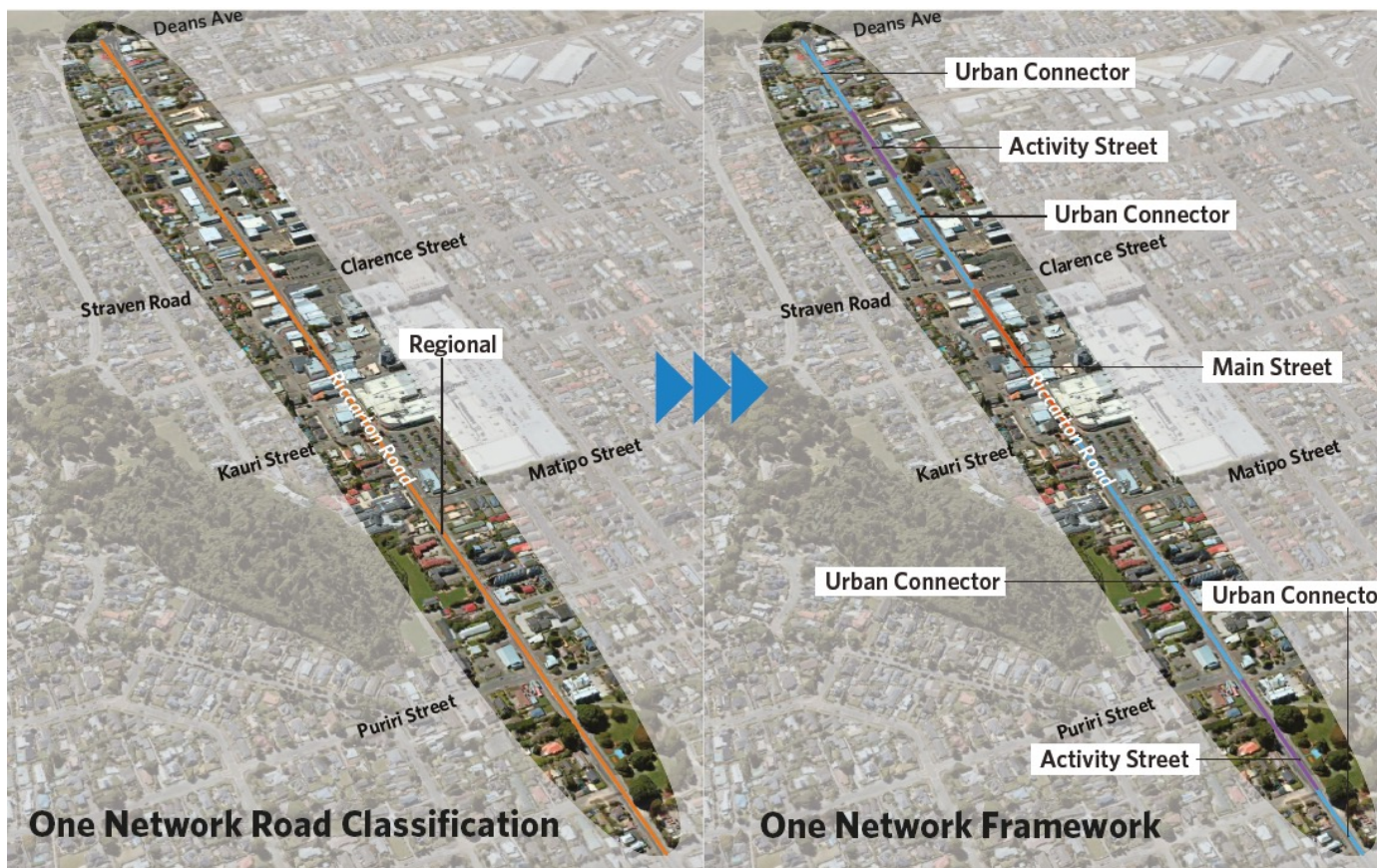


One Network Framework - Providing Value and Equity

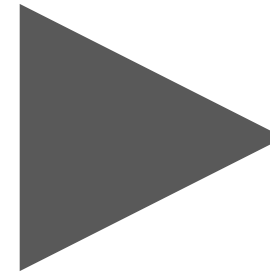
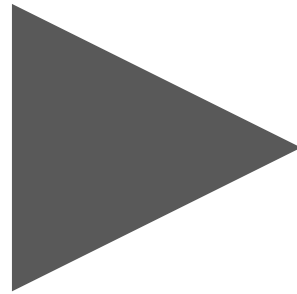
19 March 2021



One Network Framework: An evolution of ONRC



What is the One Network Framework?



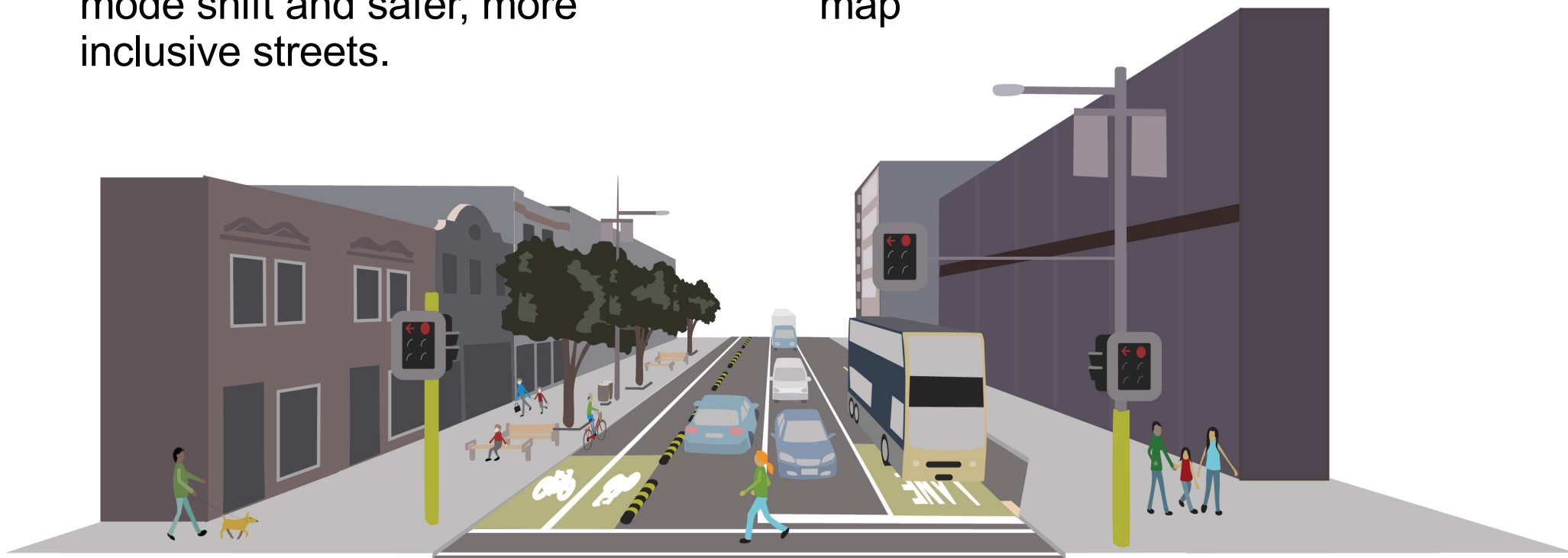
Common language – talk about the functions of roads and streets in relation to both the movement of people and goods and as actual destinations

Common view of how we want our roads and streets to perform – richer conversations about competing demands, strategic objectives and investment

Better decisions about how to invest. That's important for providing better outcomes for all New Zealanders – roads are fit for purpose and focused on future needs

What ONF will mean for active modes

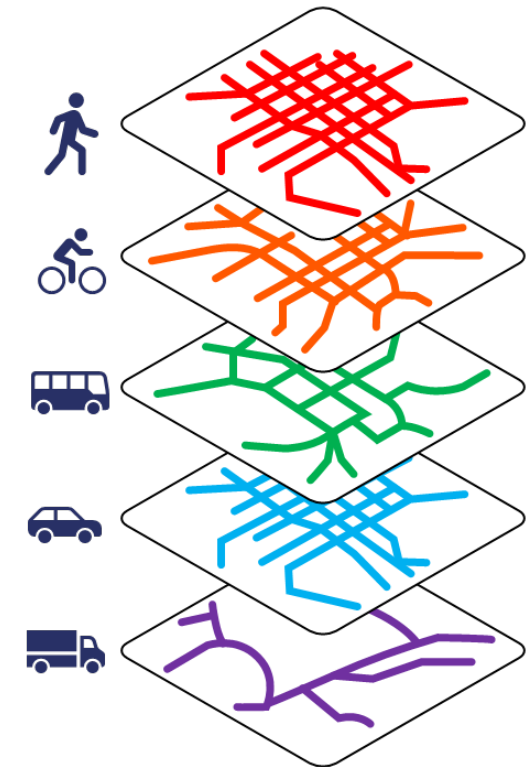
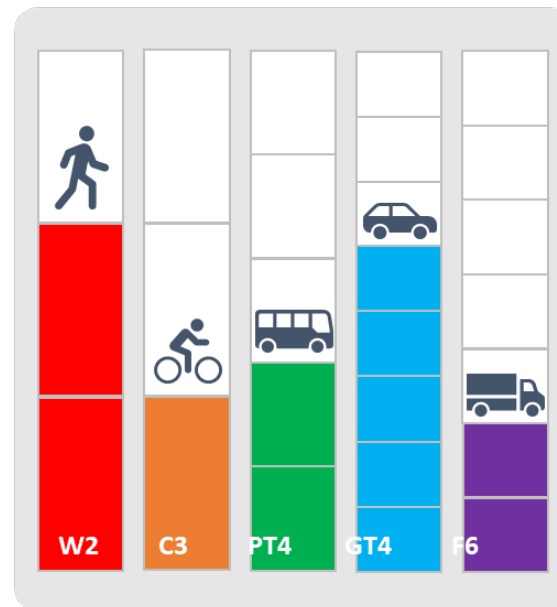
- Huge mandate at the moment to adapt our networks to support mode shift and safer, more inclusive streets.
- The ONF gives us the opportunity to literally put active modes 'on the map'



Modal Classifications

Transport Modes

Mode	Prefix
Walking	W
Cycling	C
Public Transport	PT
General Traffic	GT
Freight	F



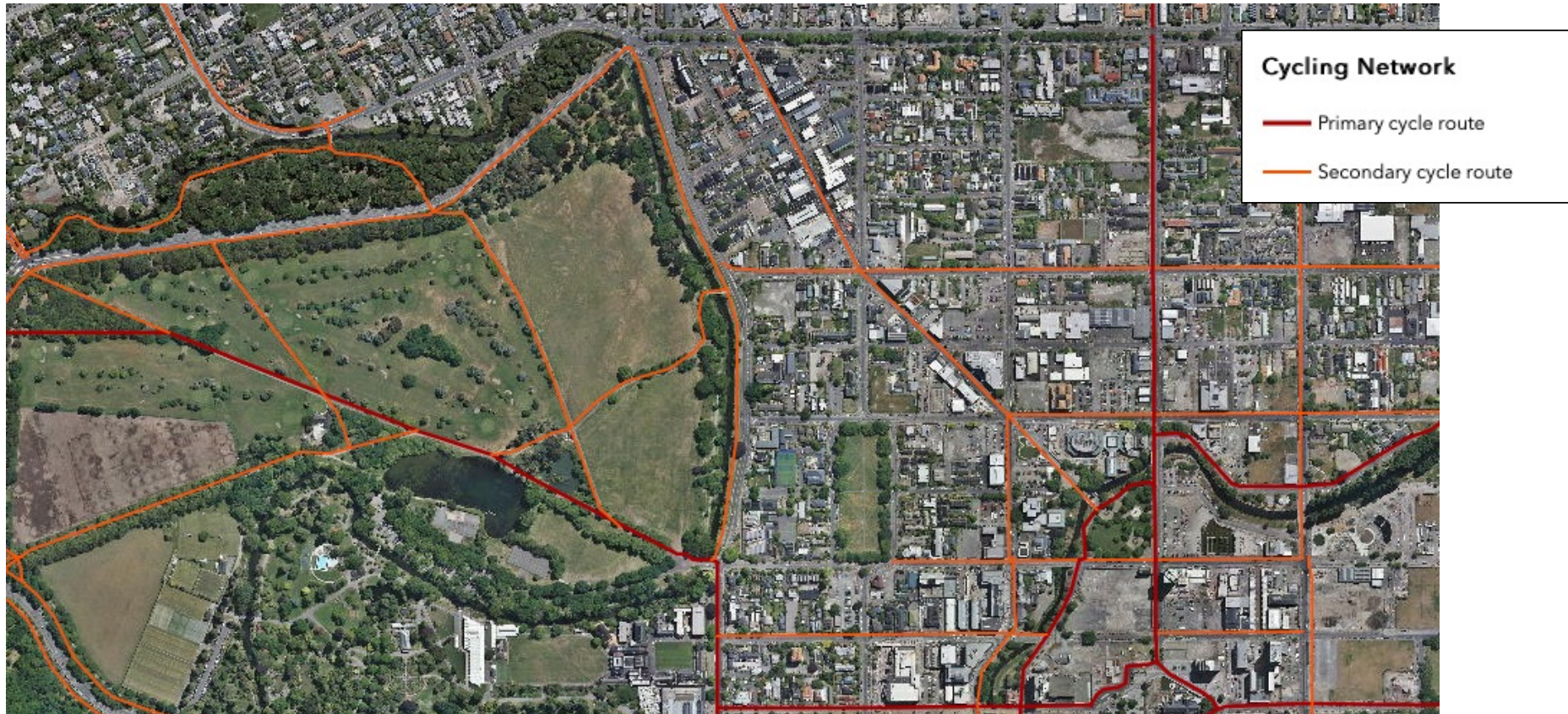
Place

Place

Classification of cycling

Class	Strategic Significance
C1	Primary strategic cycling network, intended to support high volumes of cyclist movement
C2	Secondary strategic cycling network, providing key connections to schools, community facilities, employment or to public transport.
C3	Every other street or path that supports cycling but is not part of the strategic cycling network. Localised cyclist movement along and across residential streets, first/last kilometre to provide link to primary and secondary cycling networks.
CR	Cycling Regional: These are rural cycling routes that can be used for either utility cycling providing connections between settlements linking to key destinations, or for recreation or tourism purposes such as road cycling and cycle tourism . NZ Cycle trails. Excludes specialist cycling facilities such as mountain bike parks.

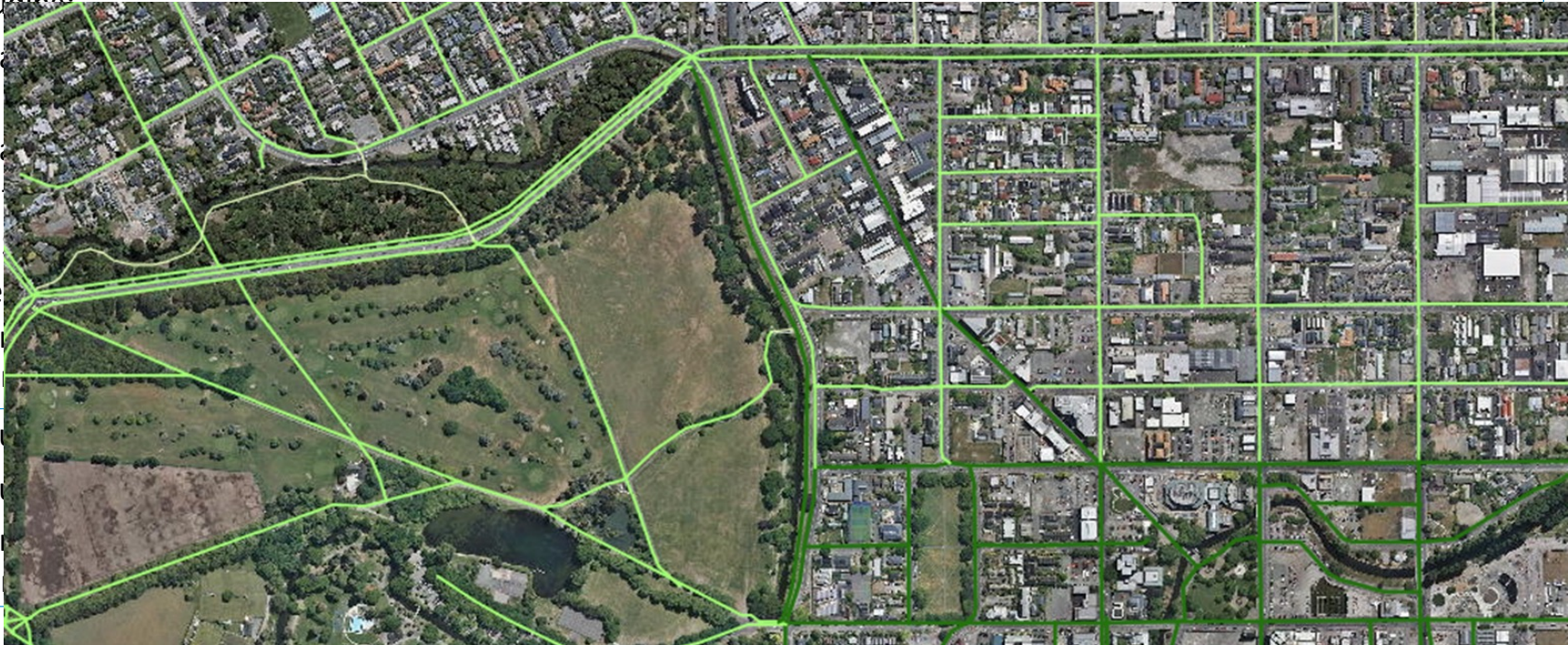
Cycling network classification in Christchurch



Classification of walking

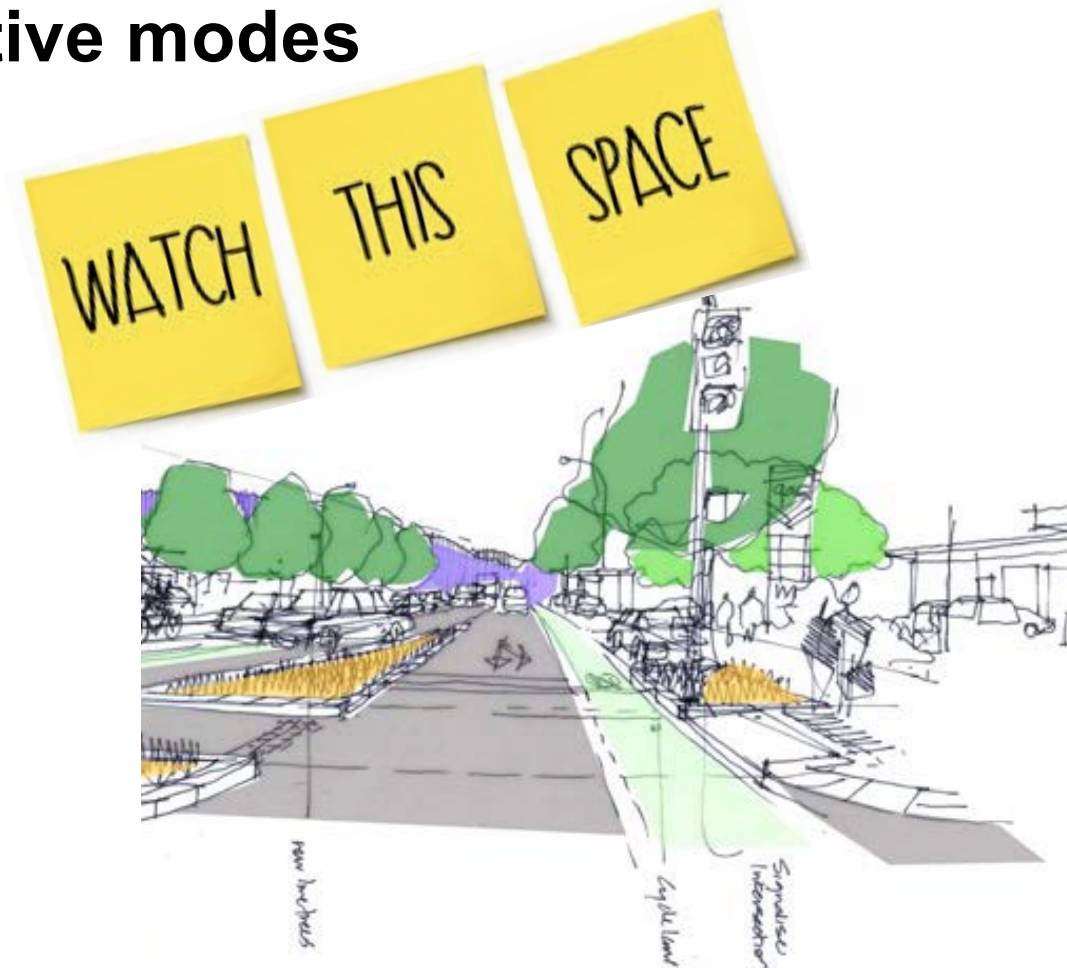
Class	Intended Function
W1	Key routes within primary walking catchments connecting pedestrians with key destinations and places of significance.
W2	Key routes within secondary walking catchments, providing key connections to local destinations and providing access to W1 networks.
W3	Every other street or path that forms a completed walking network but is not considered 'primary' or 'secondary'.
WS	Walking Special: Rural routes used predominantly for recreation or tourism and so provide a reduced transport function. Includes rural parts of Te Araroa, DoC tracks.

Catchment based approach to classification

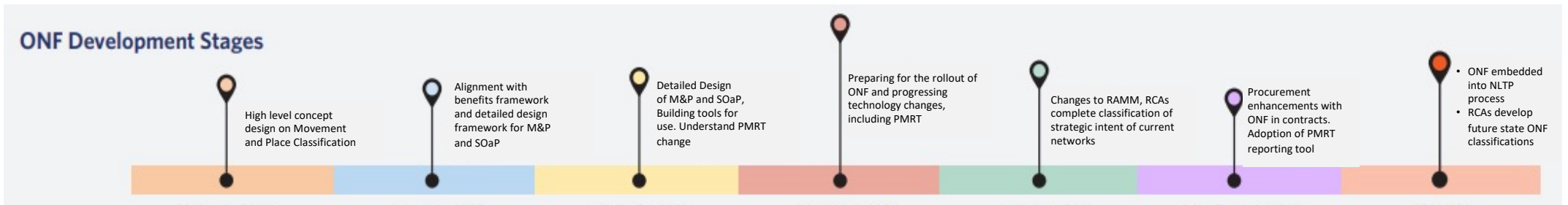
Class	Indicative key walking catchments	Connections to Public Transport (indicative)
<p>Key walking routes within 800m of City Centres or Metropolitan Centres and regional amenities including:</p> <ul style="list-style-type: none"> • Centra • Town • Centra • Hospi • Main • Unive • May i • stude 		
<p>Key walking routes</p> <p>Key walking routes</p> <ul style="list-style-type: none"> • May i • stude 		

What ONF will mean for active modes

- The ONF gives us a framework to help us plan our networks, prioritise our investment and start to make change faster.
- The active mode classifications will help feed into 'form' or 'design' conversations and agree priorities.
- ONF, is complimentary to the new Urban Street Design Guide, and walking and cycling design guidance.



Development timeline



More: nzta.govt.nz/one-network-framework

Email: reg@nzta.govt.nz



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