

ONE NETWORK FRAMEWORK

3 NOVEMBER 2022

ONF DETAILED DESIGN TABLE 1 - ONF FIVE-POINT SCALE FOR CLASSIFYING PLACE FUNCTION

| Place function ranking | Level of on-street activity | Typical adjacent land-use | Level of on-street activity – pedestrian volume |
|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|
| P1 | <ul style="list-style-type: none"> Very high on-street activity – very high numbers of pedestrians Very high numbers of people spending time in the location Major movement across the carriageway | High rise office blocks and apartments, central city shopping and entertainment, major commercial centres, streets with this level of place are most likely to be located within the CBD of major cities | <p>>1000 /hour at peak</p> <p>> 5,000 /day</p> |
| P2 | <ul style="list-style-type: none"> High/very high on-street activity – high numbers of pedestrians High numbers of people spending time in the location Significant movement across the carriageway | Office blocks, low rise apartments, entertainment venues, retail, commercial businesses, community facilities | >2,500 /day |
| P3 | <ul style="list-style-type: none"> Medium to high on-street activity Some people spending time in the location Some movement across the carriageway | Office blocks and low-rise apartments, retail, entertainment venues, commercial/trade businesses, community facilities, industrial | >1000 /day |
| P4 | <ul style="list-style-type: none"> Low to medium on-street activity related to people going about their lives Limited movement across the carriageway | Residential, schools, community facilities, low intensity commercial/industrial | <1000 /day |
| P5 | <ul style="list-style-type: none"> Little discernible on-street activity | Mostly rural except for State Highways (motorways/ expressways) in urban areas | Negligible pedestrian movement |

ONF DETAILED DESIGN TABLE 2 - CHARACTERISTICS OF MOVEMENT FUNCTION

| Considerations to determine Movement Significance | | Nature of Movement | Scale of People Movement (all modes) |
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| M1 | Major | Mass movement of people and/or goods on roads or streets that are of major importance in urban areas, within and between regions or nationally. | Typically > 20,000 per day |
| M2 | Significant | Movement of people and/or goods on inter-regional routes or primary roads and streets linking main centres or significant destinations and travel hubs within a city, town, or region. | 10,000 – 25,000 per day |
| M3 | Moderate | Movement of people and/or goods around a city, town, or region | 3,000 – 12,000 per day |
| M4 | Minor | Local movement by people making short trips or connecting to connector roads | 300 – 4,000 per day |
| M5 | Low | Local movement by people going about their daily lives | Typically < 500 per day |

STREET CATEGORIES

URBAN

| Street category | Description (general) | Function (category provides) | Density of on-street activity | Intensity of use ¹ (dwell time) | Adjacent land-use (indicative) | Place – primary attributes | Movement – primary attributes |
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| City hubs: <ul style="list-style-type: none"> • P1/2 • M1² | <p>City hubs are dense and vibrant places as they are the central point of a city where people spend time working, shopping, meeting other people, visiting entertainment venues and businesses. They support very high levels of through movement of people, particularly travelling by public transport & walking/cycling.</p> | <ul style="list-style-type: none"> • Access to adjacent land-use for all modes but very high pedestrian numbers and people travelling by public transport • High quality places where people want to visit, spend time, meet and gather • Accommodates very high levels of through movement of people, particularly travelling by public transport & walking/cycling • Focal point – centre of public and social life of city, both day and night | Very high | Very high | <ul style="list-style-type: none"> • High rise office blocks • High rise apartments • Central city shopping & entertainment venues • Major commercial centres • City Hubs are located within the CBDs of major cities | <ul style="list-style-type: none"> • Very high pedestrian numbers accessing adjacent land-use • On-street amenities (e.g., al fresco dining, street furniture, green spaces, planting, public art works) • High numbers of people spending time in the area (e.g., visiting businesses, meeting other people, gathering at destinations) | <ul style="list-style-type: none"> • Very high pedestrian numbers and people travelling by public transport • All modes but particularly high frequency public transport access and movement of pedestrians and cyclists • Very high pedestrian movement across the street/road • Narrow kerb to kerb distances and formal crossing opportunities at key intersections allowing for easy crossing of the road/street • Cycle parking facilities • Limited time bound parking for private motor vehicles |
| Main streets: <ul style="list-style-type: none"> • P1/2 • M2/3 | <p>Main streets generate high levels of on-street pedestrian activity by people working, visiting shops, businesses, and entertainment venues. They aim to support businesses and public life while making sure there are excellent connections with the wider transport network. Main Streets need to balance the interaction between the movement of people and goods and on-street activity³. They accommodate medium to high levels of people walking, cycling, using public transport, or driving through the area.</p> | <ul style="list-style-type: none"> • Access to adjacent land-use for all modes but particularly pedestrians • Attractive environment that encourages people to spend time in location • Accommodates high/medium levels of through movement for all modes | High | High/very high | <ul style="list-style-type: none"> • Office blocks • Low rise apartments • Entertainment venues • Retail • Commercial businesses • Community facilities | <ul style="list-style-type: none"> • High pedestrian numbers accessing adjacent land-use • On-street amenities (e.g., al fresco dining, street furniture, green spaces, planting, public art works) • People spending time in the area (e.g., visiting businesses, meeting other people, gathering at destinations) | <ul style="list-style-type: none"> • All modes - high pedestrian numbers • In cities often a core public transport prioritised • Often on-street time bound parking for motor vehicle drivers to be able to access desired destinations. • Regular formal crossing opportunities as high movement across street/road. • Cycle parking facilities. |
| Activity streets: <ul style="list-style-type: none"> • P2/3 • M2-M4 | <p>Activity streets provide access to shops, entertainment venues, community facilities and commercial, trades and industrial businesses for all people, whether walking, cycling, using public</p> | <ul style="list-style-type: none"> • Access to adjacent land-use for all modes • Accommodates medium/high levels of through movement for all modes | Medium | Medium/high | <ul style="list-style-type: none"> • Office blocks • Low rise apartments • Retail • Entertainment venues | <ul style="list-style-type: none"> • In CBDs of cities high pedestrian numbers accessing adjacent land-use • Some on-street amenities (e.g., al | <ul style="list-style-type: none"> • All modes - high pedestrian numbers in cities • Often public transport routes in cities • Often on-street parking or driveway access for motor vehicle drivers to be |

¹ Intensity of use is a measure of how much the off-carriageway space is being used, by people dwelling in the space, eating al-fresco, browsing market stalls, window shopping, or just relaxing on a bench seat

² Note, that M1 in the context of City Hubs is very high numbers of people walking/cycling and travelling by public transport rather than motor vehicle traffic which is a determining characteristic of Urban Connectors

³ Particularly in provincial towns where the Main Street is a State Highway

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| | transport, or driving. Activity Streets are where people spend a significant amount of time, working, shopping, eating, residing, and undertaking recreation. They support medium to high levels of people walking, cycling, using public transport, or driving through the area. | | | | <ul style="list-style-type: none"> Commercial/trades Community facilities Industrial | <p>fresco dining, street furniture)⁴</p> <ul style="list-style-type: none"> Some people spending time in the area (e.g., visiting businesses and gathering at destinations) | <ul style="list-style-type: none"> able to access carparks of desired destination Formal crossing opportunities to facilitate pedestrian movement across street/road. Limited cycle parking facilities. |
| Local streets: <ul style="list-style-type: none"> P3/4 M4/5 | Local streets primarily provide quiet and safe residential access for all ages and abilities. They are part of the fabric of our neighbourhoods and facilitate local community access. Local Streets are the most common and most diverse streets in urban areas. There are low levels of on-street activity and movement by people walking, cycling, and driving. | <p>Access to:</p> <ul style="list-style-type: none"> People's homes Schools and community facilities (e.g. churches) individual commercial/ industrial business in mixed use zone | Low-medium | Low/medium | <ul style="list-style-type: none"> Residential use Schools Community facilities Low intensity commercial/ industrial⁵ | <ul style="list-style-type: none"> Low levels of on-street activity associated with residents going about their daily lives In some particularly quiet streets, the carriageway can often be used as a play area by local children | <ul style="list-style-type: none"> Low levels of movement of all modes Due to the low levels of vehicle movement, people can usually cross the street at any point |
| Civic spaces: <ul style="list-style-type: none"> P1/2 M4/5 | Civic spaces are roads or streets that people are encouraged to spend time in and where people on foot can relax and move freely. There is usually street furniture and other amenities to encourage and support people to linger and spend time in these spaces. There are very high numbers of pedestrians moving around and through the space while there is little or no through movement for motor vehicles. | <ul style="list-style-type: none"> Access to adjacent land-use primarily for pedestrians High quality places where people want to visit, spend time, meet, and gather | Very high - medium ⁶ | Very high | <ul style="list-style-type: none"> Office blocks Apartment buildings Shopping & entertainment venues Commercial businesses Community facilities | <ul style="list-style-type: none"> Very high numbers of people spending time in the area (e.g., visiting businesses, meeting other people, gathering at destinations) On-street amenities (e.g., al fresco dining, street furniture, green spaces, planting, public art works) | <ul style="list-style-type: none"> Very high numbers of pedestrians moving around and through the space Pedestrians can move freely across the road/street/space These spaces provide pedestrian priority over vehicular movement Little or no through movement for motor vehicles |
| Urban connectors: <ul style="list-style-type: none"> P3/4 M1/3 | Urban connectors make it safe, reliable, and efficient for people and goods to move between different parts of urban areas. There are high levels of motor vehicle traffic, including freight. They often support public transport and provide major routes for | Provides safe, reliable, and efficient movement of people and goods between different parts of urban areas | High – low | Low | <ul style="list-style-type: none"> Full range of urban land-use – from suburban residential to the CBDs of cities Connector roads in industrial areas | <ul style="list-style-type: none"> Low levels of pedestrian activity associated with people moving through an area or along the side of the road/street | <ul style="list-style-type: none"> High levels of motor vehicle traffic, including freight Often public transport route Often major routes for cyclists Usually on-street parking Formal crossing opportunities for pedestrians across the main |

⁴ Note, that for Activity Streets people spending time in the area and engaging in activities such as al fresco dining is indicative of a place value of P2

⁵ Note, sometimes Local Streets may also provide access to schools, community facilities and low intensity commercial/industrial businesses in mixed use zones. In these circumstances, destinations either do not significantly elevate on-street activity or daily trip totals or have distinct short trip generation periods (e.g. dairies, day care centres etc). Sometimes these destinations might be located near or adjacent to each other.

⁶ Noting that civic spaces occur in urban areas – from our major cities to provincial towns

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| | people cycling. There are low levels of pedestrian activity associated with people moving along the road. | | | | | | carriageway at bus stops, major intersections, and mid-block where activities such as schools, shops, parks, and recreational destinations located |
| Transit corridors: • P5 • M1 | Transit corridors make it fast and efficient for people and goods to move within urban areas. They are mass transit corridors for private motor vehicles, freight, and public transport, and include motorways and urban expressways. They are usually separated from surrounding land use so there are no people walking or cycling on these roads. Transit corridors also include heavy rail networks and bus ways | Motorways/expressways provide fast and efficient movement of people and goods within urban areas | Low | Low | Low density residential or industrial usually separated from the Transit corridor | <ul style="list-style-type: none"> • Motorways and expressways usually separated from adjacent land use so no on-street activity | <ul style="list-style-type: none"> • Mass transit corridors for private motor vehicles, freight and public transport (also includes heavy rail networks) |

RURAL

| Street/road category | Description (general) | Function (category provides) | Density of adjacent activity | Intensity of use ⁷ (dwell time) | Adjacent land-use (indicative) | Place – primary attributes | Movement – primary attributes |
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| Inter-regional connectors : <ul style="list-style-type: none"> • P4/5 • M1 | These are national State Highways that make it safe, reliable, and efficient to move people and goods between and within regions. These roads run through farmland and natural areas so there are low levels of roadside activity. These roads carry significant levels of motor vehicle traffic, including freight. There are people cycling on the routes that connect to the NZ Cycle Trail. | Safe, reliable, and efficient long-distance movement of people and goods between and within regions | Low | Low | <ul style="list-style-type: none"> • Farmland • Conservation land • Natural areas | <ul style="list-style-type: none"> • Low levels of roadside activity associated with residents going about their daily lives | <ul style="list-style-type: none"> • Very high/high levels of motor vehicle traffic, including freight |
| Rural connectors : <ul style="list-style-type: none"> • P5 • M2/3 | Rural connectors make it easy for people and goods to move between different parts of rural areas, and link Rural Roads with Interregional Connectors. They support an increased level of traffic moving through the area, while also providing access from the land they pass through. Land around rural connectors is usually farmland, and these roads may also run through national parks or other natural areas. There are low levels of roadside activity related to the way surrounding land is used. | <ul style="list-style-type: none"> • Movement of people and goods between different parts of rural areas • Linking rural roads with State Highway network • Access to adjacent land use | Low | Low | <ul style="list-style-type: none"> • Farmland • Conservation land • Natural areas | <ul style="list-style-type: none"> • Low levels of roadside activity associated with residents going about their daily lives | <ul style="list-style-type: none"> • High-medium levels of motor vehicle traffic, including freight |
| Rural roads: <ul style="list-style-type: none"> • P5 • M4/5 | Rural roads provide access to rural land. They are the most common and diverse roads in rural areas. There is low levels of traffic and roadside activity from local people going about their daily lives. Some Rural Roads are important for freight, collecting dairy and forestry and other primary produce from their source, while others, where volumes of vehicle traffic are very low, can provide safe and pleasant recreational and tourism routes | Access to rural land | Low | Low | <ul style="list-style-type: none"> • Farmland • Conservation land • Natural areas | <ul style="list-style-type: none"> • Low levels of roadside activity associated with residents going about their daily lives | <ul style="list-style-type: none"> • Low levels of motor vehicle traffic, including freight |

⁷ Intensity of use is a measure of how much the off-carriageway space is being used, by people dwelling in the space, eating al-fresco, browsing market stalls, window shopping, or just relaxing on a bench seat

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| Peri-urban roads: <ul style="list-style-type: none"> • P4 • M2-M5 | <p>Peri-urban roads provide access to residential property in rural settlements, lifestyle blocks, sub-divisions and on the edge of urban areas where the main surrounding land-use is residential, but at a lower level than that found in urban residential locations. There are low levels of local street activity with residents going about their daily lives. Levels of motor vehicle traffic and freight will range from very high to low, depending on whether the peri-urban road is connecting to an interregional connector or rural road.</p> | <p>Access to residential property where the predominant adjacent land-use is residential, but at a lower density than that found in urban residential locations</p> | <p>Low</p> | <p>Low</p> | <ul style="list-style-type: none"> • Small rural hamlets/settlements • Residential properties on outskirts of towns and cities • Life-style blocks • Sub-divisions | <ul style="list-style-type: none"> • Low levels of roadside activity associated with residents going about their daily lives | <ul style="list-style-type: none"> • Levels of motor vehicle traffic (including freight) will range from very high to low depending on the connecting category of road (e.g. a State Highway with high volumes of motor vehicle traffic changing from Inter-regional connector to peri-urban on the outskirts of a provincial town) |
| Stopping places: <ul style="list-style-type: none"> • P3 • M1- M5 | <p>Stopping places are rural destinations that increase activity on the roadside and directly uses the road for access. There are more people walking, cycling, and driving in these locations, including people often crossing the road.</p> | <p>Identifies a rural destination that increases activity on the roadside and directly uses the road for access. Often an intervention is required to mitigate safety issues caused by the increased activity on higher movement corridors</p> | <p>Low - medium</p> | <p>Low - medium</p> | <ul style="list-style-type: none"> • Rural schools • Marae • Community facilities • Tourist attractions • Scenic sites | <ul style="list-style-type: none"> • Increased pedestrian activity within the section of corridor designated as a Stopping Place | <ul style="list-style-type: none"> • Increased activity by all modes at these locations including pedestrians often crossing the road |