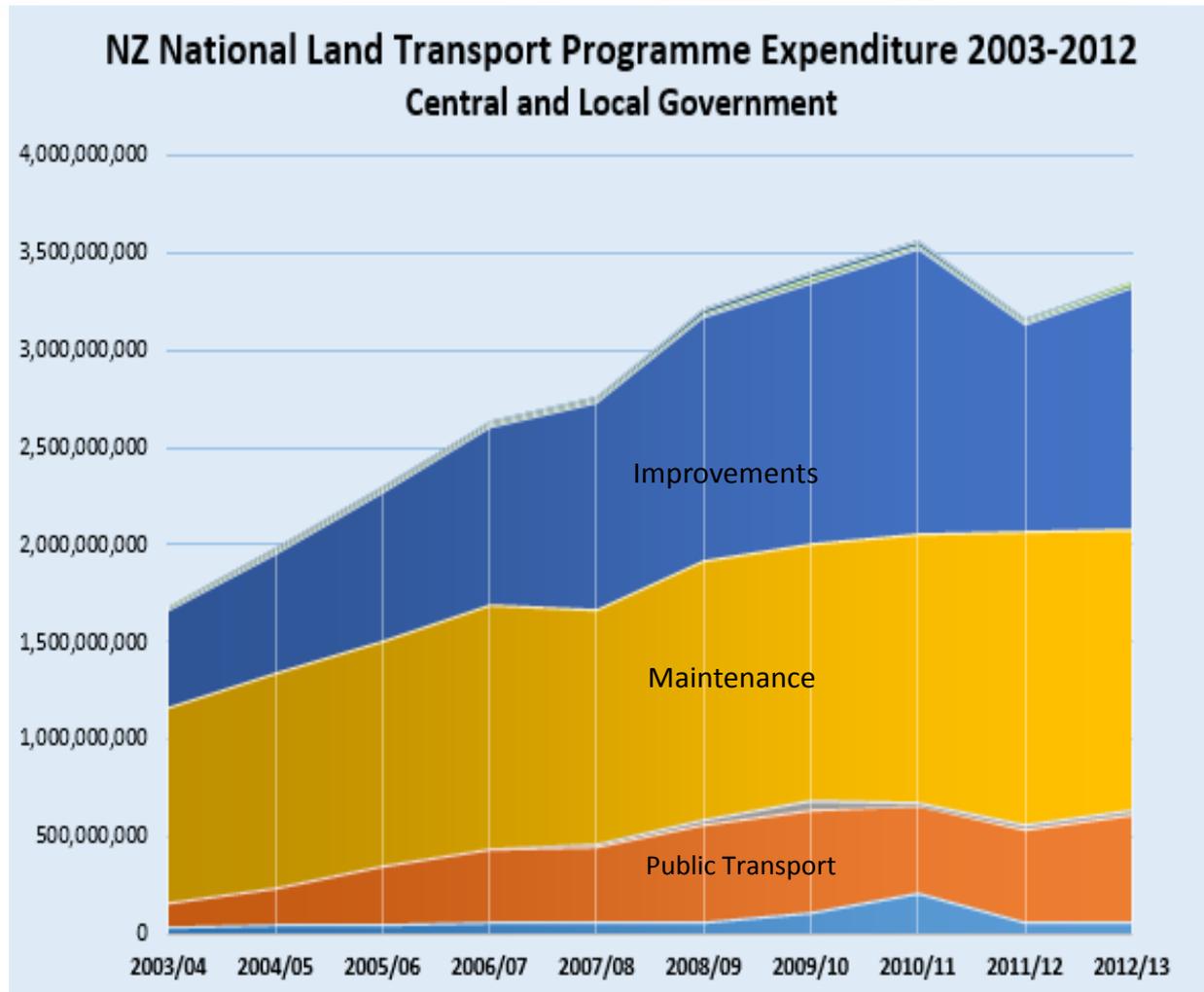
Local share borne by fewer people



1. A minus sign indicates a decrease in population.

Source: Statistics New Zealand

Cost increases unsustainable



ANALYSIS

Road Maintenance Task Force

Home | Related sites | The road code | Highway projects | Traffic cams | Latest highway conditions | [Do it online](#) | [Tolling online](#)

NZ TRANSPORT AGENCY
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Resources & manuals

Search: within resources & manuals [Go](#)

Show results by:

Research & reports

- Crash analysis (11)
- Crash analysis reports (1)
- Land transport at a glance (73)
 - Auckland Region (8)
 - Bay of Plenty Region (6)
 - Canterbury Region (10)
 - Gisborne Region (1)
 - Hawkes Bay Region (4)
 - Manawatu/ Whanganui Region (7)
 - Nelson/ Marlborough/ Tasman Region (3)
 - Northland Region (3)
 - Otago Region (5)
 - Southland Region (3)
 - Taranaki Region (3)
 - Waikato Region (10)
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 - West Coast Region (3)
- Regional summaries (5)
 - Auckland Region (1)
 - Canterbury Region (1)
 - Otago Region (1)
 - Waikato Region (1)

Road Maintenance Task Force. Review of road maintenance regime

Published: Oct 2012

In 2011 the government established the Road Maintenance Task Force to identify opportunities to increase the effectiveness of road maintenance. The final Task Force report plus the research reports commissioned to support the work of the Task Force are available here to download.



The Task Force reviewed significant costs to the sector and existing business practice. In particular, they reviewed asset management, risk management and procurement methods.

The Task Force identified four general areas for improvement:

- Adapting the business models used to deliver maintenance, renewals and operations.
- Improved procurement practices, also in support of new business models.
- Improved prioritisation and optimisation through level of service differentiation.
- Consistent introduction of enhanced asset management practices.

For more about the Road Maintenance Task Force, see: [Road Maintenance Task Force - question and answers](#) (PDF, 89 KB, 3 pages).

See also Transport Minister Gerry Brownlee's media statement: [Road maintenance recommendations welcomed](#).

Oct 2012

THE RESPONSE

Sector-led change

- Procurement
- Collaboration
- Better asset management
- Levels of service

Road Efficiency Group

Home

Best Practice
Asset Management

One Network
Road Classification

Collaboration

Consultation

Partners

Contact us

Road Efficiency Group

Updated: 19 December 2013

The Road Efficiency Group (REG) is a collaborative initiative by the road controlling authorities of New Zealand. Its goals are to drive value for money and improve performance in maintenance, operations and renewals throughout the country.

Since the formation of REG in 2012, considerable progress has been made on a number of projects aimed at sharing perspectives and knowledge to identify opportunities to improve performance and reduce costs.

Building a more robust, effective way of working will reduce costs and encourage innovation in the management of local roads and state highways.

REG was nominated by the government to carry out the recommendations of the broader [Road Maintenance Task Force](#).



REG | THE ROAD EFFICIENCY GROUP

Related links

- ▶ [Local Government NZ](#) (external link)
- ▶ [RCA Forum](#) (external link)

REG focuses on three key areas:

- A One Network Road Classification (ONRC) to standardise data and create a classification system which identifies the level of service, function and use of road networks and state highways
- Best Practice Asset Management to share best practice planning and advice with road controlling authorities
- Collaboration with the industry and between road controlling authorities to share information, staff and management practises.

Asset management driven by customer levels of service

Outcome Measures						
Outcome Measures						
Outcome measures are the primary means of quantifying performance of the network.						
Value	Value for Money		Safety		Resilience	
The road maintained and delivered to	The road network is being maintained efficiently and effectively to deliver the CloS Outcomes of the ONRC		The road and roadside are becoming safer to drive on as shown in the five-year trend in serious and fatal injuries		The roads and roadsides are being maintained in a way that means I feel safe when driving them	
AMP and A demonstrates customer level that is increasing and managing risk	AMP and AMP Improvement Plan demonstrates a long term programme of customer level of service outcome delivery that is increasingly efficient and effective and manages risks to service levels, now and in the future.		Reducing number of serious and fatal injuries on network each financial year as part of a 3 year trend.		Collective Risk (Crash Density) - Annualised S+F crashes per km by classification and Risk rating.	
Value	Value for Money - OM 1		Safety - OM1		Safety - OM3	
					Resilience - OM1	
					Resilience - OM2	

Amenity			Travel Time Reliability		Accessibility			
Amenity			Travel Time Reliability		Accessibility			
The smoothness of my journey is as I would expect when I take into account the importance of the road.	The travel time to reach my destination is predictable.		The bus service is what I would expect in an area like this.			The trucks that need to use these roads can do so.		
Smooth Travel (DIA)	Smooth Travel Exposure (STE) Index for sealed roads. (DIA Non-Fin Perf Meas)		Predictability of travel time - Measures the variability of journey travel times in large metro networks for agreed time periods on a representative sample of high classification roads and for key journeys. *		Access to public transport available.			
Amenity	Average Roughness - The average ride comfort level of the sealed road network meets specified levels (Local Gov Maintenance Guidelines)		Bus Journeys - The variability in departure time to that scheduled. *		Truck Travel Exposure - Proportion of the network not traversable to - Class 1 Heavy Vehicles and 30 Max vehicles		Roads are operated to facilitate journey movements	
	Amenity - OM1		TTR - OM1		Accessibility - OM1			
	Amenity - OM2		TTR - OM2		Accessibility - OM2			
						Accessibility - OM3		

Progress

- Classification scheme developed and applied in all networks
- Customer levels of service developed for each class of road
- Change plans under way:
 - Identify top issues (safety, amenity, travel time, etc)
 - Identify data gaps
 - Identify System changes – RAMM, attribute cost
 - Assess existing levels of service
 - Identify service gaps (investment and dis-investment)
 - Consult with stakeholders

Change facilitated by the sector

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- NZ's Local Government
How it works, information about councils
- Our work
Our position on policy and resources for you
- Equip & KnowHow**
Tools, training workshops and webinars for local government
- News & media
Latest news and media releases
- Events
Upcoming important dates

Equip and KnowHow

Equip services and KnowHow

Equip supports councils' governance, management and performance.

Equip is LGNZ's Centre of Excellence. It works directly with council staff, mayors and elected members to provide customised guidance and tools to drive efficiency and effect throughout local government to support governance and management excellence.

KnowHow offers a range of training workshops specifically designed by LGNZ.

As an elected member, you've been chosen to look after the well-being of your local community and help manage local resources and assets. Our workshops offer new insights into key areas of local government and will help you make the right decisions for your community.

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Road Efficiency Group

Home

Best Practice Asset Management

One Network Road Classification

Collaboration

Best Practice Asset Management

▶ Case Studies

▶ Engage with us

Best Practice Asset Management

Updated: 26 March 2014

One of the three key areas of focus for the Road Efficiency Group is Best Practice Asset Management.

REG | THE ROAD EFFICIENCY GROUP
BEST PRACTICE AMP WORKING GROUP

Case Study

Forward Works Programme Optimisation

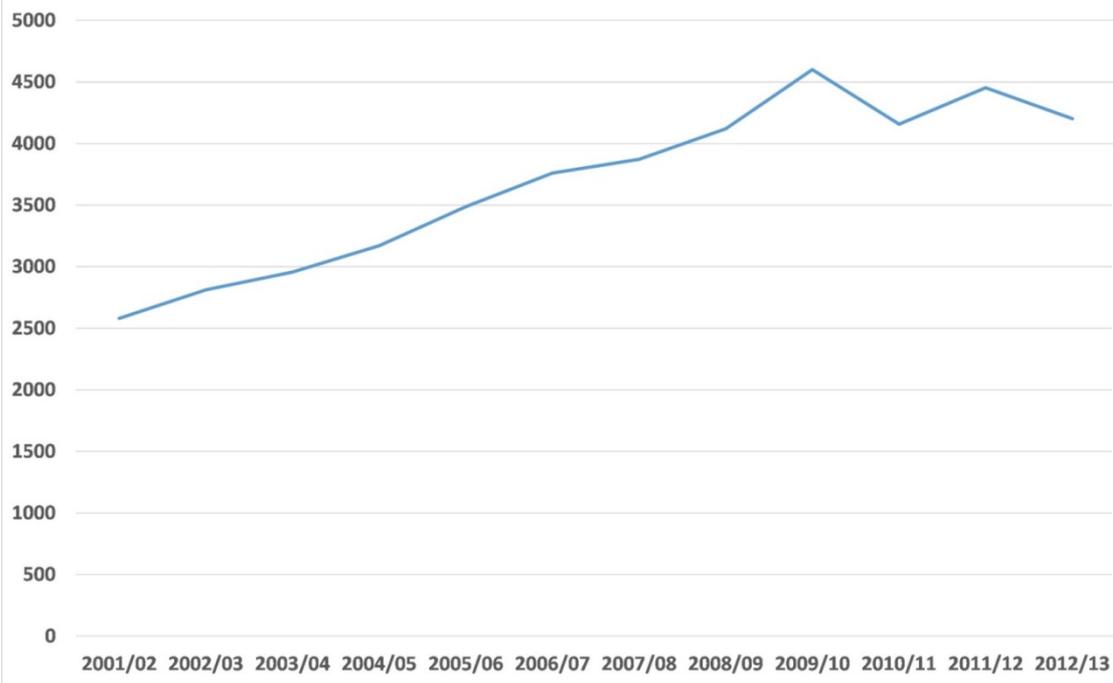
REG | THE ROAD EFFICIENCY GROUP
BEST PRACTICE AMP WORKING GROUP

Case Study

Strategic Decision Making Tool for Renewals

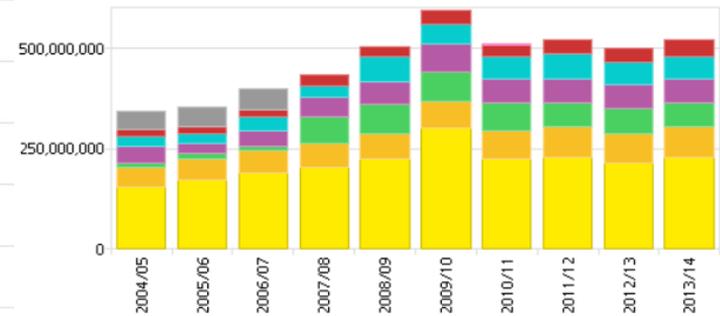
Results

Annual Average \$/lane.km For Pavement and Sealing M,O and R



Cost of Maintenance, Operations & Renewals for State Highways

Sourced from NZTA + funded organisations





END



Title of Presentation

NAMES OF PRESENTERS