**A drawing of a face

Description automatically generated**

**[insert RRTG name]**

**Statement of Intent (SOI)**

# http://marketing.govnet.qld.gov.au/corporate-identity/assets/qgov-crest/two-line-side-stacked/Qld-CoA-Stylised-2LsS-mono.jpgStatement of Intent (SOI)

To ensure the RRTG understands the function of the roads in the Local Roads of Regional Significance (LRRS) network, each road needs to be assessed to determine if it meets the RRTG’s regional objectives. Consideration should be given to the current condition of the road and what standard the road should be to enable it to deliver the service that is or will be required of it.

A Statement of Intent documents this process as the SOI outlines a road or link’s existing condition and function as well as the road or link’s future function and likely 20 year vision. The collated SOIs for each of the LRRS will form the basis of the investment strategy document for the RRTG.

Austroads functional classification of roads is used from their Guide to Road Design Part 2: Design Considerations. This is consistent with TMR practice. The steps below are a guideline for setting out an RRTG's activities and actions for capability development and improvement.

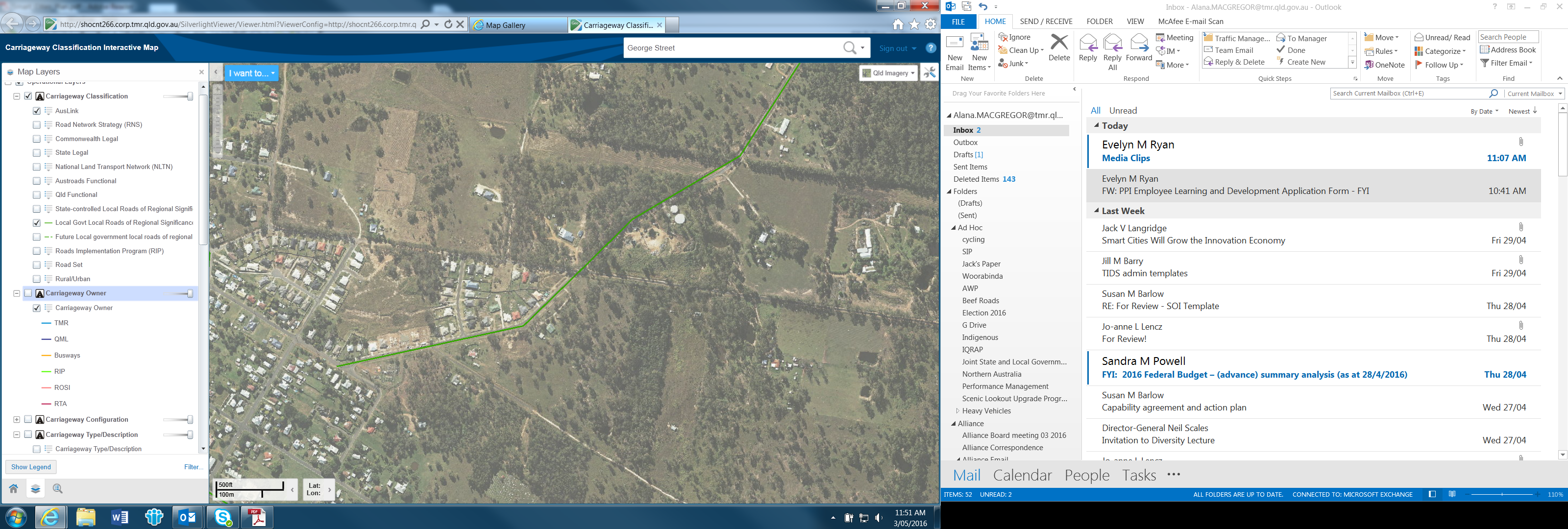
## Template

|  |  |
| --- | --- |
| STATEMENT OF INTENT FOR [INSERT ROAD NAME] | |
| Council |  |
| RRTG |  |
| Link Classification |  |
| Link Description |  |
| * Locality |  |
| * Length |  |
| * Constraints |  |
| AADT |  |
| Crash history |  |
| Current Link Function |  |
| Future Link Function |  |
| Development Strategy |  |

|  |
| --- |
| [insert image of road] |

## Example Statement of Intent

|  |  |
| --- | --- |
| STATEMENT OF INTENT FOR GEORGE STREET | |
| Council | A Regional Council |
| RRTG | BCD RRTG |
| Link Classification | Major Collector Road  Sub Arterial Road in some sections |
| Link Description - Locality | South Hampton (Bob Rd to Sarah Street) |
| Link Description - Length | 0.31km – Sub Arterial Road – 4 Lane Median Divided  0.64 km – Sub Arterial Road – 2 Lane Median Divided  9.4km – Major Collector Road  0.5km – Low Density Residential Road |
| Link Description - Constraints | Steep hill slopes (north), deep flood plains (east) |
| AADT | 4000-13500 (CV 6% - 13%) |
| Crash history | A total of 2 injury crashes have been recorded over the last 5 years. (1 minor injury, 1 medical treatment) |
| Current Link Function | * Residential connections * Commuter Route (Bus and cyclists) * Major Schools * Tourism attraction (1 of 3 fresh water swimming areas in town) * Major Shopping Centre * Access to natural resources * Only connection to South Hampton and their evacuation route. |
| Future Link Function | * Continuing to provide same link function as current * Future bikeway/pedestrian footway to connect to the eastern suburban area |
| Development Strategy | * Increase in transport demand resulting in upgrade of roads, intersections, drainage and structures. * Upgrade to 4 lane between Jack Drive and Jill Road to meet the transport demand. |



## Austroads functional classification of rural roads

|  |  |  |
| --- | --- | --- |
| **Road Class** | **Route Classification** | **Route Characteristics** |
| **Arterial Roads** | | |
| Class 1 | M | These roads, which form the principal avenues for communications between major regions, including direct connections between capital cities. |
| Class 2 | A | Those roads, not being Class 1, whose main function is to form the principal avenue of communication for movements between:   * a capital city and adjoining states and their capital cities; or * a capital city and key towns; or * key towns |
| Class 3 | B or C | Those roads, not being Class 1 or 2, whose main function is to form an avenue of communication for movements:   * between important centres and the Class 1 and Class 2 roads and/or key towns; or * between important centres; or * of an arterial nature within a town in a rural area |
| **Local Roads** | | |
| Class 4 |  | Those roads, not being Class 1, 2 or 3, whose main function is to provide access to abutting property (including property within a town in a rural area). |
| Class 5 |  | Those roads, which provide almost exclusively for one activity or function, which cannot be assigned to Classes 1 to 4. |

## Urban road functional classification

|  |  |
| --- | --- |
| Type of road | Function |
| Controlled access highways (motorways or freeways) | Motor and freeways have an exclusive function to carry traffic within cities and to ensure the continuity of the national or regional primary road system. As they are designed to accommodate through traffic, they do not offer pedestrian or frontage access. |
| Urban arterial roads | Urban arterial roads have a predominant function to carry traffic but also serve other functions. They form the primary road network and link main districts of the urban area. Arterial roads that perform a secondary function are sometimes referred to as sub-arterial roads. |
| Urban collector/distributor roads | These are local streets that have a greater role than others in connecting contained urban areas (for example, residential areas, activity areas) to the arterial road system. Generally, consideration of environment and local life predominate and improved amenity is encouraged over the use of vehicles on these roads. |
| Urban local roads | These roads are intended exclusively for access with no through traffic function. |