

### 7.9.1 Functional Hierarchy

In the existing road network, except for defining National Highways no other road has been specifically defined according to its functions. The Master Plan 2015 has broadly defined them as under:

- Ring Roads – Core Ring Road (CRR), Outer Ring Road (ORR), Peripheral Ring Road (PRR), Intermediate Ring Road (IRR), Satellite Township Ring Road (STRR)
- Expressways– Airport Link Road
- Highways – National Highways, State Highways
- Arterial Roads
- Sub-arterial roads
- Other link roads

It is however suggested that for new roads, we may clearly define them as shown in the Table 7.7 below and provide them with adequate protective green belt beyond their right of way in order control direct access and avoid ribbon development:

Table 7.7 Functional Hierarchy of Roads

Road Nomenclature	Functional Characteristics	Minimum Suggested Right of Way (ROW)	Restricted green belt beyond the ROW
R-1	Access controlled Expressway with proper service roads like Peripheral Ring Road, Expressway linking the Town with New airport, Other Regional Roads like the Intermediate Ring Road and the Satellite Towns Ring Road etc.	100 Mts	30 Mts.
R-2	Arterial Roads	80 Mts	15 Mts
R-3	Secondary Roads/ Sub-Arterial Road providing main internal access in functional areas– Industrial, residential, institutional and commercial areas.	45 Mts	
R-4	Access Roads providing access to individual properties. No kerb parking is to be provided	20 Mts.	

The suggested cross-sections for the above categories of roads are shown in Figure 7.3. It is suggested that In order to control the development along R-1 & R-2 roads, legislation similar to the 'the Punjab Scheduled Roads and Controlled Areas Restriction of Unregulated Development Act, 1963' may be enacted.