

STATE HIGHWAY AND LOCAL ROAD MAINTENANCE ACTIVITY CLASS OVERVIEW

This document provides further information on the State Highway and Local Road Maintenance activity class in the Government Policy Statement on land transport (GPS) 2021.

BACKGROUND

Road maintenance programmes are continuous programmes of relatively low cost, low risk activities required to maintain appropriate levels of service on the roading network.

Emergency works are an exception, in that expenditure is linked to the immediate response and reinstatement of levels of service as a result of the impact of natural events, like severe storm events. Funding for emergency works is approved individually on a project basis, with start and end dates.

WHAT HAS CHANGED?

The State Highway and Local Road Maintenance activity classes have remained relatively unchanged in the GPS 2021. However, there are a few minor changes to note:

- **Road Safety Promotions (RSP)** – Funding for Road Safety Promotions is now from the Road to Zero activity class. This inclusion of Road Safety Promotions in the Maintenance Operations and Renewals (MOR) programme does not impact funding drawn down from the Local Road Maintenance activity class, however, the change impacts on the MOR programme which supports continuous programme funding from this activity class.
- **Enhanced programmes** - The treatment of enhanced MOR programmes has also been updated.
- **Changes to work categories** – State highway and local road maintenance work categories have been updated.
- **Travel Demand Management (TDM)** – The GPS has indicated that TDM does not have its own separate activity class, recognising the TDM should be considered as part of other activities and investments as well as being their own standalone initiatives. TDM will be considered as part of programme and activity level business cases and then funded from the most appropriate activity class.
- **Associated improvements** - Associated improvements are to be reinstated and expanded to consider all transport modes for the 2021–24 National Land Transport Programme (NLTP).
- **MOR assessment questions** - The assessment questions for the AMP and the MOR continuous programme have been reviewed and updated for the 2021-24 NLTP. The updated assessment questions can be found in [Development of Maintenance, Operations and Renewals Programmes for 2021-24](#)

Road Safety Promotion programmes

Funding for the on-going road safety promotion activities will still be approved as a single allocation covering the programme of activities to be delivered within the 2021-24 NLTP period. A breakdown of the amount requested, alongside each activity's contribution to GPS alignment, will still be required to support the programme.

The main changes for Road Safety Promotion programmes in the 2021-24 NLTP are:

- Road Safety Promotion programmes will be funded from the Road to Zero activity class.
- The on-going (continuous) Road Safety Promotion programme will form part of the MOR continuous programme within Transport Investment Online for district and city councils and unitary authorities
- The on-going Road Safety Promotion activity spreadsheet will need to be complete and attached as part of the MOR programme submission

New, short term Road Safety Promotion initiatives will be considered as standalone new activities support by a separate business case or through the Low Cost Low Risk programme.

Enhanced programme

Enhanced programmes provide a step change in the level of maintenance effort that is used to lift the current level of service. If your organisation is seeking additional investment in maintenance, you will need to support the programme with evidence to ensure it demonstrates value for money.

For the 2021-24 NLTP, enhanced programmes will need to be supported by a fit-for-purpose business case which could form part of your Asset Management Plan or be a separate Single Stage Business Case, for example.

Refer to [the minimum requirements for the inclusion of improvement an activity in the 2021-24 NLTP](#)

Changes to work categories

State Highway and Local Road Maintenance activity classes have been updated. These updates include new work categories for footpath and cycleway renewals.

For the 2021-24 NLTP, the bridge and structure renewals will form part of your MOR programme. The renewals that were previously managed through the business case approach, however, should now be programmed as part of your MOR programme.

Travel Demand Management

Under GPS 2021, Travel Demand Management (TDM) does not have its own separate activity class. Instead, TDM will be considered as part of programme and activity level business cases and then funded from the most appropriate activity class.

TDM is referenced in the GPS 2021 in the Statement of Ministerial Expectations. This section directs Waka Kotahi to be innovative in its own business and in collaboration with others to deliver transport innovation including pilots, street design, travel demand management and testing new technologies where 'they can make a meaningful contribution to the objectives of this GPS'.

TDM is part of creating an integrated transport system and can help influence how people travel (e.g. by mode, time, frequency, route) or even if they travel at all.

Ongoing TDM activities will form part of the Public Transport or Maintenance, Operations & Renewals continuous programmes. These programmes will need to be attached as a supporting document to the programme submission - [guidance is on our website](#) - and the costs included under either work category 524 (for Public Transport) or 151 (for maintenance programmes).

The GPS expects that demand management initiatives (including promotional activities) will be developed as part of transport planning and business case processes and then funded from the most appropriate activity class.

The majority of TDM step change activities may be funded through the Low Cost Low Risk programme, if the individual activities are below \$2 million, or progressed as a component that supports investments in other improvement activities. Standalone TDM activities over \$2 million will require a standalone business case.

Associated improvements

Associated improvements are to be reinstated and expanded to consider all transport modes for the 2021–24 NLTP. An associated improvement is defined as:

'Improvement activities that are completed in conjunction with programmed renewals. The renewal must be the primary reason for the works being completed'

You should consider how you can best align your renewals to any necessary improvements works and consider whether these associated improvements provide better value for money than existing projects within your Low Cost Low Risk programme.

The following rules are in place for associated improvements to ensure costs are manageable and that they provide value for money:

- The renewal must be the primary reason for the substantive works.
- Improvements must be charged in full to the Low Cost Low Risk work category and the appropriate activity class.
- Improvements may exceed \$2 million by exception in consultation with your Waka Kotahi Investment Advisor and through seeking appropriate delegated approval.
- The total cost of the associated works must not exceed 20% of the cost of the renewals work.
- Associated improvements must be added to the Low Cost Low Risk programme when they are identified. However, you need to remain within your allocated funding for your Low Cost Low Risk programme. Waka Kotahi will not fund any associated improvements completed that result in you exceeding your allocated Low Cost Low Risk funding.

To ensure associated improvements deliver value for money, and align with GPS 2021, these improvements can only be considered for:

Seal width improvements

Seal width improvements carried out in conjunction with road renewals. The main benefit is either least-cost maintenance treatment, or to improve safety to meet the customer level of service for the road's functional classification.

Example

Road is planned to be resurfaced or rehabilitated. The road's hierarchy suggest it should be considered for widening for both cycle and vehicle traffic. There is a high cost to maintain the edge of the road, due to vehicle damage caused by lack of width, and there is evidence that cyclists are avoiding the route due to safety concerns.

Rehabilitation projects will usually involve attention to drainage and shape & width of supporting shoulders to deliver a safe solution.

The incremental analysis to justify additional widening should demonstrate it is cheaper to do so that to continue to maintain the road in its current configuration, safety benefit should also be considered.

Drainage improvements

Minor drainage improvements carried out in conjunction with road renewals. The main benefit is to improve the level of service to mitigate the frequency and risk of closure and the impacts on adjoining land use.

Example

Renewal of a 1.2 metre diameter culvert which is at the end of its life on a condition basis.

When the culvert was originally installed, it met the design standard to provide flood protection for a 1 in 50 year storm event. A like for like replacement would be a culvert of modern materials sized for the same storm event performance i.e. a 1 in 50 year storm event.

Modern design standards for a 1 in 50 year event may require an increased size, to say 1.8 metre diameter culvert, and addressing issues like fish passage. That is funded as a renewal.

However, if the proposal is to increase system performance to cope with a larger event, say a 1 in 100 year storm event, the incremental cost between the two options is funded as an improvement.

Configuration changes

Changes in the configuration of the general layout of road, footpath or public transport facilities to include new minor traffic management equipment, amended layout and facilities to meet the customer levels of service (all modes) for the functional classification.

Examples

Renewing a bus shelter. The shelter is renewed to like for like modern standards under work category 534. However, improvements are required to improve accessibility to the bus shelter for people with disabilities. This would be regarded as an associated improvement under work category 561.

Road renewals. At the time of road renewal installing facilities for pedestrians and crossing points identified in the network plan. This includes raised platforms, curb extensions or pedestrian crossings.

Bridge or structures renewals

The renewal of a bridge or structure that is at the end of its life.

Examples

When renewing a bridge, it is identified that there is a gap in the walking & cycling network. This is rectified by making provision for pedestrians and cyclists as part of renewing the bridge is treated as an associated improvement.

Renewing a bridge that is end of life on a condition basis, but the network plan suggests the bridge should be upgraded for a capacity level of service reasons, e.g. going from class 1 to full HPMV. The incremental cost for that change is an associated improvement.