

Mangawhai Network Operating Framework

Meeting: Council Briefing
Date of meeting: 07 April 2021
Reporting officer: Andy Brown, Senior Asset Manager, Roading

Purpose | Ngā whāinga

To brief Council on the Mangawhai Network Operating Framework ahead of seeking Approval at the next Council Meeting.

Context | Horopaki

The transport system is complicated with many competing demands and users. We need a smarter proactive approach to managing our transport network - one that reflects agreed strategic goals and one that helps resolve competing demands for the limited space that is available.

While there will always be a need to maintain quality roads and occasionally enhance capacity, there is increasingly the need to better use existing transport resources and involve all types of network users to get the best from existing resources.

The network operating framework is an integrated process that helps us better manage and plan the use of the transport network and explicitly link transport to the adjacent land uses. It was adopted by NZTA and is used to form a platform for investment decisions.

Discussion | Ngā kōrerorero

What it is?

The network operating framework is simply an agreed process that enables collaborative discussions and that links strategic intent with operational and planning decisions. It does this using workshop-based steps and a common language for the stakeholders to use.

It is also a holistic vision of transport that focuses on:

- Moving people and goods, not vehicles, and seeing this by time of day
- Seeing transport as supporting broader community goals
- Balancing the competing demands for limited road space
- Thinking 'network' rather than sites or routes

What does it do and what does it deliver?

The framework is a collaborative process based on a common language. For the Network Operating Framework to work, partnerships are needed across all stakeholders and at all levels.

All road users will continue to have legitimate access to the entire transport network. However, by applying the framework, certain routes will be assigned priority to enable them to work better for designated modes at particular times of day. This attempts to provide an integrated approach to managing congestion, safety and competing demands for limited road space on these routes. It also supports future planning and development of transport and travel choices by establishing the future networks with modal priority attached that deliver strategic goals.

The process involves all relevant and major transport stakeholders agreeing on a collaborative view of strategic intent for a geographic area and how this is enabled and delivered by transport. This leads to a vision and language that embraces all modes across the entire network.

At all stages, stakeholders agree what is expected of transport, how and to whom priority is assigned and what the effects are of interventions on the network. The process is also an engagement and agreement framework, assisting clear and consistent informed decision making.

The framework has a tool that visually demonstrates overarching effect and any detailed trade-offs being made in order to deliver strategic goals that result from a given transport project or land use development. It informs decision making and helps establish agreements, partnerships and understanding of the network-wide effects of interventions as the basis for wider consultation and network or project development.

The framework is a key planning and operational tool to inform decisions and to link those decisions to both strategic objectives and operational interventions. It also enables users to make informed travel decisions in relation to how they see the network developing and being operated.

What is the benefit of having a NOF?

The NOF plays a pivotal role in the Waka Kotahi investment process. Setting out the foundation for future planning in Mangawhai and allowing the right steps to be undertaken when introducing a project or programme of works to be considered for subsidised investment. By adding confidence to the investment story through a well thought out transport system, right sized business cases and the appropriate consultation and considerations for investment are given direction.

What does it mean for Mangawhai

The NOF reinforces the desirable transport system that was envisaged in the Managawhai Community Plan – slow streets, high priorities for walking and cycling.

It supports key investment decisions including

- a connection between Molesworth Drive and Cove Road
- a connection between Mangawhai Heads Road and Boat Ramp

Next steps | E whaiake nei

The Network Operating Framework is presented to the 28th April 2021 Council meeting and recommended for adoption.

Attachments | Ngā tapiritanga

	Title
A	Mangawhai Network Operating Framework