

*appendix m:
roading hierarchy
description*



MAJOR ROADS

STRATEGIC ARTERIAL

These roads form part of a national network of strategic importance and transport a very high proportion of through traffic. They should be designed for safe and efficient operation at high speeds. Access to abutting land may be controlled so that the operational efficiency of the road is not impaired.

State Highway 16 (including the North-Western Motorway) and 18 are the only Strategic Arterial Roads servicing Waitakere City. Volumes on State Highway 16 range from about 30,000 vehicles per day north of Royal Road interchange to 75,000 vehicles per day south of the Te Atatu Road interchange.

REGIONAL ARTERIAL ROADS

These roads carry major traffic flows between principal sectors of the Region not catered for by Strategic Arterial Roads. The through traffic proportions are high and these roads should also be designed for safe and efficient operation at higher traffic speeds. Access to abutting land may be controlled.

The Waitakere City traffic flows on regional arterial roads are typically in the range of 15,000 to 35,000 vehicles per day. Examples are Great North Road and Te Atatu Road south of the Motorway.

DISTRICT ARTERIAL ROADS

These roads cater mainly for traffic between major nodes or suburbs of the city, a function partly shared with Regional Arterial Roads.

These roads carry a high proportion of through traffic and should be designed for safe and efficient operation at moderate speeds. Access to abutting land may be controlled.

The Waitakere City's flows on District Arterial Roads are typically in the range of 5,000 - 25,000 vehicles per day. Examples are Don Buck Road, and Glendale Road.

NEIGHBOURHOOD ROADS

COLLECTOR ROADS

These roads collect traffic from local roads and distribute traffic from the arterial roads. They also act as local main roads, supplementary to the primary network.

Owing to the higher access function they form, a lower design speed than arterial roads is appropriate.

Traffic flows on Collector Roads are typically in the range of 2,000 - 10,000 vehicles per day. Examples are Wisely Road and Golf Road.

LOCAL ROADS

The main function of Local Roads is to give access to abutting land and they have limited (if any) through traffic.

Local Roads should be designed for safe and efficient operation of motor vehicles at low speeds, allowing for easy and safe movement around neighbourhoods by pedestrians and cyclists. Roads should be designed to make high speed operation of motor vehicles unrealistic.

Traffic volumes on Local Roads are generally less than 1,500 vehicles per day, and can be as low as one or two hundred vehicles per day.

Local Roads may be categorised according to their volume and design.

- An Access Place is a road where the residential environment is dominant and the number of dwellings served is in the order of 30
- A Local Street is a road where the residential environment is dominant and the number of dwellings is in the order of 150.