RIGHT ROAD, RIGHT VALUE, RIGHT TIME

The One Network Road Classification (ONRC)

The ONRC is a new framework that categorises roads throughout the country. This is the first time in the history of New Zealand that consistent specifications will apply to all public roads from Cape Reinga to the Bluff, depending on what purpose they serve.

The ONRC considers the needs of all road users, be they motorists, cyclists or pedestrians. It will give road users more consistency and certainty about what standard and services to expect on the national road network, including the most appropriate safety features. It will also help New Zealand to plan, invest in, maintain and operate the road network in a more strategic, consistent and affordable way throughout the country.

ACCESS

This is often where your journey starts and ends. These roads provide access and connectivity to many of your daily journeys (home, school, farm, forestry etc). They also provide access to the wider network.

SECONDARY COLLECTOR

These roads link local areas of population and economic sites. They may be the only route available to some places within this local area.

PRIMARY COLLECTOR

These are locally important roads that provide a primary distributor/collector function, linking significant local economic areas or population areas.



REGIONAL

These roads make a major contribution to the social and economic wellbeing of a region and connect to regionally significant places, industries, ports and airports.

They are major connectors between regions and, in urban areas, may have substantial passenger transport movements.

ARTERIAL

These roads make a significant contribution to social and economic wellbeing, linking regionally significant places, industries, ports or airports. They may be the only route available to important places in a region, performing a 'lifeline' function.

NATIONAL

These roads 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.

ACCESS Freight -Heavy Airport commercial Inland passenger **Average** vehicles Ports/Port numbers (daily flows) **Linking places** daily traffic **Active modes** (per annum) (per annum) Tourism <1,000 <250 <250k <25 pedestrians and cyclists significant tourist identified cycling or walking network significant Low volume Urban: <200 **SECONDARY COLLECTOR** Freight -Airport commercial passenger Average vehicles Ports/Port numbers **Active modes Tourism Linking places** daily traffic (daily flows) (per annum) (per annum) >250 >25 <250k l **PRIMARY COLLECTOR** Heavy Freight -**Airport** commercial **Buses** Inland passenger Ports/Port vehicles numbers Average per hour **Active modes Tourism** daily traffic (per annum) (daily flows) (urban peak) **Linking places** (per annum) Significant numbers of Regionally or locally pedestrians and cyclists (urban peak) or part of identified cycling or >2k <250k destinations or ARTERIAL Heavy Freight -Airport commercial Inland passenger **Average** vehicles per hour Ports/Port numbers **Active modes Tourism Linking places** daily traffic (daily flows) (urban peak) Connectivity Hospitals (per annum) (per annum) pedestrians and cyclists (urban peak) or part of identified cycling or >10k >300 >250k ----**REGIONAL** Freight -Heavy Airport Inland commercial Buses passenger numbers **Average** vehicles per hour Ports/Port daily traffic (daily flows) (urban peak) **Linking places** Connectivity (per annum) (per annum) **Tourism** Hospitals 40 00 (regional councils) or sole connectivity >30k >400 >500k tertiary hospitals destinations in urban areas Freight -Airport Heavy Inland commercial **Buses** passenger vehicles Ports/Port numbers **Average** per hour daily traffic (daily flows) **Linking places** (per annum) (per annum) (urban peak) 40 >100k >800 >3M **High volume**

For more information on the ONRC, please visit www.nzta.govt.nz/onrc



>35,000

Rural: >20,000

>1200

