

**TABLE 1**  
**METROPOLITAN FUNCTIONAL ROAD HIERARCHY**  
**ROAD TYPES AND CRITERIA**

	CRITERIA AND ACTIVITY	ROAD TYPES				
		PRIMARY DISTRIBUTOR	DISTRICT DISTRIBUTOR CATEGORY "A"	DISTRICT DISTRIBUTOR CATEGORY "B"	LOCAL DISTRIBUTOR	ACCESS ROAD
1	Predominant Activity	Major networks eg freeways	Important network	Less important network	Minor network	Limited access to traffic. Forms part of local distribution network
2	Intersections	Controlled with appropriate measures eg grade separation, high speed traffic management measures	Controlled with appropriate measures Eg traffic signals	Controlled with appropriate Local Area Traffic Management	Controlled with minor Local Area Traffic Management	Self controlling with minor measures
3	Indicative Traffic Volume (except semi-rural areas)	Above 15 000 vehicles per day	Above 8000 vehicles per day	Above 6000 vehicles per day	Maximum desirable volume 6000 vehicles per day	Maximum desirable volume 3000 vehicles per day
4	Frontage Access Allowed	None on Controlled Access Hwys Limited on other routes	Prefer not to have residential access and limited commercial Generally via service roads	Residential and commercial access due to its historic status Prefer to limit when and where possible	Yes, except at intersections where side entry is preferred and traffic signals are involved	Yes
5	Pedestrians Allowed	Preferably none at grade Crossing should be controlled	With positive measures for control and safety Eg pedestrian signals	With appropriate measures for control and safety Eg median/islands refuges	With minor safety measures	Yes
6	Recommended Operating Speed	60 – 110 km/h (depending on design characteristics)	60 – 70 km/h	60 km/h	60 km/h	40 – 60 km/h (desired speed)
7	Buses Allowed	Yes	Yes	Yes	Yes	If required
8	Parking Allowed	No	Generally no Clearways where necessary	Not preferred Clearways where necessary	Yes	Yes
9	Truck Routes	Yes	Yes	Yes	Only to service properties	Only to service properties
10	Responsibility	MRWA	Local Government	Local Government	Local Government	Local Government

Ideally, every road should meet all the criteria of one FRH type.

However, many roads meet some of the criteria appropriate to different road functional types and are difficult to define.

Where precise definition of the functional type is difficult, comparison with roads of similar function in other Local Government areas may assist.