# One Network Framework

## RCA Forum
## 4 June 2021

REG THE ROAD EFFICIENCY GROUP

We are. LGNZ.

WAKA KOTAHI NZ TRANSPORT AGENCY

# Agenda

**01** Recap on REG

**02** Strategic context behind the ONF

**03** ONF – Using the ONF, Service Outcomes and Performance
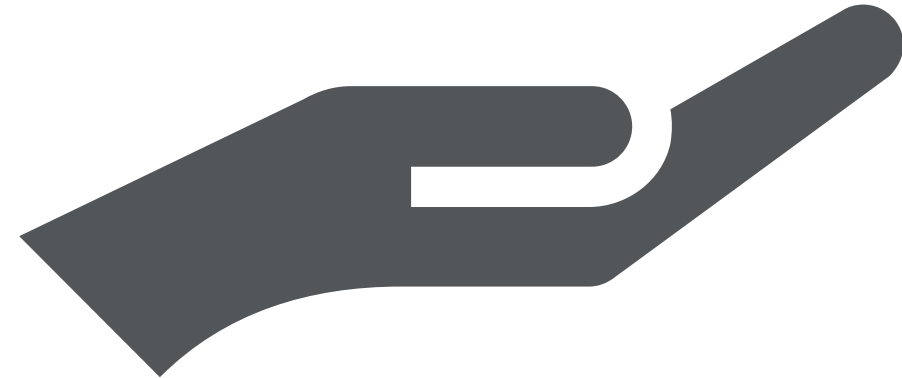
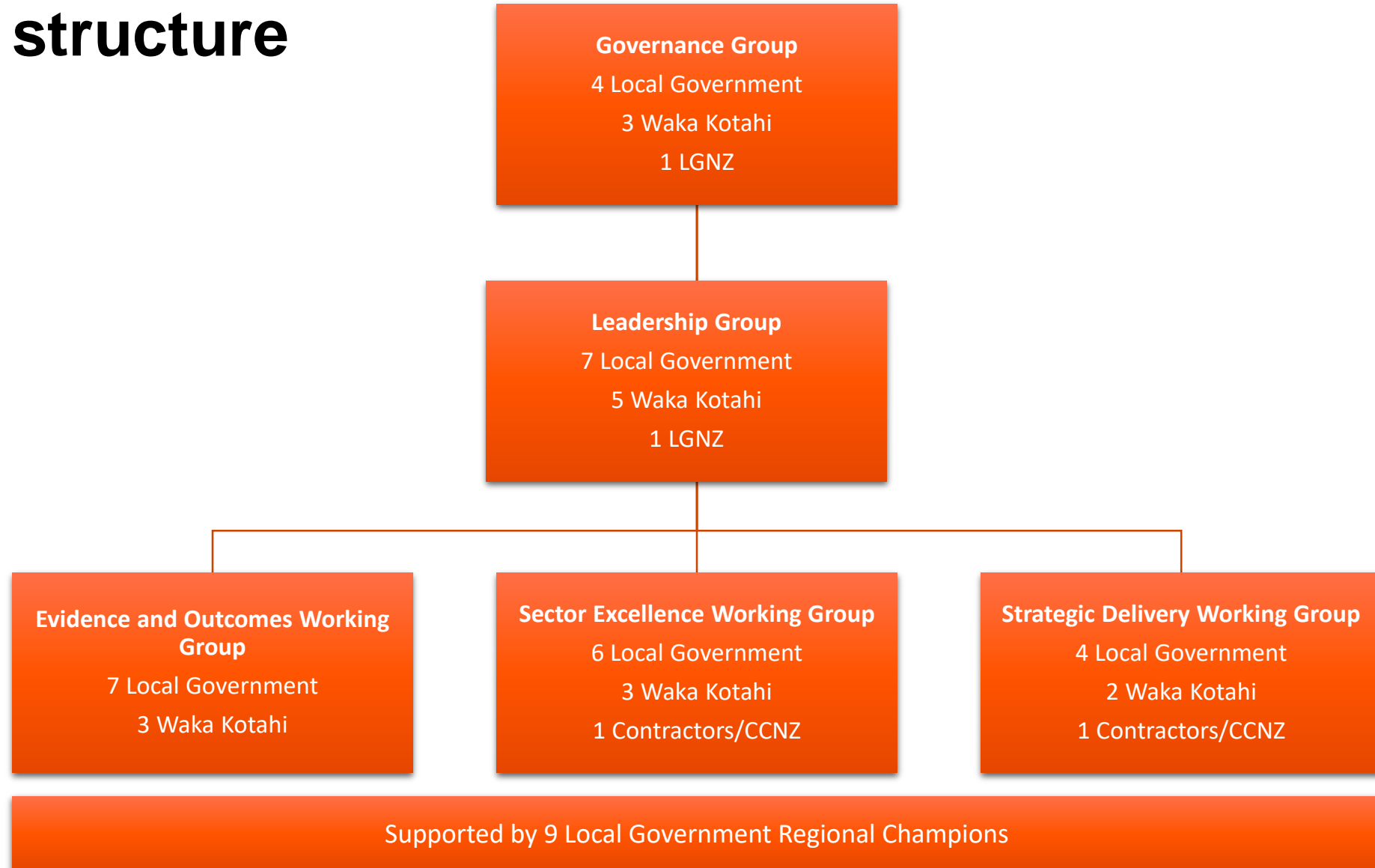**04** How to get help, next steps & transition planning

# What is REG offering?

Partnership and co-design between local controlling authorities, LGNZ and Waka Kotahi for sector improvement and excellence.  REG is supporting this by:

❑ allowing measurement of performance and to understand where the gaps in your business are

❑ enabling collaboration and 'peer to peer' learning

❑ increasing investor confidence (locally and national)

❑ changing culture and increasing confidence

❑ continuous improvement

# REG structure

**Governance Group**

4 Local Government

3 Waka Kotahi

1 LGNZ

**Leadership Group**

7 Local Government

5 Waka Kotahi

1 LGNZ

**Evidence and Outcomes Working Group**

7 Local Government

3 Waka Kotahi

**Sector Excellence Working Group**

6 Local Government

3 Waka Kotahi

1 Contractors/CCNZ

**Strategic Delivery Working Group**

4 Local Government

2 Waka Kotahi

1 Contractors/CCNZ

Supported by 9 Local Government Regional Champions

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# Why this and why now

- Desire for stronger integration between transport and land use

- Integration of movement and place

- Consideration of government broader outcomes

- Need for a more consistent approach to investment and decision making

# Objectives of the ONF

The ONF Project will deliver:

- A classification and common language of movement and place, modes and street families

- Targeted levels of service and performance measures

- Integration with land use and transport planning, network optimisation, urban design and speed management activities

- Tools, templates and systems to support the classification, measurment and processes

- Alignment and integration with existing planning, investment and decision – making processes.

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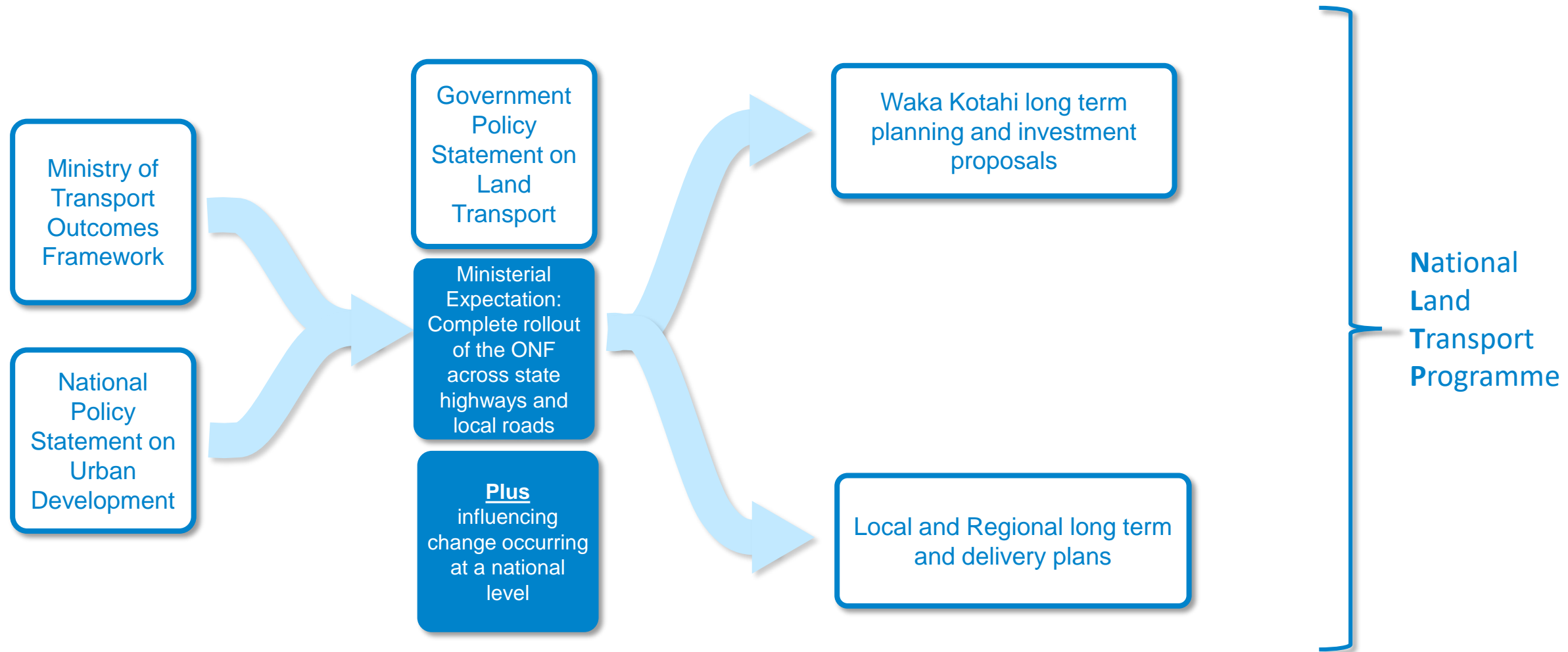
# Evolving to ONF - Reflection on the success of ONRC

- Achieving a moderated national classification is the envy of many international jurisdictions

- The ability to compare performance and benchmark using the PMRT

- The improvement in data quality

- Supporting a consistent evidence base and the business case approach

- Enabling differential levels of service

- But, there is more work to do to realise the true value of a national classification.

# Government direction

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# Sources of inspiration

# The benefit of ONF

| Benefit | Benefit type |
|---------|--------------|
| Aligns strategic transport plans at a national, regional and local level | Strategic fit |
| Improves efficiencies and equity in investment planning and decision making | Operation cost savings |
| Enables consistency in measuring network performance and levels of service so that planners and designers can make informed, evidence-based investment decisions | Value for money |
| Acknowledges place function of roads and streets that can enable better urban design outcomes | Strategic fit |
| Enables better integration of land use and transport planning that can deliver improved wellbeing and liveability outcomes. | Strategic fit |
| Uses language that Governance and the public understand | Strategic fit |

# The principles for change

- Be relevant for both urban and rural settings, by developing a common language all practitioners can use

- Prioritise 'Place' and its significance

- Differentiate strategic networks of different modes of transport

- Consider movement of people and goods via all modes of transport, rather than just vehicles

- Align with spatial planning processes, tools and frameworks

- Prioritise and protect human life and help embed the Safe System approach

- Guide planning, operation and investment decisions in the short and long term.

- Be simple to understand, use and interpret, providing additional layers of complexity only where needed

# Principles of ONF

Putting people, place and movement at the heart of planning

Consider the role **transport corridors** play in providing **social spaces** for people

Consider the **future view of the corridor**

Cater for **active** or **public transport** modes and 'off-road' routes

Shift the emphasis to the overall **movement of people and goods, by any mode**

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# What ONF is <u>not</u>

## A comprehensive network planning tool

- The framework it is not a network planning tool in its own right, and is intended as a companion to other tools and frameworks

## A design guide

- Many Movement and Place frameworks in use in New Zealand and internationally are part of design guides or manuals, with classification and street families being linked directly with form and function. The One Network Framework is not intended to directly dictate design of streetscapes, and carriageways, but to establish the **function** rather than **form** of roads and streets, and give direction to how they should perform.

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**National Highways**

**Stopping Places**

**Motorways/ Expressways**

**Urban Connectors**

**Rural Connectors**
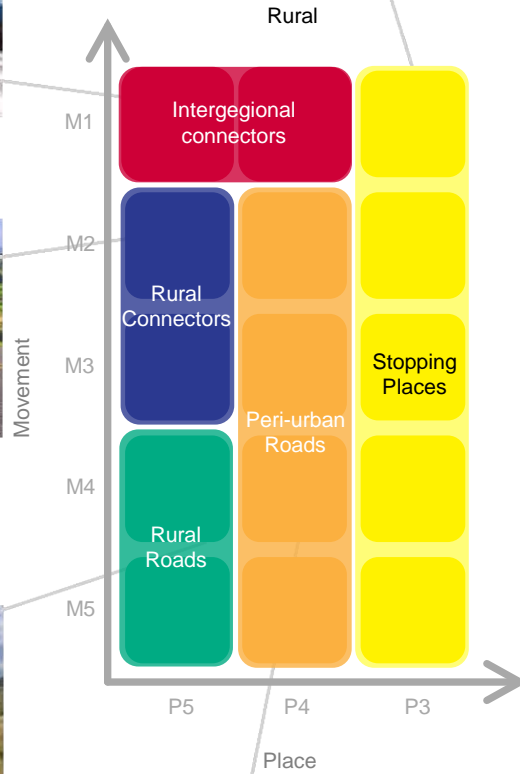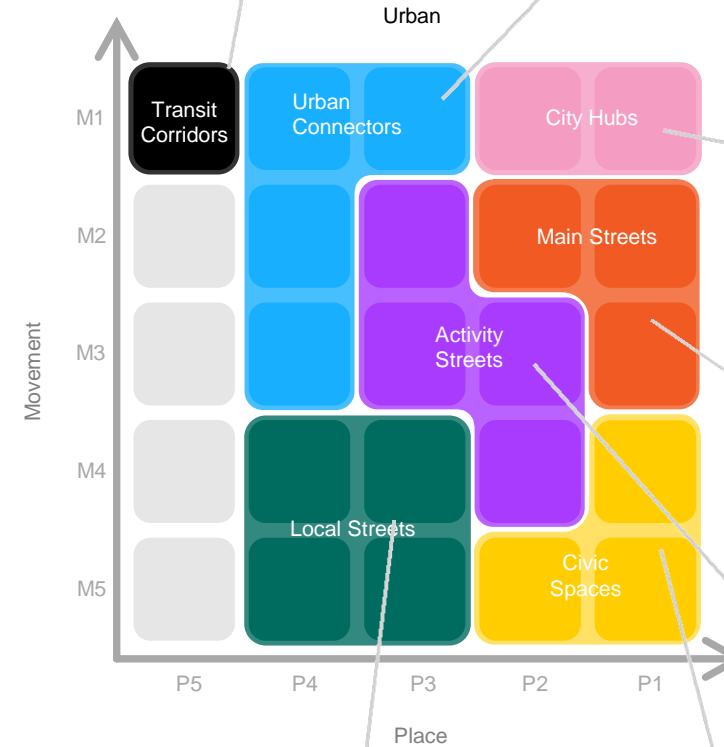
**City Hubs**

**Rural Roads**

**Main Streets**

**Activity Streets**

**Peri-urban Roads**

**Urban Streets**

**Civic Spaces**

### Rural

| | P5 | P4 | P3 |
|---|---|---|---|
| M1 | | Intergegional connectors | |
| M2 | Rural Connectors | | |
| M3 | | Peri-urban Roads | Stopping Places |
| M4 | | | |
| M5 | Rural Roads | | |

Movement

Place

### Urban

| | P5 | P4 | P3 | P2 | P1 |
|---|---|---|---|---|---|
| M1 | Transit Corridors | Urban Connectors | | City Hubs | |
| M2 | | | | Main Streets | |
| M3 | | | Activity Streets | | |
| M4 | | Local Streets | | Civic Spaces | |
| M5 | | | | | |

Movement

Place

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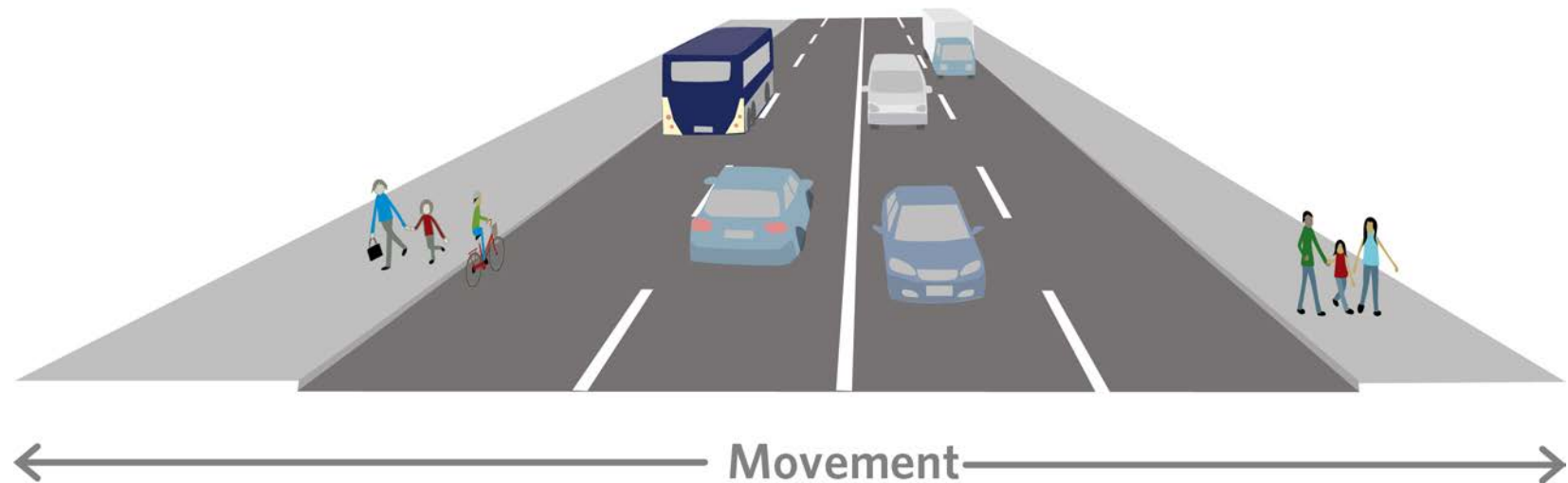
# Movement

**Movement definitions**

• M1 – Mass movement of people and/or goods on routes of national-level movement function.

• M2 – Significant movement of people and/or goods on inter-regional routes or primary corridors linking main centres

• M3 – Moderate movement of people and/or goods and on routes connecting suburbs/districts

• M4 – Movement of people and/or goods within a neighbourhood
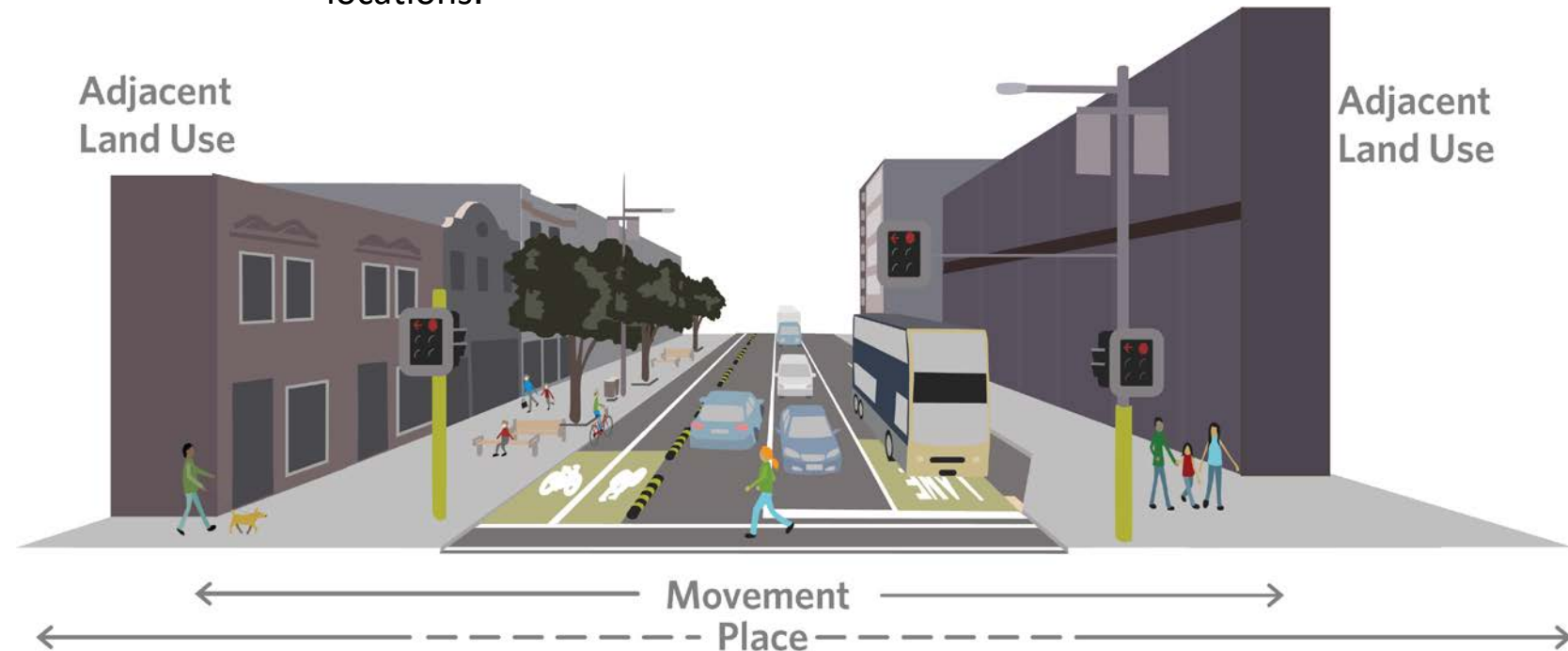
• M5 – Local movement

The **Movement** function within the One Network Framework reflects the strategic importance of a corridor for moving people and goods, across all modes, and the scale of movement it intends to accommodate.



Movement

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# Place

- P1 – Place of regional/provincial significance
- P2 – Place of city/district significance
- P3 – Place of neighbourhood significance
- P4 – Place of local significance
- P5 – Limited place significance

The place function reflects where people and activities are located and results in demand for *crossing* the roadway, and dwelling on a street, as well as travelling along it. 'Place' mostly corresponds to urban environments (including small and medium sized towns and larger cities) where local economic activity, inclusion and equity and social connectedness are important drivers for our built environment, in addition to transport needs. In rural environments, places of importance can include sites of cultural importance or tourism locations.



Adjacent Land Use

Adjacent Land Use

Movement

Place

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# Defining Mode Share within the movement classification

## Transport Modes

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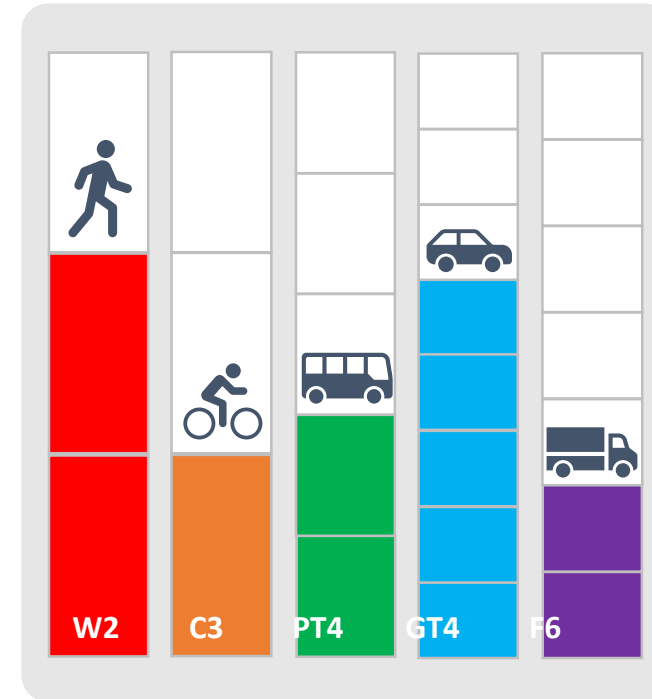


Plotting mode share onto a bar chart helps to demonstrate mode conflict and assist in determining mode share priorities.

# Development timeline



ONF Development Stages

| Stage | Date |
|---|---|
| HIGH LEVEL DESIGN | 2019 – Jul 2020 |
| ALIGNMENT | Jul-Sep 2020 |
| DETAILED DESIGN | Sep-Feb 2021 |
| ROLLOUT PREPARATION | Feb-Mar 2021 |
| RECLASSIFICATION | Apr-Jun 2021 |
| PROCUREMENT ENHANCEMENTS | Jul-Dec 2021 |
| EMBED ONF | 2021/2024 |

**Detailed Design COMPLETE**
With your help, our confidence on ONF is high

**Implementation of ONF across Waka Kotahi**

RAMM enhancements & automated ONF complete

Transition from ONRC to ONF Re classification

Transition from ONRC to ONF Moderation

ONF fully Integrated

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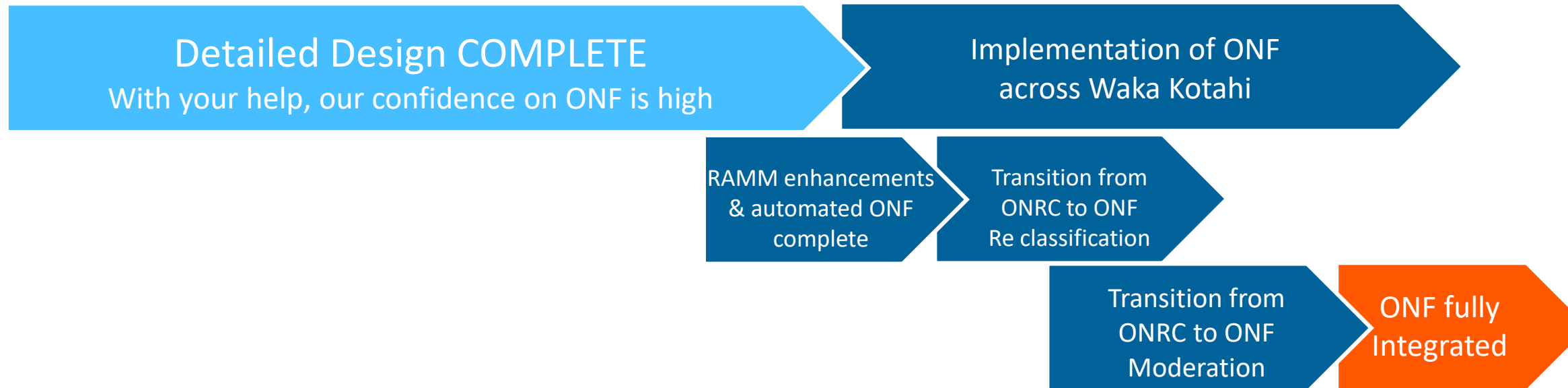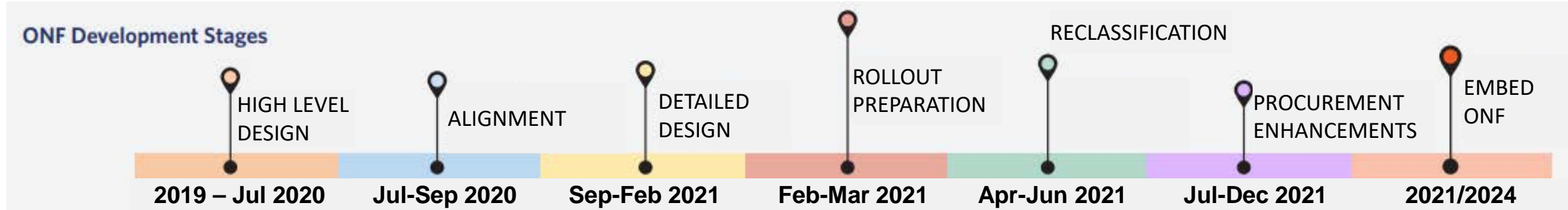
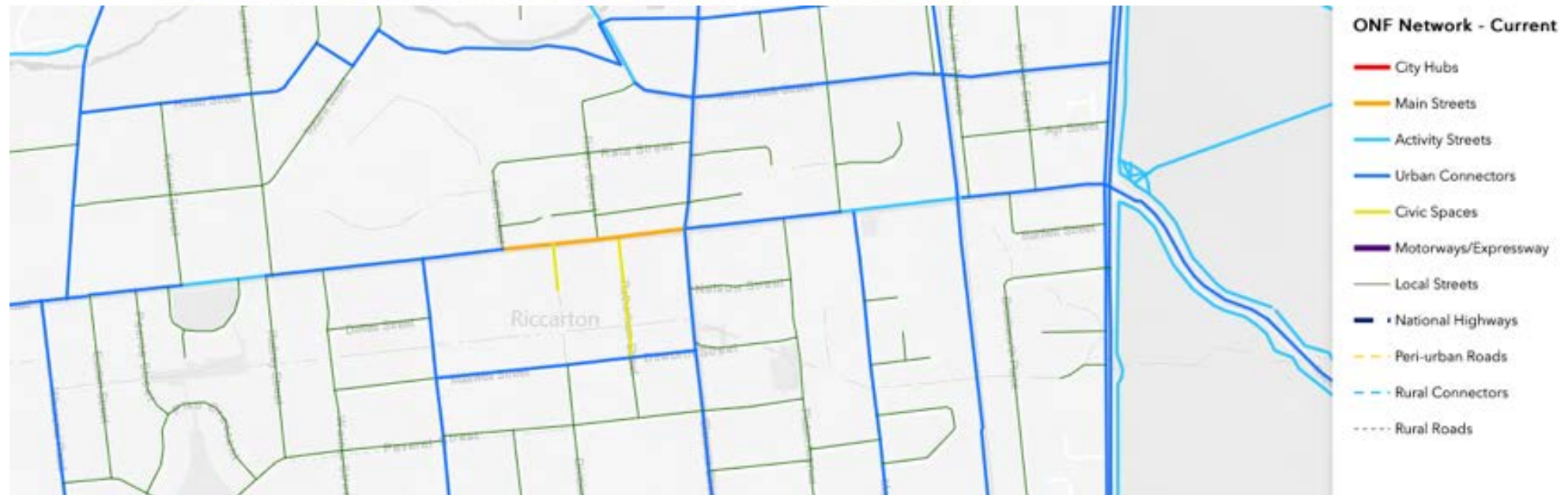# ONF will integrate into Waka Kotahi work :

- Step changes identified in Arataki – particularly the relationship between urban form and transforming urban mobility:

- NLTP development and management

- Investment planning and policy

- Road to Zero specifically the Speed Management Guide

- Technology, data collection and performance measures

- Mode Shift Plans

- Integrating in to State highway network management

- Network optimisation and integrated land use processes e.g. liveable streets, urban design guidelines

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# Case Study - Christchurch

Christchurch have mapped their district plan and network classification using ESRI.

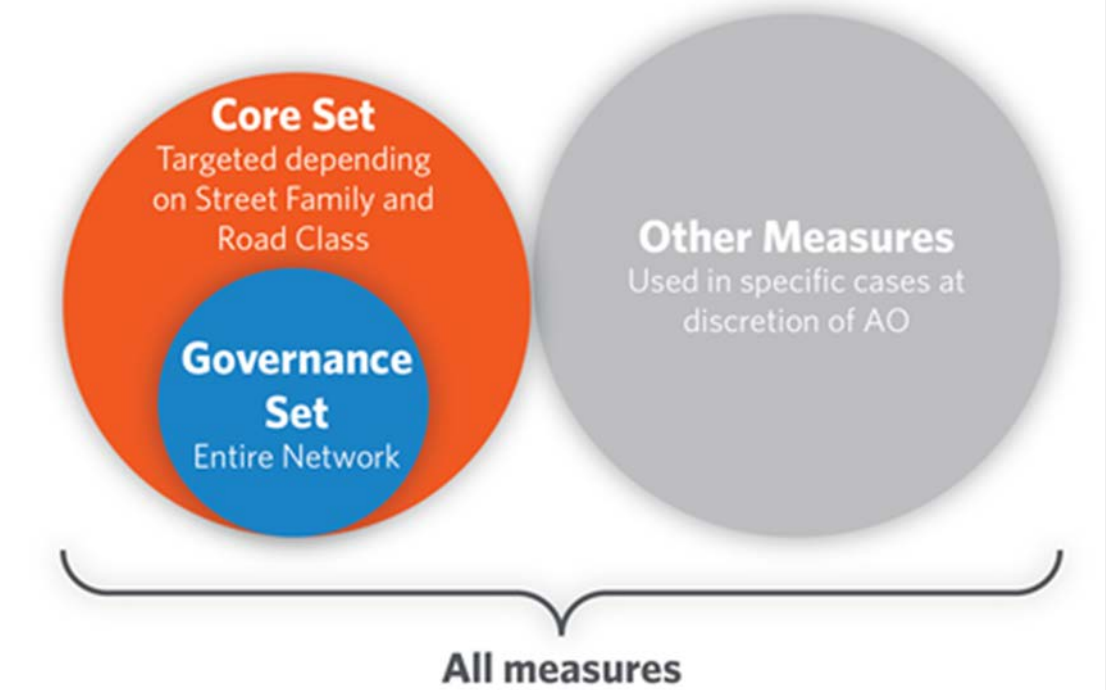This allows anyone to easily view the information

https://gis.ccc.govt.nz/portal/apps/webappviewer/index.html?id=7ab89da748a74e3d9eb668beb9df0571

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# Service Outcomes and Performance | Core Set Measures

- Provides differentiation for decision-making

- Targeted to include 30 measures

- Will form the basis for required reporting for all organisations

- Most measures are inclusive of all modes of travel

- Provide measurement consistency of key aspects of customer service

- 10 Core Set measures identified a 'Governance Set'. Predominantly 'Strategic' level measures to be measured across the entire network and communicated up to high level decision makers.

- Aligns with Waka Kotahi Benefit Framework



**Core Set** Targeted depending on Street Family and Road Class

**Governance Set** Entire Network

**Other Measures** Used in specific cases at discretion of AO

All measures

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# Useful to know?



- REGional workshops ongoing
- Sector engagement commencing  eg NZPI
- FAQs being developed
- ONF Website is up to date
- ONF community of practice being established

# Introducing the ONF Website



nzta.govt.nz/one-network-framework

# nzta.govt.nz/one-network-framework

Waka Kotahi – Claire Pascoe

REG – Andrew McKIllop

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