

One Network Framework (ONF)

Future Network Planning and Investment webinar

29 and 30 November 2022

This set of frequently asked questions (FAQs) and the responses is intended as advice to help you to implement the One Network Framework. If you have any questions, please contact us at onf@nzta.govt.nz

FAQs

Question	Response
When do I need to complete my future state network, classified using One Network Framework (ONF) by?	Each Road Controlling Authority (RCA) should aim to have their 10-year, future state network classified by December 2023. This will ensure that the findings and gaps to be addressed can be used as a key input into investment and planning processes.
Will this and the modal network classification be moderated?	We will not be conducting a formal moderation process, but RCA future network and modal classifications will be reviewed by Waka Kotahi and the development of should be a collaborative process. We may also run a series of drop-in sessions for RCAs on this early-2023.
What is the expectation from Waka Kotahi for the Future Network Planning Process? Do all councils have to do one?	<p>Yes – all RCAs are expected to classify their future networks using the ONF as the classification tool. More detailed planning using tools such as Network Operating Planning (NOP) may also continue to be used for those Tier 1 and Tier 2 RCAs who require additional levels of granularity for their networks.</p> <p>The Future Network Planning Process (FNPP) has been designed to be a high-level planning tool that aligns with the current investment and planning cycle. Therefore, it is expected that this process will assist RCAs as a useful tool for their 10-year planning process, as well as an intermediary step from longer term planning, i.e., 30-year spatial plans.</p> <p>This process will also provide a level of consistency from a national perspective.</p>

How do I include the FNPP info in my AMP? What is the Waka Kotahi expectation with this inclusion?	The FNPP provides a 10-year network view. The gaps between your current network and this future network will need to be addressed to achieve the desired outcomes for the network. The Activity Management Plan (AMP) process can be used to enable some step changes to assist with any shifts and gaps in the network for the coming three-year period.
What else do I need to consider with the ONF information in my AMP development?	The ONF is the tool that all RCAs are expected to use as the classification tool for their network. This ensures that movement <u>and</u> place functions are considered and communicated consistently across the network.
How do the Levels of Service (LoS) statements tie into this work?	When the ONF is applied to effectively classify transport networks, the difference in LoS can also be described using this tool. This enables consistent and clear descriptions through each of the LoS statements. The Differential Level of Service project that Te Ringa Maimoa Transport Excellence Partnership , formerly the Road Efficiency Group (REG), are doing will help RCAs produce LoS statements.
How do you envisage ONF being recognised in the development of district and regional plans?	Waka Kotahi recommends that you have the ONF language weaved within your District Plans in time for your next update to ensure national consistency in language.
Apart from the AMPs using the ONF do you see the ONF being used in regional transport planning e.g., RLTP process?	Yes. We expect that the Regional Land Transport Plan (RLTP) will use the ONF to help define the future and what the urban form from a M&P perspective should be. Also, the ONF classifications are linked to setting speed limit ranges and the expectation of regional speed limit planning. The ONF will also help support future visions and "story telling" for Regional Public Transport Plans (RPTPs) etc.
Do RCA's still have to undertake a FNPP if they have recently used an alternative process to classify a future state?	The FNPP is a high level planning process that should align with any other more detailed processes that have been undertaken. Use the FNPP as a reference to check as part of your usual planning process. Any current NOFs or alternative strategic network planning processes should be translated into the ONF language – we will be adding guidance to the website on this.
Can you confirm that councils need to demonstrate equivalence for each step - the FNPP is not a fixed methodology.	The FNPP is not a fixed methodology and has been designed so that councils can demonstrate equivalence for each step as required. It is more important to focus on the outcomes of the process, and should be treated as high level guidance to achieve these outcomes

<p>How do you balance destination versus corridor? E.g, you can't necessarily cater for all users on one roadway so taking cyclists and/or buses along alternate routes is the best solution?</p>	<p>This would need to be assessed on a case-by-case basis. The FNPP provides an opportunity to assess the performance of corridors as a check-in of the current state. There is also an opportunity to identify conflicting place/movement and/or modal demands on the network after the future network has been classified for movement and place. These high-level conflicts should be identified so they can then be further assessed via future processes (business cases etc).</p>
<p>How often would we have the opportunity to or be required to update the future network classification?</p>	<p>Ideally, refreshed every 6 years with a mid-point review - just like RLTPs.</p>
<p>If the ONF 'informs' investment decision making then is it the mechanism to support increased investment and funding?</p>	<p>The ONF will help to identify the priorities for investment and network management and will help to incorporate local priorities in the national investment picture in a consistent way. It will not necessarily lead to increased funding support for individual organisations but should lead to appropriate distributions of funding within the total available funds, and a greater level of confidence in addressing the overall network priorities.</p>
<p>Will there be other case studies for the FNPP?</p>	<p>Yes – we are preparing to do a pilot FNPP on the Southland State Highway network, so if there are any Southland councils here we will be in touch soon.</p>