

Table A.1

Road Hierarchy Levels and Objectives- Urban Areas

LEVEL 1: PURPOSE									
Road					Street				
<ul style="list-style-type: none"> to carry through traffic. 					<ul style="list-style-type: none"> to provide local property access; to collect local traffic. 				
LEVEL 2: FUNCTION									
Arterial Road		Sub Arterial Road			Collector Street			Local Street	
<ul style="list-style-type: none"> through traffic movements across town; longer distance strategic traffic movements; primary connection between suburbs and employment, economic, education or entertainment centres; line haul public transport task; primary freight and dangerous goods routes; regional cycle movements. 		<ul style="list-style-type: none"> through traffic between arterial roads; connections between local areas and arterial roads; access to public transport; through movement of public transport; regional – local cycle movements; pedestrian movements. 			<ul style="list-style-type: none"> carry traffic having a trip end within the specific area; direct access to properties; access to public transport; pedestrian movements; local cycle movements. 			<ul style="list-style-type: none"> direct access to properties; pedestrian movements; local cycle movements. 	
LEVEL 3: MANAGEMENT									
Highway	Arterial	Arterial Main Street	Traffic Distributor	Controlled Distributor	Sub Arterial Main Street	Major Collector	Minor Collector	Access Street	Access Place
<i>The aim of management policies for these categories will be to facilitate:-</i>									
<ul style="list-style-type: none"> longer distance traffic movements between towns; regionally and nationally significant movements. 	<ul style="list-style-type: none"> longer distance traffic movements between suburbs and other centres. 	<ul style="list-style-type: none"> longer distance traffic movements; access to commercial properties; car parking; pedestrian movements. <p><i>Treatment may involve preservation of aspects of local amenity in balance with traffic operation</i></p>	<ul style="list-style-type: none"> connection of local areas to arterial roads; through movements between arterial roads. 	<ul style="list-style-type: none"> connection of local areas to arterial roads; access to properties (certain cases). <p><i>Treatment may control some aspects of traffic operation to ameliorate impacts.</i></p>	<ul style="list-style-type: none"> connection of local areas to arterial roads; access to commercial properties; car parking; pedestrian movements. <p><i>Treatment may involve preservation of aspects of local amenity in balance with traffic operation.</i></p>	<ul style="list-style-type: none"> connection of local and/or minor collector streets with traffic carrying roads; access to grouped/ commercial properties and community facilities. 	<ul style="list-style-type: none"> connection of local streets with traffic carrying roads; access to individual adjacent properties. 	<ul style="list-style-type: none"> access to individual adjacent properties; connection to other local streets. 	<ul style="list-style-type: none"> access to individual adjacent properties.
LEVEL 4: DESIGN									
<ul style="list-style-type: none"> according to relevant guidelines and codes including Council Development Manual, AUSTRROADS Guides, Queensland Streets, AMCORD, Australian Standards. 									

Table A.2

Road Hierarchy Levels and Objectives- Rural Areas

LEVEL 1: PURPOSE							
Road				Street			
<ul style="list-style-type: none"> to carry through traffic. 				<ul style="list-style-type: none"> to provide local property access; to collect local traffic. 			
LEVEL 2: FUNCTION							
Arterial Road		Sub Arterial Road		Collector Street		Local Street	
<ul style="list-style-type: none"> through traffic movements between towns; longer distance strategic traffic movements; primary connection between town and employment, economic, education or entertainment centres; line haul public transport task; primary freight and dangerous goods routes; regional cycle movements. 		<ul style="list-style-type: none"> through traffic between arterial roads; connections between local areas and arterial roads; access to public transport; through movement of public transport; regional - local cycle movements. 		<ul style="list-style-type: none"> carry traffic having a trip end within the specific area; direct access to properties; access to public transport; local cycle movements. 		<ul style="list-style-type: none"> direct access to properties; pedestrian movements; local cycle movements. 	
LEVEL 3: MANAGEMENT							
Highway	Arterial	Traffic Distributor	Controlled Distributor	Major Collector	Minor Collector	Access Street	Access Place
<i>The aim of management policies for these categories will be to facilitate:-</i>							
<ul style="list-style-type: none"> longer distance traffic movements between towns; regionally and nationally significant movements. 	<ul style="list-style-type: none"> longer distance traffic movements between town and other centres. 	<ul style="list-style-type: none"> connection of local areas to arterial roads; through movements between arterial roads. 	not normally required	not normally required	<ul style="list-style-type: none"> connection of local streets with traffic carrying roads; access to individual adjacent properties. 	<ul style="list-style-type: none"> access to individual adjacent properties; connection to other local streets. 	<ul style="list-style-type: none"> access to individual adjacent properties.
LEVEL 4: DESIGN							
<ul style="list-style-type: none"> according to relevant guidelines and codes including Council Development Manual, AUSTRROADS Guides, Queensland Streets, Australian Standards. 							

Table B.1

Road Hierarchy Desirable Performance Criteria – Urban Areas

Criterion	Road						Street			
	Arterial Road			Sub Arterial Road			Collector Street		Local Street	
	Highway	Arterial	Arterial Main Street	Traffic Distributor	Controlled Distributor	Sub Arterial Main Street	Major Collector	Minor Collector	Access Street	Access Place
<i>Functional Characteristics</i>										
Dominant linkage	Regional	Metropolitan	Metropolitan/sites	Specific area	Specific area	Specific area/sites	Environmental cell	Environmental cell	Sites	Sites
Traffic carrying function	Volumes not restricted	Volumes not restricted	<20,000vpd	Volumes not restricted	<10,000vpd	<10,000vpd	<6,000vpd	<3,000vpd	<750vpd	<150vpd
Residential access function	Nil	Nil	Site specific	Nil desirable, accept consolidated	Accepted with conditions	Site specific	Consolidated	Individual	Individual	Individual
Commercial access function	Nil	Nil	Site specific	Consolidated	Consolidated	Site specific	Direct possible for large sites	Individual	Individual	Individual
Industrial access function	Nil	Nil	Nil	Site specific (large sites)	Site specific (large sites)	Site specific (large sites)	Direct possible for large sites	Individual	Individual	Individual
Traffic speed environment	>=100km/h	70-80km/h	40-50km/h	60-80km/h	May be controlled to 50-70km/h	40-50km/h	60km/h	50km/h	<=40km/h	<=25km/h
Heavy vehicle movement	Primary freight routes	Primary/secondary freight routes	Should bypass except for access	Secondary routes	Should bypass except for access	Should bypass except for access	Access only	Access only	Access only	Access only
Dangerous goods movement	Primary routes	Nominated routes only	Inappropriate except for access	Nominated routes only	Nominated routes only	Inappropriate except for access	Inappropriate except for access	Inappropriate except for access	Inappropriate except for access	Inappropriate except for access
Public transport facilities	Line haul, priority treatments	Line haul, priority treatments	Bus route	Bus route	Bus route	Bus route	Bus route	Bus route	Nil	Nil
Cycle facilities	Trunk Routes, off carriageway	Trunk Routes, off carriageway or cycle lanes on road	Trunk/District routes, cycle lanes on road	Trunk/District routes cycle lanes on road	Trunk/District routes cycle lanes on road	Trunk/District routes cycle lanes on road	District/Neighbourhood routes, cycle lanes on road	District/Neighbourhood routes, marked lanes not required	Neighbourhood routes, shared road space with cars	Neighbourhood routes, shared road space with cars
Pedestrian movement facilities	Only where linkage required, separate from road	Only where linkage required, pathways	Pathways both sides	Only where linkage required, pathways	Pathways both sides	Pathways both sides	Pathways both sides	Pathways both sides or as determined by master plan	Generally nil unless identified in master plan	Generally nil unless identified in master plan

Table B.1 (continued)

Road Hierarchy Desirable Performance Criteria – Urban Areas

Criterion	Road						Street			
	Arterial Road			Sub Arterial Road			Collector Street		Local Street	
	Highway	Arterial	Arterial Main Street	Traffic Distributor	Controlled Distributor	Sub Arterial Main Street	Major Collector	Minor Collector	Access Street	Access Place
Frictional Characteristics										
Access Control	No access	No access	Selective access control	Selective access control	Selective access control	Selective access control	Selective access control	Individual sites	Individual sites	Individual sites
Parking Provision	Nil	Nil	Keep clear of through lanes	Nil	Keep clear of through lanes	Keep clear of through lanes	Generally nil	Kerbside	Generally no specific provision (dedicated bays where required)	Generally no specific provision (dedicated bays where required)
Bus stopping provision	None on road	Indented bays where appropriate	Indented bays where appropriate	Indented bays where appropriate	Indented bays where appropriate	Indented bays where appropriate	Indented bays where appropriate	Kerbside/ Indented bays where appropriate	No provision	No provision
Pedestrian crossings	Grade separated	Signalised	Controlled points	Controlled points	Controlled points	Controlled points	Some controlled points	Some controlled points	No specific provision	No specific provision
Intersection spacing	1-2km highway >=2km motorway	500-1000m	Site specific	300m	300m	Site specific	100m	60m	40m	Nil
Intersection treatments	Grade separated	Grade separated/ signal/roundabout	Signal/roundabout	Signal/roundabout /priority T	Signal/roundabout/ priority T	Signal/roundabout /priority T	Roundabout/ priority	Roundabout/ priority	Priority	Priority
Cross section	Volume driven, divided	Volume driven, could be divided	4 or 2 lanes, could be divided	Volume driven, could be divided	4 or 2 lanes, could be divided	Generally 2 lanes	2 lanes, could be divided	2 lanes	2 lanes	2 lanes
Impact Characteristics										
Abutting land use types	Non sensitive to traffic	Non sensitive, vehicle associated	Retail/ commercial	Non sensitive to traffic	Preferably non sensitive to traffic	Retail/ commercial	As specified under zoning	As specified under zoning	As specified under zoning	As specified under zoning
Land use impact amelioration	Barriers/buffers/ setbacks	Buffers/streetscaping/ setbacks	Streetscaping	Streetscaping/ setbacks	Streetscaping	Traffic management/ streetscaping	LATM/ streetscaping	LATM/ streetscaping	LATM/ streetscaping	LATM/streetscaping

* reduced carriageway width can be accepted in special circumstances

Table B.2

Road Hierarchy Desirable Performance Criteria – Rural Areas

Criterion	Road				Street			
	Arterial Road		Sub Arterial Road		Collector Street		Local Street	
	Highway	Arterial	Traffic Distributor	Controlled Distributor (not normally required)	Major Collector (not normally required)	Minor Collector	Access Street	Access Place
<i>Functional Characteristics</i>								
Dominant linkage	Regional	Intra regional	Specific area	-	-	Local area	Sites	Sites
Traffic carrying function	Volumes not restricted	Volumes not restricted	Volumes not restricted typically 250 - 1,000vpd	-	-	Typically <250vpd	Typically < 250vpd	Typically < 100vpd
Residential access	Nil	Nil	Nil	-	-	Individual	Individual	Individual
Commercial access	Nil	Nil	Consolidated	-	-	Individual	Individual	Individual
Industrial access	Nil	Nil	Nil	-	-	Individual	Individual	Individual
Traffic speed	>=100km/h	80-100km/h	80-100km/h	-	-	Maximum 60km/h	Maximum 60km/h	Maximum 50km/h
Heavy traffic movement	Primary freight routes	Primary/secondary freight routes	Secondary routes	-	-	Access only	Access only	Access only
Dangerous goods movement	Primary routes	Primary/secondary routes	Nominated routes only	-	-	Inappropriate except for access	Inappropriate except for access	Inappropriate except for access
Public transport	Line haul, priority treatments	Line haul, priority treatments	Bus route	-	-	Bus route (if required)	Bus route (if required)	Nil
Cycle facilities (where required)	Regional, off carriageway	Regional, on or off carriageway	Regional/local, on or off carriageway	-	-	No specific provision	No specific provision	No specific provision
Pedestrian movement facilities	Where linkage required, separate from road	Where linkage required, separate from road	Where linkage required, separate from road	-	-	No specific provision	No specific provision	No specific provision
<i>Frictional Characteristics</i>								
Access control	No access	No access	Selective access control	-	-	Individual sites	Individual sites	Individual sites
Parking provision	Nil	Nil	Nil	-	-	No specific provision	No specific provision	No specific provision
Bus stopping provision	None on road	Dedicated bays where appropriate	Dedicated bays where appropriate	-	-	In carriageway	In carriageway	Nil
Pedestrian crossings	Grade separated	Controlled points	Controlled points	-	-	May require controlled points	No specific provision	No specific provision
Intersection spacing	4-8km (maximum 12km)	>1000m	>300m	-	-	>100m	>100m	Nil
Intersection treatments	Grade separated/ priority	Roundabout/ priority	Roundabout/ priority	-	-	Roundabout/ priority	Priority	Priority
Cross section	Volume driven	Volume driven	Volume driven	-	-	2 lanes	2 lanes	2 lanes
<i>Impact Characteristics</i>								
Abutting land use types	Non sensitive, vehicle associated	Non sensitive, vehicle associated	Non sensitive to traffic	-	-	-	-	-
Land use impact amelioration	Setbacks	Setbacks	Setbacks	-	-	Setbacks	Setbacks	Setbacks

Table C.1

Road Hierarchy Acceptable Solutions – Urban Areas

Criterion	Units	Road						Street			
		Arterial Road			Sub Arterial Road			Collector Street		Local Street	
		Highway	Arterial	Arterial Main Street	Traffic Distributor	Controlled Distributor	Sub Arterial Main Street	Major Collector	Minor Collector	Access Street	Access Place
Design speed	km/h	> = 100km/h	80km/h (min)	50km (max)	70km/h (min)	70km/h (max)	50km/h (max)	60km/h (max)	50km/h (max)	40km/h (max)	25km/h (max)
Reserve width	m	50m (min)	40m	site specific	30m	30m	site specific	24m	17.5m	15m	13.5m
Carriageway form	form	divided	could be divided	site specific	could be divided	could be divided	site specific	2 lanes (could be divided)	2 lanes	2 lanes	2 lanes
Through lane or carriageway width	m	3.5m	3.5m	site specific	3.5m	3.5m	site specific	3.5m	7.5m carriageway	6m carriageway *	5.5m carriageway *
Verge width	m	10m (min)	7.5m (min)	site specific	7.5m (min)	7.5m (min)	site specific	5.5m (min)	5.0m	4.5m	4.0m
Shoulder width	m	2.0m (min)	2.0m (min)	site specific	2.0m (min)	n/a	site specific	1.5m (min)	n/a	n/a	n/a
Median width	m	6m raised 10m depressed	6m raised 10m depressed	site specific	min. 2.0m (where provided)	3.0m (min)	site specific	min. 2.0 (where provided)	Nil	Nil	Nil
Kerb type	type	site specific	site specific	site specific	site specific	generally barrier kerb (subject to drainage)	site specific	generally barrier kerb (subject to drainage)	mountable kerb and channel	mountable kerb and channel	mountable kerb and channel
Off street path width (pedestrian/cycle)	m	shared path 2.5m (if provided)	shared path 2.5m	site specific	shared path 2.5m	pedestrian path 1.5m shared path 2.5m	site specific, generally full width	pedestrian path 1.5m shared path 2.5m (typical both sides)	pedestrian path 1.5m (typical both sides)	pedestrian path 1.5m if required	Nil
Bicycle lane width	m	n/a	2.5m	site specific	2.5m	2.5m (min)	site specific	2.5m (min)	incorporated in carriageway width	in carriageway	in carriageway
On street parking (width, indented)	m	Nil	Nil desirable	site specific	Nil desirable	2.5m (min)	site specific	Nil desirable	incorporated in carriageway width	in carriageway or indented	in carriageway or indented
Bus stop (width, indented)	m	Nil	clear of carriageway	site specific	clear of carriageway	clear of carriageway	site specific	indented	incorporated in carriageway width	Nil	Nil
Grade - longitudinal	%	5% (max)	5% (max)	site specific	6% (10% max)	6% (10% max)	site specific	10% (16% max)	16% max	16% max	16% max
Noise attenuation		barriers, buffers, landscaping	barriers, buffers, landscaping	site specific	barriers, buffers, landscaping	barriers, buffers, landscaping	site specific	barriers, buffers, landscaping	Nil	Nil	Nil
Appropriateness of LATM		not appropriate	not appropriate	appropriate	not appropriate	not appropriate	appropriate	not normally appropriate	acceptable	acceptable	acceptable

* reduced carriageway width can be accepted in special circumstances

Table C.2

Road Hierarchy Acceptable Solutions – Rural Areas

Criterion	Units	Road				Street			
		Arterial Road		Sub Arterial Road		Collector Street		Local Street	
		Highway	Arterial	Traffic Distributor	Controlled Distributor (not normally required)	Major Collector (not normally required)	Minor Collector	Access Street	Access Place
Design speed	km/h	>=100km/h	80-100km/h	80-100km/h	-	-	60km/h	60km/h	60km/h
Reserve width	m	50m (nominal)	30m	25m	-	-	20m	20m	20m
Carriageway form	form	2 lanes (min)	2 lanes	2 lanes	-	-	1 or 2 lanes	1 or 2 lanes	1 or 2 lanes
Through lane or carriageway width	m	3.5m	3.5m	3.0m	-	-	4.0m (single lane) or 6.0m (2 lanes)	6.0m (2 lanes, may be unsealed)	6.0m (2 lanes, may be unsealed)
Verge width	m	11.0m (min)	10.5m (min)	8.5m (min)	-	-	6.0m (min)	6.0m (min)	6.0m (min)
Shoulder width	m	2.0m	1.0m	1.0m	-	-	1.0m (min)	1.0m (min)	1.0m (min)
Median width	m	10m (if divided)	n/a	n/a	-	-	n/a	n/a	n/a
Kerb type	type	Nil	Nil	Nil	-	-	Nil	Nil	Nil
Off street path width (pedestrian/cycle)	m	not normally required	not normally required	not normally required	-	-	no provision	not required	not required
Bicycle lane width	m	not normally required	not normally required	not normally required	-	-	no provision	not required	not required
On street parking (width, indented)	m	Nil	Nil	Nil	-	-	no provision	not required	not required
Bus stop (width, indented)	m	none on road	dedicated bays where appropriate	dedicated bays where appropriate	-	-	in carriageway	in carriageway	no provision
Grade - longitudinal	%	3-5% (flat) 4-6% (rolling) 6-8% (mountainous)	3-6% (flat) 4-7% (rolling) 6-9% (mountainous)	3-6% (flat) 4-7% (rolling) 6-9% (mountainous)	-	-	0.3% min - 16% max	0.3% min - 16% max (20% absolute max)	0.3% min - 16% max (20% absolute max)
Noise attenuation		n/a	n/a	n/a	-	-	increase reserve and verge widths	increase reserve and verge widths	increase reserve and verge widths
Appropriateness of LATM		not appropriate	not appropriate	not appropriate	-	-	not appropriate	not appropriate	not appropriate