



# State Road Hierarchy



# State roads and the state road hierarchy

The state-owned road network consists of 3 774 km of road. It is a subset of the broader Tasmanian road network and focuses on connectivity and movement functions at a state and regional level.

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

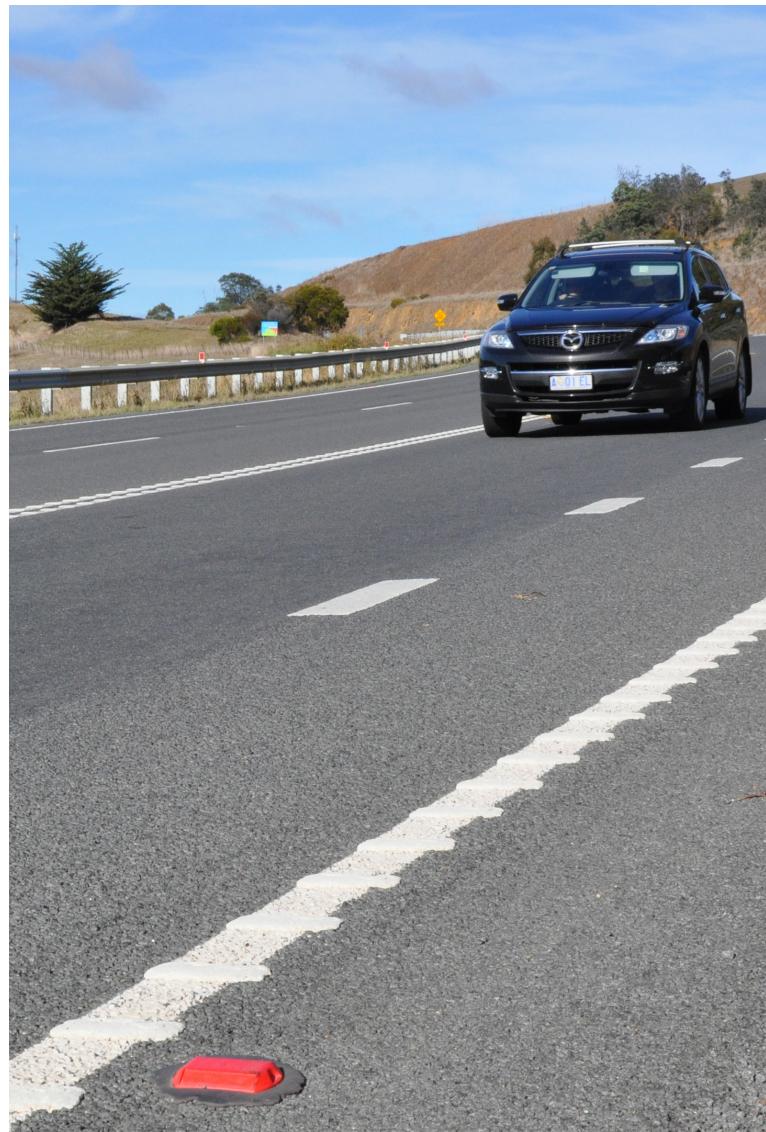
To plan and manage this network within a clear and strategic framework, the Department of State Growth has adopted a five-tier hierarchy.

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

## System and network planning and investment priorities

The 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

The state road hierarchy outlines the strategic function of individual roads and wider network relationships. In this context, the hierarchy provides the basis for matching land use with road function in a way that maximises network efficiency and safety outcomes, while reasonably meeting the access needs of the land use.

In generating traffic volumes, including different vehicle mixes, and the need for new and upgraded accesses, land use can have a direct impact on the efficiency, safety and function of the strategic road network. It is important to:

- » ensure that arterial roads serve their purpose as transport corridors and do not have their strategic role undermined by inappropriate access or development
- » ensure that development and access do not compromise the movement and free flow of traffic or the safe use of roads by others
- » minimise amenity conflicts between road use and the use of adjoining land.

Local road planning and layout, including of residential neighbourhoods, should maximise opportunities to provide local road connections between houses and local service centres and facilities, in preference to the mixing of 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 standards

The development standards 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 standards have some flexibility for local conditions, for example, where roads go through mountainous terrain, towns or historic precincts.

Roads are expensive to build, maintain and upgrade and achieving consistent development standards across the network is a long-term goal.

The hierarchy also provides the basis for determining operating performance levels on matters such as road roughness and rutting, which allows determination of maintenance intervention levels across the network.

## Road hierarchy categories

The hierarchy identifies five categories of roads:

### **Category 1 Roads. The primary freight and passenger roads connecting Tasmania.**

Category 1 Roads are Tasmania's major highways and are crucial to the effective functioning of industry, commerce and the community in Tasmania. They carry large numbers of heavy freight and passenger vehicles and are the key links supporting future economic development in Tasmania.

Category 1 Roads facilitate:

- » inter-regional freight movement
- » inter-regional passenger vehicle movement
- » business interaction.

The Category 1 Roads connect the largest population centres, major sea and air ports, and key industrial locations.

### **Category 2 Roads. Tasmania's major regional roads for carrying heavy freight.**

Category 2 Roads link major production catchments to the Category 1 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 Category 3 Roads, they provide safe and efficient access to Tasmania's regions.

Category 2 Roads facilitate:

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

They are also the Department of State Growth's preferred heavy freight vehicle routes where alternative routes exist.

### **Category 3 Roads. The main access roads to Tasmania's regions, carrying less heavy freight traffic than regional freight roads.**

Category 3 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 Category 2 Roads.

Together with Category 2 Roads, the Category 3 Roads also provide safe and efficient access to Tasmania's regions.

Category 3 Roads facilitate:

- » connection of smaller regional resource bases with Category 1 and Category 2 Roads
- » local commercial interaction
- » sub-regional and inter-regional freight movement by connecting with Category 1 and Category 2 Roads
- » sub-regional passenger vehicle movement and connection to Category 1 and Category 2 Roads
- » sub-regional tourist movement and connection to Category 1 and Category 2 Roads.

### **Category 4 Roads. Allowing safe travel between towns, major tourist destinations and industrial areas.**

Category 4 Roads provide safe passenger vehicle and tourist movement within the regions of Tasmania.

Where the main road servicing the town is a state road, Category 4 Roads connect towns with a population of around 1 000 or more to Category 1, Category 2 and Category 3 Roads.

While some of these roads currently carry heavy freight traffic, they duplicate existing Category 1, Category 2 or Category 3 Roads and are not the Department of State Growth's strategically preferred heavy vehicle routes.

Category 4 Roads facilitate connection to Category 1, Category 2 and Category 3 Roads for:

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



### Category 5 Roads. The remainder of the state roads.

Category 5 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
- » farm property access – for purposes including delivery of fuel and supplies, stock transport, crop delivery and milk pick-up.

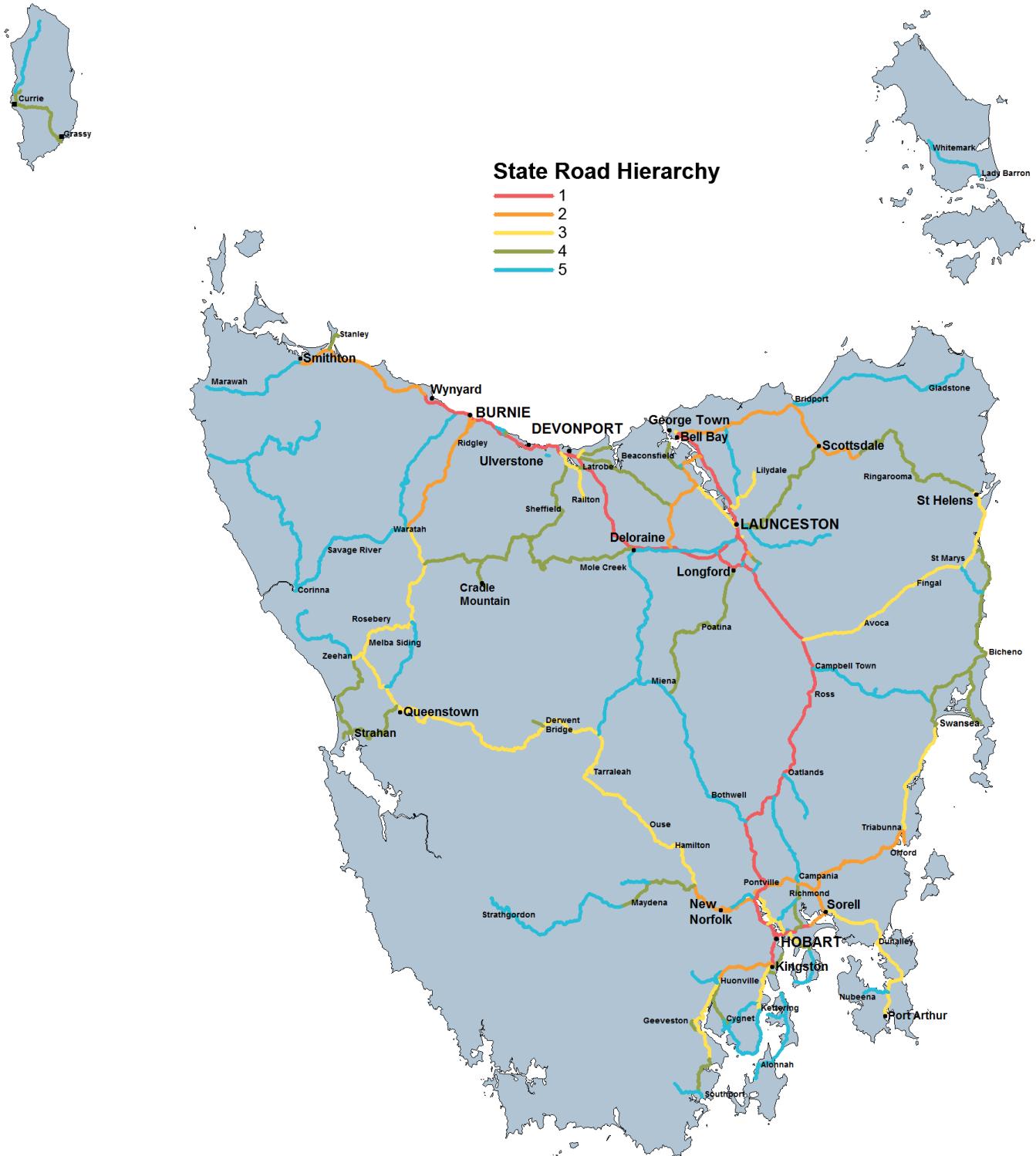
While a few of these roads may currently carry larger numbers of heavy freight vehicles, they may duplicate existing Category 1, Category 2 or Category 3 Roads and are not the Department of State Growth's strategically preferred heavy freight vehicle routes.

### 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
- » 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.



## Contact

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