

Transport Sector Investment National Land Transport Programme

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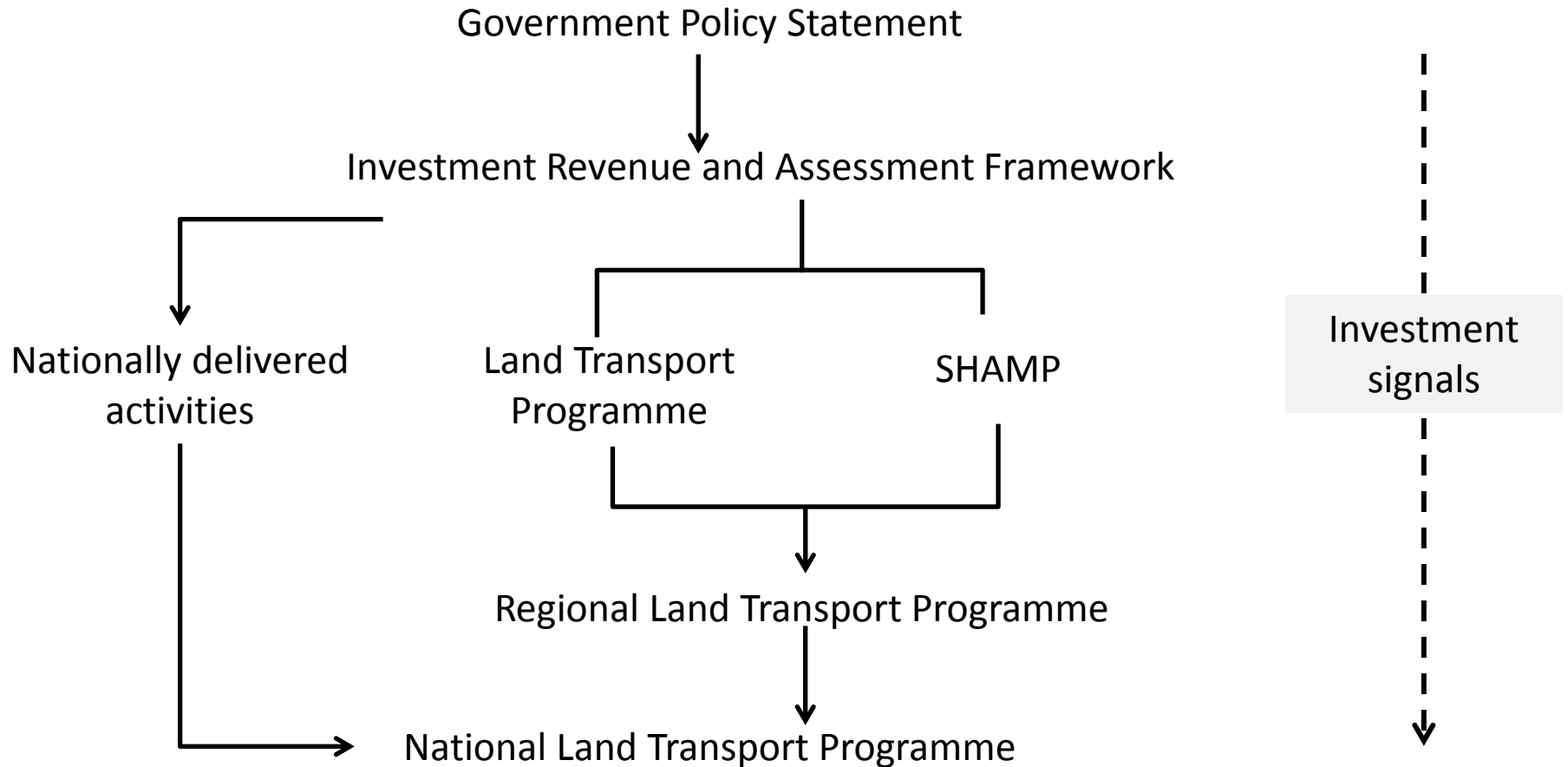
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NZ TRANSPORT AGENCY
WAKA KOTAHI

New Zealand Government

Investment priorities



Assessment

Strategic Fit

(High, Medium, Low)

How an identified problem, issue or opportunity aligns with the NZTA's strategic investment direction – the national significance

Effectiveness

(High, Medium, Low)

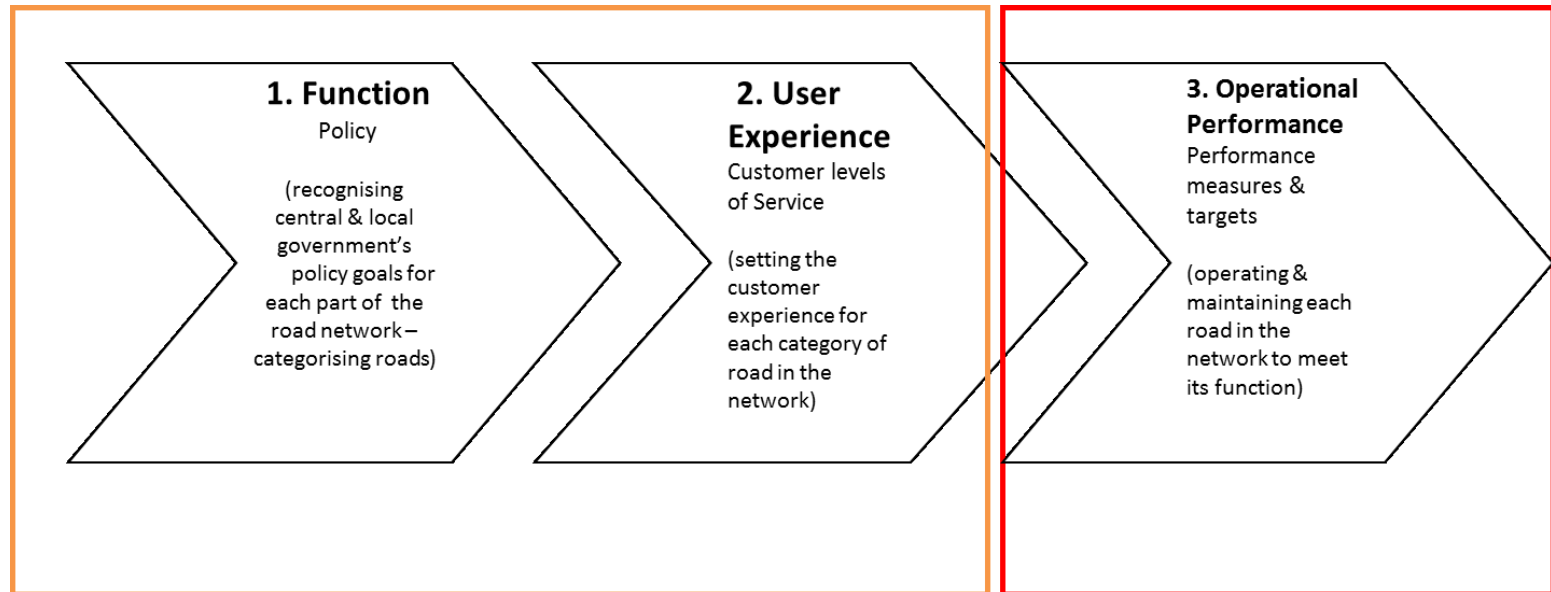
The contribution the proposed solution makes to achieving the strategic direction, the purpose of the LTMA, and how a solution is optimised, integrated and enduring.

Efficiency

(High, Medium, Low)

How well the proposed solution maximises the value of what is produced from the resources used.

One Network Road Classification



ROAD & STREET CATEGORIES/CRITERIA	FUNCTIONAL CRITERIA AND THRESHOLDS									
	MOVEMENT OF PEOPLE & GOODS					ECONOMIC AND SOCIAL				
	LINK		PLACE			LINK		PLACE		
	TYPICAL DAILY TRAFFIC (~) ¹	HEAVY COMMERCIAL VEHICLES ²	BUSES (Urban Peak) ³	ACTIVE MODES ⁴	LINKING PLACES	CONNECTIVITY	FREIGHT - INLAND PORTS/PORTS (per annum)	AIRPORT PASSENGER NUMBERS (per annum) ⁵	TOURISM ⁶	HOSPITALS
NATIONAL Meet 3 criteria (incl. at least 1 of Typical Daily Traffic, HCV or Buses & 1 economic or social)	U ⁷ : > 25,000 R: > 15,000	>800	> 40 buses or 2000 people per hour		>100,000 population ⁸		>2 million tonnes (or >\$3 billion) ⁹	>3 million ¹⁰		
(HIGH VOLUME) Meet at least 1 high volume (Typical Daily Traffic or HCV)	U: > 35,000 R: > 20,000	>1200								
REGIONAL Meet 2 criteria (incl. at least 1 of Typical Daily Traffic, HCV or Buses & 1 economic or social)	U: > 15,000 R: > 10,000	>400	> 40 buses or 2000 people per hour		>30,000 population ¹¹	Linking remote regions (Regional Councils) or sole connectivity in urban areas	>1 million tonnes ¹²	>500,000 ¹³	Top 5 Tourist Destinations	Access to Tertiary Hospitals
ARTERIAL Meet 2 criteria (incl. at least 1 of Typical Daily Traffic, HCV or Buses)	U: > 5,000 R: > 3,000	>300	> 15 buses or 750 people per hour	Significant numbers of pedestrians and cyclists (urban peak) or part of identified cycling or walking network	>10,000 population ¹⁴	Critical Connectivity (no alternative routes)		>250,000 ¹⁵	Regionally or Locally Significant Tourist Destinations or Significant Scenic Routes	Access to Regional Hospitals
PRIMARY COLLECTOR Meet 1 criteria (incl. at least 1 of Typical Daily Traffic, HCV or Buses)	U: > 3,000 R: > 1,000	>150	> 6 buses or 300 people per hour		>2,000 population		< 1 million tonnes	<250,000		
SECONDARY COLLECTOR Meet 1 criteria (incl. at least 1 of Typical Daily Traffic or HCV)	U: > 1,000 R: > 200	>25			>250 population					
ACCESS All other roads	U: < 1,000 R: < 200	<25			<250 population					
(LOW VOLUME) Meet low volume Typical Daily Traffic	U: < 200 R: < 50									



Fit for purpose customer levels of service (CLoS) outcomes (provisional)

Overarching principles:	<ol style="list-style-type: none"> Over time all roads in a particular category should offer an increasingly consistent, fit for purpose customer level of service for road users Value for money and whole of life cost will be optimised in the delivery of affordable customer levels of service. The customer levels of service will be delivered in the context of an integrated national network, integrating landuse and transport, including all modes and both rural and urban areas. The customer levels of service will be delivered in the context of a safe system approach, which aims to create a forgiving road system, where human error and vulnerability do not result in death or serious injury.
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[Blue descriptions in square brackets indicate guidance for the AMP Group preparing performance measures and targets and will be removed from the final customer level of service descriptors].

Road categories	Mobility			Safety	Amenity	Accessibility
	Travel time reliability	Resilience	Optimal speeds (safety and efficiency)			
National (high volume)	The majority of road users experience consistent travel times with some exceptions in major urban centres.	Route or viable alternative is always available. Very rapid restoration of route affecting normal operating conditions. Road users are advised well in advance of issues affecting network performance and availability.	Higher speeds on KiwiRAP ¹ 4-star dual carriageway roads, or lower or variable speeds where required to support network safety or productivity. [Priority users (buses and freight) provided with separate facilities where appropriate].	Mostly forgiving roads and roadsides, equivalent to KiwiRAP 4-Star standard. User hazards absent or mitigated including head on risk. Active road users generally do not have access - if present, they are provided with separate space or are physically separated. Form of road provides road user guidance.	High level of comfort, no discernable roughness. Aesthetics of adjacent road environment reflects journey experience needs of higher numbers of through traffic users. Character of scenic/tourist routes protected and enhanced.	Landuse access for road users rare and highly engineered, usually only to highway service centres. Strategic network connectivity for road users due to infrequent connections, generally only to National high volume roads. High volume traffic will be unimpeded by other traffic at junctions. [Mainly express bus services]. Active road users generally do not have access - if present, they are provided with network access and journey continuity by a separate space or are physically separated. Provision of quality information relevant to national road user needs.
National	The majority of road users experience consistent travel times with some exceptions in urban heavy peak, holiday or during major events.	Route is always available during major weather or emergency events and viable alternatives exist. Rapid clearance of incidents affecting road users. Road users are generally advised in advance of issues and incidents	Higher speeds depending on assessed level of risk. Lower if mixed use, high intersection density, schools, shopping, concentrations of active road users. [Priority users (buses and freight) provided with separate facilities where appropriate.]	A high KiwiRAP 3 or 4-star standard, or equivalent, with consistent and predictable alignment. User hazards mostly mitigated. Active road users (if present) are mostly provided with separate space or are physically separated. Some lower standards and/or winding sections may require lower speeds and extra care. High level of road user safety guidance provided.	High level of comfort, infrequent roughness. Aesthetics of adjacent road environment reflects journey experience needs of higher numbers of through traffic users. Character of scenic/tourist routes protected and enhanced.	Landuse access for road users infrequent and highly restricted in rural areas, and often restricted in urban areas. Mainly strategic network connectivity for road users due to infrequent connections, generally only to other equal and higher category roads. [Mainly express bus services.] Network access and journey continuity for active road users (if present) mostly provided by separate space or physical separation. Easy navigation at intersections, with National road traffic given priority, unless joining with equal or higher category roads. Provision of quality information relevant to national road user needs.
Regional	The majority of road users experience consistent travel times with some exceptions in urban heavy peak, holidays, during major events or during severe weather events.	Route is always available except during major-extreme weather or emergency events and viable alternatives nearly always exist. Rapid clearance of incidents affecting road users. Road users may be advised in advance of issues and incidents	Higher speeds depending on assessed level of risk. Lower if mixed use, high intersection density, schools, shopping, concentrations of active road users. [Priority users (buses and freight) provided with separate facilities where appropriate.]	Mostly KiwiRAP 3-star equivalent or better. Active road users are mostly provided with additional space in urban areas and in some rural areas. Some lower standards and/or winding sections may require lower speeds and extra care. High level of road user safety guidance provided.	High level of comfort, infrequent roughness. Aesthetics of adjacent road environment reflects journey experience needs of both through traffic and active road users. Character of scenic/tourist routes protected and enhanced. Amenity outcomes of active road users are mostly provided with additional space in urban areas and in some rural areas. Clean and secure [lighting, park and ride and cycle park facilities, weather protection for PT users].	Landuse access for road users in rural areas often restricted, and some restrictions in urban areas. Limited road user connections to other National roads and Arterials, with priority over lower category road users. [Numerous bustops with high frequency services to key destinations and interchanges.] Network access and journey continuity for active road users are mostly provided with additional space in urban areas and in some rural areas. [Parking for all modes, and facilities for mobility impaired at activity centres with some shared spaces.] Extra care required around activity centres due to mixed use, including goods vehicles. Provision of quality information relevant to regional road user needs.
Arterial	Generally road users experience consistent travel times with some exceptions in urban heavy peak, holidays, during major events or during moderate weather events.	Route is nearly always available except in major weather events or emergency event and where no other alternatives are likely to exist. Clearance of incidents affecting road users will have a high priority. Road users may be advised of issues and incidents	Higher speeds depending on assessed level of risk. Lower if mixed use, high intersection density, schools, shopping, concentrations of active road users. In urban areas travel speeds depend on assessed level of risk and recognise mixed use, schools, shopping strips and concentrations of active road users	Variable road standards, lower speeds and extra care required on some roads/sections particularly depending on topography, access, density and use. Road user safety guidance provided at high risk locations. Some separation of road space for active road users in urban areas	Good level of comfort, occasional areas of roughness. Aesthetics of adjacent road environment reflects journey experience needs of both road users and land use. Urban arterials reflect urban fabric and contribute to local character. Some separation of road space for active road users for amenity outcomes in urban areas. Clean and secure [lighting, good PT and cycle numbers, including park and ride and cycle park facilities, and weather protection for PT users]	Some landuse access restrictions for road users, both urban and rural. Road user connection at junctions with National, Arterial or Collector roads, and some restrictions may apply in urban areas to promote Arterials. Traffic on higher classified roads generally has priority over lower order roads. [Numerous bustops with high frequency services to key destinations and interchanges.] Some separation of road space for active road users in urban areas to provide network access and journey continuity. [Parking for all modes and facilities for mobility impaired at activity centres, and some shared spaces.] Extra care required around activity centres due to mixed use, including goods vehicles. Provision of quality information relevant to Arterial road user needs.





