

IAG

Focus on drainage

20 August 2024

Capable Owner

Ownership and sign-off

- Facilitating all approvals and consents.
- Setting the priorities & ensuring the portfolio meets Government objectives.
- Allocate funding & provide investment decision making.
- Develop & commit to NZTA capability improvement roadmap.

Commercial management

- Develop and execute supply chain contracts.
- Challenge the Integrators in seeking VFM in all commercial dealings.

Performance management

- Own and set the performance metrics, including ongoing performance management.

Network & Asset Management

- Programme development and sign-off, ensuring achievement of network and customer outcomes.
- Set asset management strategies and priorities.

Represent the customer

- Articulate the “voice of the customer” for all decisions.
- Stakeholder management and communications.

National Integrator

NZTA National leadership

Supply chain management – across contracts & regions

- Strategic, national support and management of “healthy markets” initiative.

Performance management

- National moderation of regional performance measures.
- Commercial benchmarking against VFM framework at the National level.

Programme development and management

- Strategic and tactical planning of the Forward Works Programme (FWP).
- Consolidation of Regional inputs.

National coordination of regional integrators

- Convening regional decision-making forums.
- Maintain consistency of customer and network service level outcomes
- Driving assurance

Regional Integrator

NZTA Regional leadership

Supply chain management

- Support “healthy markets” initiative.
- Engaging with regional market suppliers.
- Monitoring regional market capability and capacity.

Performance management

- Regional moderation of IDC performance measures through IDC change control / decision-making process, with understanding of local market influences and constraints.

Programme development and management

- Coordinate regional Forward Works Programme (FWP) inputs and development, in collaboration with IDC contractors.
- Promoting work packaging and allocation to optimise delivery efficiency, commercial prudence, and network resilience.

Network management

- Facilitate integrated network and corridor management approaches to maximise system performance and optimise customer experience.
- Coordinate network inventory and condition data collection.

Surveillance

- Monitor and manage deliverable completion, quality and performance.

Contract Management

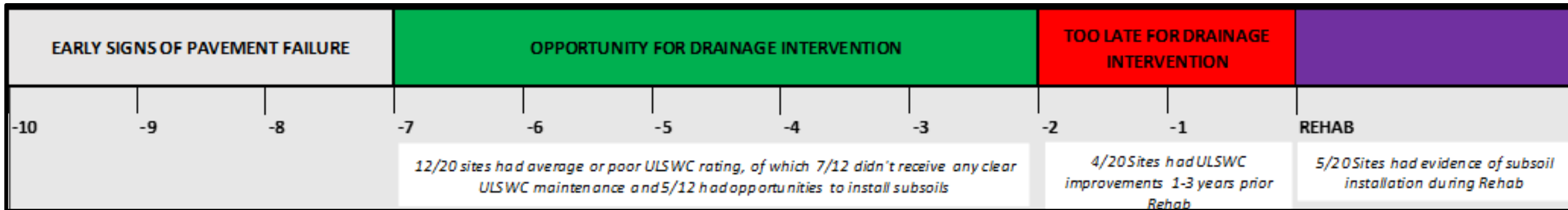
IDCs

Regional / Cross-Regional Panels

Specialist Panels

Drainage benefits case study

“More than 50% of the sample sites (aging pavements approaching rehab) had ample scope to improve pavement drainage effectiveness which was not undertaken. There is a clear opportunity for improvement in our management of drainage systems”.



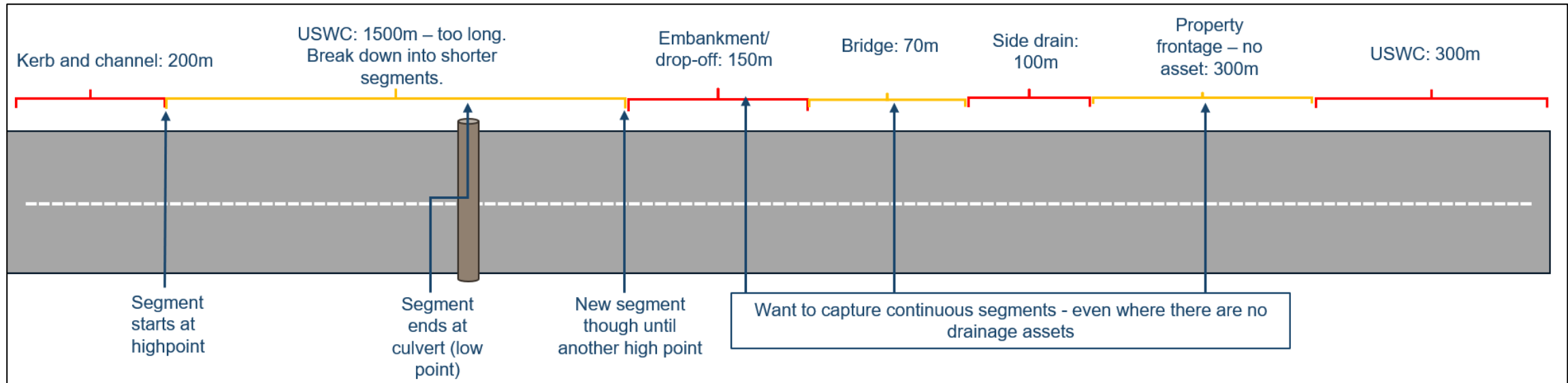
Drainage segmentation

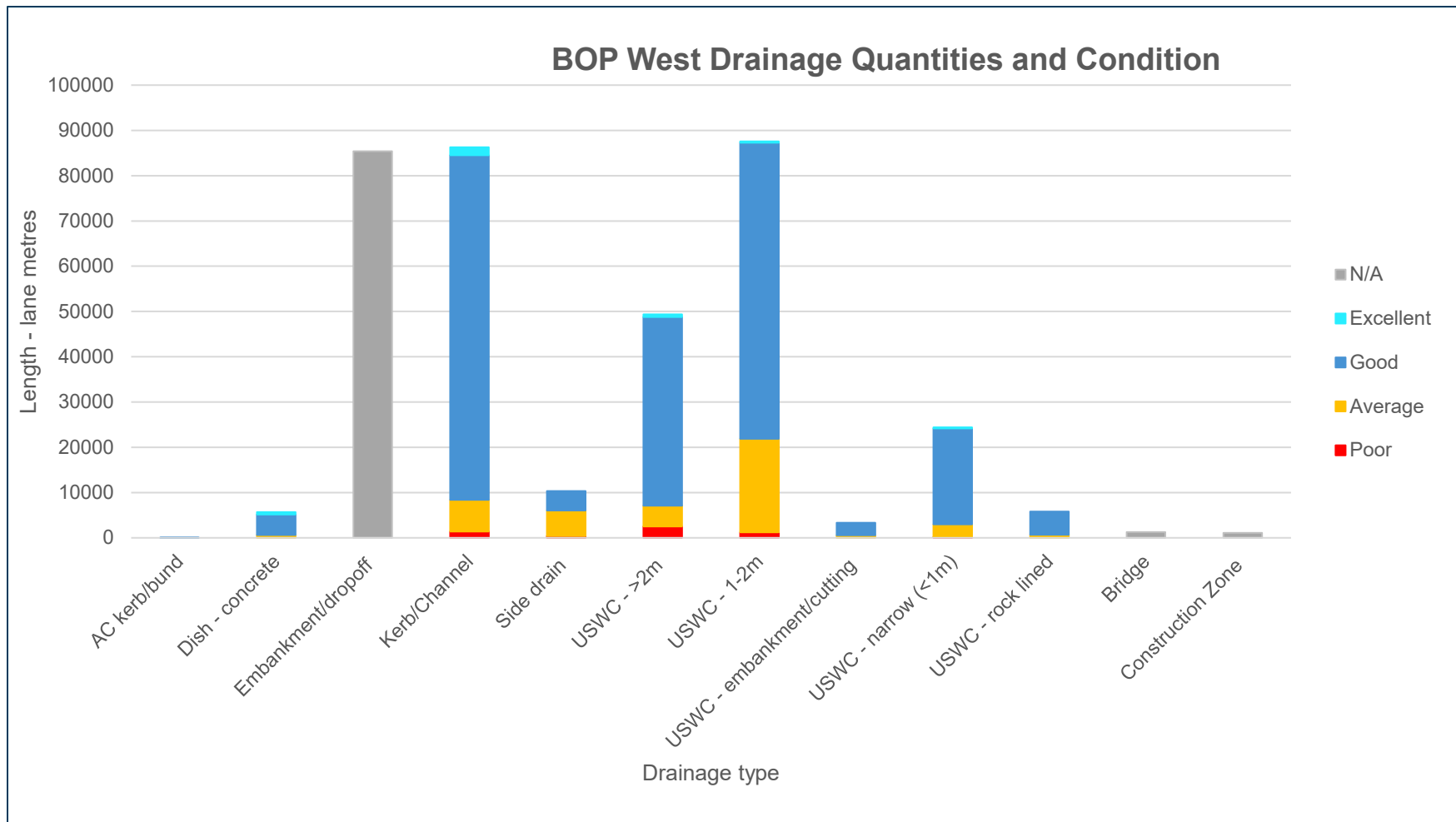
- Segmentation completed for: BOP West, Northland, West Waikato, South Canterbury.
- BOP West also fully condition rated.
- Working through rest of country.
- Benefits of this work:
 - More accurate data on asset (advancing Strategic Investment Model).
 - Creating drainage lengths which are sensible renewal lengths.
 - Consistent assessment of segments – allowing for more accurate Forward Works Planning.
 - Condition rating allows for better budget prep (NLTP) and investment justification (condition profile).
 - Data managed using User Defined Tables (UDT) in RAMM.

Contract Area	NOC Standard Investment Allocation (2019-2021)	SIM Recommended Annual Renewal %	Estimated Length of SH Shoulder Needing Drainage	Historic Achieved Annual Renewal Length last 5 years (lane km) ¹⁷	SIM Recommended Annual Renewal Length (lane km)
West Coast (NOC)	2%	8.00%	1720	42	138
Northland (NOC)	2%	8.00%	1680	25	134.40
Central Waikato (NOC)	2%	8.00%	1342	47	107.36
Southland (NOC)	2%	8.00%	1290	33	103.20
Otago Central	2%	6.00%	1012	20	60.72
Manawatu-Whanganui (NOC)	2%	6.00%	1207	2	72.42
Nelson-Tasman (NOC)	2%	6.00%	679	9	40.74
Taranaki (NOC)	2%	4.00%	1087	42	43.48
Coastal Otago	2%	4.00%	1437	39	57.48
North Canterbury	2%	4.00%	1641	7	65.64
South Canterbury (NOC)	2%	4.00%	1064	25	42.56
East Waikato (NOC)	2%	4.00%	925	10	37.00
West Waikato (NOC)	2%	4.00%	938	22	37.52
Hawkes Bay (NOC)	2%	4.00%	975	4	39.00
BOP East (NOC)	2%	2.00%	985	14	19.70
Wellington (NOC)	2%	2.00%	478	28	9.56
Auckland Alliance	2%	2.00%	816	1	16.32
Tairāwhiti Roads Northern & Western (NOC)	2%	2.00%	626	27	12.52
Milford	2%	2.00%	206	1	4.12
Marlborough (EC)	2%	2.00%	475	8	9.50
Tairāwhiti Roads Western (NOC)					
BOP West (NOC)	2%	2.00%	391	3	7.82
		TOTAL	20974	0	1059

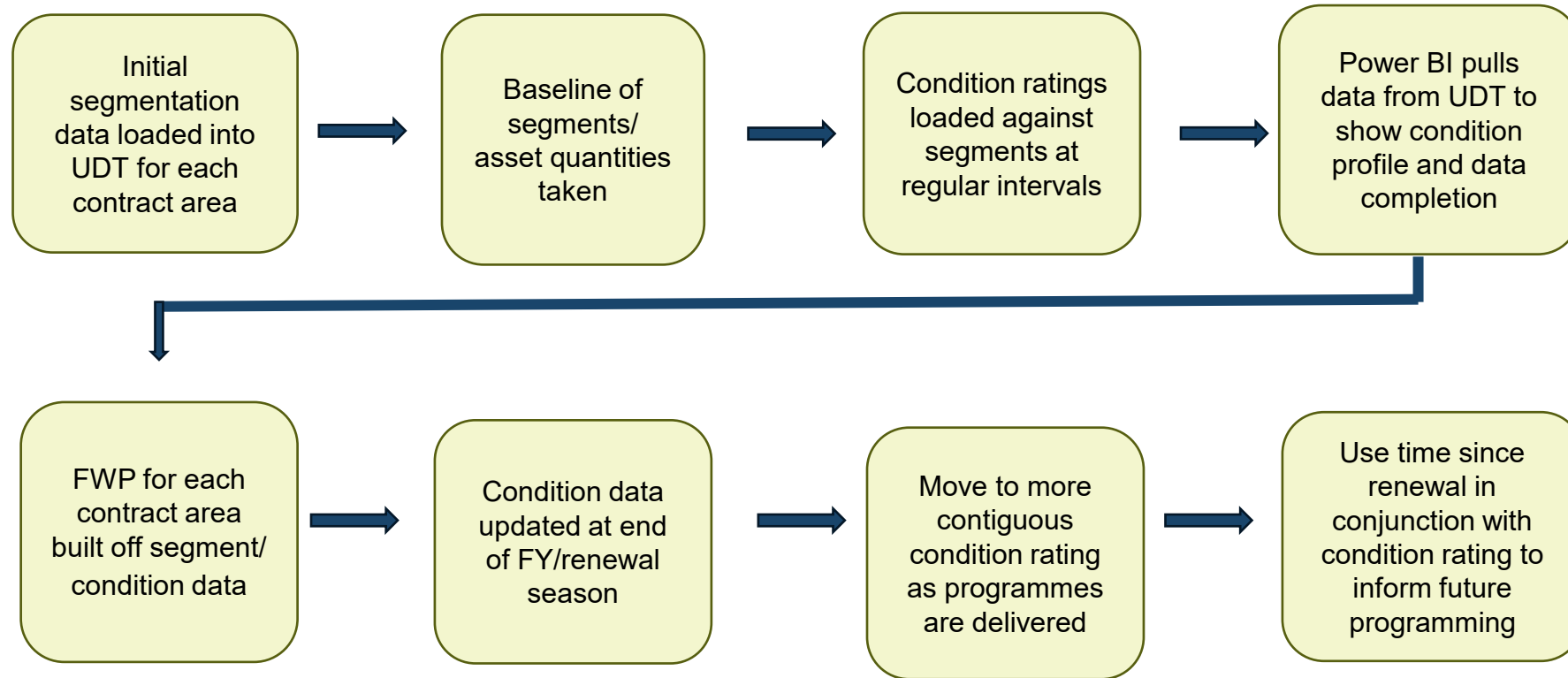
Drainage segmentation- methodology

- Initial segmentation conducted using high speed video. Field verification required get 100% certainty.
- Basic approach:
 - Classify asset e.g. Kerb and channel, USWC, Side drain, Bridge, Property frontage – no asset.
 - Segments must be specific to side of road (or centre of road in some cases).
 - Segmentation should be continuous i.e. no gaps in data
 - Then segment asset into logical lengths for renewal e.g. high points to low points, culverts, intersections, where segments are getting too long i.e. needs to be a sensible length for a digger/grader driver to renew – around 500m is ideal.

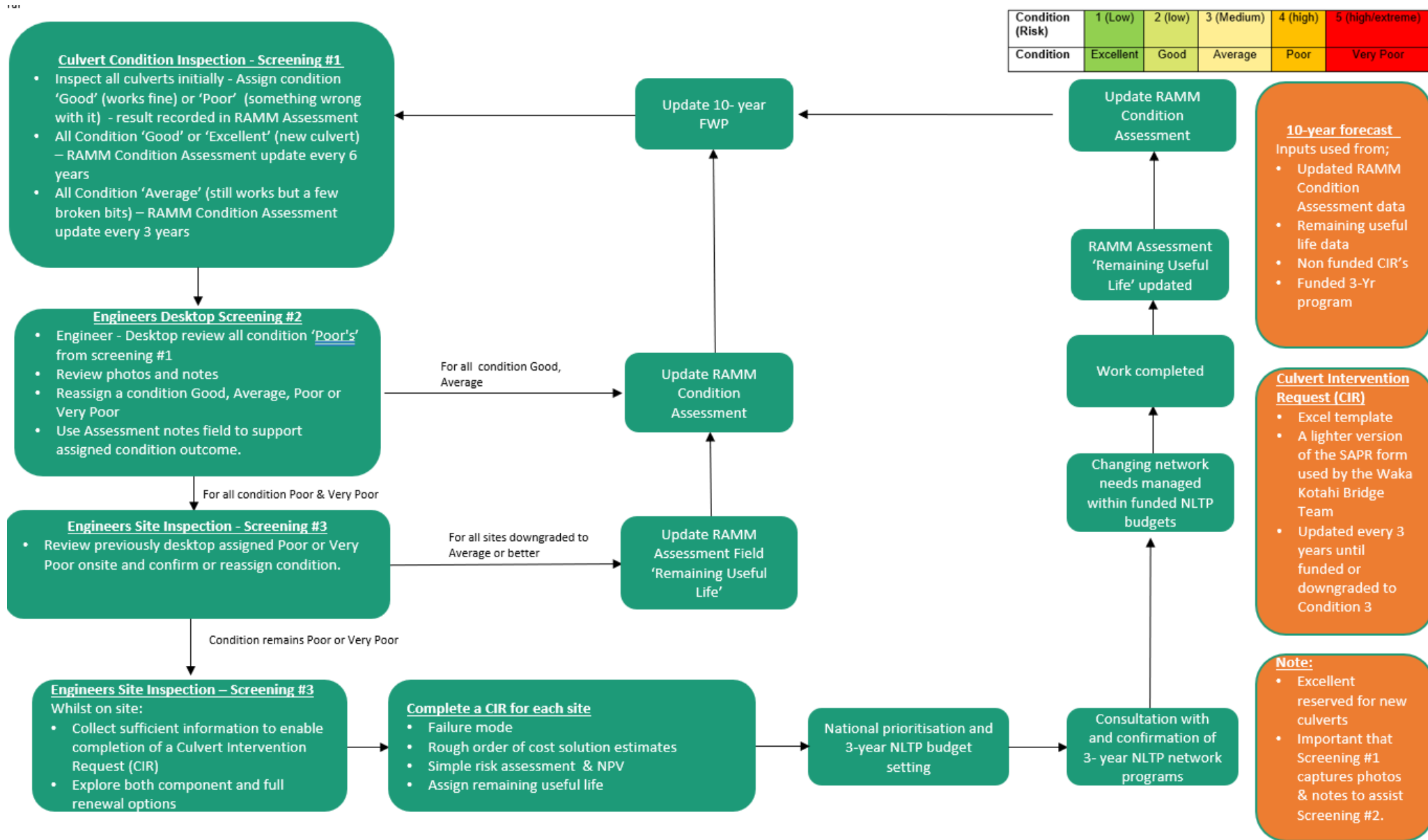




Outline process for drainage User Defined Tables:



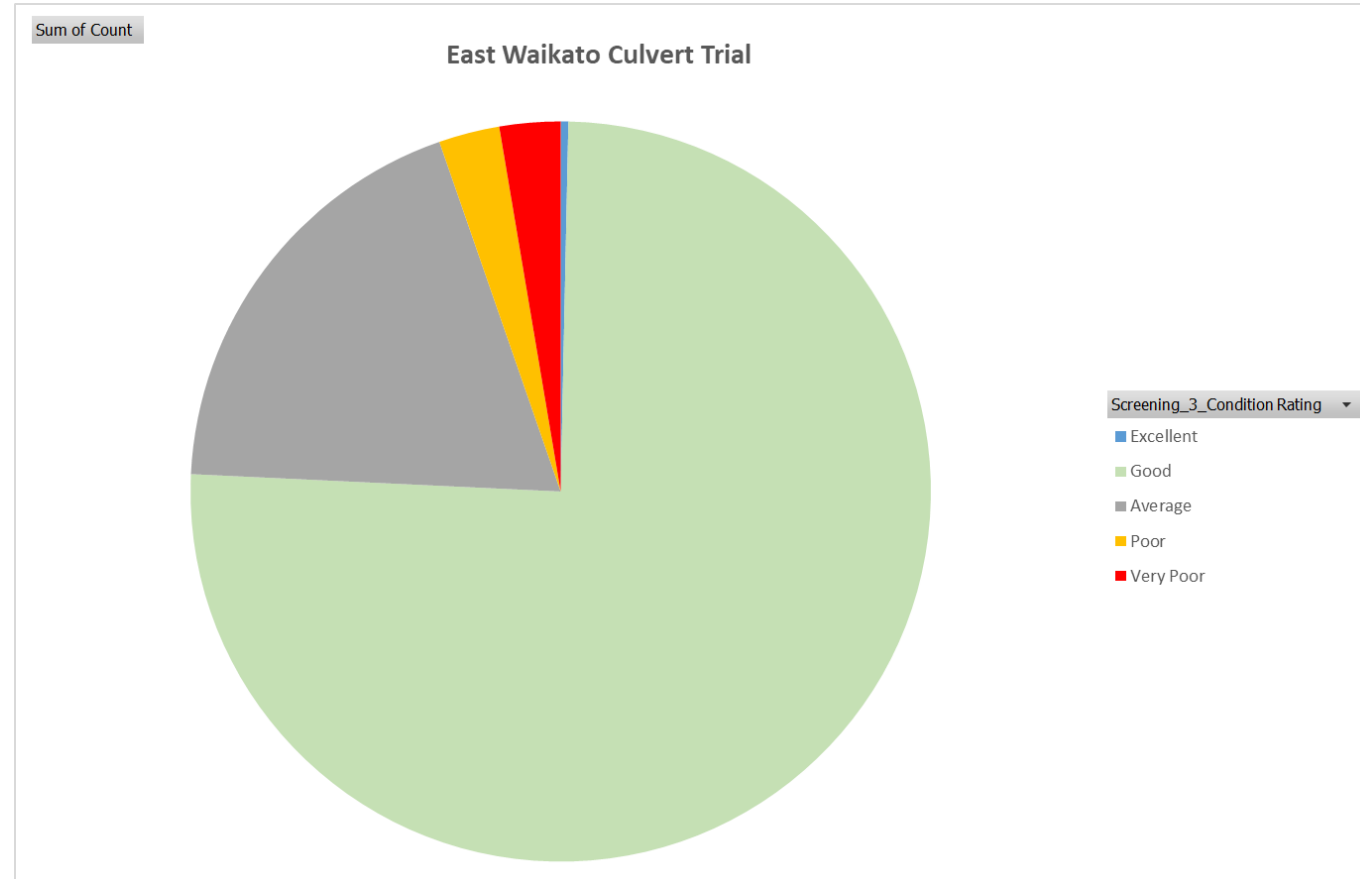
Culvert assessment process



Culvert trial – East Waikato

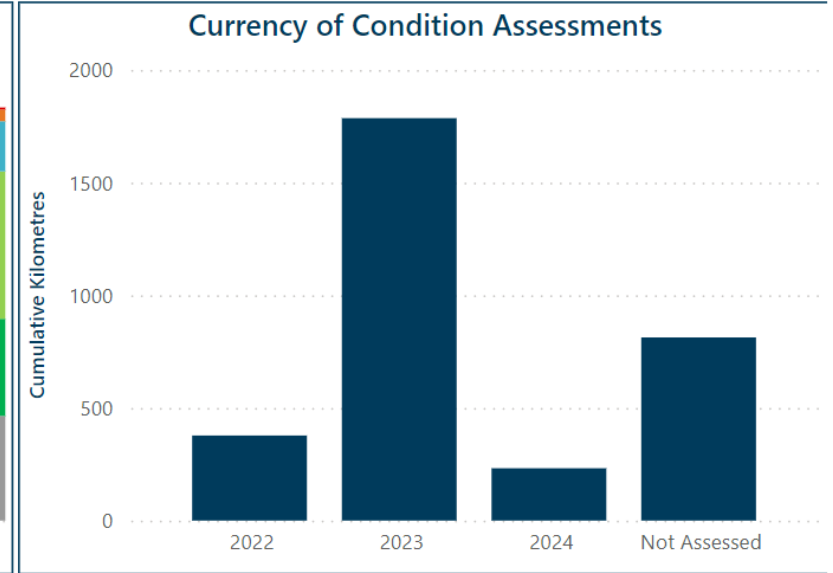
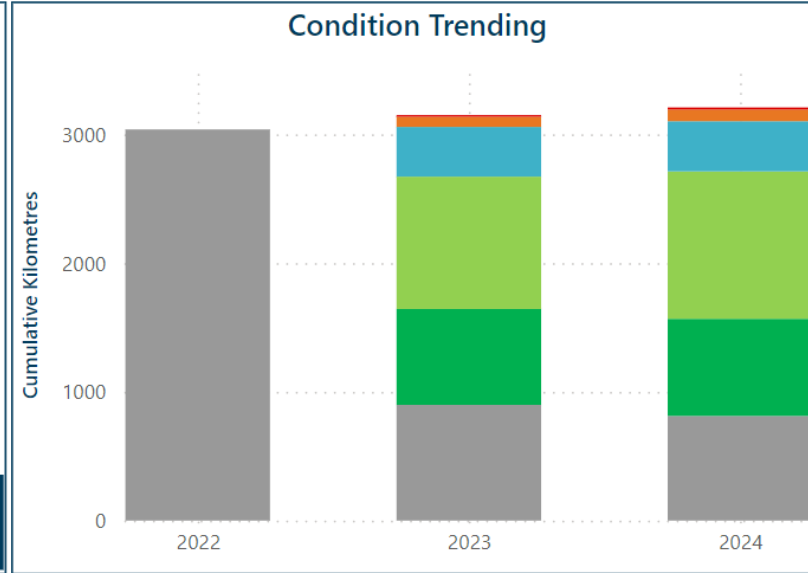
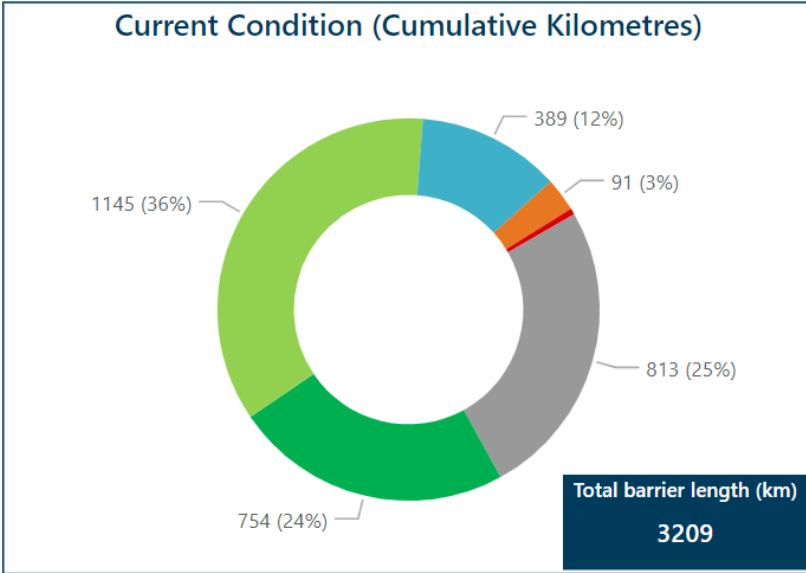
- East Waikato trial complete
- Keen to have a few other suppliers test the screening method – especially the use of pocket RAMM/tablets
- 3 step screening process:
 - Step 1: cursory inspection/photos as part of routine inspection. Condition rate Good or Poor.
 - Step 2: All Poor condition culverts go through desktop review by asset engineer, condition revised.
 - Step 3: All those that remain as condition poor require on-site inspection and detailed assessment by asset engineer.

Row Labels	Sum of Count
Excellent	1
Good	227
Average	57
Poor	8
Very Poor	8
Grand Total	301



Asset Condition - Barriers

Report last refreshed: 01 August 2024
Next refresh scheduled: September 2024



● Excellent
 ● Good
 ● Average
 ● Poor
 ● Very Poor
 ● Undetermined

Contract Area

ONF Category

Railing Group

Railing Type

View Detail

Railings condition by contract area

