

Attachment A: Road Hierarchy Elements and their Objectives

Level 1: Function and Primary Purpose												
Roads						Streets						
<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: Role within the Transport Network												
Arterial Roads			Sub Arterial Roads			Collector Streets			Local Streets			
<ul style="list-style-type: none"> Through traffic movements across the city Longer distance strategic traffic movements Primary connection between suburbs/towns and employment, economic, education or entertainment centres Line haul public transport task Primary freight and dangerous goods routes Regional cycle movements (off road preferred) Pedestrian movements to be restricted and/or separated from roadway 			<ul style="list-style-type: none"> Connect local areas and arterial roads Connections for through traffic between arterial roads Roads that facilitate movement across a suburb or from one suburb to another Access to public transport Through movement of public transport Regional and local cycle movements Pedestrian movements to be separated from roadway Access to major developments 			<ul style="list-style-type: none"> Carry traffic having a trip end within the local area served Direct access to properties Access to public transport Pedestrian access and local movements supported Local cycle movements 			<ul style="list-style-type: none"> Direct access to properties Pedestrian access and local movements take precedence Local cycle movements 			
Level 3: Management Intent (Urban Areas)												
Freeway/Motorway	Arterial	Arterial Main Street*	Sub Arterial (no access)	Sub Arterial (access permitted)*	Sub Arterial Main Street*	Industrial Collector	Major Collector (no access)	Major Collector (access permitted)	Minor Collector	Industrial Access Street	Access Street	Access Place/Laneway
<i>The aim of management policies for these categories will be to facilitate:</i>												
<ul style="list-style-type: none"> Regionally and nationally significant movements Major regional and inter-regional traffic movements in a safe and operationally efficient manner The movement of through traffic as a primary function, full access control ensures there are no competing access issues or modal conflicts 	<ul style="list-style-type: none"> Movement between a number of suburbs and key centres Cross city trips between major activity areas Connections with highways and motorways 	<ul style="list-style-type: none"> The preservation of aspects of local amenity (i.e. on street parking and pedestrian movements) in balance with through traffic operations Access to existing commercial properties 	<ul style="list-style-type: none"> Movement from local roads to arterial roads Consolidated access to major developments only 	<ul style="list-style-type: none"> Movement from local roads to arterial roads Access to existing properties only 	<ul style="list-style-type: none"> The preservation of aspects of local amenity (i.e. on street parking and pedestrian movements) in balance with through traffic operations Access to existing commercial properties 	<ul style="list-style-type: none"> Movement from industrial access streets to sub arterial roads Access to individual adjacent industrial properties 	<ul style="list-style-type: none"> Movement from minor collectors and local streets to sub arterial roads Access to grouped or commercial properties and community facilities Primary access from sub arterial roads to a local area 	<ul style="list-style-type: none"> Movement from minor collectors and local streets to sub arterial roads Access to individual adjacent properties 	<ul style="list-style-type: none"> The connection of local streets with sub arterial roads Access to individual adjacent properties 	<ul style="list-style-type: none"> Access to individual adjacent industrial properties Connection to other local streets 	<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 3: Management Intent (Rural Areas)												
Highway	Rural Arterial		Rural Sub Arterial			Rural Collector				Rural Street	Rural Access Way	
<i>The aim of management policies for these categories will be to facilitate:</i>												
<ul style="list-style-type: none"> Regionally and nationally significant movements Major regional and inter-regional traffic movements in a safe and operationally efficient manner 	<ul style="list-style-type: none"> Movement between a towns Connections with highways 		<ul style="list-style-type: none"> Movement from local roads to arterial roads Movement between arterial roads 			<ul style="list-style-type: none"> Connection of local streets with sub arterial and arterial 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"> Refer to relevant guidelines and standards including: Austroad Guides, Queensland Streets (1998), Queensland Department of Transport and Main Roads manuals, relevant Australian Standards and the Ipswich City Council Planning Scheme 												

Note: *Only permitted in existing or special cases. Existing land use to be retained but further adjacent land access should be discouraged.