One network road classification - functional classification

### Functional Classification

There are criteria and thresholds for each category, based on the functions the road performs within the network. To be included in a particular category a road must meet the agreed criteria and thresholds, including at least one of either - typical daily traffic (AADT), heavy commercial vehicles (HCV), or bus (urban peak) as appropriate.

The six functional categories are:

- **National**: These are roads that make the largest contribution to the social and economic wellbeing of New Zealand by connecting major population centres, major ports or international airports and have high volumes of heavy commercial vehicles or general traffic. They must meet the thresholds for 3 criteria, including at least one of the following movement criteria (Typical Daily Traffic, Heavy Commercial Vehicles or Buses, Urban Peak) and at least one of the economic and social criteria (i.e. 3 in total). To be included in the high volume subset a road must meet one of the high volume criteria for typical daily traffic or HCVs.

- **Regional**: These roads make a major contribution to the social and economic wellbeing, link regionally significant places, industries, ports or airports and may be the only route available to some places within the region (i.e. they may perform a local ‘ground truthing’ function). In urban areas they may have significant passenger transport movements and numbers of cyclists and pedestrians using the road. As well as meeting at least one of the following movement criteria (Typical Daily Traffic, Heavy Commercial Vehicles or Buses Urban Peak) they also need to meet at least 1 other criteria (i.e. 2 in total). The other criteria should then be considered to provide a local ‘ground truthing’ check, and in some instances by considering these this may result in a road moving up or down a category to reflect the function of the road.

- **Arterial**: These roads make a significant contribution to social and economic wellbeing, link regionally significant places, industries, ports or airports and may be the only route available to some places within the region (i.e. they may perform a local ‘ground truthing’ function). In urban areas they may have significant passenger transport movements and numbers of cyclists and pedestrians using the road. As well as meeting at least one of the following movement criteria (Typical Daily Traffic, Heavy Commercial Vehicles or Buses Urban Peak) these roads need to meet at least one of the economic or social criteria (i.e. 2 in total). The other criteria are then be considered to provide a local ‘ground truthing’ check, and in some instance by considering these criteria, this may result in a road moving up or down a category to reflect the function of the road.

- **Secondary Collector**: These are roads that provide a secondary distributor/collector function, linking local areas of population and economic sites and may be the only route available to some places within this local area. These roads need to meet at least one of the movement criteria (Typical Daily Traffic or Heavy Commercial Vehicles - i.e. 1 in total). The other criteria are then be considered to provide a local ‘ground truthing’ check, and in some instance by considering these criteria, this may result in a road moving up or down a category to reflect the function of the road.

- **Primary Collector**: These are locally important roads that provide a primary distributor/collector function, linking significant local economic areas or areas of population. They may be the only route available to some places within the region and in urban areas they may have moderate passenger transport movements and numbers of cyclists and pedestrians using the road. These roads need to meet at least one of the movement criteria (Typical Daily Traffic, Heavy Commercial Vehicles or Buses Urban Peak - i.e. 1 in total). The other criteria are then be considered to provide a local ‘ground truthing’ check, and in some instance by considering these criteria, this may result in a road moving up or down a category to reflect the function of the road.

- **Access**: These are all other roads. Low volume roads within this category will fall into the low volume subset.

In the Primary/Secondary Collector and Access road categories we propose that the criteria other than the Typical Daily Traffic, Heavy Commercial Vehicles or Buses Urban Peak can be used to move a road up a category on the basis of local knowledge. For example, an Access road may provide critical connectivity or provide access to a regionally or locally significant tourist destination warranting it moving up a category to Secondary Collector even through it does not conform to the movement criteria for that category.