

**Table 4-3 Road Hierarchy**

Hierarchy	Description	ONRC <sup>1</sup>
<b>State Highways</b>	<p>State Highways are primary roads in the strategic road network linking Nelson and Tasman to other areas of the country.</p> <p>Safe and efficient mobility along the corridor will be the principal function of State Highways, with access to adjacent land being a subordinate function. State Highways will be constructed and managed by the New Zealand Transport Agency</p>	Regional, Arterial, Primary Collector or Secondary Collector
<b>Arterial Roads</b>	<p>Arterial roads will be designed to join centres of population within regions and neighbouring regions and provide links to the higher order State Highway network. Safe and efficient mobility along the corridor is the principal function of Arterials with access to adjacent land being a subordinate function. Arterial roads are constructed and managed to minimise their local access function</p>	Regional or Arterial
<b>Principal Roads</b>	<p>Principal roads will connect and augment the higher order transport system. These roads link adjacent suburbs, smaller centres and areas of population and facilitate movement to and access of major attractors and industrial areas.</p> <p>Principal roads will have multiple functions of moving people and goods safely and efficiently whilst also providing access to major employment areas and attractors and movement across corridors. The function of mobility along Principal roads will not dominate the management of the corridor to the detriment of access to adjacent land use.</p> <p>The effects of traffic generated by adjacent land use will not detract from the mobility function of the corridor of a Principal road.</p> <p>Principal Roads will accommodate short to medium length trips associated with through traffic and local traffic.</p> <p>Public transport, walking and cycling will be accommodated within Principal Roads.</p>	Primary Collector
<b>Shopping Streets (Tasman) and City Streets (Nelson)</b>	<p>Shopping Streets have a range of functions, which means a 'design led' approach is required for them.</p> <p>Therefore, they are not categorised, i.e. neither Classified nor Unclassified. Typically, these roads provide high levels of pedestrian priority, on-road parking supply, amenity, and local traffic circulation/servicing.</p>	NA
<b>Collector Roads</b>	<p>Collector roads will be designed to distribute traffic between and within local areas and form a link between higher order (Principal and Arterial) roads and lower order (Sub-Collector and Local) roads.</p> <p>Collector Roads will be designed to accommodate local traffic and provide access to adjoining property. In the urban area, Collector</p>	Primary or Secondary Collector

<sup>1</sup> One Road Network Classification (ONRC) is shown in

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<b>Sub Collector Roads</b>	<p>roads must have a predominantly residential frontage and where required, contain the bus routes within the neighbourhood.</p> <p>Sub-Collector roads will be designed to distribute the vehicular traffic at a neighbourhood level and form the link between Collector roads and Local roads. A high proportion of traffic on these roads has an origin or destination within the immediate area.</p> <p>In residential areas, Sub-Collector roads must provide high levels of amenity and prioritise access to adjoining property over local traffic movements. Through traffic is not a desired outcome for Sub-Collector roads.</p>	Secondary Collector or Access
<b>Local Roads</b>	<p>Local roads will be designed for the primary function of providing direct access to properties fronting the access road and along which only traffic having an origin or destination will travel. Pedestrian and local amenity values predominant.</p> <p>Local roads must also be designed to ensure a safe and high amenity environment for pedestrians and cyclists, so that the road is a shared multi-functional public space</p>	Access or Low Volume
<b>Residential Lanes</b>	<p>Residential Lanes are public roads that will be designed to provide access for between seven and 20 residential units.</p> <p>Residential lanes will be designed to have the visual appearance of a Private Access Way, to discourage use by non-local vehicular traffic. Vehicular and pedestrian access to frontage properties is the key function.</p>	Low Volume
<b>Service Lanes</b>	<p>Service Lanes will be designed for the purpose of providing side or rear access for vehicular traffic to land in industrial or commercial areas. When their construction has been completed, they may be made into private rights of way.</p> <p>No parking or separate pedestrian facilities are required to be provided on Services Lanes</p>	Low Volume
<b>Private Access</b>	<p>Private access includes rights of way, access lots and private driveways and are for providing access over private land to private property.</p> <p>Access to private residential areas can only serve up to six potential residential units. If there is potential for more than six residential units then a private access is inappropriate, and access should be designed to be taken from a public road.</p>	NA
<b>Public Accessway</b>	<p>An Accessway is a path providing pedestrian and cycle access between two or more public roads or between a road and a reserve. This is schematically illustrated in Figure 4-2. An accessway may service a number of properties along its length.</p>	NA