

SC7.17. Road infrastructure and hierarchy planning scheme policy

SC7.17.1. Application

This policy applies throughout the planning scheme area and provides additional information to support the codes within the planning scheme. Development where for a material change of use, reconfiguring a lot, or operational work (involving vehicle access and movement), are required to consider the site as it relates to the road and its place in the hierarchy.

Both the road hierarchy and the need for facilities for public transport should form part of any pre-lodgement discussions with council during any due diligence procedures undertaken to purchase lands. This may also involve discussions with state agencies for higher order trunk road networks and services.

SC7.17.2. Purpose

The purpose of this planning scheme policy is to:

- (1) ensure that land use activities which generate vehicular or other traffic movements do not conflict with the function of the road network in accordance with the road hierarchy overlay; and
- (2) assist in the identification and preservation of public transport routes.

SC7.17.3. Policy Context

The road hierarchy is divided into a range of road classifications, ranging from highways (highest order road) to rural access road (lowest order road) and depends on the road management authority powers in accordance with legislation. Each classification adopts a different function of movement and access for the volume of traffic and infrastructure standard, providing clarity and differentiation between roads.

The road hierarchy supports land use activities across the planning area but also will restrict conflicts to the function of the road network. As a result, road infrastructure standards and 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 provision is often required to be considered in the design of developments, and is another consideration in addition to the provision of landscaping and car parking areas for example.

The road hierarchy overlay map is for information only, and does not change the level of assessment. The hierarchy map will assist in the development of a safe and efficient road network catering for the movement and access of people and goods, while maintaining the amenity of urban areas.

SC7.17.3.1. Road Classifications

- (1) The type of road classifications used in the hierarchy were compiled taking into consideration the following:
 - (a) The Roads Alliance (2003) classification system; and
 - (b) The Austroads (1989) classification system.
 - (c) The range of road functions with the four major environments of: urban, rural, industrial and Central Business District (CBD).
- (2) It must be noted that:
 - (a) in determining the road class, emphasis is placed on the road function description. The description detailed in the comment column is a guide only;
 - (b) traffic figures are a guide only;

- (c) for roads that perform multiple functions, the road class is determined by the major road function; and
- (d) planning and design advice must be sought from the particular road management authorities.

Table SC7.17.3.1.1 describes the road classification, function and guide to maximum traffic volumes, while the road hierarchy overlay illustrates diagrammatically the road hierarchy for the Livingstone Shire Council local government area. Refer to the Capricorn Municipal Development Guidelines road cross section drawings for design standards for each road classification.

Table SC7.17.3.1.1 - Road classification, function and guide to maximum traffic volumes

Description and guide to traffic volume	Function description
State controlled road and Highway	<p>A trunk road that forms the principal avenue of transport between and through major regions of Australia (for example direct connection between capital cities).</p> <p>A trunk road whose main function is to form the principal or alternative avenue for movements between:</p> <ul style="list-style-type: none"> (a) a capital city and adjoining states and their capital cities; or (b) a capital city and key towns or areas of regional economic/social significance; or (c) key towns or areas of regional economic/social significance. <p>The trunk road also perform a local function of:</p> <ul style="list-style-type: none"> (a) carrying local traffic and freight movements across and in between urban areas; and (b) acting as connections between local arterial and collector roads.
Urban Arterial (Greater than 10,001 average annual daily traffic (AADT))	<p>A trunk road whose main function is to form the principal or alternative avenue for movements between key towns or villages centres.</p> <p>The trunk road also perform a local function of:</p> <ul style="list-style-type: none"> (a) carrying local traffic and freight movements across and in between urban areas; and (b) acting as connections between local sub-arterial and major collector roads.
Rural Arterial (Greater than 10,001 average annual daily traffic (AADT))	<p>A trunk road whose main function for road transport movements between:</p> <ul style="list-style-type: none"> (a) important rural centres and the arterial or state controlled road network and/or key towns; or (b) important rural centres which have a significant economic, tourism or recreation role.

Description and guide to traffic volume	Function description
Urban Sub-Arterial (6,001 to 10,000 average annual daily traffic (AADT))	A trunk road whose main function is to perform as the principal arteries for through traffic and freight movements across urban areas. They form the primary local road network and link main districts of the urban area.
Rural Sub-Arterial (6,001 to 10,000 average annual daily traffic (AADT))	A trunk road whose main function is to perform as the principal arteries for through traffic and freight movements across rural areas. They form the primary local road network and link main districts of the rural area.
Urban Major Collector (3,001 – 6,000 average annual daily traffic AADT)	A trunk road whose main function is significant collection and distribution traffic movements to: <ul style="list-style-type: none"> (a) complete the major road network across the urban areas and carry intra-urban traffic; or (b) serve as supplementary public transport corridors; or (c) form part of a regularly spaced road network supplementary to the arterial urban road network.
Rural Major Collector (1,001 - 6,000 average annual daily traffic (AADT))	A trunk road whose main function is significant collection or distribution urban areas and carry intra-urban traffic; or <ul style="list-style-type: none"> (a) serve as supplementary public transport corridors; or (b) form part of a regularly spaced road network supplementary to the arterial urban road network.
Industrial collector	A trunk road whose main function is to: <ul style="list-style-type: none"> (a) carry industrial traffic through an industrial area; or (b) link industrial areas to the arterial or state controlled road network.
CBD Collector	A trunk road whose main function is to provide public access to properties with predominantly commercial and retail uses within CBD areas.
Urban Minor Collector (751 to 3,000 average annual daily traffic (AADT))	A non-trunk road whose main function is to collect and distribute traffic from local areas to the wider road network (can include access to abutting properties).
Rural Minor Collector (151 to 1,000 average annual daily traffic (AADT))	A non-trunk road whose main function is to collect and distribute traffic from local areas to the wider road network (can include access to abutting properties).
Urban Access Street	A non-trunk road whose main function is to:

Description and guide to traffic volume	Function description
(251 – 750 average annual daily traffic (AADT))	(a) provide access to residences and properties; or
Urban Access Place (less than 250 average annual daily traffic (AADT))	(b) provide exclusively for one activity or function.
Rural Access (less than 150 average annual daily traffic (AADT))	A non-trunk road whose main function is to: (a) provide access to rural residences and properties; or (b) provide exclusively for one activity or function (for example access to national parks, dam access, mining and forestry roads).
Industrial Access	A non-trunk road whose main function is to provide access to properties with predominantly industrial uses within industrial areas.
CBD Access	A non-trunk road or lane whose main function is to provide access to properties with predominantly commercial and retail uses within CBD areas.

SC7.17.3.2. Road construction standards - reference documents

The construction standards for infrastructure works are, in order of priority, for transport – roads, pedestrian, bicycle, public transport, the following:

- (1) Relevant parts of the Capricorn Municipal Development Guidelines (CMDG) for Livingstone Shire.
- (2) Relevant Planning Scheme Policies and the Planning Scheme.
- (3) Road Planning & Design Manual, (Queensland Department of Transport and Main Roads).
- (4) Manual of Uniform Traffic Control Devices (MUTCD).
- (5) Austroads Guidelines.
- (6) Local Government Act.
- (7) Transport Infrastructure Act.