

ONE NETWORK FRAMEWORK

Key messages

17 FEBRUARY 2023

General key messages

- The [One Network Framework](#) (ONF) is our national classification system for roads and streets. It replaces the One Network Road Classification (ONRC).
- The ONF is a tool to help establish transport network function, performance measures, operating gaps and potential interventions for each road and street type.
- The ONF is a shift in how we think about, plan and invest in our roads and streets by putting people, and the diverse ways we use our roads and streets, at the heart of how we plan.
- The ONF recognises that roads and streets are places for people as well as transport corridors, and they contribute to vibrant and liveable towns and cities.
- It provides an easy-to-understand common language that everyone in the transport system can use, from planning through to delivery.
- We're working closely with our local government partners and across Waka Kotahi teams to implement the ONF into processes and systems in time for the development of the 2024-27 National Land Transport Programme (NLTP).

About the One Network Framework

- The ONF is a tool to help consistently categorise all our roads and streets based on their function and the ways that people use them.
- The ONF uses the movement and place framework which acknowledges that roads and streets perform two functions – they help move people and goods and are places where people spend time.
- This approach supports those managing and investing in the land transport system to better consider different ways people travel, land use, community wellbeing, economic activity and future growth.
- The ONF aligns with government's strategic outcomes to improve safety, community wellbeing and environmental outcomes.
- The ONF is a shift towards investing in movement and place across the transport system, acknowledging that roads and streets are used by a mix of people including pedestrians, cyclists, public transport users and freight operators.
- The ONF is a tool that will be used by people to inform planning, design, delivery, operation and maintenance of our transport networks and the areas around them. The ONF road and street categories can be used as functional descriptions for describing current state and future state networks.
- A Level of Service Framework that uses the ONF is also in development during the course of 2023.

Connections with key programmes and activities

- The ONF applies to every road and street in New Zealand and will become a key input into planning tools such as the Future Network Planning Process. The outputs of this process will feed into Regional Land Transport Plans (RLTPs) and the National Land Transport Programme (NLTP) development.
- ONF definitions of corridor functions should be used alongside existing tools such as urban design guides, cycle network development guides and safe system frameworks, to help guide the form of design and interventions chosen in later planning stages.
- RAMM will be updated to capture ONF Modal and Future State Classifications
- ONF current state classifications are also accessible in the [MegaMaps](#) GIS platform, for Speed Management Planning.
- Te Ringa Maimoa (formerly the Road Efficiency Group (REG)) Performance Measures Reporting Tool ([Transport Insights](#)) is in the process of being updated to produce reports based on ONF.
- ONF will continue to be inputted into our policies, guidance and processes including strategic planning, investment, technology, and safety.
- Every RCA (including Waka Kotahi) has classified the current function of their network using the ONF's movement and place street categories. The next step is to classify the modal networks (public transport routes, freight, walking and cycling paths and general traffic), alongside a future function view of the network.
- ONF detailed design and classification guidance documents have been refreshed, ratified and published:
 - [ONF detailed design](#)
 - [ONF classification guidance](#)
- The Future Network Planning Process has recently been developed and uses the ONF as the input tool to enable a common use of language when describing both current and future networks. Guidance and further information will be uploaded to the website in March 2023.

Maintaining the ONF current state

- The current ONF classification should reflect how the network functions today. To ensure this is maintained, an Annual Review Process has been developed. Guidance will be uploaded to the website in March 2023.
- Classifying networks using the ONF should be right-sized, and collaborative with a range of practitioners. This may include strategic transport planners, urban design and land use planners, asset managers and multi-modal specialists from both local and regional government.

Business Area	Connection to ONF	Contact Details
ONF specific resources or ONF guidance	Any ONF specific guidance or support, particularly with reference to: <ul style="list-style-type: none"> • Modal layer classification • Detailed design guide • Classification guidance • Annual review process (maintaining the current ONF) 	onf@nzta.govt.nz
Te Ringa Maimoa	Support or guidance with: <ul style="list-style-type: none"> • Differential Level of Service Project • Transport Insights tool 	TeRingaMaimoa@nzta.govt.nz
Investment	Support or guidance with: <ul style="list-style-type: none"> • Regional Land Transport Plans (RLTPs) • National Land Transport Programme (NLTP) • Investment Decision Making • Benefits Management • Activity Management Plan guidance 	nltf@nzta.govt.nz
Business Case Process	Support or guidance with: <ul style="list-style-type: none"> • Point of Entry • Business Case Refresh 	pointofentry@nzta.govt.nz
Future Network Planning Process	Support or guidance with any step of the process	onf@nzta.govt.nz
RMA Reforms	Support and guidance with aspect of the RMA reforms that may relate to ONF	rmareform@nzta.govt.nz