

# One Network Framework Programme

## Long-term vision

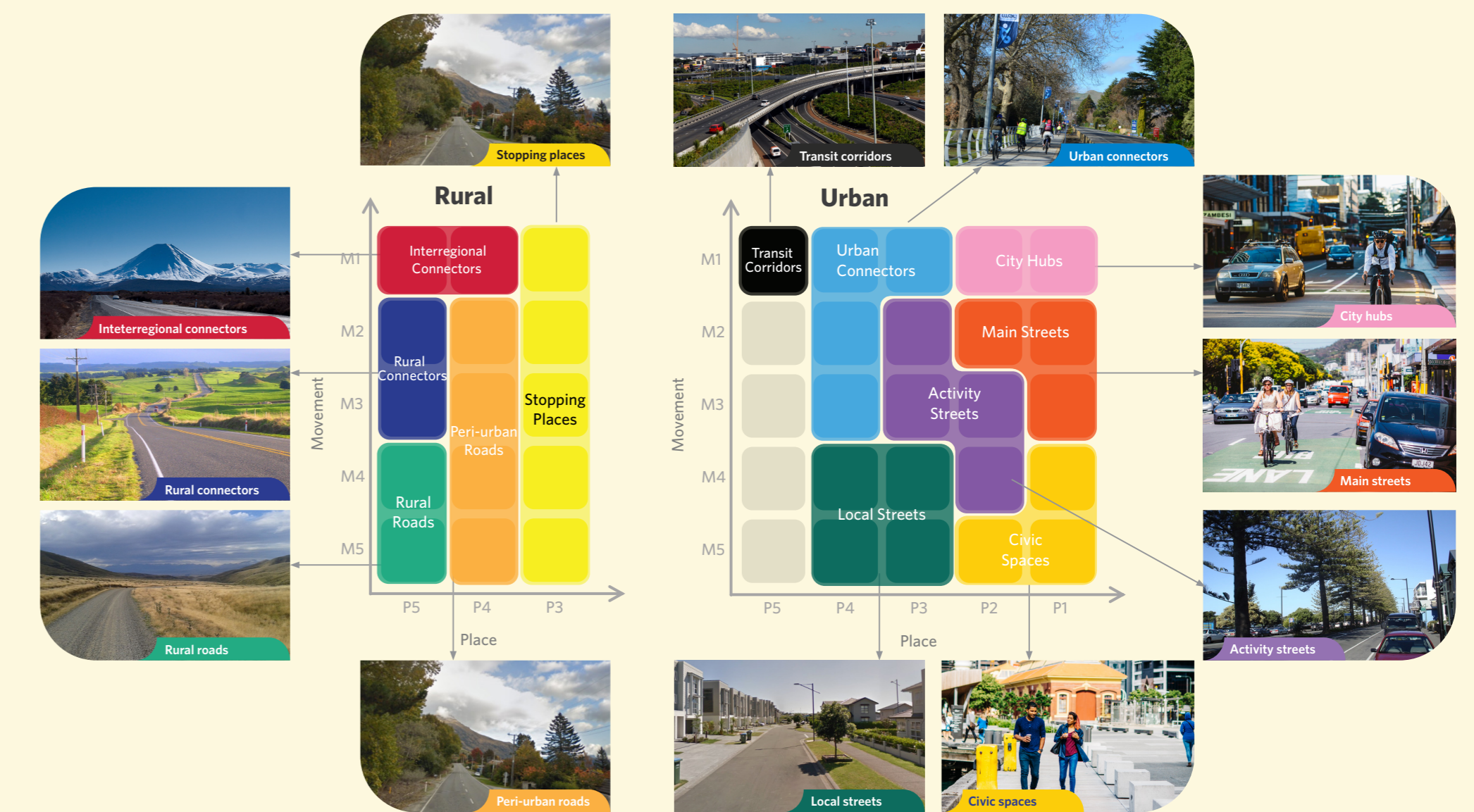
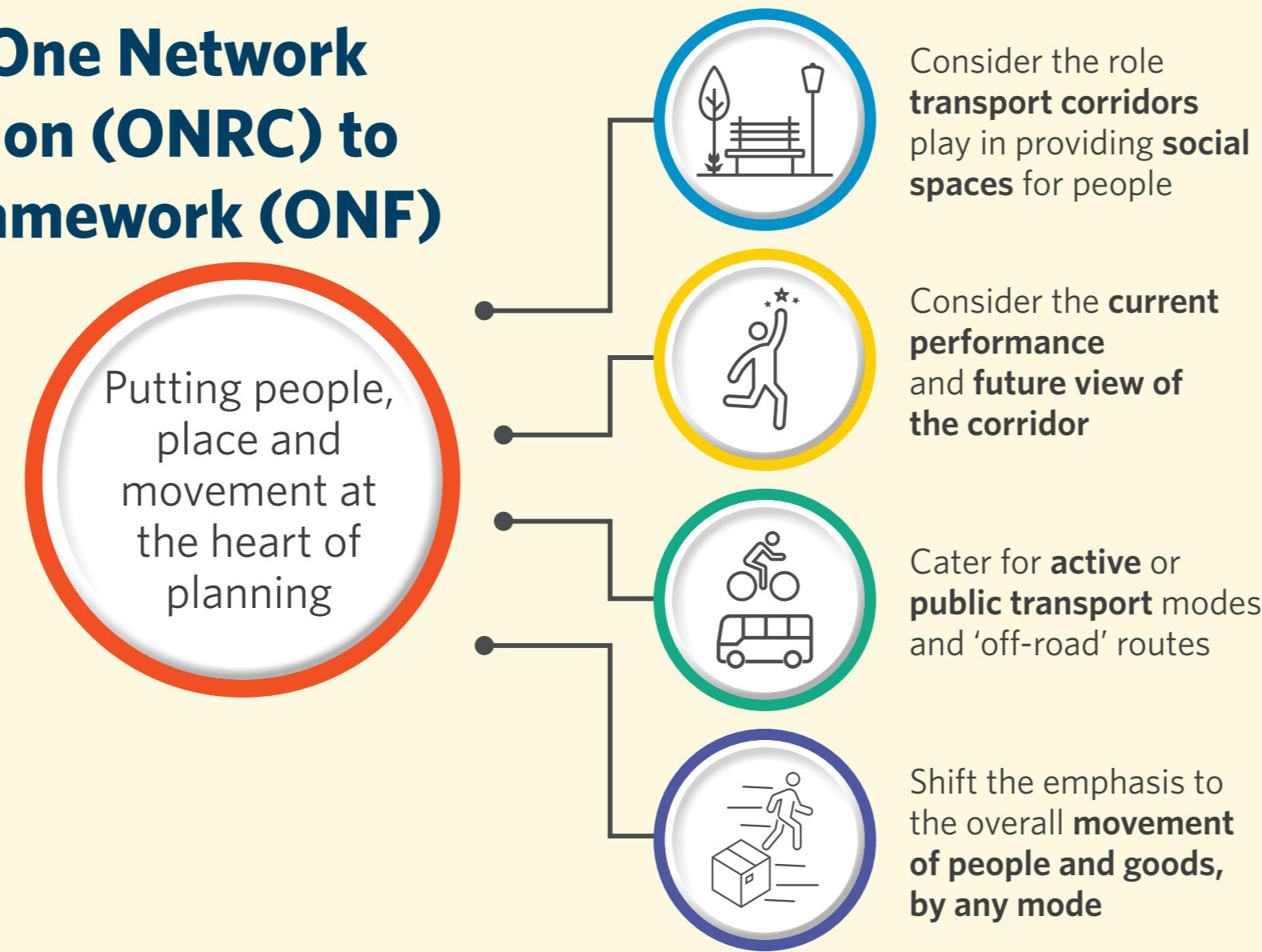
Building a shared multi-modal movement and place framework that supports integrated, evidence-based planning, investment and decision-making

### One Network Framework Programme - 3 pillars of work

	Current network classification How the network currently operates	Levels of service How we measure network performance	Future network planning How strategies say network should operate in future
Main users	Critical for investor and asset manager roles	Critical for planner, investor, deliverer and asset manager roles	Critical for planner and investor roles
Benefits	Common language across all networks allows for more accurate comparisons	Able to measure network performance and level of service consistency for informed, evidence based investment decisions	Delivering transport strategy through transparent, effective and more efficient investment decisions

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### Transition from One Network Road Classification (ONRC) to One Network Framework (ONF) began in 2022



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### Our current focus: Preparing for NLTP 2027-30

'Looking ahead to the 2027-30 NLTP, ONF common language will be required for all modes. In particular, RCAs should ensure their General Traffic (GT) and Freight (F) classifications are transitioned from One Network Road Classification (ONRC) to ONF for use in their Activity Management Plans (AMPs). This step is critical to enable consistent application of Levels of Service (LoS) and Performance Measures.' (NLTP Bulletin, Sept 25)

### Building capability across the country:

- 20+ regional training sessions delivered to 200+ participants
- Focused on reintroducing the ONF and its purpose: how to classify networks using movement and place; and preparing RCAs for the reclassification process
- Training built awareness and confidence in applying the framework
- Learnings and feedback being incorporated into future capability planning

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### Our next focus: Future Network Planning

Future Network Planning is an approach for understanding how transport networks may need to change over time. It is a methodology that can be used as part of planning processes to identify current and future deficiencies in the role, function and performance of transport networks.

It provides a robust and systematic approach to identifying how different multi-modal transport networks may need to change over time to

- meet changing needs, such as land-use change or changing travel patterns
- address key network gaps
- address key conflicts between the network roles and functions
- address key performance deficiencies.

### What One Network Framework Programme (ONFP) will enable as it is progressively delivered

- A clear, shared understanding of how the network functions today - and how we want it to function in the future
- A consistent, nationally aligned way to classify roads and streets based on how they move people and goods, and how they serve as places for communities
- A stronger ability to identify network gaps and future needs, strengthening your business cases and investment bids

Every Road Controlling Authority (including NZTA) is required to classify their network using ONF's movement and place street categories

### How One Network Framework Programme strengthens resilience for the future

- Helps manage resource constraints by enabling more targeted, evidence-driven investment
- Supports risk management through clearer identification of system deficiencies
- Enables a more stable, resilient transport system by linking today's performance to future need