

“ Introduction

Your organisation's AMP must be able to demonstrate an understanding of the ONRC, sound application of the ONRC performance measures and integration with the wider transport system.

In case you're not familiar with the ONRC, here are some useful links:

- [General guide to the ONRC](#)
- [FAQs on the ONRC](#)

Here's an extract from the CODC's AMP showing some high-level information on the ONRC:



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1.9 One Network Road Classification

In 2014 the One Network Road Classification (ONRC) was introduced in New Zealand to standardise data and create a classification system which identifies the level of service, function and use of road networks and state highways.

The One Network Road Classification involves categorising roads based on the functions they perform as part of an integrated national network. This reflects a more customer-focussed approach to service delivery. The ONRC also provides national standards and a performance measures framework, in a step towards ensuring equity and consistency.

The ONRC framework will help local government and the New Zealand Transport Agency to plan, invest in, maintain and operate the road network in a more strategic, consistent and affordable way throughout the country. The ONRC defines the nationally expected fit for purpose levels of service for each road classification to better enable delivery improvements and demonstrable value for money. The framework has six Customer Outcomes: resilience, travel time reliability, accessibility, amenity, safety and efficiency. The Classifications on the Central Otago Network by length are shown below.

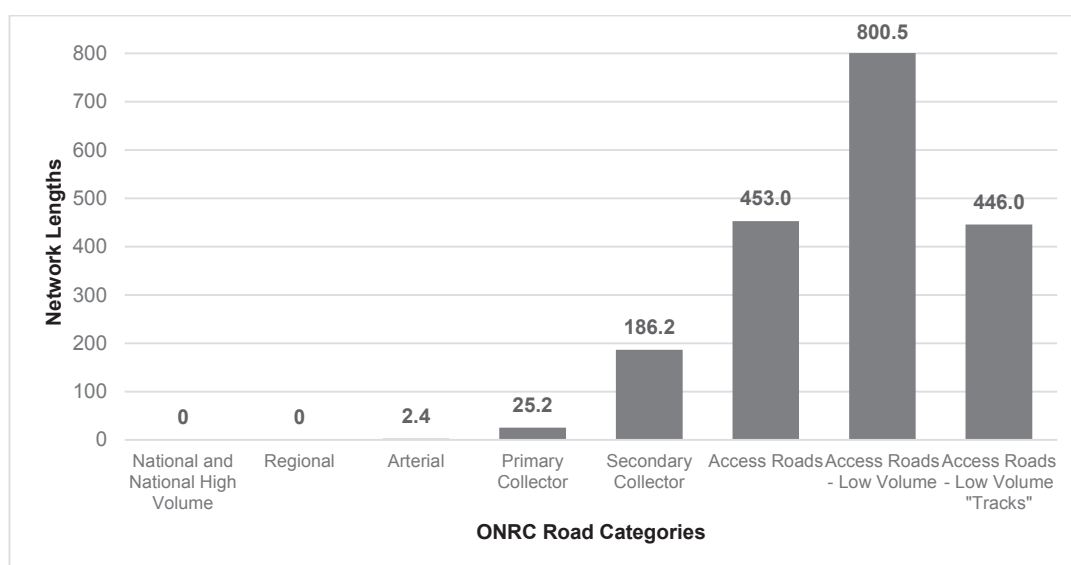


Figure 1.2 Central Otago District Council Network Lengths by ONRC Hierarchy

Source: Central Otago District Council Transportation AMP 2018-2021

The ONRC defines eight road categories, with each road then classified within these categories based on:

- The typical average daily traffic volumes (AADT);
- Heavy commercial vehicle volumes (daily flow); and/or
- Bus traffic volumes (per hour within the urban peak)

Roads may be lifted up a classification if they also meet specified criteria regarding connectivity to hospitals, population centres, regions, airports, tourist destinations, or freight volumes.

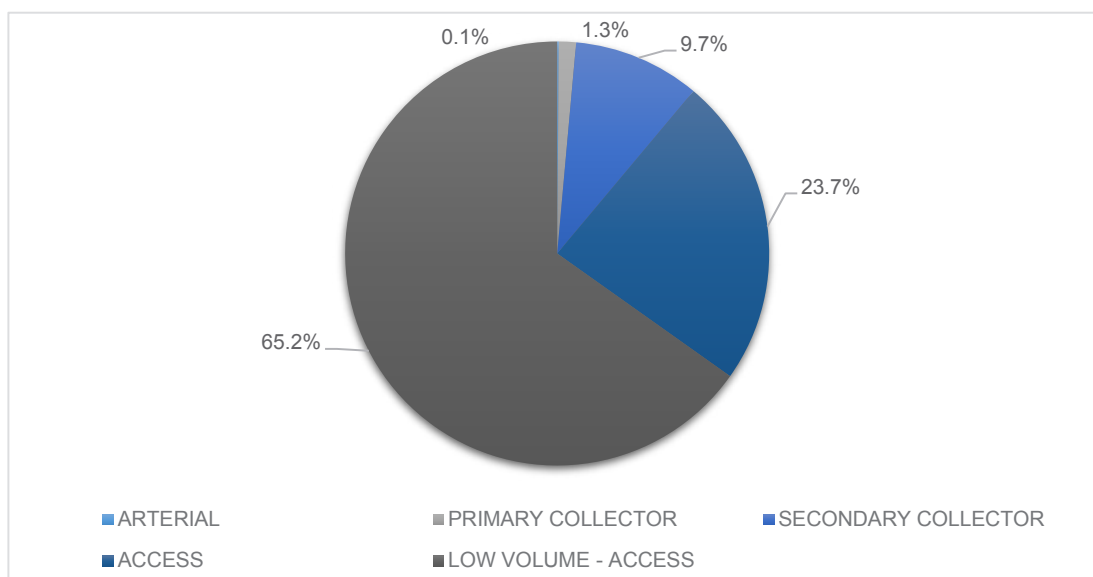


Figure 1.3 Central Otago District Council Network Lengths by ONRC Hierarchy

areas, and carry less than 25 heavy vehicles per day. Low volume Access roads have less than 50 AADT in rural areas and less than 200 AADT in Urban areas.

24% of the roads
65% are Low Volume

Central Otago's
classifications. Of
roads within these
enable further prioritisation of the management of our roading network.

“ The AMP elaborates on the figure above by providing an estimate of the average daily traffic volumes for each classification of road under the ONRC. Since 24% of the roads in Central Otago network are access roads, and 65% are low volume access roads, the AMP also provides the following sub-classified information: ”

Central Otago District Unsealed Roads				
One Network Road Classification	Traffic Volume	CODC Rooding Hierarchy		Total Unsealed Length (km) (ONRC Classification)
		Sub-Classification	Length (km)	
Access Road	>50 vpd	Major	54km	223 km
		Intermediate	169km	
Access Road - Low Volume	<50 vpd	Minor	548km	1,176km
		Lane	182km	
		Track	446km	

Table 1.2 Central Otago Access and Low Volume Access sub-classifications for Unsealed Roads

Source: Central Otago District Council Transportation AMP 2018-2021