

DEVELOPING NETWORK OPERATING FRAMEWORKS IN NEW ZEALAND

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The Network Operating Framework is an agreed process that enables collaborative discussions between transport operators that link strategic intent for the transport system with operational and planning decisions. The Framework considers how the network should be managed for all modes, by different time of day and by land-use.

The process is supported by a geospatial tool that allows performance deficiencies, called operating gaps, to be identified and shown graphically. The tool also has a function to test interventions and their ability to reduce the operating gap and therefore deliver the strategic objectives for the network. The output at the end of the process is a Network Operating Plan.

WHY ARE WE USING THIS PROCESS?

To plan, manage and operate one network

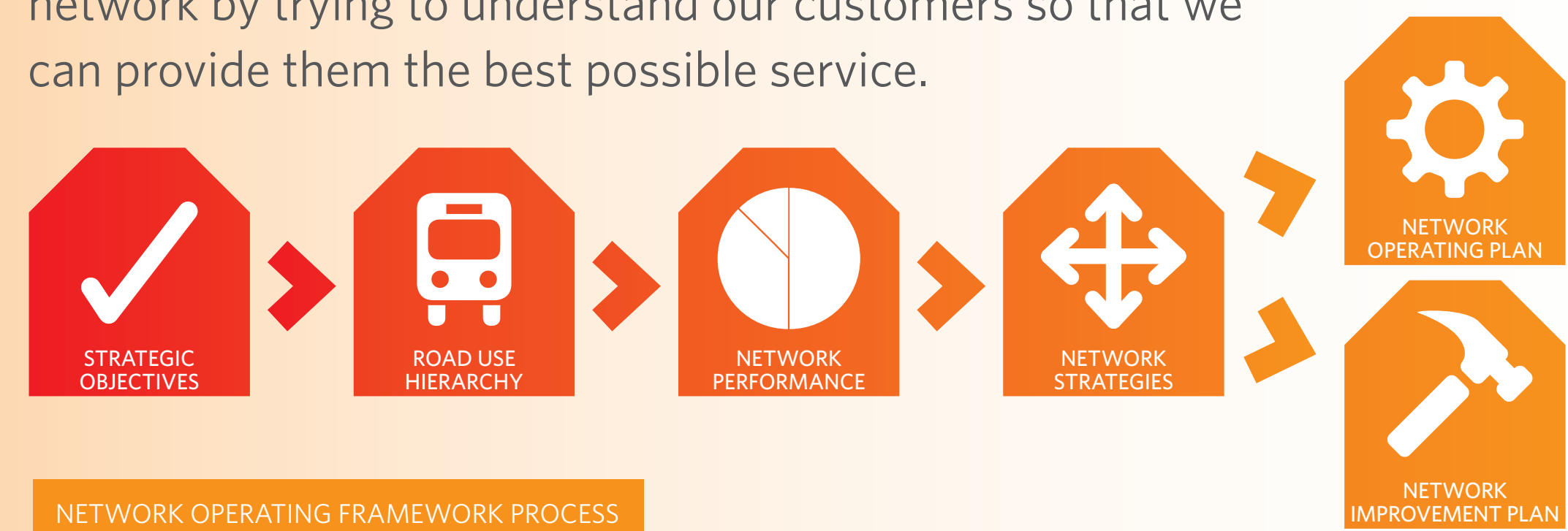
This means that we consider the network wide effects.

To focus on the Journey

People travel without consideration of who owns or manages sections of the infrastructure. Therefore the focus is to provide a smooth, consistent and reliable journey wherever they travel rather than just managing 'our piece'.

To provide for the customer

The focus on the customer changes how we plan and manage the network by trying to understand our customers so that we can provide them the best possible service.



Through its membership of Austroads the Transport Agency became aware of the NOF process that was being used in Melbourne. VicRoads developed this process by going through a similar transition that the Transport Agency has been going through from a roading agency to a transport agency with broader objectives, and realising that future investment is likely to be steered towards operational improvements.

A series of trials were run throughout NZ. The NOF then quickly made its way into key Transport Agency strategic documents as a tool to deliver the agencies key priorities. *Making the most of urban capacity* is current listed as the Agency's number two short term priority.



ADOPTING A PROCESS

- Providing a better combined understanding of the network that is sought in the future
 - Facilitating one network discussions, and considers all modes of transport and the time of day
- Identifying operating gaps and their relative priorities across the urban network
- Assisting in Johnsonville where there is imminent investment in land use, SH and local road improvements, and rerouting of PT
- Similarly in Hutt City investigating significant road infrastructure projects such as the Petone to Grenada Link, the Hutt City Cross Valley link and State highway interchanges (Melling)
- It is being considered in the central region in Napier, Palmerston North and Nelson to address traffic concerns, road ownership issues and transport strategy development
- The next step for NOF in Wellington is to work with WTOC to implement the plans

WHAT ARE THE CHALLENGES

- Achieving buy-in from our stakeholders
- Understanding where and how NOF fits in with the other business processes
- The technical knowledge required to build the network within the tool
- A lack of alignment between data sources and the tool software
- A lack of data across different time periods and for all modes
- Timeframes have been much longer than expected due to the above challenges

HOW IT IS BEING USED IN THE CENTRAL REGION

The Network Operating Framework is proving to be a process that helps transport professionals come together to work collaboratively and plan for the one network. The enthusiasm from the industry for the process is evidence in itself of the usefulness of the process.

It has been important to bring our stakeholders along the journey with us and to help shape how the process is used in NZ. It has been important not to threaten other agencies functions, rather work collaboratively and to demonstrate how the NOF fits in to our planning and investing framework.

Adopting this process from VicRoads has had its challenges, however, through this process we have experienced great trans-tasman cooperation with lessons being learnt in both directions. It has led to the development of a process and tool that is enabling better transport planning in NZ and continuing to enhance Australian practice.

