



DRAFT INTELLIGENT TRANSPORT SYSTEMS ACTION PLAN

SUBMISSION TO MINISTRY OF TRANSPORT 17 JANUARY 2014

1. BACKGROUND

Thank you for the opportunity to make a submission on the Draft ITS Action Plan.

TRAFINZ (The New Zealand Traffic Institute Inc) represents a wide grouping of NZ local authorities, covering the majority of the New Zealand population. Its membership includes regional councils, the major metropolitan cities and smaller provincial authorities as well as private sector and non-local government members.

TRAFINZ' Executive is comprised of elected councillors and officers, drawn from a cross section of the membership, together with senior personnel representing its key government partners and supported by a number of senior technical staff from transport consultancies that volunteer their services pro bono.

The Institute's primary focus is on sustainable transportation planning, traffic management and road safety. It provides specialist advice to member authorities on traffic and safety issues by drawing from the depth of expertise available through its members. It also acts as a conduit for local authorities to respond to the NZ Government on new transport policies and legislation.

2. SUBMISSION

Trafinz strongly support the proposed actions in the Draft ITS Action Plan, in particular those that relate to improving the safety and productivity of the land transport system.

Referring to the Draft, those actions that Trafinz particularly supports are:

5.6 Active Network Management. The Draft refers to the development of Traffic Control Centres in Auckland, Wellington and Christchurch by NZTA and local Councils and as has an action improving the functionality of the centres and ensuring there is adequate backup of their systems. Trafinz strongly supports improving functionality, in particular the provision of more information to network users (not just in system vehicle users) in real time. For users who are on the network there have been improvements in the provision of information on travel delays over recent years including the use of electronic temporary speed restriction signs that can be changed remotely. Further

developments of this type should be an action for the future. Trafinz agrees that reliability of the system is also very important to ensure that timely information is provided to travellers and altered or removed promptly as the situation changes.

Trafinz is concerned the Action Plan focuses too much just on the traffic operations aspect (managing users once they are on the network) and not enough on the significant opportunities ITS will have in Travel Demand Management, influencing transport choices (mode and time of day in particular) of users before they get onto the network. The action in the action plan focuses only on the network control centres and in our view the action plan would benefit from an additional action in this area (or a broadening of the existing action) focusing on ITS opportunities to support Traffic Demand Management.

5.9 Charging and Payment Systems. The Draft has several proposed actions relating to possible electronic road charging systems. Trafinz supports these investigations as they relate to getting more from the existing roading systems while achieving safety and productivity objectives. Electronic road charging and the improved availability of quality information to network users which we suggest in our comments on Active Network Management above are two complementary ways to manage travel demand.

5.10 Enabling Compliance and Targeted Enforcement. The Draft has proposed actions in the area of speed and commercial driver work time rules. Trafinz is an active supporter of the Safer Journeys strategy and the safe system approach. It notes that the Draft Action Plan refers to the Safer Journeys Action Plan 2013-15. It is important that the proposed strategy direction for ITS is developed to fully support the Safer Journeys strategy particularly in the area of vehicle speed. Good progress has been made with reducing the numbers of serious and fatal road crashes on New Zealand roads but levels are still well above those achieved in some other overseas countries. There are real social and economic benefits still to be secured from further reductions and ITS has a significant part to play in achieving this. The better use of electronic data in monitoring driver work times by the CVIU is a proposed action that supports better safety outcomes for commercial vehicle operators.

CONCLUSION

TRAFINZ appreciates the opportunity to make this submission and are able to provide further clarification if required.

For more information please contact:

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