

Setting levels of service for the state highway network

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Overview

- Strategic context for levels of service
- Recapping: State highway classification
- Our approach to setting levels of service
- An example: speed and safety
- Engagement and next steps

Strategic context for levels of service

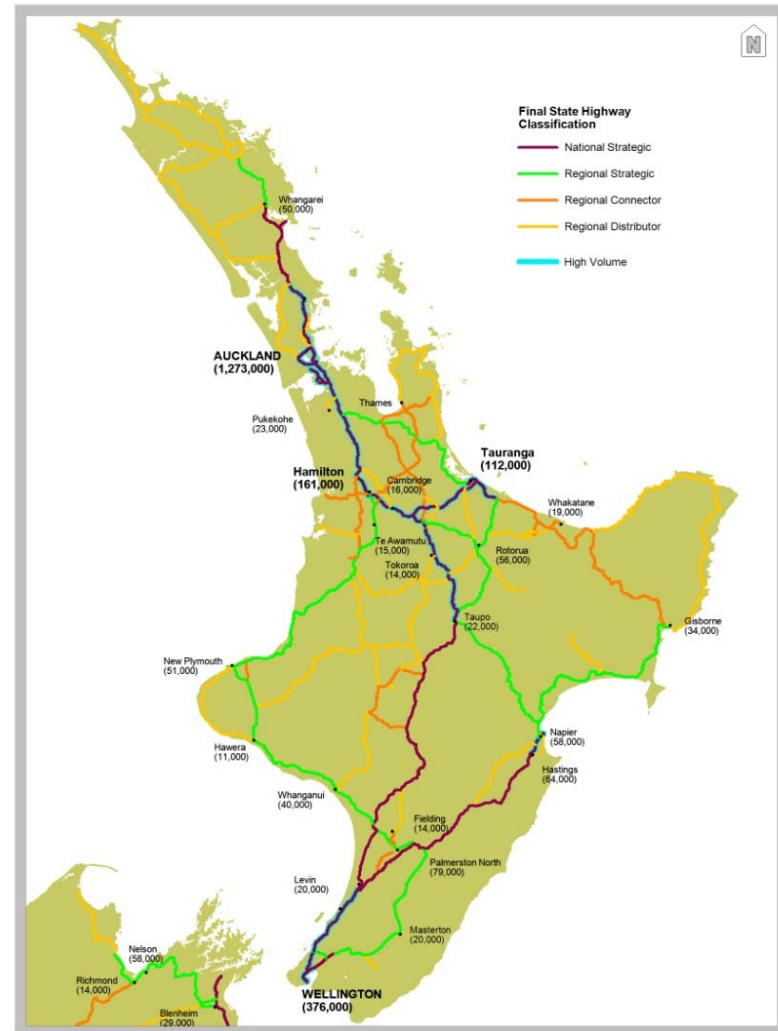
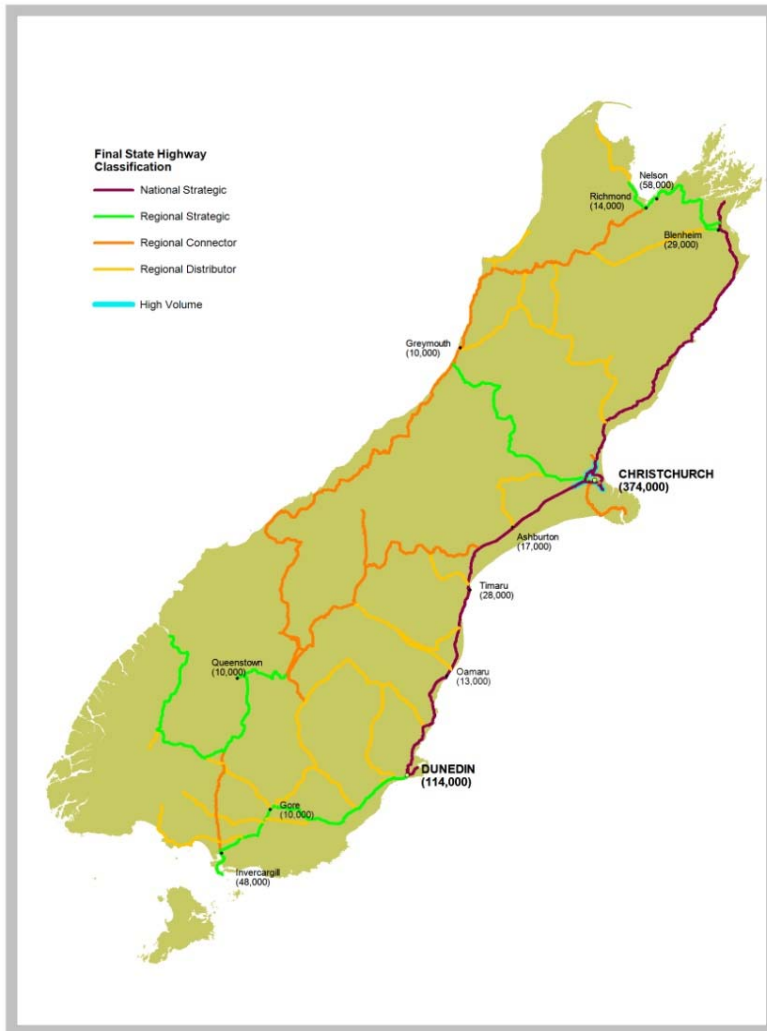
The NZTA's purpose:

Creating transport solutions for a thriving New Zealand

Our functions and strategic direction to achieve this:

- Planning the land transport network – integrating land use and transport
- Managing the state highway network
 - Classify state highway network, differentiate levels of service across the network according to function and filling critical gaps over time
 - Optimise state highway network with local roads and manage demand
- Providing access to and use of the network – shaping safe and efficient choices
- Investing in land transport – maximising returns on investment

Recap: Adopted state highway classification



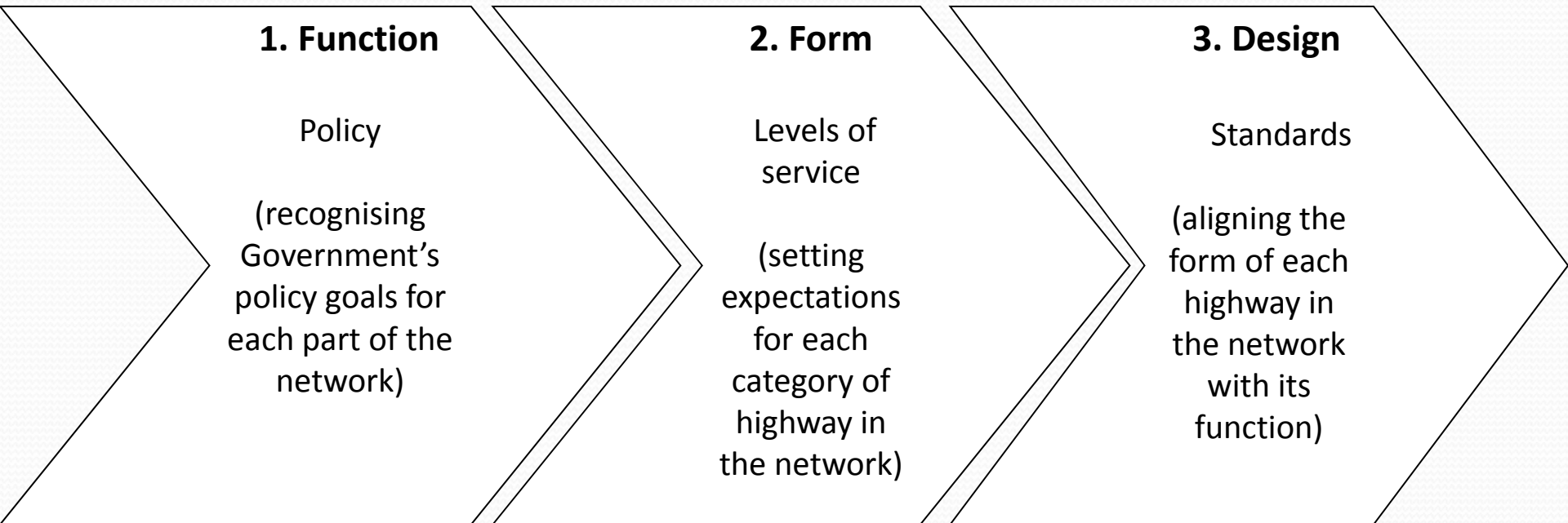
Recap: State highway classification

Key comments on levels of service from state highway classification engagement

- Should be framed from a user's perspective
- Need differentiation of service levels between different classes of state highway
- Levels of service need to be predictable for a given class of highway
- Safety – all highways have a minimum star rating
- Urban and rural highways need different levels of service
- Roadside facilities should form part of levels of service
- Need to consider different users (eg cyclists, pedestrians) when defining levels of service

Our approach to developing levels of service

The function informs the levels of service a road should offer and in turn the design of road to achieve the levels of service



Our approach to developing levels of service on state highways

- Overall guiding principles provide the context for the 30-year levels of service
- Differentiate between state highway classes
- Define performance measures
- Identify the gaps between existing and aspirational levels of service
- Deal with different modes within a corridor context

Our approach the challenges

- Balancing the through function against the place function
 - Delivering LOS through small towns and villages
- Delivering speed LOS across the network
 - A challenge in Manawatu Gorge, along the Kīaikōura Coast
- Getting the safety levels right
- Environmental LOS
- Dealing with different modes

An example: speed and safety

Parameter	National Strategic High Volume	National Strategic	Regional Strategic	Regional Connector	Regional Distributor
Speed	Accommodate travel at consistently higher speeds	Generally accommodate travel at higher speeds, with lower speeds where terrain requires	Provide for long sections of travel at consistent speeds	Provide for sections of travel at consistent speeds only where terrain allows, with lower speeds inside urban areas and town centres	Provide for sections of travel at consistent speeds only where terrain allows, with lower speeds inside urban areas and town centres
Safety	Achieve mostly 4-star KiwiRAP safety rating, with low risk of head-on and other serious crashes	Achieve a 3-star or 4-star KiwiRAP safety rating. Extra care will be required for sections of higher traffic volumes or challenging sections	Aim to achieve mostly 3-star KiwiRAP safety risk rating. Other safety measures may be required on challenging sections such as slower speeds and extra care	Mostly a 2-star minimum KiwiRAP safety rating, though varying risk. Other safety measures may be required on challenging sections such as slower speeds and extra care	Mostly a 2-star minimum KiwiRAP safety rating, though varying risk. Other safety measures may be required on challenging sections such as slower speeds and extra care
Bottom line for all	The NZTA is committed to complying with all legal requirements and other obligations when maintaining, operating and improving its network. In particular, the NZTA is committed to delivering its social and environmental policy. It is also committed to providing value for money in delivering these levels of service				

An example: speed and safety



Engagement and next steps

- National and regional engagement on proposed levels of service May 2012
- Submit comments to your regional NZTA contacts or directly to strategycomment@nzta.govt.nz
- Comments on proposed levels of service by 28 May 2012
- State highway strategy and stakeholder comments on levels of service to be considered by the NZTA Board in June 2012
- State highway strategy to include both the strategic responses and the classification with levels of service