

“ Introduction

Your organisation will need to articulate its core vision and values, and possibly describe the thought process behind these. Your AMP must reflect these values in its scope and focus.

An AMP also needs to describe the values or vision for your region as outlined in your long-term plan (LTP). Overall, a good AMP is one that takes a holistic approach that looks beyond just focusing on assets.

The CODC's AMP talks about how council have reviewed their delivery of transportation activities using a systems thinking framework. It states how the findings of this review have impacted the development of their vision and core values, development of performance measures, information management, and streamlining of management, maintenance and operations activities.

In addition, the following extract from the CODC's AMP explains the organisation's strategic drivers.

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1.10 Guiding Principles

National Strategic Drivers

This AMP reflects the national **strategic priorities** set out in the draft 2018 Government Policy Statement on Land Transport (GPS).

The draft 2018 GPS retains the same overall strategic direction as the 2015 GPS:

- Economic growth and productivity
- Road safety
- Value for money

The key priority remains economic growth and productivity.

The Government are also encouraging

- Collaboration to address the challenges of regional development and tourism growth through improved access
- Improved asset management to provide network resilience at critical points
- Emphasis on the established safe system approach to reduce road trauma
- The use of innovation and technology across land transport activities
- Continuation of the success in establishing a 'one network' approach, and greater cost effectiveness in the pursuit of better value for money.
- Management (and mitigation) of adverse environmental effects

Some changes in the draft GPS affect the objectives of each strategic driver. Section 2.3 of the AMP identifies the national, regional and local outcomes for transportation, and describes the linkages between them.

The potential long-term effects of climate change mean that we are likely to experience an increase in the frequency and severity of weather events, which have a direct effect on network accessibility, resilience and safety.

District Strategic Drivers

At a high level Council has Community Outcomes. These are:

- **Thriving Economy:** A thriving Economy that is attractive to both businesses and residents alike.
- **Sustainable Environment:** This would be an environment that provides a good quality of life. The community would also have a healthy balance between its natural and built environment.
- **A Safe and Healthy Community:** This would be a vibrant community with a range of services and facilities. This would also be a community that valued and celebrated its rich heritage.

While the Community Outcomes are important guiding principles, Council has recognised that use of Community Outcomes on their own does not provide sufficient clarity regarding the strategic direction Council intends to take with provision of Infrastructure Services across the District.

To address this Council has defined a common framework for the provision of Infrastructure Services. This provides the strategic direction Council intends to take with provision of infrastructure services and enables alignment of what is important across multiple activity and asset groups.

This framework ensures that the understanding of need is the same between asset managers and governance decision makers, and that the work that is planned underpins the strategic direction set by Council.

The vision for Infrastructure Services is:

We will deliver safe and reliable infrastructure services which support our local economy and communities, in a manner which is affordable, sustainable, and equitable for current and future generations.

The vision is supported by five overarching principles. These underpin everything we do. The overarching principles are:

- Infrastructure services will be delivered as part of an integrated district network and should offer an increasingly consistent, fit for purpose level of service for users.
- Value for money and whole of life cost will be considered to deliver affordable levels of service.
- Infrastructure services will be delivered in a manner which balances the current and future impact on the environment, and makes use of sustainable practices.
- We will look for new ways and innovative practices to enable us to cost effectively deliver our services.
- Our levels of service will meet legislative requirements.

The Infrastructure Strategy sets a common level of service framework for all infrastructure activities. Levels of service are defined under five key customer outcomes. These are:

- Reliability
- Safety
- Accessibility
- Resilience
- Aesthetics and comfort (Amenity)

Each Activity Group then defines the customer levels of service that will be provided for different classes of networks under these outcomes.

Growth Drivers and Demand Changes

Growth in our district is changing the volume and make up of traffic on our urban and rural roads. This is resulting in pressures in our urban centres, increased demands on our bridges and unsealed roads, and an increasing asset base from subdivision. Section 3 of the Activity Management Plan provides detail on the effects of growth on Council's transportation activities.

1.11 The Case for Change

Council is investing in the network to provide the following customer outcomes:

- Reliability
- Resilience
- Safety
- Accessibility
- Aesthetics and comfort (Amenity)

The level of investment and type of work that is undertaken is optimised to ensure Council is cost effective in providing these outcomes, and provide value for money. Underpinning this is the need to keep the service we provide affordable for the community.

Options for Future Investment

Three high level funding scenarios have been considered.

These options were:

- Flat-lined funding with a minor increase every three years – this had a high level of service and asset risk.
- Budget fully escalated to BERL forecasts, with most demands for increased level of service included, and low risk asset renewal and maintenance strategies.
- An optimised program. Budgets for the first three years of the programme have been assessed based on historic expenditure, backlogs of work, customer satisfaction with level of service, and asset analysis and evidence. No escalation is applied to the first three years, with annual escalation applied from year 3.