



NZ TRANSPORT AGENCY  
WAKA KOTAHI

# The Network Operating Framework – *An Innovative Approach to Balancing Place and Movement*

Mark Edwards

# New Perspective



Moving People and Goods  
not Vehicles & time of day



Balancing the competing  
demands for limited road space

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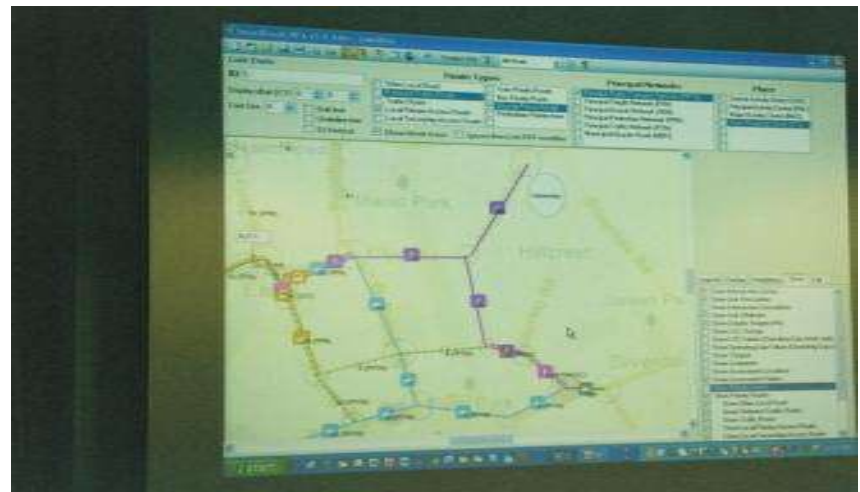
Seeing transport as supporting  
broader community goals



Thinking about "Networks"  
rather than sites or routes

# What is it? (In essence → Collaboration)

- Well, really it is a process around what we should be doing already. **Process Framework**
- Having open discussions across the whole network and agreeing the aims as a means of enhancing transport, **common language**
- But there as a “**tool**” to demonstrate the outcomes and effects on transport.
- Workshops



***BUT...it is not an added layer of planning!***

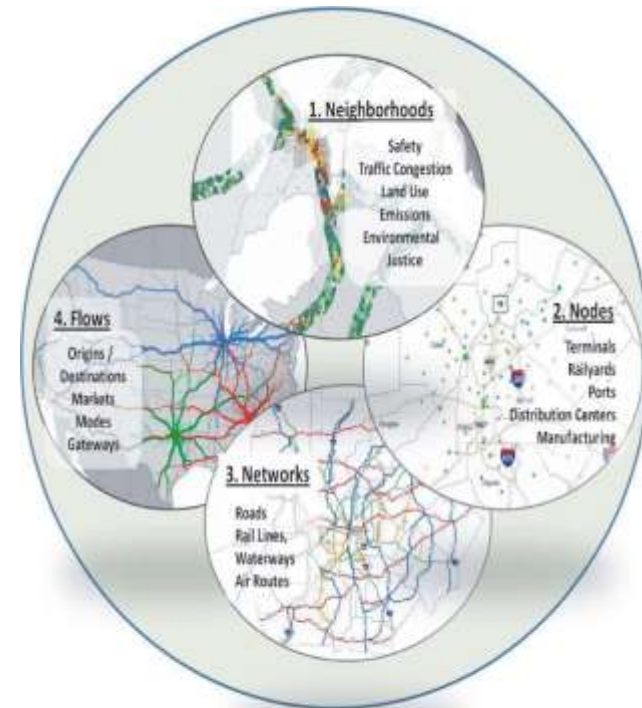


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# What does it do?

- **One-Network** view across modes and ownership
- **Agree** Strategic transport **objectives**
- Links Strategy and Operations
- **Demonstrates** the **trade offs** on a constrained network
- **Consistent & clear informed decisions** (mobility)
- Network **Optimisation & Unlocking** Network Potential
- **Value for Money**
- Integrated Planning



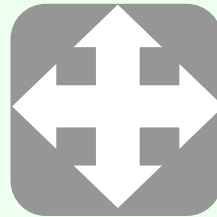
# Four Step Process



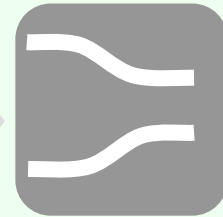
**Strategic objectives agreed**



**Modal Transport Network**



**Road use hierarchy Map**



**Operating gaps & performance**

**Sector Collaboration**



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# Step 1 – Agree Strategic Objectives

Uses existing Strategies to establish YOUR collaborative network outcomes

This creates network principles by which you wish to run and plan your network

These are agreed by all parties and represent cross sector views.

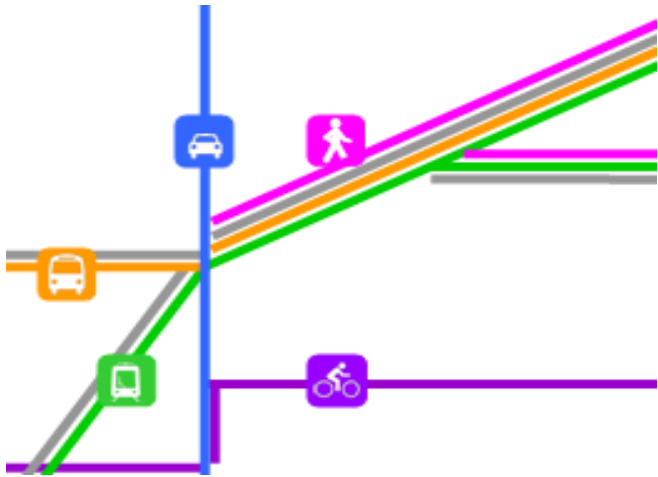
Collaboration and Engagement

Does NOT identify solution  
Does not remove the decision making ability it informs decisions



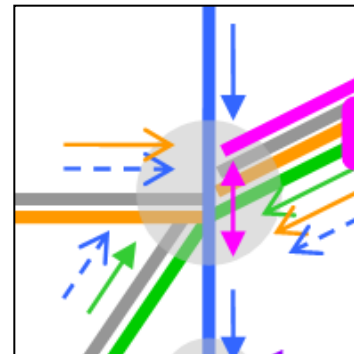
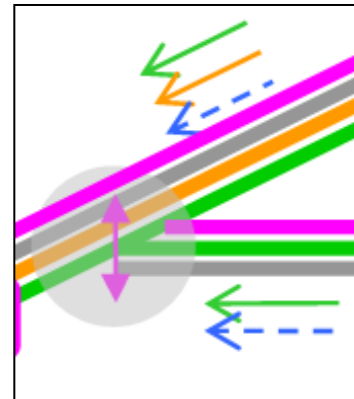
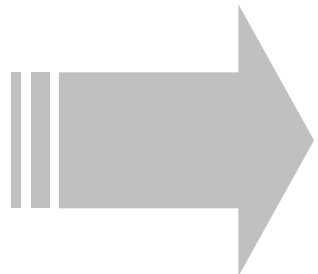
# Steps 2 and 3

## Modal Network Maps



## Relative priority map by time of day

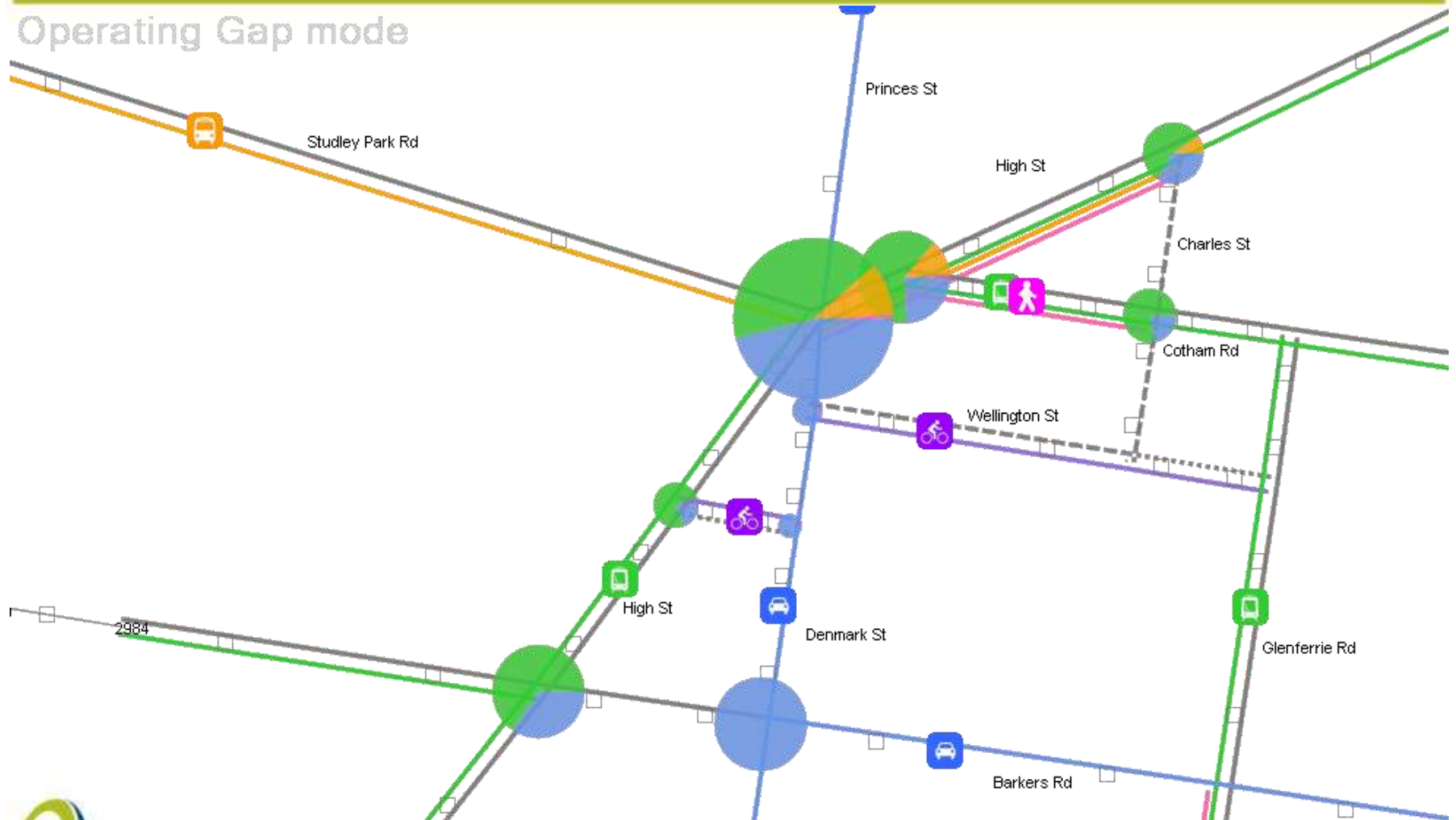
### Road use hierarchy Map



Time of day	Place				On PPN or within a PAC or CAD
	Strip Shopping Centres	Major Activity Centres	Principal Activity Centres	Central Activity Districts	
AMP			←	←	←
HOP	←	←	←	←	←
PMP	←	←	←	←	←
OP			←	←	←

# Step 4 – Network Operating Gaps

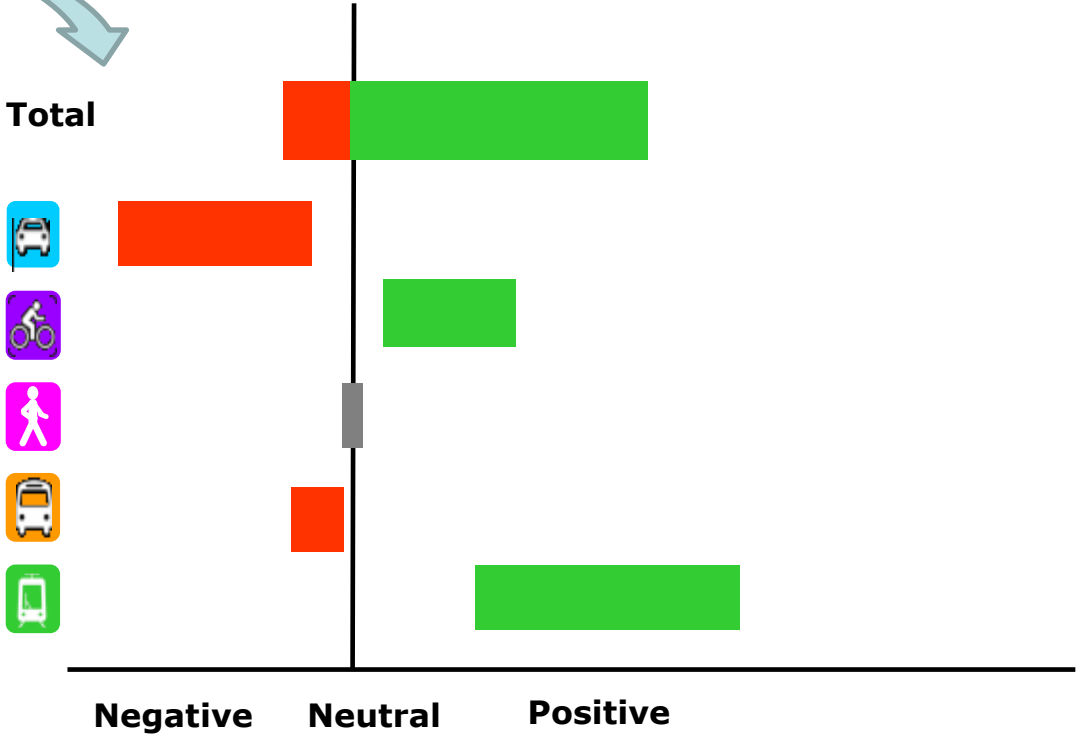
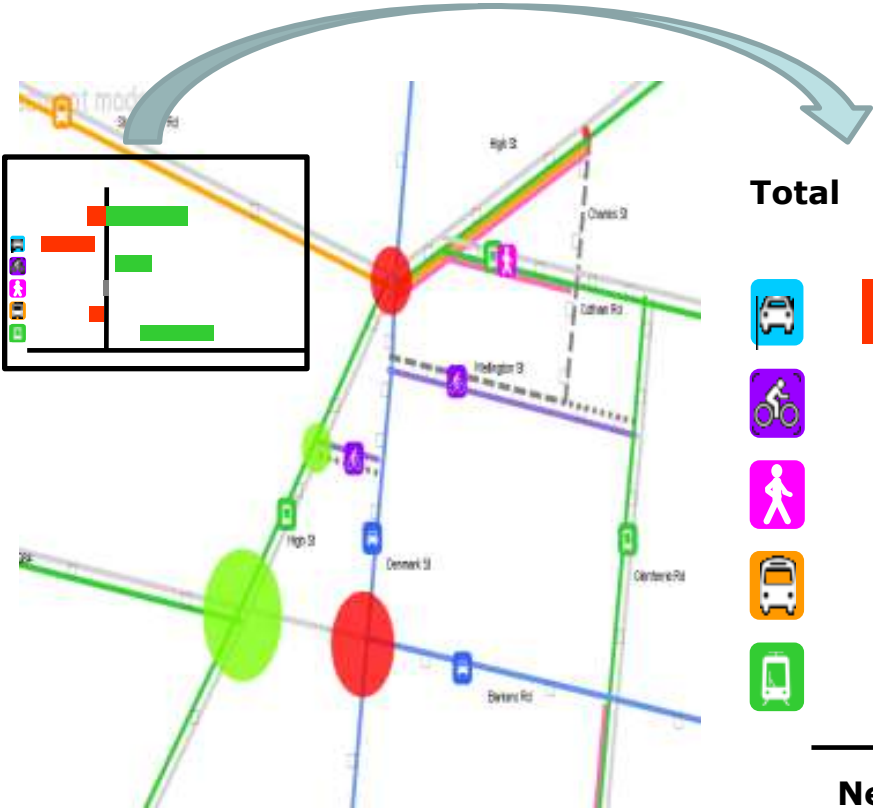
Operating Gap mode





# Step 4 - Network Fit Assessment

Tests interventions to see if they reduce the gap and are +ve  
Assists decision-makers in making trade-offs



# Where to from here

## **Trials to Pilots – testing the concept;**

- **Auckland / Hamilton / Tauranga / Wellington and Christchurch – all demonstrating enthusiasm**
- **Lessons learned (here and in Aus) informs NZ guidance and a NZ version – with the sector 2013**
- **Return to the RCA Forum to present the findings, for your help and expertise.**

## **National coordination;**

- **Mark Edwards (NZTA) – [mark.edwards@nzta.govt.nz](mailto:mark.edwards@nzta.govt.nz)**