

One Network Framework

Introducing the modal layers

Webinars 6 and 7 September 2022



One Network Framework



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New Zealand Government

Whakataka te hau ki te uru

Cease the winds from the west

Whakataka te hau ki te tonga

Cease the winds from the south

Let the breeze blow over the land

Kia mākinakina ki uta.

Let the breeze blow over the ocean

Kia mātaratara ki tai

Let the red-tipped dawn come with a sharpened air.

E hī ake ana te atākura

A touch of frost, a promise of a glorious day.

He tio, he huka, he hauhu

Tihei mauri ora!

ONF webinar – what we'll cover today

Agenda item	Speaker	Time
Karakia mātāpono	Megan Reid	2 mins
Introductions	Panellists	2 mins
One Network Framework overview	Caroline Dumas	5 mins
Modal layers guidance, demonstration and next steps	Wayne Sharplin	15 mins
Q&A	Panellists	20 mins
Closing and Karakia mātāpono	Megan Reid	2 mins

Session outcomes

The purpose of today's session is:

- Provide an overview of our progress to integrate the ONF
- Live demonstration of the modal layer data sets in RAMM
- Provide guidance and support to RCAs on how to classify modal layers in RAMM



One Network Framework overview

Caroline Dumas, ONF Programme Lead



One Network Framework

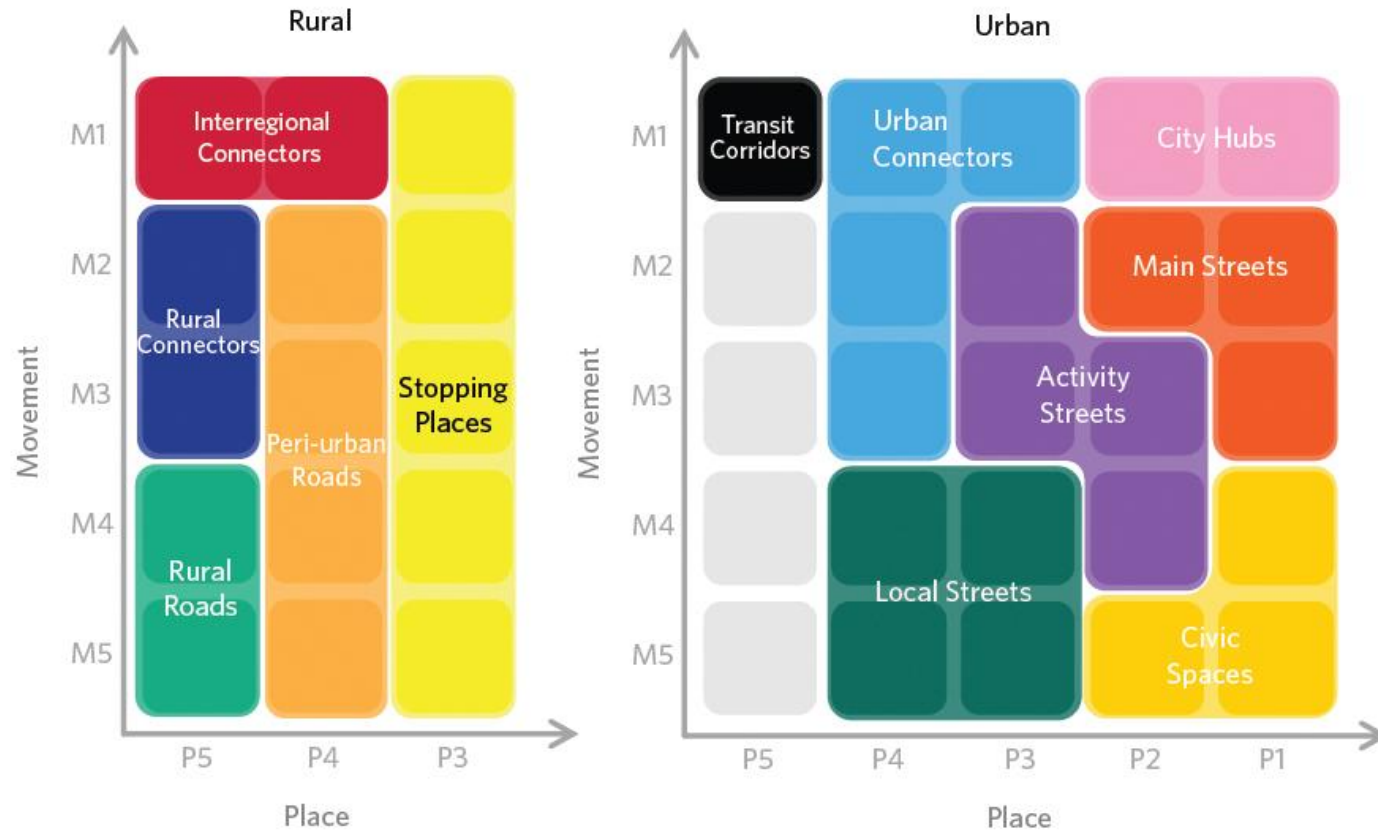


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One Network Framework (ONF)

The ONF is our new national classification system for the transport sector

- It is an enabling tool to classify roads and streets based on their function and the ways people use them.
- It puts people and place at the heart of our planning to create a healthy, safe, sustainable and inclusive transport system.
- It is currently being integrated across all systems for the development of the 2024-27 National Land Transport Programme (NLTP) and beyond.



ONF street categories

The ONF classifies the transport network into street categories which bring together movement and place elements of a road or street.



General ONF Integration update

Key integration components include:



Guidance and Documentation

Two key documents:

The ONF **Detailed Design** and **Classification Guidance** have just been refreshed; key changes include:

- Minor revisions to Street Category definitions following feedback from the ONF Moderation process
- Place table significantly revised to focus on the main attributes of on-street activity (P1-5), typical adjacent land-use and pedestrian volume as a proxy to identify the level of on-street activity.
- Classification Guidance revised with ONF Modal guidance

Modal layer classification

Wayne Sharplin, ONF Senior Advisor

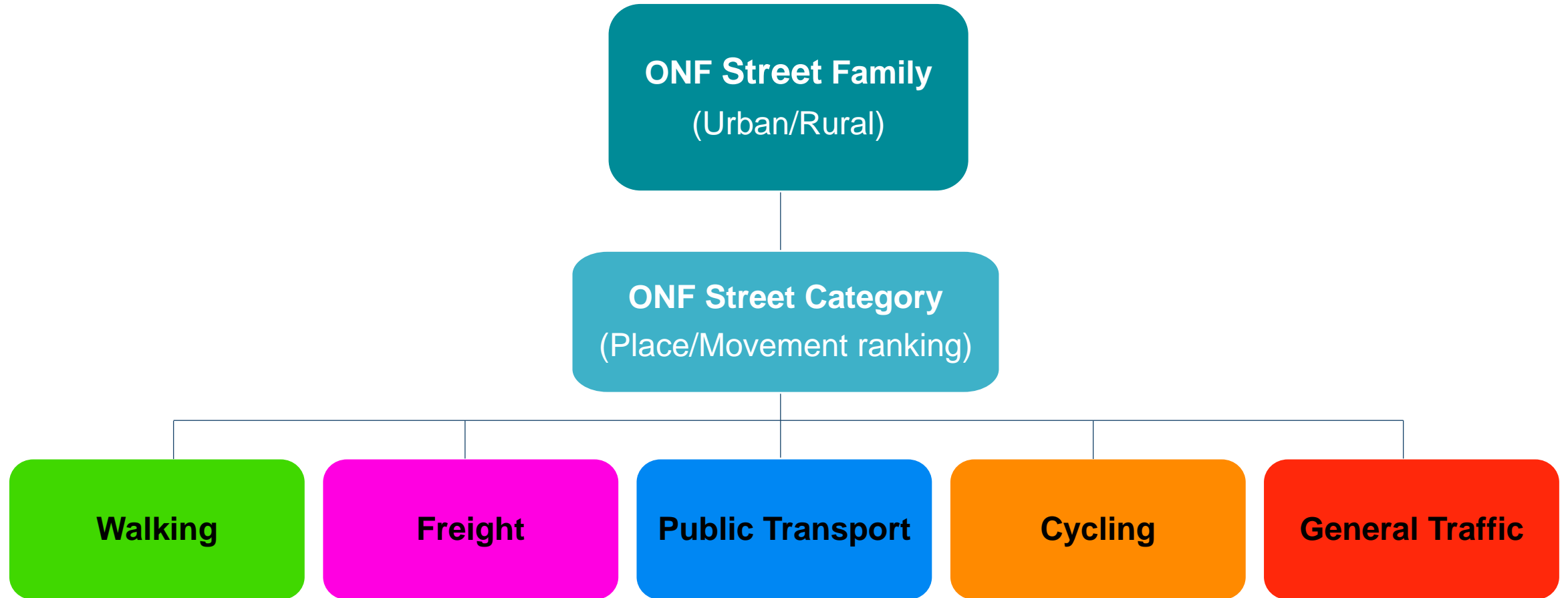


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Current Network - ONF hierarchy



Classifying modal layers

GT = General Traffic

- Automatically applied in RAMM based off ONRC, as these remain the same criteria under ONF.
- RCA's can update to amend inaccuracies:
 - Use detailed design for descriptions and indicative vehicle volumes
 - Ensure to note any reasons for changes

ONRC	ONF GENERAL TRAFFIC MODE
High Volume	GT1
National	GT2
Regional	GT3
Arterial	GT4
Primary Collector	GT5
Secondary Collector	GT6
Access	GT7
Low Volume	GT8

Classifying modal layers

F = Freight

- Automatically applied in RAMM based off ONRC, as these remain the same criteria under ONF (except F7 & F8)
- RCA's can update to amend inaccuracies:
 - Use detailed design for strategic significance, and indicative vehicle and goods volumes
 - Ensure to note any reasons for changes

ONRC	ONF FREIGHT MODE
High Volume.	F1
National	F2
Regional	F3
Arterial	F4
Primary Collector	F5
Secondary Collector	F6
Access	F7
Low Volume	F8

Classifying modal layers

W = Walking

- Network predominantly based on overall people movement and connectivity to places/destinations
- Qualitative factors and local knowledge used to determine classification due to limited volumetric data
- Approach to classifying:
 - Start with classifying W1 around urban centres and key locations of employment, public transport and education
 - Work outwards as W2 will usually extend out from W1, and so on.

Class	Strategic Significance
W1	The primary strategic walking network provides the backbone and is the most intensely used pedestrian network
W2	The secondary strategic walking network joins local roads to the primary strategic walking routes. They also support key local walking trips.
W3	The supporting network is the remaining part of the recognised walking network that typically links to W2.
WS	These routes typically occur in the rural context and provide for recreation or tourism and so provide a reduced transport function. Includes rural parts of Te Araroa, DoC tracks.

Classifying modal layers

C = Cycling and Micromobility

- Network predominantly based on overall people movement and connectivity to places/destinations
- Qualitative factors and local knowledge used to determine classification due to limited volumetric data
- Approach to classifying:
 - Start with classifying C1 around urban centres and key locations of employment, public transport and education
 - Work outwards as C2 will usually extend out from C1, and so on.

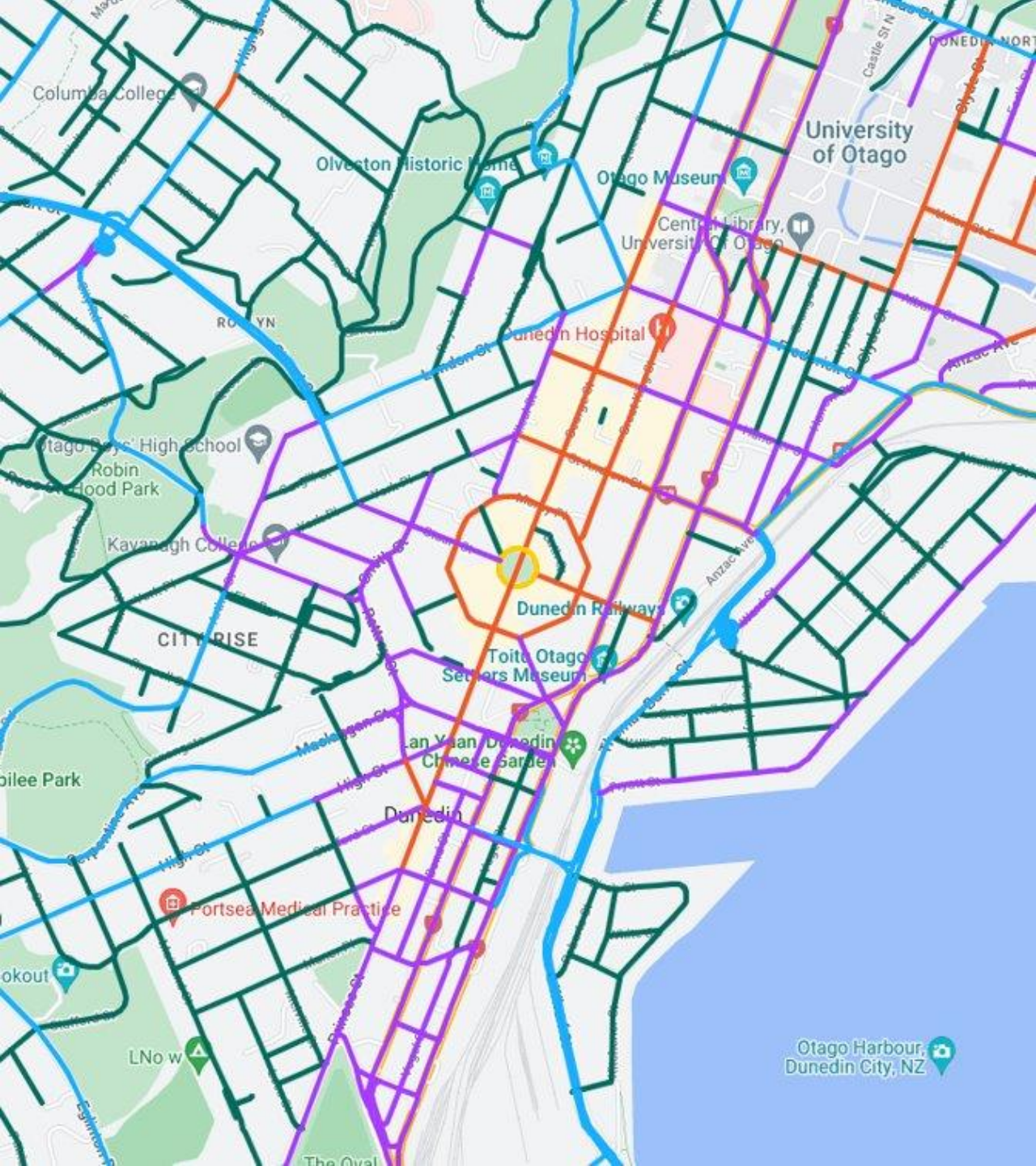
Class	Strategic Significance
C1	The primary strategic cycle network provides the backbone of the overall cycle network catering for higher volumes of cycle movement, longer, and more efficient journeys.
C2	The secondary strategic cycle network joins local roads to the primary strategic cycle routes. They also support key local cycle movements.
C3	The supporting network is the remaining part of the recognised completed cycling network that typically links to C2.
CS	Cycling Special: These routes typically occur in the rural context and provide for longer cycle journeys that can be utility cycling, or cycling activity that is undertaken for the purpose of recreation or tourism.

Classifying modal layers

PT = Public Transport

- Based off the quantity and frequency of vehicles travelling the network total in both directions.
- Regional Councils can undertake the initial classifications and sense check with RCA's
- Approach to classifying:
 - Utilise the Detailed Design & Classification Guidance documents
 - Classify based on strategic significance and vehicle volumes

Class	Descriptor	Indicative volume
PT1	Dedicated	≥ 4 services per hour
PT2	Spine	≥ 20 services per hour
PT3	Primary	≥ 4 services per hour
PT4	Secondary	< 4 services per hour
PT5	Targeted	N/A



The N/A option in modes

N/A - Not Applicable

- An option to indicate a deliberate decision of no modal classification
- Examples:
 - **Restricted access roads**
 - N/A - General Traffic
 - **Off-road paths**
 - N/A – Freight, General Traffic
 - **Motorways and transit corridors**
 - N/A – Walking, Cycling

Classification demonstration

One Network Framework #740 Modified

Refresh Save Undo Delete Replace Duplicate Add Inspection Action

Start 665
End 801

Category

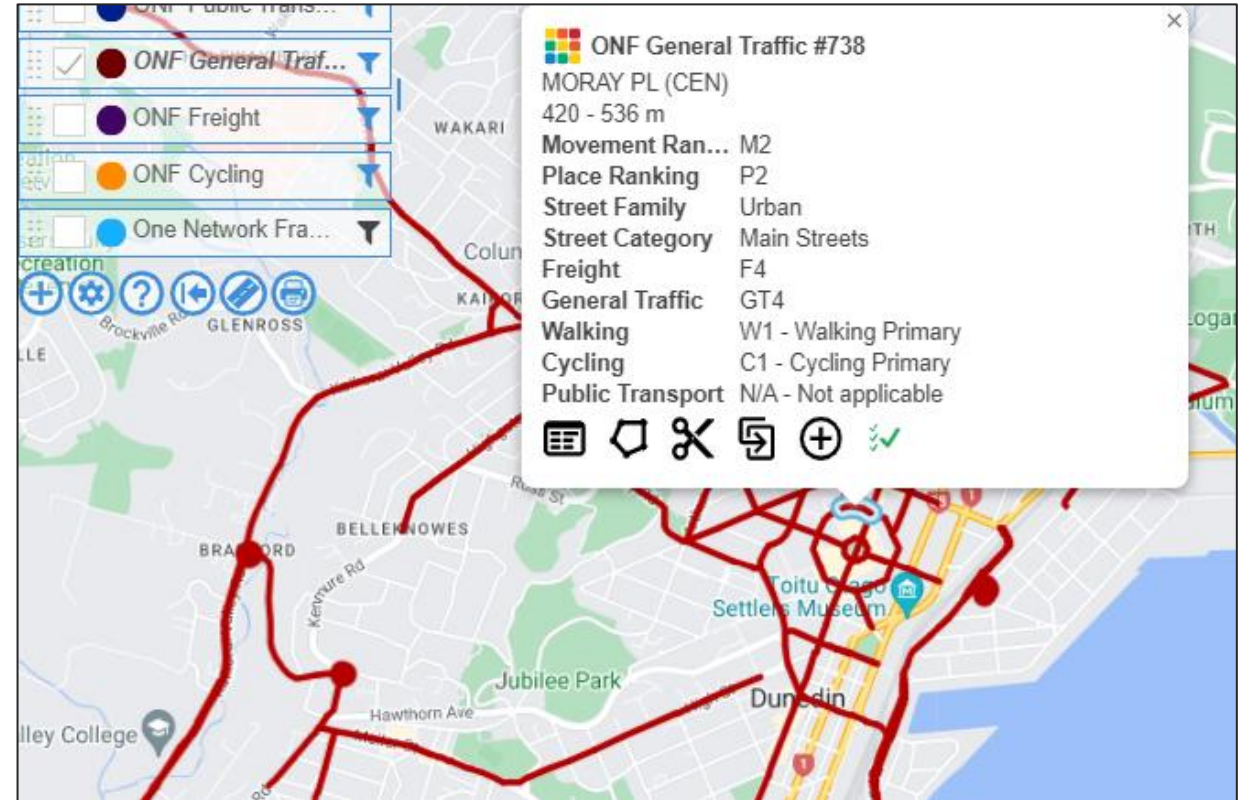
Movement Ranking M2
Place Ranking P2
Street Family Urban
Street Category Main Streets
State Highway No

Modal Categories

Freight F5
General Traffic GT5
Walking W1
Cycling C2
Public Transport PT1

Notes

Movement Notes



Map Layer

ONF Cycling
ONF Freight
ONF General Traffic
ONF Public Transport
ONF Walking



Where to find information

- www.nzta.govt.nz/onf
- Detailed Design and Classification Guidance documents will be uploaded to the website once finalised
- As Peter mentioned there is a Help section with some more videos within RAMM
- Aiming for March 2023 to have at least Primary & Secondary networks classified.

Q&A



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Keeping you informed

- Follow-up email will include link to webinar recording, summary FAQs, and links to useful information
- Our next ONF webinar will be early-December 2022
- Any further questions, please contact the ONF team at: onf@nzta.govt.nz

Ngā mihi



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Hoea ki uta Journey from the mountains
Hoea ki tai to the sea
Hoea ki te kotahitanga Journey safely together united as one
o tātou katoa
Kia māia Be brave
Kia ngākau aroha Be caring
Eke panuku Call upon the unseen forces of the land
Eke Tangaroa and
Haumi e sea to inspire success and achievement
Hui e Come together
TĀIKI E Gather together
United together