

Progress Update

Joint Transport Operations Centre (JTOC)

May 2011



NZ TRANSPORT AGENCY
WAKA KOTAHI

**Auckland
Transport**

An Auckland Council Organisation

Purpose

Progress update
on establishment of the
Joint Traffic Operations Centre (JTOC)
at Smales Farm and early initiatives



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Overview

As a result of Auckland Transport (AT) and the New Zealand Transport Agency (NZTA) working more closely together, a number of initiatives to deliver benefits to customers are progressing.

- Regional route optimisation
- 2010-2011 optimisation programme
- Incident Response Capability
- CCTV camera network additional coverage
- Real time travel information (CBD to Airport route).
- JTOC establishment
- Other joint activities

Regional Route Optimisation Programme

Optimise the Arterial Road network (337km) on a four year cycle

Review of the business case – due end May 2011

- Review and update of past and current programme
- Programme
- Funding options
- Prioritising routes
- Alignment with 2011-2012 Work programme

Route Optimisation Principles

Is about understanding what are the priority transportation modes and functions for the route through the day and then getting the most efficiency out of the route.

- Some modes will take priority over other
- Optimisation works best for peak periods with clearly defined objectives
- Traffic signal optimisation for defined routes to improve signal co-ordination
- Full optimisation to identify further measures to improve efficiency
- Continuous cyclical review to adapt to change



Regional Route Optimisation Cycle

	Year 1	Year 2	Year 3	Year 4	Year 5 & beyond
Traffic signal optimisation	Yellow	Yellow	Yellow	Yellow	Light Blue
Full optimisation	Green	Green	Green	Green	Light Blue
Review	Light Blue	Dark Blue	Dark Blue	Dark Blue	Dark Blue
	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue

Route Optimisation Programme 2010 – 2011

Three major routes

have full traffic signal route optimisation in progress

- Symonds Street – Central Transport Corridor (75% complete)
- St Lukes Road – New North Road to Dominion Road (75% complete)
- Dominion Road – View Road to King Edward Road and Dexter through to Marsden Road (70 % complete)

Changes have been made and

results from the changes can be reported in July



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Additional optimisation projects

• In addition to the above route optimisation review is being undertaken on the following routes:

- **Ponsonby Road (40% completed)**
- **Karangahape Road (80% completed)**
- **Mt Eden Road (20% completed)**
- **Gillies Avenue (20% completed)**
- **Remuera Road (50% completed)**
- **East Coast Road (20% completed)**
- **Upper Harbour / Constellation Drive (completed)**
- **Onewa Road / Lake Road (completed)**
- **Albany Highway / Upper Harbour Highway (20% completed)**
- **Lincoln Road (40% completed)**
- **Great North Road (Kelston-Glendene) (40% completed)**
- **East Tamaki Road (completed)**
- **Pakuranga Road (completed)**

Incident Response Capability

- The NZ Police are currently investigating routing real time information from their dispatching system to JTOC, initially for incidents on the CBD to Airport route.
- This will enable a more integrated response to incidents than at present.
- AT contracts are being reviewed to enable better levels of service from its Contractors around incident response and JTOC is developing protocols for dispatching Contractors direct from the operations centre, as real time information is received from the Police.
- This approach will now align with that adopted by NZTA for Motorways.

CCTV Camera network additional coverage

- CCTV cameras are now operational at Eden Park for the Rugby World Cup and cameras are being installed around the Albany Centre for coverage at North Harbour Stadium, to be in place by the end of July.
- Currently working on the development of a strategy for the roll out of an expanded CCTV network for arterials. This will align with the approach being taken by NZTA and will be completed in August 2011.
- Trial project currently underway focused on delivering access to web cams along the CBD to Airport route.

Real Time Travel Information (RTTI)

- Progress is being made with real time travel information on the CBD to Airport route. Eight signs will be installed in time for the Rugby World Cup (funding dependent)
- This project is being done in conjunction with NZTA using the same systems and infrastructure currently in use on the motorway routes.
- Working closely with NZTA to develop the Advanced Real-Time Traffic Information System (ARTIS) to deliver journey time information along key arterial routes.
- Signs update every 20s based on a number of measures along the route.



JTOC Establishment

- Partnering Charter established (3 March)
- Partnering agreement, structure and resource plan being developed for implementation on 1 July 2011.
- Co-location of AT and NZTA staff at the Joint Operations Centre in Smales Farm.
- AT Traffic Systems unit is being relocated from Bledisloe House to Smales Farm to make space for the RWC Major Events Operations Centre at the end of May.
- Progress on Integrating IT systems.
- Progress on physical placement and set-up of work stations at Smales Farm.



Other joint activities

Application of the

"one network philosophy approach:

- Quay Street Rehabilitation
- Working with NZTA to enhance traffic management
- The use of ramp metering to make detour routes more attractive
- Early messaging using NZTA's motorway variable message signs
- New Market Viaduct/Khyber Pass and Greenlane
- Recognition of the network effect of the introduction of the additional lane of the Newmarket Viaduct/Southern Motorway between Khyber Pass and Greenlane
- Worked collaboratively on queue management
- Worked together on safety risk mitigation.

Other joint activities

Application of the one network philosophy approach:

- Wellington Street On Ramp closure
- Joint management of the Wellington Street On Ramp closure.
- NZTA and AT have worked closely together to ensure that the impacts on the network and CBD in particular have been prevented or mitigated.
- This closure has been in place now for a fortnight with no noticeable negative impacts
- Maintenance and renewals programmes
- On track despite the transition to Auckland Transport and the diverting of resources to Christchurch following the recent earthquake. This has been achieved through greater sharing of knowledge and resources.
- Communication and customer information.
- An informative news item on the television programme 'Fair Go' has highlighted the efforts being made by both organisations in keeping Auckland moving

Next steps

Challenges to come involve:

- Bringing the AT and NZTA teams together to make one effective unit, with common culture and new identity.
- The lead up to and management of the Rugby World Cup event
- Continuing the roll out of the Route Optimisation Programme across the region and communicating the successes
- Providing better levels of service and enhanced systems within existing budgets (doing more with less)