

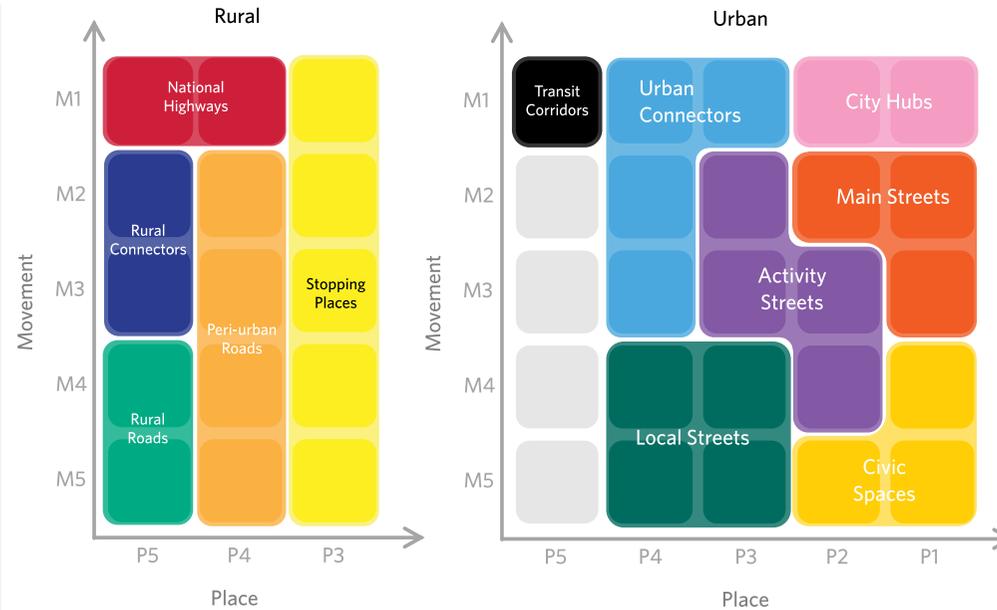
## Movement and Place Classification

### Designing the detail

The classification workstream has engaged with sector champions and user groups including public transport, and walking and cycling to determine the classes to be used for mode specific movement within the framework. The design of these movement classes has been aligned with how these specific modes model their networks within their own network planning and design frameworks. The detailed design will describe how each mode considers the strategic intent of the constituent parts of their network, known as its strategic significance. Our appreciation goes out to everyone that contributed their time and expertise to the workshops.

An additional class has been included in both walking and cycling for use with special paths primarily within the rural context that can be used to classify walking and cycling undertaken for recreation or tourism purposes.

Additional detail has also been produced about how the Place function of roads and streets should be considered in classification to include the influence of key destinations and adjacent land-use.



### Street Families

The robustness of ONF has been tested and a number of subtle changes have been made. While it may not appear much has changed, in-depth design discussions have taken place about street families, particularly about the vacant part of the P5 column in the Urban matrix, where consideration was given to creating a 'movement only' family to fill the space. It was agreed that these types of corridors could be accommodated within Local Streets or Urban Connectors.

The Motorways/Expressways family has been renamed to Transit Corridors to account for other dedicated mass transit corridors such as Bus-ways and Railways. The street families also have a new colour scheme designed for use on maps that ensures contrast between families likely to be adjacent to each other and ensuring accessibility for those with common forms of colour blindness.

### Classifying by intended function

The design of the One Network Framework methodology will facilitate classification of networks through considering the intended function of a corridor first, particularly when describing the aspirational view for transport networks. While the framework will provide classification factors and metrics for guidance, our intention is to deliver a framework that is intuitive to apply. Experience with early adopters of the classification methodology is that this is proving to be the case.

### Next Steps

The detailed design elements of classification will now be trialled and further refined with a representative group of RCAs. The objective of the trials will be to confirm the design concepts through application of the classification methodology to RCA networks and the development of a number of case studies. The case studies will describe how the One Network Framework can be used in a variety of applications from planning for growth, to linking investment in transport to economic development, and development of Activity Management Plans.

Alignment of the classification methodology with other frameworks such as the IDMF and Road to Zero will also be undertaken in the next phase of the project.



### Brain teaser

Would these two cycle paths have the same classification?