

State Highway Asset Management Plan

A 10-YEAR ACTIVITY PLAN FOR NEW ZEALAND'S STATE HIGHWAYS WITH A FOCUS ON 2012-15

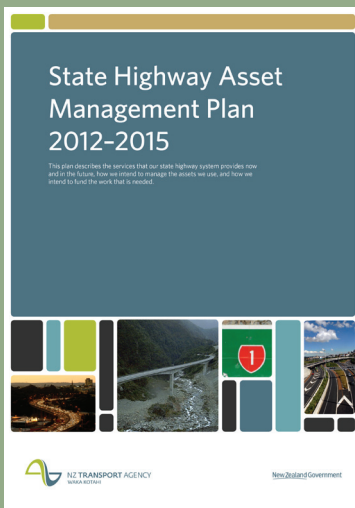


NZ TRANSPORT AGENCY
WAKA KOTAHI

What it provides

The SHAMP provides:

- a greater focus on the state highway needs of New Zealand
- a plan with the customer in mind
- a plan that shows how maintenance, operations and improvements together provide services to customers.



Three key roles

The State Highway Asset Management Plan (SHAMP) plays three key roles for the NZTA:

- it is a route map showing how we plan, invest and deliver for the future
- it links state highway investment to our Customer First focus, setting service targets
- it is a business case for activities (maintenance, renewals, operations and improvements) required to enable the NZTA to deliver its services to customers.

A route map for the future

The SHAMP describes the programme of activities we will be doing to deliver the impacts sought.

It also provides the logic, reasoning and context behind how we propose to maintain, renew, operate and improve the state highway asset over a 10-year period and what we hope to achieve during this timeframe.

Linking state highway investment to Customer First focus, setting service targets

By combining our customer values and impact areas, we translate national needs into specific service targets that cover all aspects of network performance. The Customer First strategy map is one of the key tools for us to do this.

A business case for activities

The SHAMP provides a business case for the activities (maintenance, renewals, operations and improvements) required to deliver the services outlined, based on demonstrating a clear need for works, the effectiveness of our proposed solutions and the efficiency of our execution.

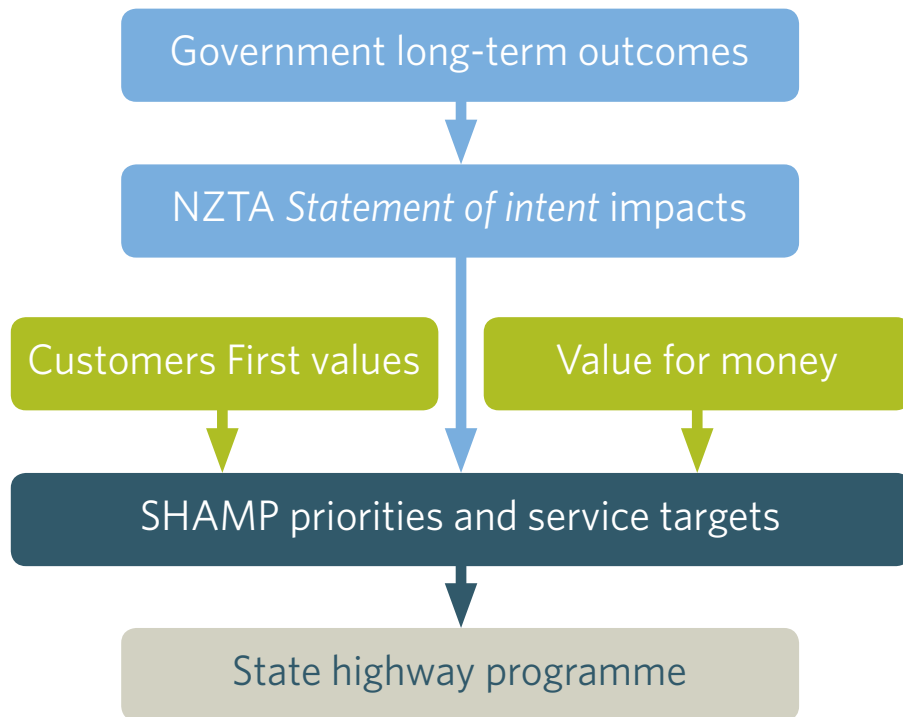
How the SHAMP is developed

The SHAMP is developed by adopting our Customer First strategy map, the draft State Highway Network Strategy and the draft Network Access and Use Strategy.

We also engage with the New Zealand Automobile Association and Road Transport Forum, and consult with regions and subject matter experts.

We use national prioritisation processes for maintenance, renewals, operations and improvements programmes.

Linking SHAMP to long-term impacts



Types of works

- Maintenance and renewal
- Operations
- Essential infrastructure
- Optimisation
- Roads of national significance
- High-productivity motor vehicles
- Safety
- Other



Impacts

- A resilient and secure transport network
- Better use of existing transport capacity
- Ease severe congestion
- Journey time reliability
- More efficient freight demand chains
- Fewer deaths and serious injuries
- More transport mode choices
- Fewer adverse effects from land transport



For more information, go to www.nzta.govt.nz/resources/state-highway-asset-management-plan/