Tasmanian State Road Hierarchy

DEPARTMENT OF INFRASTRUCTURE,
ENERGY AND RESOURCES

www.dier.tas.gov.au

Tasmania
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Tasmanian State Road Hierarchy
Prepared by Department of Infrastructure, Energy and Resources
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Tasmanian Roads and Functional Classification Systems

Tasmania has a road network covering approximately 24,000km. It includes:

- **major highways**, connecting cities and ports.
- **urban connectors** - linking suburbs with commercial areas;
- **residential streets**; and
- **forestry roads** within individual coupes.

Its roads serve a variety of essential functions - ranging from: vehicle, pedestrian and cycle access to adjoining activities; to roads which facilitate movement between areas.

Understanding and setting a clear direction for the function of each road across the State is a core element in achieving DIERs transport outcomes. For example:

- A priority for reliable and least-cost freight connections between an industrial area and ports requires a road with a strong movement function, minimal property access and consistent, high operating speeds.
- Where reliable and efficient road freight connections to ports are not a priority, the function of roads gives greater precedence to access, allowing numerous intersections, lower speeds and property accesses.

The classification of roads by function into a hierarchy assists DIER with ongoing transport system management by ensuring that the planned function and use of roads are clarified across the entire network. The use of a road hierarchy provides a number of benefits including:

- decreasing **through traffic** in residential streets;
- **enhancing road safety** - reducing the risk of crashes by minimising the number of access points and therefore potential conflicts on major routes;
- **ensuring right activity in right location** - locating commercial activities in areas where street networks cater for pedestrian and vehicular access;
- **strategic investment** - increasing the rate of return from investment by concentrating on corridors that provide the greatest community benefit; and
- **effective road design** - ensuring road design is directly related to planned use and function.

Periodic Review

Gradual changes in population and industry can have significant effects on road use. Industrial locations, mines, forestry coupes and tourist attractions can open and close within short time frames. Periodic reviews will occur to ensure that the hierarchy responds to measured or anticipated changes in use.

State Roads and the State Road Hierarchy

The State-owned road network consists of 3,650km of road. It is a subset of the broader road network that focuses on connectivity and movement functions at State and regional levels.

The State road network primarily consists of roads that provide connectivity between cities, major towns, rural catchments and key port and air transport hubs.

To plan and manage this network within a clear and strategic framework, DIER has adopted a five-tier hierarchy.

In addition to the benefits created by using this classification system, the hierarchy enables DIER to take a strategic approach to the management and planning of the State's transport system.

System and Network Planning and Investment Priorities

The State Road hierarchy is based primarily on the need to provide connectivity at a State level for key corridors between cities, major towns, ports and rural catchments. The economic and social benefits provided by roads directly relates to their function and use. The road hierarchy also provides a framework that is used to direct investment resources to maximise State and regional benefits.

In addition, the hierarchy enables choices to be made regarding the relative function and priority given to parallel and duplicate routes, ensuring major traffic flows are directed to suitable infrastructure.

Land Use and Transport Planning

In generating traffic, including different types of vehicle mixes, and the need for new and upgraded accesses, land use and development can have a direct impact on the efficiency, safety and function of strategic roads. It is important to ensure that strategic roads fulfil their purpose as major transport corridors, and this includes:

- ensuring development and road accesses do not compromise the movement and free flow of traffic or the safe use of roads by others; and
- minimising amenity conflicts between road use and the use of adjoining land.

In outlining the strategic function of individual roads, the State Road Hierarchy assists local government, developers and the community to understand the intended role of an individual road and the type of development appropriate to its function.

It is also important to ensure that local road networks, including residential neighbourhoods, maximise opportunities to provide local road connections between houses and local service centres, in preference to mixing local traffic with freight and high-speed traffic over major arterial roads. Junctions between local roads and high-speed arterial roads should be minimised.

Access and Conflict Management

There is a fundamental relationship between the classification of roads in the hierarchy and the levels of land access, which is aimed at minimising traffic conflict and achieving consistent operation. At the level of Category 1 roads, where greater mobility is required, there also exists a greater degree of access control. Conversely, Feeder and Other Roads provide a higher level of access to adjacent properties, and a lower level of mobility.

Development and Maintenance Targets

The development targets for each category of road reflect the use, operating speed and surrounding environment. For example, Trunk Roads and Regional Freight Roads are the routes most used by heavy vehicles and these must be designed to safely and efficiently carry a mix of trucks - including Higher Productivity Vehicles - and passenger vehicles. Where necessary, the construction targets have some flexibility for local conditions, for example, where roads go through mountainous terrain, towns or historic precincts.

Road Hierarchy Categories

The Hierarchy identifies five categories of roads:

- **Category 1 - Trunk Roads**
  The primary freight and passenger roads connecting Tasmania.
- **Category 2 - Regional Freight Road**
  Tasmania's major regional roads for carrying heavy freight.
- **Category 3 - Regional Access Road**
  The main access roads to Tasmania's Regions, carrying less heavy freight traffic than Regional Freight Roads.
- **Category 4 - Feeder Road**
  Allowing safe travel between towns, major tourist destinations and industrial areas
- **Category 5 - Other Roads**
  The remainder of the State Roads

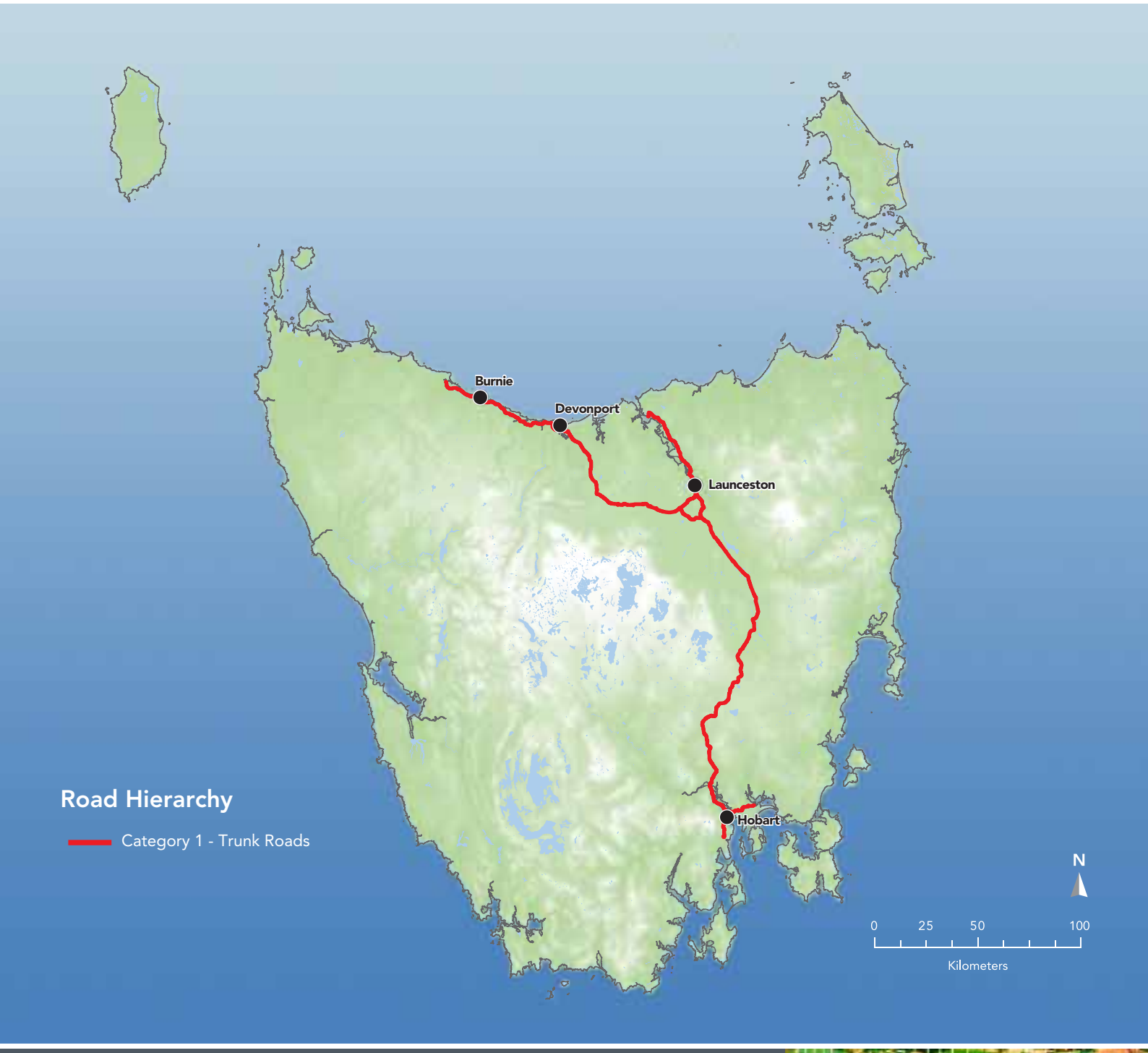
Determining Road Categories

Categorisation is based on:

- measured use - for example, road count and survey data;
- current and planned function - including the role in connecting towns, cities, ports and airports;
- trends - such as the projected growth of population centres and changes in road counts over time; and
- strategy - for example, choosing a preferred route between roads that duplicate each other.

In particular, the road categories reflect their usage by passenger vehicles, road freight transport and value in supporting cities, towns, tourism, and business.

CATEGORY 1 TRUNK ROADS



Trunk Roads are the State's major highways and are crucial to the effective functioning of Tasmanian industry, commerce and the community. They carry large numbers of heavy freight and passenger vehicles and are the key links supporting future economic development in Tasmania.

Trunk Roads facilitate:

- inter-regional freight movement;
- inter-regional passenger vehicle movement; and
- business interaction.

The Trunk Roads connect the largest population centres, major sea and air ports, and key industrial locations.

CATEGORY 2 REGIONAL FREIGHT ROADS

Regional Freight Roads link major production catchments to the Trunk Roads - for example, the Circular Head, Dorset, Huon Valley and Derwent Valley areas. They carry a large number of both heavy freight and passenger vehicles. Together with Regional Access Roads, they provide safe and efficient access to Tasmania's Regions.

Regional Freight Roads facilitate:

- heavy inter-regional and sub-regional freight movement;
- passenger vehicle movement;
- commercial interaction; and
- tourist movement.

They are also the Tasmanian Government's preferred heavy freight vehicle routes where alternative routes exist.

CATEGORY 3 REGIONAL ACCESS ROADS

Regional Access Roads are of strategic importance to regional and local communities and economies; they link important towns to the Category 1 and Category 2 roads. While they are used by heavy freight vehicles, this use is less than that of Regional Freight Roads. Together with Regional Freight Roads, the Regional Access Roads also provide safe and efficient access to Tasmania's Regions. Regional Access Roads facilitate:

- connection of smaller regional resource bases with trunk and regional freight roads;
- local commercial interaction;
- sub-regional and inter-regional freight movement by connecting with trunk and regional freight roads;
- sub-regional passenger vehicle movement and connection to trunk and regional freight roads; and
- sub-regional tourist movement and connection to trunk and regional freight roads.

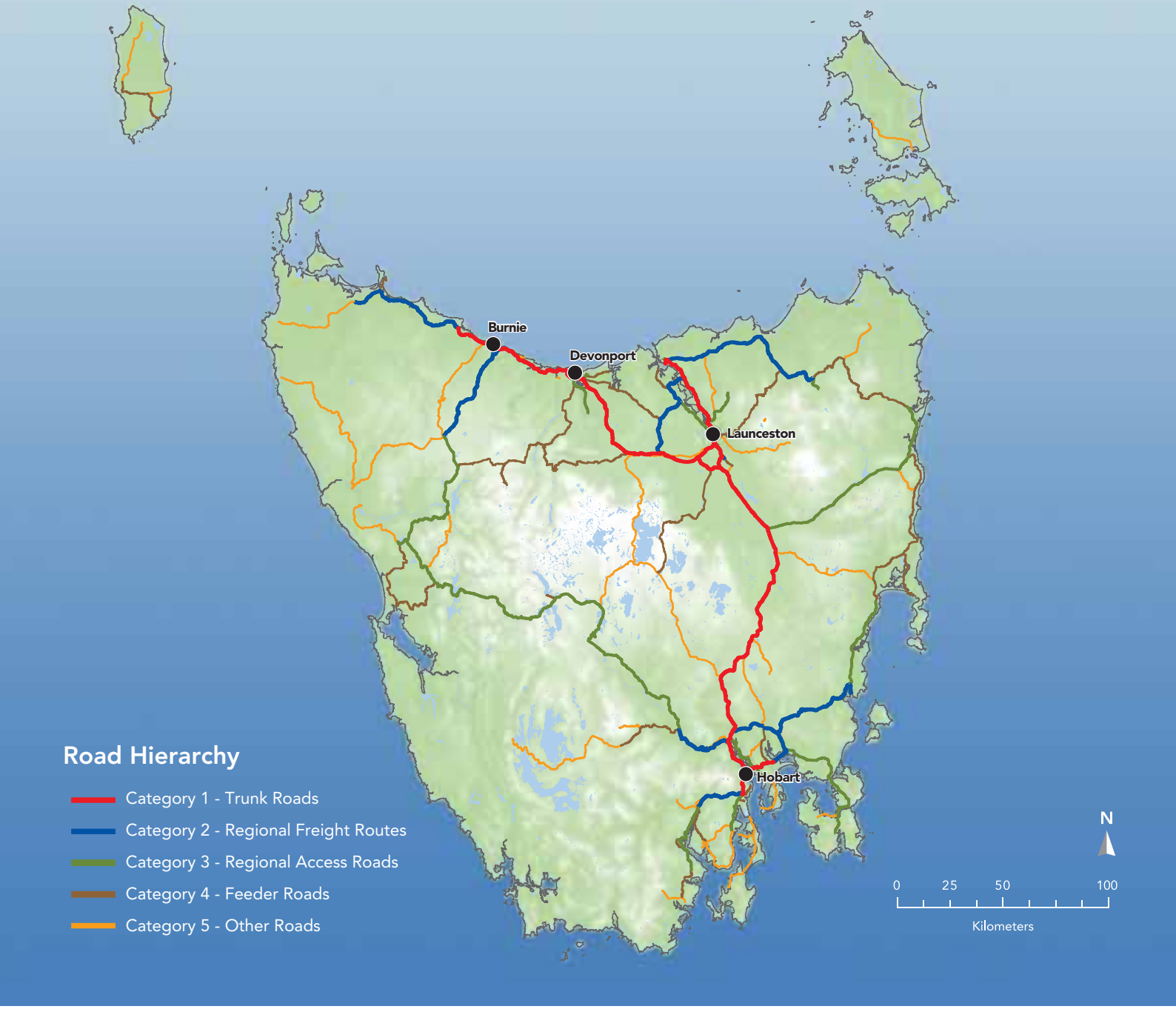
CATEGORY 4 FEEDER ROADS

Feeder Roads provide safe passenger vehicle and tourist movement within the regions of Tasmania. Where the main road servicing the town is a State Road, Feeder Roads connect towns with a population of around 1,000 or more to Trunk, Regional Freight and Regional Access Roads.

While some of these roads currently carry heavy freight traffic, they duplicate existing Trunk, Regional Freight or Regional Access roads and are not DIER's strategically preferred heavy vehicle routes. Feeder Roads facilitate connection to Trunk, Regional Freight and Regional Access roads for:

- local commercial interaction;
- smaller regional resource bases;
- tourists and major tourist destinations.
- local freight movement;
- local passenger vehicle movement; and

CATEGORY 5 OTHER ROADS



Other Roads are primarily access roads for private properties.

Some may be used for comparatively low frequency heavy freight vehicle transport, for example:

- log transport – but they are not the most important log transport roads, and experience fluctuation in use; and
- farm property access – for purposes including delivery of fuel and supplies, stock transport, crop delivery and milk pick-up.

While a few of these roads may currently carry larger numbers of heavy freight vehicles, they may duplicate existing Trunk, Regional Freight or Regional Access Roads and are not DIER's strategically preferred heavy freight vehicle routes.

STATE ROAD HIERARCHY 2006 SOUTHERN REGION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Road Hierarchy
Category 1 - Trunk Roads
Category 2 - Regional Freight Routes
Category 3 - Regional Access Roads
Category 4 - Feeder Roads
Category 5 - Other Roads
Bridport
George Town
Scottsdale
St Helens
Newnham
Launceston
Deloraine
Westbury
Longford
Perth
St Marys
Bicheno
Campbell Town
Ross
Tunbridge
Swansea
Coles Bay
Oatlands

STATE ROAD HIERARCHY 2006 NORTH WEST REGION

Road Hierarchy

- Category 1 - Trunk Roads
- Category 2 - Regional Freight Routes
- Category 3 - Regional Access Roads
- Category 4 - Feeder Roads
- Category 5 - Other Roads

Burnie

Devonport

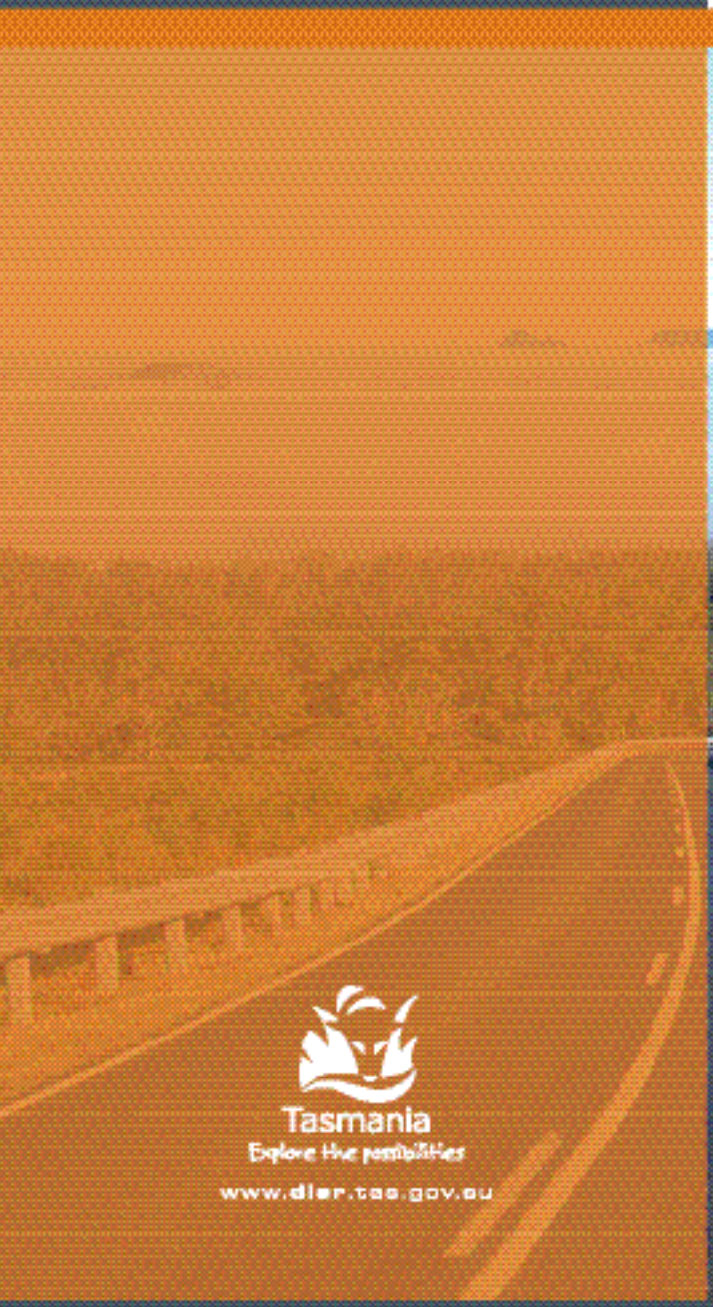
Launceston

Hobart

N

0 25 50 100

Kilometers



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