

# One Network Framework (ONF)

## What is the One Network Framework?

Traditionally, roads and streets are considered as movement corridors only to get us from A to B.

Currently, many of our roads are limited in widths by existing infrastructure which means we need to consider how these roads can meet growing demand.

We need a new approach to classify our network that enables better design, planning and delivery of a modern transport system to meet the increasing needs of people, businesses, communities, and our climate.

The One Network framework (ONF) recognises that streets not only keep people and goods moving, but they're also places for people to live, work, and enjoy. The ONF is designed to contribute to improving road safety and building more vibrant and liveable communities.

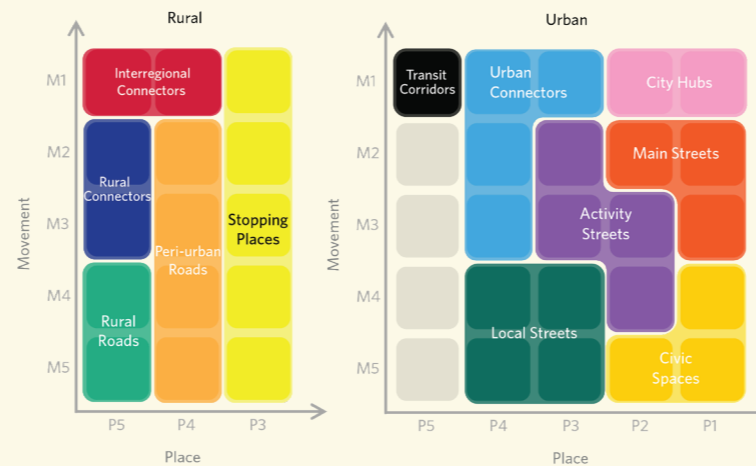
Movement and Place has many uses at the strategic network planning and development level, as well as at the detailed project level. It marries network-wide and local considerations. At its heart, the ONF organises transport links by their place and movement roles into road and street types.

**The ONF is a tool to help establish priority uses, performance measures and potential interventions for each road and street type**

## A common language

The ONF provides a common language for all transport practitioners across the transport system from planners to asset/roading managers. This common language also supports meaningful engagement between stakeholders and the community.

The ONF helps to improve consistency in how transport projects and plans are communicated and discussed with the community. At a time when communities are expecting a greater say in transport and infrastructure decision-making, movement and place provides opportunities to have discussions about how we can address and prioritise our future transport challenges.



## Framework components

The ONF has many uses at the strategic network planning and development level and at the detailed project level. The ONF organises transport corridors by their 'place' and 'movement' roles into road and street types.

### Strategic level uses

- Set aspirations to enact Waka Kotahi vision for an integrated and sustainable transport system
- Classify the transport network and assign future vision for roads and streets
- Promote thinking about the performance of the network as a whole rather than as individual transport links
- Assess network problems, assist with investment decisions, and project identification and prioritisation.

### Project or local level uses

- Translate the experience and requirements of different users during their journey within a street
- Provide design guidance for the development of project options and solutions
- Provide a framework for project impact evaluation that can be aligned with wider network performance assessment
- Guide asset maintenance regimes
- Assist community engagement.

## What are the benefits

- The ONF aligns with strategic transport planning at all levels including long term plans, Regional Land Transport Plans (RLTPs) and the NLTP
- Improves investment planning and decision making
- Enables consistency in measuring current and future network performance and levels of service
- It enables investments to deliver on the strategic intent of Government, Waka Kotahi and our partners, including the Road to Zero strategy, Adapting for climate change, Promoting community wellbeing, Higher quality urban development.

## Timeline

### Completed to date:

- Development and implementation of the framework
- Current state use of ONF across Road Controlling Agencies (RCA)
- Moderation of RCA implementation of ONF complete



## ONF classification matrix

The ONF is a system two-dimensional classification tool focused on Movement and Place.

The ONF recognises that shared, integrated planning approaches between transport and land-use planners will result in better outcomes. The ONF acknowledges the transport network has a 'place' function. This means roads and streets are destinations for people, as well as transport corridors.

The ONF also introduces classifications for different modes of transport, recognising that our roads and streets have different functions for different modes. To determine the classification of a transport link, it is mapped against a movement and a place axis according to the significance of its future aspirational movement and place functions.

Roads and streets are mapped with consideration to the mix and balance of transport modes, the built environment, the aesthetic quality and character of the place and the types of modes appropriate to the place.

The process of defining these classifications takes into consideration:

- Place – define the land-use vision and user experience that transport needs to support.
- Movement – consider the mix of transport modes and define priority for moving people and goods safely.



## Movement classification

The classification of movement should achieve the following outcomes:

- Recognise the contribution to movement of all modes of transport, including active modes
- Focus on the movement of people and goods along a corridor, not simply the number of vehicles using the carriageway
- Provide a method for classification that is principle-based and both prescriptive and intuitive. That is, the approximate classification can be derived using quantitative measures.

## Place classification

The classification of place should achieve the following outcomes:

- Reflect the function of the specific location
- Relate to the on-street activity generated by adjacent land-use and its requirements for access
- Consider the interaction with the movement function of the corridor, including the requirements for lateral movement across the carriageway
- Be informed by adjacent land-use and the density of activity occurring "off-street".

### P1 CITY CENTRE

Very high-density mixed use (high rise apartments & office towers), downtown retail, commercial centres, civic spaces, shared spaces, downtown precincts & waterfronts

### P2 TOWN / SUB-CENTRE

Diverse mixed use, low rise apartments, special zones, high density commercial/retail & main street promenades

### P3 NEIGHBOURHOOD CENTRE/ STOPPING PLACE

Medium density & mixed use residential/ commercial, villages, urban greens & stopping places

### P4 LOCAL

Mostly low/medium density residential neighbourhoods in urban & peri-urban areas. Lifestyle blocks in peri-urban areas

### P5 LIMITED

Mostly rural, except for motorways & expressways in urban areas