

Wellington Transport Operations Centre

SNUG 2025 Update



Greet the audience, introduce yourself.....

Tech Services Manager for Waka Kotahi based at Wellington Transport Operations Centre in Johnsonville

Today I'm going to provide an overview of WTOC, the services we offer, current challenges and our future vision

Since SNUG 2024...

- Updated and finalised 13 Council Operational SCATS MOU's
- Revised P43 and submitted for document ratification
- Initiated Napier SCATS migration
- ITSN transformation project
- Supported the development of the design guide



WTOC have set out to deliver a very ambitious renewals programme this NLTP with focus on renewing the infrastructure on screen.

This is an approximate combined snapshot of what we delivered last year and what we plan to deliver this year across all areas within our operation.

Delivering such an ambitious programme could not be achieved without the assistance of Councils and the Wellington Transport Alliance so I'd just like to take this opportunity to thank those people for their assistance so far, we have a lot of work to do!

Optimisation

NZTA and Council

- 70 intersections reviewed
- Mixture of reviews, audits, and software changes

Physical improvements

- 16 NZTA intersections
 - Additional right turn arrows for redundancy
 - Red left turn arrows for ped protection
 - Pedestrian crossing improvements
 - Radar detection
 - Safety improvements

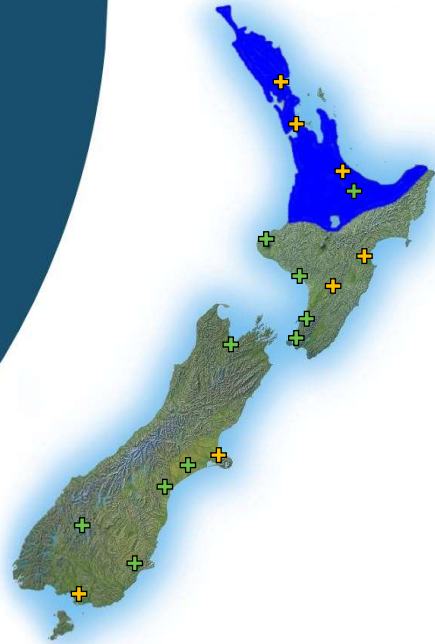
Projects

- PP20 – In Progress
 - x2 new traffic signals under construction
- NZUP Queenstown – In progress
 - x3 new traffic signals commissioned
- Riverlink – In progress
 - x4 new traffic signals coming
- ITSN – In progress
 - 500+ transformations completed

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ITSN Transformation Project

- NZTA/One NZ project with aim to renew communications equipment for roadside assets in preparation for 3G decommissioning.
- Lite Sites
 - Fibre or DSL connections
 - Supports up to 7 devices
- 500+ transformation's completed of road side cabinets
 - Traffic signals
 - CCTV
 - VMS
 - CMS
 - Traffic Counters



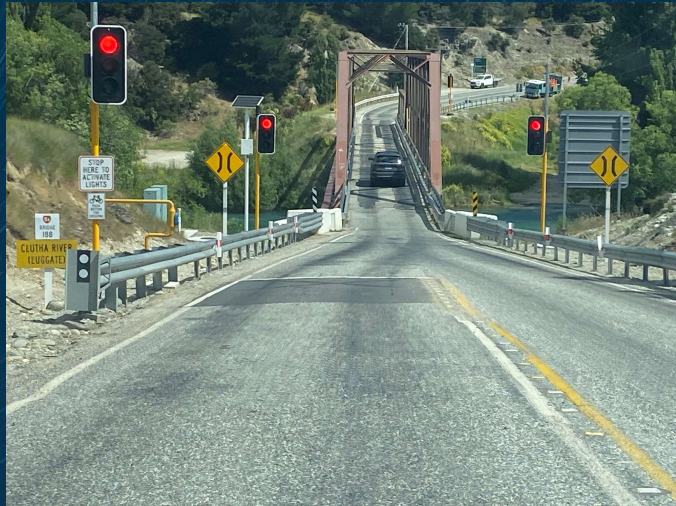
Luggate Bridge Traffic Signals

Traffic signals were installed to.....

- Manage speeds across the bridge therefore preserving the integrity of the 110-year-old asset.
- Increase safety for motorists and cyclists.

Install consists of...

- Traffic signals
- CCTV cameras
- Radars
- Cyclist push buttons



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Vehicle detection is a challenge at this location. Motorists often stop short of the limit line, so initially we added signs, remarked the limit lines and sent out comms for wider awareness.

Compliance was always going to be an issue since it is an isolated location, the signals rest on red, and motorists never had to stop at the bridge in the past.

We have noticed that over time compliance has improved.

SH60 - Takaka Hill Traffic Signals

- Multiple work sites
- 6 month duration
- Decision was to reinstate the traffic signals as best method for managing traffic
- Bespoke install

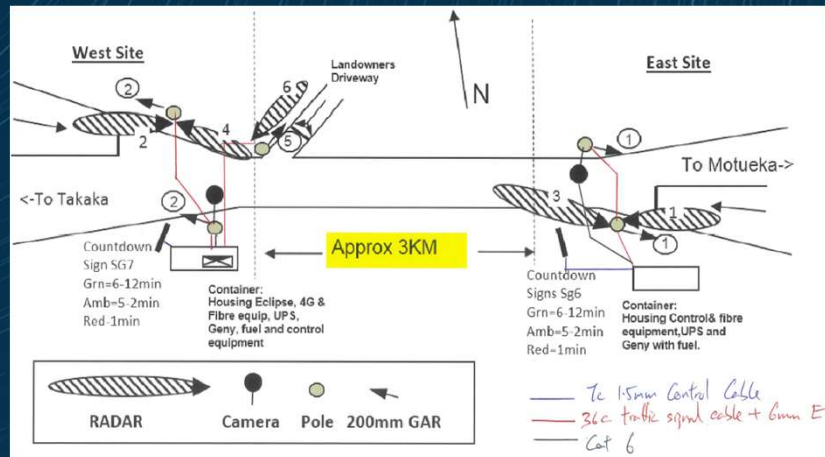


SH60 - Takaka Hill

POSSIBLY THE LONGEST
DISTANCE BETWEEN LIMIT
LINES IN NZ?



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CIS cover page showing the site setup.

Theres a 3km distance between limit lines and a 3km fibre cable connecting both ends

Cellular site comms that supports radars, CCTV and SCATS

We had to make allowance for a resident that lives within the closure by providing them with a specific phase.

We also install delay notification signs to inform motorists of the wait till the next green light.

SH6 / Fern Arch – West Coast

- Single lane stretch of road in a remote location
- Site recently renewed
- Previously operating temp signals due to theft
- Operating off solar and generator
- No SCATS connectivity yet, but hoping for a solution that will enable remote monitoring

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Read Slide...



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Steen Bohanna
Technical Services Manager
steen.bohanna@nzta.govt.nz

Thank You



Thank you very much for your time

If you have any queries or feel there could be opportunities to improve dealings with WTOC please come and see me afterwards otherwise we would be interested in hearing from you, my details are on screen.

Thanks