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ROADS 2040

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Kimberley

Regional Strategies for Significant Local Government Roads

2022 (Amended 2024)



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1	November 2021	Updated Road Hierarchy to match current road hierarchies.	All
2	February 2022	Updated year to reflect year of publication 2022	All
3	September 2022	Updated to reflect minor changes and updates	Various
4	February 2024	Addition of roads in the Shire of Broome	Various
5	May 2024	Addition of roads in the Shires of Wyndham East Kimberley and Broome	Various

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Significant Local Government Roads Development Strategy

The Roads 2020 Regional Road Development Strategies, released during 1997 and 1998, were an initiative of the 1992 Memorandum of Understanding between the State Government and the Western Australian Local Government Association, then known as the Western Australian Municipal Association. The Memorandum of Understanding requires that the road development strategies be reviewed at five yearly intervals to assess the effects of changing circumstances.

The Roads 2025 Regional Road Development Strategy, for all regions constituted the first review of Roads 2020 Regional Road Development Strategy. Local Governments within the Regions were consulted and engaged in the process of reviewing and defining the Roads 2025 road network. Local Governments reviewed and updated the Roads 2025 documents to produce Roads 2030 in 2013.

The latest iteration *Regional Strategies for Significant Local Government Roads (Roads 2040)* are live documents which allow amendments from the Regional Road Groups. An overall review will take place approximately every five years.

Only projects on local roads in the *Roads 2040* will be eligible for *Road Project Grant* funding under the *State Road Funds to Local Government Agreement*.

CHANGES AND AMENDMENTS

Should a Regional Road Group agree to seek an amendment to the endorsed road development strategy this should be documented and endorsed by the *State Road Funds to Local Government Advisory Committee*. If an affected road crosses into another Region, agreement should be reached with the adjoining Regional Road Group on the proposed change.

All roads submitted to be added to *Roads 2040* should meet the criteria specified within the *GUIDELINES AND CRITERIA for the Identification of Significant Local Government Roads with Regional Importance*.

Note - A separate Main Roads WA process is required to amend the [WA Road Hierarchy](#) category.

THE KIMBERLEY REGION

The Kimberley Region encompasses an area of 424 517 square kilometres. The Region consists of four local government areas, namely the Shires of Broome, Derby-West Kimberley, Halls Creek and Wyndham-East Kimberley. There was an estimated population of 35 901 resident in 2019. The major population centres are the towns of Broome, Derby, Fitzroy Crossing, Halls Creek, Kununurra and Wyndham. There are also over 150 Aboriginal communities of various population sizes located throughout the Region, and nearly 100

properties servicing the pastoral industry. The Kimberley population has the highest Indigenous representation of all the regions in the state with 47.4%.

The Region is endowed with globally significant resources within an environment of social and economic challenges that provides opportunities for innovative developments that will drive the future of the Kimberley.

The major industries are mining, retail turnover, building construction, tourism, agriculture, aquaculture, manufacturing and pastoral. The Kimberley's Gross Regional Product in 2019 was estimated to be \$3.07 billion, which represented 1.1 per cent of the Gross State Product for that same period.

In terms of production, the resources industry is the most dominant in the region. Western Australia's resources industry grew significantly over the past decade due to unprecedented overseas demand, which resulted in a mineral production and revenue increase from \$105b in 2016 and most recent data released by the WA Department of Mines showing an increase to \$171.7b for calendar year 2019-2020. The current gross value (sales) generated by the Kimberley in the mining sector in accounts for approximately 0.45 percent (\$765m) of all gross mining value generated by the State (approximately \$171.7b). In calendar year 2019-2020, iron ore and petroleum, diamonds and nickel accounted for more than half of all mineral production in the Kimberley.

The extensive distance between centres and communities in the Kimberley places a high importance on the regional road network. An extensive network of over 7 700 kilometres of roads services the Region's towns, communities and resource development projects. The Great Northern Highway provides the only sealed link across the Region. From the Pilbara it extends, linking the largest regional centres on the way, terminating at Wyndham, but connecting to the Victoria Highway to take us through to Kununurra and on to the Northern Territory.

Transport companies provide comprehensive road freight services with a delivery time ranging from Perth to Broome of two to three days and Perth to Kununurra of three to four days. The pastoral industry is heavily reliant upon the Region's road systems to transport approximately 130 000 head of cattle to regional ports each year.

Heavy rains associated with the wet season can isolate sections of the road network and provides a challenge in providing consistent road freight (including food) delivery.

Strong growth in tourism is continuing and expanding industries such as the Ord Farm Stage 2 Project and the KMG iron ore mine are placing demands on the road network.

Developing industries such as oil, gas and coal will impact on existing infrastructure and may warrant transport improvement.



ARCHER STREET

Road No. 0010087

Access Road

Broome Shire

Last Reviewed: April 2021

FUNCTION

Archer Street is one of two major industrial collector streets in the Broome Heavy Industrial Area (HIA) linking to Port Drive. This road is designated a RAV 10 network triple road train route. This street carries a significant amount of both heavy and light traffic including triple road trains. The Heavy Industrial area is the main location of freight terminals for the bulk of all goods required to service the Broome Township. Goods arrive and leave by triple road train and are also broken down and distributed by smaller heavy transport.

With many commercial type businesses, HIA is becoming increasingly busier, as some of the properties redevelop to provide lay down areas and support for the offshore oil and gas industry. The road forms an important link for the HIA via Port Drive through to the State Highway at Gubinge Road or to the Port of Broome. Traffic provides for heavy raw materials, fuels, commercial freight, commercial business activities, garbage trucks and general use.

DEVELOPMENT NEED

Renewal and upgrade of this important street will deliver significantly improved amenity to the heavy industrial area, reduce operational costs, and increase road user benefits such as ride, safety, dust, flooding, and erosion.

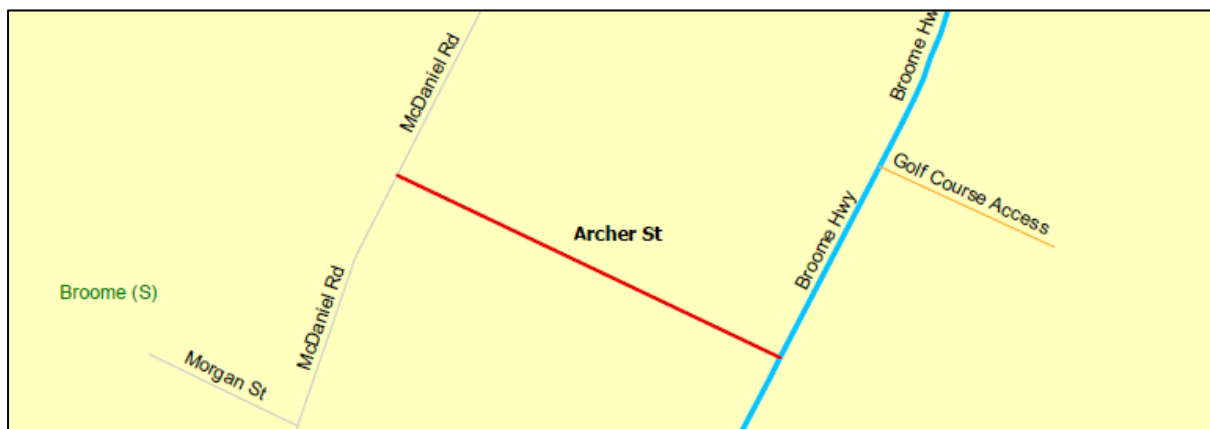
The street is currently varying in seal widths from 6.0 to 6.5m and heavy vehicles have difficulty negotiating intersections and access into crossovers, so often need to pull over onto the shoulder to pass in some situations.

The road requires widening to a minimum standard width of 9 m for a heavy industrial area of this type and pavement rehabilitation as original older style gravel pavements have failed.

Drainage along the road is inadequate which causes extensive flooding in peak storm events. A geo-technical investigation is yet to be completed but pavement deformation and failure is most probably the result of inadequate pavement depth or unsatisfactory materials.

DEVELOPMENT STRATEGY

It is proposed that this road renewal and upgrade be carried out in one construction stage after the highest priority of De Castilla Street is completed. The strategy is to reconstruct and widen pavement improve drainage and seal quality including review of property access.



ASHLEY STREET**Road No. 0030056****Local Distributor****Derby - West Kimberley Shire****Last Reviewed: April 2021****FUNCTION**

Ashley Street is a major local distributor within the town of Derby. It leads from Loch Street/ Derby Highway to the town's major recreation facility, increasing residential areas, and is also access to the industrial area from the residential and commercial areas.

DEVELOPMENT NEED

The present road is constructed as standard residential street capacity, poorly lit with undefined intersections. It should have the capacity to act as the major distributor from the commercial, service, older residential areas of Derby with the recreational, industrial and newer residential areas of Derby.

DEVELOPMENT STRATEGY

Ensure lane definition and lighting is completed. Ashley Street needs to be widened from SLK 0.4 to SLK 1.8.



BALGO ROAD**Road No. 0020017****Access Road****Halls Creek Shire****Last Reviewed: April 2021****FUNCTION**

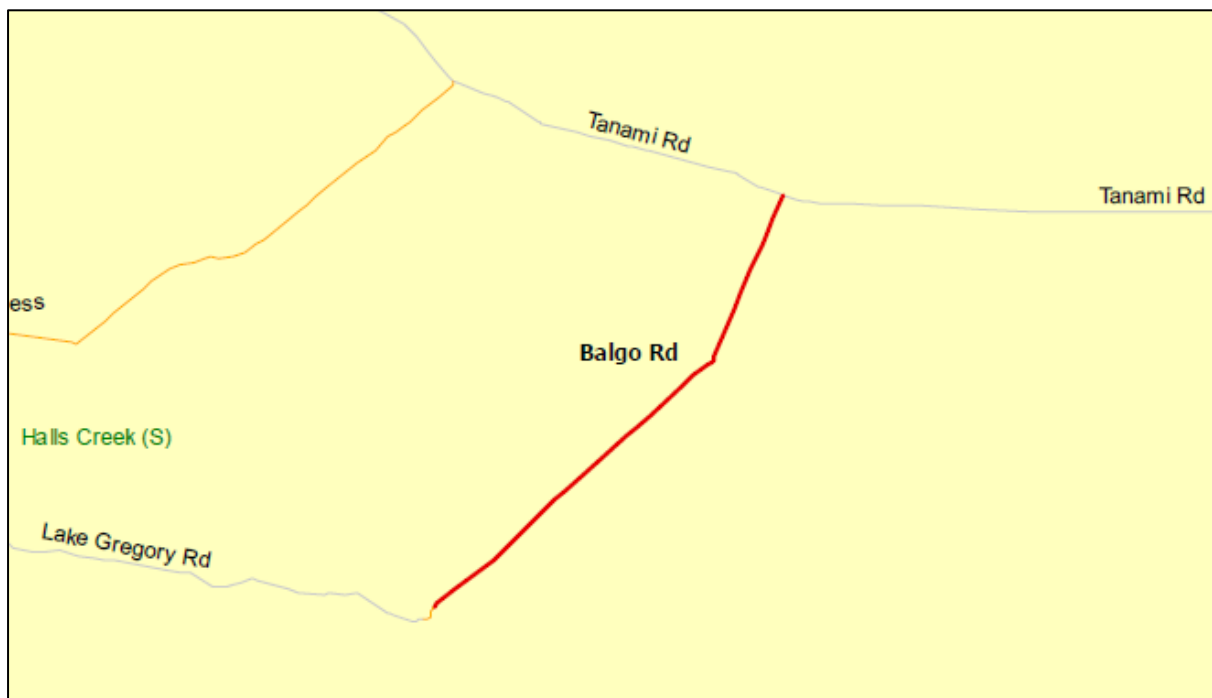
The road provides access to Balgo, Yagga and Mulan Aboriginal Communities and Lake Gregory. It forms part of the Canning Stock Route and is used by some tourists as a link to the Tanami Road. It is an important haulage route for servicing the communities and infrastructure.

DEVELOPMENT NEED

The road needs upgrading as it is located mainly on black clay soil and is subject to long periods of closure during the wet season. Improve road safety.

DEVELOPMENT STRATEGY

The development strategy is to upgrade the road to a uniform Type 3 formed standard.



BARYTES ROAD

Road No. 0040160

Access Road

Wyndham - East Kimberley Shire

Last Reviewed: May 2024

FUNCTION

Length varies from Type 4 to Type 5 Road. Barytes Road is not currently a RAV listed road but is used to cart ore from regional mining facilities. Barytes Road is the main transport route for the Wyndham Port, and provides road facility for the first port of call in the North West region.

DEVELOPMENT NEED

Barytes Road is currently in a state of failure and requires full reconstruction. There is currently no constructed legal access for RAVs. It is likely in the short term that the safest option for vehicle access will be to revert the road to a gravel surface. Subject to future contribution and user agreements, the road will need to be developed to a type 6 (running surface with sealed shoulders) due to vertical geometry. Design has been completed for this section of road. Barytes Road is a major commodity route for the Region, connecting to the Port.

DEVELOPMENT STRATEGY

Seek industry contribution, municipal contribution by supervision and contract development, with addition of RRG or other state funds (Safety Audit). Currently Barytes Road for the 1.87km length would cost around \$3 million to construct to a RAV 10 standard to facilitate transport of commodities for the region.



BILLILUNA ROAD

Road No. 0020060
Access Road

Halls Creek Shire

Last Reviewed: April 2021

FUNCTION

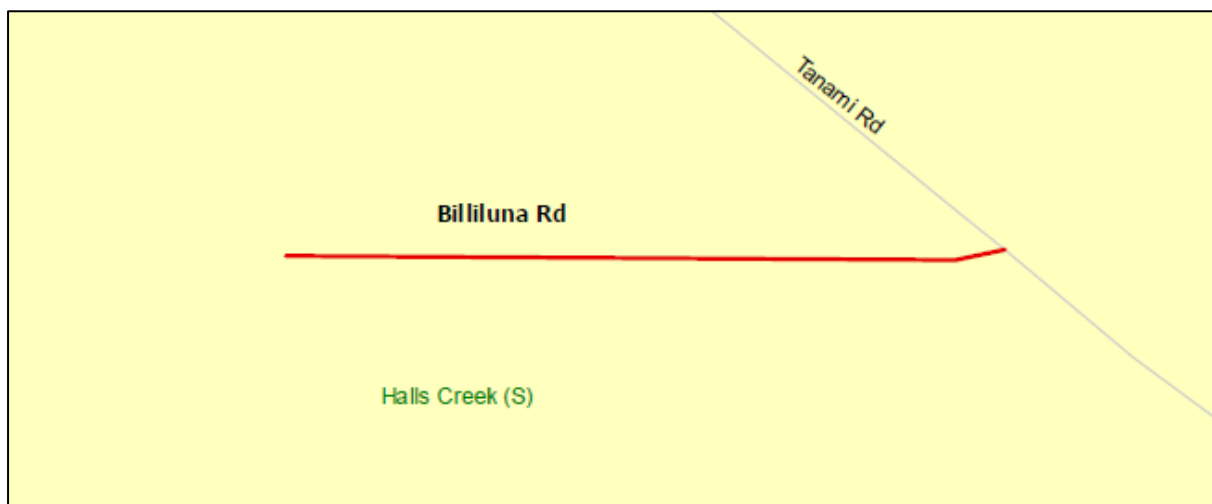
The road provides access to Billiluna Aboriginal Community. It forms part of the Canning Stock Route and is used by some tourists as a link between Tanami Road and Wiluna to the south.

DEVELOPMENT NEED

The road needs upgrading as it is located mainly on sandy soil and is subject to long periods of closure during the wet season. Improve road safety

DEVELOPMENT STRATEGY

The development strategy is to upgrade the road to a uniform Type 2 formed standard.



BRIDGE STREET ROUTE

Bridge Street (0020005)

McDonald Street (0020052)

Access Roads

Halls Creek Shire

New Submission: April 2021

FUNCTION

Bridge Street and McDonald Street are both located within Halls Creek townsite.

Bridge Street commences from intersection with Great Northern Highway at west end of town and terminates at intersection of Quilty Street and McDonald Street. McDonald Street is the logical extension of Bridge Street. McDonald Street commences at intersection of Bridge Street and Quilty Street and terminates at intersection with Great Northern Highway at east end of town.

RAV Network 10 vehicles have access to the Welman Road Light Industrial Area via Duncan Road and Bridge Street / McDonald Street. RAV Network 10 vehicles also use Bridge Street between Great Northern Highway and John Flynn Street. Halls Creek Shire is seeking to extend the approved Network 10 access to complete the route from Great Northern Highway west to Great Northern Highway east – a route which is currently often used by road trains accessing the Welman Road light industrial area.

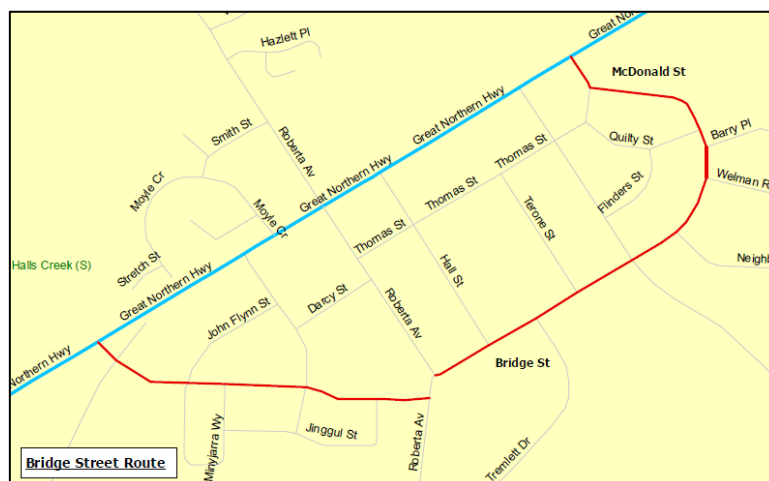
DEVELOPMENT NEED

From SLK 0.0 at Great Northern Highway intersection with Bridge Street and terminating at SLK 1.46, Great Northern Highway intersection with McDonald Street.

The existing route is Type 6, and the existing route is fit for purpose. For now, the Shire seeks listing of the Bridge Street route in its entirety within Roads 2030 so that the Shire can access RRG funding for on-going infrastructure maintenance and renewal tasks.

DEVELOPMENT STRATEGY

- Priority 1 - The Shire proposes to undertake a design review of the following intersections.
 - Bridge St & GNH (west)
 - Bridge St & Roberta Ave
 - Bridge St & Duncan Rd
 - Bridge St & Welman Rd
 - McDonald St / Rhatigan St
 - McDonald St & GNH (east)
-
- Priority 2 - Renew kerbing and drainage ahead of re-seal program.



BUNGARUN ROAD (BLACK ROCKS ROAD)**Road No. 0030032****Access Road****Derby - West Kimberley Shire****Last Reviewed: April 2021****FUNCTION**

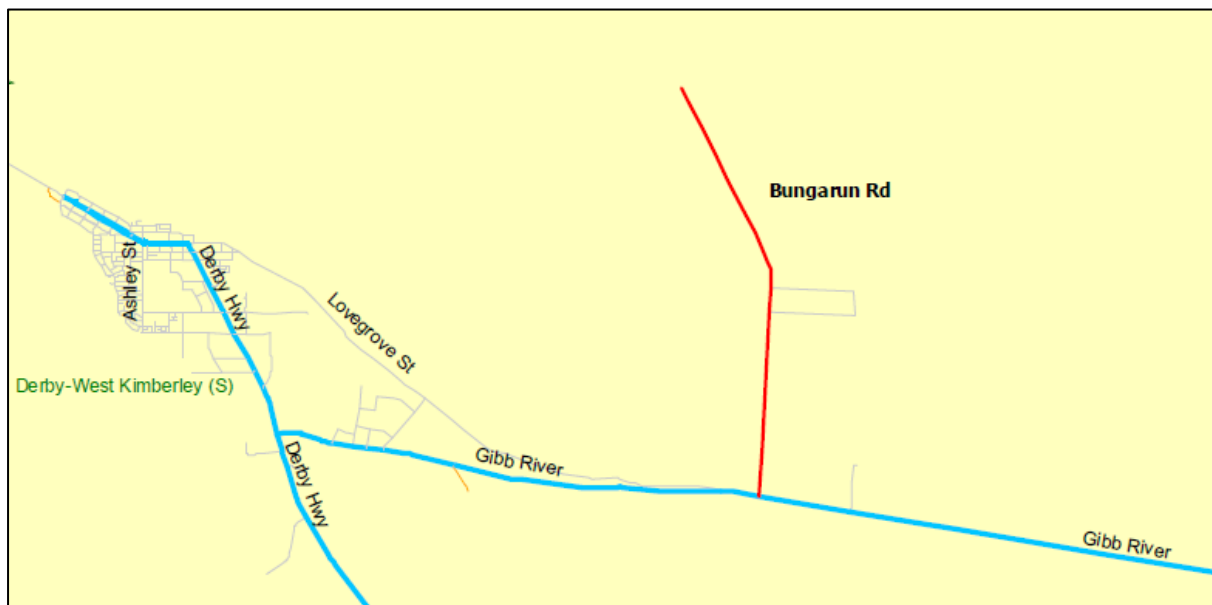
When the port or industrial facilities are constructed, the access road would connect the Gibb River Road and Derby Highway with future and planned regional facilities. It also would provide available access for persons employed at this site who may be residing in Derby town site. Immediately, this road would provide access to the Work Camp facility situated approximately halfway along this road and to residents at the new rural residential estate of Birdwood Downs. The road would serve as access to future proposed deep-water port facility and industrial / gas onshore facility.

DEVELOPMENT NEED

Provide safe and reliable access for the tourist and recreational activities within this immediate area. The present access road is constructed and formed from the Gibb River Road to the Bungarun Work Camp turnoff. From this point towards Point Torment / Black Rock, the road is an unmaintained track to various local points of interest.

DEVELOPMENT STRATEGY

The road development strategy is to provide road access for people of Bungarun Work Camp and allow for future development of the Black Rocks Port site. The review of this proposed road is ongoing. Construct Black Rocks Road to Type 3 Sheeted and after that to Type 4 Sealed.



CABLE BEACH ROAD EAST

Road No. 0010222

Local Distributor

Broome Shire

Last Reviewed: May 2024

FUNCTION

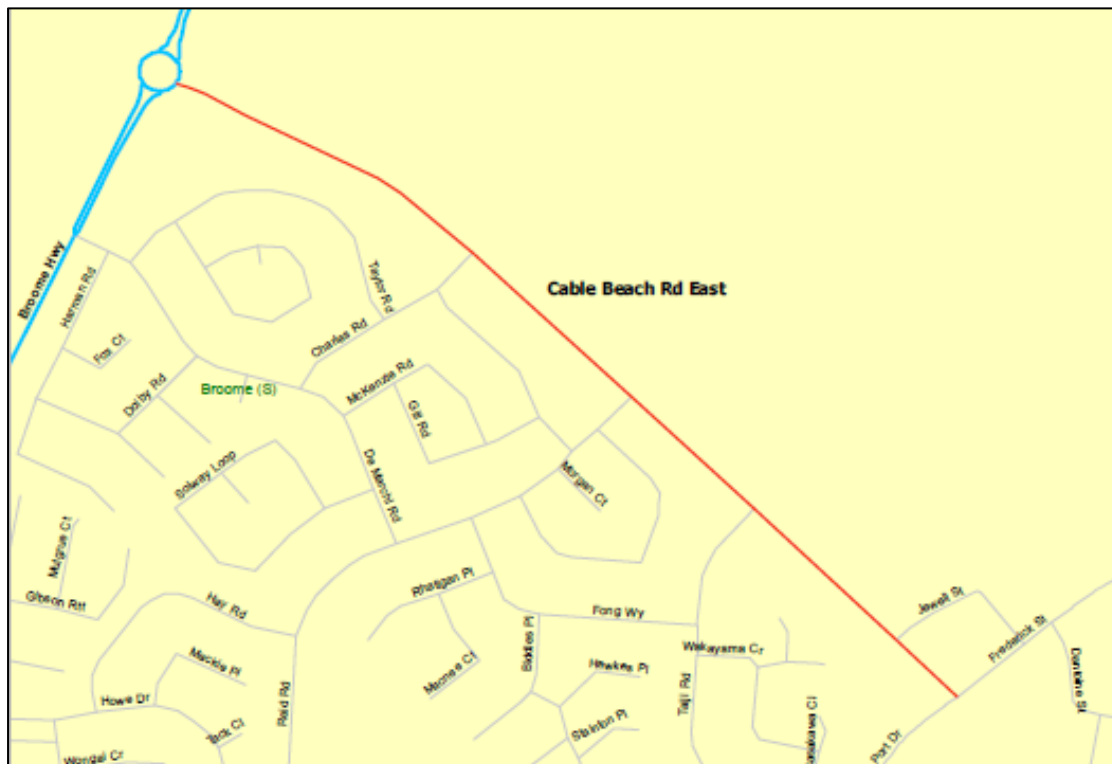
Cable Beach Road East consists of a two-lane two-way undivided carriageway, with a typical seal width of 10m and a posted speed limit of 60km/h. Cable Beach Road East is classified as a Local Distributor and provides a key connection between the northern and central suburbs of Broome with linkages to Gubinge road to the north and Port Drive and Frederick Street to the south. The roadway is part of the Broome bus routes and provides access to the Broome Recreational and Aquatic Centre (which is also the Broome Cyclone and Emergency Welfare Centre), St John Ambulance Centre, residential areas, hotel accommodation, North Regional Tafe, Lotteries House and a commercial centre. There is also adjacent land planned for future commercial development.

DEVELOPMENT NEED

Renewal and upgrade of this important street, intersections and pedestrian network will deliver significantly improved amenity to the area, reduce operational costs, and increase road user benefits through an improved ride, safety, and commute times. Upgrades are also required to improve the stormwater drainage and the poor lighting along the roadway.

DEVELOPMENT STRATEGY

The strategy for this road is to undertake staged upgrades to lift classification to a Type 7 carriageway along its full length and complete intersection upgrades to allow more continuous flow of traffic, with drainage and lighting issues will also being addressed through each stage of works.



CABLE BEACH ROAD WEST

Road No. 0010001

Local Distributor

Broome Shire

Last Reviewed: December 2023

FUNCTION

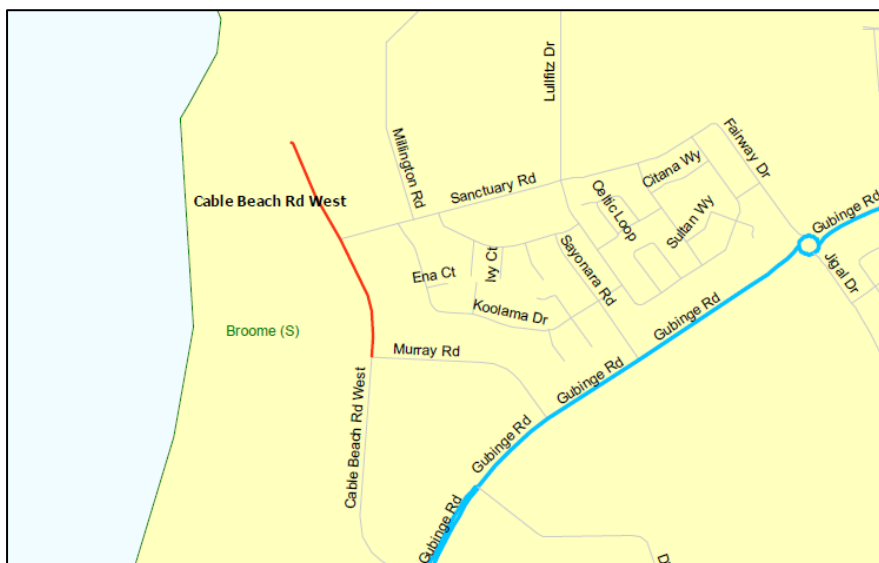
Cable Beach Road West consists of a two-lane two-way undivided carriageway, with the width of approximately 10m from the edge of the seal. The posted speed limit is currently 70km/h from Gubinge Road to Murray Road where it drops to 50km/h. Cable Beach Road West is classified as a Local Distributor and is the only access to the Cable Beach foreshore precinct and car parks. There are limited commercial access points on the road, including Divers Tavern, Cable Beach Resort and Zanders.

DEVELOPMENT NEED

The Cable Beach precinct is set to have a generational regional level foreshore redeveloped. The Shire of Broome population is also expanding with new stages of the nearby subdivisions Roebuck Estate and Warranyjarri Estate coming online. This will include a new vehicle route to the Cable Beach Precinct when Tanami Road is connected to Sanctuary Road. There is also privately owned large parcels of land adjacent to this roadway earmarked for tourism development. The combination of these factors is expected to cause a significant increase in the already high traffic volumes through the precinct and create a burden on the existing road network. The proposed upgrade and realignment of Cable Beach Road West is required to maximise the recreational space of the precinct and improve functionality of the road network. Upgrades are also required to improve the stormwater drainage of the roadway. Sections of the roadway currently experience flooding during significant rainfall events. The depth of water across the road puts road users at risk and limits emergency access to the foreshore precinct.

DEVELOPMENT STRATEGY

The strategy for this road is to undertake upgrades concurrently with the foreshore redevelopment across multiple stages.



CALWYNYARDAH – NOOKANBAH ROAD

Road No. 0030014

Local Distributor

Derby - West Kimberley Shire

Last Reviewed: April 2021

FUNCTION

This road connects communities of significant populations (Yungngora 230, Yakinara 180 and other communities totalling 180 – 200) to Great Northern Highway and the town of Fitzroy Crossing. The road is also a school bus route servicing the Yungngora School.

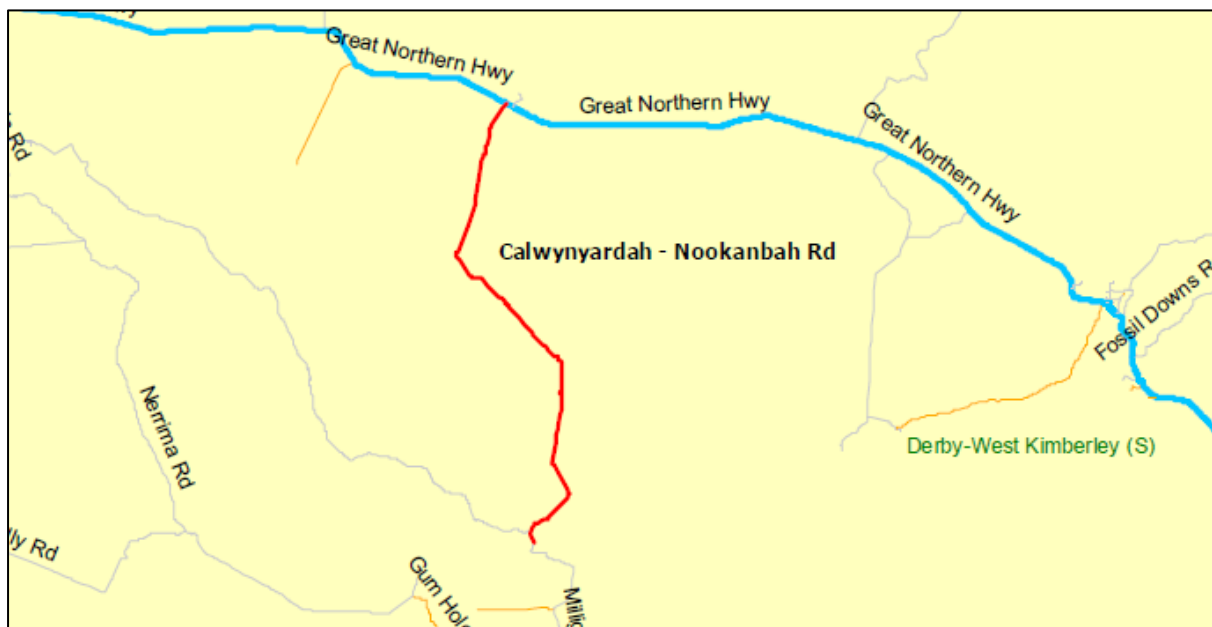
DEVELOPMENT NEED

The increasing populations of these communities are contributing to the use of this road and more visitor numbers, along with an increase in heavy vehicles transporting goods to the increasing number of communities, have created a major development need.

DEVELOPMENT STRATEGY

The development strategy is to improve road access for people of the various communities. Upgrade the complete road to Type 3 standard with realignments to be undertaken on an as needs basis to avoid areas that are prone to flooding.

- Complete remaining sections of Calwynyardah – Nookanbah Road to a Type 3 sheeted road.



CAMBALLIN ROAD

Road No. 0030158

Regional Distributor

Derby - West Kimberley Shire

Last Reviewed: April 2021

FUNCTION

This road provides direct access to Camballin from Great Northern Highway. It provides access for communities along the south western region of the Fitzroy River Valley to Great Northern Highway, including the communities of Looma and Camballin. Population of communities in this area are 700 during the wet season and up to 1000 in the dry season. This road is a school bus route to Derby and access for emergency services. It will provide access for the proposed new gas fired power station to be located at Looma Community. It is also the major access for the Liveringa horticulture development near Camballin.

DEVELOPMENT NEED

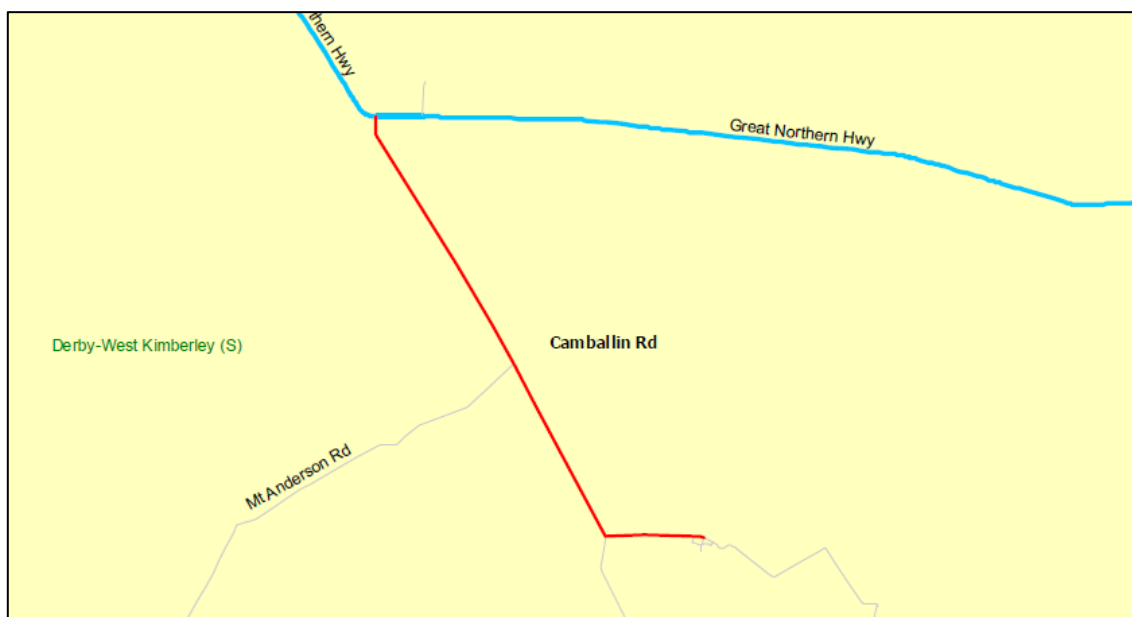
There is an immediate need to complete the upgrade of the road to a Type 3 standard to cope with increasing:

- Population in the associated communities.
- Traffic in the dry season.
- Use of the non-quarantine areas of the Fitzroy River for recreation purposes.
- Heavy vehicle traffic delivering supplies; heavy haulage and cattle transport.
- Traffic for horticulture development; and

The intermediate to future needs considering increasing traffic volumes, is to upgrade to a Type 4 standard over the entire length of road.

DEVELOPMENT STRATEGY

- The road development strategy is to improve road access for people of the various communities and provide a reliable service for the area's development.
 - Heavy formation grade Camballin Road from SLK 0-13.
 - Construct Camballin Road to a Type 4 sealed road.



CAMBALLIN – MYROODAH ROAD**Road No. 0030022****Local Distributor****Derby - West Kimberley Shire****Last Reviewed: April 2021****FUNCTION**

This road provides direct access to Looma from Camballin and Great Northern Highway, plus other smaller communities. The road is used as a school bus route and will be the service road for the new power station.

DEVELOPMENT NEED

There is an immediate need to complete the upgrade of the road to Type 3 standard to cope with increasing:

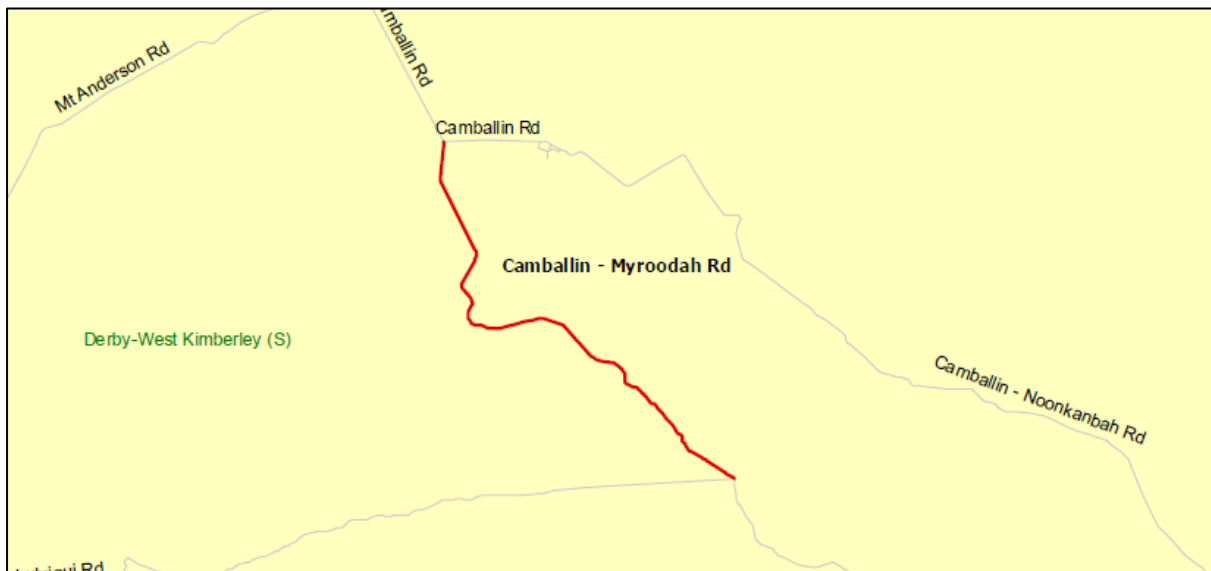
- Population in the associated communities.
- Traffic in the dry season; and
- Heavy vehicle traffic delivering supplies.

The intermediate to future needs as traffic volumes determine, is to upgrade to Type 4 standard over the entire length of road.

DEVELOPMENT STRATEGY

The road development strategy is to improve road access for people of the various communities and provide a reliable service for the area's development.

Complete the outstanding sections of Camballin - Myroodah Road to a Type 3 sheeted road. Construct Camballin - Myroodah Road to a Type 4 sealed road.



CANNING STOCK ROAD

Proposed Road No. 0020088
Access Road

Halls Creek Shire

Last Reviewed: April 2021

FUNCTION

The Canning Stock Road is basically a track that connects the Kimberley with the Goldfields. The main function is to serve as inter-regional pioneer adventure tourism route for 4WD enthusiasts.

DEVELOPMENT NEED

The road is a tourist attraction in its own right and any substantial improvements will detract from the reasons people chose to travel the route.

DEVELOPMENT STRATEGY

The development strategy is to maintain the road to existing standard with improved signage at entry points to inform travellers of the remoteness and conditions likely to be encountered.

Install appropriate signage at entry points to the Canning Stock Road.



CARLTON HILL ROAD

Road No. 0040006

Access Road

Wyndham - East Kimberley Shire

Last Reviewed: May 2024

FUNCTION

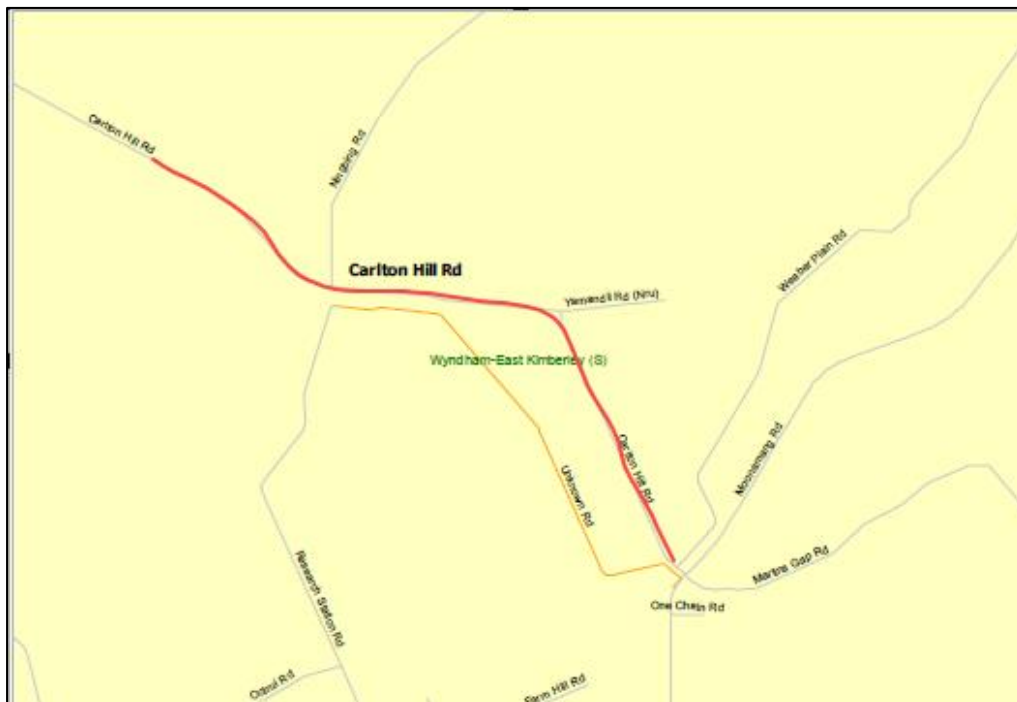
Carlton Hill Road will be classified as RAV 10 on completion of construction. The road is a major commodity generator in the region and will allow expansion of the Ord irrigation district by facilitating all weather access.

DEVELOPMENT NEED

Carlton Hill Road business plan 2019 indicate total commodity value from this immediate location at round \$46 million per annum in cattle and produce. 80% Federal funding has been received for upgrade of the road, a total of \$5,000,000 for road upgrade, and \$5,760,000 for two bridge reconstructions (construction in 2024 dry season). Total funding should progress construction to SLK 5, where the Shire will attempt to seek funding to complete construction to 10.1 SLK in order to provide all weather access for RAV 10. As ground conditions at approximately SLK 6 move from black soil to higher rocky ground, base course requirements should be lower, allowing for lower cost in construction for the final 4km of road. As a gravel road, RAV's were using this route, and destroying the gravel running surface each year to moving in seed and cattle feed.

DEVELOPMENT STRATEGY

Strategy is to have Carlton Hill Road recognised as a major commodity generator for the region, continue to develop through Federal leveraged funds, and then to use RRG for future maintenance reseals in conjunction with industry contribution.



CARRANYA ROAD (WOLF CREEK CRATER)

Carranya Road (0020015)
Carranya Wolf Creek Crater Road (0020034)
Access Roads

Halls Creek Shire

Last Reviewed: April 2021

FUNCTION

The road provides access for tourists to Wolf Creek Crater. It is an internal station road used by pastoralists and the traditional Aboriginal landowners who live in the area.

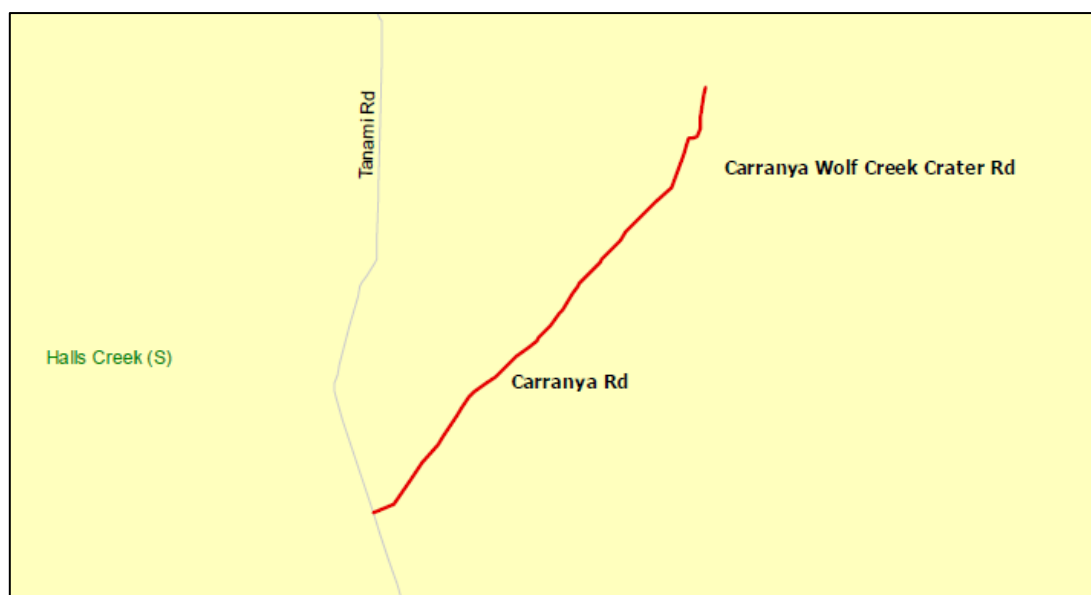
DEVELOPMENT NEED

The existing road is suitable for access by four-wheel-drive vehicles only. The track is very narrow and crosses waterways at stream bed level. The road formation is depressed below the natural surface and badly corrugated in places. As a pastoral access road, it is maintained by the owner as required and not by Local Government. Average traffic during the dry season is reportedly in the order of 20 vehicles per day. The road standard is unsuitable for this volume of traffic which is increasing significantly each year. The National Park is one of the most popular tourist destinations in the Kimberley Region and because of its proximity to the Tanami Road, people have an expectation to be able to reach it by road. Improve road safety.

DEVELOPMENT STRATEGY

The development strategy is to improve and maintain the access into the park from the Tanami Road. The recommended standard should be in accordance with the DEC's management plan for the park. It is recommended the road to be constructed to Type 2 formed road standard and be maintained at this standard for the duration of the current park management plan, which is four to five years.

The longer-term development strategy will depend upon the recommendations made when the plan is reviewed. It may require constructing the access road between Tanami Road and the park entrance to Type 3 paved road standard.



CHERRABUN ROAD

Road No. 0030020

Access Road

Derby - West Kimberley Shire

Last Reviewed: April 2021

FUNCTION

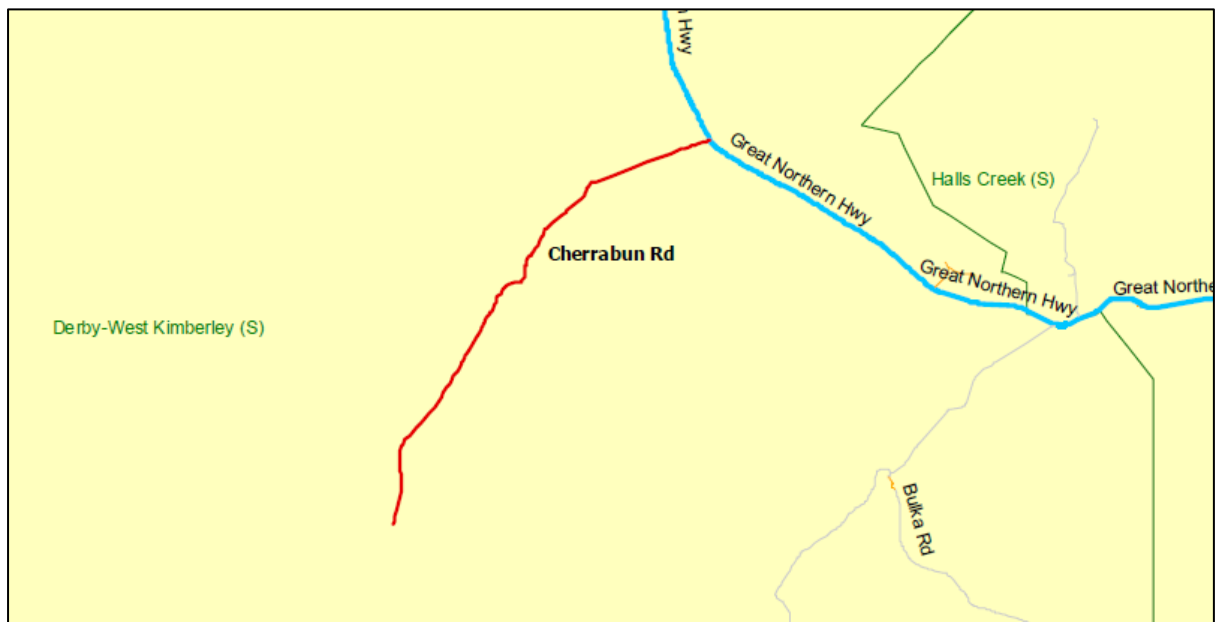
This road connects communities of significant populations (Djugerari 150, Yakinara 180 and other communities totalling 75 – 100) to the Great Northern Highway and the town of Fitzroy Crossing. The road is also a school bus route servicing the Djugerari School.

DEVELOPMENT NEED

The increasing populations of these communities are contributing to the use of this road and more visitor numbers, along with an increase in heavy vehicles transporting goods to the increasing number of communities, have created a major development need.

DEVELOPMENT STRATEGY

The road development strategy is to improve road access for people of the various communities. Upgrade complete road to Type 3 standard with realignments in the road location to be undertaken on an as needs basis to avoid areas that are prone to flooding. Construct Cherrabun Road to a Type 3 sheeted road.



CHI STREET**Road No. 0010122****Access Road****Broome Shire****Last Reviewed: April 2021****FUNCTION**

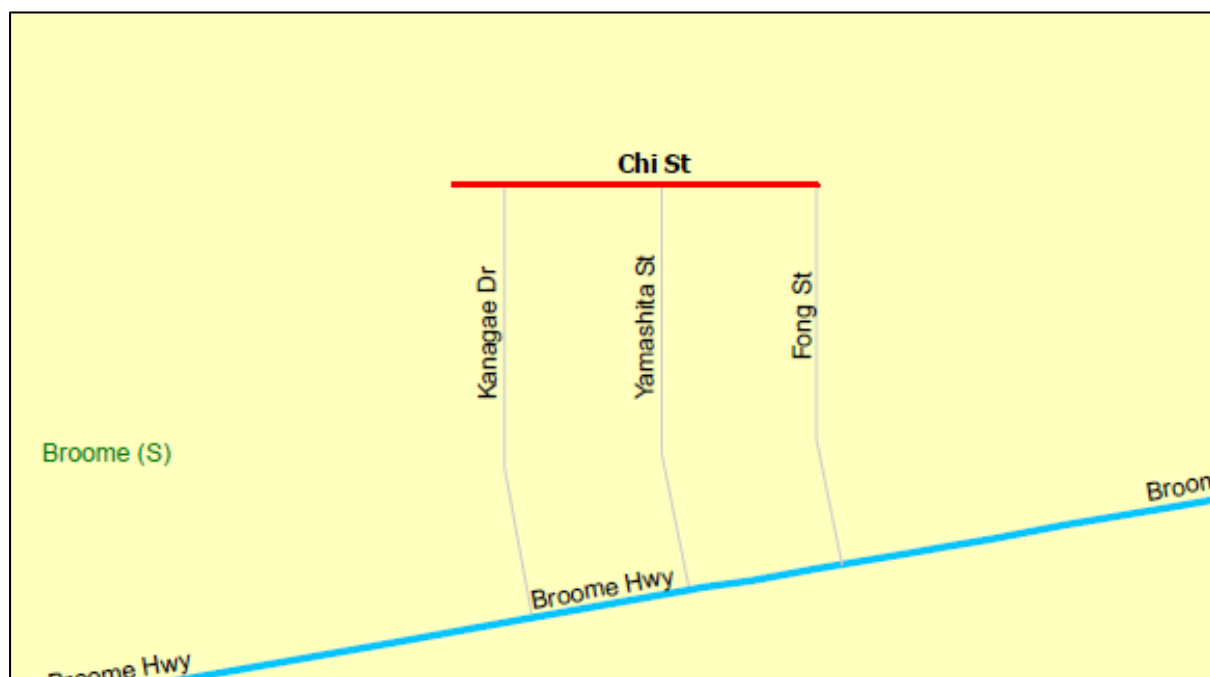
The 12 Mile Area is a horticultural and rural residential area 20km east of Broome. The subdivision access roads were not constructed by DOLA when created and the Shire has had to expend considerable funds over the past 10 years to construct and seal the access roads. The area features about 50 lots and residences, including a turf farm, mango plantations, herb farms, commercial vegetable farms and other tourist ventures.

DEVELOPMENT NEED

The existing roads have been sealed by the Shire except for the northerly section, known as Chi Street, which is still unformed and depressed below the natural surface. It becomes quickly corrugated from excessive traffic and impassable or closed for long periods after heavy rainfall, seriously affecting access to the area, including its use as a school bus route. The construction of Chi Street would complete the last section of access road in the subdivision.

DEVELOPMENT STRATEGY

Raise the existing road formation and improve the off-road drainage and fully construct to a Type 4 standard.



CHRISTMAS CREEK – BEEFWOOD PARK ROAD

Road No. 0030019

Access Road

Derby - West Kimberley Shire

Last Reviewed: April 2021

FUNCTION

This road connects communities of Wankajanka, Ngumpan and other communities totalling 50 – 75 permanent persons including Christmas Creek Station) to the Great Northern Highway and the town of Fitzroy Crossing. The road is also a school bus route servicing the Ngumpan community. Other functions of the road include livestock transportation to/from the pastoral stations of Christmas Creek, Bulka, Beefwood Downs, plus heavy vehicle transport for exploration activities south of Christmas Creek.

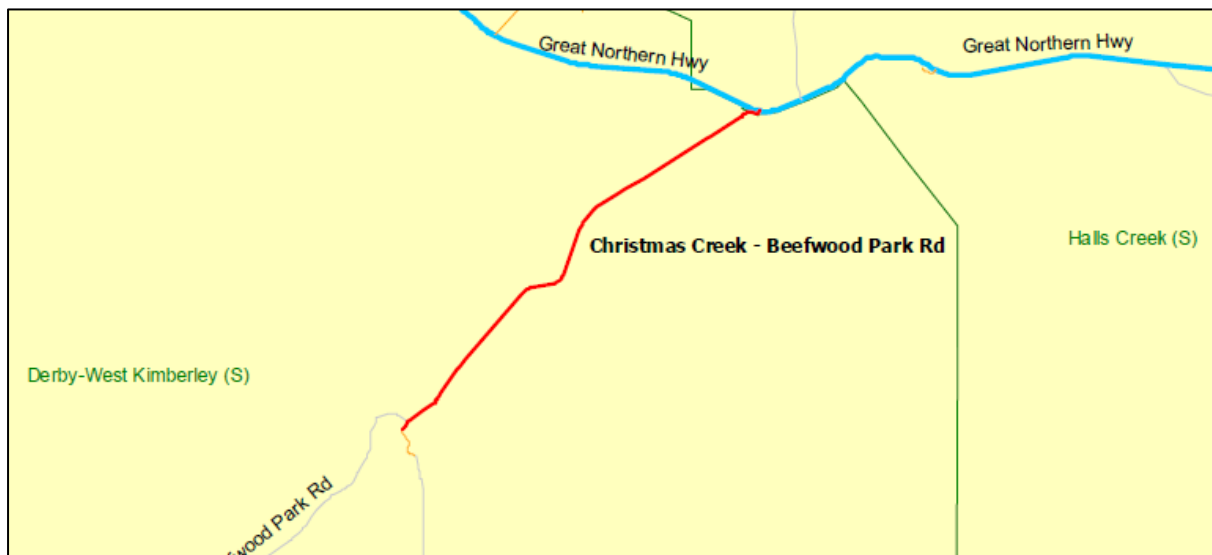
DEVELOPMENT NEED

The increasing populations of these communities are contributing to the use of this road and more visitor numbers, along with an increase in heavy vehicles transporting goods to the increasing number of communities, have created a major development need.

DEVELOPMENT STRATEGY

The road development strategy is to improve road access for people of the various communities.

Complete the outstanding sections of Christmas Creek Road to Type 3 sheeted road.



CLARENDON STREET

Road No. 0030035

Local Distributor

Derby - West Kimberley Shire

Last Reviewed: April 2021

FUNCTION

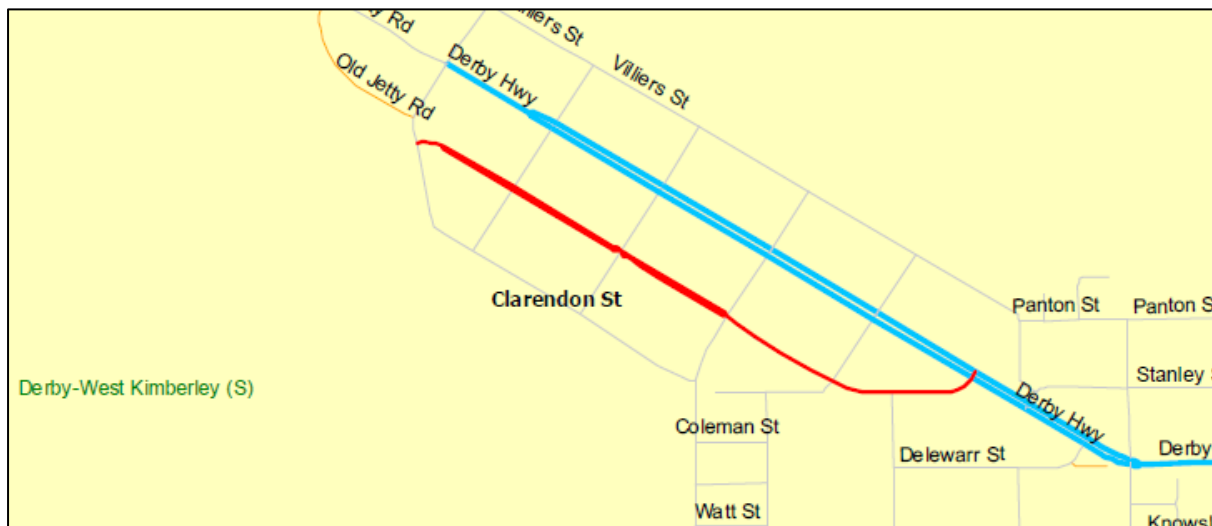
Clarendon Street is a major local distributor within the town of Derby. It leads from Loch Street/ Derby Highway through the town's major central commercial area, providing access for delivery vehicles, caravan park guests, local residents and outlying and tourist persons seeking to utilise the commercial areas.

DEVELOPMENT NEED

The present road is constructed in sections as a standard residential street capacity, with areas that are poorly lit with undefined intersections. Sections require upgraded parking definition.

DEVELOPMENT STRATEGY

To implement a staged approach to ensure lighting and parking requirements are met. Ensure widths of carriageways are suitable for all traffic movements. Works will be programmed to ensure compliance with streetscape policy being progressed by Council.



COOLIBAH DRIVE**Road No. 0040094****Local Distributor****Wyndham - East Kimberley Shire****New Submission: April 2021****FUNCTION**

Coolibah Drive is a horseshoe shaped arc which commences at Ivanhoe Road and terminates at Ivanhoe Road.

The road is a Local Distributor which provides access to small commercial businesses, ambulance, regional hospital, dentist, private medical practice, shire offices, tourist resort, police station, court house, post office, leisure centre, swimming pool, tourist bureau, restaurants, three schools, supermarket, bank, sporting grounds/facilities, child care centre, library, agricultural show grounds and a caravan park. Coolibah Drive is not a part of the RAV network.

NEED

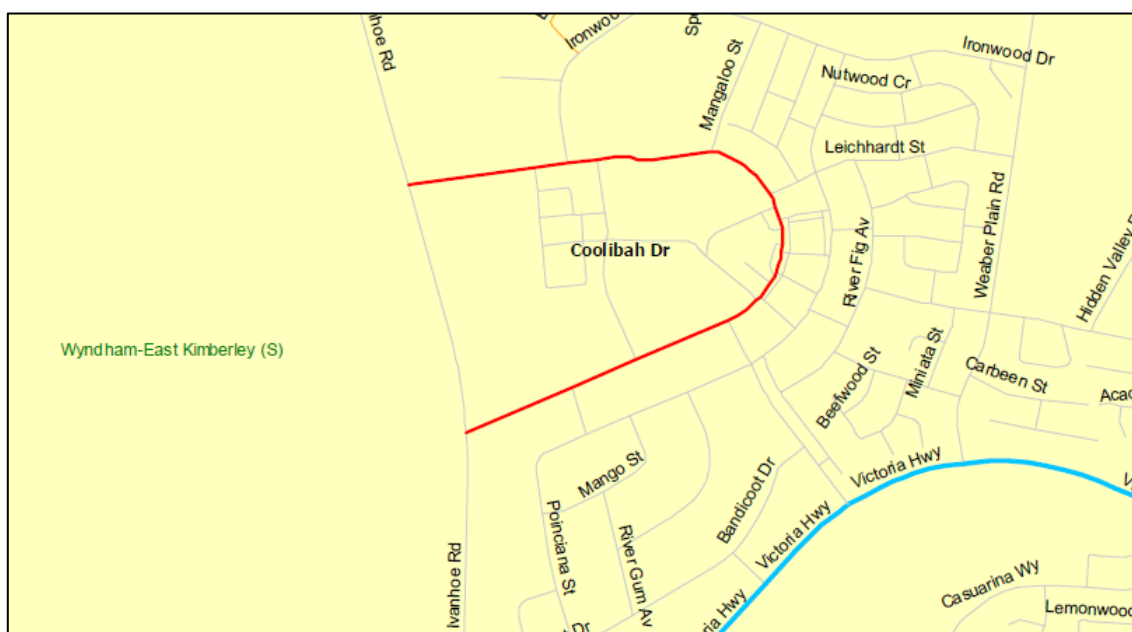
Coolibah Drive has an AADT of 2 300 VPD. (October 2011) and has capacity to handle the mix and volume of traffic using it.

Parts of the road are showing base course failure and cracking in the sealed surface. It is anticipated that sections of the road will require reconstruction on a rolling program with an ongoing program of resealing.

The Shire has in 2012/13 had a program of surface correction and crack patching to hold the existing structure.

DEVELOPMENT STRATEGY

The requirement for reconstruction and strengthening of the basecourse material will be on a needs basis with some sections requiring attention in the near future. A reseal program will be carried out dependant on the availability of funding.



CRAB CREEK ROAD**Road No. 0010012****Access Road****Broome Shire****Last Reviewed: April 2021****FUNCTION**

The proposed new road alignment provides access from Broome through the proposed Broome Road Industrial Estate to the new Water Corporation wastewater treatment plant and then to the coastline in Roebuck Bay in the proposed new Coastal Park. The most frequent visitors currently are tourists and local residents who visit popular fishing and recreational locations around the bay, this will change as Landcorp progressively develop the industrial area. The world famous and RAMSAR listed site is centred on the Broome Bird Observatory that is located some 15 km along this road. It is also the only access to several properties, a Shire gravel quarry and Aboriginal leasehold property.

DEVELOPMENT NEED

The close proximity of the area to the town of Broome and the attractions it offers makes the bay a popular destination for tourists and local residents. The Broome Bird Observatory attracts thousands of visitors throughout the year and some of the adjacent land holds significant traditional owner cultural value.

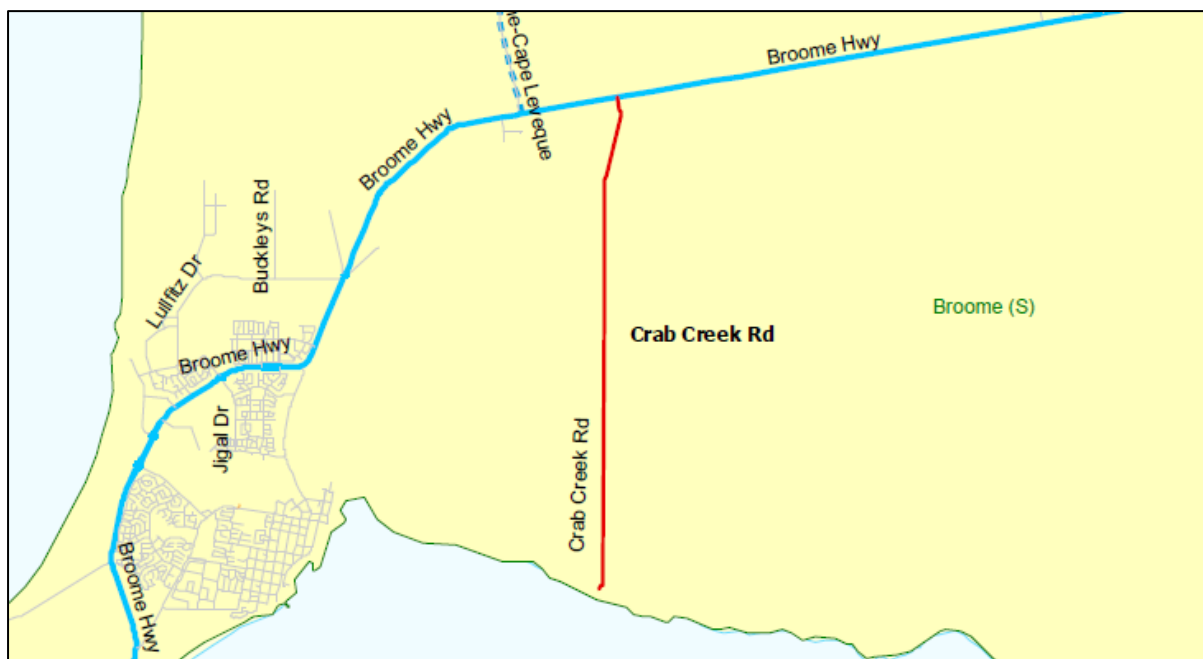
The average daily traffic exceeds 100 vehicles per day. The volume drops to an average of 50 vehicles per day over the wet season. Combined with heavy rainfall received during the 'wet season', the road is impassable or closed to traffic for extended periods of time.

The proposed new heavy industrial area to be built at the north end of this road will be developed and constructed as part of the Landcorp subdivision development, with the remaining section being the responsibility of the Shire of Broome to upgrade.

DEVELOPMENT STRATEGY

The development strategy is to provide a Type 3 gravel road that allows safe light vehicle access during both wet and dry weather periods. Most of the existing road is not surveyed or gazetted and this needs to be a priority. The conservation and heritage values of the coastal environment must be maintained. The northern section of the road is to be realigned to match the proposed new heavy industrial area. The strategy is to:

- Fully realign and construction northern section through Broome Road Industrial Estate to an appropriate heavy industrial area standard.
- Construct the southern section of the road from the Broome Road Industrial Area southern boundary to the Wastewater Treatment Plant entrance (Approx. 600m), to a Type 4 sealed standard: and
- Upgrade the remaining section to the new Coastal Park boundary to a Type 3 gravel road standard.



DE CASTILLA STREET

Road No. 0010118

Access Road

Broome Shire

New Submission: April 2021

FUNCTION

De Castilla Street is one of two major industrial collector streets in the Broome Heavy Industrial Area (HIA) linking to Port Drive. This road is designated a RAV 10 network triple road train route. This street carries a significant amount of both heavy and light traffic including triple road trains. The Heavy Industrial area is the main location of freight terminals for the bulk of all goods required to service the Broome township. Goods arrive and leave by triple road train and are also broken down and distributed by smaller heavy transport.

The HIA has many commercial type businesses and is becoming increasingly busier, as some of the properties redevelop to provide lay down areas and support for the offshore oil and gas industry.

The road forms an important link for the HIA via Port Drive through to the State Highway at Gubinge Road or to the Port of Broome. Traffic provides for heavy raw materials, fuels, commercial freight, commercial business activities, garbage trucks and general use.

DEVELOPMENT NEED

The street is currently varying in seal widths from 5.5 - 6.5m and heavy vehicles have difficulty negotiating intersections and access into crossovers and often need to pull over onto the shoulder to pass in some situations.

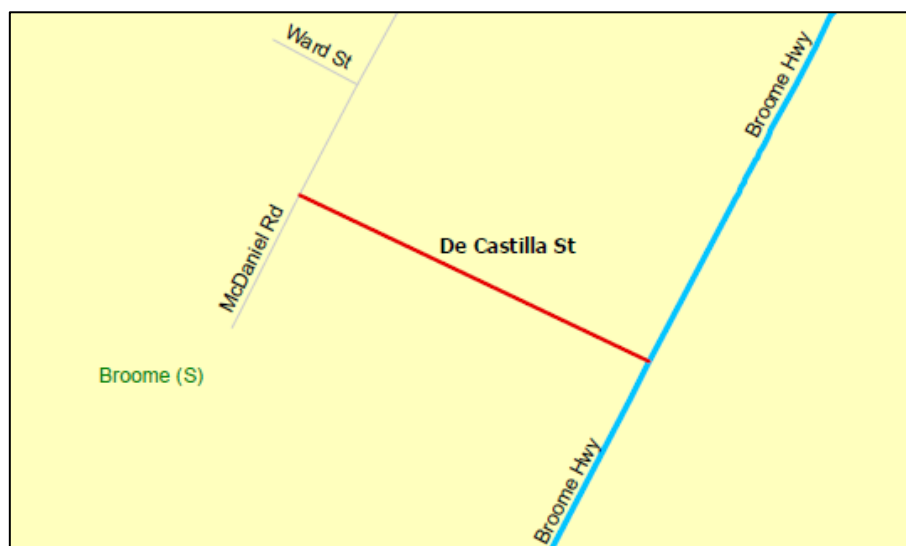
The road requires widening to a minimum standard width of 9m for a heavy industrial area of this type and requires pavement rehabilitation as original older style gravel pavements have failed. Drainage along the road is inadequate which causes extensive flooding in peak storm events. A geo-technical investigation is yet to be completed but pavement deformation and failure is most probably the result of inadequate pavement depth or unsatisfactory materials.

Renewal and upgrade of this important street will deliver significantly improved amenity to the heavy industrial area, reduce operational costs, improve road user benefits including ride, safety, dust, flooding, and erosion.

DEVELOPMENT STRATEGY

The strategy is to reconstruct and widen the pavement and improve drainage and seal quality, including review of property access.

It is proposed that this road renewal and upgrade be carried out in one construction stage.



DUNCAN ROAD

Road No. 0020062 and 0040138

Local Distributor and Regional Distributor

Halls Creek and Wyndham-East Kimberley Shires

Last Reviewed: April 2021

FUNCTION

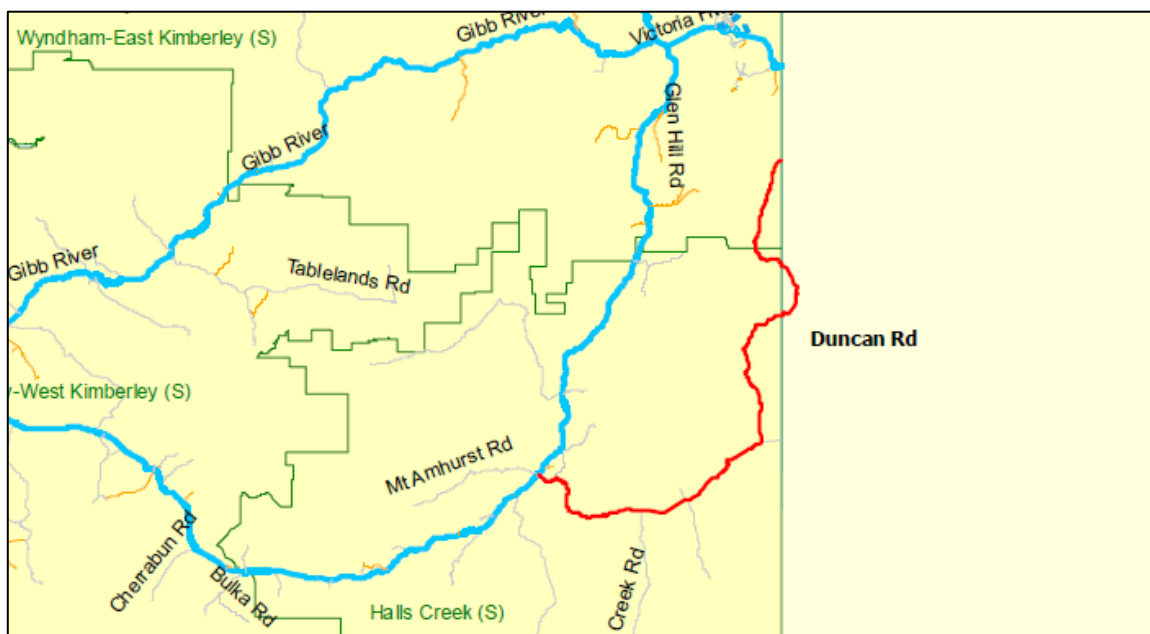
The road was originally constructed to service the pastoral industry and that remains one of its important functions today. At the Halls Creek end it services emerging mineral resource development and tourism needs. Duncan Road also serves Aboriginal Communities such as Yumali, Kundat Diaru, Linga, Wungu, Kartang Riji and Quartz Blow.

DEVELOPMENT NEED

The road is a road train route used to transport livestock and other products to and from ports and markets. It is also a significant Aboriginal Community Access road. The road is generally constructed to the standard of a formed road with gravel sheeting applied over some sections. The road crosses numerous watercourses. Most water crossings are constructed from local material at stream bed level and are subject to scouring and washout after heavy rainfall. The road can be closed for extended periods of time during the 'wet season'.

DEVELOPMENT STRATEGY

Provide safe access for all road users including road trains during the dry months of the year. In short term improve the formation to a Type 2 formed standard and reduce the periods of road closure at river and creek crossings by stabilising with imported material or constructing concrete flood crossings. In longer term upgrade the road to a Type 3 gravel standard. Some formation improvements have been made to the existing road between Halls Creek and Palm Springs. This section of the road is more heavily trafficked as a result of increased tourism and mineral resource exploration and development. Realign and construct to Type 3 formed gravel standard, the section between Halls Creek and Black Elvire River. Construct to Type 3 paved road standard, the section from Black Elvire River to the WA/NT border.



EIGHTY MILE BEACH ROAD**Road No. 0010220****Access Road****Broome Shire****Last Reviewed: April 2021****FUNCTION**

The road is a well-publicised connection from Great Northern Highway to Eighty Mile Beach and provides access for tourists to the caravan and camping facilities as well as the Wallal Downs Station homestead and an emerging Aboriginal community in that area. Eighty Mile Beach Road is a RAV Network 5 road.

DEVELOPMENT NEED

Eighty Mile Beach is a major tourist attraction and a 'wetland of international significance' under the Treaty of Ramsar, to which Australia is a party. The beach is popular for fishing and recreational purposes. The traffic volumes on this road are increasing and extending into the wet season more each year. The owners have been lobbying the road to be sealed as soon as possible, citing much increased visitor and traffic numbers, including tourist coaches. Road trains need to access both Wallal Downs and parts of Mandora Station.

There is also a proposed new Aboriginal Community along this road.

DEVELOPMENT STRATEGY

At present the road should be maintained as an all-weather gravel road. However, the need to upgrade is becoming more critical each year. A significant proportion of the traffic using this road includes two-wheel-drive vehicles towing caravans and tourist coaches. Upgrading Eighty Mile Beach Road first to a full Type 3 gravel road standard and later to a full Type 4 sealed road standard.



ERYTHRINA STREET

Road No. 0040028

Access Road

Wyndham - East Kimberley Shire

New Submission: September 2012

FUNCTION

Erythrina Street is a Local Access residential Street which provides the most direct access to the Central Business area and regional medical facilities for east Kununurra residents and tourists from Hidden Valley and Lakeside.

Erythrina Street is a Local Access road which is the sole access for as-of-right semi-trailer vehicles to a large supermarket shopping complex. It is not suitable for RAV vehicles as such is not part of the RAV system.

This road has an AADT of 1010 VPD (September 2012).

DEVELOPMENT NEED

Erythrina Street is a sealed and kerbed road 7.4m wide. It is 360m from Weaber Plains Road to Riverfig Street and has two side intersections along its length. Drainage is poor with water ponding and standing for days following rain events. Water ingress has caused basecourse failure in some areas.

The existing sealed footpath has deteriorated to the point of disuse.

Development needs include widening, drainage improvements, reconstruction of failed sections, reconstruction of failed paths and replacement of failed kerb sections. Reseals are required on an ongoing basis, subject to funding.

DEVELOPMENT STRATEGY

The short-term strategy for Erythrina Street is to cement stabilise and asphalt seal failed sections. Replacing the footpath is also be a short-term development need.

In the medium term, resurfacing will be required, and the drainage formalised into a subsoil system in line with a Kununurra Townsite Drainage Strategy currently being prepared.



FAIRFIELD – LEOPOLD DOWNS ROUTE

Fairfield – Leopold Downs Road (0020005) - Local Distributor
Leopold Downs Road
(0030015) - Local Distributor

Derby – West Kimberley Shire

Last Reviewed: April 2021

FUNCTION

This road connects the Gibb River road to the Great Northern Highway approximately 60km west of Fitzroy Crossing. It provides access to Windjana Gorge National Park and Tunnel Creek Gorge National Park; and to the DPaW managed camping facility at Windjana Gorge. The road is used by many tour operators from Broome, Derby and Fitzroy Crossing as part of their Kimberley explore tour operations. It services an increasing number of Aboriginal communities being established within the Leopold area. Also, services pastoral stations and is used for the transportation of livestock. It is an important tourist route as it provides access to the Windjana Gorge National Park, Windjana Camping Ground and Tunnel Creek Gorge National Park. The road also services several stations and communities along with the Yiramaly School. This road is used by tour operators, tourists, community members, the cattle industry for livestock transport, service suppliers and school purposes.

DEVELOPMENT NEED

With the increasing tourist operations, community traffic, pastoral operations and in particular the increased traffic from the school there is a need to provide and maintain the road to a particular standard. It is important as this road provides the connectivity along with the Fairfield-Leopold Road between the Gibb River Road and Great Northern Highway.

DEVELOPMENT STRATEGY

Enhance road access for tourist, people of various communities and heavy vehicles by completing outstanding sections of the road to Type 3 standard and improving floodway crossing



FAIRWAY DRIVE

Road No. 0010219

Local Distributor

Broome Shire

Last Reviewed: April 2021

FUNCTION

The road forms a part of the road network in the northern area of Broome. The east end up to Buckleys Road (1.3 km) is constructed and sealed and provides access to the Broome Waste Management Facility and the only egg farm in the West Kimberley. The western section is formed pindan (1.4 km) and the southern section is part unconstructed (1.0 km) and part sealed (0.5 km).

It forms an important link for Cable Beach area for a school bus route, garbage trucks and general use. Due to traffic issues via other routes in Broome, increasing number of visitors are accessing this road. Unsealed section and a section (Lullfitz Dr to Sanctuary Rd) pending the resolution of planning and Native Title issues to be built, restricts the use of the road. It is expected to be upgraded to a District Distributor, once it is fully built and proposed urban land releases occur in the area. A tourist zone is proposed adjacent to the southern unconstructed section, which increases the need for the road to be fully constructed.

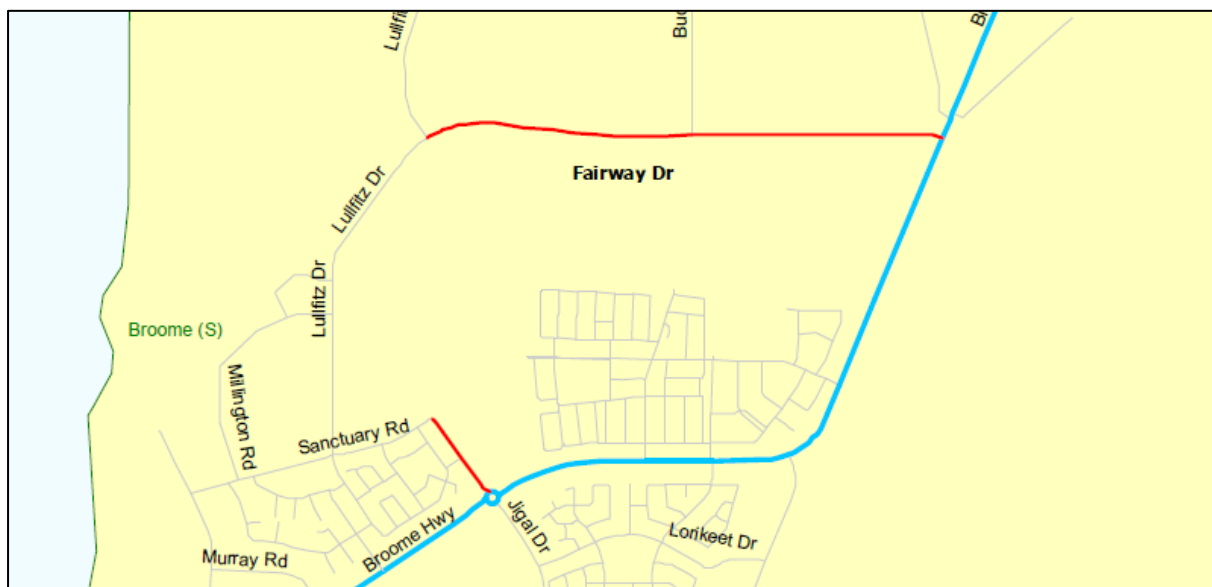
DEVELOPMENT NEED

The road is to be built to a sealed road standard throughout. The road is currently closed for periods throughout each wet season, as the existing pindan is impassable when wet, as it becomes slippery and unsafe.

DEVELOPMENT STRATEGY

Upgrade of Fairway Drive in stages:

- Construct and seal 1.4 km section from Buckleys Rd to Lullfitz Dr to a Type 4 standard.
- Construct and seal 1 km section from Lullfitz Dr to Sanctuary Rd to a Type 4 standard.



FITZROY STREET**Road No. 0030113****Access Road****Derby - West Kimberley Shire****Last Reviewed: April 2021****FUNCTION**

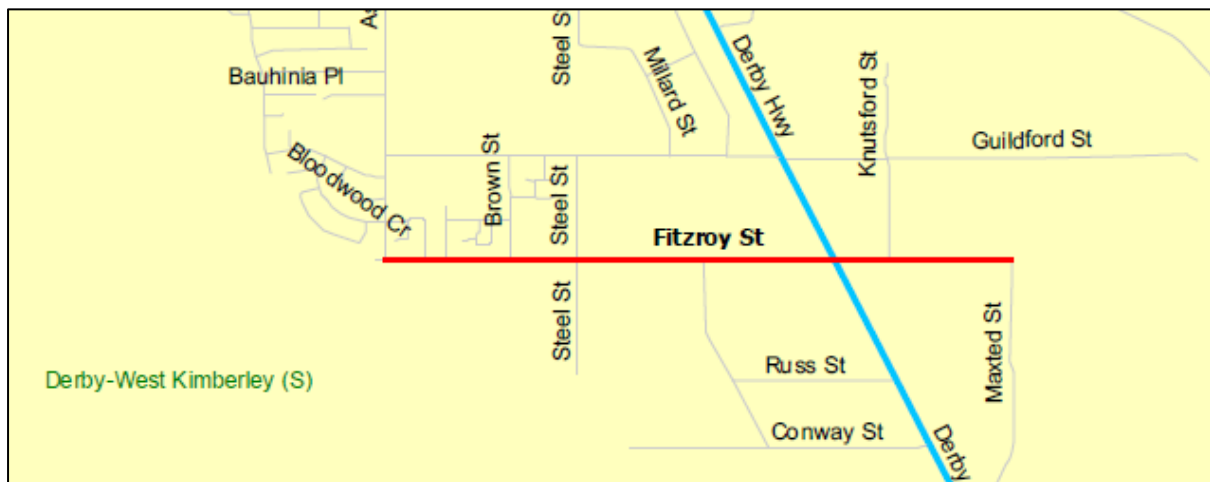
Fitzroy Street is a major local distributor within the town of Derby. It leads from Ashley Street to Derby Highway, past the town's major industrial and transportation areas.

DEVELOPMENT NEED

The present road has a pavement and seal which needs major maintenance. Edge break, cracking and potholes are evident. Drainage needs to be improved especially around the intersections where it can lay for days after a rain event, causing further deterioration.

DEVELOPMENT STRATEGY

Improve drainage by constructing table drains and possible culverts or a designated floodway. Once drainage has been addressed, the pavement can be rehabilitated by either reconstruction or stabilisation. Depending on the quality of the existing material, levels may need to be changed as part of the drainage issues.



FORREST ROAD

Road No. 0030119

Local Distributor

Derby - West Kimberley Shire

Last Reviewed: April 2021

FUNCTION

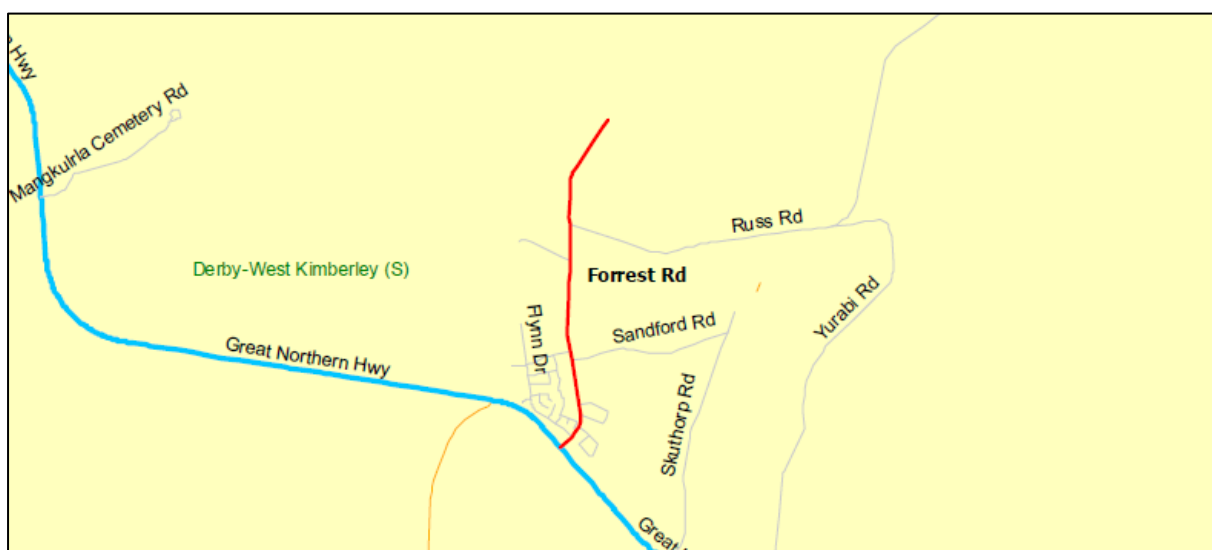
Forrest Road is a major local distributor within the town of Fitzroy Crossing. It leads from Great Northern Highway to the town's major commercial, recreation facilities and increasing residential areas and also provides access to the industrial area. This road also serves as access to various Aboriginal communities surrounding Fitzroy Crossing and leads to major tourist attractions like Geikie Gorge and the old historical areas of Fitzroy Crossing. The road also serves as a local distributor used by heavy vehicles within the town of Fitzroy Crossing.

DEVELOPMENT NEED

With the proposed expansion of residential areas for the Aboriginal communities surrounding Fitzroy Crossing, all weather access to the commercial and essential services areas of Fitzroy Crossing is paramount. Realignment of the road to higher ground would alleviate this problem. This road needs to have the capacity to act as the major distributor from the commercial, service, older residential areas of Fitzroy Crossing to the National Highway and to major tourist attractions.

DEVELOPMENT STRATEGY

Proposed realignment of the road should be constructed on an as needs basis and as funding permits in the future. The review of this proposed road is ongoing. Vertical alignment of this road near the town's supermarket needs investigation to avoid flooding issues.



FOSSIL DOWNS ROAD

Road No. 0030017

Access Road

Derby - West Kimberley Shire

Last Reviewed: April 2021

FUNCTION

This road connects community of Muludja and Fossil Downs Station to Great Northern Highway and the town of Fitzroy Crossing. The road is also a school bus route servicing the Muludja community. Other functions of the road include livestock transportation to/from the pastoral station of Fossil Downs, plus heavy vehicle transport for exploration activities within the area.

DEVELOPMENT NEED

The increasing populations of these communities are contributing to the use of this road and more visitor numbers, along with an increase in heavy vehicles transporting goods to the increasing number of communities, have created a major development need.

DEVELOPMENT STRATEGY

The road development strategy is to improve road access for people of the various communities and provide a reliable service for the area's development. Complete the outstanding section of Fossil Downs – Muludja Road to Type 3 sheeted road.



FREDERICK STREET

Road No. 0010037

Local Distributor

Broome Shire

Last Reviewed: December 2023

FUNCTION

Frederick is classified as a Local Distributor. The road carries a significant amount of traffic associated with both local and tourist travel. It also serves part of a bus route servicing surrounding schools, business, the Boulevard Shopping Centre and the Broome Airport. Fredrick Street links Cable Beach tourist precinct, Cable Beach subdivision and the Port to China Town.

Category 6 vehicles (RAV 6 - 36.5m long truck) and below are allowed to operate on Port Drive and Frederick Street to the airport.

DEVELOPMENT NEED

There is currently major traffic congestion at school pickup and drop-off times with the Broome Senior High School located on Fredrick Street. Traffic volumes are also set to increase with Broome's expected population growth and the development of the vacant commercial land along Frederick Street. The Broome Traffic Study undertaken by Jacobs in 2016 specifically recommended upgrading the Frederick and Cable Beach Road East Intersection by 2031 to accommodate the expected increase in demand.

Drainage along the road is also inadequate. The spread width and depth of water can make driving difficult and unsafe in only minor rain events.

The road treatment is inconsistent along the length of the road and there are several poor tie in points. There are signs of pavement deformation and failure in several locations as the pavement reaches its design life, indicating the pavement will require reconstruction in the short to medium term future. The condition of this important roadway is expected to deteriorate more rapidly with the increase in traffic unless action is undertaken.

DEVELOPMENT STRATEGY

The strategy for this road is to upgrade in stages to be a Type 7 carriageway along full length and intersection upgrades to allow a continuous flow of traffic, with drainage issues also being addressed.



GANTHEAUME POINT ROAD

Road No. 0010003

Access Road

Broome Shire

Last Reviewed: April 2021

FUNCTION

The road provides access to a significant tourist and recreational area at Gantheaume Point and Reddell Beach. It also provides access to the Broome racecourse, the lighthouse, residences to Cable Beach South and Minyirr Coastal Park.

DEVELOPMENT NEED

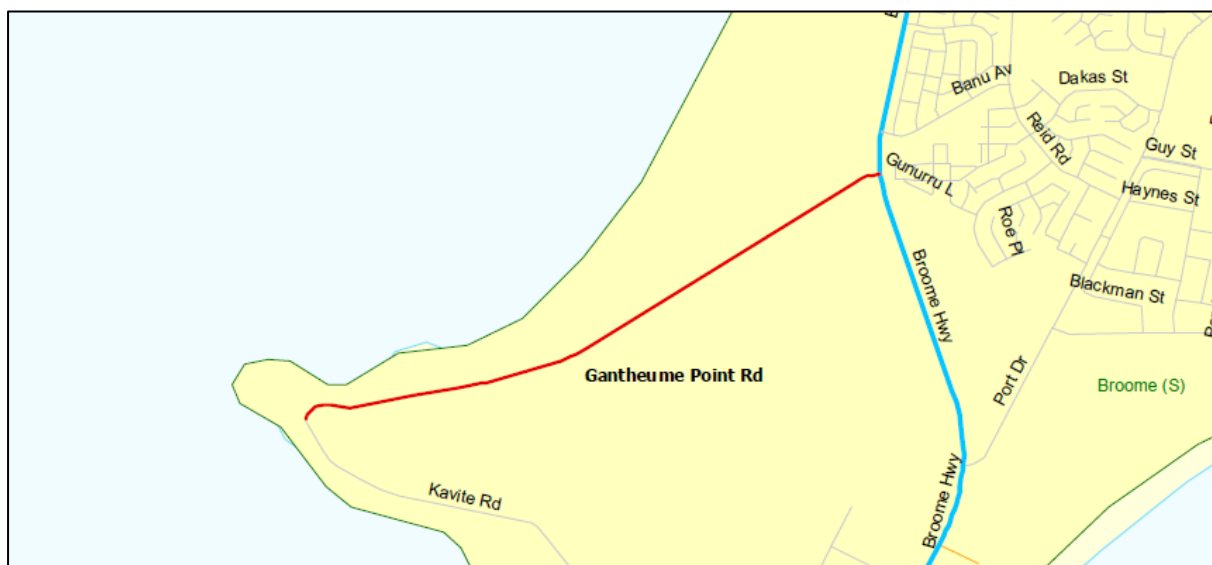
The Gantheaume Point area, which is within the Broome town site, is extremely popular for tourism and recreation. The land has cultural, heritage and recreational significance. Daily traffic on the road is as high as 1350 vehicles per day.

The existing road is constructed to a Type 4 standard from Gubinge Road through to the Racecourse entrance, with the only unformed section left continuing to the lighthouse car park. This last section of unformed road is depressed below the natural surface in places with some damage to the landscape caused by maintaining the unsealed road is a major concern, as well as dust in the dry season and road closures in the wet season.

DEVELOPMENT STRATEGY

The strategy is to:

- Complete the Type 4 sealed road from the Racecourse to the Lighthouse car park.
- Construct a dual use path for the full length from Gubinge Road to the Lighthouse.



GEE GULLY ROAD**Road No. 0030004****Local Distributor****Derby - West Kimberley Shire****Last Reviewed: April 2021****FUNCTION**

Gee Gully Road is a Local Distributor road providing pastoral stations (7) and Aboriginal communities access (currently 4, with permanent populations of approximately 60-80 residents.) with access to Great Northern Highway.

In the wet season, this access road can be the sole access to this area due to the Fitzroy River flooding. This road services the transportation of cattle to markets. If upgraded, it would be part of a regional heavy haulage route servicing this region.

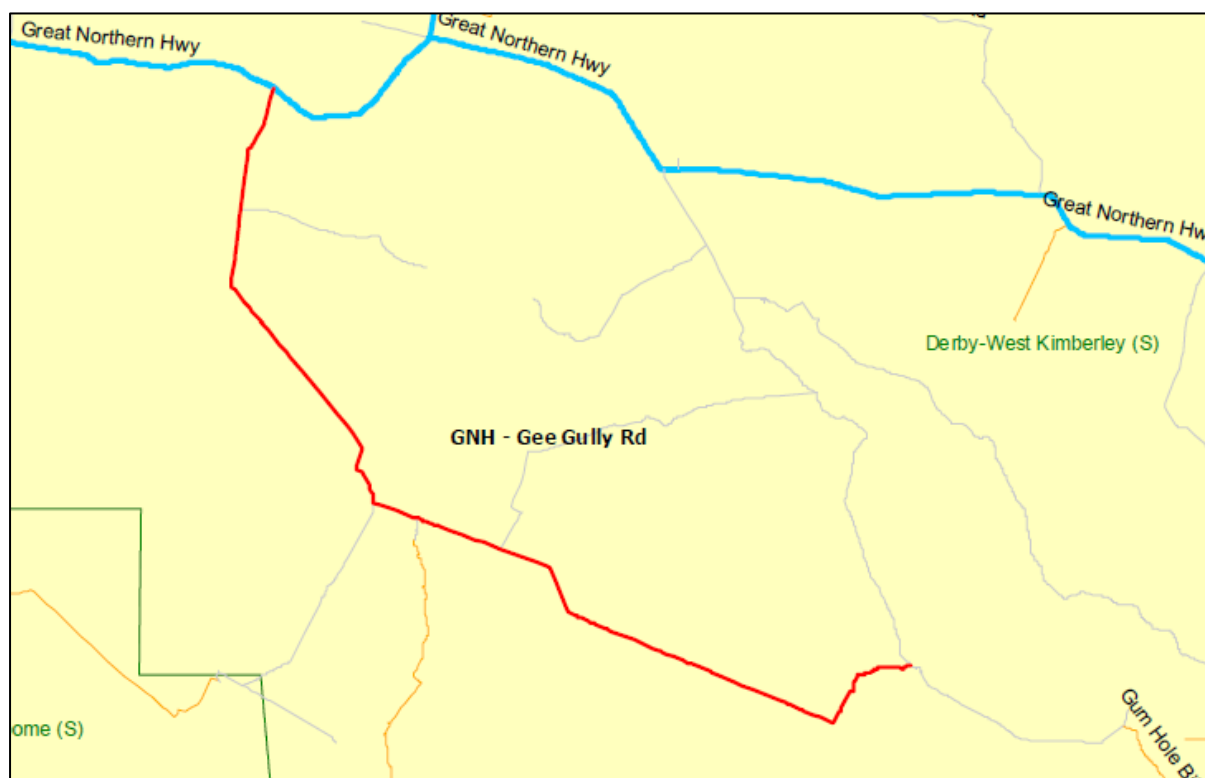
DEVELOPMENT NEED

Upgrade the road to facilitate the future use as a main haulage route for pastoral stations to the Great Northern Highway. When upgraded this road would serve as an all-weather access road for communities and pastoral stations in this region.

DEVELOPMENT STRATEGY

The road development strategy is to improve road access for people of the various communities and provide a reliable service for the area's development.

Complete the outstanding sections of Gee Gully Road to a Type 3 sheeted road.



GEIKIE GORGE ROAD

Road No. 0030016

Local Distributor

Derby - West Kimberley Shire

Last Reviewed: April 2021

FUNCTION

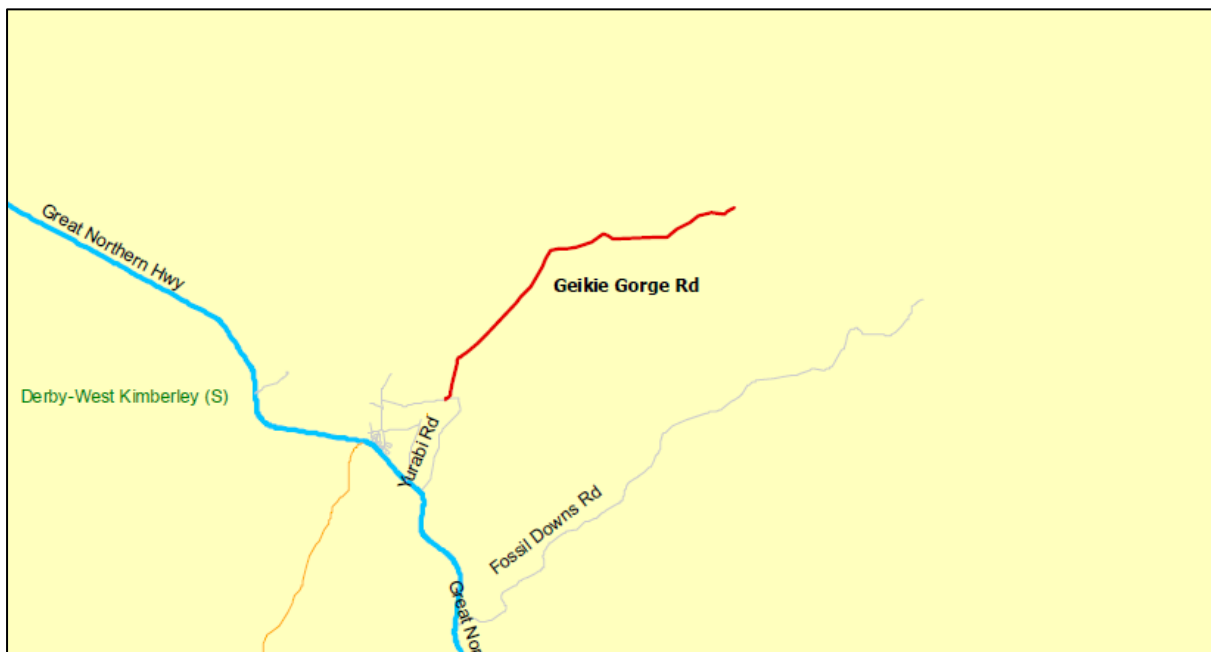
Geikie Gorge Road connects the town of Fitzroy Crossing to the major tourist attraction of Geikie Gorge reserve managed by the Department of Environment and Conservation. It also serves as access to two Aboriginal communities surrounding Fitzroy Crossing, and services Brooking Springs pastoral station.

DEVELOPMENT NEED

The present road is narrow and subject to major flooding at the current flood ways. This road needs to have the capacity to withstand the major usage of tourist operators, Aboriginal communities and pastoral station activities.

DEVELOPMENT STRATEGY

Ongoing upgrading of carriageway with improved flood ways and widening, improved shoulder works.



GIBB RIVER – KALUMBURU ROAD

Road No. 0040014

Regional Distributor

Wyndham - East Kimberley Shire

Last Reviewed: April 2021

FUNCTION

The road provides access for people living at the Kalumburu Mission and nearby settlements and on pastoral properties along the route. The road services the pastoral industry to transport cattle to and from markets and the emerging needs of the tourism industry in the North Kimberley/Mitchell Plateau regions.

DEVELOPMENT NEED

The road is an important route for the transport of cattle. The high cost of transporting cattle out of the North Kimberley region by road is attributed mostly to the condition of the roads and the vehicle load limits that apply. Damage to livestock through dust and road roughness, high vehicle maintenance costs, delays with road closure due to flooding, are the major concerns relating to this road. There is an increasing number of tourists visiting the Mitchell Plateau region, including those towing caravans and trailers. The area is being promoted more widely as a tourism destination. Some stations have ventured into tourism by providing accommodation, tours and other amenities to capture the increasing market and increase the economic yield from the land.

This road has a traffic count of 168 VPD (June 2012), with many of these vehicles are towing camper trailers.

DEVELOPMENT STRATEGY

The road development strategy is to improve access during and after the wet season to reduce the periods of road closures. It is proposed to upgrade the road to a Type 3 gravel standard. Construct Gibb River - Kalumburu Road to a Type 3 sheeted road.



GORDON DOWNS ROAD

Road No. 0020011
Access Road

Halls Creek Shire

Last Reviewed: April 2021

FUNCTION

The road provides access to Gordon Downs Station and the Kundat Djaru (Ringers Soak) Aboriginal Community. It forms part of the Old Tanami Track and is used by some tourists as a link to Tanami Road.

DEVELOPMENT NEED

The road needs upgrading as it is located mainly on black clay soil and is subject to long periods of closure during the wet season. Improve road safety.

DEVELOPMENT STRATEGY

The development strategy is to upgrade the road to a uniform Type 3 formed standard. Improve drainage, flood ways and creek crossings
Construct Gordon Downs Road to Type 3 paved road standard.



GREAT NORTHERN HIGHWAY SERVICE ADJUNCT

**Proposed Road No. 0020089
Access Road**

Halls Creek Shire

Last Reviewed: April 2021

FUNCTION

Great Northern Highway through Halls Creek town site is part of National Land Transport Network and national route # 1. It caters for all transport demands ranging from light vehicles (local) to light vehicles and caravans (tourist) right through to Class 12 road trains on RAV Network 10.

The Great Northern Highway Service Adjunct is that section of existing road infrastructure directly adjacent to Great Northern Highway from Roberta Avenue to Rhatigan Street. Refer attached site plan. It is not maintained by Main Roads WA.

DEVELOPMENT NEED

The existing pavement can be considered to be Type 6, and generally speaking the existing infrastructure is fit for purpose.

For now, the shire seeks listing of Great Northern Highway Service Adjunct within Roads 2030 so that the shire can access Regional Road Group funding for on-going infrastructure maintenance and renewal tasks within the GNH Service Adjunct area.

DEVELOPMENT STRATEGY

Priority 1

The Shire proposes to undertake a design review of all parking adjacent to Great Northern Highway between Roberta Avenue and Rhatigan Street.

Priority 2

Upgrade parking layout, kerbing and drainage ahead of program to re-seal those sections of Great Northern Highway not maintained by Main Roads WA.



GUY STREET

Road No. 0010002

Local Distributor

Broome Shire

Last Reviewed: December 2023

FUNCTION

Guy Street is classified as a Local Distributor, servicing a light industrial precinct. The road consists of a two-lane two-way undivided carriageway, approximately 9m wide kerb to kerb. The road carries a significant amount of traffic associated with both local and tourist travel with both commercial and residential properties situated on Guy Street. The posted speed limit on Guy Street is currently 60km/h.

DEVELOPMENT NEED

The Broome Traffic Study undertaken by Jacobs in 2016 recommended upgrading the Guy Street and Port Drive intersection and Guy Street from Port Drive through to Hunter Street by 2031 to accommodate expected traffic volumes and maintain road safety. Traffic congestion already occurs at school pickup and drop-off times and from traffic during general business hours associated with light industrial precinct. The vehicle demand on this busy road is expected to increase with population growth and the increased port activity from the Kimberley Support Base, Kimberley Mineral Sand Operations and proposed boat launching facility upgrades.

Signs of pavement deformation and failure are showing as the pavement has reached its design life in several sections, indicating the pavement will require reconstruction in the near future.

Drainage along the road is inadequate with water ponding evident several intersections after rain events. The kerb side water depth and spread width is also a hazard during rain events.

DEVELOPMENT STRATEGY

The strategy for this road is to upgrade in stages to a Type 7 carriageway and intersection upgrades to allow a continuous flow of traffic, with drainage issues also being addressed.



HAMERSLEY STREET

Road No. 0010043
Local Distributor and Access Road

Broome Shire

Last Reviewed: April 2021

FUNCTION

Hamersley Street is one of the main streets in Broome linking China Town and Town Beach. The street carries a significant amount of light traffic associated with both Local and tourist travel. It also serves part of a bus route servicing surrounding schools. Hamersley Street provides an access route to local business and Government offices. It has many shop fronts that open onto the street, which is a drawcard for tourists. There is a requirement for on-street parking for access to the shops and businesses. Hamersley Street is also used to access nearby accommodation and tourist attractions.

The section of Hamersley Street from Bagot Street to Frederick Street has been extensively upgraded within the last four years and the remaining section from Frederick Street to Guy Street is the area of road to be upgraded.

DEVELOPMENT NEED

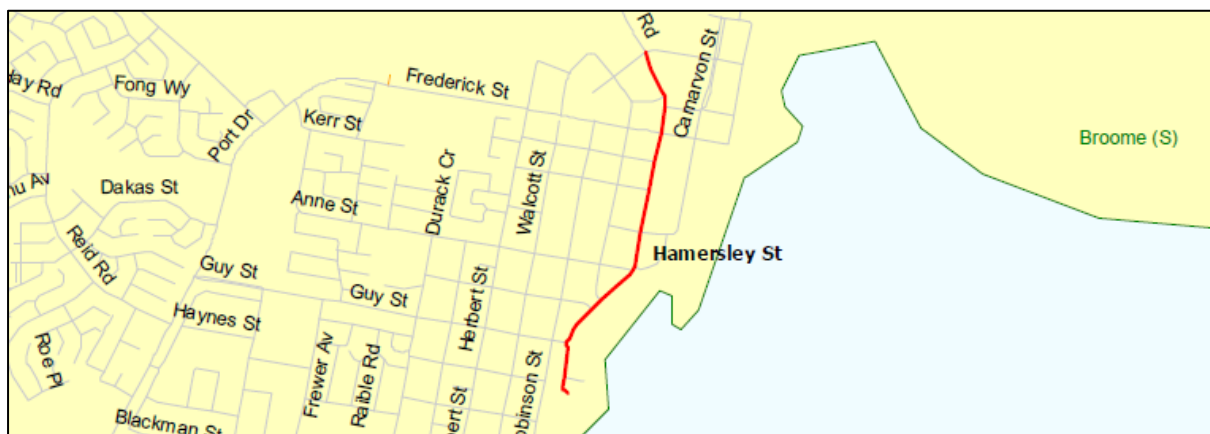
Improvement is required to the seal surface and pavement within the next 10 years as original older style gravel pavement is showing signs of failure. Drainage along the road is inadequate and leads to extensive flooding in peak storm events. These repairs will also address inadequacies to on street parking.

A review of geometric design and upgrade to conform with the latest standard town centre traffic calming measures, along with the addition of on-street parking will also be part of the ongoing work.

A geo-technical investigation is yet to be completed, but pavement deformation and failure is most probably the result of inadequate pavement depth or unsatisfactory materials.

DEVELOPMENT STRATEGY

The strategy for this road is to upgrade it to a widened town centre type cross section with on-street parking, dedicated crossing median islands and improved localised traffic measures that reduce speed but allow a continuous single lane flow of traffic.



HUGO AUSTLA DRIVE

Road No. 0040057

Local Distributor

Wyndham - East Kimberley Shire

New Submission: April 2021

FUNCTION

Hugo Austla Drive connects Wyndham town site to the Five Rivers Lookout located on the Bastion overlooking Cambridge Gulf.

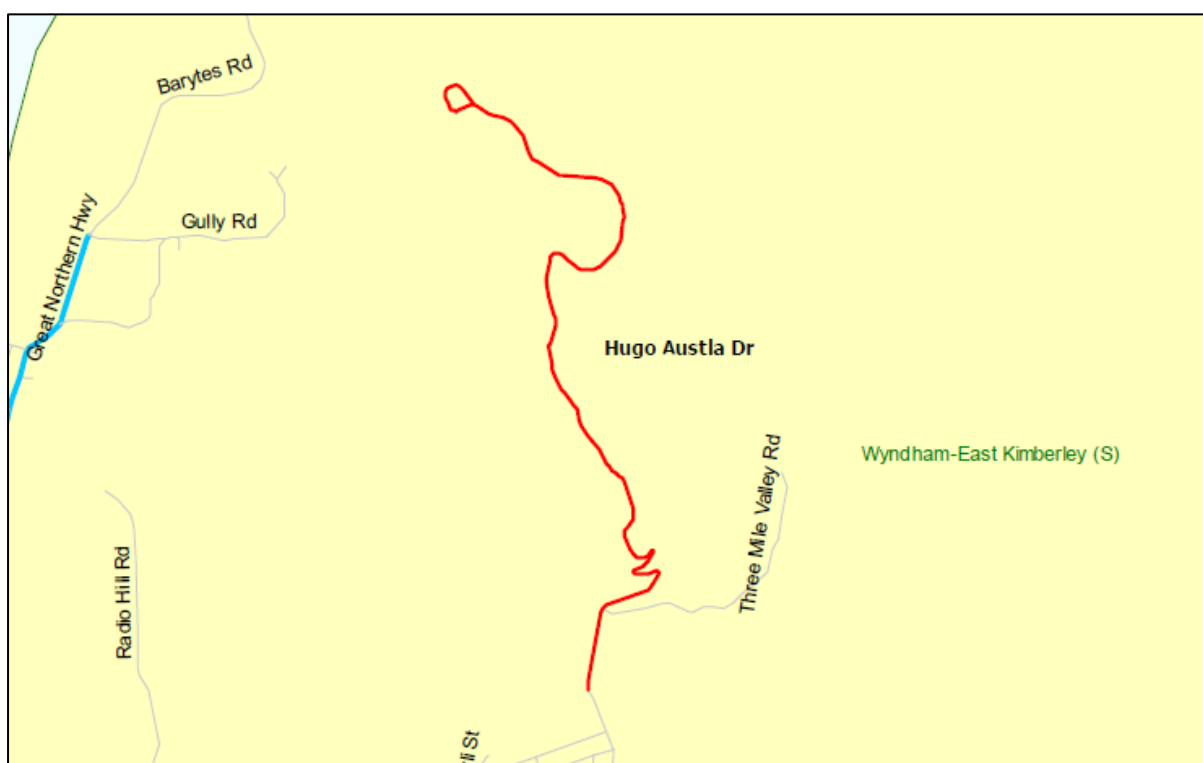
This road is a Local Distributor road servicing tourist traffic and has AADT of 295 VPD (July 2012).

DEVELOPMENT NEED

Hugo Austla Drive is sealed 7.2 m wide, varying wider at the sharp bends. The road is not kerbed. The road has localised basecourse failures and severe shoulder scour due to the sharp vertical geometry.

DEVELOPMENT STRATEGY

These failures will require specific stabilisation and a review of the drainage design. The full length will require ongoing resealing.



HUNTER STREET

Road No. 0010067

Access Road

Broome Shire

Last Reviewed: April 2021

FUNCTION

Hunter Street is a connector street in the Broome Light Industrial Area (LIA) linking Guy Street to Clementson Street. The street carries a significant amount of commercial traffic. Goods arriving are broken down and distributed throughout the area by smaller transport. The LIA has many commercial type businesses, and it is becoming increasingly busier as the area grows. Some of the businesses are redeveloping to provide lay down areas and support for the proposed offshore oil and gas industry.

DEVELOPMENT NEED

Hunter Street currently has varying seal widths from 6.0 to 6.5m and heavy vehicles have difficulty negotiating intersections and access into crossovers. Hunter Street requires widening for a light industrial area of this type, and the pavement requires rehabilitation as the original older style gravel pavement has failed. Drainage along the road is inadequate which causes extensive flooding in peak storm events.

A geo-technical investigation is yet to be completed but pavement deformation and failure is most probably the result of inadequate pavement depth or unsatisfactory materials.

DEVELOPMENT STRATEGY

The strategy is to fully reconstruct this road to a 7.5m urban kerbed and sealed carriageway standard with parallel parking along both sides and upgraded drainage.



IVANHOE ROAD

Road No. 0040183

Local Distributor and Regional Distributor

Wyndham - East Kimberley Shire

Last Reviewed: April 2021

FUNCTION

Ivanhoe Road provides an alternative to Victoria Highway for access to Kununurra should the present route across the Kununurra Diversion Dam be compromised. It is a RAV Cat 9 route and is part of the haulage route being used to develop the Ord Stage 2 expansion project.

Ivanhoe Road also serves as a Local Distributor as it connects into Valentine Springs Road and Parry Creek Road as an alternative to Victoria Highway and Great Northern Highway for access to Wyndham and the RAMSAR Wetlands for International Birdwatchers.

Closer to Kununurra, it provides a distributor role for access to the plantation industries on Riverfarm Road, Mills Road and Research Station Road on which is located the Frank Wise Agriculture Research Station run by DPIRD.

The Ivanhoe Flood Crossing across the Ord River is also a very popular and well patronised tourist location. The route via Parry Creek Rd/Ivanhoe Rd (Valentine Springs) is an alternative heavy transport route should the Victoria Highway access across the Ord be compromised.

When the Kununurra Heavy vehicle bypass stage1 is constructed, it is intended that Ivanhoe Road will become part of the National Highway.

DEVELOPMENT NEED

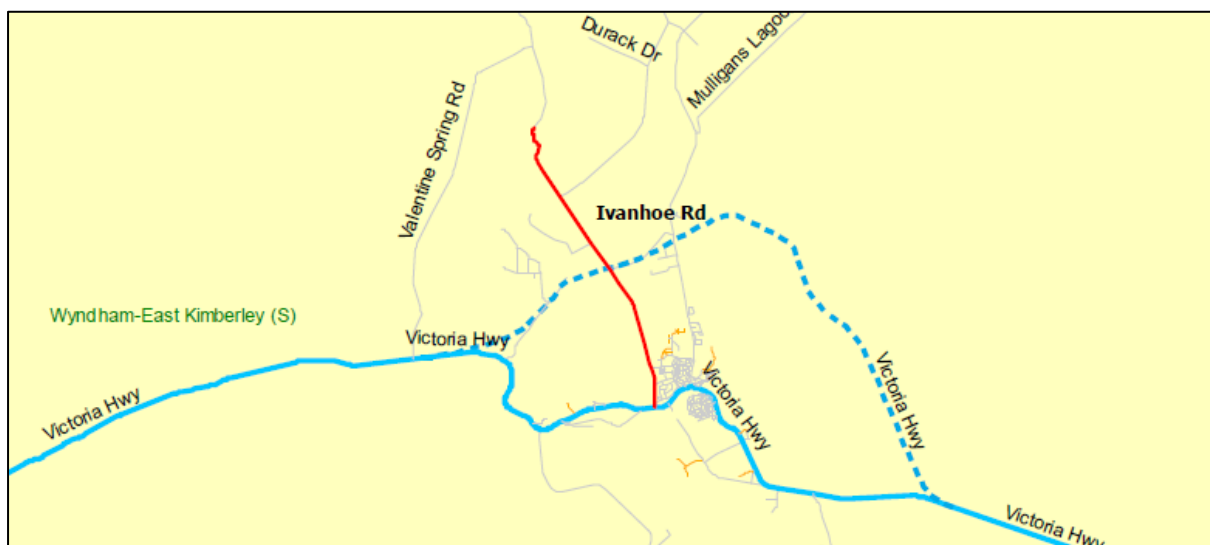
Ivanhoe Road is currently a seven-metre-wide sealed road with 1m wide sealed shoulders. It is not envisioned that the road will require any further development, however, extensive reconstruction is becoming apparent due to pavement failures.

Current AADT is 2053 (June 2012).

DEVELOPMENT STRATEGY

The road is showing widespread base course failures predominantly in the outer wheel path on both sides, but substantially more on the outgoing lane which is indicative of the loads being carted for the Ord Stage 2 road construction.

Ivanhoe Road will require ongoing reconstruction of varying widths and lengths as water ingress and base course failures continue with the type of current traffic and forecast of 500,000 tonnes/annum of sugar from Ord Stage 2 coming online in the new future. An ongoing reseal program will be delivered according to funding.



JETTY ROAD**Road No. 0030073****Access Road****Derby - West Kimberley Shire****Last Reviewed: April 2021****FUNCTION**

Jetty Road provides access from the end of the Derby Highway through to the Derby Port. It is used by all types of heavy vehicles from deliveries to the port for barging to islands, through to planned stockpiling of coal for export.

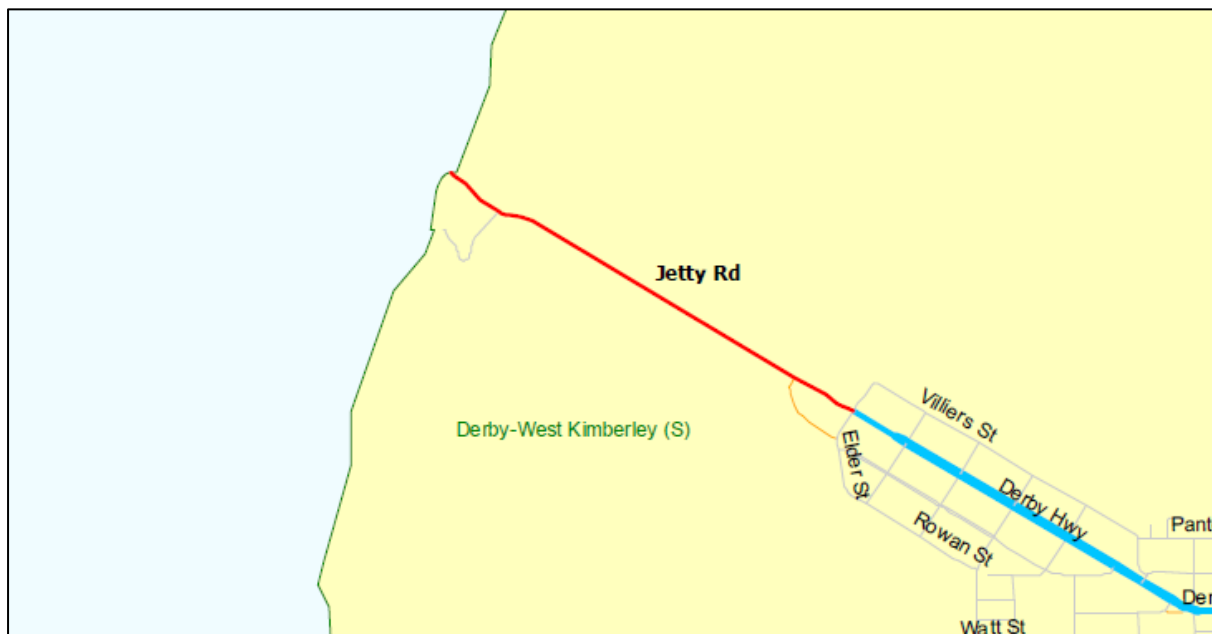
It is also used by many locals and tourists to access the port for a variety of activities.

DEVELOPMENT NEED

Planned periodic maintenance, particularly resealing. If the coal exports go ahead the pavement will require additional strength to ensure it copes with the estimated volume of extra heavy vehicles.

DEVELOPMENT STRATEGY

Reseal Jetty Road within three years and reinstate line marking, or if the coal exports go ahead, a pavement overlay or stabilisation to add extra strength.



KAVITE ROAD**Road No. 0010004****Access Road****Broome Shire****Last Reviewed: April 2021****FUNCTION**

The road provides direct access for local and tourist traffic between the Broome Port and the Gantheaume Point/Reddell Beach area.

DEVELOPMENT NEED

Average daily traffic is in the order of 350 vehicles during the dry season. The existing road is unformed for most of its length. The formation has been narrowed excessively due to increased vehicle use and maintenance grading to the point where it is now approaching a dangerous situation for two-way traffic. The road is located on land that has significant environmental, heritage and cultural value.

The Broome Planning Strategy recommends that this access road be retained to service the needs of the proposed expanded Minyirr Park Coastal Park. The north-western end of the road is to be realigned to the east side of the racecourse reserve, which will shorten the length. The very southern section is to also be realigned to avoid a rare plant area and to solve a drainage problem. The road would form part of a tourist circuit of roads within the Broome town site and provides access to swimming and fishing areas. There are several residences at a Catholic Church Reserve that gain their only access from the road and these are cut off during the wet season for extended periods.

DEVELOPMENT STRATEGY

The development strategy is to upgrade the road to a sealed standard. The road should be kerbed to help control run-off and the needs of cyclists and pedestrians should be considered with the provision of a dual use path adjacent to the carriageway. A kerbed cross section would also reduce the overall width required to be cleared of vegetation, in a very sensitive heritage area. Construction is to be stages as follows:

- Construct Kavite Road to a Type 2 formed road as an interim stage.
- Construct Kavite Road to Type 4 sealed road standard.



KELLY ROAD**Road No. 0040148****Access Road****Wyndham - East Kimberley Shire****Last Reviewed: April 2021****FUNCTION**

Kelly Road provides tourist access to Kelly's Knob tourist lookout and access for the Water Corporation to the main feeder tanks for Kununurra town site.

This road is an Access Road servicing tourist traffic. No traffic data is available, but anecdotal input states up to thirty vehicles, including buses, parked up at any one time during the peak tourist season.

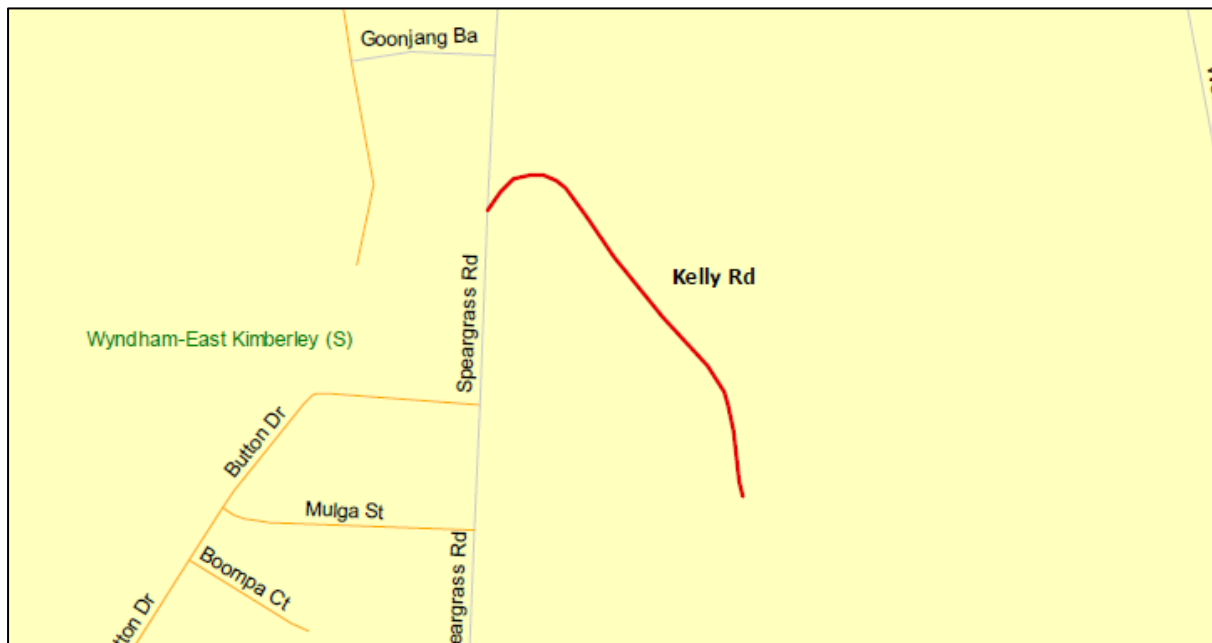
This road is not suitable for heavy haulage vehicles and is not part of the RAV network.

DEVELOPMENT NEED

Kelly Road is sealed 5.3m wide and 520 m long ascending Kelly's Knob. It is need of widening and construction of shoulders capable of handling the drainage in a sharply vertical environment.

DEVELOPMENT STRATEGY

The reconstruction/widening of a suitable formation will enable suitable drainage to be incorporated into future works, dependant on funding.



KING RIVER ROAD

Road No. 0040003

Local Distributor

Wyndham - East Kimberley Shire

Last Reviewed: April 2021

FUNCTION

The road provides access between Great Northern Highway and the Moolchalabra Dam and bore field on the King River. It provides access to pastoral Stations and access to the Karunjie Track which connects to Gibb River Road.

DEVELOPMENT NEED

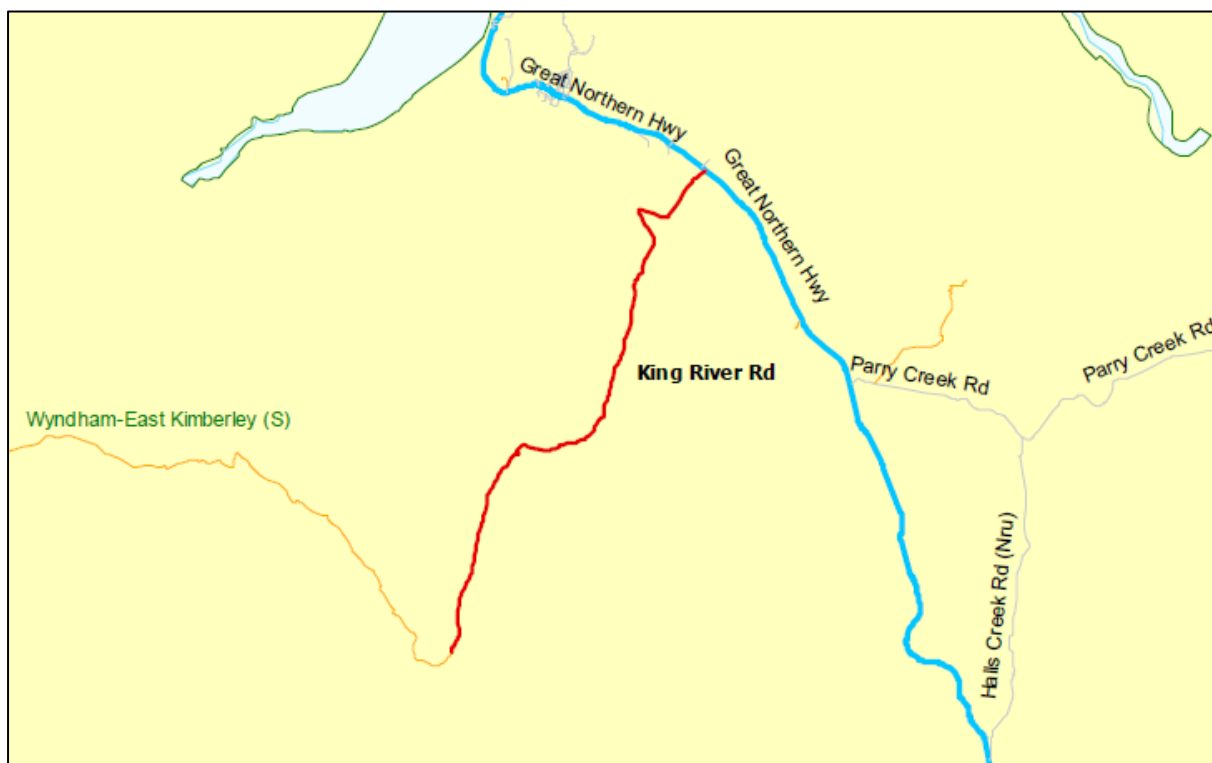
The road carries tourist and recreation traffic in addition to servicing and maintenance traffic associated with the bore field. The unformed sections of the road are below the standard appropriate for the level of usage. Upgrading to a more acceptable standard of safety and drive comfort is required. The road is susceptible to localised flooding due to lack of formation and drainage.

Traffic is 50VPD (May 2012).

DEVELOPMENT STRATEGY

The strategy is to improve access for servicing the bore field and dam on the King River and for tourists visiting places of interest along the King River and accessing the Karunjie Track. This can be achieved by constructing a Type 3 gravel road and improved drainage between Great Northern Highway and King River Crossing in the short term.

Construct King River Road to Type 3 sheeted road.



KNOWSLEY STREET WEST

Road No. 0030145

Access Road

Derby - West Kimberley Shire

Last Reviewed: April 2021

FUNCTION

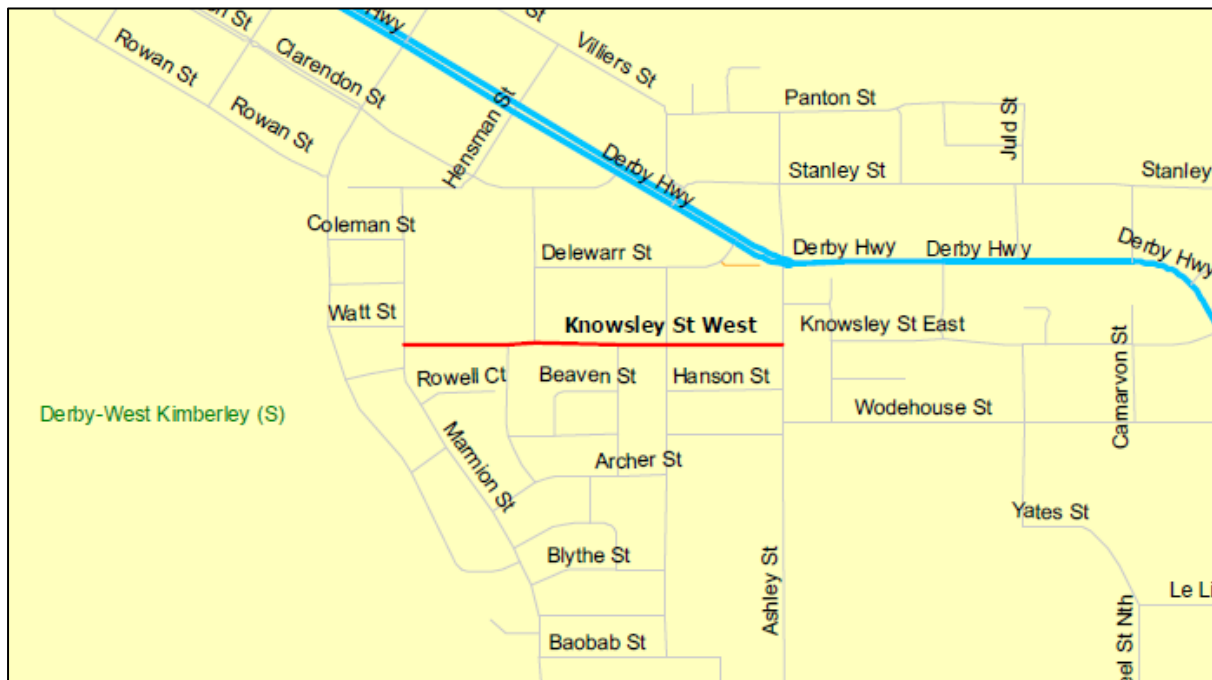
Knowsley Street West Road is a major local distributor within the town of Derby. It leads from Marmion Street to Ashley Street to the town's major high school, increasing residential areas, and is also access to the industrial area from the residential and commercial areas.

DEVELOPMENT NEED

The present road is constructed as standard residential street capacity, poorly lit with undefined intersections. The road serves as a local distributor within the town of Derby. This road should have the capacity to act as the major distributor from the commercial, service, older residential areas of Derby with the school, and newer residential areas of Derby.

DEVELOPMENT STRATEGY

The existing pavement and seal are very poor, along with drainage leading to water pooling leading to further damage. The current pavement needs to be rehabilitated either by stabilisation or importation of roadbase depending on the quality of the existing material, and drainage improved to ensure no water ponding or running back into residents lots, and then sealed.



LAKE ARGYLE ROAD

Road No. 0040139

Local Distributor

Wyndham - East Kimberley Shire

Last Reviewed: April 2021

FUNCTION

The road provides access to the significant tourist attraction of the Lake Argyle Dam on the Ord River and the recreation amenities provided at the dam site. The road also provides access for the WA Water Authority to service and maintain water supply facilities at the dam.

DEVELOPMENT NEED

The terrain is undulating, and the road alignment is characterised by frequent crests and curves. Traffic using the road includes many vehicles towing caravans. The existing seal width is insufficient to properly cater for the volume and type of traffic. Hazardous situations arise with vehicles passing each other and excessive edge and shoulder wear is resulting in high maintenance costs.

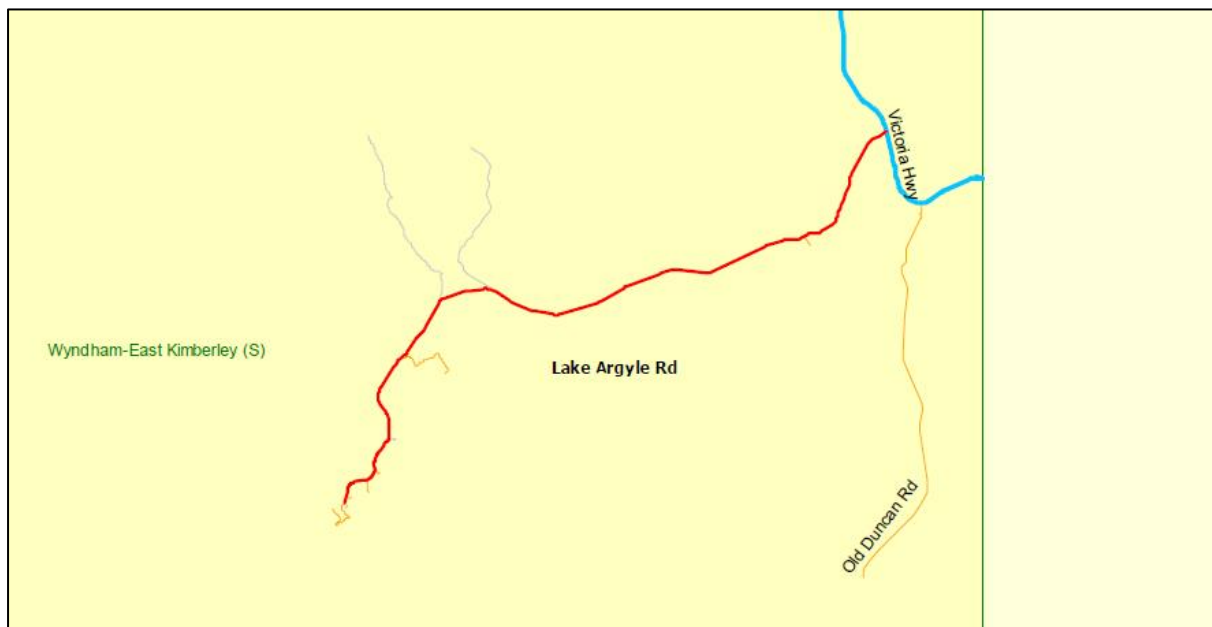
Traffic on this road is 350 VPD (June July 2012).

DEVELOPMENT STRATEGY

The road development strategy is to improve safety for the type of traffic using the road.

Widening the existing seal and providing sealed shoulders is recommended.

Widen the existing seal to 7m, construct and seal shoulders.



LAKE GREGORY ROAD

Road No. 0020035
Access Road

Halls Creek Shire

Last Reviewed: April 2021

FUNCTION

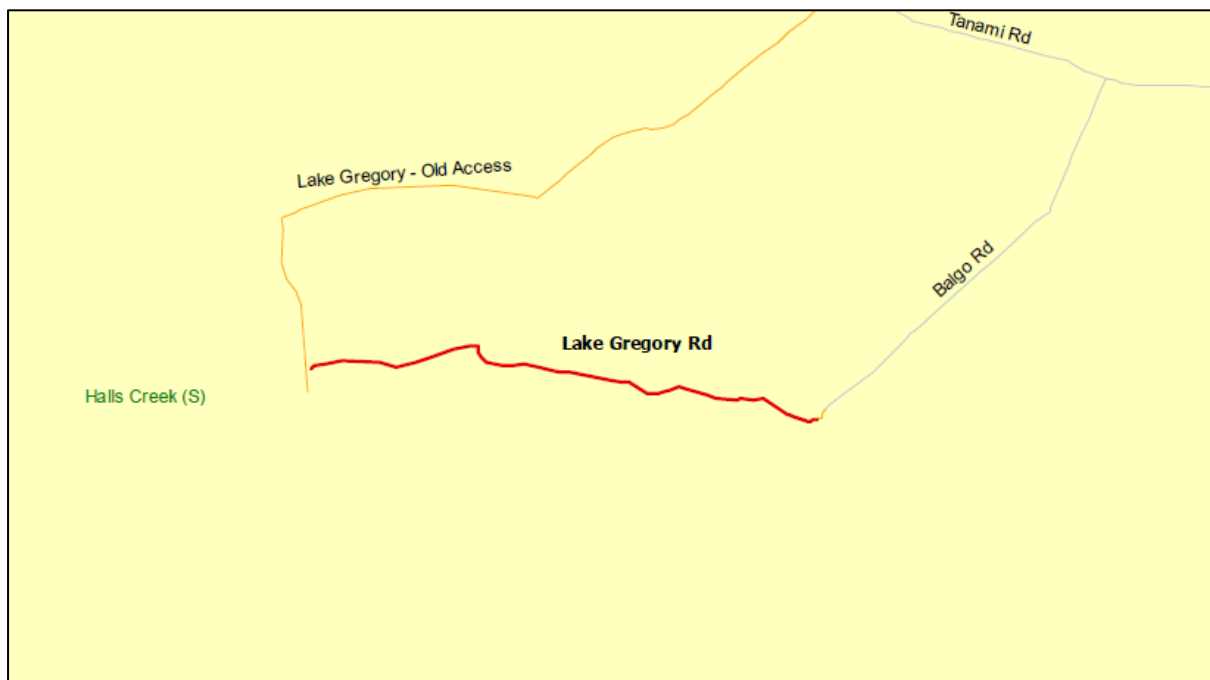
The road provides access from Balgo Community to Mulan Aboriginal Community and Lake Gregory. It is used by some tourists as a link between Canning Stock Route and Tanami Road.

DEVELOPMENT NEED

The road needs upgrading as it is located mainly on sandy soil and is subject to long periods of closure during the wet season. Improve road safety

DEVELOPMENT STRATEGY

The development strategy is to upgrade the road to a uniform Type 3 formed standard. Construct Mulan Access Road to Type 3 paved road standard.



LORIKEET DRIVE**Road No. 0010230****Access Road****Broome Shire****New Submission: April 2021****FUNCTION**

The existing part of Lorikeet Drive is one of the main access roads into the Djugan residential area from Jigal Road.

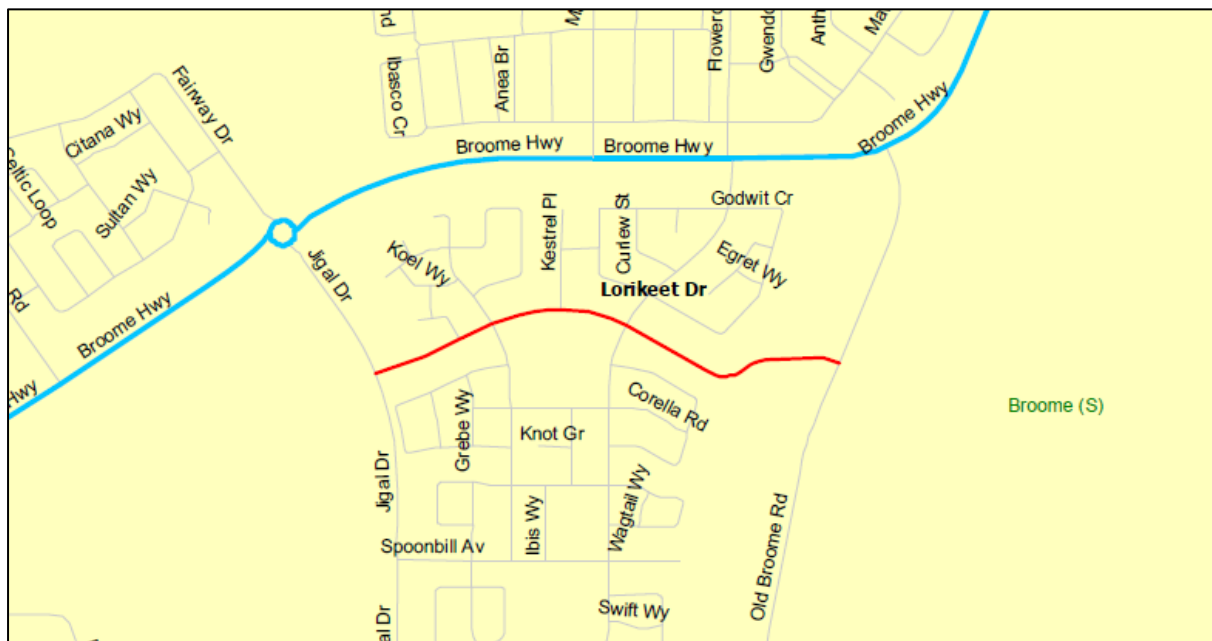
DEVELOPMENT NEED

The Djugan residential area is currently only accessible from the northern end of Broome town site via Gubinge Road, with the only direct access to Broome CBD from the residential area being via Sandpiper Avenue. Lorikeet Drive is also part of a school bus route.

The construction of the extension of Lorikeet Drive will not only provide an alternate access to the Djugan residential area, but also an alternate access to Old Broome Road, the Broome CBD, schools, university and commercial areas.

DEVELOPMENT STRATEGY

The development strategy is to construct the extension of Lorikeet Drive.



MANARI ROAD**Road No. 0010008****Access Road****Broome Shire****Last Reviewed: April 2021****FUNCTION**

The road is used by tourists and other traffic to visit places along the coast north of Broome for fishing, camping and cultural reasons. The southern section provides the only access to one of Broome's most popular tourist attractions, Willie Creek Pearls as well as the Willie Creek Quarantine Station and significant traditional owner cultural and recreational areas. There are several residences along the road for which the road provides their only access.

DEVELOPMENT NEED

The existing road had 3 x 1.5 km sections lifted and upgraded to gravel standard in 2012 with many of the remaining sections unformed and depressed below the natural surface. It becomes quickly corrugated from increased vehicle numbers during the tourist season and becomes impassable because of scouring and washouts after heavy rainfall. This results in further damage to the landscape and the environment. Parts of the road become impassable in the wet season and parts are becoming very depressed and narrow to the point of being dangerous for two-way traffic.

Traffic counts indicate average usage of 350 vehicles per day during the dry season and 80 vehicles per day during the wet season, although the southern section up to the Willie Creek Road would be significantly higher at times.

DEVELOPMENT STRATEGY

The road development strategy is to improve road access for tourists and other visitors to coastal destinations between Broome and Manari. The short-term strategy is to upgrade the road to Type 2 formed road standard. Dependent upon future traffic growth and funding, the road could warrant sealing in the longer term.

The Waterbank Planning Strategy includes proposals for extensive realignment and upgrading of parts of the road, mainly for cultural and environmental reasons. There are areas proposed for future tourist zones, Aboriginal living areas and conservation parks. This road may have also provided temporary access to the proposed James Price Point onshore gas processing plant, however, that project has been shelved by the proponent and is unlikely to continue (April 2021). Upgrading of Manari Road to be as follows:

- Construct Manari Road to Type 2 formed road standard.
- Further upgrade Manari Road to Type 3 gravel road standard.
- Further upgrade Manari Road to Type 4 sealed road standard concentrating on the first section from Cape Leveque Road to Willie Creek Road.



MCDANIEL ROAD**Road No. 0010115****Access Road****Broome Shire****Last Reviewed: April 2021****FUNCTION**

McDaniel Road is a street in the Broome Heavy Industrial Area (HIA) that runs parallel to Port Drive. The road is designated a RAV 10 network triple road train route. This street carries a significant amount of both heavy and light traffic including triple road trains. The HIA is the main location of freight terminals for the bulk of all incoming and outgoing goods required to service the Broome area. Goods arriving are then broken down and distributed throughout the area by smaller heavy transport.

The HIA has many commercial type businesses, and it is becoming increasingly busier as the area grows. Some of the businesses are redeveloping to provide lay down areas and support for the proposed offshore oil and gas industry.

McDaniel Road forms part of the link for the HIA via Port Drive through to the State Highway at Gubinge Road or to the Port of Broome. Traffic includes heavy raw materials, fuels, commercial freight, business activities, waste vehicles and general use.

DEVELOPMENT NEED

McDaniel Road currently has varying seal widths from 6.0 to 6.5 m and heavy vehicles have difficulty negotiating intersections and access into crossovers. Heavy Vehicles often have to pull onto the shoulder to pass in some situations.

McDaniel Road requires widening to a minimum standard width of 9.0m for a heavy industrial area of this type, and the pavement requires rehabilitation as the original older style gravel pavement has failed. Drainage along the road is inadequate which causes extensive flooding in peak storm events.

A geotechnical investigation is yet to be completed but pavement deformation and failure is most probably the result of inadequate pavement depth or unsatisfactory materials.

DEVELOPMENT STRATEGY

It is proposed that this road renewal and upgrade be carried out in one construction stage after the highest priority of De Castilla Street and Archer Streets are completed.



MCGUIGAN ROAD**Road No. 0010009****Access Road****Broome Shire****Last Reviewed: April 2021****FUNCTION**

This road provides access to the Coconut Wells area, which is a horticultural and rural residential area 20km North of Broome. The area features residential lots, including, mango plantations and commercial vegetable farms. It also provides access to the beach and coastal areas for tourism ventures.

DEVELOPMENT NEED

This road remains in the 2030 document but has been progressively fully constructed over the last 5 years to a Type 4 standard.

DEVELOPMENT STRATEGY

None at this stage.



MILLIGIDEE ACCESS ROAD

Road No. 0030165
Access Road

Derby - West Kimberley Shire

Last Reviewed: April 2021

FUNCTION

Kalyeeda – Milligidee Road provides the only access for South of the river communities to the Great Northern Highway during the wet season (as Noonkanbah Crossing floods and cuts off access).

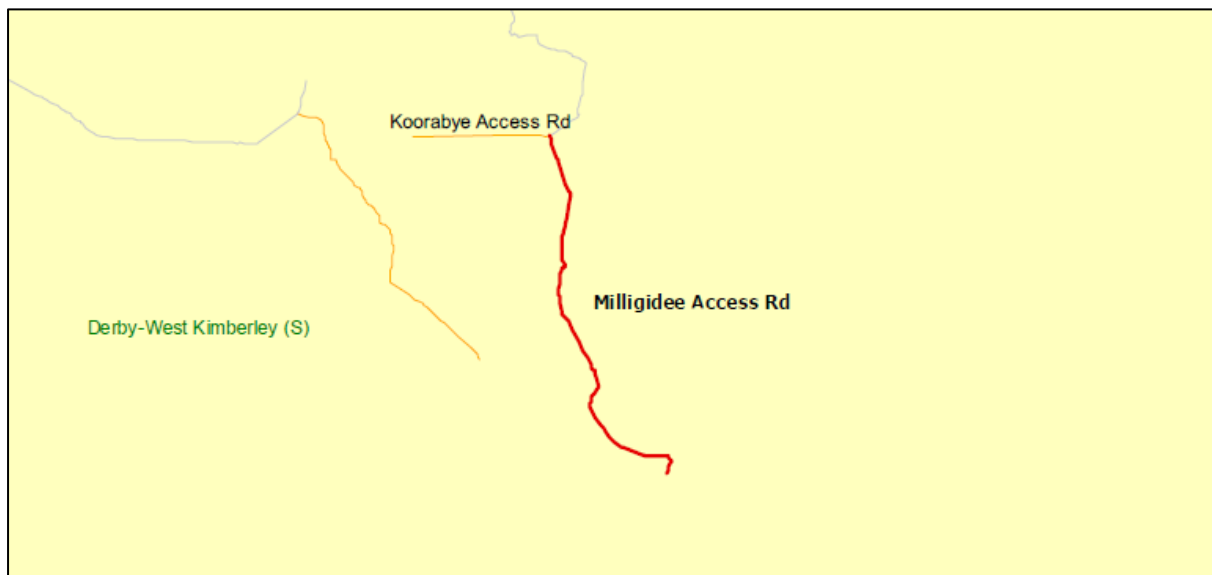
Note: This road is yet to be constructed. Council is currently going through Heritage clearances to gain Native Title approvals.

DEVELOPMENT NEED

The road needs to be constructed to all weather standard to ensure the purpose of providing wet season access to south of the river communities is met.

DEVELOPMENT STRATEGY

The Shire currently has the funding to clear and partly form the proposed road, however, will require further funding to gravel sheet and install culverts or stabilised flood ways through low lying areas.



MILLS ROAD

Road No. 0040219
Regional Distributor

Wyndham - East Kimberley Shire

New Submission: April 2021

FUNCTION

Mills Road is a connector road between Ivanhoe Road and Weaber Plains Road, making it part of the RAV Cat 9 Route for vehicles servicing the Ord Stage 2 Expansion Project. It also provides access to plantations and the Ord Growers Cooperative and the proposed new Sugar Refinery for Ord Stage 2.

Mills Road is a part of the RAV Cat 9 Network/Route that connects to Victoria Highway via Ivanhoe Road, Mills Road, Weaber Plains Road and Moonamang Road with the Northern Territory where Ord Stage 3 is planned to be constructed. As such, it is expected to become part of a Regional Distributor network.

This road is part of the Shire's preferred Heavy Haulage Route.

DEVELOPMENT NEED

Mills Road is currently developed to a sealed 7m wide pavement with 1.2m wide sealed shoulders. It is not intended to further develop this road.

AADT is.72 (Nov 2012) 79% heavy vehicles.

DEVELOPMENT STRATEGY

Mills Road will require substantial reconstruction along its entire length now and into the foreseeable future. The outer wheel path in both directions has suffered substantial deformation and rutting/shoving. This is causing water to pond causing a traffic hazard. Reseals will be ongoing, dependant on funding availability.

It is intended that when the Kununurra Heavy Vehicle bypass, Stage 2, is constructed Mills Road will become part of this route as well as part of the route to the north Stage 2 Ord Irrigation Area.



MOONAMANG ROAD

Road No. 0040359
Regional Distributor

Wyndham - East Kimberley Shire

Last Reviewed: May 2024

FUNCTION

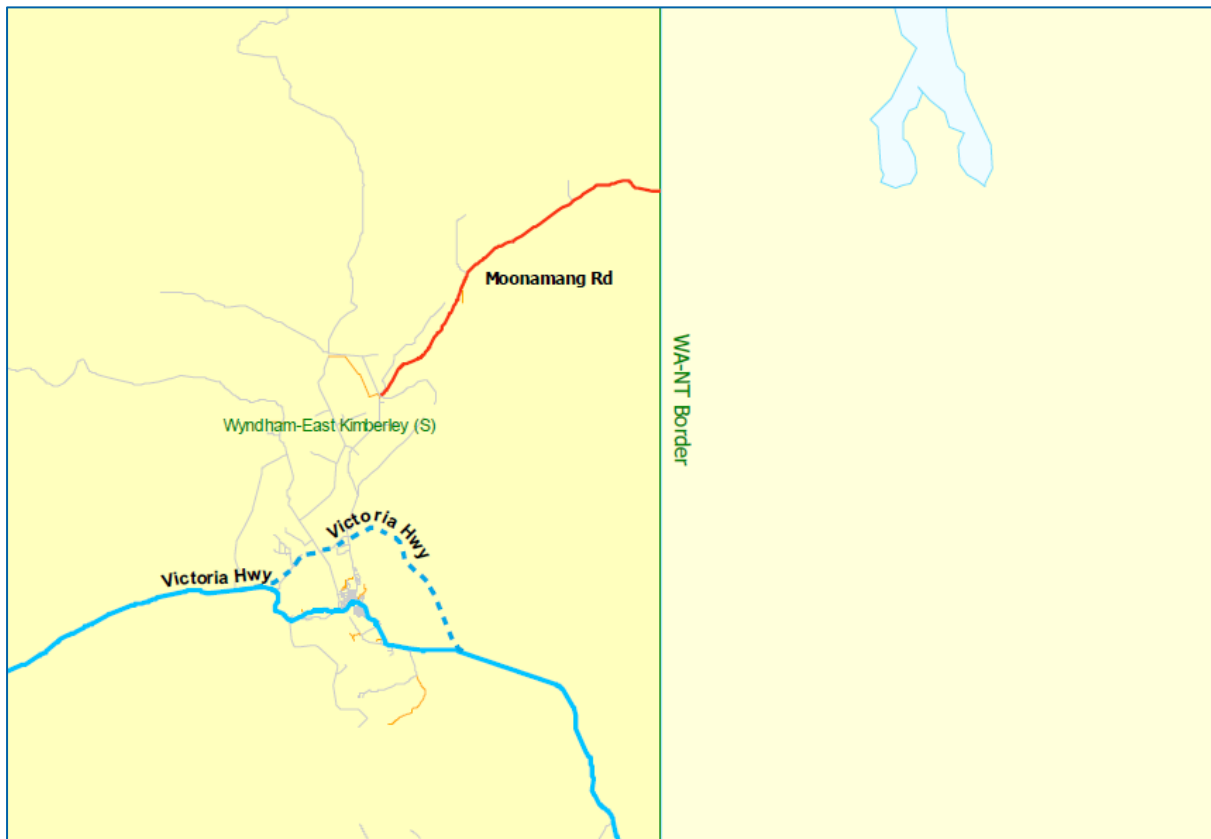
Currently acts as Tandem Drive 10.1. Road is fully constructed past the Northern Territory Border. Runs from the termination of Weaber Plain Road, intersecting with Carlton Hill Road, to the NT Border. Moonamang forms part of the 'Weaber Plain Road' link, and is the same link, other than the name change that occurs at the road terminus.

DEVELOPMENT NEED

The road has already been developed by the State of Western Australia and handed to the Shire of Wyndham East Kimberley. Moonamang Road is constructed over black soil country which is very mobile. This has (and will continue) to create significant shoulder movement, which will manifest as higher than average maintenance costs.

DEVELOPMENT STRATEGY

Continue to maintain the Moonamang/Weaber Plain Road as a commodity link from the Northern Territory.



MORNINGTON ROAD

Road No. 0030001

Access Road

Derby - West Kimberley Shire

Last Reviewed: April 2021

FUNCTION

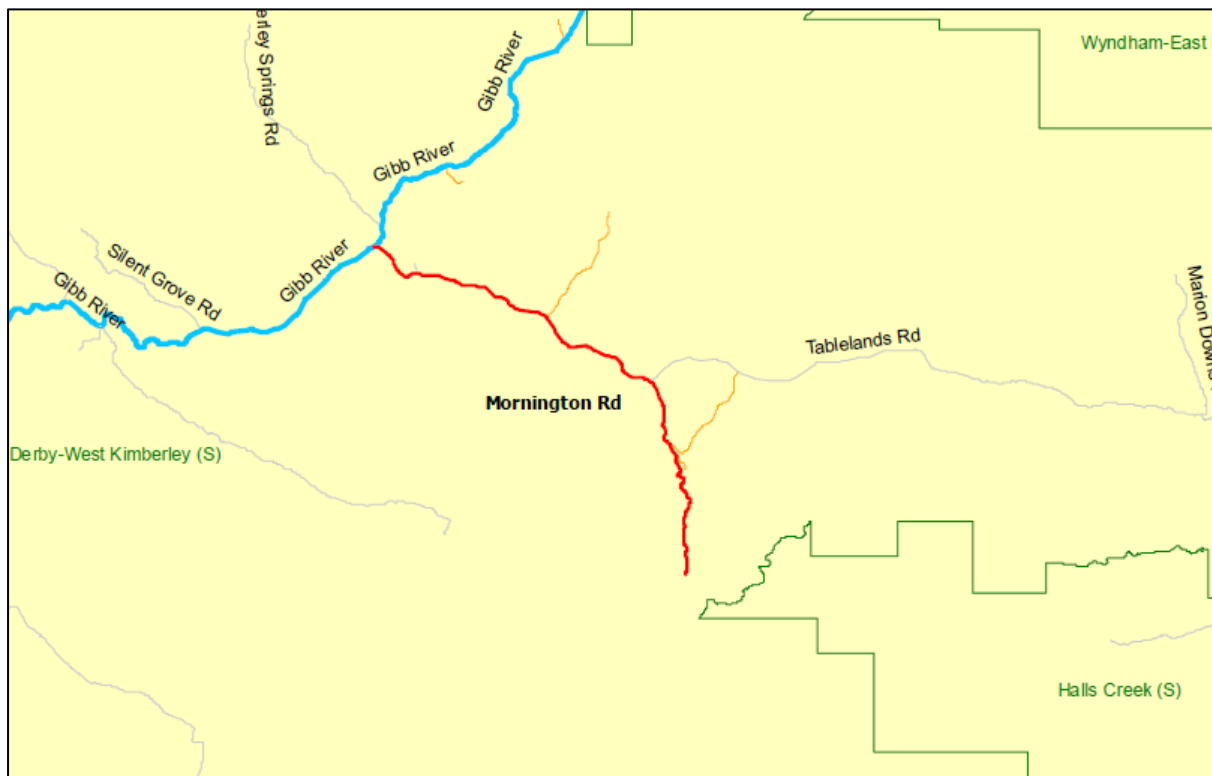
Mornington Road provides access to Mornington Wilderness Camp. The Camp is open to visitors between April and November - weather and road conditions permitting. The road is suitable for 4WD vehicles only.

DEVELOPMENT NEED

The increasing tourism to the camp is contributing to the use of this road and increasing visitor numbers, along with an increase in heavy vehicles transporting goods, see a development need for this road.

DEVELOPMENT STRATEGY

Upgrade complete road to Type 3 standard with realignments in the road location to be undertaken on an as needs basis to avoid areas that are prone to flooding. The road development strategy is to improve road access for people visiting the camp. Construct Old Mornington Road to Type 3 sheeted road.



MOUNT ANDERSON ROAD

Road No. 0030023

Access Road

Derby - West Kimberley Shire

Last Reviewed: April 2021

FUNCTION

This road connects the Aboriginal communities of Jarlmadangah Burr and Mt Anderson to Camballin Road and is a school bus route travelling from Looma School to the communities.

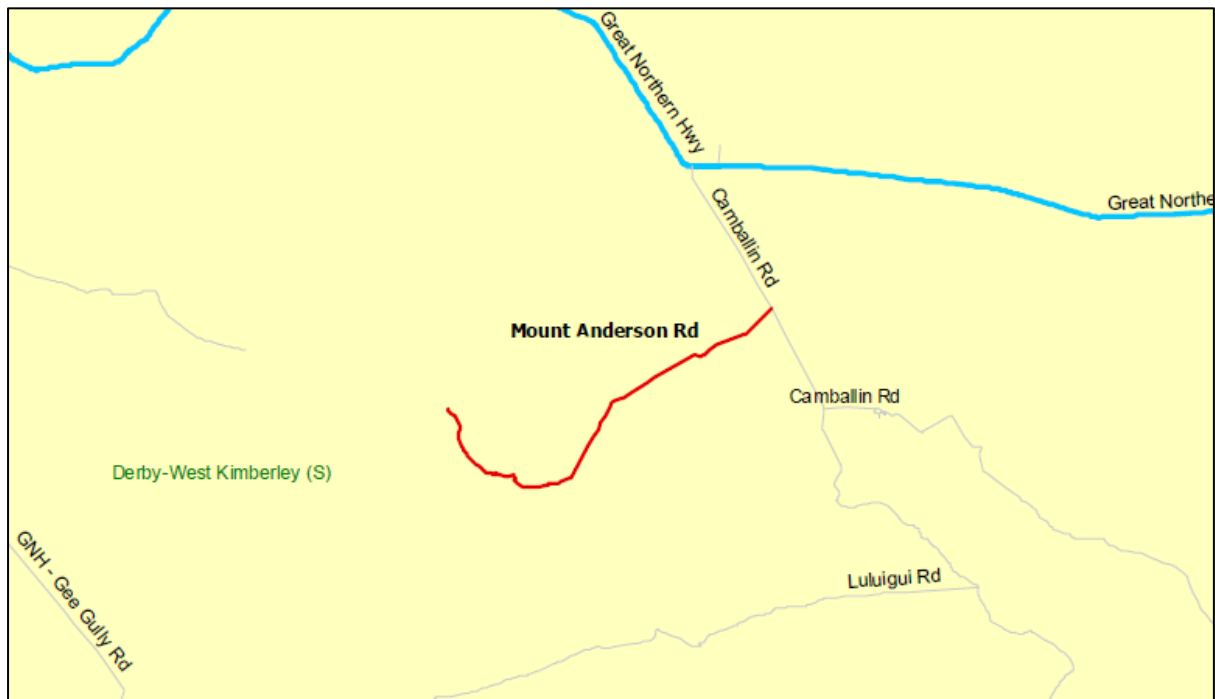
DEVELOPMENT NEED

The increasing populations of these communities are contributing to the use of this road and more visitor numbers, along with an increase in heavy vehicles transporting goods to the increasing number of communities, have created a major development need.

DEVELOPMENT STRATEGY

The road development strategy is to improve road access for people of the various communities.

Complete the outstanding section of Mt Anderson Road to a Type 3 sheeted road.



MOUNT ELIZABETH ROAD**Road No. 0040186****Access Road****Wyndham - East Kimberley Shire****Last Reviewed: April 2021****FUNCTION**

The road provides access to Derby, Wyndham and Kununurra via Gibb River Road for various aboriginal communities and Mount Elizabeth Station. It also provides access to fishing and tourist areas of Walcott Inlet and Munja.

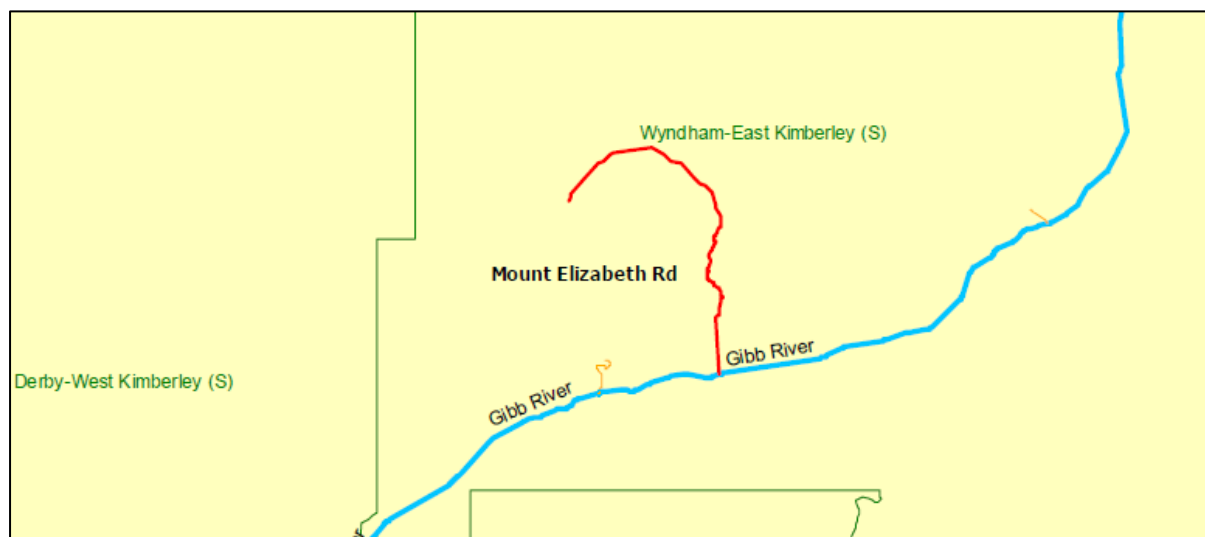
DEVELOPMENT NEED

The existing road is unformed and depressed below natural surface and is frequently washed-out during periods of heavy rainfall. This situation effects continuity of supplies and access to educational and medical services at Derby.

DEVELOPMENT STRATEGY

The road development strategy is to improve access during and after the wet season to reduce the periods of road closures. It is proposed to upgrade the road to a Type 2 formed standard.

Construct Mount Elizabeth Road to a Type 2 formed road.



NERRIMA ROAD**Road No. 0030003****Access Road****Derby - West Kimberley Shire****Last Reviewed: April 2021****FUNCTION**

This road provides direct access from pastoral stations to Great Northern Highway during dry season when the Fitzroy River is not flowing, and once the Kalyeeda – Milligiddee Road is constructed it will provide access from Koorabye Community to Great Northern Highway.

DEVELOPMENT NEED

The construction of the Kalyeeda – Milligiddee Road will lead to an increase in traffic on this road, particularly heavy vehicles transporting goods to the community. Although the Kalyeeda – Milligiddee Road is being constructed as an alternative access for the wet season traffic its commissioning will lead to a shorter route during the dry season from the community to Broome or Derby for transportation, and hence traffic volumes are expected to increase.

DEVELOPMENT STRATEGY

The road development strategy is to improve road access for people of the various pastoral stations and communities.

Complete the outstanding section of Nerrima Road to a Type 3 sheeted road.



NILLIBUBBICA ROAD (MT JOWLAENGA ROAD)**Road No. 0030212****Access Road****Derby - West Kimberley Shire****Last Reviewed: April 2021****FUNCTION**

The existing partially unformed roadheads generally north from Great Northern Highway at Nillibubbica providing immediate access to the communities in the Valentine Island and east peninsular coast region.

With continual development of communities in the Dampier Peninsular region and with regional medical facilities presently located in Derby, improvement in the servicing of these communities is required. Communities on the eastern side of the peninsular are currently serviced by the Derby policing unit and come under the Derby area for the ICC.

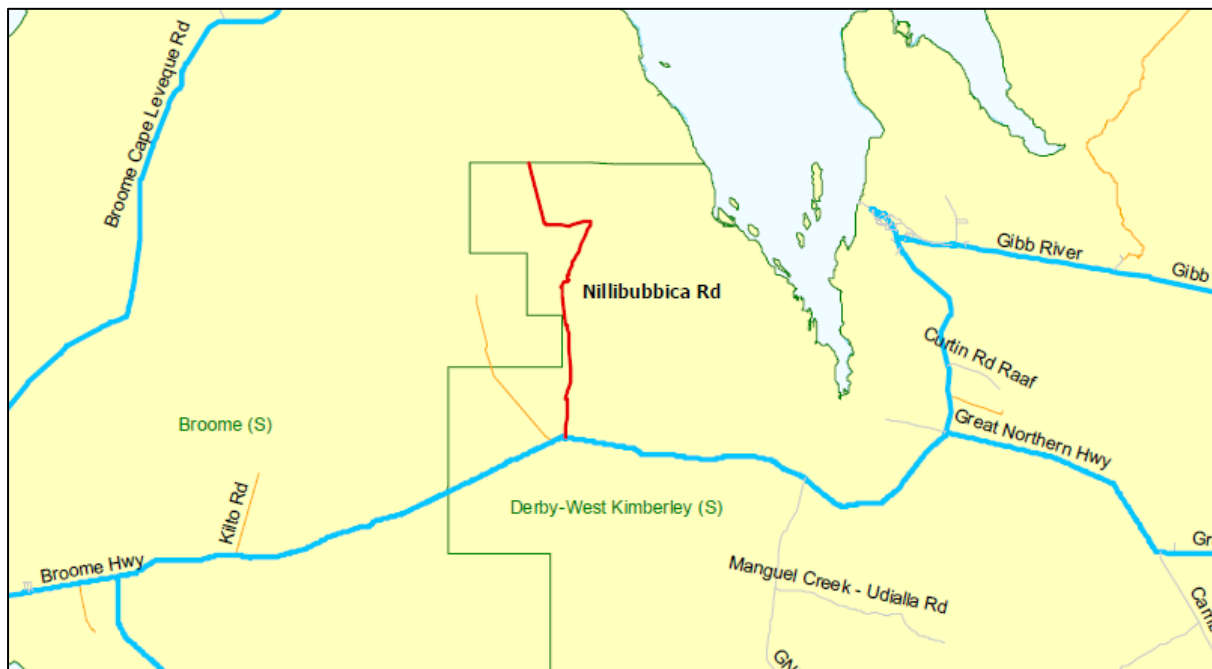
Distance and travelling timesaving will be created for populations in this region.

DEVELOPMENT NEED

Longer spur roads from the existing Cape Leveque Road are needed for communities that are being developed on the eastern side of Dampier Peninsular. A new access road servicing this region from the GNH near the boundary of the Shire of Derby - West Kimberley and communities east will allow ease of access and resultant improvement of the servicing of this region.

DEVELOPMENT STRATEGY

The road development strategy is to improve road access for people of the various communities. Construct Jowlaenga Road (aka Nillibubbica Road) to a Type 3 sheeted road.



NINGBING ROAD**Road No. 0040013****Access Road****Wyndham - East Kimberley Shire****Last Reviewed: April 2021****FUNCTION**

The road is used by tourist and local traffic to visit coastal areas near the Cambridge Gulf where it meets the Timor Sea and provides access to a remote aboriginal community.

DEVELOPMENT NEED

The road terminates at Timor Sea in the vicinity of Cape Domett, a popular fishing and camping destination for locals and tourists. It becomes impassable or closed to traffic for long periods after heavy rainfall. The road formation is depressed below the natural surface and becomes badly corrugated as a result of increased traffic use.

DEVELOPMENT STRATEGY

The development strategy is to upgrade the access road to Type 2 formed standard, realigning or raising the existing road formation across black soil plains. This will improve the road drainage and reduce the effects of scouring and washouts. In the longer term, depending upon future traffic growth and road maintenance costs, further upgrading to Type 3 gravel road standard should be considered.

Construct the Ningbing Road to a Type 2 formed road standard.

Further upgrade the Ningbing Road to a Type 3 formed gravel standard.



OLD BROOME ROAD

Road No. 0010318

Local Distributor

Broome Shire

Last Reviewed: December 2023

FUNCTION

Old Broome Road is classified as a Local Distributor and is the main road in to the Broome town centre from the north. The road carries a significant amount of traffic associated with both local and tourist travel. It also serves part of a bus route servicing surrounding schools, business and the Broome Airport. Old Broome Road links Cable Beach tourist precinct, Sunset Rise, Broome North and Djugun subdivisions to China Town and Town Beach.

DEVELOPMENT NEED

The Shire of Broome population and commercial capacity are expanding with new stages of the nearby residential subdivisions of Roebuck Estate and Warranyjarri Estate and the expansion of the Blue Haze and Broome Road Industrial Park coming online. This is expected to cause a significant increase in the already high traffic volumes on Broome Road and create a burden on the intersecting road network. During daily peak work, school and tourist traffic times, significant queuing occurs at each intersection along Old Broome Road.

The Broome Traffic Study undertaken by Jacobs in 2016 recommends that by 2031, upgrades are undertaken on Old Broome Road between Short Street and Sandpiper Avenue including associated intersections to be able to accommodate the increase in demand. The report also recommends consideration is given for Old Broome Road to be upgraded from a two-lane two-way carriageway to a four-lane two-way carriageway.

Signs of pavement deformation and failure are showing, indicating the pavement will require reconstruction in the near future. Drainage along the road is inadequate and leads to flooding in peak storm events, water ponding is evident at the Lorikeet intersection in small rain events.

DEVELOPMENT STRATEGY

The strategy for this road is to upgrade in stages to a Type 8 Dual Carriageway to allow a continuous flow of traffic, with drainage issues also being addressed. Stage 1 has been identified as Short Street to Sandpiper Avenue using Road Project Grant, Roads to Recovery funding and/or Black Spot/Western Australian Bicycle Network funding to address the shared path relocation.



PACKSADDLE ROAD

Road No. 0040180

Local Distributor

Wyndham - East Kimberley Shire

New Submission: April 2021

FUNCTION

Packsaddle Road is a Local Distributor which services the Packsaddle Plains irrigated plantation/market garden industry along with tourism associated with Zebra Rock and accommodation facilities. It is the sole access from the plains to Victoria Highway and Kununurra. AADT for Packsaddle was 278 VPD (Sept 2011).

Packsaddle Road is a RAV Cat 9 Heavy Haulage Route.

DEVELOPMENT NEED

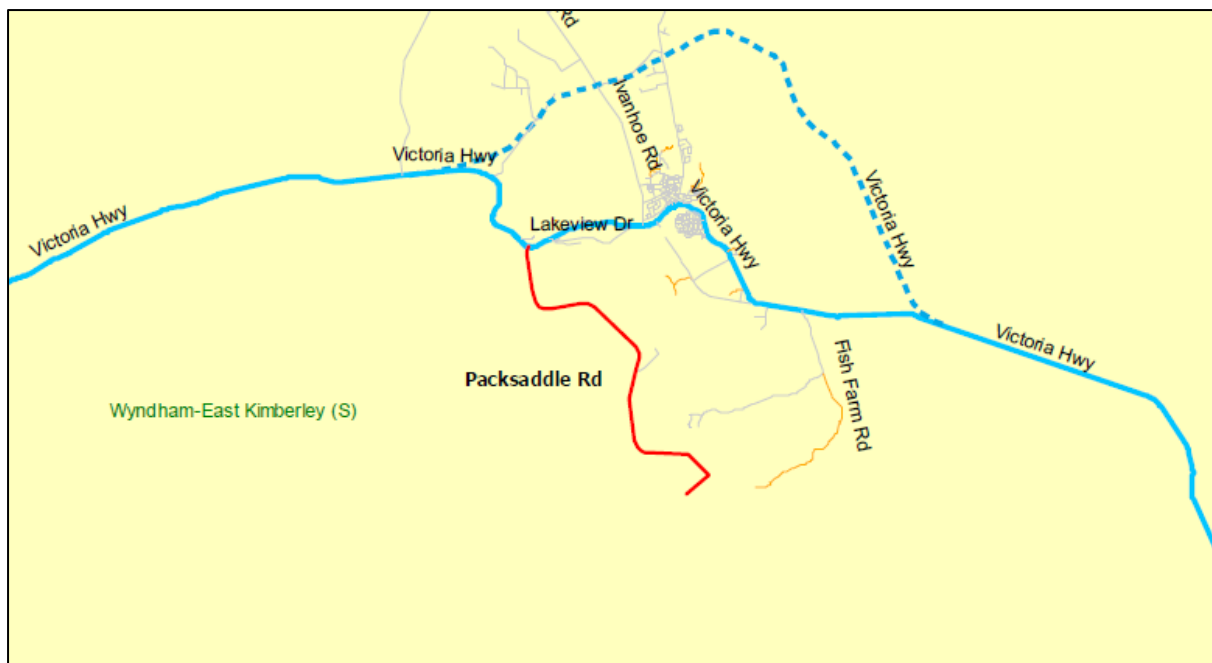
Packsaddle Road varies in width from 6 m to 7.2. In some areas, the shoulders have been reconstructed and sealed giving a sealed surface width of 7.2m.

Given that this road has an AADT of around 300VPD (Sept 2011) the width of the road causes heavy wear on the shoulders resulting in drop off and edge wear.

The road needs to be widened to a standard 7.m wide with 1.m wide sealed shoulders and a reseal along its entire 14km length. Recently, all cracks have been patched and some shoulder reconstruction has been carried out.

DEVELOPMENT STRATEGY

Widening is required to ensure user safety as funds become available with an ongoing program of reseals



PORT DRIVE**Road No. 0010319****Local Distributor****Broome Shire****Last Reviewed: December 2023****FUNCTION**

Port Drive is a Local Distributor that consists of a two-lane two-way partially divided carriageway, approximately 8m wide seal. Port Drive from Cable Beach Road East roundabout through to the Gubinge Road Intersection is under the local government control, it continues towards the south-east to the port under Main Roads control. The local government portion of Port Drive services several schools, a caravan park and also provides access to the light industrial area. Category 6 vehicles (RAV 6 - 36.5m long truck) and below are allowed to operate on this portion Port Drive and Frederick Street to service the airport. The posted speed limit on Port Drive is currently 60 km/h.

DEVELOPMENT NEED

Port Drive provides a key distribution link with the Broome Port for both light industrial and general traffic. It is also providing access for heavy vehicles delivering fuel and supplies to the Boulevard Shopping Centre and the Broome International Airport. The vehicle demand on this busy road is expected to increase with population growth, the expansion of the airport international capabilities and the increased port activity from the Kimberley Support Base, Kimberley Mineral Sand Operations and proposed boat launching facility upgrades.

The Broome Traffic Study undertaken by Jacobs in 2016 recommended upgrading the Guy Street and Port Drive intersection to accommodate expected traffic volumes and maintain road safety.

The existing pavement is showing signs of failure and will require rehabilitation as it nears the end of its design life. Drainage at the southern end of the road is also considered inadequate. Extensive flooding occurs in peak storm events which is creating a risk to road users and the adjacent private property.

DEVELOPMENT STRATEGY

It is proposed that this road renewal and upgrade be carried out to a Type 6 road with adequate drainage. Funding to be sourced from Road Project Grant and Roads to Recovery. Black Spot maybe sought on intersections with other local distributors.



PORT SMITH ROAD**Road No. 0010018****Access Road****Broome Shire****Last Reviewed: April 2021****FUNCTION**

The road provides access between Great Northern Highway and the coast for tourist and other traffic visiting Port Smith for fishing, camping and recreation. It services the popular Port Smith Caravan Park, Port Smith Bird Park, pearling leases and several Aboriginal communities.

DEVELOPMENT NEED

The existing unformed road carries a relatively high percentage of two-wheel-drive vehicles towing caravans and is open to this type of traffic during the drier months of the year only, although this is increasing into the wet season each year. A better standard of road will ultimately be required to properly cater for anticipated higher traffic volume in the longer term. The owners have requested the road to be sealed now, and have been lobbying to get that achieved, citing much increased visitor and traffic numbers.

No dry season traffic counts are available but are estimated to be upwards of 100 vehicles per day. Wet season figures show an average of 25 vehicles per day, but access is usually restricted to locals at that time.

DEVELOPMENT STRATEGY

The development strategy is to ultimately improve the road to a sealed standard. Current traffic does not warrant sealing in the short term however, the road should be upgraded

from its present standard to a Type 2 formed road, until traffic increases to the point where sealing is required. The upgrades will be staged as follows:

- Upgrade to the road to Type 3 formed gravel standard.
- Upgrade the Port Smith access road to Type 4 sealed road standard.



PORT WARRENDER ROAD

Road No. 0040031

Access Road

Wyndham - East Kimberley Shire

Last Reviewed: April 2021

FUNCTION

The road was originally constructed to service bauxite mineral exploration on the Mitchell Plateau and the proposed construction of a loading facility at Port Warrender. This project has not proceeded to the operation stage. However, the area is emerging as a significant tourism destination and as a result the road is carrying increasing numbers of tourist traffic each year.

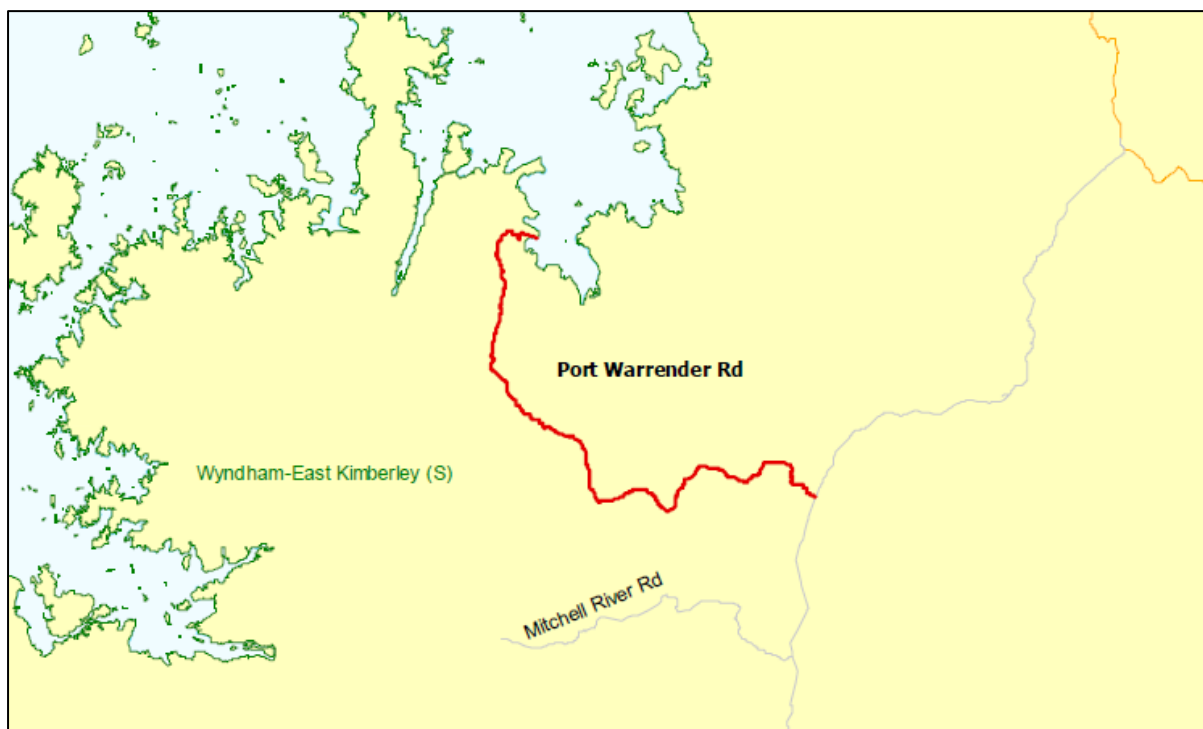
DEVELOPMENT NEED

The Mitchell Plateau region is being widely promoted as a major conservation and wilderness area. Consequently, there is an increasing demand from people wanting to visit the region for tourism and recreational purposes. The area is regarded as one of the last wilderness areas in Australia and a proposal exists to establish a National Park in the Mitchell Plateau region. The area is host to a diverse range of flora and fauna and features many scenic attractions such as waterfalls, pools and rivers. Recreational pursuits such as fishing, camping and bushwalking tours are also becoming more popular. The area also has cultural and heritage significance for the Aboriginal community. The potential for mineral resource development is high with known reserves both onshore and offshore of gas and petroleum. Bauxite and other minerals also occur in large deposits. The existing road is unformed and depressed. Many places along the route must be negotiated by four-wheel drive vehicles as the road traverses undulating terrain and across black soil plains that become corrugated and subject to scouring after heavy seasonal rainfall. The river and creek crossings composed of local material lie at stream bed level and are subject to severe scouring and washouts.

DEVELOPMENT STRATEGY

The development strategy is to upgrade the road to Type 2 formed road standard between Kalumburu – Gibb River Road and Port Warrender. The existing road will deteriorate rapidly causing further landscape damage if traffic volumes continue to grow. Constructing the road to a formed road standard will improve the road drainage, reduce scouring and assist future staged road development to take place with a minimum impact on the surrounding landscape. To achieve this objective, it may be necessary to review the location of the existing road in some places. Major river and creek crossings should be upgraded by importing stabilised material or constructing low level concrete crossings. This will reduce scouring and damage to vehicles.

Construct the Port Warrender Road to Type 2 formed road standard.



RESEARCH STATION ROAD

Road No. 0040019

Access Road

Wyndham - East Kimberley Shire

Last Reviewed: April 2021

FUNCTION

The road provides access for people living in the Ivanhoe and Carlton Plains area for service providers to the horticulture and pastoral industries.

DEVELOPMENT NEED

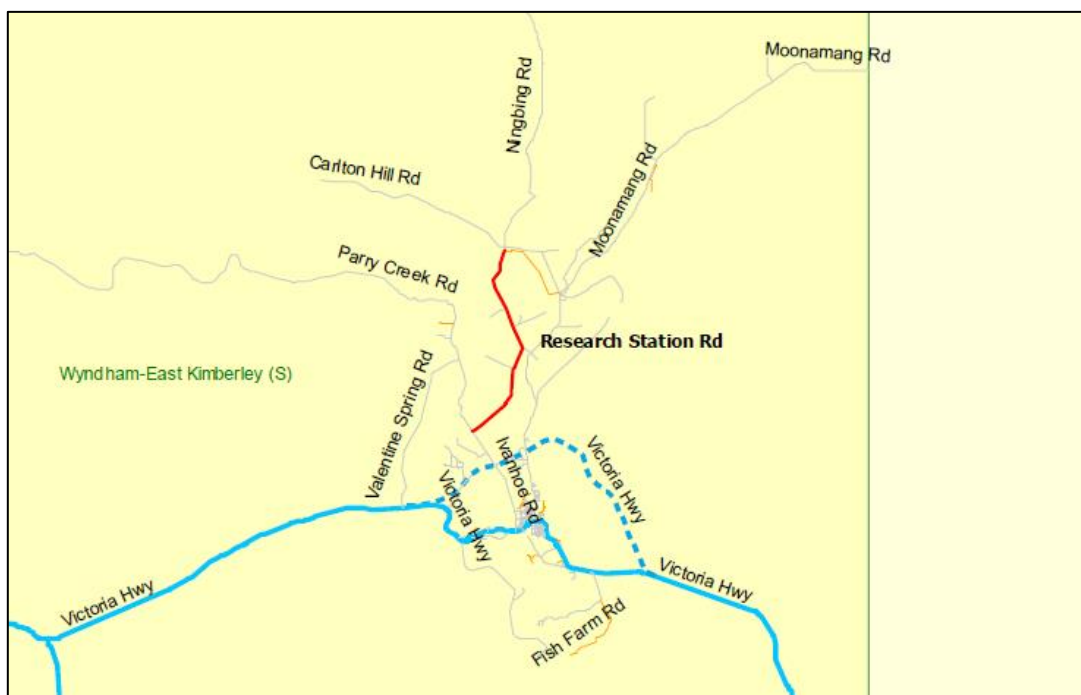
The value of horticultural produce from the Ivanhoe Plains Irrigation Area is significant in terms of the State's economy. Increased development associated Ord River Stage 2 is likely to result in more land being irrigated for sugar production in the Carlton Plains area. As a minor service corridor for the area, Research Station Road needs to be of a standard which minimises transport costs and travel time. Parts of the road have been sealed; however significant pavement failures have developed that need to be repaired. Unsealed sections of the road require upgrading.

DEVELOPMENT STRATEGY

Repairing the existing sealed road and the upgrading of unsealed sections is considered appropriate for the achievement of the required standard for this road.

Repair Research Station Road between Ivanhoe Road and Stock Route Road.

Construct Research Station Road to Type 3 standard between Stock Route Road and Carlton Plains.



RUSS ROAD

Road No. 0030102
Local Distributor and Access Road

Derby – West Kimberley Shire

Last Reviewed: April 2021

FUNCTION

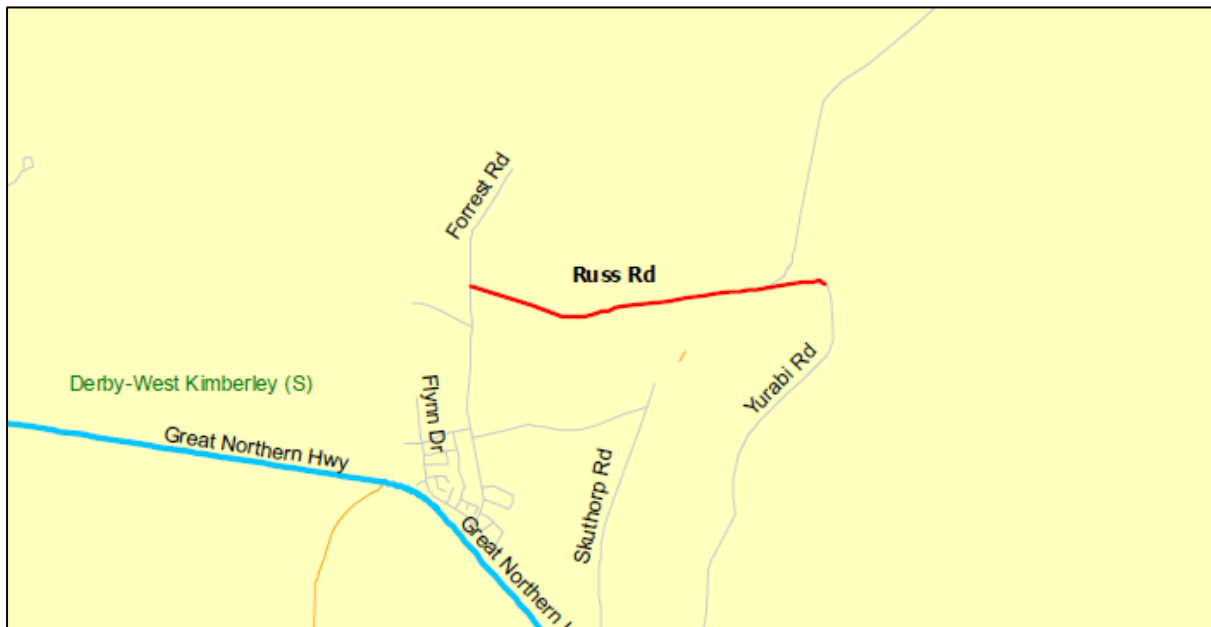
This road connects to the Geikie Gorge Road and Forrest Road in the town of Fitzroy Crossing. It provides the connection between these two roads and to the Tourist Attraction of Geikie Gorge reserve managed by the Department of Biodiversity Conservation and Attractions and the Bunuba Native title holders. It also serves as access to two Aboriginal communities and services Brooking Springs Station.

DEVELOPMENT NEED

With the increasing tourist operations, community traffic and pastoral operations there is a need to provide and maintain the road to a particular standard. It is important as this road provides the connectivity between the town and a major tourist attraction and can be subject to major flooding.

DEVELOPMENT STRATEGY

To enhance the road access for tourists, tourism operators, people living in the communities along the road and heavy vehicles by completing outstanding sections of the road to Type 5 standard.



SANCTUARY ROAD**Road No. 0010006****Local Distributor****Broome Shire****Last Reviewed: December 2023****FUNCTION**

Sanctuary Road is classified as a Local Distributor. The road carries a significant amount of light vehicle traffic associated with local and tourist travel. Both residential and commercial property are accessed by Sanctuary Road, with many tourist accommodation and restaurants situated at the western end. It also serves part of a bus route servicing surrounding schools, business and the Broome Airport.

DEVELOPMENT NEED

In the near future the final section of Tanami Drive will be constructed linking Broome North to Sunset Rise, this will increase both recreational and school commuter traffic on Sanctuary Road with the Broome North Primary school located on Tanami Drive. The Cable Beach precinct is set to have a generational regional level foreshore redeveloped which shall increase visitation to area. A brewery is set to open in 2023 on Sanctuary Road and there are other large private parcels of land earmarked for development adjacent to Sanctuary Road. The Shire is also progressing with development plans to construct a caravan park, key worker and over 55s village on lot 3130 to address the housing crisis in Broome.

Improvement is required to the seal surface and pavement within the next 10 years as the pavement is showing signs of failure. Drainage along the road is inadequate and leads to flooding at the Cable Beach Road West roundabout in peak storm events. The depth of water across the road puts road users at risk and limits emergency access to the foreshore precinct. Works are also required to address the inadequacies in available on street parking. A review of geometric design and upgrade to conform with the latest standard town centre traffic calming measures, along with the addition of on-street parking will also be part of the ongoing work.

DEVELOPMENT STRATEGY

The strategy for this road is to upgrade it to a widened town centre type cross section with on-street parking, dedicated crossing median islands and improved localised traffic measures that reduce speed but allow a continuous single lane flow of traffic. The works will be delivered across multiple stages.



SILENT GROVE ROAD**Road No. 0030024****Access Road****Derby - West Kimberley Shire****Last Reviewed: April 2021****FUNCTION**

Silent Grove is a major tourist attraction linking into Bell Gorge. There are further tourist attractions in the immediate vicinity and with a major camping facility at Silent Grove, there is an increase in tourist visitors. The pastoral station that encompasses this region is under the control of the Department of Environment and Conservation.

DEVELOPMENT NEED

This road serves as the main access route to the major tourist attraction of Bell Gorge and is used by a large quantity of tourists who can camp at the managed campsite at Silent Grove. With an increase in tourists visiting this area, and with managed camping available, access is considered essential to the viability of this area.

DEVELOPMENT STRATEGY

With increasing tourist numbers along the Gibb River Road, improve the access to this significant tourist attraction.

Continue to construct Silent Grove Road to Type 3 sheeted road.



SPRINGVALE – LANSDOWNE ROAD**Road No. 0020026****Access Road****Halls Creek Shire****Last Reviewed: April 2021****FUNCTION**

This road connects Aboriginal communities and Springvale Station to Halls Creek via Great Northern Highway. The road also services the pastoral industry and is the only freight route for construction materials for increasing Aboriginal communities.

DEVELOPMENT NEED

The increasing populations of these communities are contributing to rising visitor numbers using this road, in addition to an increase in heavy vehicles transporting goods to more communities. These factors have contributed to the need for a major development of this road.

DEVELOPMENT STRATEGY

Upgrade the complete road to Type 3 standard with realignments to be undertaken on an as needs basis to avoid areas that are prone to flooding.

The road development strategy is to improve road access for people of the various communities. Construct Springvale – Lansdale Road to Type 3 paved road.



STOCK ROUTE ROAD

Road No. 0040020
Local Distributor and Access Road

Wyndham - East Kimberley Shire

New Submission: April 2021

FUNCTION

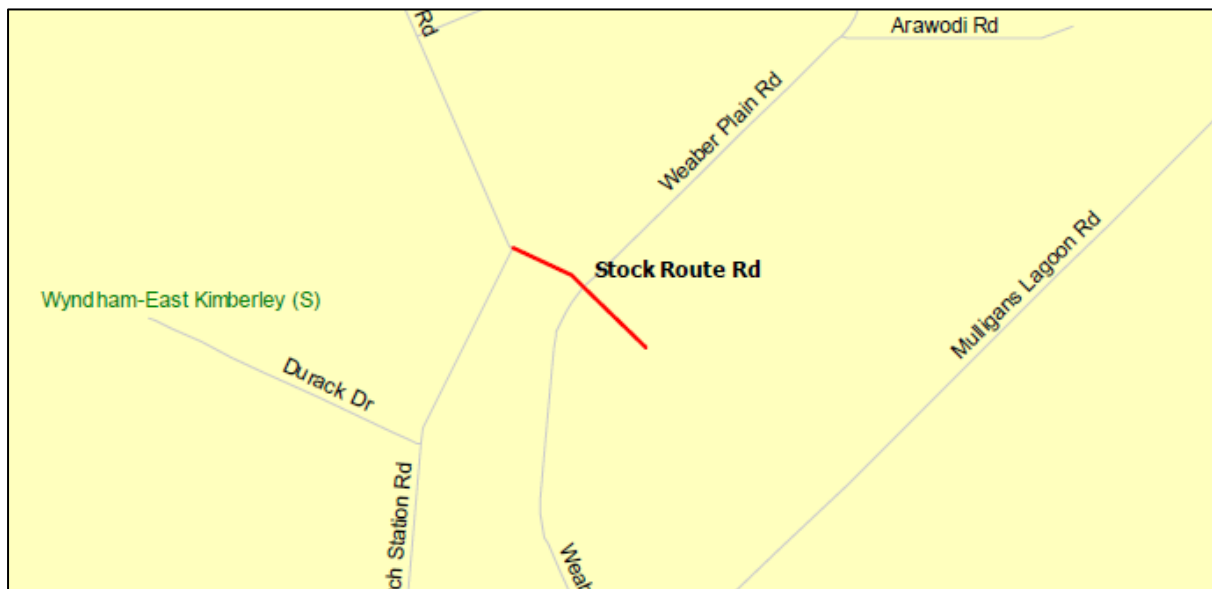
Stock Route Road between Research Station Road and Weaber Plains Road forms part of the RAV Cat 9 Heavy Haulage Route servicing the Ord Expansion Stage 2. This route compliments the Mills Road link between Ivanhoe Road and Weaber Plains Road. It is a Local Distributor linking Victoria Highway to the Ord Stage 2 and ultimately to Ord Stage 3 which will run into the Northern Territory.

DEVELOPMENT NEED

Stock Route Road is presently sealed 7m wide with 1.2m sealed shoulders. This section of Stock Route Road is displaying signs of base course failure resulting in shoving and rutting and will require ongoing reconstruction over its entire sealed length of approximately 1km. It will also require ongoing reseals.

DEVELOPMENT STRATEGY

The predominant failures are in the outer wheel path and it is anticipated that selective sections can be reconstructed using cement stabilisation, dependant on the availability of funding.



TANAMI ROAD

Road No. 0020025
Regional Distributor

Halls Creek Shire

Last Reviewed: April 2021

FUNCTION

The road provides the only access to both the Wolf Creek National Park and to regional centres for more than 1000 people living in Aboriginal Communities south and south east of Halls Creek. These include but not limited to: Balgo, Mulan, Billiluna and numerous smaller communities. It is an interstate trucking route, which provides significant distance savings for freight transport and people travelling between the Kimberley Region, natural resource (mining), pastoral and industrial development projects along the Tanami Road and Alice Springs.

When permitted, road trains and other heavy vehicles use the road to service mining operations, community development and pastoral industry needs along the road. There is increasing use of the road by tourists because of its directness between the Kimberley, Alice Springs and the Eastern States.

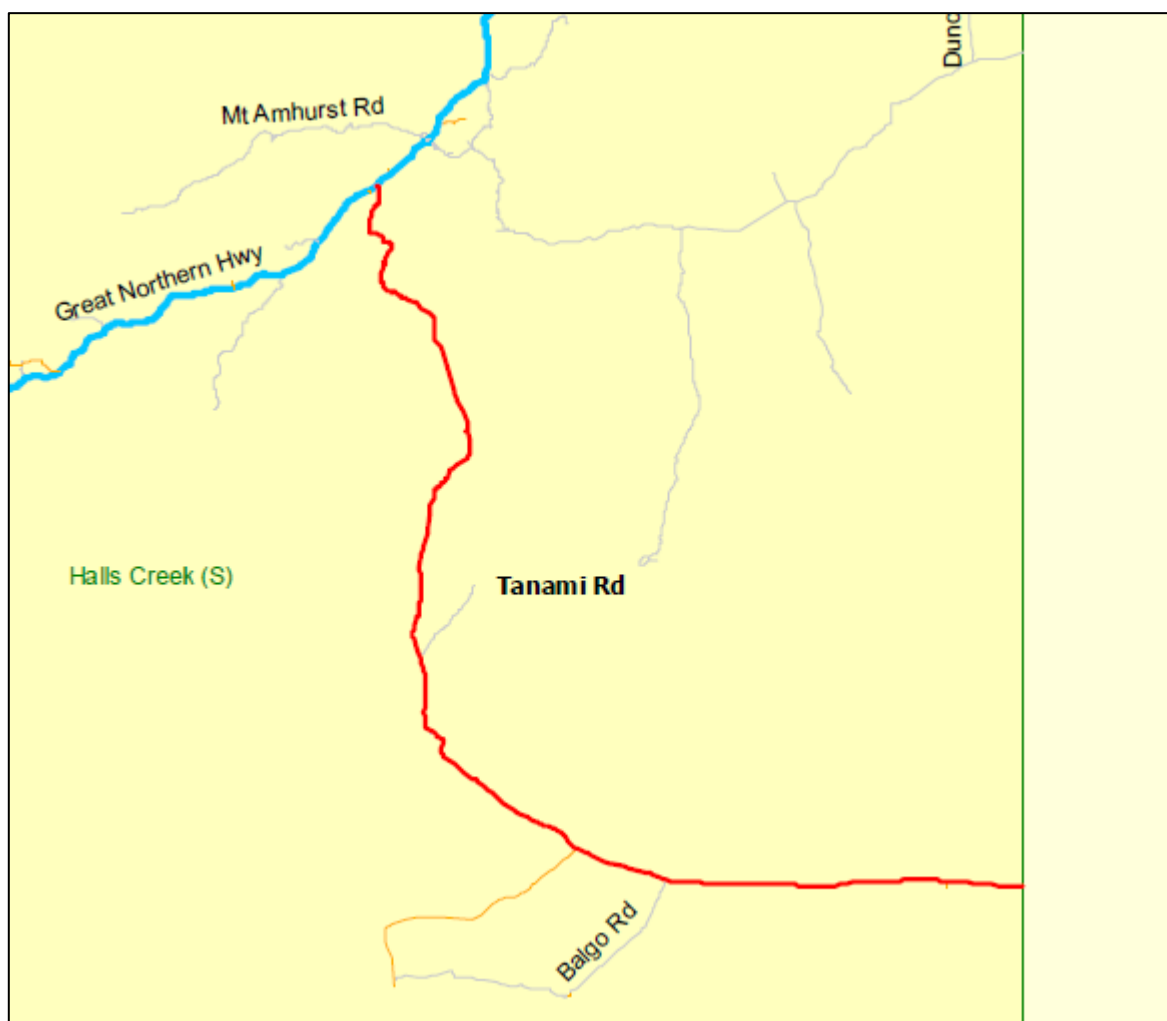
DEVELOPMENT NEED

The standard of the existing road varies from sections of unformed road that are depressed below the natural surface, being sandy and rough to sections of formed road in reasonable condition. The road becomes sandy and corrugated from increased traffic use and is subject to long periods of closure after heavy seasonal rainfall. Most river and creek crossings are at stream bed level and are subject to scouring and washouts after heavy rainfall. Improve road safety.

DEVELOPMENT STRATEGY

Upgrading of the road to a consistent Type 2 formed road standard is considered appropriate for the short to medium term. Access at major river and creek crossings should be improved by importing material to stabilise the crossings or constructing low level concrete crossings. In the longer term, depending upon traffic growth and road maintenance costs, further upgrading to formed gravel standard or sealing, with bridges constructed over the major water crossings, may be warranted.

Construct Tanami Road to a uniform Type 3 paved road standard. Further upgrade Tanami Road to Type 4 sealed road standard if traffic warrants.



WEABER PLAINS ROAD

Road No. 0040018
Local Distributor and Regional Distributor

Wyndham - East Kimberley Shire

Last Reviewed: April 2021

FUNCTION

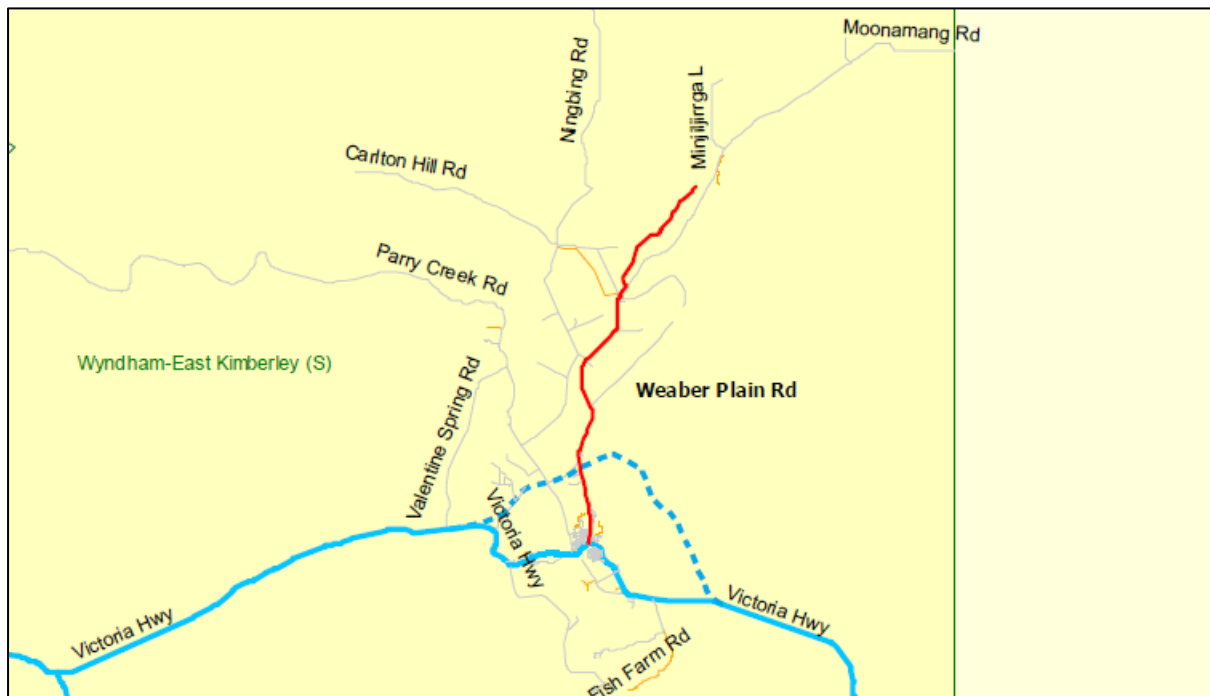
The road provides access to the existing Weaber Plains plantation industry and will be the primary distributor road for the Ord Stage 2.

DEVELOPMENT NEED

The value of horticultural produce from the Weaber Plains Irrigation Area is significant in terms of the State's economy. Increased development associated with the sugar industry is likely to result in more land being irrigated for sugar production in this area. As a major service corridor for the area, Weaber Plains Road needs to be of a standard which minimises transport costs and travel time. The road is sealed; however, the seal width is less than adequate for the volume and type of traffic using the road. Road maintenance costs through excessive rutting/shoving are high. There are safety concerns with water ponding in the ruts.

DEVELOPMENT STRATEGY

Reconstruction of failed sections is required as the ruts are a collection point for rainfall. Ongoing reseals will be required.



WEERO ROAD**Road No. 0040137****Access Road****Wyndham - East Kimberley Shire****Last Reviewed: November 2021****FUNCTION**

Weero Road is a Local Distributor providing the sole access to Victoria Highway for the plantations and residences of Valentine Falls Estate. It provides access for freight from the plantations, access to the Ord River for tourists, as well as being the route for cartage of river shingle and sand from mining leases at the end of the road which terminates at the Ord. Part of this road may be incorporated into the Kununurra Heavy Vehicle Bypass. It is a RAV CAT 9 heavy Haulage Route.

DEVELOPMENT NEED

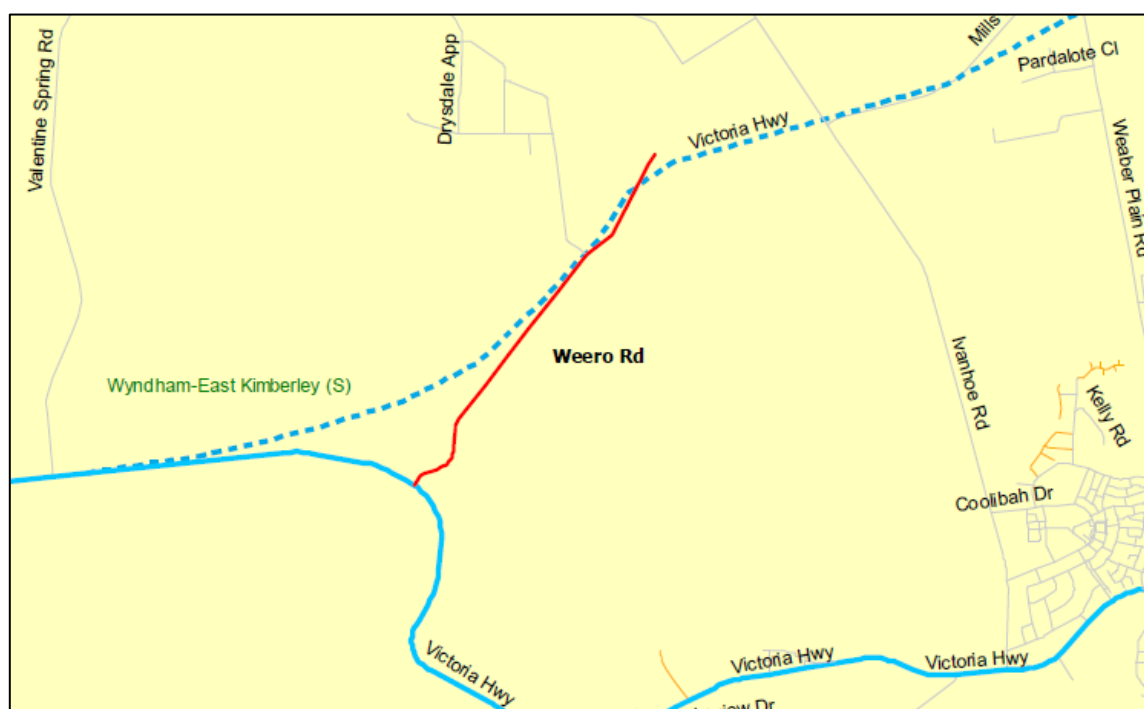
In 2012 the Shire constructed this road to a 7m wide sealed road from the existing seal to the intersection of Chamberlain Drive. It is anticipated that this stage of development is sufficient to handle the AADT of 56 VPD.

The first section, 820m, from Victoria Highway to the recent reconstruction and sealing is 6m wide and requires widening to 7m and review of alignment. A reseal on this section is also required in the near future.

DEVELOPMENT STRATEGY

The recent reconstruction should enable the road to handle the present and predicted traffic volumes and mix into the immediate future.

The first 820 m requiring widening is suitable for the existing traffic volumes and mix for the near future.



WILLIE CREEK ROAD**Road No. 0010053****Access Road****Broome Shire****Last Reviewed: April 2021****FUNCTION**

The road provides access to the popular tourist and recreational Willie Creek area just north of Broome. The area features a pearl farm and the operating Quarantine Station and is a renowned fishing and camping spot for locals and visitors to the region. There are two residences there also.

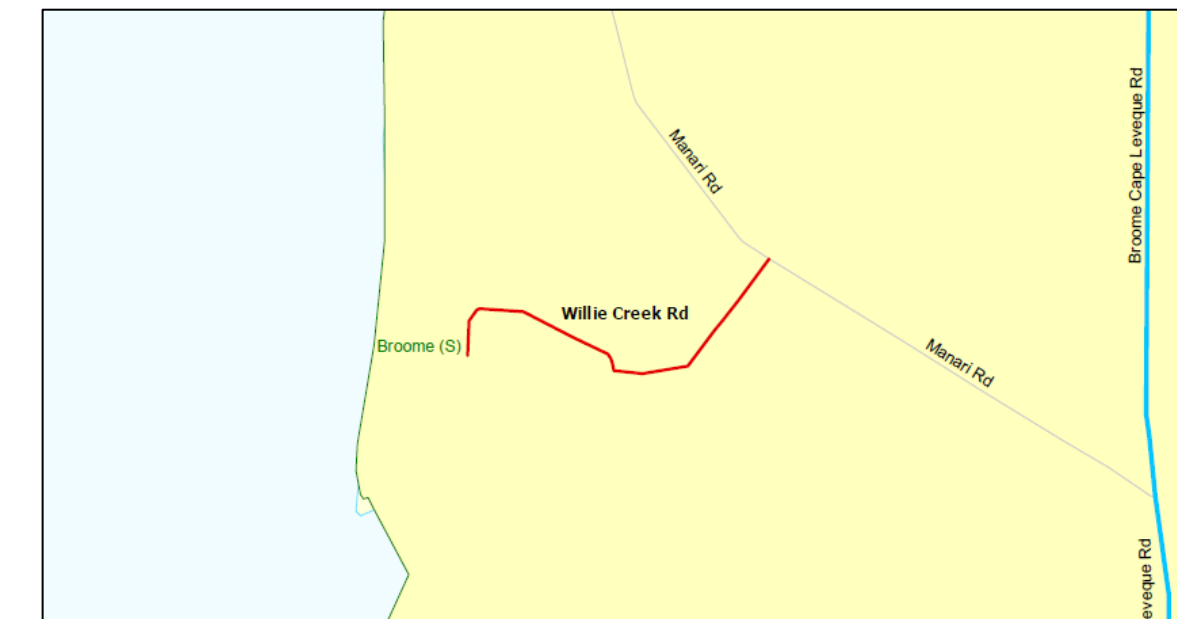
DEVELOPMENT NEED

Willie Creek is a significant tourist destination in the region and is one of Broome's most popular tourist destinations. People can only visit the area when the road conditions permit. The existing road is unformed and depressed below the natural surface. It becomes quickly corrugated from excessive traffic and impassable or closed for long periods after heavy rainfall, seriously affecting access to the area. Parts of the road cross a tidal clay flat and become impassable after every spring tide and rain period.

The average traffic was 60 vehicles per day during October 2004, however the traffic would be significantly higher during the tourist season.

DEVELOPMENT STRATEGY

The Waterbank Planning Strategy proposes a major realignment of most of this road for environmental and cultural reasons, and no works can proceed until this is completed. Upgrading Willie Creek Road to a uniform Type 3 formed gravel road standard is considered appropriate for the short to medium term. This may involve realignment or raising the existing road formation and improving the off-road drainage. Depending upon future traffic growth and funding, consideration should be given to Type 4 sealed road standard in the longer term.



SERVICE LEVELS

Type 1 – Unformed Road

(Cleared-flat bladed. Minimum construction. Formation consists of adjacent material)

This type is the first stage development of the road when the alignment is cleared of all vegetation with the running surface constructed from materials in-situ. This type of road allows for light traffic. With minimal drainage provision, the road is prone to closure during periods of heavy rainfall.

Type 2 – Formed Road

(Formed (raised) and drained road without imported material or a constructed pavement)

To avoid possible further relocation of the road and the resultant impact on the landscape environment, Type 2 earthworks are constructed using local road-making material and improved drainage control.

Type 3 – Gravel Road

(Road construction from imported material of adequate thickness, shaped and drained)

When maintenance costs increase to unacceptable levels or when economic or social benefits are evident, a Type 2 road can be improved by sheeting the surface with suitable gravel material to become a Type 3 road.

Type 4 – Sealed Road (6m Seal Width)

(Sealed with no kerbing)

Sealing is carried out to improve road-user comfort and safety when the road is experiencing higher traffic volumes or when significant numbers of heavy vehicles are required to use a Type 3 road. A Type 3 road is upgraded to Type 4 by building up the residual gravel pavement to full thickness. This is then compacted and sealed.

Type 5 – Sealed Road (7m Seal Width)

This is further development of the Type 4 road with extra seal width being provided to cater for higher traffic volumes and a high proportion of heavy vehicles.

Type 6 – Sealed Road (8 - 9m Seal Width)

This stage represents further development of a Type 4 or Type 5 road with additional seal width being provided as traffic volumes increase to improve safety; reduce maintenance costs; provide space for a stationary vehicle to stand clear of traffic lanes; and to assist cyclists.

Type 7 – Sealed Road with Overtaking Lane

An additional lane is provided on two-laned sealed roads when the traffic volume; proportion of heavy vehicles; and overtaking opportunities on adjoining sections of road cause traffic bunching to occur.

Type 8 – Dual Carriageway

An additional carriageway is provided to improve safety and increase the capacity on high volume roads.

ROAD NUMBERING SYSTEM

The road numbering system used throughout this Strategy document is explained as follows.

Local Roads, managed by Local Government Authorities (LGAs), have seven-digit road numbers. The first three digits indicate the LGA that manages the Local Road, the final four digits denote the number, or label, assigned to that road by the LGA. The following table summarises the LGA codes for the Kimberley Region.

Local Government Authority	Code
Broome	001
Derby – West Kimberley	003
Halls Creek	002
Wyndham – East Kimberley	004

RESTRICTED ACCESS VEHICLE (RAV) NETWORKS

Main Roads Western Australia has granted certain Restricted Access Vehicles (RAVs) conditional access to specified Western Australian roads, through the gazettal of a Class 2 and 3 Notice under the provisions of the Road Traffic (Vehicle Standards) Regulations 2002.

Refer to the Heavy Vehicle website:

<https://www.mainroads.wa.gov.au/heavy-vehicles/permit-order-scheme/>

APPENDIX 1: TABLE OF ROUTES WITH SLKS

KIMBERLEY RRG ROADS					SLKS & LENGTH				ROAD SURFACE KMS	
Route Name	Road Name/s	Road Number	Road Hierarchy	Local Government	SLK FROM	SLK TO	ROAD LENGTH	TOTAL KMS	SEALED	UN SEALED
ARCHER STREET	Archer Street	0010087	Access Road	Broome	0.00	0.48	0.48	0.48	0.48	
ASHLEY STREET	Ashley Street	0030056	Local Distributor	Derby West Kimberley	0.33	2.19	1.86	1.86		
BALGO ROAD	Balgo Road	0020017	Access Road	Halls Creek	0.00	36.78	36.78	36.78		
BARYTES ROAD	Barytes Road	0040160	Access Road	Wyndham East Kimberley	0.00	1.87	1.87	1.87	1.87	
BILLILUNA ROAD	Billiluna Road	0020060	Access Road	Halls Creek	0.00	1.35	1.35	1.35		
BRIDGE STREET ROUTE	Bridge Street	0020005	Access Road	Halls Creek	0.00	1.48	1.48			
	McDonald Street	0020052	Access Road	Halls Creek	0.00	0.31	0.31	1.79		
BUNGARUN ROAD (Also Blacks Rocks Road)	Bungarun Road	0030032	Access Road	Derby West Kimberley	0.00	8.59	8.59	8.59		
CABLE BEACH ROAD EAST	Cable Beach Road East	0010222	Local Distributor	Broome	0.00	1.57	1.57	1.57	1.57	
CABLE BEACH ROAD WEST	Cable Beach Road West	0010001	Local Distributor	Broome	0.80	1.59	0.79	0.79	0.79	
CALWYNYARDAH NOOKANBAH ROAD	Calwynyardah Nookanbah Road	0030014	Access Road	Derby West Kimberley	0.00	72.93	72.93	72.93		
CAMBALLIN ROAD	Camballin Road	0030158	Regional Distributor	Derby West Kimberley	0.00	26.55	26.55	26.55		
CAMBALLIN MYROODAH ROAD	Camballin Myroodah Road	0030022	Local Distributor	Derby West Kimberley	0.00	22.30	22.30	22.30		
CARLTON HILL ROAD	Carlton Hill Road	0040006	Access Road	Wyndham East Kimberley	0.00	10.10	10.10	10.10	4.00	6.10
CARRANYA ROAD (WOLF CREEK CRATER)	Carranya Road	0020015	Access Road	Halls Creek	0.00	15.12	15.12			
	Carranya Wolf Creek Crater Road	0020034	Access Road	Halls Creek	0.00	7.98	7.98	23.10		
CHERRABUN ROAD	Cherrabun Road	0030020	Access Road	Derby West Kimberley	0.00	44.40	44.40	44.40		
CHI STREET	Chi Street	0010122	Access Road	Broome	0.00	1.31	1.31	1.31	0.11	1.20
CHRISTMAS CREEK - BEEFWOOD PARK ROAD	Christmas Creek - Beefwood Park Road	0030019	Access Road	Derby West Kimberley	0.00	19.40	19.40	19.40		
CLARENDON STREET	Clarendon Street	0030035	Local Distributor	Derby West Kimberley	0.00	1.41	1.41	1.41		
COOLIBAH DRIVE	Coolibah Drive	0040094	Local Distributor	Wyndham East Kimberley	0.00	2.23	2.23	2.23		
CRAB CREEK ROAD	Crab Creek Road	0010012	Access Road	Broome	0.00	9.40	9.40	9.40	2.53	6.87
DE CASTILLA STREET	De Castilla Street	0010118	Access Road	Broome	0.00	0.43	0.43	0.43	0.43	
DUNCAN ROAD	Duncan Road	0020062	Local Distributor	Halls Creek	0.00	339.30	339.30			
	Duncan Road	0040138	Local Distributor	Wyndham East Kimberley	0.00	58.34	58.34	397.64		
EIGHTY MILE BEACH ROAD	Eighty Mile Beach Road	0010220	Access Road	Broome	0.00	9.00	9.00	9.00	0.07	8.93
ERYTHRINA STREET	Erythrina Street	0040028	Access Road	Wyndham East Kimberley	0.00	0.36	0.36	0.36		
FAIRFIELD LEOPOLD DOWNS ROUTE	Fairfield Leopold Downs Road	0030025	Local Distributor	Derby West Kimberley	0.00	95.33	95.33			
	Leopold Downs Road	0030015	Local Distributor	Derby West Kimberley	0.00	30.65	30.65	125.98		
FAIRWAY DRIVE	Fairway Drive	0010219	Local Distributor	Broome	0.00	4.77	4.77	4.77	1.59	3.18

FITZROY STREET	Fitzroy Street	0030113	Access Road	Derby West Kimberley	0.00	2.47	2.47	2.47		
FORREST ROAD	Forrest Road	0030119	Local Distributor	Derby West Kimberley	0.00	3.49	3.49	3.49		
FOSSIL DOWNS ROAD	Fossil Downs Road	0030017	Access Road	Derby West Kimberley	0.00	26.54	26.54	26.54		
FREDERICK STREET	Frederick Street	0010037	Local Distributor	Broome	0.00	2.26	2.26	2.26	2.26	
GANTHEAUME POINT ROAD	Gantheume Point Road	0010003	Local Distributor	Broome	0.00	3.43	3.43	3.43	2.68	0.75
GEE GULLY ROAD	GNH - Gee Gully Road	0030004	Local Distributor	Derby West Kimberley	0.00	164.05	164.05	164.05		
GEIKIE GORGE ROAD	Geikie Gorge Road	0030016	Local Distributor	Derby West Kimberley	0.00	15.78	15.78	15.78		
GIBB RIVER KALUMBURU ROAD	Gibb River Kalumburu Road	0040014	Local Distributor	Wyndham East Kimberley	0.00	246.65	246.65	246.65		
GORDON DOWNS ROAD	Gordon Downs Road	0020011	Access Road	Halls Creek	0.00	52.47	52.47	52.47		
GUY STREET	Guy Street	0010002	Local Distributor	Broome	0.00	1.77	1.77	1.77	1.77	
HAMERSLEY STREET	Hamersley Street	0010043	Local Distributor / Access Road	Broome	0.00	1.81	1.81	1.81	1.81	
HUGO AUSTLA DRIVE	Hugo Austla Drive	0040057	Local Distributor	Wyndham East Kimberley	0.00	4.63	4.63	4.63		
HUNTER STREET	Hunter Street	0010067	Access Road	Broome	0.00	0.92	0.92	0.92	0.92	
IVANHOE ROAD	Ivanhoe Road	0040183	Local Distributor	Wyndham East Kimberley	0.00	12.72	12.72	12.72		
JETTY ROAD	Jetty Road	0030073	Access Road	Derby West Kimberley	0.00	2.12	2.12	2.12		
KAVITE ROAD	Kavite Road	0010004	Access Road	Broome	0.00	4.58	4.58	4.58	0.15	4.43
KELLY ROAD	Kelly Road	0040148	Access Road	Wyndham East Kimberley	0.00	0.55	0.55	0.55		
KING RIVER ROAD	King River Road	0040003	Access Road	Wyndham East Kimberley	0.00	23.90	23.90	23.90		
KNOWSLEY STREET WEST	Knowsley Street West	0030145	Access Road	Derby West Kimberley	0.00	0.81	0.81	0.81		
LAKE ARGYLE ROAD	Lake Argyle Road	0040139	Access Road	Wyndham East Kimberley	0.00	35.26	35.26	35.26		
LAKE GREGORY ROAD	Lake Gregory Road	0020035	Access Road	Halls Creek	0.00	43.30	43.30	43.30		
LORIKEET DRIVE	Lorikeet Drive	0010230	Access Road	Broome	0.00	1.24	1.24	1.24	1.24	
MANARI ROAD	Manari Road	0010008	Access Road	Broome	0.00	56.98	56.98	56.98		56.98
MCDANIEL ROAD	McDaniel Road	0010115	Access Road	Broome	0.00	1.30	1.30	1.30	1.30	
MCGUIGAN ROAD	McGuigan Road	0010009	Access Road	Broome	0.00	6.66	6.66	6.66	6.66	
MILLIGIDDEE ACCESS ROAD	Milligiddee Access Road	0030165	Access Road	Derby West Kimberley	0.00	32.27	32.27	32.27		
MILLS ROAD	Mills Road	0040219	Local Distributor	Wyndham East Kimberley	0.00	3.00	3.00	3.00		
MOONAMANG ROAD	Moonamang Road	0040359	Regional Distributor	Wyndham East Kimberley	0.00	34.7	34.7	34.7	34.7	
MORNINGTON ROAD	Mornington Road	0030001	Access Road	Derby West Kimberley	0.00	91.26	91.26	91.26		
MOUNT ANDERSON ROAD	Mount Anderson Road	0030023	Access Road	Derby West Kimberley	0.00	35.10	35.10	35.10		
MOUNT ELIZABETH ROAD	Mount Elizabeth Road	0040186	Access Road	Wyndham East Kimberley	0.00	11.90	11.90	11.90		
NERRIMA ROAD	Nerrima Road	0030003	Access Road	Derby West Kimberley	0.00	48.39	48.39	48.39		

NILLIBUBBICA ROAD (Also Mt Jowlaenga Road)	Nillibubbica Road	0030212	Access Road	Derby West Kimberley	0.00	55.27	55.27	55.27		
NINGBING ROAD	Ningbing Road	0040013	Access Road	Wyndham East Kimberley	0.00	45.06	45.06	45.06		
OLD BROOME ROAD	Old Broome Road	0010318	Local Distributor	Broome	0.00	2.71	2.71	2.71	2.71	
PACKSADDLE ROAD	Packsaddle Road	0040180	Local Distributor	Wyndham East Kimberley	0.00	15.70	15.70	15.70		
PARRY CREEK ROAD	Parry Creek Road	0040001	Access Road	Wyndham East Kimberley	0.00	59.88	59.88	59.88		
PORT DRIVE	Port Drive	0010319	Local Distributor	Broome	0.00	2.97	2.97	2.97	2.97	
PORT SMITH ROAD	Port Smith Road	0010018	Access Road	Broome	0.00	23.30	23.30	23.30		23.30
PORT WARRENDER ROAD	Port Warrender Road	0040031	Access Road	Wyndham East Kimberley	0.00	106.80	106.80	106.80		
RESEARCH STATION ROAD	Research Station Road	0040019	Local Distributor	Wyndham East Kimberley	0.00	18.00	18.00	18.00		
RUSS ROAD	Russ Road	0030102	Local Distributor / Access Road	Wyndham East Kimberley	0.00	2.78	2.78	2.78		
SANCTUARY ROAD	Sanctuary Road	0010006		Broome	0.00	1.25	1.25	1.25	1.25	
SILENT GROVE ROAD	Silent Grove Road	0030024	Access Road	Derby West Kimberley	0.00	18.99	18.99	18.99		
SPRINGVALE LANSDOWNE ROAD	Springvale Lansdowne Road	0020026	Access Road	Halls Creek	0.00	195.56	195.56	195.56		
STOCK ROUTE ROAD	Stock Route Road	0040020	Local Distributor / Access Road	Wyndham East Kimberley	0.00	1.47	1.47	1.47		
TANAMI ROAD	Tanami Road	0020025	Regional Distributor	Halls Creek	0.00	313.41	313.41	313.41		
WEABER PLAIN ROAD	Weaber Plain Road	0040018	Local Distributor	Wyndham East Kimberley	0.00	32.24	32.24	32.24		
WEERO ROAD	Weero Road	0040137	Local Distributor	Wyndham East Kimberley	0.00	4.31	4.31	4.31		
WILLIE CREEK ROAD	Willie Creek Road	0010053	Access Road	Broome	0.00	4.77	4.77	4.77		4.77
							2829.15	2829.15	75.97	114.41
				TOTAL KMS SLGR FOR RRG = 2829.15 KMS						
				TOTAL SLKS RRG		=	2829.15	2829.15	75.97	114.41

Sealed / Unsealed SLKS not provided where blank

APPENDIX 2: GUIDELINES AND CRITERIA FOR THE IDENTIFICATION OF SIGNIFICANT LOCAL GOVERNMENT ROADS WITH REGIONAL IMPORTANCE



mainroads
WESTERN AUSTRALIA

ROADS 2040

*We're working for
Western Australia.*

**GUIDELINES AND CRITERIA
for the Identification of
Significant Local
Government Roads with
Regional Importance**

Document Control

Owner	ROAD CLASSIFICATION WORKING GROUP
Custodian	ROAD CLASSIFICATION MANAGER
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Amendments

Revision Number	Revision Date	Description of Key Changes	Section / Page No.

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Background

The *Regional Strategies for Significant Local Government Roads with Regional Importance* short title *ROADS 2040* are documented lists of regionally significant Local Government roads for each Regional Road Group (RRG) and the development strategies for them.

The first editions, , were released during 1997 and 1998 and were an initiative of the 1992 Memorandum of Understanding between the State Government and the Western Australian Local Government Association (WALGA), then known as the Western Australian Municipal Association (WAMA). This document will inform the compilation of the latest version, which will supersede Roads 2030 published in 2013.

Local Governments (via RRGs) work collaboratively to review and update the current list of Significant Local Roads to produce this next strategy. This provides an agreed, strategic approach to the allocation of limited funding across the extensive road network within the state of Western Australia. Only projects on local roads included in *ROADS 2040* will be eligible for *Road Project Grant* funding under the latest *State Roads Funds to Local Government Agreement*. These Guidelines will be included in the annexure of each document.

ROADS 2040 documents for each RRG are available on the [WALGA website](#).

Note - A separate Main Roads process is required to amend any Road Hierarchy classification. Enquiries regarding *ROADS 2040*, Road Hierarchy or other road classification process should be addressed to the Road Classification Manager at RoadClassification@mainroads.wa.gov.au

Intent of these Guidelines

The intent of these guidelines and criteria is to assist Regional Road Groups to identify Significant Local Government Roads. Ideally, a consistent set of criteria will ensure equity for all Local Governments throughout the state when selecting roads to be added to *ROADS 2040*. However, a flexible arrangement is required to address the many geographical and other variations across the State, especially in the more remote and sparsely populated areas. To that end, the Regional Road Groups have autonomy to identify those circumstances where it is felt a road should be added, even if only one of the Criteria is met.

Strategy Principles

ROADS 2040 are an investment-planning tool to assist with allocating funding in a systematic fashion to achieve long-term significant planning goals for the Region and State through improvement of road infrastructure. These documents are created for each Regional Road Group from the lists of *Significant Local Government Roads with Regional Importance*.

Roads Maintenance

Funds to implement the *ROADS 2040* improvement strategy are sourced from the Road Project Grants (Category 1) of the State Road Funds to Local Government Agreement (SRFLGA). State funding to assist with general maintenance needs of the local road network are typically allocated as Direct Grants.

The Office of the Auditor General (OAG) defines maintenance under two main types:

Reactive maintenance includes sealing cracks and fixing potholes, cleaning up verges, road markings and signs. It is short term and needs to be done on a day-to-day basis to keep roads safe and serviceable,

Planned maintenance is more costly but has long-term benefits. It includes:

- Resurfacing of roads in response to aging, traffic wear and to prevent water damage, bridge repairs and replacing road markings;
- Rebuilding to restore the structure of roads and bridges. That may include strengthening the roads and bridges, correcting the shape of the road or minor changes in road width.

Routine Maintenance

Reactive maintenance is often referred to as Routine Maintenance. Routine maintenance work is not to be included in strategies for individual roads within *ROADS 2040* as it is assumed such activities will always be undertaken on roads and thus do not need to be referred to in improvement strategies. Furthermore, by its nature, routine maintenance does not improve the road.

Periodic Maintenance

Planned maintenance is more often referred to as Periodic Maintenance.

The need for major periodic maintenance works can be included in strategies for individual roads in *ROADS 2040*. This includes works such as reseals and re-sheeting, rehabilitation, shoulder reconditioning and other heavy maintenance type works.

The potential need for inclusion of any periodic heavy maintenance work on a road must be documented as part of the overall strategy for the road.

Reconstruction

Reconstruction of roads is not maintenance as it replaces the existing asset with a new one, typically with a design life of 40 years. Where appropriate, the need to undertake reconstruction of all or part of a road is to be included in strategies for individual roads within *ROADS 2040*.

Roads Forming Routes

The terms “road” and “road/route” are used throughout this document. In some instances, a number of roads may be combined to create a route that is given an appropriate name for the purposes of identification. In the context of this document, “road” may include routes which have more than one individual road and an identifying route name.

ROADS 2040 Amendments

Should a RRG agree to seek an amendment to the endorsed *ROADS 2040* this must be documented on the attached *Road Justification and Development Strategy Submission Form*. After approval by the RRG, the application must be sent to the Road Classification Manager (RCM) at Main Roads (RoadClassification@mainroads.wa.gov.au) who will assess the application and provide advice to SAC concerning alignment of the road/route with the criteria. If the RCM determines that the road does not meet the criteria, the RCM will refer the application back to the RRG requesting further investigation. The RCM will then submit the application to the *State Road Funds to Local Government Advisory Committee* (SAC) for endorsement. If endorsed, the Road Classification Manager shall update the relevant *ROADS 2040* documents (including on-line documents).

If an affected road/route crosses into an adjoining Region, then agreement should be reached with the adjoining RRG on the proposed change and both RRGs must apply for the amendments submitting copies of the approved forms from the adjoining RRG with the application.

Roads forming part of a larger Route should be shown as forming part of the Route and should be listed under the Route details on the *Road Justification and Development Strategy Submission Form*.

Criteria

For any road/route proposed for inclusion in ROADS 2040, it shall meet **two (2)** of these criteria (from at least two of the five sections) unless motivated under section 5: **REGIONAL ROAD GROUP CRITERIA**

CRITERIA FOR SIGNIFICANT LOCAL ROADS/ROUTES

SECTION 1: NETWORK / SIGNIFICANT

- Roads/routes connecting areas or towns of significance to the Region
- A road/route that is a **Regional** or **Inter Regional Route** providing the main connection between this region and other regions, in the State and interstate. Note – “region” does not refer specifically to Main Roads or RRG Regions in this instance refers to a generic region of significance i.e. tourist region, mining region, major town or centre etc.
- A road/route that connects **major transport terminals** or connects a **major transport terminal** to a major route. Examples of a **Major Transport Terminal include** Bulk Storage facilities, Container yards, Rail or Air terminals and other terminals that generate a significant freight movement.
- A road/route that serves a **major resource or industrial site**. Such as mine sites, abattoirs, stock yards etc.
- A road/route providing access to **significant institutions or regional community service centres**. Such as schools, hospitals etc.
- A road/route that provides access to a remote community (including Aboriginal communities), OR a road that is the only land access between a remote community (including Aboriginal communities) and at least one town centre.
- **URBAN ROADS** – A road (or section of a road) which is the main connector to a significant hub e.g. industrial area, port facility, airport, major shopping centre or activity centre. A road (or section of a road) which connects two rural routes/roads qualifying as Significant Local Government Roads through a townsite via the most direct and/or suitable route (e.g. a heavy vehicle bypass). This is only for roads that do not form part of another significant route/road.

SECTION 2: ROAD FUNCTION/FREIGHT

- **RURAL ROADS ONLY** - A **Major Route** that performs a Regional Distributor function as shown in the Road Hierarchy.
- **URBAN ROADS ONLY** – A road that is a Local Distributor or higher category in the Road Hierarchy.
- **RURAL ROADS ONLY** - A road that forms part of the **Restricted Access Vehicle notice** network 2 or above.
- **URBAN ROADS ONLY** A road that forms part of the **Restricted Access Vehicle notice** network 4 or above.
- A road used for hauling grain from an off rail bin to a railhead OR is included in a network such as the [Secondary Road Freight Network Map](#). (Follow link and see page 24).

SECTION 3: TRAFFIC VOLUME

- Has a PCU adjusted traffic seasonal ADT count (see the attached table) of greater than 200. To ensure the traffic figures represent seasonal demand, traffic counts should show the high demand during the peak season. This should be taken over 6 to 8 weeks during the peak activity period
(PCU = Passenger Car Unit. ADT = Average Daily Traffic)
- URBAN ROADS ONLY- has a PCU adjusted traffic count (see the attached table) of over 10% of the town or city's current population OR a minimum 200 PCU.

SECTION 4: TOURISM

- Roads that provide access to tourist attractions or recreation areas of State or regional significance, OR Roads that form part of a State tourist drive or way. The Regional Road Group can also determine that a road is a significant Tourist Route.

SECTION 5: REGIONAL ROAD GROUP CRITERIA

- The Regional Road Group (RRG) may allow the submission of a road/route only meeting one criteria if it feels that the road/route in their opinion has merit for consideration as a Significant Local Government Road. The RRG must show why they consider the road/route as being significant.

OTHER CONSIDERATIONS

Parallel routes should be avoided. However, this is not to be a determining factor to reject an application if the Local Government and RRG approve the proximity of a parallel route being appropriately warranted.

DEFINITIONS

Regional Route – Shall be defined as a road that provides a connection between inter – regional routes (State Roads) or between inter – regional routes (State Roads) and areas or towns of significant population.

Major Route – A road that provides both regional and inter-regional access and is a Regional Distributor in the Western Australian Road Hierarchy.

Urban Road – A road mainly located within a built up area of a town or city.

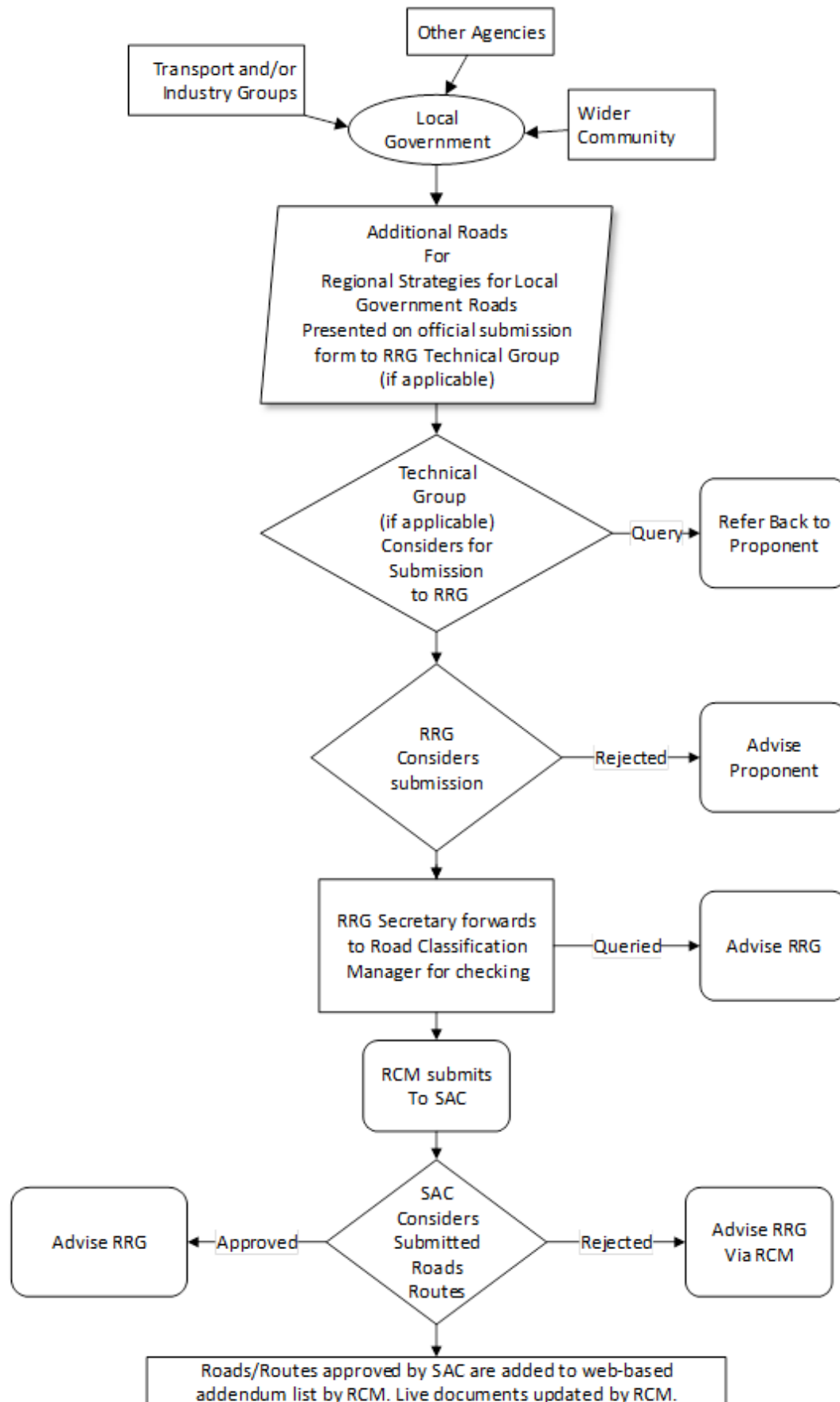
PCU CONVERSION

The table below adjusts the AADT count to show approximate equivalent volumes of Passenger Car Units on the roads within Western Australia.

Austroads Class	Max Length in WA.	Passenger Car Unit
1 (1:1)	12.0m	1
2 to 5	14.5m	2.0
6 to 9	20.0m	3.0
10	27.5m	4.0
11	36.5m	6.0
12	53.5m	8.0
Motor cycle	-	0.4
Pedal cycle	-	0.2

Note – this conversion table is for traffic counts of mixed class vehicle types to approximate the counts to equivalent Passenger Car Units and may not be applicable to road design applications

ONGOING REVIEW AND UPDATE PROCESS



N.B. Local Government includes Council Approval

USEFUL LINKS

Town and City populations WA <https://www.citypopulation.de/php/australia-westernaustralia.php>

[ABS population data by region](#)

[Aboriginal Community Maps](#)

[Dept. Mines, Industry Regulation and Safety Mineral and Petroleum deposits.](#)

[Tourist Spot Map WA](#)

[Census quick stats data 2016 - Link Here](#)

[Secondary Road Freight Network Map](#)

[MRWA Traffic Map](#)

[RAV Map](#)

[Main Roads Portal Mapping](#)

CONTACT AT MAIN ROADS:

ROAD Classification Manager – RoadClassification@mainroads.wa.gov.au

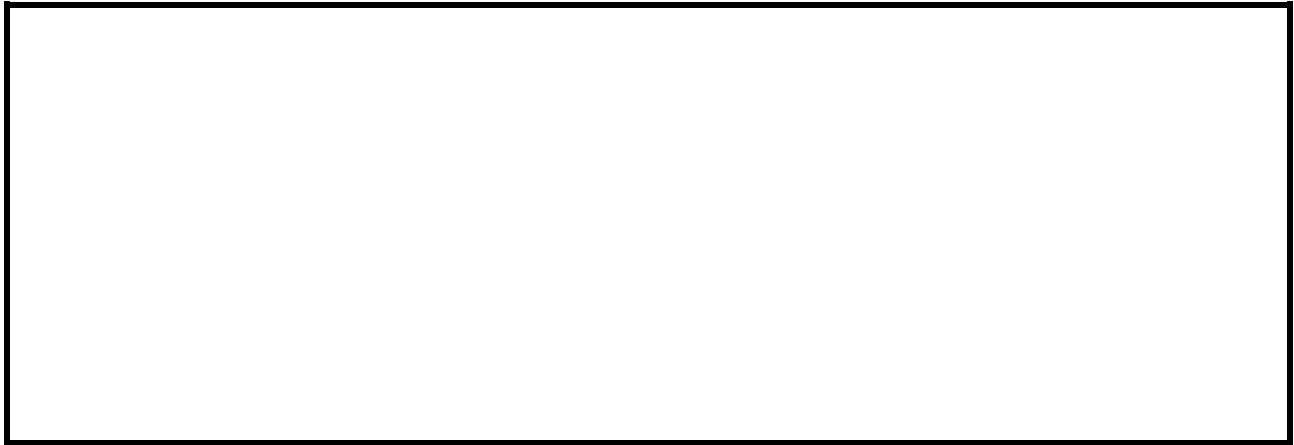
Other Enquiries - enquiries@mainroads.wa.gov.au

If Route Name nominated provide details of all roads forming the route otherwise enter details of above road on the first line below

Note – **Location map MUST be attached**

Road Justification

<p style="text-align: center;">Road Function</p> <p>Include road hierarchy category, RAV Network No (if applicable) and a comment on how the road makes a positive contribution to the economic and/or social wellbeing of the region and WA as a whole</p>
<p style="text-align: center;">Road Development Need</p> <p>Provide details of the road's future use</p>
<p style="text-align: center;">Road Development Strategy</p> <p>Provide a brief high level summary for the future development of the road including proposed funding sources (i.e. Road Project Grant, Black Spot)</p>
<p style="text-align: center;">Criteria Met</p> <p>List the Criteria items consider to be met against the <i>CRITERIA FOR SIGNIFICANT LOCAL ROADS</i></p>



SERVICE LEVELS

Type 1 – Unformed Road

(Cleared-flat bladed. Minimum construction. Formation consists of adjacent material)

This type is the first stage development of the road when the alignment is cleared of all vegetation with the running surface constructed from materials in-situ. This type of road allows for light traffic. With minimal drainage provision, the road is prone to closure during periods of heavy rainfall.

Type 2 – Formed Road

(Formed (raised) and drained road without imported material or a constructed pavement)

To avoid possible further relocation of the road and the resultant impact on the landscape environment, Type 2 earthworks are constructed using local road-making material and improved drainage control.

Type 3 – Gravel Road

(Road construction from imported material of adequate thickness, shaped and drained)

When maintenance costs increase to unacceptable levels or when economic or social benefits are evident, a Type 2 road can be improved by sheeting the surface with suitable gravel material to become a Type 3 road.

Type 4 – Sealed Road (6 m Seal Width)

(Sealed with no kerbing)

Sealing is carried out to improve road-user comfort and safety when the road is experiencing higher traffic volumes or when significant numbers of heavy vehicles are required to use a Type 3 road. A Type 3 road is upgraded to Type 4 by building up the residual gravel pavement to full thickness. This is then compacted and sealed.

Type 5 – Sealed Road (7 m Seal Width)

This is further development of the Type 4 road with extra seal width being provided to cater for higher traffic volumes and a high proportion of heavy vehicles.

Type 6 – Sealed Road (8 – 9 m Seal Width)

This stage represents further development of a Type 4 or Type 5 road with additional seal width being provided as traffic volumes increase to improve safety; reduce maintenance

costs; provide space for a stationary vehicle to stand clear of traffic lanes; and to assist cyclists.

Type 7 – Sealed Road with Overtaking Lane

An additional lane is provided on two-laned sealed roads when the traffic volume; proportion of heavy vehicles; and overtaking opportunities on adjoining sections of road cause traffic bunching to occur.

Type 8 – Dual Carriageway

An additional carriageway is provided to improve safety and increase the capacity on high volume roads.