

PLANNING POLICY NO. 13

Road Hierarchy

1.0 Purpose

The purpose of this Planning Scheme Policy is to:

- ensure that land use activities which generate vehicles and traffic movements are located on the appropriate level of road in accordance with the Road Hierarchy Policy Map;
- keep local streets etc. free of intrusive traffic and traffic movements, that negate the residential amenity of an area; and
- assist in the identification and preservation of public transport routes.

1.1 Application of the Policy

This policy applies throughout Rockhampton City and will be considered when assessing development applications for:

- Material Change of Use;
- Reconfiguring a Lot; and
- Operational Work (involving vehicle access and movement).

2.0 Policy Context

The Road Hierarchy Policy Map enables the development of a safe and efficient road system catering for the movement of people and goods, while maintaining the amenity of urban areas.

The road hierarchy is divided into a range of road classifications, ranging from highways to urban access places. Each classification is designed to adopt a different function and volume of traffic, providing clarity and differentiation between roads that provide for local traffic movements and regional traffic movements for people and goods.

The need for a road hierarchy in Rockhampton is to encourage and direct land use activities that generate high numbers of persons or patrons to locate with access to the higher order roads. As a result, traffic management will reflect and protect residential amenity while providing a traffic movement function. It is considered important to reduce the potential for conflict between different road users of the road system.

Public transport relies fundamentally on an individuals ability to access the stations, terminals and stops for its success and viability. Provision for access is often required through developments, subdivision and open space areas. It is desirable to encourage highest people generating land uses to locate as close as possible to public transport facilities and higher order roads as indicated on the Road Hierarchy Map. The



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preference is for buses to be routed on roads carrying more than 3,000 vehicles per day. Bus bays and associated facilities are to be provided where appropriate along the route, in particular at signalised intersections that enable pedestrians to cross safely.

The type of roadway classifications used in the hierarchy were compiled taking into consideration the following:

- The Roads Alliance (2003) classification system; and
- The Austroads (1989) classification system.

It must be noted that:

- In determining the road class, emphasis is placed on the road function description. The description detailed in the comment column is a guide only;
- Traffic figures are a guide only; and
- For roads that perform multiple functions, the road class is determined by the major road function.

The attached Schedule 1 describes the roadway classification, function and guide to maximum traffic volumes, while the Road Hierarchy Policy Map (attached) illustrates diagrammatically the Road Hierarchy for Rockhampton City.



Schedule 1 - Roadway Classification

Class	Description and Guide to Traffic Volume	Function Description	Comment
1	Highway	Those roads that form the principal avenue of communication between and through, major regions of Australia (eg. Direct connection between capital cities).	<ul style="list-style-type: none"> • Including National Highways and other state highways. • High speed, high volume routes – Motorways
2	Main Road	Those roads, not being Class 1, whose main function is to form the principal or alternative avenue of communication for movements: <ul style="list-style-type: none"> • Between a state capital city and key towns which have a state of national significance or which have significant national or state economic/social interaction; or • Between a state capital city and adjoining states and their capital cities; or • Between key towns which have significant regional economic/social interaction. 	<ul style="list-style-type: none"> • State Strategic roads generally of this class - Conveys through traffic.
3	Rural Arterial	Those roads, not being Class 1 or 2, whose main function is to form an avenue of communication for movements: <ul style="list-style-type: none"> • Between important centres and the Class 1 and Class 2 roads and/or key towns; or • Between important centres which have a significant economic, social tourism or recreation role (eg. Tourism and resource development). 	<ul style="list-style-type: none"> • Predominantly Regional roads and major Local Government roads - Conveys through traffic.
4	Rural Collector A Major Rural Collector Higher service function 1000 - 8000 AADT B Minor Rural Collector Lower service function < 1000 AADT	Those roads which are neither Class 1, 2 or 3 roads, whose main function serves the purpose of collecting and distributing traffic from local areas to the wider road network, including access to abutting properties.	<ul style="list-style-type: none"> • Predominantly District Roads and Local Government collector roads - Local traffic
5	Rural Access A Primary Rural Access 10-100 AADT B Secondary Rural Access <10 AADT	Those roads which connect to Class 1, 2, 3 or 4 roads and <ul style="list-style-type: none"> • Whose main function is to provide access to rural residences and properties; or • Provide exclusively for one activity or 	<ul style="list-style-type: none"> • Access roads to residences and property • Access roads to specific facilities. Local traffic



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Class	Description and Guide to Traffic Volume	Function Description	Comment
	C Minor Rural Access Unformed or rough track	function (eg. Access to national parks, dam access, mining and forestry roads).	
6	Urban Arterial A Major Urban Arterial > 30,001 AADT B Urban Arterial 10 –30,000 AADT C Urban Sub Arterial < 10,000 AADT	Those roads whose main function is to perform as the principal arteries for through traffic and freight movements across urban areas, provide access to major freight terminals freight movement and access to major transport terminal, or which are extensions into urban areas of Class 2 or Class 3 roads.	<ul style="list-style-type: none"> • Generally State Strategic, Regional roads or major Local Government roads. • Major arterial roads - High Volume routes • Regional Roads
7	Major Urban Collector 3000 – 6000 AADT	Those roads not being Class 6 whose main function is to: <ul style="list-style-type: none"> • Complete the major road network across the metropolitan area and carry intra-urban traffic and/or commercial and industrial traffic; or • Serve as supplementary public transport corridors; or • Form part of a regularly spaced road network supplementary to the principal urban road network. 	<ul style="list-style-type: none"> • Predominantly Regional roads. • Significant Local Government road links in urban areas - Conveys through traffic.
8	Minor Urban Collector < 3000 AADT	Those roads which are neither class 6 or 7 roads, whose main function services the purpose of collecting and distributing traffic from local areas to the wider road network, including access to abutting properties.	<ul style="list-style-type: none"> • Local Government collector and trunk collector. Local traffic.
9	Urban Access A Urban Access Street < 750 AADT B Urban Access Place < 400 AADT	Those roads which connect to Class 6, 7 or 8 roads and <ul style="list-style-type: none"> • Whose main function is to provide access to residences and properties; or • Provide exclusively for one activity or function. 	<ul style="list-style-type: none"> • Access streets, cul de sacs - Local Traffic

