

Network Operating Framework



Stephen Carruthers, Transport Planner, NZ Transport Agency

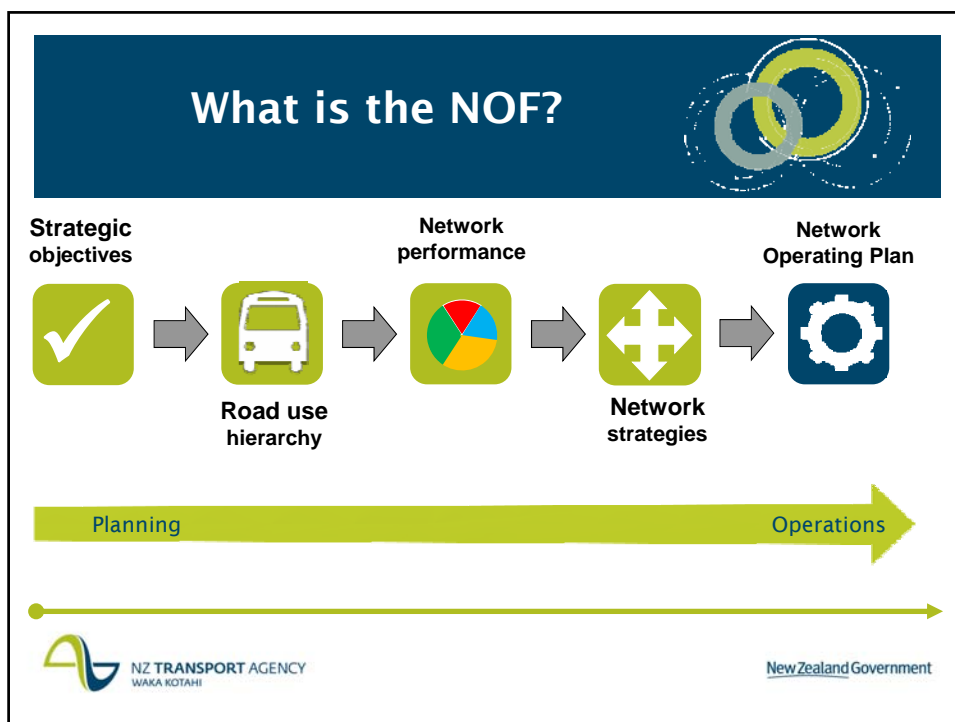


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Presentation overview



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National working group



- NZ Transport Agency
- Auckland Transport
- Hamilton City Council
- Tauranga City Council
- Christchurch City Council



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How is it being used?



Strategic planning

Network performance






Project testing


Programme of works




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Strategic planning

	<p>Promote walking in, to and from areas of high pedestrian activity <i>Primary pedestrian routes:</i> 200m in length, activated footways on both sides of road 200m in length (or planned) <i>Secondary pedestrian routes:</i> key pedestrian desire lines into and around the CBD linking key destinations</p>
	<p>Improve level of services on key cycle links to activity areas <i>Primary bicycle routes:</i> provide cycling routes that are direct to key destinations with dedicated cycle facilities that cater for service riders, as well as recreational commuting cyclists <i>Secondary bicycle routes:</i> routes that feed into or complement the primary routes, but generally with less dedicated cycle facilities</p>
	<p>Promote greater public transport connectivity into activity areas <i>Primary public transport routes:</i> (Linking key activity areas along high demand corridors) 'turn up and go' frequency, every 15min peak direction every 30min or better and at least every 15min off peak (every 30 min evenings) <i>Secondary public transport routes:</i> (Linking key activity areas along lower demand corridors) every 30min peak direction every 20min or better and every 30 to 60 min off peak and evenings</p>
	<p>Freight has unrestricted access across arterial networks, priority on PPM</p>
	<p>Promote preferred traffic routes to avoid conflicts with adjoining land use <i>Preferred Traffic Route:</i> Provides for longer distance general traffic as a preferred alternative to other arterials with a land use conflict. <i>Traffic Route (Preferred Route):</i> Provides for longer distance general traffic. <i>Local Primary Access Route:</i> Provides access routes to/from local destinations within the local area. May also provide circulation routes/through into the activity centre. <i>Local Secondary Access Route:</i> Collects and distributes between primary local access routes. <i>Local Destination Route:</i> Predominantly local access to existing properties. Low levels of through-traffic access.</p>



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Strategic planning RUH

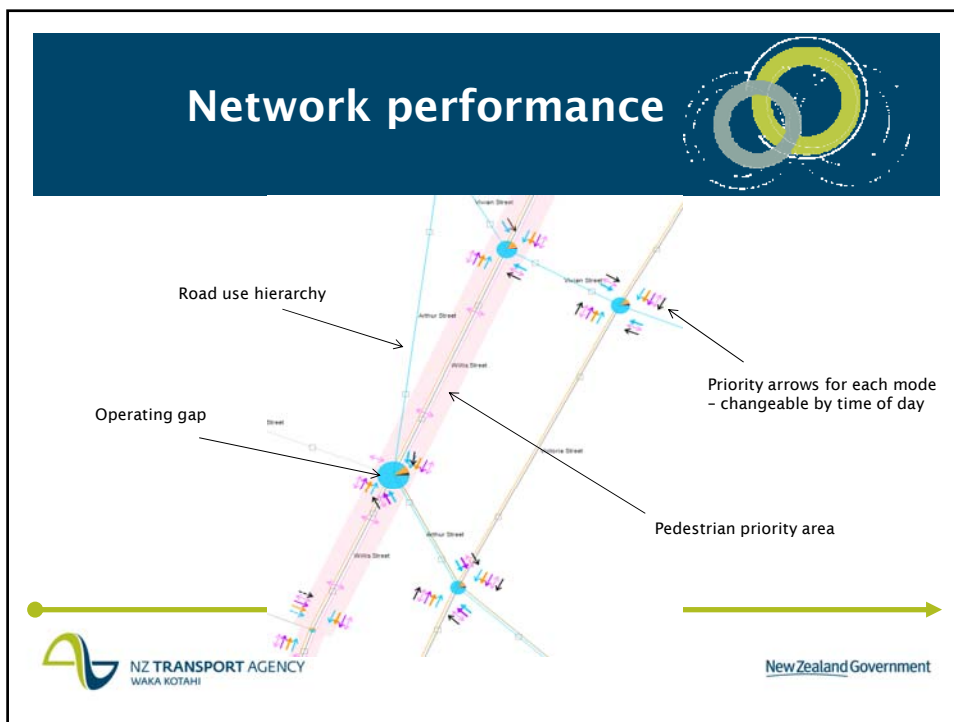
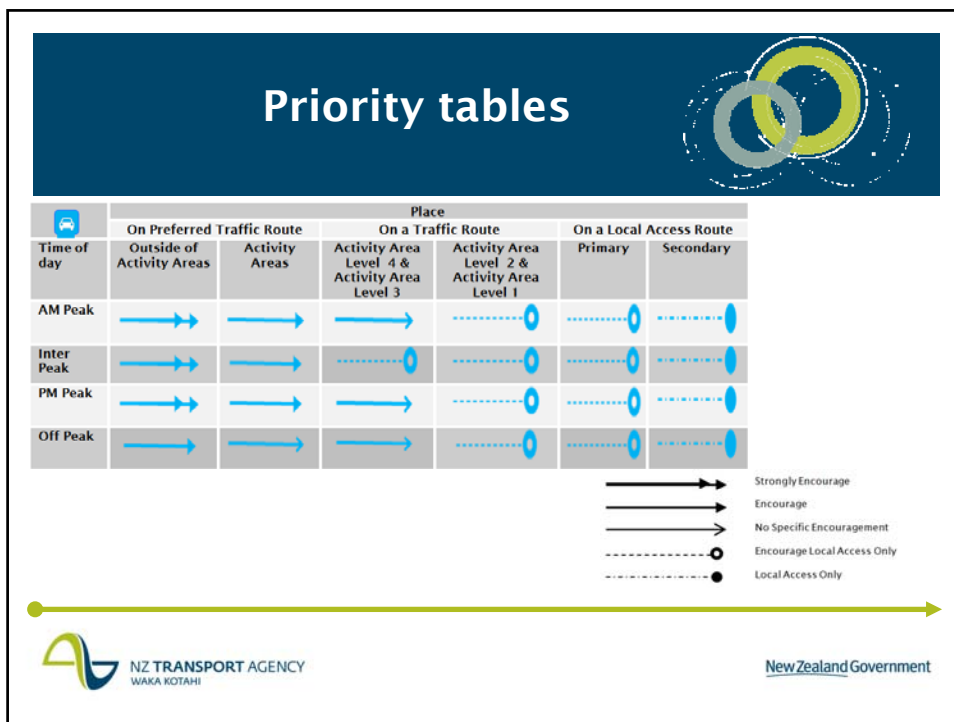
Auckland

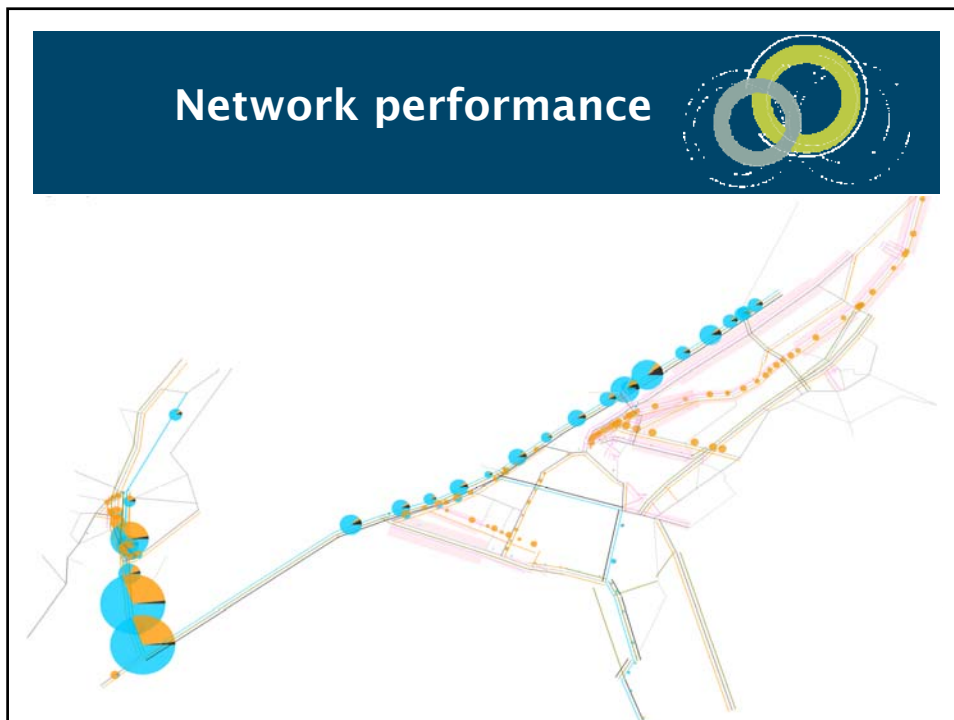
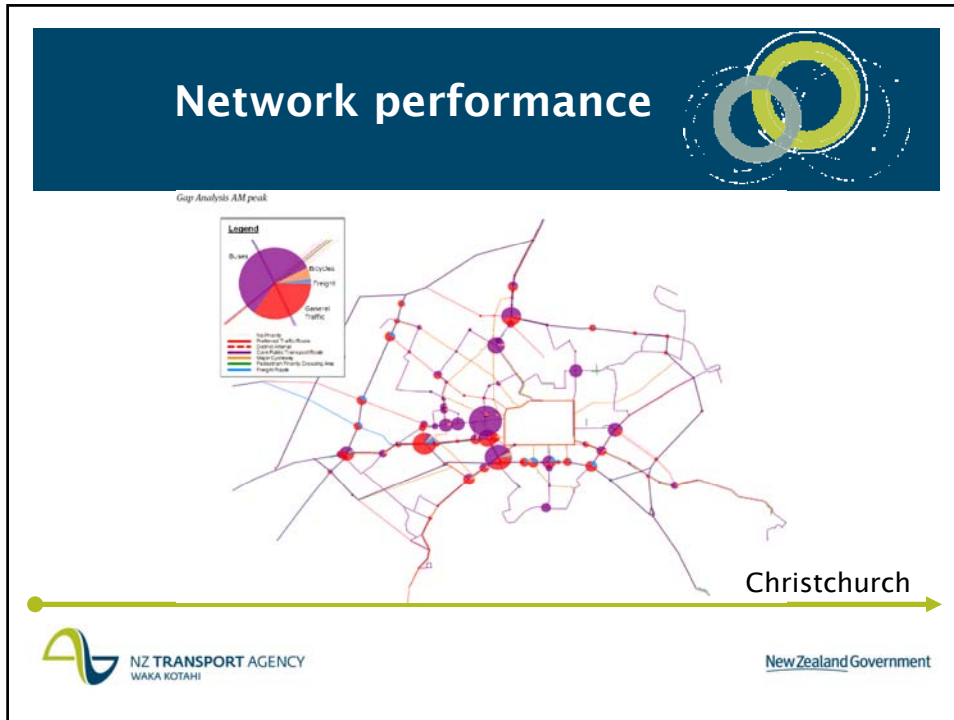


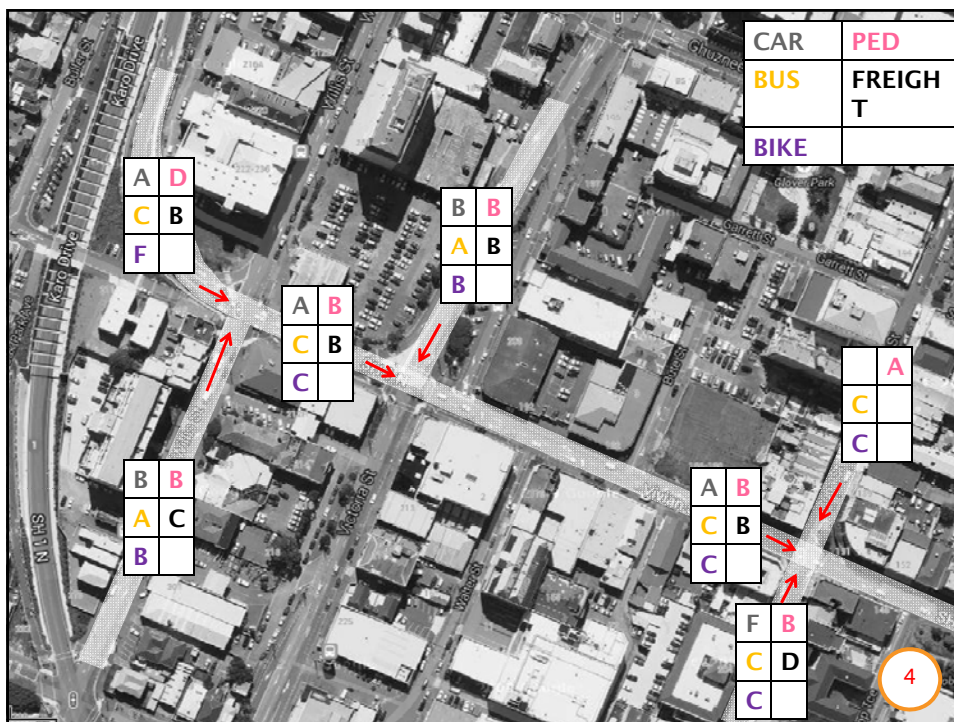


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Project testing

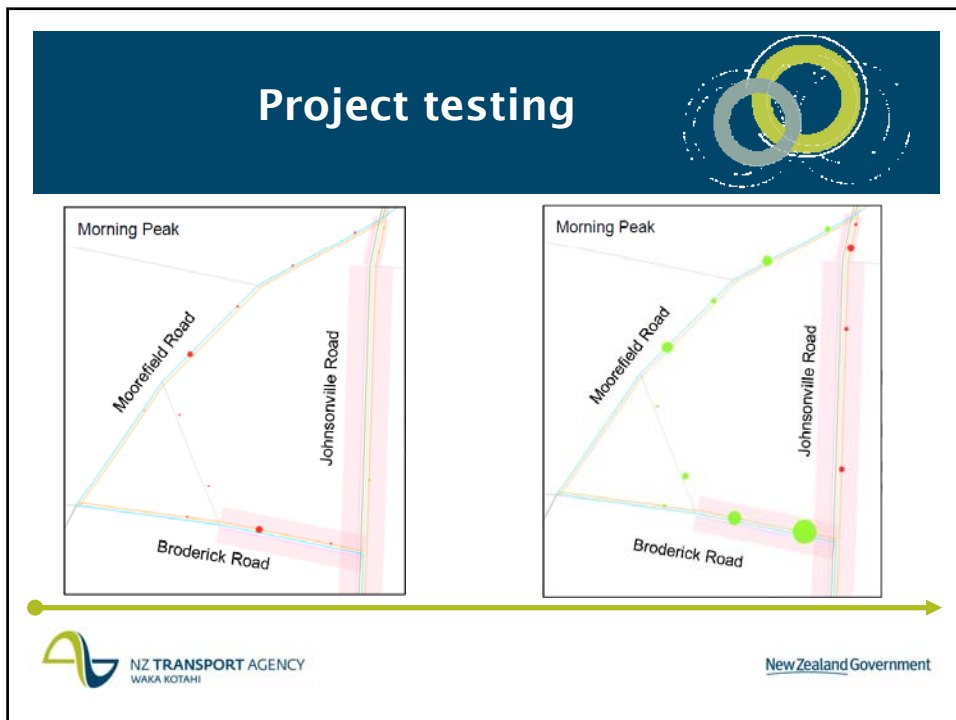
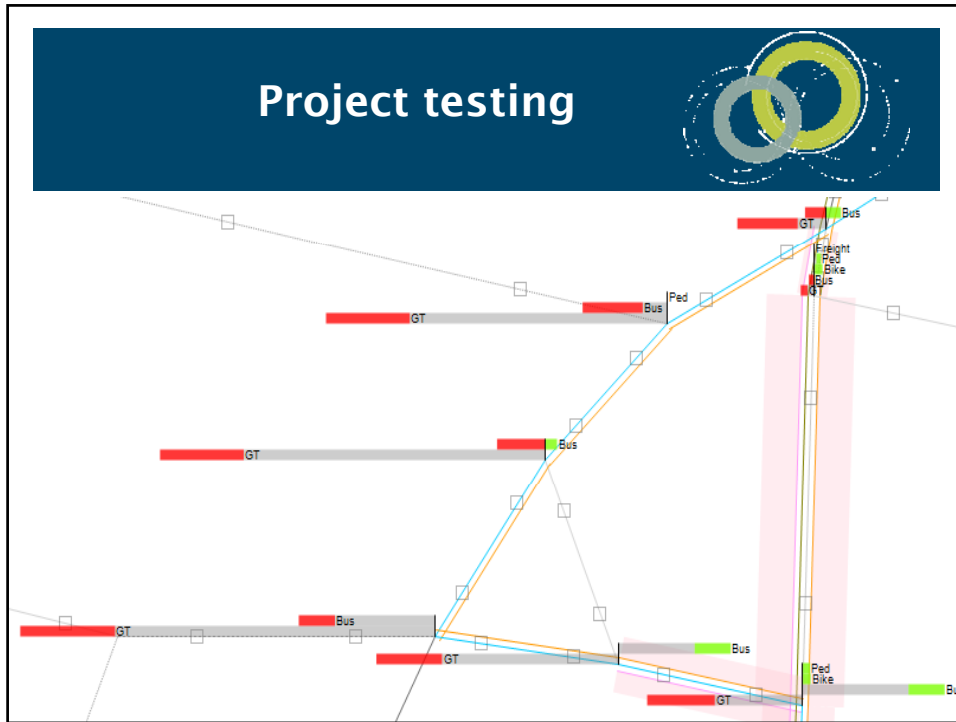
Project Info | Option 1 - Johnsonville road town | Assessment Level 2 | Time Period: AM Peak

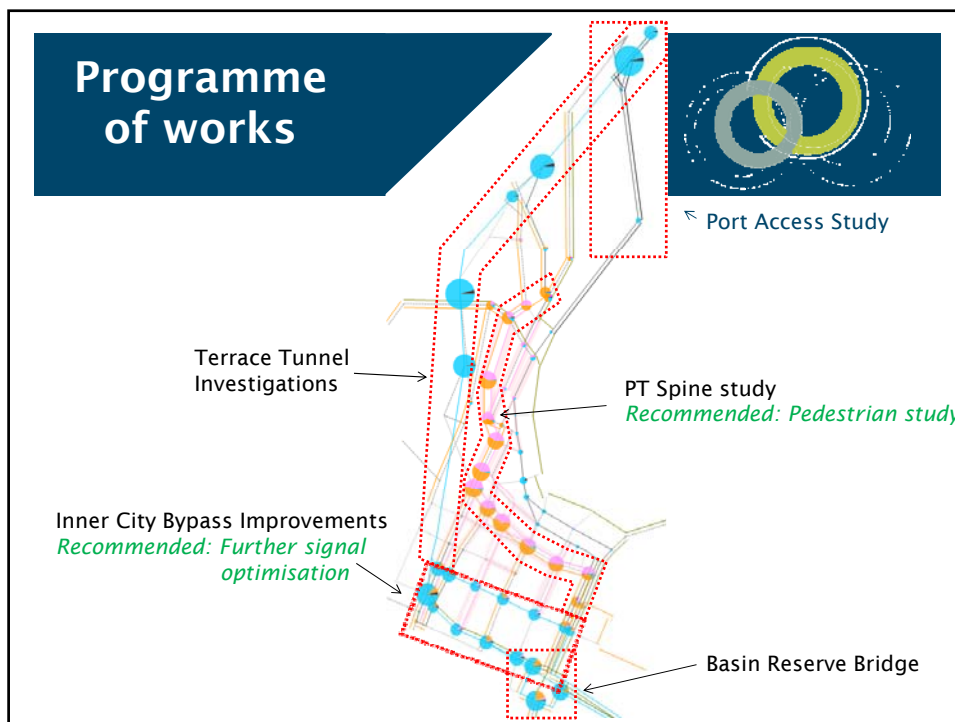
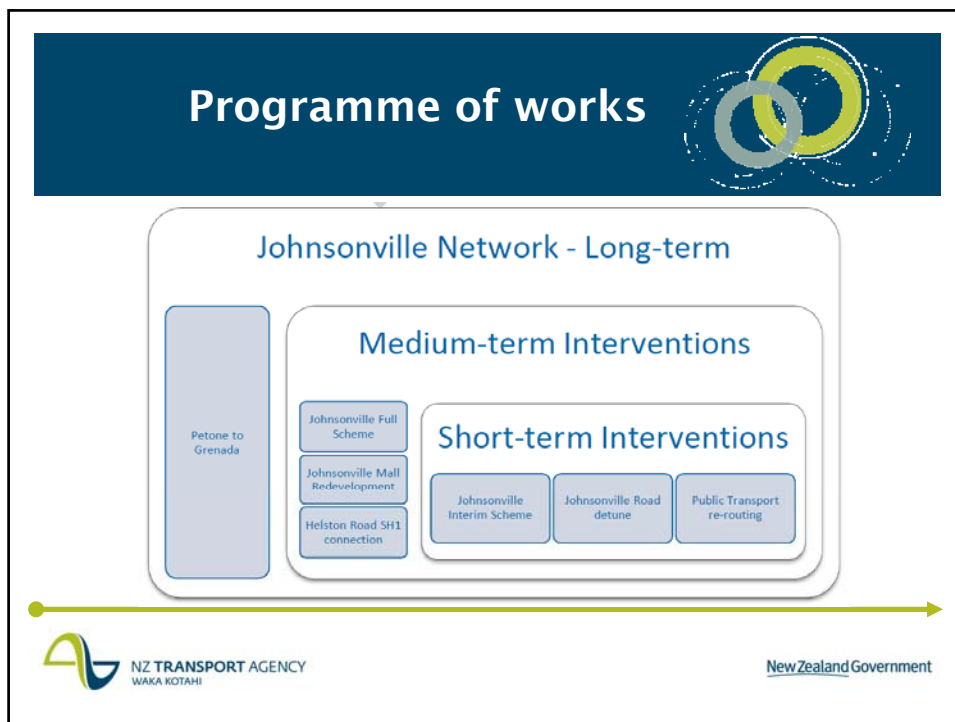
Johnsnaville Road (N approach)	Base Thru/Put	Base LOS	Assess Thru/Put	Assess LOS	Change	Confid.	RPF	REF	MSF	PW	OG	Worst	Boat	CommentsA	CommentsB	CommentsC
General Traffic	600 vph	B	200	D	H-	M	0.34	0.10	1	1	0.09	-0.01	0.01			
Bus	5 buses/hr	B	15	A	M+	H	2	0.15	1.6	1	0.00	0.25	0.25			
Bicycle		E	50	D	M+	M	1.5	0.02	1.6	1	0.11	0.03	0.05			
Pedestrian	50 peds/hr	C	50	B	M+	M	1.5	0.02	1.6	1	0.03	0.03	0.05			
Freight		B					0	0.00	0	0	0.00	0.00	0.00			

Assessment mode

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The NZ tool



- Change key numbers and definitions to better fit NZ
- Improve the usability of the tool
- Better flow of information into and out of the tool
- Possibly a staged approach to going on-line
- Possible integration into an Australasian tool with Austroads
- Currently out for tender with our IS vendor panel
- May look at calculation changes in future stages



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Want to get involved?



If you want to be involved:

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