REG | THE ROAD EFFICIENCY GROUP

ONE NETWORK ROAD CLASSIFICATION

RCA Forum: Wellington, 6 September 2013

Update on ONRC Regional Engagement

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One Network Road Classification project team

Principles for developing the classification

- Partnership approach
- Simple and transparent framework
- Build on existing work
- Incorporate both qualitative & quantitative criteria
- Accommodate current and future state
- Agile to change at local & national levels
- Evolve & incorporate economic value data
- Periodically review the framework

Purpose of the workshops

- Discuss:
  - rationale for developing One Network Road Classification
  - how it might be used by Road Controlling Authorities and NZTA as investment partner
- Receive feedback on the draft:
  - Classification framework – criteria, thresholds and categories
  - Customer levels of service (customer outcomes) – variables and descriptors
- Outline next steps

Where held?

10 locations:

- Whangarei
- Auckland
- Hamilton
- Tauranga
- Napier
- Palmerston North
- Wellington
- Nelson
- Christchurch
- Dunedin

How many attendees?

234 attendees in total:

- Whangarei - 18
- Auckland - 17
- Hamilton - 31
- Tauranga - 22
- Napier - 16
- Palmerston North - 25
- Wellington - 23
- Nelson - 12
- Christchurch - 41
- Dunedin - 29

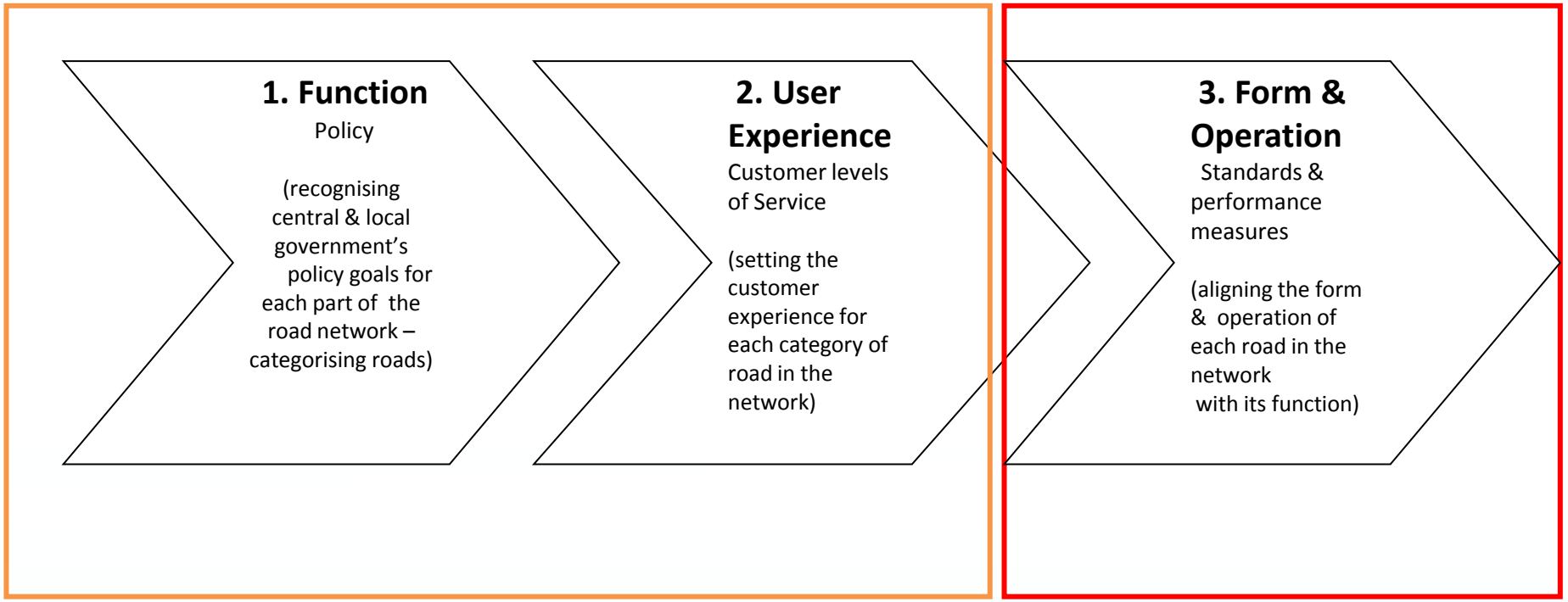
Why do we need a national road classification?

- Improve prioritisation of available investment to deliver agreed levels of service – improved value for money
- Achieve greater efficiencies – 'doing more with less' & encouraging RCA innovation
- Common framework & language – assist with RCA clustering and collaboration with NZTA
- More consistent planning, investment & operational decision making across network to deliver seamless customer experiences

Classifying the network – 3 components

Scope of this part of ONRC project

REG Asset Management work stream



"Form follows function"

Developing the classification framework

1. Establish movement and place criteria and thresholds for each road category. Criteria being tested:
   - Movement of people and goods
   - Economic
   - Social
2. Identify the category that each road belongs in – seven categories from National strategic high volume to access road

One Network Road Classification (ONRC) Framework (DRAFT)

	FUNCTIONAL CRITERIA									
	MOVEMENT OF PEOPLE & GOODS				ECONOMIC			SOCIAL		
ROAD CATEGORIES	AVERAGE DAILY TRAFFIC	HEAVY COMMERCIAL VECHICLES	PASSENGER TRANSPORT (Peak)	ACTIVE MODES (Urban)	FREIGHT/INLAND PORTS/PORTS	AIRPORT PASSENGER NUMBERS	TOURISM	CONNECTING PLACES	HOSPITALS	CONNECTIVITY
ACCESS ROAD	U: < 1,000 R: < 200	<25	< 6 buses per hr?	• Ped: < 250 per hr? • Cyclist: ?	< 1 million tonnes	<250,000	Regionally or Locally Significant Tourist Destinations	<250 population		Critical Connectivit (no alternative route
LOCAL ROAD	U: > 1,000 R: > 200	>25						>250 population		
DISTRIBUTOR/COLLECTOR	U: > 3,000 R: > 1,000	>150	> 6 buses per hr?					>2,000 population		
REGIONAL ARTERIAL	U: > 5,000 R: > 3,000	>300	> 15 buses per hr?	• Ped: 250-1000 per hr? • Cyclist: ?	>1 million tonnes	>250,000		>10,000 population	Access to Regional Hospitals	
REGIONAL STRATEGIC	U: > 15,000 R: > 10,000	>400	> 40 buses per hr?	• Ped: >1000 hr? • Cyclist: ?	>1 million tonnes	>500,000	Top 5 Tourist Destinations	>30,000 population	Access to Tertiary Hospitals	Linking remote regions (Regional Councils)
NATIONAL STRATEGIC	U: > 25,000 R: > 15,000	>800			>2 million tonnes (or $3 billion)	>3 million		>100,000 population		
NATIONAL STRATEGIC HIGH VOLUME	U: > 35,000 R: > 20,000	>1200								

Developing the customer levels of service

3. Develop draft customer levels of service (desired outcomes)for each road category. Customer levels of service for:

   - Mobility (Reliability, speed, resilience, intersections)
   - Safety
   - Access (Property access)
   - Amenity (Travel quality)

Road categories	Desired Outcomes		
	Mobility		
	Reliability	**Speed**	**Resilience**
National Strategic High Volume	Travel times are consistant for road users with some exceptions in major urban centres	Road users can consistantly travel at or near speed limit/desired speed	Route is always availble or viable alternative exists with rapid clearance of incidents
National Strategic	Travel times are consistant for road users except in heavy peak, holiday and major event travel periods	Road users can normally travel at or near speed limit/desired speed, except in well signalled areas of challenging terrain and with minimal delays at intersections	Route is nearly always availble, except in extreme weather or emergency event - alternative route available that has minor impacts on journey time.
Regional Strategic	Travel times are generally consistant for road users except in heavy peak, holiday and major event travel periods or during servere weather events	Road users can travel for long sections at or near speed limit/desired speed, but expect well signalled sections at variable lower speeds and with minimal delays at intersections	Route is nearly always available except in major weather or emergency event - alternative route may have more than minor effect on journey time
Regional Arterial	Travel times are generally consistant for road users except in heavy peak, holiday and major event travel periods or during moderate weather events	Road users can generally travel at consistant speeds where terrain allows, with large changes in speed to be signalled and with limited delays at intersections	Route is nearly always available except in major weather events or emergency event - alternative route likely to have moderate effect on journey time
Distributor/ collector	Travel times are generally consistant but are affected by other road users (incl. farm vehicles on rural roads) and weather conditions	Road users can travel for moderate sections at a consistant speed, but expect sections at variable lower speeds	Route is nearly always available except in major weather events or emergency event - alternative route likely to have significant effect on journey time

Main themes from workshops - Framework

- Link to investment process – NLTP and FAR
- Interaction with planning mechanisms, e.g. DPs
- Re-look at road category names
- More granularity at lower end, e.g. access lanes/shared space; sealed/ unsealed; local through road/local residential road; low volume roads; economic/uneconomic roads?
- Urban/rural split in lower categories?
- Emphasis should be on economic & social criteria rather than movement
- Seasonality/'pulsing' of activity, e.g. forestry, dairy, cropping, kiwifruit, tourism

Main themes from workshops - CLoS

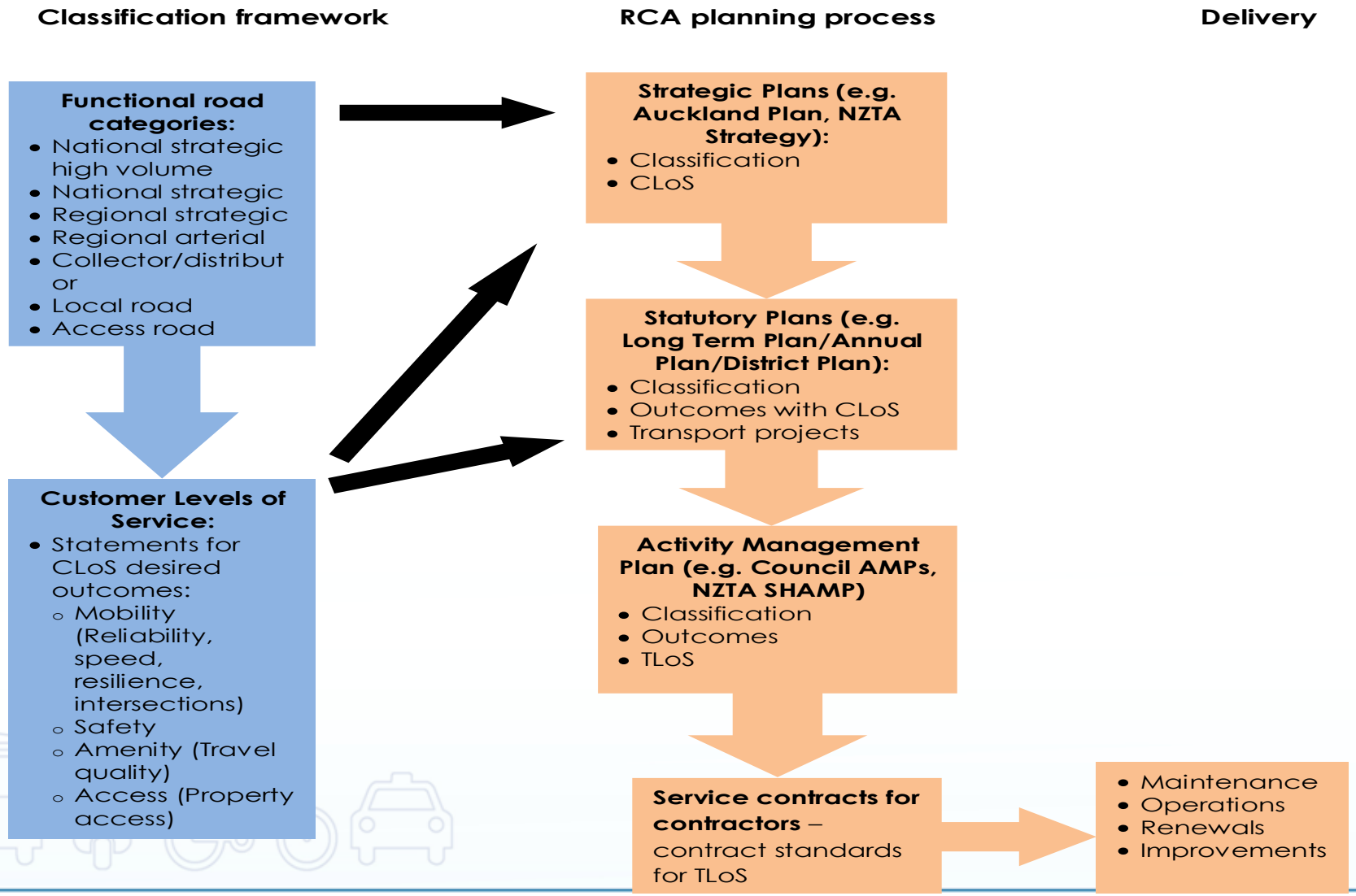
- How do we get from CLoS to TLoS?
- Divergent views on level at which pitched
- Include under amenity:
  - the experience of customers next to the road e.g. noise, dust etc?
  - information/navigation ?
- Safe System approach should be reflected under safety
- Should CLoS outcomes be weighted?
- Doesn't necessarily need to be differentiation for each category

What's next in the project plan?

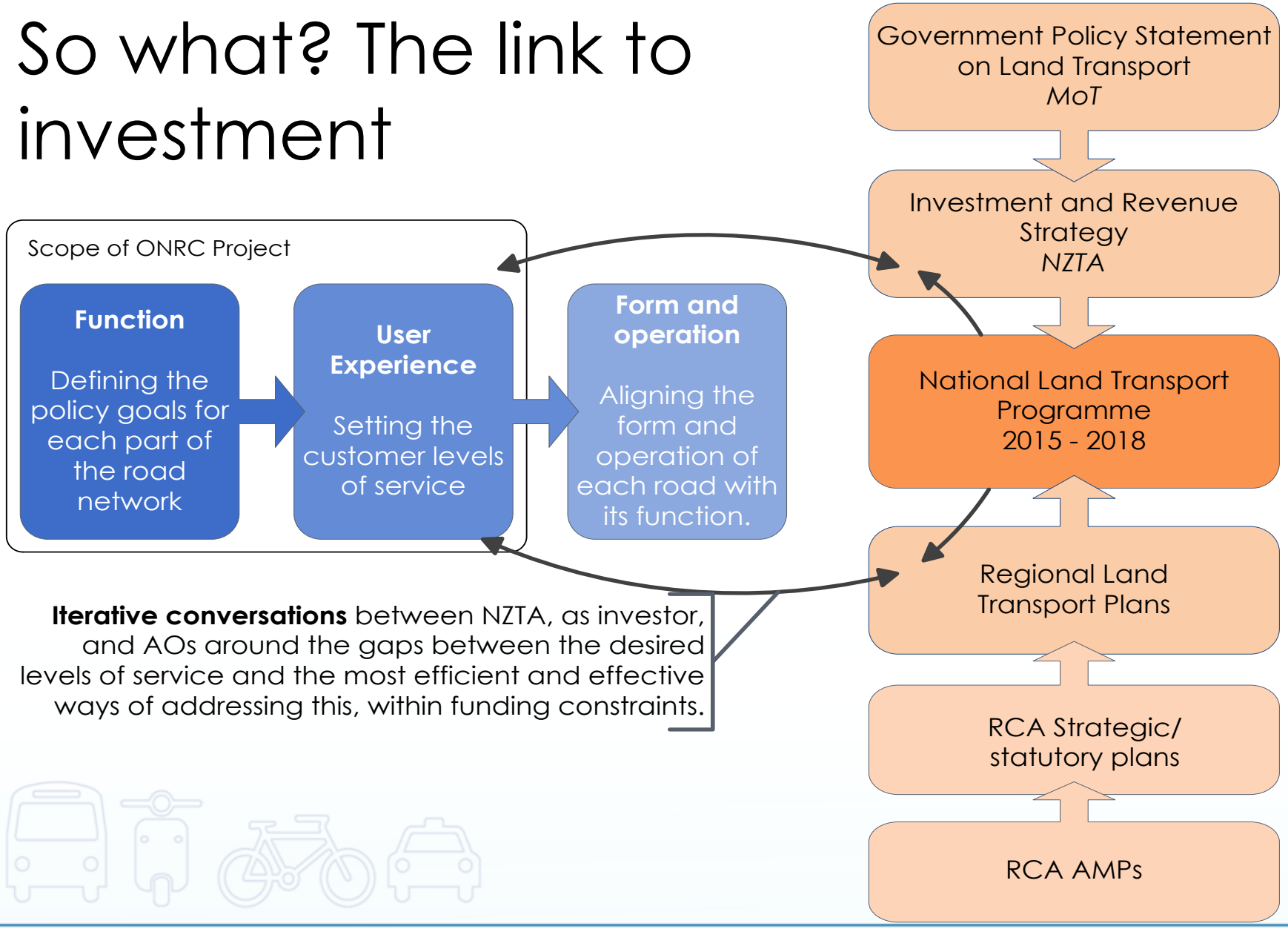
- Opportunity for written feedback following engagement – 13 Sept. Please send to: matthew.grant@nzta.govt.nz
- Development of methodology for linking CLoS to TLoS – Sept
- Testing of classification framework with RCAs – late Sept & Oct
- Final classification framework & provisional CLoS for REG sign-off – end of 2013

Other slides

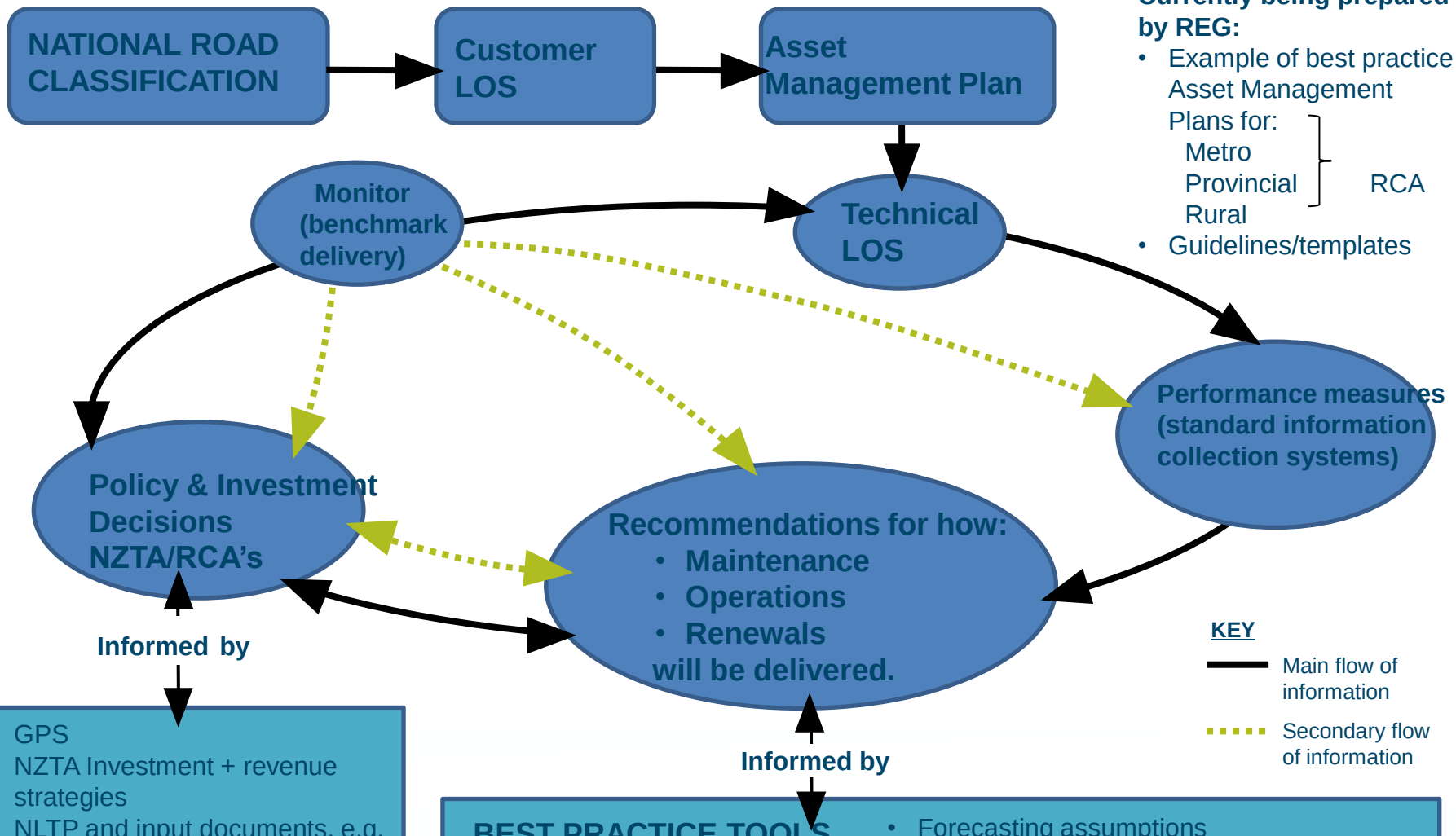
So what? The link to asset & activity management



So what? The link to investment



HIGH LEVEL CONTENT FOR TRANSPORT ASSET MANAGEMENT PLANS



Currently being prepared by REG:

- Example of best practice Asset Management Plans for:
  - Metro
  - Provincial
  - Rural

  } RCA
- Guidelines/templates

Will involve LGNZ, SOLGM, IPWE, NZTA in Centre of Excellence