

Transportation

10.45am - 11.15am

Assessing the Effectiveness of Key Performance Measures -

David McDougall & Alex Finn

Abstract

The 10 year performance based contract is a joint initiative between NZTA and WBOPDC for roading maintenance, and is about to enter its ninth year in the Western Bay of Plenty.

To prepare for the contract the WBOPDC (with the author's assistance) developed numerous Key Performance Measures (KPMs) as the main mechanism to ensure success in a lump sum environment, and places a strong community emphasis on local road maintenance.

Ten years on, this paper takes a big picture look at the current KPM's and how well they have influenced higher order outcomes for the clients.

It also discusses what other KPM's have been developed in the intervening years and how they have tracked over time. It discusses some of the challenges the industry still faces in ensuring success to all parties.

As this contract heads to its completion what additional KPM's could be added to improve the monitoring, long term understanding, and still ensure cost effectiveness clients interests are preserved in the long term.

Dave McDougall - Since graduating from Auckland University Engineering school in 1990, David has been involved in Construction, Design and Asset Management of roads throughout NZ. The last 8 years have been as Inroads Asset Manager of the 10 year Performance Based Contract to Transit and WBoPDC. He is responsible for ensuring the KPM's are met, through planning the timing and extent of the forward works programme.

11.25am - 11.55am

Creating LESS from MORE? What has the new Regional Land Transport Programme achieved? - Katy Marriott

Abstract

The local government transportation sector is suffering fatigue from all the recent legislative and process changes and for what? Why do we have legislation and government policy that need to be changed every year? How can we expect consultants to keep up to date with the latest developments when the rules are being enforced before they are written? And what have we gained?

The changes over the last twelve months in the transportation sector have been staggering in their complexity and in the total change of direction for government policy. These changes will probably still be happening by the time Conference convenes in June 2010. With just over a year to go before the next RLTP process kicks off (and the next government is elected) this presentation will provide advice on how to get ready for the 2012 RLTP. Katy will provide an insider's view for both council staff and consultants on these changes and will offer some personal insights on how to survive in such turbulent times as well as what could be done to improve the support for councils and consultants. And also answer the question in everybody's minds - has it all been worth it?

Katy Marriott has been called the "grandmother of the RLTP" from her time at ARTA when she wrote the country's first regionwide Land Transport Programme. She denies all responsibility for this problem child which has now spawned offspring in every region of our country. Katy was the Technical Leader for the Waikato's first Regional Land Transport Programme in 2009 and has the scars to prove it. She has provided training for ARTA and large consultancies on land transport funding processes, often re-writing lectures the day

before the presentation to include new information released by the government. Although currently working as a consultant, Katy has spent many years as a council employee in the Auckland region (ARTA and Takapuna/North Shore City). Her background is in general civil engineering, roading design and construction, programme management and obtaining funding for transport programmes. Katy is well known for her common sense approach to bureaucracy and her ability to ask the questions no-one else wants to.

12.05pm - 12.35pm

The Regional Roll Out of Variable Message Signs (VMS) - Neil Garnett & Murray Russell

Abstract:

In 2004 Transit NZ's ITS team produced a strategy focussing on how technology could improve levels of service to all road users. After significant review and input from stakeholders it was decided that Variable Message Signs (VMS) at strategic key decision making locations addressed multiple national objectives.

Since 2004 Transit, now NZ Transport Agency has invested heavily in expanding existing ITS systems technology and infrastructure. VMS are an integral part of its Traffic Management Systems (TMS) throughout the country. For the road user, they are the most visible element of TMS and the primary means of providing real time en-route information of road conditions.

NZ Transport Agency has installed about 100 permanent Regional VMS throughout New Zealand. As the number and type of Regional VMS has increased and their applications extended, the operation, support and management of them has become increasingly important.

- International best practice has been adapted to New Zealand conditions to improve VMS effectiveness.
- VMS provide accurate, timely and better understood information resulting in a safer, more aware and responsive driving public.
- VMS contribute to an integrated and sustainable land transport system - e.g. through early traffic diversion to minimise travel delays and wasted journeys.

Neil Garnett has worked closely with Transit, now NZTA, on a large number of critical VMS projects. These include the early regional VMS in North Canterbury, the current Regional VMS rollout as subject matter expert and national coordinator for civil works; re-writing the NZTA VMS Guideline and Reference Manual; writing NZTA's National VMS Operating Policy and Operating Procedures; and a major Opus project commissioned by NZTA aimed at improving traveller comprehension of VMS messages.

Murray Russell has worked for Transit New Zealand firstly as an ITS Project Manager and for the past three years as Technology Asset Manager for Network Operations within the National Office Network Demand team in Wellington. He has taken on the role of contract manager for ongoing ATMS maintenance in Wellington as well as managing the national contract for VMS supply, installation and maintenance. Murray comes from an IT background in network management and operations which means he has been able to apply these disciplines to the emerging ITS business.