

From Closures to Coordination: Unlocking Safety, Cost and Customer Benefits

Auckland System Management
Alliance



From Closures to Coordination

Auckland System Management Alliance

- The ASM network is diverse.
- The ASM network excludes Waterview Tunnel and the section of SH1 between Puhoi and Warkworth.
- Critical links and lifelines with airports, ports, hospitals.
- Between 3,500 - 170,000 vehicles per day.



From Closures to Coordination

Maintenance and Renewal Work



Some of the assets we maintain

- Pavements
- Road Marking
- Structures
- Stormwater
- Corridor vegetation
- Structures
- Graffiti
- Barriers
- Streetlighting
- Signs
- Transport Technology
- Tunnels
- Auckland Harbour Bridge
- Small Capital Projects

From Closures to Coordination

NZGTTM

- Challenge the normal constraints based on risk i.e. Saturday night closures.
- Ensures Collaboration, ASM works with Utilities, Auckland Transport Operations Centre, Auckland Council and Auckland Transport to ensure that we minimise TTM closures.
- Hierarchy of controls – replacing physical exposure with engineering solutions.
- Working with internal Communications Teams so that our customers can understand the best way to deliver the required works.

From Closures to Coordination

Planning

- Block Closures are designed to improve efficiency by integrating TTM into early planning. Instead of setting up TTM individually for each task, a block of time and space is secured in advance, allowing multiple activities to be delivered under a single closure.

	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
	Pre block programme		Block programme		
Average jobs per common closure	3.9	4.4	5.9	6.5	7.2

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Planning

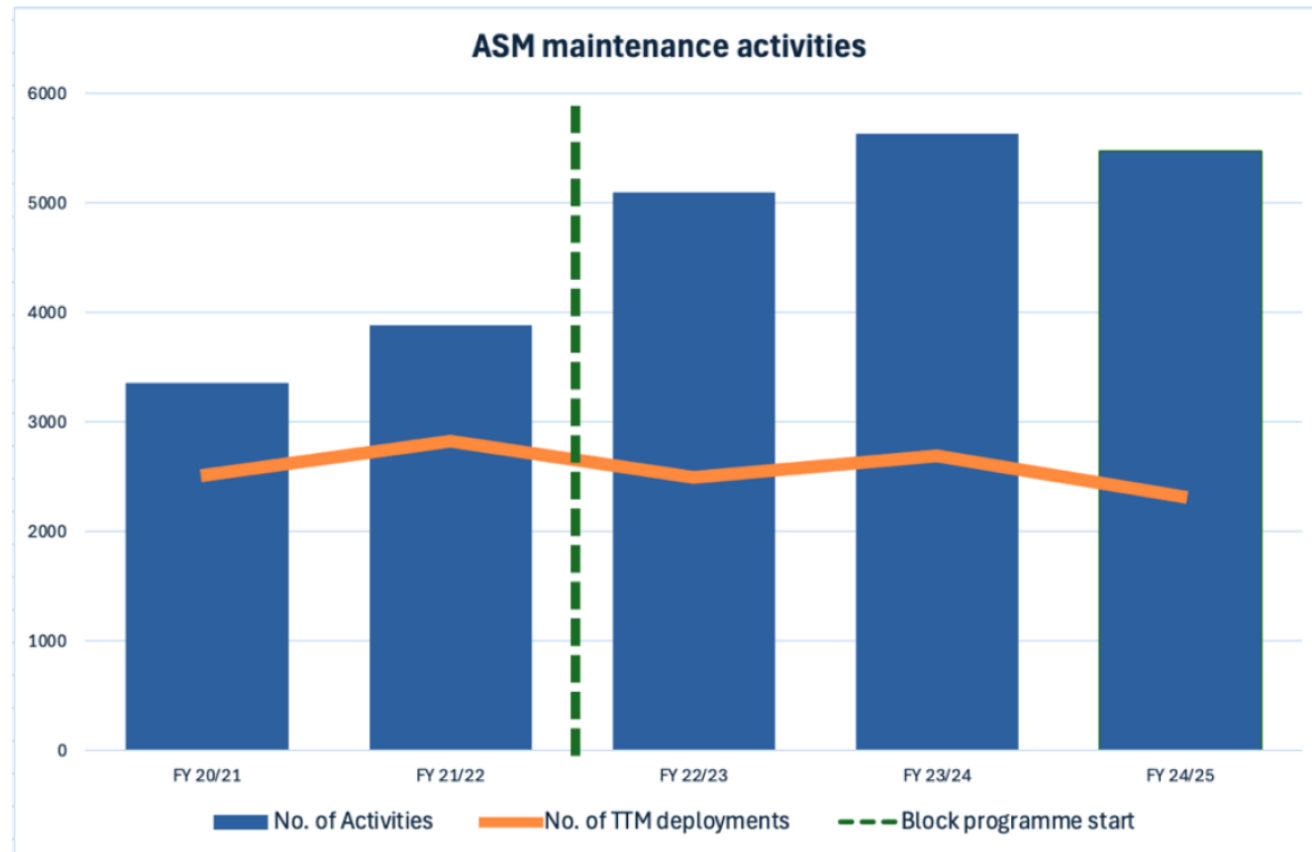


Chart 1: Number of activities and TTM deployments per financial year

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Customer

- Detours on the ASM network are common.
- They can be inconvenient for people wanting to use the network.
- ASM started the Mystery Driver to get feedback to improve the customer experience.



From Closures to Coordination

Customer

Improvement

Trialling new signage that has magnetic SH icons and numbers. positioning in front to improve visibility.

TTM will evaluate if the signs can be positioned for improved clarity and accuracy.

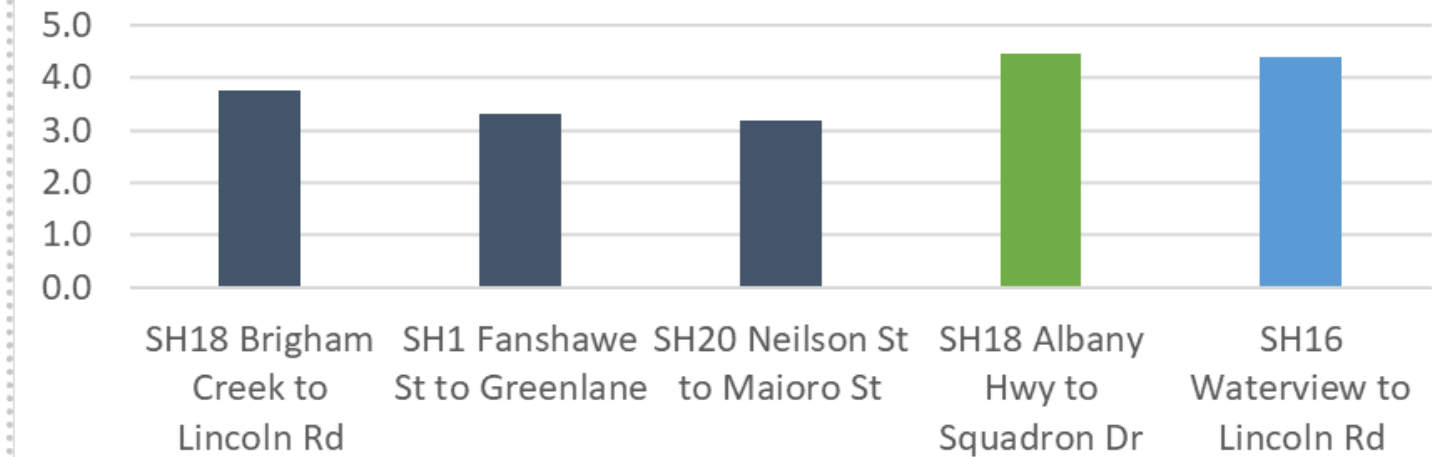
Some closure feedback has highlighted specific locations.

TTM will evaluate if and where sign frequency should be increased for driver reassurance.

Will trial new 'Next ramp available' signs on selected detours.

Investigate opportunities in VMS messaging.

Overall performance



Performance band ratings: *Breakthrough* 4.5-5.0, *Above average* 4.0-4.4, *BAU* 3.0-3.9, *Below average* 2.0-2.9, *Unacceptable* 0-1.9

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What we can do

- NZGTTM has allowed people to think outside the constraints of CoPTTM to implement safer and more logical TTM for customers and our teams.
- The challenge ahead is and will always be continual improvement.

