

**AMDS Network Model
May 2024 Showcase Q&A**

Question	Answer	Responder
Once the Network Model is adopted, how does this get applied to Dispatch and Inventory data?	Thanks. We're working with Thinkproject on that, but the current assessment is that there would be no impact on those assets. We may use inventory assets to help us in our analysis for things like restricted turns, one ways and those sorts of things, but we'll have more information on that in the coming weeks.	Live Answered
Utilities would find longer term plans helpful for their own asset planning	Where we've talked about what we're publishing on the open data portal for everybody to be able to consume, we've had to get a consensus from CAs as to what they're happy to publish. So, as CAs join the journey, then we can publish longer term plans, but we need to work through with each of the individual CAs on this.	Live Answered
Are all slip lanes required to be set up in Centreline Manager?	No, you can choose to, but our guidance is that 150 metres is the length that we would recommend that you should be digitalising any slip lanes for those things at least, if its less than that, then no, as long as there's a way to connect to that.	Live Answered
Will all the centrelines be linear referenced in RAMM or only the road CL?	I believe you're only doing the roads. So, in terms of the pathways and rail, no, I don't think we'll be doing that. Just using the RAMM road as the basis for that.	Live Answered
Will the data include mass limits, lane widths and any height restrictions?	We do have a restrictions table which can capture some of those things you mentioned such as vertical clearance issues or gross weight limits. So those can be captured, same thing from a width limit as well, I believe lane widths. We also have a lanes table, which is one of those supplementary tables that I spoke about, and I believe that if you have that information, there is an attribute for that to be captured.	Live Answered

<p>How come we are we still using lines for roads, rather than polygons...?</p>	<p>So, we're using lines for the Network Model to ensure that we can do analysis on it as well. Polygons represent an asset at a point in time. So, we're starting with this. It could evolve in the future, but at this stage, version one of the Network Model is all polylines.</p>	<p>Live Answered</p>
<p>Just to confirm no road closures will be recorded in this phase of the programme - both planned and emergency road closures?</p>	<p>We can consume restrictions that CAs will enter within their system. There's no expectation now that CAs will push and pull this information on a regular basis. Annually, definitely monthly for a lot of them, yes, weekly for some. But at this stage, it's a work in progress. So, I supposed for both you and the LINZ team and the Emergency Management groups about how we can use this for the future to support what you're trying to achieve through your model.</p>	<p>Live Answered</p>
<p>Referencing Adriaan's answer - Won't pathways need their own centreline?</p>	<p>Yes, they will be in the Network Model. They will have their own centreline, sorry I'm not sure what answer I gave before. It may not be linear referenced, but it'll be in the Network Model. Spatial Coordinates.</p>	<p>Live Answered</p>
<p>Is your network connecting with existing underground services (water / utilities) in one portal single source?</p>	<p>No.</p>	<p>Live Answered</p>
<p>Will the centrelines include elevation?</p>	<p>Yes, we will be draping a digital elevation model over our coordinates. So, we will have Z and we will be able to calculate the length incorporating that as well. 3D lengths if you will. Yes, we are doing.</p>	<p>Live Answered</p>
<p>Has there been any further consideration for a roundabout insertion tool? It is a very messy process currently in network manager, whereas a cookie-cutter tool would save time and data integrity?</p>	<p>We are looking at including roundabouts within our Network Model. When we're doing the heavy lifting, the team is reviewing data sets as well as looking at what the councils have at those specific intersections, and we are selecting best fit for purpose and then allowing the Controlling Authority to agree or state otherwise. I might just add that I will also pass this feedback to Thinkproject as well.</p>	<p>Live Answered</p>

<p>Are we close to no longer needing linear reference and going fully spatial?</p>	<p>Look, there's still and always will be business cases or use cases where linear referencing is required, that's the feedback we've had from industry and from experts. So, we will be getting closer to fully spatial, but there will always be room for linear referencing.</p>	<p>Live Answered</p>
<p>Will the linear referencing be based on the 3D polylines, or the existing manually calibrated carriageway sections from RAMM?</p>	<p>The existing. So, we'll capture what we call the measured length. So, the Network Model will have the measured length which has come directly from RAMM, and we'll also have a 3D calculated length. So, you'll be able to see and compare those two things. And then the Network Model obviously incorporates the Z coordinates as well. The measured length sort of does, depending on how you've collected it with the wheel down the road. Yes, you'll see both.</p>	<p>Live Answered</p>
<p>Will the road attributes include whether the road segment is part of the already published in PDF form HPMV pre-approved state highways or local roads?</p>	<p>We'll be able to capture HPMV as a route. So, I think I mentioned the route names as a supplementary table. So, we can capture which are basically just a series of Centrelines, right. So, we'll be able to create an approved HPMV route which would be linked to a Centreline. So, from the Centreline you could see it was linked to one of those.</p>	<p>Live Answered</p>
<p>Re the HPMV routes - will that feed through to the applicants to use?</p>	<p>I'm guessing you're asking that if a freight company puts a permit through and it gets approved and they've got a route that they can use, will that be pushed back to them? Well, so as we've pointed out, it's an open data portal, so it can be pushed and pulled, we're not stopping people from doing that. So, they'll be able to do that as long as the data is being inputted and edited then there's nothing to stop them and other industry players grabbing that same set of information.</p>	<p>Live Answered</p>

<p>Is there plan on updating the SM051 (LRMS Manual) to reflect the updates under new network model. Probably also make it more inclusive, right now it's very state highway centric?</p>	<p>We are working very closely with REG Te Ringa Maimoa. I know at the moment they are doing work in regard to the SHDOM so that it becomes less state highway centric, and it will be updated for the state highway inventory implementation of AMDS. When it comes to SM 051, we've also been working with a number of other people within NZTA to ensure that there's alignment for those moving forward. It's also around Z 15 and some of the other documentation. It is a work in progress at this point in time.</p>	<p>Live Answered</p>
<p>Will it be any Asset Information Requirement for a capital project that need to align with your network.?</p>	<p>Yes - as part of the AMDS standard, the Network Model will become a stream within the data standard itself. So, as we transition using the new contracts and the new IDM model coming into play, it is an expectation that capital projects will work with us. We've been doing that with a number of capital projects to date. We've been working with PenLink, Te Ara Taupa, Riverlink, Mount Messenger and TREC. So, there is transition happening as part of that as we on board new capital projects.</p>	<p>Live Answered</p>
<p>Is the Network Model managed in RAMM Centreline Manager or a new application?</p>	<p>Centreline Manager is being updated to support the new model.</p>	<p>Leah Watts</p>
<p>Why not show proposed changes?</p>	<p>We can show proposed changes but at this stage the CAs have requested that changes outside of the confirmed annual plan as in outside 3 years should not be published directly to the Open Data Portal - the changes will be visible between CAs.</p>	<p>Leah Watts</p>
<p>Just confirming the data in the Open Data Portal will be an ArcGIS REST service with a CCBY license?</p>	<p>There will be the standard ESRI API available through the open data portal to consume data, this will be published using CC BY 4.0 license.</p>	<p>Leah Watts</p>

<p>The entire digital transportation management sector would benefit from an up to date published digital vector (polyline) version of the State Highway and Local Roads content visible via this layer in the NZTA ArcGIS instance. When will this be made available?</p>	<p>We are working with the GIS team and will be publishing this via NZTA NZTA ArcGIS portal. I am unable to see the layer you published so can't comment specifically. We will be pushing data from July 2024, but this will only show the CAs data that has been onboarded - exception is that the full model will be completed by June 2025.</p>	<p>Leah Watts</p>
<p>With state highways needed by most councils for some level of operations at what point with NZTAs network be completed and how do we integrate that into our local systems?</p>	<p>The state highway information will be consumed back into your AMS. The stage highway Network is in Group One which will be completed and available from June 2024 but won't be consumed into your AMS until your CA goes live.</p>	<p>Leah Watts</p>
<p>Under build Network Model - we have thought about routability of network - also is there workstream for traffic modelling/traffic distribution to the network?</p>	<p>At this stage this is outside the scope of this project, but the model will support the creation of additional layers to support traffic modelling/traffic distribution to the network.</p>	<p>Leah Watts</p>
<p>For Adriaan's presentation it looks like carriageway sections will be a parallel layer rather than an intrinsic component. Are Thinkproject looking at how this may affect tables/processes with sectioning references or is that being managed within the wider AMDS process?</p>	<p>We are working closely with Thinkproject on this. They are developing based on our requirements.</p>	<p>Felix Five</p>
<p>I'm aware LINZ are looking into live road closure information as part of their role in the Emergency Management space, will this model include road closure information as well?</p>	<p>We are working with LINZ in relation to this. We are working with CAs in relation to restrictions/closures, but our remit does not include providing information for Emergency management as at this stage we don't have an expectation on when CAs will update their data.</p>	<p>Leah Watts</p>
<p>Can you confirm that CA stands for Council Authorities?</p>	<p>Controlling Authorities</p>	<p>Amanda Parish</p>

<p>If we use this Centreline data as the source of truth, can we also get from the data. Current speed limit of that section of road. Or do we keep using your existing model that's recently been built. (which is often not up to date FYI).</p> <p>Will the Centreline data include private roads and an identifier is included in the data so we can work out if its off road or on road for RUC claim backs. If this data included speed zones and off road and on road tags then we could reduce 3 datasets down to 1 would greatly reduce our support and maintenance and training of staff as to how to interpret data.</p>	<p>The Network Model does not include the speed limit of a given centreline. That could be overlaid as an operational layer. Presumably you are talking about the National Speed Limit Register – that will continue to be the primary source for speed limits.</p> <p>Yes, the Network Model will include Private Roads, the Asset Owner Organisation attribute of that network element/centreline will be 'Private'. So should be able to use that field to differentiate from other Road Controlling Authorities roads in which RUC applies. Other values in this field would be one of the Road Controlling Authorities (including NZTA). These centreline geometry and attributes are sources directly from council data or the LINZ Road Centreline dataset (primarily).</p> <p>As advised, not speed zones but this could be applied over the top of the Network Model as an operational layer. Seemingly the Asset Owner Organisation attribute could be a viable "tag" for off-road / on-road in RUC context. Certainly, worth exploring further.</p>	<p>Leah/Adriaan</p>
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