One Network Framework (ONF)

Introducing the modal layers webinar

6 and 7 September 2022

This set of frequently asked questions (FAQs) and the responses is intended as advice to help you to implement the One Network Framework. These represent a summary of the questions asked during the ONF webinar – introducing the modal layers to demonstrate how to classify the modal layers in RAMM. If you have any questions or ideas on how to improve the guidance, please contact the ONF team at onf@nzta.govt.nz

FAQs

Question	Response
One Network Framework	
What's the process if I want to change or amend one of my street categories?	A change in street category would indicate that the current street function and/or the classification isn't represented correctly. You would assess what change there has been to the Movement or Place values or the overall function and then make these changes in RAMM, making sure you enter notes as to why changes have been made. Further guidance will be coming out on how to go through the annual review process, and this will include ad-hoc changes that are needed.
How does this work tie into other multimodal guidance, i.e., pedestrian network guidance?	The multimodal guidance, PNG, CNG etc. sets out "what good looks like" and the ultimate function and form. The function and form, especially for walking and cycling will help inform what the current ONF classification will be (what is there now). The next step for the multi-modal guidance is to reflect types of facility in the guidance and how they relate to the ONF street categories, these will then allow future expectations and facilities to be integrated. This will help tell the investment story going forwards and act as something of a sense check; are we putting the right facilities in the right street categories.
How does this tie into other current programmes, such as Streets for People?	Classifying the modal layers highlights the importance of the function of the corridor. It can become easier to identify issues and therefore feed into designing better and safer corridors for pedestrians and cyclists, also flowing on to the potential reduction of carbon emissions and encouraging active modes. The ONF will become a useful tool to speak in plain English with transport and urban planners.

Who updates the ONF records and modal information for state highways given that local council are the ones who look after parts of the asset like cleaning of the cycleways and footpaths?	The RCA is responsible for updating the records for their own assets only.
How were resource planners involved in the development of ONF?	Spatial and land use planners have been involved to help described Place in the Detailed Design document and how we've incorporated that into Movement categories. Worked with SME within Waka Kotahi and wider sector – Place and how it integrates with Movement to describe street categories. We've reflected what good looks like from a spatial and land use perspective.
How have Transport Services been involved in the classification discussion with current and future state?	The Waka Kotahi Transport Services team have mapped the State Highway network for the Current Network (they sought council land use categories for the place values as part of this process for State Highway networks). The Future Network will follow, but the processes in the absence of other information (e.g., Network Operating Framework maps) will be the same.
Will PT services be based on what should be on that route for mode shift or current services?	We are classifying the current networks at the moment, that is capturing what the current function is. More information will be coming out in the next couple of months about classifying the future networks.
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. Regional plans will need to incorporate the Future Network classification once it becomes available.
Apart from the AMPs using the ONF do you see the ONF being used in the regional transport planning e.g., RLTP process?	In short yes. We expect that the RLTP will use ONF to help define the future and what the urban form from a M&P perspective should be. Also, ONF will be inextricably linked to setting speeds and the expectation of regional speed limit planning. ONF will also help support future visions and "story telling" for RPTPs etc.
Is ONF a replacement for ONRC and will ONRC be discontinued?	ONF is the new version of ONRC. However, is more than that – national planning and investment tool that touches everything that we do. ONRC is in place for current NLTP and ONF will be in place for next 2024/27 NLTP development so ONRC will be phased out for the next NLTP.
When you say that the ONF "language" will be used in District Plans, does that mean that the ONF "hierarchy" at a particular point in time will be locked in, and changes to the ONF hierarchy needing to be updated via plan changes?	Using the ONF categories will allow you to explain your street and road categories.

Are you collecting data without a use identified?	The current network reflects now and for the next three years (NLTP). When compared to the future state (to be mapped) it allows the scale of change to be seen. This enables investment and change conversations amongst other things.
Is there a process to frame decision-making around the place value?	This is one reason why ONF is so important – our transport system is more than just Place. ONF is a useful tool to quantify the value of how Place and Movement work together so we can use this in our planning and investment decisions.
Is there any benefit to collecting utility service route information in ONF?	Yes there is in the Future Network classification and for understanding resilience aspects. This is also a consideration for us once we've completed mapping the Future Network. ONF will continue to evolve and that will be an aspect to include.
How do you see this being communicated to AO's - our regional and District councils?	We have started communicating with AO's through the regular REG, TSIG and AMIG workshops in the first instance, we are also working closely with our Local Government Partnerships team as a key contact and information link for councils.
For planning, do we want to look at current volumes for classification, or do we look at desired volumes?	For current classifications it is about current flows. Aspirational numbers will be reflected in the Future Network classification (to varying degrees). For walking and cycling, current numbers may be difficult to ascertain (known data gaps). For these recognising the purpose of walking and cycling will help classify the current network.
How does ONF integrate with the Emissions Reduction Plan target of 20% decrease in VKT and the increase in walking, cycling and PT use? If it doesn't, then isn't the ONF just likely to reinforce the status quo?	ONF is a classification, initially for Current Network classification and with the Future Network classification to come. The classification doesn't pre-determine the outcome or form and function, but it does help compare the current and future classifications in order to understand the step changes needed and have conversations with decision-makers, communities etc. on how we get from the present state to the future state understanding the trade-offs and tough decisions that may be needed.
Modal layer classification	
Will there be any further guidance in RAMM added?	Yes, there is a 'Help' section within RAMM which covers a wide range of topics relating to the use of RAMM as well as watch help videos about the ONF.
What if we have updated modal layers in another GIS system, can you upload these into RAMM?	If you have a modal layer dataset approach us at ThinkProject and we can come up with a plan on how to get that into the ONF UDT (User Defined Table).
When will the number of pedestrians be measured? How do you include low density housing with low numbers? Important key door to door routes start from home.	Classifications such as this shine a light on the lack of cycling/walking data and the need to do it better. Walking is part of every trip; this is a point strongly made in the new guidance that will be available soon. The classified network needs to flow from W1 to W3 and equally W3 to W1, they are mutually supportive and reflect longer trips moving tier to tier. Networks will be

	mapped to reflect the network purpose as much as the numbers, so this will help map networks in the absence of numbers. We are mapping current networks now; these will then be compared with the future aspirational state. This should highlight the step changes needed.
For the place values - what are the ancillary data that is to be considered - would it be granular business locations?	The definitions for each place category that help determine the P values for place are set out in the ONF guidance https://www.nzta.govt.nz/planning-and-investment/planning/one-network-framework/movement-and-place-classification/the-place-function/) Those applying ONF should use as much appropriate evidence as they feel appropriate to support their classification decisions, recording these data sources in RAMM when they can.
What is the difference between PT3 and PT1?	It will become clearer once the classification guidance documents are available. Basically, PT1 is more strategic and involves a greater movement of numbers of people such as in rapid transport lanes, rail and sea lanes.
Can we assume the criteria for each mode category is in Modal design documentation?	The criteria is found within the ONF Detailed Design and the Classification Guidance documents. These are available in Final Draft on our website. Links will be sent out to attendees when these are available.
How do regional councils (who don't use RAMM) most easily access these ONF layers?	They can be exported as a different files. You can access this data through API – please contact us.
Is the service and delivery function included in the freight mode?	Generally, the methodology for determining freight classification will also directly transport from existing ONRC classes, which includes consideration of vehicle counts and importance of the link (strategic significance). The AADT metrics for each category will remain as they are as they are a proxy for goods movement. The service / delivery function is considered to some extent within the place categories, recognising that the modal layers reflects "movement" rather than the activity related to the mode or place.
Electric scooters - how are they classified?	Micro mobility (kick scooters, e-scooters, skateboards etc.) are considered part of the cycling networks within ONF - look at this in context of classifying the cycling network.
What about paper roads or rail corridors?	If they are a public roads then these will still have Movement and Place values, and therefore can be assessed/entered into RAMM. Further guidance will be coming out about rail, at the moment these aren't entered into RAMM, but we are looking how we might treat this going forward. So, yes, they will need to be classified under ONF.
How will off road pathways be captured? Will LA's be required to upload centrelines or will the ONF team automate this?	Certainly, off road paths should mapped when they are important and provide important connections. Adding these within RAMM when they are some distance from the "road network" is something we are working through.

What is the current modal category of a link if an upgrade is underway for delivery in the next 2 years? For example, a local street is turning into a major cycleway.	The Current Network classification is seen as being what is there now and for the current three year NLTP. This means current is now and what should be there within the current three year programme.
How do we make the filter in the carriageway table with no ONF?	This can be achieved using a child table filter. For carriageway's that do not have One Network Frameworks with 'displacement overlaps', this can be added in the RAMM filter on a carriageway layer, and the details of how to do this are in the Waka Kotahi guidance documentation.