Network Operating Framework
Optimising your network for all modes via a One Network approach

Regional Transport Committee
8 June 2015
Hamilton OneNetwork Charter

Planning and Investment
- GPS, Revenue and Investment Strategy, Safer Journeys

<table>
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<tr>
<th>NZTA</th>
<th>WRC</th>
<th>HCC</th>
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<tr>
<td>National SH Strategy</td>
<td>Regional Policy Statement</td>
<td>HUGS</td>
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<td>Integrated Planning Strategy</td>
<td>RLTPs</td>
<td>Proposed District Plan</td>
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<td>SH Asset Management Plan</td>
<td>PT Plan</td>
<td>Economic Development agenda</td>
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<td>NLTP</td>
<td>Regional Road Safety Strategy</td>
<td>Access Hamilton</td>
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<td>LTP</td>
<td>Infrastructure Plan</td>
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Managing, Operating and Improving

Operations & Maintenance
- Network Operating Plan
- Network Improvement Plan

Projects

Network Operating Framework

Strategic Partners: KiwiRail, Waipa DC, Waikato DC, Matamata-Piako DC, NZ Police
Network Operating Framework

- Developed by Austroads, 2009
- Being used in NZ large urban centres
- Collaborative approach, joint stakeholders, around the table, one network
Step 1: Strategic Outcomes

• Consider, compare, and contrast the polices and strategies of partner organisations and the role transport has in achieving these.

• Consider all modes:
Step 2: Places and Traffic Generators
Step 3: Road Use Hierarchy

• By time of day
  - AM peak
  - PM peak
  - Off peak

• By road user type
  - Primary routes
  - Secondary routes
Step 4: Network Performance

- Levels of service

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<thead>
<tr>
<th>Level of Service</th>
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<td>B</td>
<td>Minimal route delay and slight manoeuvring restrictions.</td>
<td>Opportunities to cross within 50m. Average crossing delay is 30 sec.</td>
<td>Well separated at midblock with some conflict at intersections.</td>
<td>Minimal intersection delay.</td>
<td>Minimal intersection delay.</td>
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<td>C</td>
<td>Stop at every set of signals, within 5 min of timetable.</td>
<td>Crossing within 100m. Average crossing delay is 45 sec.</td>
<td>On-road bicycle lane.</td>
<td>Stop at every set of signals.</td>
<td>Stop at every set of signals.</td>
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<td>D</td>
<td>Always joining the back of an existing queue at an intersection and take 2 signal cycles to clear.</td>
<td>Crossing within 200m. Average crossing delay is 60 sec.</td>
<td>On-road bicycle lane but no lane approaching major intersections.</td>
<td>Always joining the back of an existing queue at an intersection and take 2 signal cycles to clear.</td>
<td>Always joining the back of an existing queue at an intersection and take 2 signal cycles to clear.</td>
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<tr>
<td>E</td>
<td>Takes at least 3 signal cycles to clear intersection.</td>
<td>Crossing within 400m. Average crossing delay is less than 90 sec.</td>
<td>Bicycles share traffic lanes.</td>
<td>Takes at least 3 signal cycles to clear intersection.</td>
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<td>F</td>
<td>Very low speeds, backups from downstream or right-turning traffic ahead of tram/bus significantly impacts traffic flow.</td>
<td>Crossing opportunities are more than 400m from demand. Average crossing delay is more than 90 sec.</td>
<td>No special bicycle facility.</td>
<td>Very low speeds, backups from downstream significantly impacts traffic flow.</td>
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In Practice

• **Network Operating Plan**
  – Running the existing network
  – Ensuring we cater for all modes

• **Network Improvement Plan**
  – identifying the gaps between what we want and what we have got
  – Forward works programme development
In Practice

• Footpath maintenance programme
• Cobham Drive corridor improvements
• Rototuna Town Centre development
• One Network Road Classification
• Hamilton Biking Plan