Background to the Development of a State Highway Classification System

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Evolution not Revolution

- Classification is not a new concept

- Over a number of years several systems have operated in New Zealand

An early view of State Highway Classification

National State Highways

Provincial State Highways

2007 NSHS

State Highway Categories

- National State Highways
- Regional State Highways
- Sub-regional State Highways

Why re-classify our highways now?

- The Government's priority is for land transport investment to support economic productivity and growth, by the efficient movement of people and freight; and

- To reduce the number of fatalities and serious injuries on New Zealand's roads

What is the State Highway Classification System?

- The development of a classification system involves categorising highways in the state highway network based on their role and function
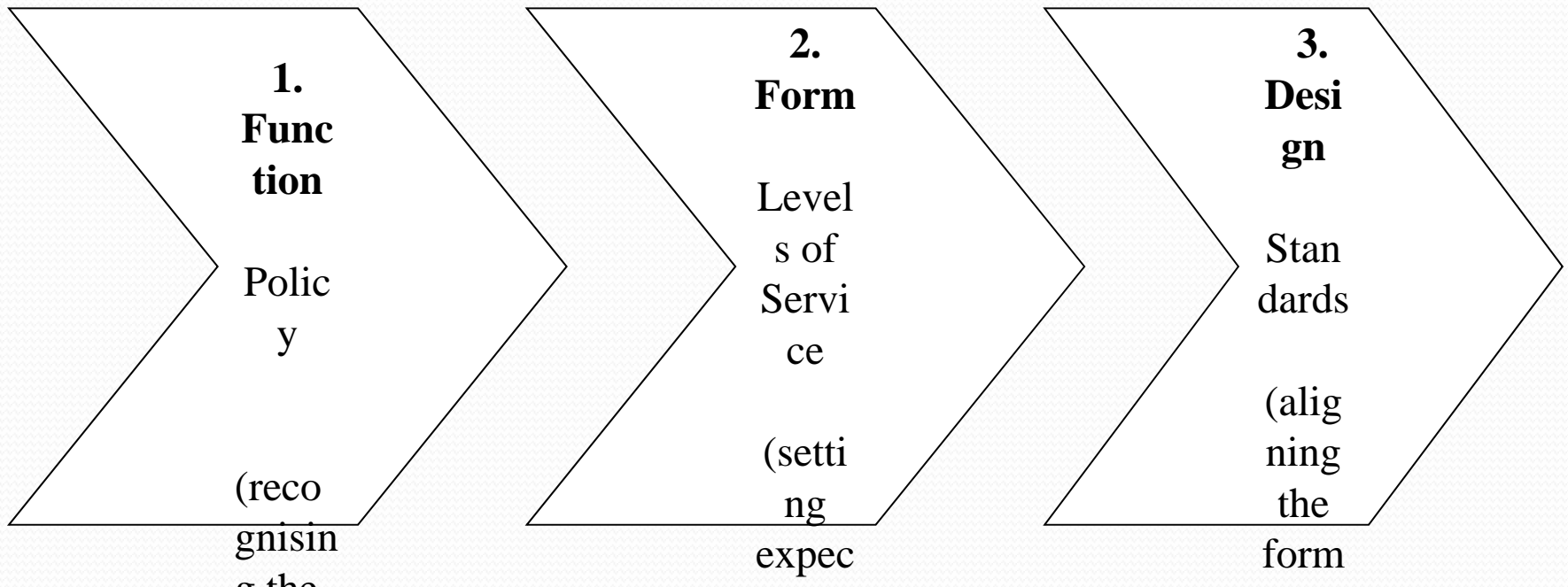
International best practice

- Highway classification systems are widely used internationally in all aspects of highway planning and investment, operations and road asset management.

Benefits to NZTA of a single system

- A classification system for the State highway network can contribute to this outcome by helping the NZTA align planning, investment, and operational activities for the network.

The Function, Form and Design Continuum

- Determining the form of a particular category of highway, and the design parameters, are subsequent considerations, that flow from the classification system.

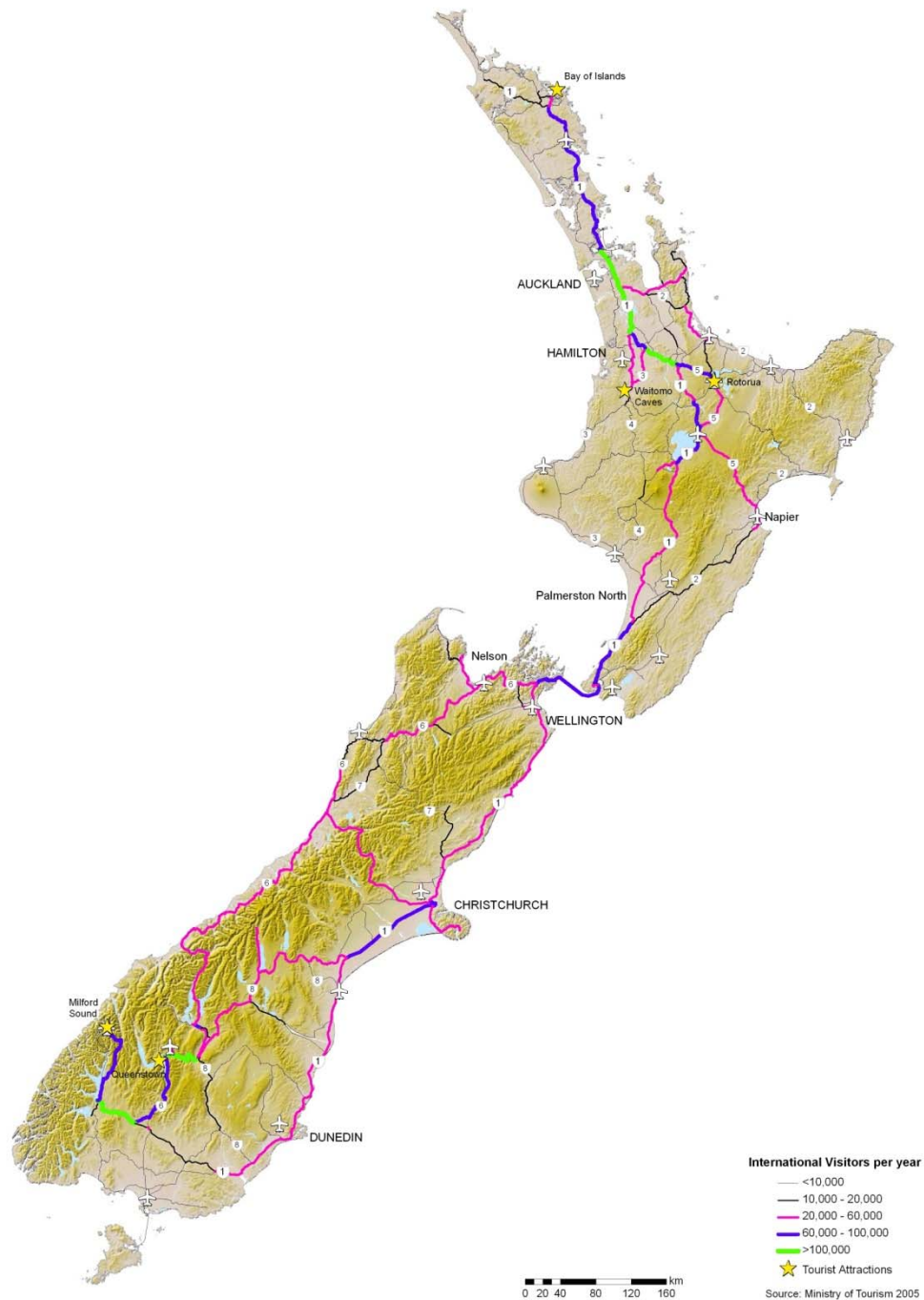| 1. Function	2. Form	3. Design
Policy	Levels of Service	Standards
(recognising the	(setting expec	(aligning the form

Benefit to road users of a single system

- A classification system can also help road users plan their journeys, by signalling to them the levels of service they can expect (over time) on highways in each category of the classification system.
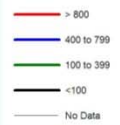
Seven criteria

- Freight highway volumes
- Annual average daily traffic
- Centres of population
- Freight tonnes and value at ports and airports
- Airport passenger numbers
- International tourist flows on highways
- Connecting isolated regions and other strategic locations
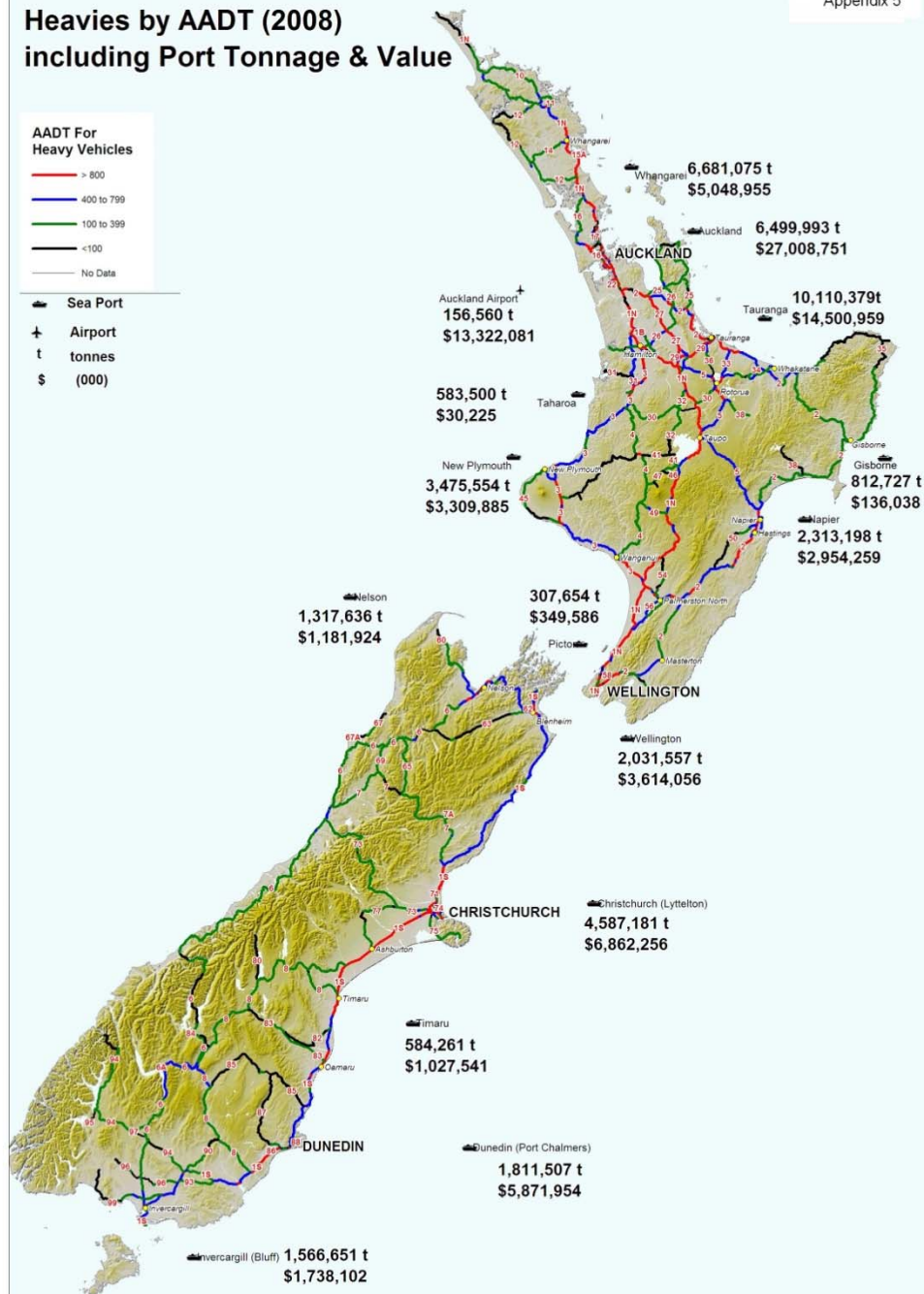
International Tourism (Destinations and Road Flow)

International Visitors per year

- <10,000
- 10,000 - 20,000
- 20,000 - 60,000
- 60,000 - 100,000
- >100,000
- ⭐ Tourist Attractions

Source: Ministry of Tourism 2005

Bay of Islands

AUCKLAND

HAMILTON

Waitomo Caves

Rotorua

Napier

Palmerston North

Nelson

WELLINGTON

CHRISTCHURCH

Milford Sound

Queenstown

DUNEDIN

0 20 40 80 120 160 km

Appendix 5

Heavies by AADT (2008)
including Port Tonnage & Value

Thresholds

- Data analysed for criteria

- Thresholds applied to each criteria

Up to 5 Categories

- National Strategic High Volume
- National Strategic
- Regional Strategic
- Regional Connector
- Regional Distributor

Engagement

- National and Regional engagement early in the new year

- Information packs late January (with details and meeting dates)

- Submissions close 31 March 2011