

Making the Most of What We Have

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Sustainable Transport

NZ Transport Strategy calls for:

- integrated network operation & management
- improved travel times on all principal routes
- priorities for buses and high occupancy vehicles
- better safety, better connectivity
- more reliable operation of networks
- increased public transport, reduced congestion
- effective real time information for travellers
- performance measurement and reporting

Specific GPS outcome targets

- Even greater landuse/transport planning integration
- A reduction in kilometres travelled by single occupancy vehicles
- An increase in sending freight by sea and rail
- Fewer deaths and hospital stays from road crashes
- An increase in the use of public transport by 3% a year by 2015
- An increase in the number of walking and cycling trips by 1% per year by 2015

Priorities for NZTA in 2008/09

1. Modal shift
2. Safer travel
3. Streamline the funding process
4. Value for money
5. Building stronger partnerships

Past Performance



Integrated Corridor Management

- Cooperative and integrated policy among stakeholders
- Communications among network operators and stakeholders
- Improving the efficiency of cross-network junctions and interfaces
- Mobility opportunities, including shifts to alternate routes and modes
- Real-time traffic and transit monitoring and information
- Incident management
- Travel demand management
- Public awareness programs
- Transportation pricing and payment

The goal of ICM is to improve mobility, safety, and other transportation objectives for travellers and goods.

Example of Integrated Corridor Management

Ramp Signalling

- smooths entry flow to motorway
- spaces incoming vehicles evenly
- increases merge efficiency
- more convenient, better safety
- includes selected priority bypass lanes
- continual monitoring of queues and wait times
- operates only when useful, otherwise turned off

Collaboration

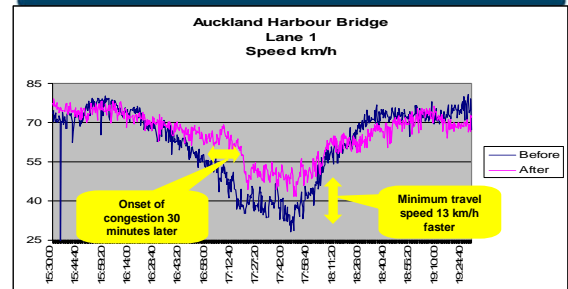
- entire project founded on working jointly with Councils
- shared designs
- continuously measure and report what we do and the achieved outcomes
- agreed targets covering:
 - better operating safety
 - improve travel times along motorway
 - no increase in travel times across motorway
 - no interruption to other traffic
 - improve travel time reliability
 - increase peak motorway throughput
 - improve efficiency for buses, HOV, freight
- reported monthly, quarterly, annually.

Project Outcomes

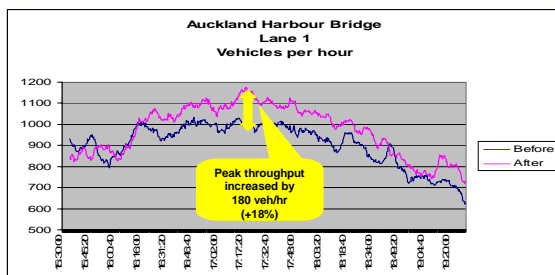
Delivers

- 9 % increased throughput
- 22 % shorter overall journey time
- 14 % rise in travel speeds
- 91 % better reliability
- 24 % fewer accidents
- 6 % reduction in fuel use
- 17 % less CO emissions
- 13 % reduction in hydrocarbons

Curran Street Ramp Signal



Curran Street Ramp Signal



What Does it Look Like? BEFORE

4500 VEHICLES PER HOUR IN LATE AFTERNOON



What Does it Look Like? AFTER

7500 VEHICLES PER HOUR SAME DAY OF WEEK, SAME TIME OF DAY



Ramp Signals with Priority Lane



Making the Most of What We Have

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