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WESTERN AUSTRALIA

ROADS 2040

Wheatbelt South

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Western Australia.*

Regional Strategies for Significant Local Government Roads

2022 (Amended 2025)



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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 WHEATBELT SOUTH REGION

The Wheatbelt South Region comprises 19 individual Local Governments occupying 54 695 square kilometres. In 2018, 22,106 people resided in the region. This Region has 4 610 kilometres of sealed road and 13 824 kilometres of unsealed road.

The Region extends north almost to York, west nearly to Collie, south past Arthur River and east beyond Lake King. There are many beautiful and historic towns within this region with the largest

one being Narrogin. Narrogin was first settled by pastoralists during the 1860's to 1870's, however it was not surveyed as a townsite until 1889. With the formation of the Narrogin Road Board in 1892 the development of this major location and the surrounding areas began.

The early settlers struggled to sustain themselves on the earnings from wheat and sheep farming and were forced to supplement their income through the cutting and sale of sandalwood and from the bark of the mallet tree, which was used to produce a tanning agent.

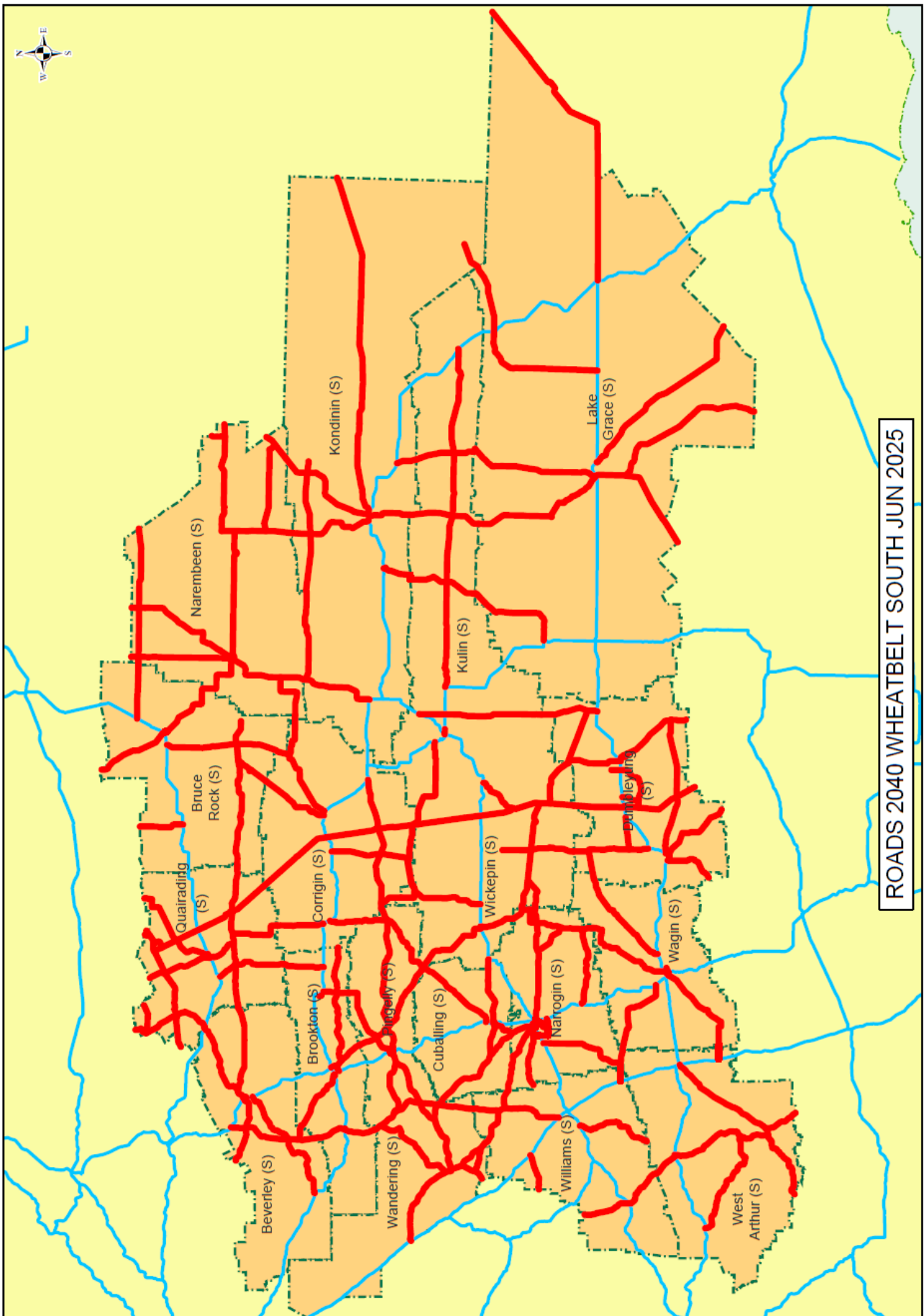
The Wheatbelt South Region is now a thriving agricultural and primary production area that specialises in wheat and other grains, livestock, wool, tourism and mining. Other industries continue to grow from small operations that have recently commenced within the Region such as viticulture and the production and packaging of export hay.

In excess of 20% of the entire state grain crop is produced in this Region and it accounts for 68% of the Region's economy. Other crops in regular production are lupins, barley and oats. Canola is a crop that has been very popular in recent times for farmers, and it is expected that the production of this crop will increase over the coming years.

Mining from this Region also brings wealth into the state with the large nickel operations just east of Lake Varley producing 74 000 tonnes per annum. This accounts for an additional 10% of the gross production from this Region. Other small-scale mining operations exist with gypsum, clay and mineral sands.

Tourism continues to grow as an industry as it remains a low cost and family friendly experience. There are many natural sites of interest within this Region that attracts both local and international travellers. These attractions include Wave Rock, Beverley Aeronautical Museum, Dryandra Forest, Boyagin Rock Nature Reserve amongst others. Many visitors are attracted purely to the beauty of the early Australian architecture that is well preserved in many of the towns.

While some rail still exists most of the transport task is undertaken by heavy vehicles and Restricted Access Vehicle combinations. There is a large road network that serves the current transport needs, and it will need to undergo improvements and maintenance to ensure it can sustain the expected growth in the transport task.



ROADS 2040 WHEATBELT SOUTH JUN 2025

AINSWORTH BIN ACCESS ROUTE

Babakin – Corrigin Road (4040016, 4030027) Local Distributor
Walton Street (4040124) Local Distributor
Old Beverley Road (4030050) Local Distributor and Access Road
Babakin North Road (4030110) Local Distributor
Babakin North West Road (4030030) Local Distributor
Babakin East Road (4030051) Local Distributor and Access Road

Corrigin and Bruce Rock Shires

Last Reviewed: March 2021

FUNCTION

- This route provides access to Shackleton and Bruce Rock via Babakin and the CBH facility at Ainsworth. It is being used increasingly by heavy vehicles and has a high local traffic count of 157 vehicles per day between Corrigin and Babakin.

DEVELOPMENT NEED

The route still needs to be widened in some sections with vertical alignment adjustments also required.

DEVELOPMENT STRATEGY

- Widen the single lane sealed sections to a minimum of Type 5 standard to improve overall safety for road users. The improvement works also need to include some road geometry adjustments and culvert replacement.



ARTHUR RIVER – DINNINUP ROAD

Road No. 3160203
Regional Distributor

West Arthur Shire

Last Reviewed: March 2021

FUNCTION

- This road links eastern districts to the Blackwood region and is also part of the route that links the Great Southern and South West Regions, particularly Kojonup to Bunbury. It is used for RAV combinations carting grain, hay, livestock, fertiliser wool and timber and is also a tourist access to Towerrining Lake, near Moodiarup, and the Blackwood Valley.
-
- Arthur River – Dinninup Road is a RAV Network 7 from Albany Highway to Moodiarup Changerup Road. The remainder is Network 4.

DEVELOPMENT NEED

- Increasing volumes of livestock, grain, fertiliser and tourism will require the road to be upgraded to a standard sufficient to safely handle the integration of RAV combinations and normal commuter traffic. There are safety concerns with the RAV combinations and passenger vehicles travelling on the narrow seal.
-
- Maintenance costs are increasing due to accelerated edge wear.

DEVELOPMENT STRATEGY

- Provide additional seal width to cater for the anticipated increase in heavy vehicles and recreational/tourist traffic. Widen to a uniform Type 5 standard.



BEAUFORT RIVER – WAGIN ROUTE

Beaufort Road (3150002, 3160025)

Umbra Street (3150108)

Local Distributors

Wagin and West Arthur Shires

Last Reviewed: March 2021

FUNCTION

- This route is approximately 36 km in length and runs south-west/west of the Wagin townsite and provides a link between Wagin and Albany Highway and provides an alternate route between Wagin and Kojonup. It also provides an access route for the Beaufort River area through to the Wagin townsite.
-
- With Wagin being a Strategic Receival Point for CBH the route is used extensively during harvest to cart grain. The route is also used to cart livestock, is in part a school bus run and is used by tourists travelling north on Albany Highway as an alternate route to Wagin.
-
- Beaufort Road (3160025) is a RAV Network 4 road.

DEVELOPMENT NEED

At present, short sections of the route are sealed to 6.2 m but the major sealed areas are only at 3.7m, whilst there is a 14.46 km section that remains as a gravel surface.

Beaufort Road (3160002) is a formed gravel road of 6m, some sections are in low points that are susceptible to water logging in winter months that contributes to further degradation of the road condition. Some sections of this route are below a suitable level for the current vehicle mix and s extensive new construction to improve geometric, pavement thickness and drainage. This will improve the safety for all road users.

With the increasing numbers of heavy vehicle traffic with grain and livestock carting, there is a need for the road to be upgraded to a standard suitable for heavy vehicles together with the school bus and tourist/passenger vehicle usage.

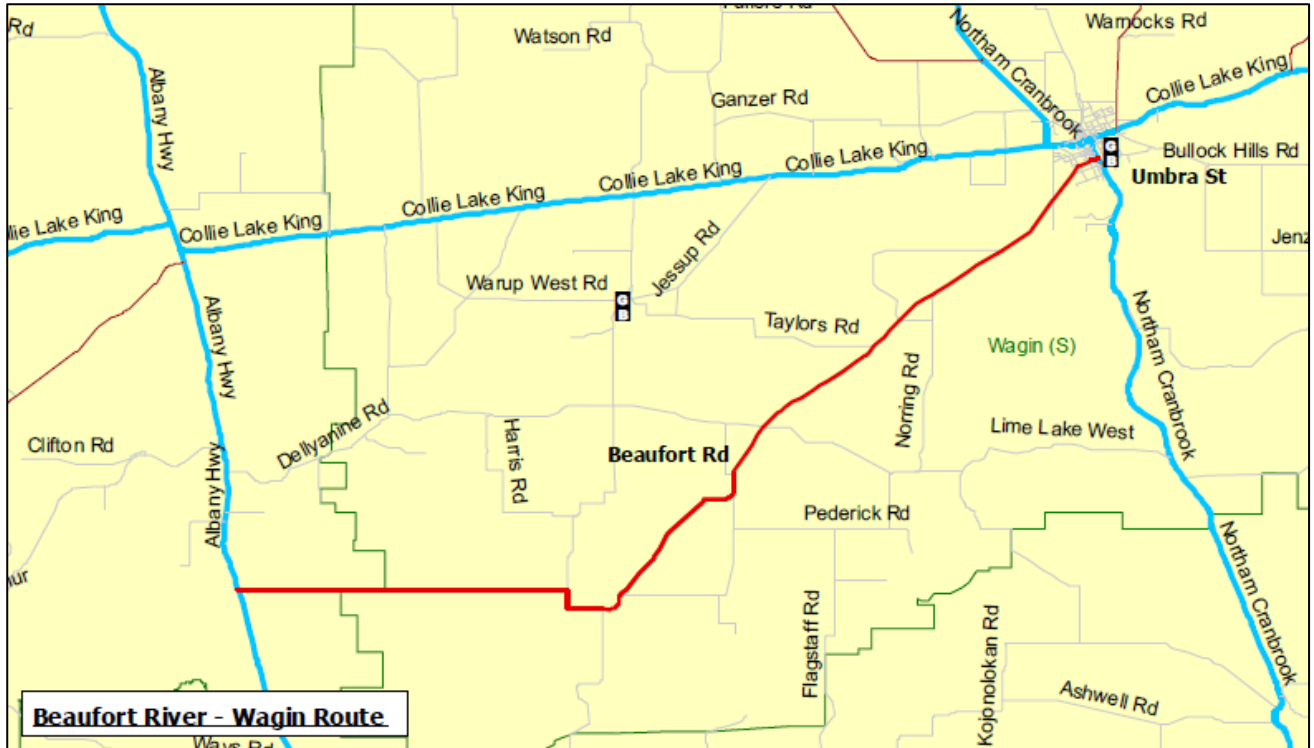
The narrow seal leads to increased maintenance costs due to accelerated edge wear and there are a number of crests and bends that require widening to improve safety for all road users.

DEVELOPMENT STRATEGY

It is proposed to upgrade the route for the safety of all road users and to allow for the predicted increase in heavy vehicle usage, whilst also requiring reduced edge maintenance by the Shire of Wagin.

Widen and reseal existing sealed section and reconstruct the gravel section and seal to a Type 5 standard. As part of this reconstructive works program, incorporate improvements to the existing road geometry.

Beaufort Road (3160002). Upgrade the road to provide improved safety for all road users with reduced maintenance costs for road authorities and cater for a predicted increase in regional traffic growth. Reconstruct and widen the road to a uniform Type 5 standard. This will improve the safety and efficiency of this road for all road users.



BEVERLEY – ARDATH ROUTE

Morbinning Road (4010001) Local Distributor
Old Beverley West Road (4240007) Local Distributor
Old Beverley East Road (4240006) Local Distributor
Quairading – Corrigin Road (4240166) Regional Distributor
Old Beverley Road (4030050) Local Distributor and Access Road

Beverley, Bruce Rock and Quairading Shires

Last Reviewed: March 2021

FUNCTION

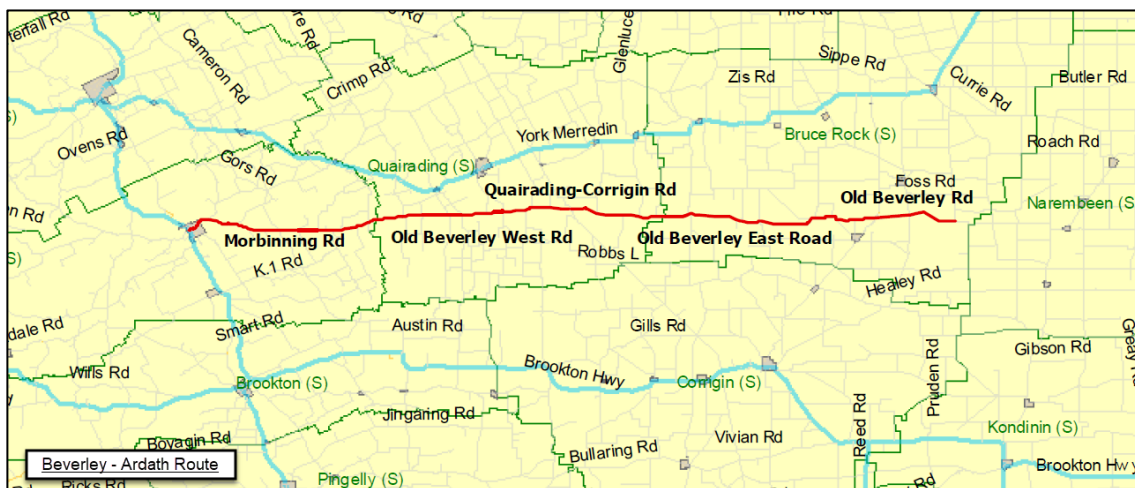
- This route provides a link from the Northam – Cranbrook Road in Beverley eastwards to York – Merredin Road at Quairading and through to Ardath. This is part of an important link to Great Eastern Highway and railway from as far south as Dumbleyung. It is heavily trafficked by transporters carrying grain, fertiliser, livestock and general freight. It is also an important tourist route. The road is a combination of narrow seal and unsealed pavement.
- Morbinning Road is a RAV Network 4 road (conditional).
- Vincent Street is a RAV Network 4 road (conditional).
- Old Beverley West Road is a RAV Network 4 road.
- Old Beverley East Road is a RAV Network 4 road.
- Quairading-Corrigin Road is a RAV Network 6 road.

DEVELOPMENT NEED

This route has recognition as an important intra-regional route with primary traffic being agricultural and tourists travelling through from Beverley and Westdale. There has been an increase in traffic numbers relating to the transport of livestock, grain and fertiliser and this is expected to continue. When coupled with the condition of the road there are issues raised with the safety of the road users when mixing these vehicle types.

DEVELOPMENT STRATEGY

Widen to a minimum Type 5 standard to improve the efficiency and safety of this route.
 Quairading Corrigin Road widen to Type 6 standard.



BEVERLEY BIN ACCESS ROUTE

Forrest Street (4010103)

Delisle Street (4010120)

Access Roads

Beverley Shire

Last Reviewed: March 2021

FUNCTION

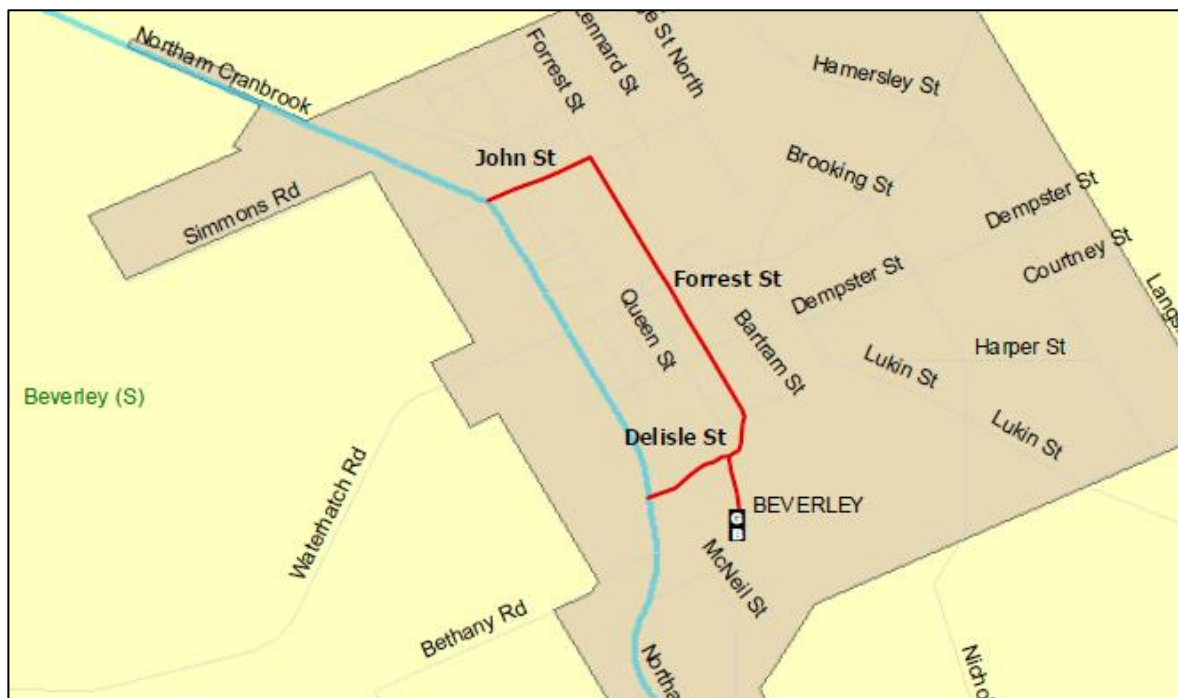
- These roads link and provide a north south detour through Beverley townsite. They also provide a connection between Mawson Road and Westdale Road providing a level of continuity for a heavy vehicle route. Forrest Street is also the locality of the CBH grain storage facility.
-
- Forrest Street is a RAV Network 4 road.
- Delisle Street is a RAV Network 4 road.

DEVELOPMENT NEED

To cater for increase in the number of heavy haulage vehicles and tourist traffic accessing both the Mawson and Westdale Roads via, Forrest and Delisle Streets, there needs to be a minimum standard for this link. The route is mostly suitable; however, there are some minor sections that should be upgraded.

DEVELOPMENT STRATEGY

Improve the road pavement and surface on this route, better enabling these roads to cater for heavy haulage vehicles. Upgrade this link to ensure that a minimum Type 5 standard exists for the mix of vehicles on these roads.



BILLERICAY EAST ROAD

Road No. 4170021 and 4100020
Local Distributor and Access Road

Narembeen and Kondinin Shires

Last Reviewed: March 2021

FUNCTION

- This road is used in part as a RAV combination route for the cartage of livestock and other agricultural products. This road functions as a link between the western shires and the south-east of the state. It also provides tourist access to Wave Rock and is used extensively by tourist coach operators.
-
- Billericay East Road, (4100020), is a RAV Network 4 road.

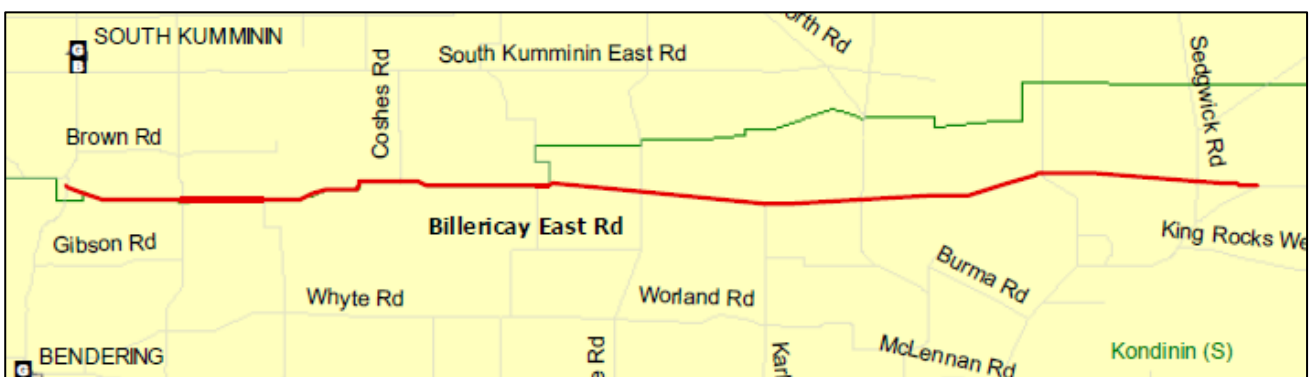
DEVELOPMENT NEED

The gravel width is insufficient in places to cater for the volume and type of vehicles using this road. Maintenance costs are increasing due to wear and there are safety concerns with heavy vehicles, tourist coaches, and passenger vehicles travelling on the narrow sections.

Traffic volumes and the nature of the traffic indicate that there is a need to upgrade this route to a standard suitable to handle the mix of heavy vehicles, tourist and local traffic.

DEVELOPMENT STRATEGY

Widen narrow sections to provide a consistent width along the entire route for heavy vehicle movements and the mix of intra-regional and tourist traffic. Widen the single-lane sections to a uniform Type 5 standard.



BOWELLING – DURANILLIN ROAD

Road No. 3160003

Local Distributor

West Arthur Shire

Last Reviewed: March 2021

FUNCTION

- Bowelling-Duranillin Road is 36.38 km long. It provides shorter access between the Great Southern and Bunbury areas as part of a route from Kojonup to Bowelling. It is used to cart grain, livestock, fertiliser and wool and is also a tourist access to Towerrining Lake near Moodiarup.
- Bowelling-Duranillin Road is a RAV Network 6 road.

DEVELOPMENT NEED

- Increasing volumes of traffic associated with livestock, grain, fertiliser and tourism will require the road to be upgraded to a standard sufficient to handle heavy vehicles. There are safety concerns with heavy vehicles, school buses and passenger vehicles travelling on the narrow seal. Maintenance costs are increasing due to edge wear. Increased use is causing surface deformation due to a typically thin base course. Poor road geometry in sections require attention.

DEVELOPMENT STRATEGY

- Upgrade the road to provide improved safety for all road users with reduced maintenance costs for road authorities and cater for a predicted increase in regional traffic growth.
- Reconstruct and widen the road to a uniform Type 5 standard. This will improve the safety and efficiency of this road for all road users.



BRUCE ROCK – NAREMBEEN ROUTE

Bruce Rock – Narembeen Road (4030176, 4170128) Regional Distributor
Johnson Street (4030175) Access Road
Longhurst Street (4170129) Regional Distributor

Bruce Rock and Narembeen Shires

Last Reviewed: March 2021

FUNCTION

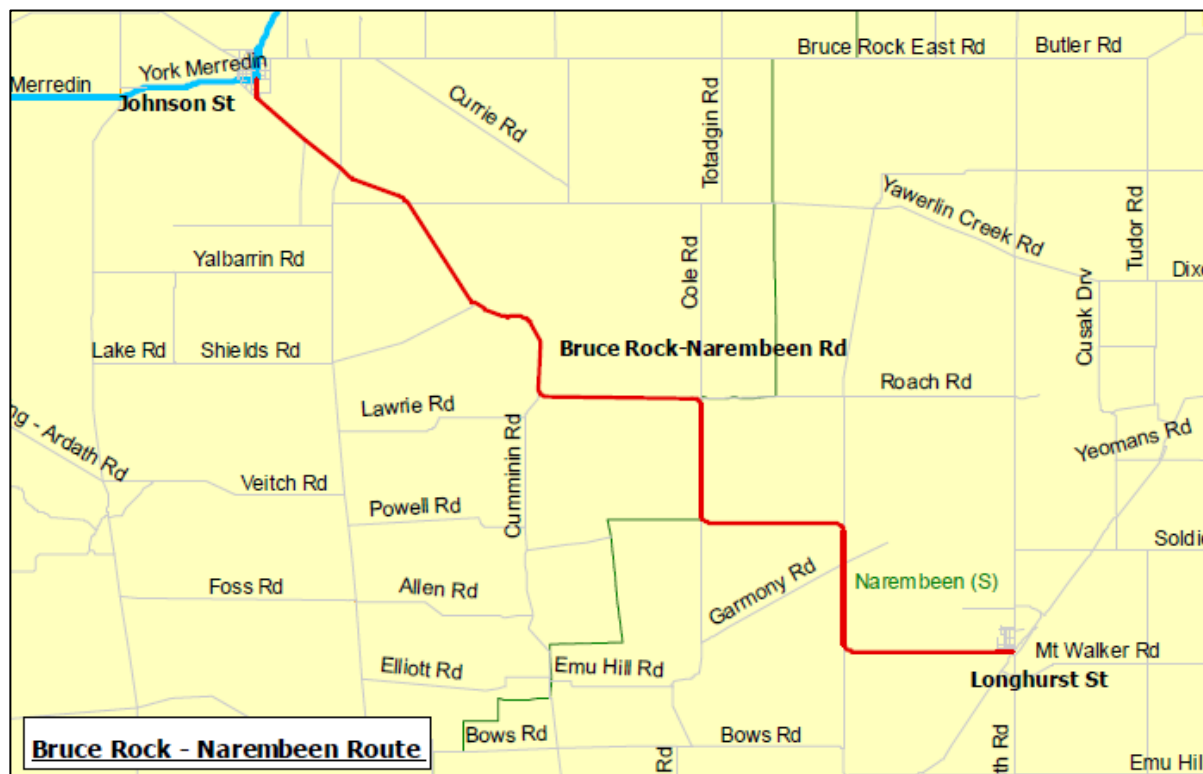
- This route acts as a direct connection between the towns of Bruce Rock and Narembeen. It provides access to markets in Perth from the south-eastern areas of the Wheatbelt for agricultural produce and the return of fertiliser and general freight. It also provides tourist access to Wave Rock from Great Eastern Highway and Bruce Rock.
- Bruce Rock-Narembeen Road, (4030176), is a RAV Network 5 road.
- Bruce Rock-Narembeen Road, (4170128), is a RAV Network 3 road.
- Johnson Street is a RAV Network 5 road. Change to RAV 4.
- Longhurst Street is a RAV Network 3 road.

DEVELOPMENT NEED

Traffic volumes and the composition of the traffic indicate that there is a need to upgrade this route to a standard suitable to handle the mixture of heavy vehicles, RAV combinations and the increasing tourist and local commuter traffic.

DEVELOPMENT STRATEGY

Provide additional seal width to cater for the anticipated increase in heavy vehicles and recreational/tourist traffic. Widen the single-lane sections to a uniform Type 5 standard.



BULYEE / CUNDERDIN – QAIRADING ROUTE

Bulyee – Quairading Road (4040008, 4240002) Local Distributor

Junction Road (4240133) Regional Distributor

Quairading – Cunderdin Road (4240162) Regional Distributor

Ashton Street (4240165) Regional Distributor

Quairading – Corrigin Road (4240166) Regional Distributor

Quairading and Corrigin Shires

Last Reviewed: March 2021

FUNCTION

This route provides a link between Great Eastern Highway at Cunderdin and Brookton Highway, passing through Quairading and intersecting with York – Merredin Road. It is an important route, linking a number of major roads and towns, and is heavily utilised by the agricultural sector and tourist industry. School buses also travel on this route. Bulyee Quairading Road is a RAV Network 4 road, the rest are RAV Network 6.

DEVELOPMENT NEED

There is a varied mix of traffic types on this route, including self-propelled agricultural equipment, that travel at greatly differing speeds. This can cause delays which potentially lead to overtaking attempts in less than desirable locations. This route needs to be upgraded in seal and shoulder width, together with some geometric improvements

Accelerated edge wear, due to narrow seal sections, increases maintenance costs and shortens the overall pavement life. This also leads to a reduction in the level of safety.

DEVELOPMENT STRATEGY

This route needs to be upgraded to a uniform 7 m seal width standard to provide a safer, more efficient network for all road users.

Quairading Cunderdin Road, Ashton Street, Junction Road and Quairading Corrigin Road upgraded to a Type 6 Standard.



CORBERDING ROUTE

Corberding Road (4010043, 4020003) Local Distributor and Access Road Humphry Street (4020147) Access Road

Beverley and Brookton Shires

Last Reviewed: March 2021

FUNCTION

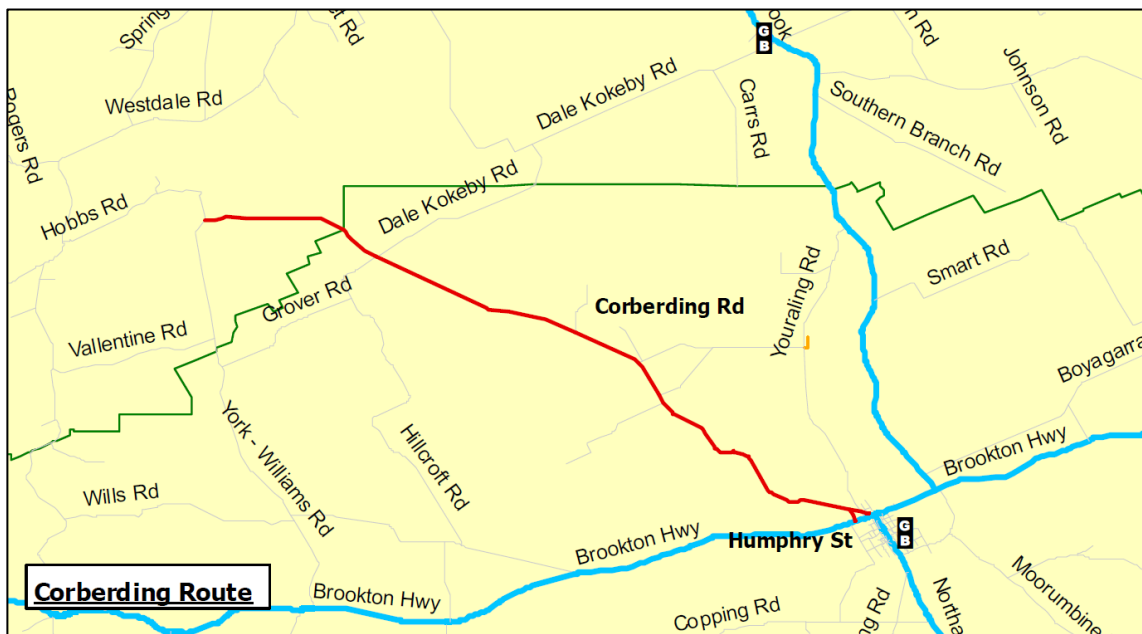
- This route runs north-west out of Brookton to Westdale Road. It is predominantly used for agricultural purposes such as the transport of grain and fertiliser and supports the cartage of regional waste for recycling purposes.
-
- Corberding Road (both sections) is a RAV Network 4 road (conditional).

DEVELOPMENT NEED

This route is a mix of single lane seal and unsealed pavement with some sections of poor road geometry. A number of local operators use this route to gain access to the grain bin at Brookton in heavy vehicles. These vehicles accelerate the edge wear, therefore increasing the maintenance cost associated with these roads.

DEVELOPMENT STRATEGY

The unsealed sections of this route should be brought up to a uniform Type 5 standard and the narrow sealed sections should be reconstructed to a Type 5 standard. This will provide a safer route for the existing operators with additional protection for the pavement. Chittleborough Road should also be added to this route given the level of haulage activity for regional waste and recycling to manure type products.



CORRIGIN – BRUCE ROCK ROAD

Road No. 4030174 and 4040168
Regional Distributor

Bruce Rock and Corrigin Shires

Last Reviewed: March 2021

FUNCTION

- Provides access to the eastern Wheatbelt and is a link to Merredin and the Standard Gauge Railway. It is used to transport agricultural produce including grain, fertiliser and livestock.
- Corrigin-Bruce Rock Road, (both sections), is a RAV Network 6 road. Conditional will have to be put in place through a section of the Ardath area.

DEVELOPMENT NEED

- There is a need to widen the seal on this road; at present it is mostly a single lane seal, and this does not adequately facilitate the safe operation of the various vehicle types on this road. Increasing the seal width will improve the safety of the road as well as reduce the overall maintenance costs of the road due to the need to constantly undertake seal edge and shoulder rehabilitation works.

DEVELOPMENT STRATEGY

- Provide a wider seal to allow for a consistent road standard and to improve the overall safety and efficiency of this road. Widen to a uniform Type 5 standard as a minimum service level. For the volume and types of vehicles using this road a Type 5 standard is justified.



CORRIGIN – NAREMBEEN ROAD

Road No. 4040172 and 4170135
Regional Distributor

Corrigin and Narembreen Shires

Last Reviewed: March 2021

FUNCTION

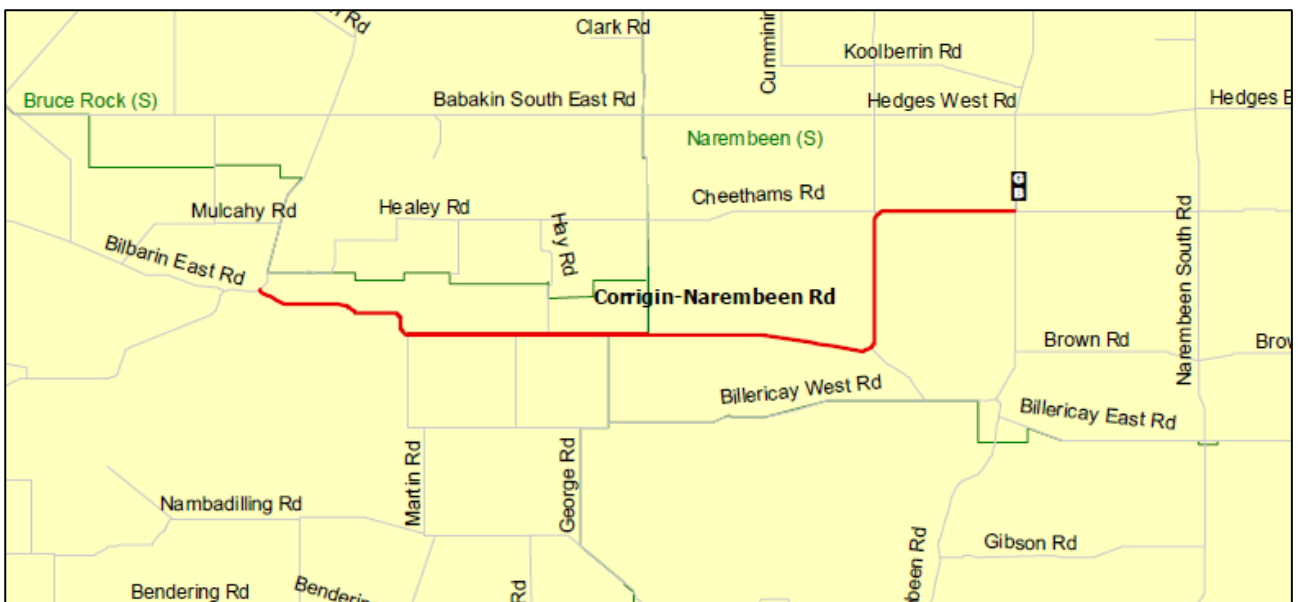
- This route forms part of the link between the two towns of Corrigin and Narembreen and heads east towards Anderson Rocks. It is primarily used to transport agricultural produce including grain, fertiliser and livestock. Access to the South Kuminin grain bin is obtained using this route. It is an important link to the eastern Wheatbelt and provides tourist access to the Hyden and Wave Rock areas.
-
- Corrigin-Narembreen Road (4040172) is a RAV Network 2 road.

DEVELOPMENT NEED

Increasing volumes of heavy freight and tourist traffic require road improvements to provide for safe and efficient travel. The existing narrow seal sections are inadequate for the volume and type of traffic using the road. Maintenance costs through edge wear are a concern.

DEVELOPMENT STRATEGY

Widen narrow sections of seal to provide a consistent seal width along the entire route for heavy vehicle movement and the mix of intra-regional and tourist traffic. Widen to a uniform Type 5 standard.



CRAMPHORNE ROAD

Road No. 4030011 and 4170013
Regional Distributor

Bruce Rock and Narembeen Shires

Last Reviewed: March 2021

FUNCTION

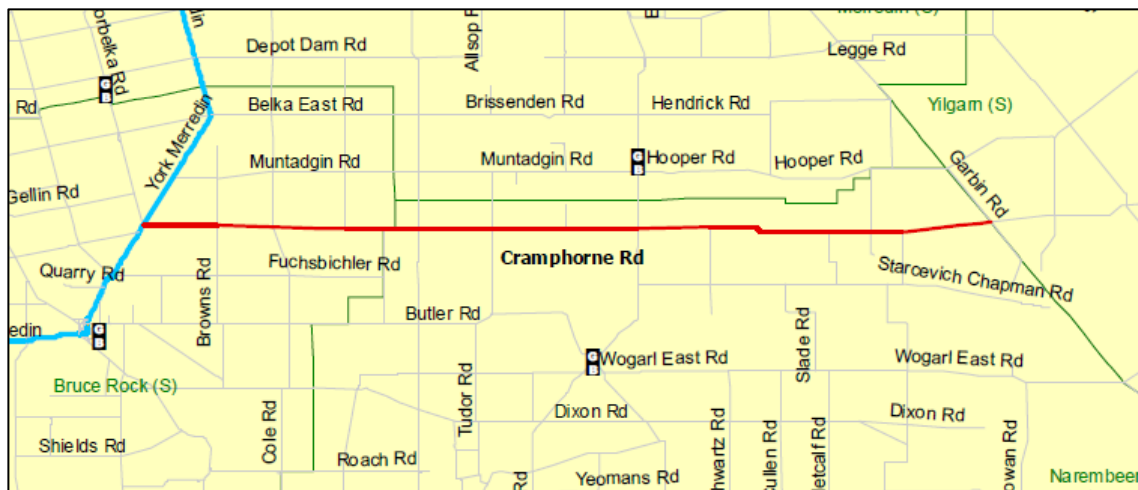
- The road carries a significant amount of agricultural produce including grain, fertiliser and livestock; with grain carried to the railhead from the off-rail grain receival facilities at Holleton and South Yilgarn.
- In conjunction with the Childlow –York and York-Merredin Roads, this route currently provides an alternative access to the Great Eastern Highway, west of Southern Cross for heavy mining equipment bound for the Goldfields. This enables transport companies to bypass Northam and Merredin and to avoid bridges with current weight or height restrictions on Great Eastern Highway.
- Cramphorne Road, (both sections), is a RAV Network 5 road. Change to RAV 4.

DEVELOPMENT NEED

- Due to the high percentage of heavy vehicles using the road for the haulage of grain from off-rail receival facilities to railheads, and the current requirement for an alternative route to the Great Eastern Highway, the road needs improvement. This need will diminish pending the restrictions along the Great Eastern Highway being removed.
- This road is also susceptible to closure during a moderate rainfall occurrence as the shoulders can become treacherous.

DEVELOPMENT STRATEGY

- Upgrade the road to provide for heavy vehicles and predicted increase in traffic growth. Widen the single-lane sections to a uniform Type 5 standard between York-Merredin Road and Southern Cross South Road.
- Upgrade the remaining sections to a uniform Type 5 standard, including the extension to the Yilgarn South grain receival facility.



CUBALLING – BULYEE ROUTE

Bulyee Road (4230025, 4040026) Regional Distributor
Milton Road (4230016) Local Distributor
Bullaring Road (4230157) Local Distributor
Yealering – Pingelly Road (4230007) Local Distributor
Stratherne Road (4050001) Local Distributor

Pingelly, Corrigin and Cuballing Shires

Last Reviewed: March 2021

FUNCTION

Connects Bulyee area to Stratherne on the Wickepin – Pingelly Road and is a main access to the CBH facility at Bulyee as well as other CBH sites in surrounding areas, and the Packer Grain Facility to the south. These roads form a south-westerly route for grain and fertiliser to be moved from the South West (Bunbury) lime facilities.

Heavy vehicles use this route. Some access is granted for RAV combinations to operate on some sections of this route. A section of this route acts as a part of the school bus network.

Bulyee Road, (4040026), is a RAV Network 5* road.

Very limited access is granted to Bulyee Road, (4040026) for operation as a RAV Network 6 and 7 road between SLK 0.00 and SLK 0.80.

Milton Road is a RAV Network 3 road (conditional).

Stratherne Road is a RAV Network 4 road.

DEVELOPMENT NEED

Currently a small section of this route is sealed to a single lane width with the rest being unsealed.

For the vehicle usage on this route it is unsuitable and creates a hazardous situation.

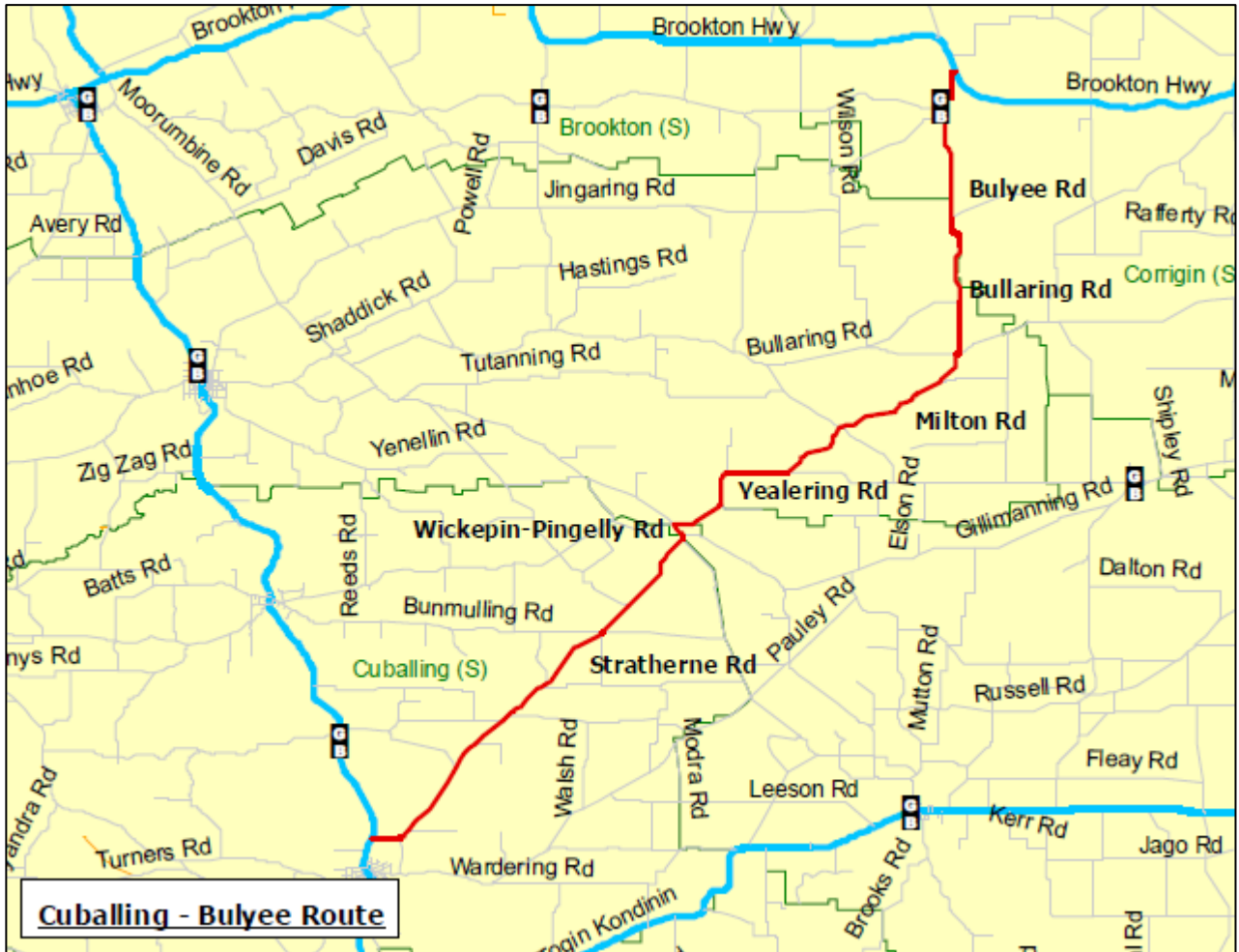
As a minimum requirement this route should be brought up to a Type 4 standard.

DEVELOPMENT STRATEGY

Widen the narrow sections, seal to a Type 5 standard and improve alignment as well as upgrade the culverts.

Bulyee Road forms part of the GFRC, which is being constructed to Type 5 standard. Milton, Kew and large sections of Yealering – Pingelly Road are either earth formed or thinly gravel sheeted over a long period of time. These roads require extensive upgrade work.

The Shire of Cuballing has commenced an upgrade program to widen sealed sections of Stratherne Road from a single lane width to Type 5 standard.



DALE – MAWSON ROUTE

Dangin – Mears Road (4020008, 4240010) Regional and Local Distributor

Westdale Road (4010166) Regional Distributor

Mawson Road (4010167) Regional Distributor

Vincent Street (4010125) Local Distributor

Brookton, Quairading and Beverley Shires

Last Reviewed: March 2021

FUNCTION

- This route provides access for grain growers and haulage contractors to a number of grain receival facilities at Westdale, Beverley, Mawson, and Aldersyde. The significance of this route has increased as a result of the CBH policy of grain segregation at the receival points. This route also provides access for grain growers and haulage contractors to the Brookton CBH primary receival point. Grain transporters travelling to Macco Feeds in Williams also use parts of this route coming from the Cunderdin and Quairading shires.
- This route also provides a link between Great Eastern Highway, York – Merredin Road and Brookton Highway.
- Passenger vehicles are increasing from Cunderdin and Quairading using Dangin-Mears Road as an alternative to going through to Beverley when travelling to Brookton, Pingelly and Narrogin.
- Dangin-Mears Road is a RAV Network 3 road (conditional) in Brookton and is a RAV Network 4 road in Quairading.
- Westdale Road is a RAV Network 4 road.
- Mawson Road is a RAV Network 4 road.

DEVELOPMENT NEED

Increasing volumes of livestock, grain, fertiliser and passenger vehicles will require the road to be upgraded to a standard sufficient to handle heavy vehicles. There are safety concerns with heavy vehicles and passenger vehicles travelling on this road. Maintenance costs are increasing due to its increased use.

DEVELOPMENT STRATEGY

Widen and seal to a uniform Type 5 standard to provide a consistent seal width along the entire route to allow heavy vehicles and normal commuter vehicles to interact in a safer environment.



DARCY STREET AND SPRING ROAD

Darcy Street (4050139) – Access Road
Springhill Road (4050010) – Access Road

Cuballing Shire

Last Reviewed: April 2025

FUNCTION

Darcy St and Springhill Rd are considered as Local Access Roads. The proposed new Route is a North East – South West aligned link between the Great Southern Hwy and points East via Cuballing East Rd and Stratherne Rd, and the Wandering / Narrogin Rd and points North and West. This Route will provide more efficient and safer access to the Cuballing feed mill, that is located at SLK 3.56 on Springhill Rd, approximately halfway along this Route. The freight will include the feed mill input agricultural produce such as straw and grain, and the output Feed Pellets that are freighted out in all directions, including currently twelve (12) Road Train trips per day to Perth (via the Wandering / Narrogin Rd). This is expected to provide greater economic benefit than is currently the case.

DEVELOPMENT NEED

The status of the 7.21km along this Route is:

- Sealed to Type 4 – 5.8 – 6.2m seal width & 8-9m carriageway width – 6.99 km (97%)
- Sealed to Type 6 – > 7.0m seal width & 9+m carriageway width – 0.22 km (3.0%)

Since the feed mill began operations in late 2022 / early 2023, the number of heavy vehicles accessing this facility have increased significantly, with ESA values increasing from 13 – 30 between 2011 to 2021, up to a recent ESA value of 152, an increase of 400+ %. This has resulted in recently observed significant increases in the deterioration of the pavement along this Route. There are also deficient curves and crests with less than suitable sight distances. Given the recent increase in heavy vehicle traffic and the narrow mostly 6.0m wide seal width, there is now considerable safety concerns for all motorists and Heavy Haulage Operators accessing this route.

In line with providing for a future:

- Wider, safer carriageway with greater sight distances,
- improving RAV Access requirements in the form of permitting a higher RAV Access level with no limiting Operating Conditions (than current N4.1 with limiting Low Volume Type A conditions – which should no longer apply since the AADT on this route section is > 75), Agricultural Machinery > 4.5m width, and OSOM vehicles (if ever considered important to do so), between the Great Southern Hwy and the Wandering / Narrogin Rd and access to the feed mill,
- and a stronger durable pavement

This entire 7.21 km route section is proposed to be upgraded to a minimum Type 6 Standard Road – with a minimum 8.0m seal width and 10m carriageway width. Note that this proposed new route does not affect adjoining roads in any adjacent Local Governments.

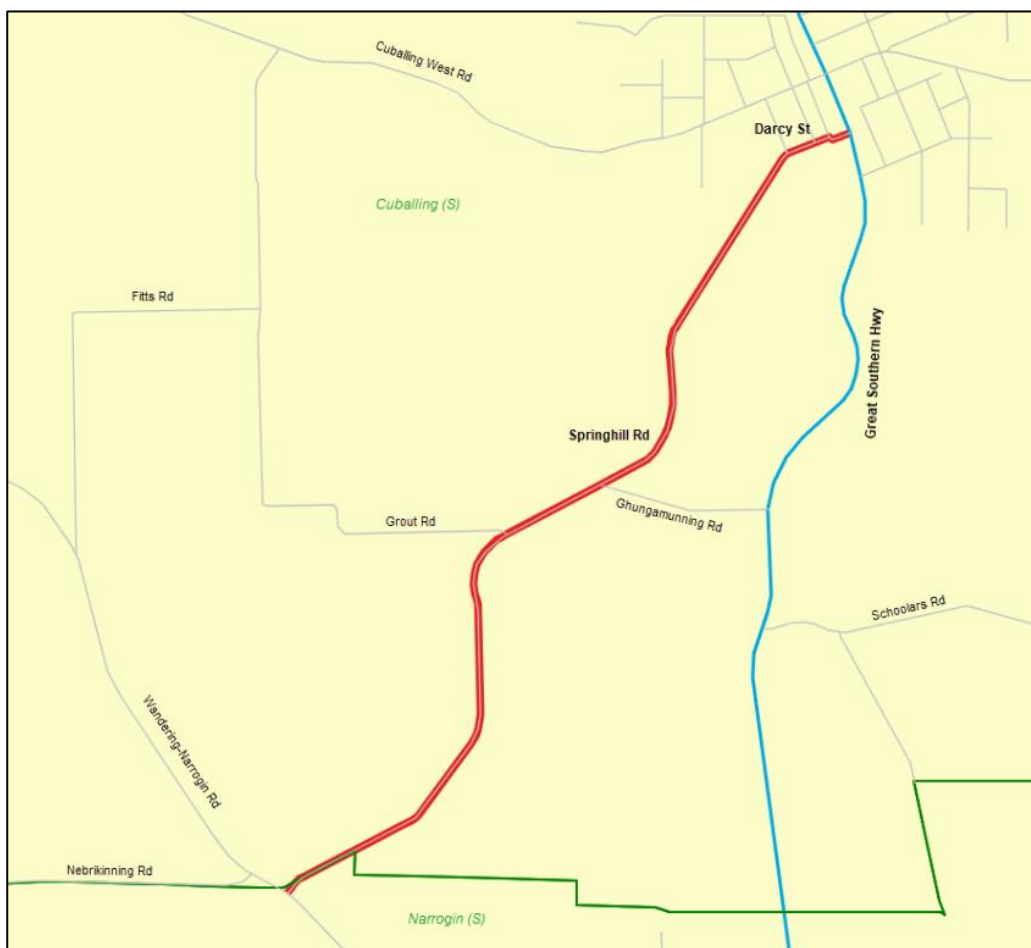
DEVELOPMENT STRATEGY

To upgrade this section to a Type 6 standard, the following upgrade works are required:

1. Widen and reconstruct Darcy St from SLK 0.00 to 0.06 (0.06 km) Note that the Shire of Cuballing have budgeted to realign Darcy St from SLK 0.06 to 0.37 in the 2024/25 Yr with their own funding, to remove a deficient curve where it intersects with Alton St.
2. Widen and reconstruct Springhill Rd from SLK 0.00 to 6.59 (6.59 km) Note that the Shire of Cuballing reconstructed the last 160m section of Springhill Rd from SLK 6.69 to 6.75 in the 2019/20 year, as part

of the State Blackspot Funded curve realignment section on Wandering Rd from SLK 31.93 – 32.60 in the Cuballing Shire and the adjoining section in the Narrogin Shire from SLK 0.0 – 0.12 – which also included the Nebrikinning Rd Intersection.

The Shire of Cuballing is anticipating utilising RRG Road Program funding, to fund these upgrade works, hopefully commencing in 2026/27 and continuing upgrade works for three (3) consecutive years. These upgrade works will include acquiring a clearing permit, verge clearing and spoil removal, shoulder widening / reconditioning and table drain construction, some stabilisation of the subgrade and existing pavement material in susceptible low-lying areas subject to water logging, pavement overlay and stabilisation and bitumen surfacing works. Realignment of the deficient curves will not be required, but wider carriageways and surfacing will be provided, along with CAMS signage and guideposts, to improve the level of safety through these curved sections. There will also be a requirement for ongoing Periodic Maintenance, in the form of reseals, rehabilitation and shoulder reconditioning / table drain reconstruction on this entire road section.



DONGOLOCKING ROAD

Road No. 4180209

Local Distributor

Narrogin Shire

Last Reviewed: April 2021

FUNCTION

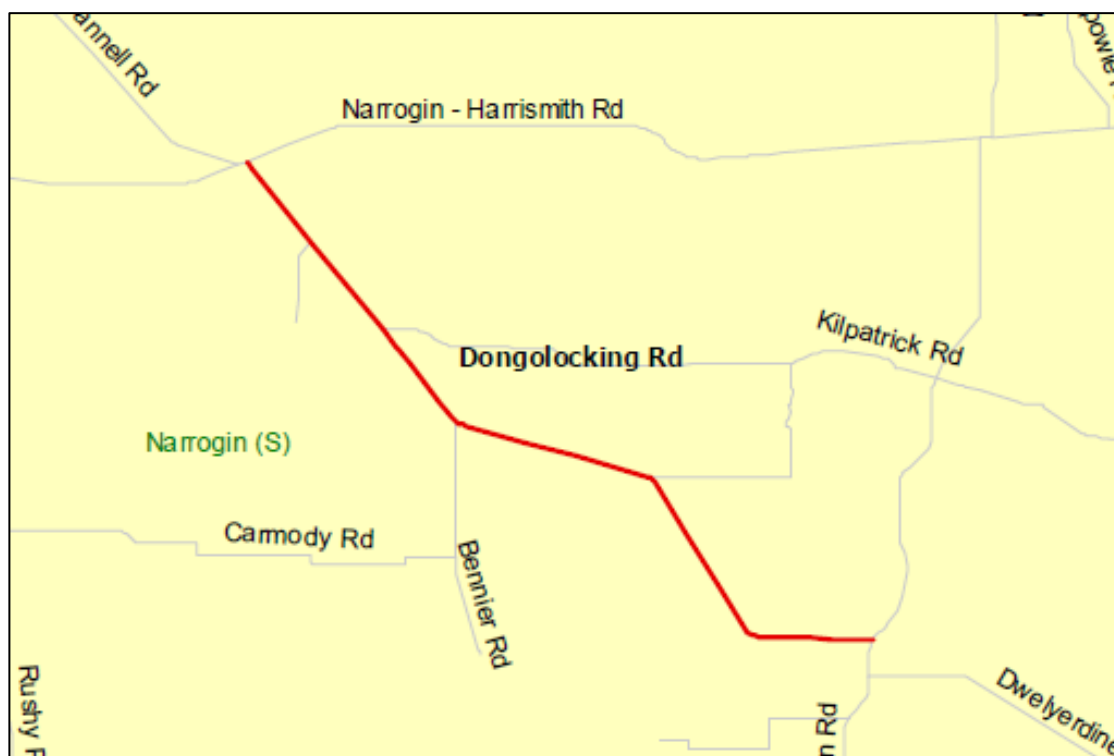
Narrogin-Dongolocking Road is a RAV 4 heavy haulage route and local distributor road that allow road users, specifically heavy vehicle road user's quicker access to Wagin-Wickepin Rd from easterly direction from Yilliminning Road.

DEVELOPMENT NEED

There is an increasing demand for hay and corresponding trucks for this commodity that is being exported throughout Australia and South East Asia.

DEVELOPMENT STRATEGY

The addition of Narrogin-Dongolocking Road onto the 2035 Road List will allow for future maintenance growth.



DUMBLEYUNG – NYABING ROUTE

Dumbleyung – Nyabing Road (3060123) Regional Distributor
Bahr Road (3060135) Regional Distributor

Dumbleyung Shire

Last Reviewed: March 2021

FUNCTION

This route is a major inter-town link and provides access for farmers adjacent to the road and access to the CBH grain receival facilities at Dumbleyung and to the west at Woodanilling and Wagin. To the south east it links in with Ongerup, Nyabing, Pingrup and Ravensthorpe. Part of this route also forms a link in a livestock haulage route from Merredin to Katanning.

Dumbleyung – Nyabing Road is a RAV Network 5 road (conditional).

DEVELOPMENT NEED

With increasing volumes of heavy freight traffic, together with the normal flow of commuter traffic, this road requires continuing major maintenance to provide an increase in the level of safety and efficiency of travel; as well as prolonging the life of the asset.

DEVELOPMENT STRATEGY

Cement stabilise affected sections of pavement and continuing re-seal program.



DUMBLEYUNG / KUKERIN – PINGRUP ROUTE

Kukerin South Road (3060003) Local Distributor
One Twenty Nine Road (3060001) Local Distributor
Collier Street (3060079) Access Road
Bath Street (3060104) Access Road
Dualling Road 3060082) Access Road
Bennett Street (3060098) Local Distributor
Scaddan Street (3060128) Local Distributor

Dumbleyung Shire

Last Reviewed: March 2021

FUNCTION

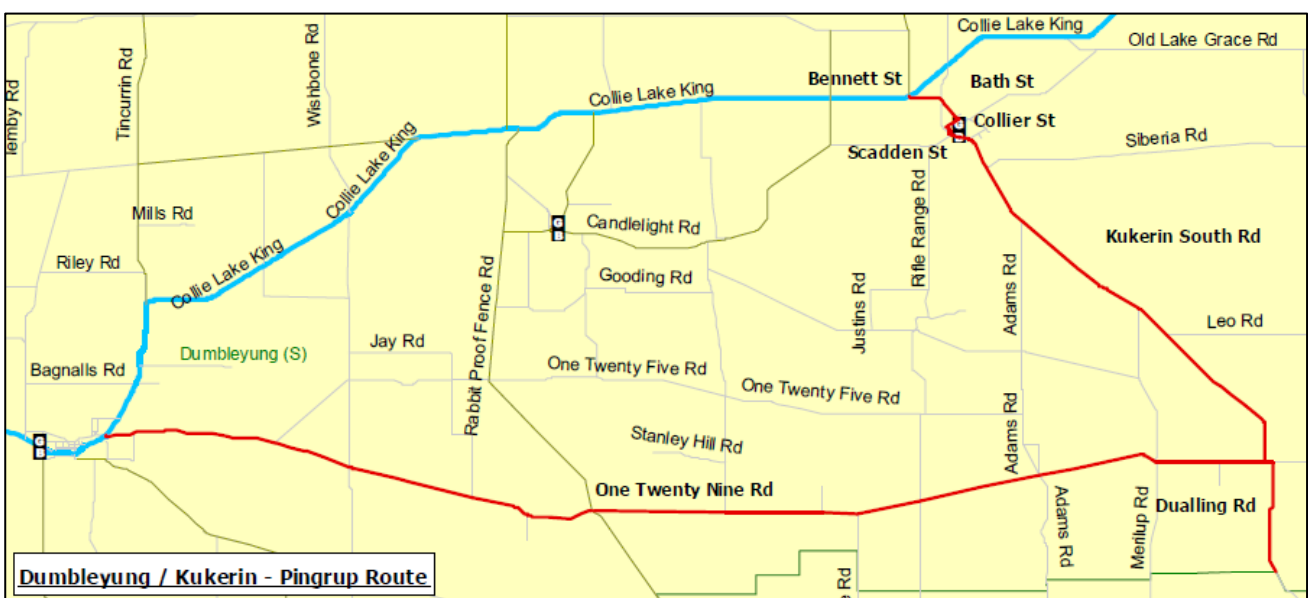
- This route provides a common link between Kukerin, Dumbleyung and Nyabing then Albany via Kent Shire for the haulage of grain and access for the local community. This is also part of a school bus route.
- Kukerin South Road is a RAV Network 7 road (conditional).
- One Twenty Nine Road is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

The route has been progressively widened and upgraded to cater for increasing traffic; however, a large portion of it still remains unsealed. The required operation of large RAV combinations on this route will continue to create problems with accelerated edge wear and subsequent pavement and gravel surface damage.

DEVELOPMENT STRATEGY

Continuing reseal is required to upgrade the existing seal and seal sections of unsealed surface to a minimum Type 5 standard for the entire route.



GOLDFIELDS ROAD

Road No. 4240167
Regional Distributor

Quairading Shire

Last Reviewed: March 2021

FUNCTION

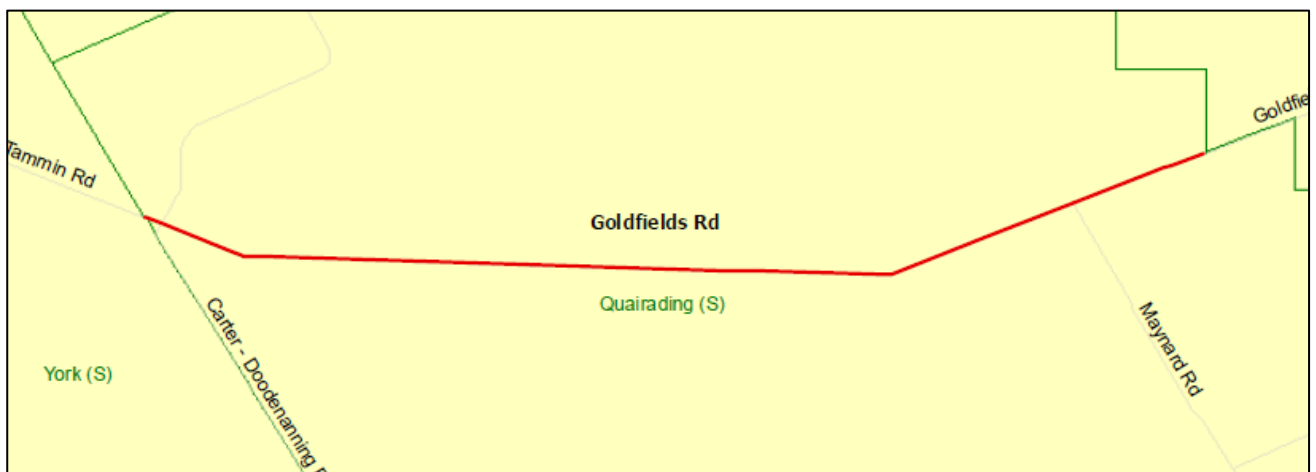
- This road links York to Great Eastern Highway and is catering for increased traffic including freight vehicles.
- Goldfields Road is a RAV Network 4 road.

DEVELOPMENT NEED

This section of road in the Quairading shire is sealed to a Type 5 standard.

DEVELOPMENT STRATEGY

Road widening and reconstruction has now provided a uniformity across this road's entire length to better provide for the travelling public. Reseal program to continue.



HYDEN – MT WALKER ROUTE

Hyden – Mt Walker Road (4100002)

McPherson Street (4100123)

Mt Walker – Hyden Road (4170006)

Regional Distributors

Kondinin and Narembeen Shires

Last Reviewed: March 2021

FUNCTION

- This is a RAV combination route, linking the south-east of the State to the rail at Narembeen and Merredin, facilitating the transport of grain, fertiliser, livestock and general cargo. It also provides tourist access to Wave Rock from Great Eastern Highway, Mount Walker and Narembeen.
- Hyden – Mt Walker Road is a RAV Network 5 road.
- McPherson Street is a RAV Network 5 road.
- Mt Walker – Hyden Road is a RAV Network 5 road (conditional).

DEVELOPMENT NEED

The route caters for RAV combinations, tourist traffic and normal commuter traffic creating a potentially hazardous situation. Traffic volumes and the nature of the traffic indicate that there is a need to upgrade this route to a standard suitable to handle the mixture of heavy vehicles, increasing tourist traffic and local traffic. The route currently has a combination of single and dual lane seal.

DEVELOPMENT STRATEGY

Upgrade the route to a uniform standard to cater for tourist, agricultural and general freight transport requirements. Upgrade to a minimum Type 5 standard and ensure adequate maintenance work is scheduled.



HYDEN – NORSEMAN ROUTE

East Hyden Bin Road (4100140)
Hyden – Norseman Road (4100032)
Regional Distributors

Kondinin Shire

Last Reviewed: March 2021

FUNCTION

This route connects between Coolgardie – Esperance Road at Norseman and Brookton Highway. It provides for access in both east and west directions to the large mining operations in the Forrestania area as well as providing access to the farming community. This route facilitates access to the off-rail East Hyden grain receival facility. It also provides access to the major tourist attractions at Wave Rock and Hippos Yawn and is becoming more popular with four-wheel-drive owners as a safe off-road trip. Parts of this route are impassable during winter.

East Hyden Bin Road is a RAV Network 5 road.

Hyden – Norseman Road is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

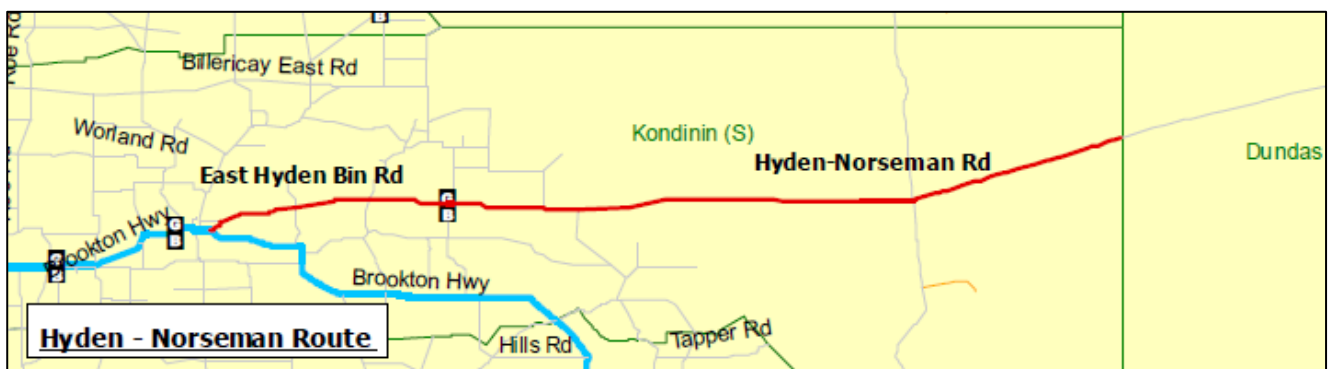
The road carries a high percentage of heavy vehicles including RAV combinations carrying grain to the CBH grain bins at East Hyden and Hyden during the harvest period, and from the East Hyden Bin to the railhead at Hyden off-season.

A continuation of the mining activities and potential future expansion will also see an increase in the number of large mining related vehicles on this route.

Due to the popularity of the rock formations around Hyden, the route is used extensively by tourists, many of whom are unfamiliar with driving on narrow roads with heavy vehicles and tourist coaches. Traffic tends to bunch, forming queues, which cause driver frustration and delays. There is a need to improve safety and traffic flow by improving the alignment of the route, providing more passing opportunities and a wider sealed surface with sealed shoulders to reduce maintenance costs. This is essential in the areas where the road passes over sand plains.

DEVELOPMENT STRATEGY

The eastern part of this route needs to be maintained as a minimum Type 5 standard. Widen narrow sections of the existing seal to provide a consistent seal width along the sealed sections of the route for heavy vehicle movements and the mix of intra-regional and tourist traffic. Widen the single-lane sealed section to a minimum Type 5 standard. Realign sections with substandard alignment.



JILAKIN STREET**Road No. 4120117****Access Road****Kulin Shire****Last Reviewed: March 2021****FUNCTION**

This road caters for heavy vehicles carrying grain to the CBH receival point from the Gorge Rock Lake Grace Road.

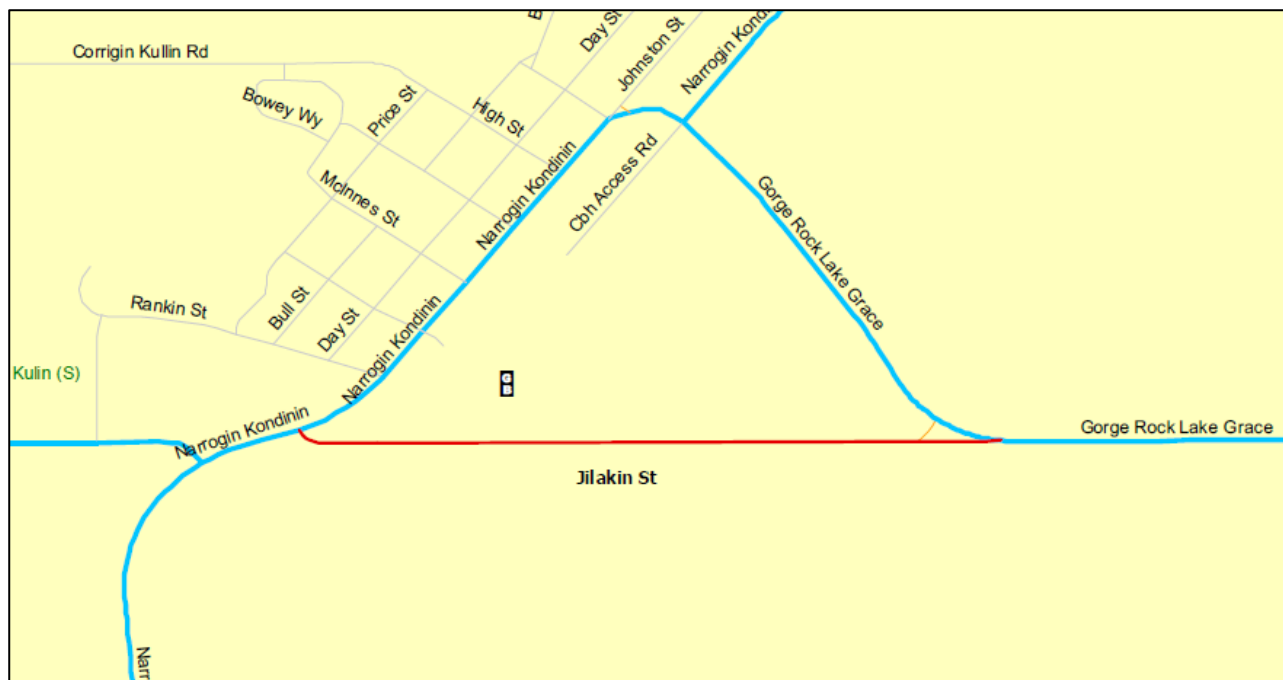
Jilakin Street is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

Increasing volume of heavy freight traffic requires road improvements to provide for safe and efficient travel. The road in its present state is unsealed for about 70% of its length (approximately 74 km). This type of pavement is adversely affected by RAV combinations and other heavy vehicles. This is also the designated 'oversized vehicle' route through Kulin.

DEVELOPMENT STRATEGY

Upgrade the road to provide for RAV combinations, and anticipated increase in heavy vehicles traffic growth. Upgrade the road to a uniform Type 5 standard.



KELLERBERRIN – SHACKLETON ROAD

Road No. 4030002

Local Distributor

Bruce Rock Shire

Last Reviewed: March 2021

FUNCTION

- This road connects the area west of Bruce Rock to Great Eastern Highway. With the closure of the Quairading - Bruce Rock Railway all grain from the Shackleton CBH bin must be trucked to Merredin via Bruce Rock. With the new CBH strategy being released, this shows all grain from this area to go to Kellerberrin.
- Kellerberrin – Shackleton Road is a RAV Network 3 road (conditional). Change to RAV 4 conditional.

DEVELOPMENT NEED

With the advent of all grain being transported to Kellerberrin this would mean that upwards of 25,000 tonnes of grain will be transported along this road. This means that major upgrades will be needed so the road can take large grain trucks, especially through the lakes system. We will have to look at upgrading in the future through the lakes system, when the loading of the grain from surrounding areas of Bruce Rock is transported on this road.

DEVELOPMENT STRATEGY

Upgrade the road to provide for heavy vehicles and predicted increase in traffic growth. Reconstruct and strengthen the pavement to accommodate the expected increase in RAV combinations and other heavy vehicles and widen the seal to a Type 5 standard.



KOJONUP – PINJARRA ROUTE

Quindanning – Darkan Road (3160007, 4300002) Local Distributor

Darkan Road (3160201) Regional Distributor

Moodiarrup - Changerup Road (3160202) Regional Distributor

Darkan South Road (3160206) Regional Distributor

West Arthur and Williams Shires

Last Reviewed: March 2021

FUNCTION

This route is a direct link between Darkan and Quindanning but more generally provides connectivity between Kojonup and Pinjarra or the South West and Great Southern Regions. It is used as a haulage route for timber, grain, livestock, fertiliser and wool.

The route is also used by Boddington mine employees who reside in West Arthur, Collie and Williams Shires and West Arthur residents when travelling to Quindanning, Boddington, Dwellingup, Mandurah and Rockingham. This route is also used by tourists frequenting various parts of the south west of the State.

Quindanning – Darkan Road (4300002) is a RAV Network 3 road.

Quindanning – Darkan Road (3160007) is a RAV Network 6 road. This section is 8 km long.

Darkan South Road is a RAV Network 6 road. This section is 0.78 km long.

Darkan – Moodiarrup Road is a RAV Network 6 road. This section is 33.29 km long.

Moodiarrup – Changerup Road is a RAV Network 6 road. This section is 10.61 km long.

Note: Arthur River – Dinninup Road (3160203 Regional Distributor) is within another route within the document.

DEVELOPMENT NEED

Quindanning – Darkan Road (4300002) in the Williams Shire is unsealed and this creates a hazard from the perspective of the number and types of vehicles currently utilising this road. Some sections of this route are below a suitable level for the current vehicle mix and require extensive geometric, pavement thickness and drainage improvements. This will improve the safety for all road users.

The Shire of Williams has sealed to 7m width, the section of road north of the Collie Williams Road to the Boddington Shire Boundary. It has commenced sealing to 7m width from the Shire of West Arthur boundary.

Quindanning – Darkan Road (3160007) in the West Arthur Shire has Increasing volumes of traffic associated with livestock, grain, fertiliser and tourism and will require the road to be upgraded to a standard sufficient to handle heavy vehicles. There are safety concerns with heavy vehicles, school buses and passenger vehicles travelling on the narrow seal. Maintenance costs are increasing due to edge wear. Increased use is causing surface deformation due to a typically thin base course. Poor road geometry in sections require attention.

Darkan – Moodiarrup Road has Increasing volumes of traffic associated with livestock, grain, fertiliser and tourism and will require the road to be upgraded to a standard sufficient to handle heavy vehicles. There are safety concerns with heavy vehicles, school buses and passenger vehicles travelling on the narrow seal. Maintenance costs are increasing due to edge wear. Increased use is

causing surface deformation due to a typically thin base course. Poor road geometry in sections require attention.

Moodiarrup – Changerup Road has increasing volumes of traffic associated with livestock, grain, fertiliser and tourism and will require the road to be upgraded to a standard sufficient to handle heavy vehicles. There are safety concerns with heavy vehicles, school buses and passenger vehicles travelling on the narrow seal. Maintenance costs are increasing due to edge wear. Increased use is causing surface deformation due to a typically thin base course.

DEVELOPMENT STRATEGY

Re-construct the formation and widen the pavement to facilitate a Type 5 standard road that improves the amenity, efficiency and safety of this road.

Quindanning – Darkan Road (3160007) -Upgrade the road to provide improved safety for all road users with reduced maintenance costs for road authorities and cater for a predicted increase in regional traffic growth. Reconstruct and widen the road to a uniform Type 5 standard. This will improve the safety and efficiency of this road for all road users.

Darkan – Moodiarrup Road - Upgrade the road to provide improved safety for all road users with reduced maintenance costs for road authorities and cater for a predicted increase in regional traffic growth. Reconstruct and widen the road to a uniform Type 5 standard. This will improve the safety and efficiency of this road for all road users.

Moodiarrup – Changerup Road- Upgrade the road to provide improved safety for all road users with reduced maintenance costs for road authorities and cater for a predicted increase in regional traffic growth. Reconstruct and widen the road to a uniform Type 5 standard. This will improve the safety and efficiency of this road for all road users.



KONDININ – MERREDIN ROUTE

Kondinin – Narembreen Road (4100146, 4170130) Regional Distributor

Merredin – Narembreen Road (4170131) Regional Distributor

Curral Street (4170132) Regional Distributor

Latham Road (4170133) Regional and Local Distributor

Kondinin and Narembreen Shires

Last Reviewed: March 2021

FUNCTION

- This route provides access to the Bendering grain receival facility from local farms and is also a RAV combination route for cartage of livestock and other agricultural produce such as grain. It is a link to the south-east of the State through Merredin and forms part of an Oversize and heavy load route. It also provides tourist access to Wave Rock from Great Eastern Highway and Narembreen.
- Kondinin – Narembreen Road, both sections, is a RAV Network 6 road.
- Merredin – Narembreen Road is a RAV Network 6 road (conditional).
- Curral Street is a RAV Network 5 road (conditional).
- Latham Road is a RAV Network 4 road.

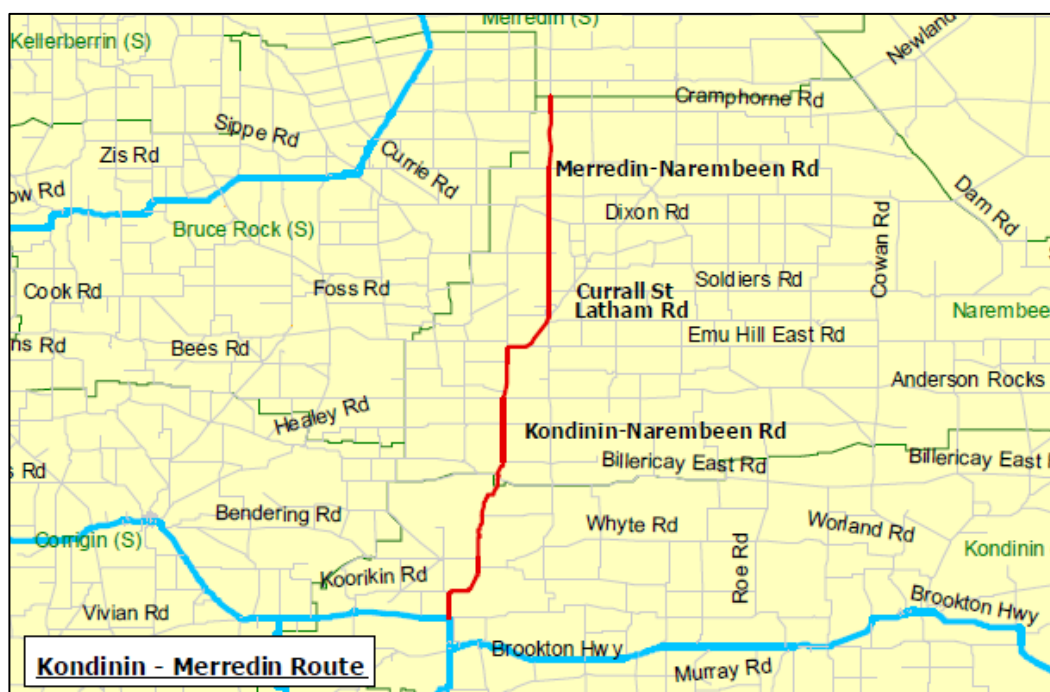
DEVELOPMENT NEED

The seal width is insufficient in places to cater for the volume and type of vehicles using this road. Maintenance costs are increasing due to edge wear and there are safety concerns with heavy vehicles and passenger vehicles travelling on the narrow seal.

Traffic volumes and the nature of the traffic indicate that there is a need to upgrade this route to a standard suitable to handle the mix of Oversize loads, RAV combinations, heavy vehicles, tourist and local traffic.

DEVELOPMENT STRATEGY

Widen narrow sections of seal to provide a consistent seal width along the entire route for heavy vehicle movements and the mix of intra-regional and tourist traffic. Widen the single-lane sections to a minimum Type 5 standard.



KUKERIN NORTH ROAD

Road No. 3060004

Local Distributor

Dumbleyung Shire

Last Reviewed: March 2021

FUNCTION

This is an important link from the south eastern wheatbelt through Wickepin to the Albany Highway or through Brookton to Perth. It carries agricultural produce, grain, fertiliser and livestock. It has a significant usage by heavy traffic accessing the CBH Receival Point, as well as being part of a tourist route.

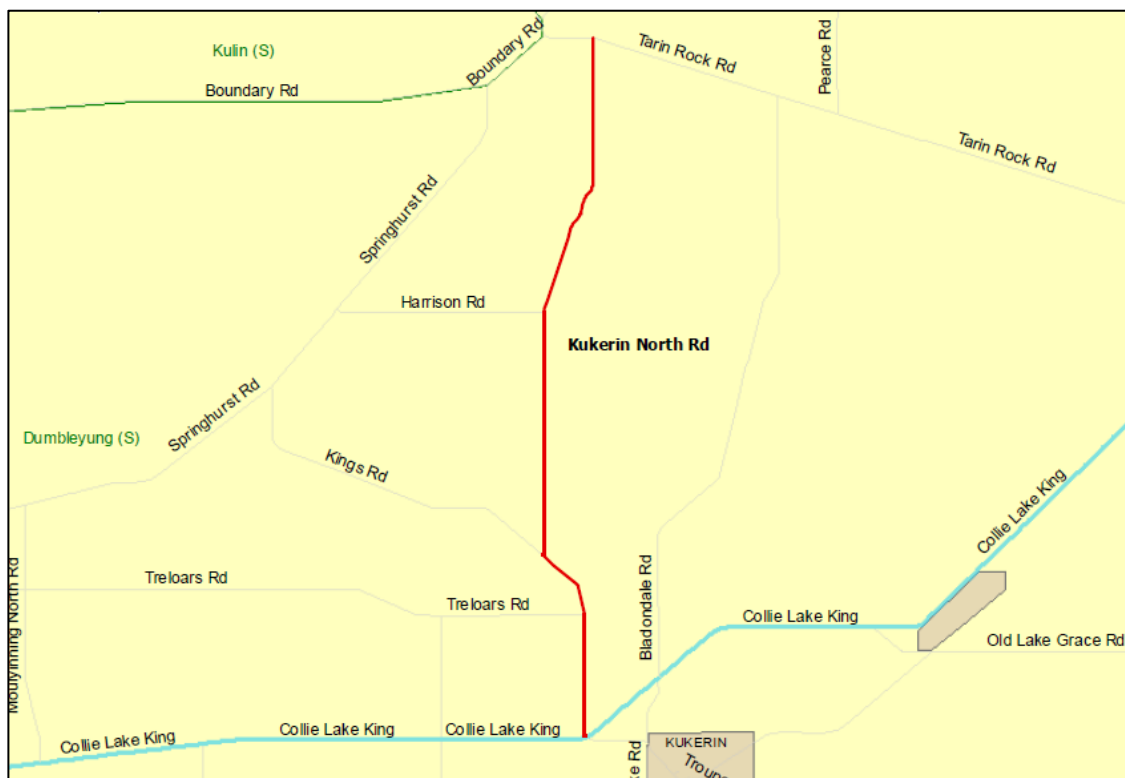
Kukerin North Road is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

The road has been sealed by Council, however, needs to be resealed to cater for the type of vehicles using this road. Maintenance costs will increase due to wear, particularly as heavy vehicles use it more.

DEVELOPMENT STRATEGY

Reseal length of Kukerin North Road to preserve the asset.



KULIN – HOLT ROCK ROAD

Road No. 4120163
Regional Distributor

Kulin Shire

Last Reviewed: March 2021

FUNCTION

This road is an east-west link connecting Kulin and Holt Rock. It caters for heavy vehicles including RAV combinations carrying grain, fertiliser and livestock, as well as providing access for farmers along the road and to the east of Holt Rock.

Kulin – Holt Rock Road is a RAV Network 5 road (conditional).

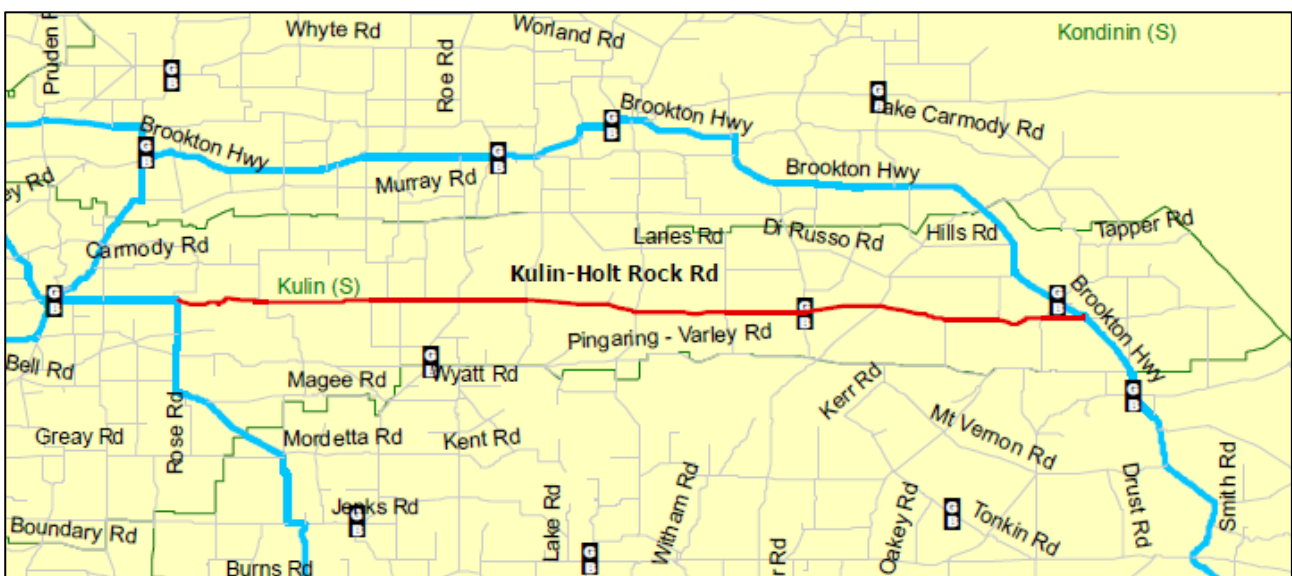
DEVELOPMENT NEED

Increasing volume of heavy freight traffic requires road improvements to provide for safe and efficient travel. The road in its present state is unsealed for about 70% of its length (approximately 74 km). This type of pavement is adversely affected by RAV combinations and other heavy vehicles.

DEVELOPMENT STRATEGY

Upgrade the road to provide for RAV combinations, heavy vehicles and anticipated increase in normal traffic growth. Upgrade the road to a uniform Type 5 standard between the Gorge Rock – Lake Grace Road and North Lake Grace – Karlgarin Road.

Upgrade the remaining sections to a uniform Type 5 standard between the North Lake Grace – Karlgarin Road and Holt Rock.



KULIN – KATANNING ROUTE

Dudinin – Jitarning Road (4120162)
Katanning – Dumbleyung Road (3060124)
Regional Distributors

Dumbleyung and Kulin Shires

Last Reviewed: March 2021

FUNCTION

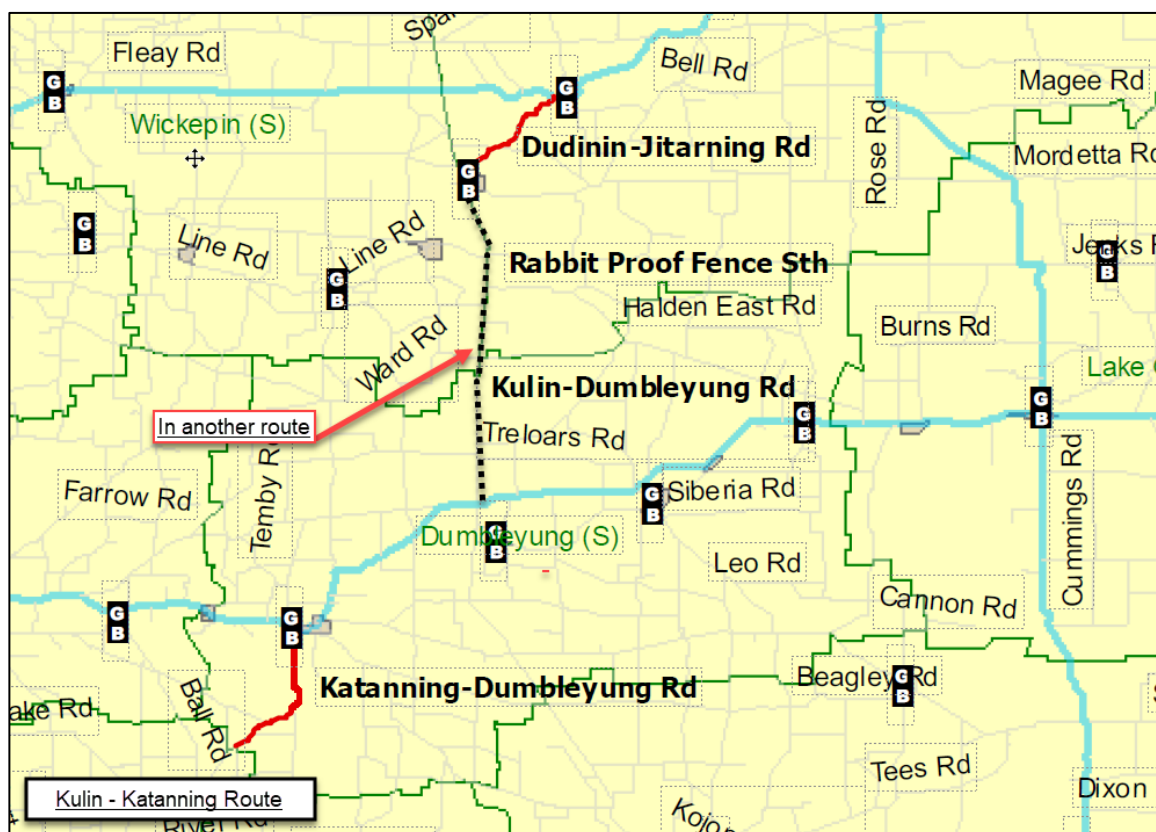
- This route provides access for farmers delivering grain to the CBH grain receival points at Jitarning, Dudinin, Katanning and Dumbleyung. It also is part of the route connecting the regional centre at Merredin with the port of Albany. It forms part of the livestock haul route from Merredin saleyards to Katanning abattoirs; it is an important grain and general haulage route.
- Kulin – Dumbleyung Road (4120162) is a RAV Network 4 road (conditional).
- Katanning – Dumbleyung Road is a RAV Network 5 road (conditional).

DEVELOPMENT NEED

- There has been continual growth in inter-regional heavy haulage traffic, in particular long-distance freight movements in recent years. This route is significant for both regional and local reasons and will require widening as the number of heavy vehicles increases due to changing grain and fertiliser haulage practices.
- Given the importance of the route, it needs existing surface to be resealed to preserve the asset.

DEVELOPMENT STRATEGY

To provide a consistent seal width along the entire route for heavy vehicle movements and the mix of local traffic. Reseal as required.



MAGENTA ROAD

Road No. 3110092
Regional Distributor

Lake Grace Shire

Last Reviewed: March 2021

FUNCTION

This road provides access from Newdegate to points south east for local landowners using it for transport of livestock and grain to receival points. It is also a school bus route. It also provides a link (via Koorong Road in Ravensthorpe shire) to South Coast Highway. It is used for carting grain to the Newdegate CBH receival point and will also provide a shorter access for tourists and local traffic from Newdegate and points further west and north wishing to travel to coastal areas to the south east.

Magenta Road is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

With the increase in the size of grain trucks using this road, RAV combinations up to 36.5 m length are permitted on this road, construction to a minimum Type 5 standard is required for the unsealed sections. This should be done together with some geometric improvements to address any safety issues.

DEVELOPMENT STRATEGY

Upgrade the unsealed sections of this road to a minimum Type 4 standard, improving the alignment and addressing any safety issues arising from the increased transport task. It is expected that due to the length of this road the work will be ongoing. Ultimately the road should be bought up to a Type 5 standard to provide a safe and efficient route for the mix of traffic using this both now and in the future. This will also extend the life of the pavement.



MARRADONG ROAD

Road No. 4300011

Access Road

Williams Shire

Last Reviewed: March 2021

FUNCTION

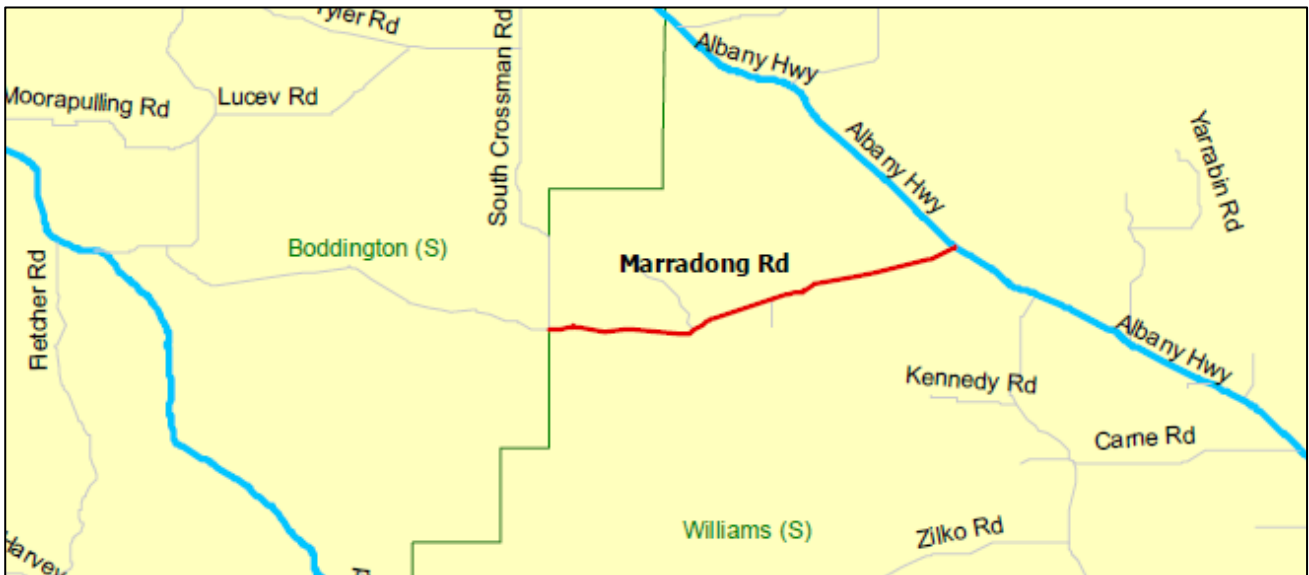
- This route services local communities around Williams and Boddington, Keivi Farm Lodge (a tourist development), a hay plant and large tree farming properties.
- Properties along Marradong Road must transport their entire product to the east along Marradong Road to the Albany Highway due to the poor standard of Pinjarra – Williams Road to the west of Marradong Road. Boddington Council was advised in 2008 that more than 100,000 tonnes of produce is to be transported on Marradong Road. This is the sixth highest tonnage of product of all local roads within South West Region. Given the size of the timber farms in the area these tonnages are expected to continue for some time.

DEVELOPMENT NEED

The existing road standard is insufficient in places to cater for the volume and type of vehicles using this road.

DEVELOPMENT STRATEGY

Upgrade the route to a 7 metre seal standard along its entire length to ensure improved safety levels for all users of the route.



MAWSON – DOODENANNING ROUTE

Mawson Road (4010100)
Doodenanning – Mawson Road (4240027)
Carter – Doodenanning Road (4240026)
Local Distributors

Beverley and Quairading Shire

Last Reviewed: March 2021

FUNCTION

- This route provides access to the farming communities around Beverley and the grain receival facilities at Westdale, Beverley and Mawson. It has become more significant in recent years due to the CBH grain segregation policy. This route also provides a link between Great Eastern Highway, York-Merredin Road and Brookton Highway.
- Doodenanning – Mawson Road is a RAV Network 4 road.
- Carter – Doodenanning Road is a RAV Network 4 road.

DEVELOPMENT NEED

The seal width is insufficient in places to cater for the volume and type of vehicles using this road. Maintenance costs are increasing due to edge wear and there are safety concerns with RAV combinations, other heavy vehicles and standard passenger vehicles travelling on the narrow seal.

DEVELOPMENT STRATEGY

This route is to be recognised as a route of significant intra and inter-regional importance with the level of access it provides. There is a need to improve the road alignment in places of substandard geometry and widen to provide a consistent seal width of Type 5 standard as a minimum service level. Ensure the unsealed sections are maintained at a minimum Type 3 standard with a view to future sealing.



MOORUMBINE – BROOKTON ROUTE

Brookton – Kweda Road (4020001) Regional and Local Distributor

Moorumbine Road (4020010, 4230011) Local Distributor

Yeo Road (4020035) Local Distributor

Shaddick Road (4230010) Local Distributor

Brookton and Pingelly Shires

Last Reviewed: March 2021

FUNCTION

- This route provides an alternative that the grain growers and haulage contractors prefer to use as access to the Aldersyde CBH grain segregation point and Brookton CBH primary receival point. Transport operators use this route to travel from Bulyee, Kweda and Pingelly to Brookton carting livestock and fertiliser to the Metropolitan area. Part of this route is used by school buses and tourist vehicles also use this road to access Nine Acre Rock.
- Brookton – Kweda Road is a RAV Network 5 road (conditional, very limited access).
- Moorumbine Road (4020010) is a RAV Network 3 road (conditional).
- Yeo Road is a RAV Network 4 road.

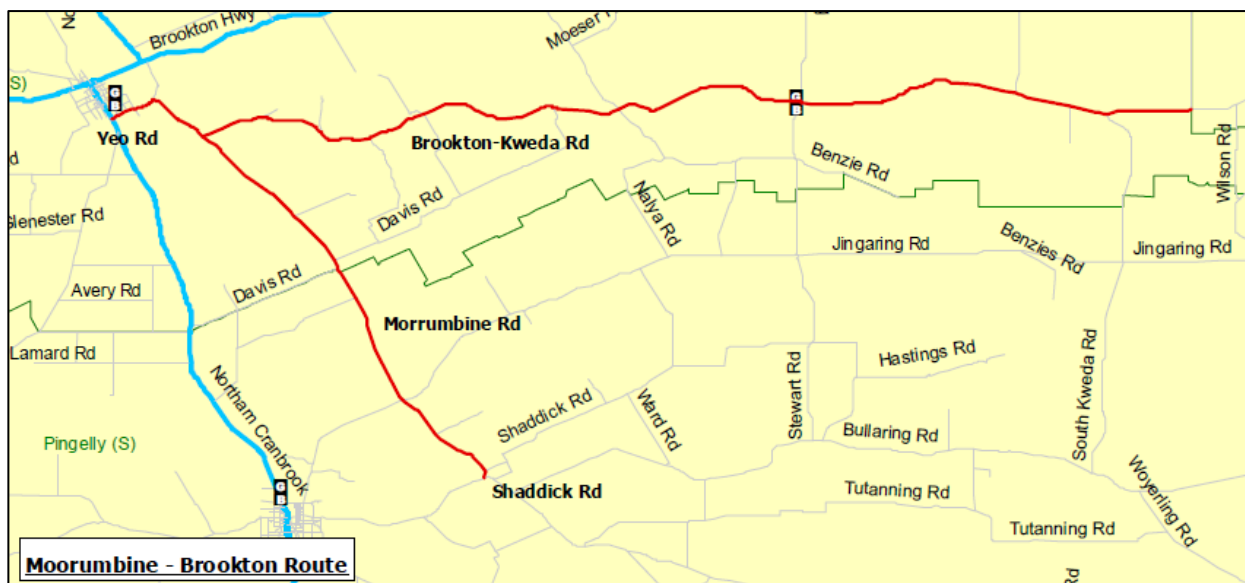
DEVELOPMENT NEED

Increasing numbers of heavy vehicles transporting livestock, grain, fertiliser and normal commuter traffic will require the route to be upgraded to a standard sufficient to handle the mix and number of vehicles on these roads.

There are safety concerns with heavy vehicles, school buses and passenger vehicles travelling on this route. Maintenance costs are increasing due to its increased use.

DEVELOPMENT STRATEGY

Widen to a Type 5 standard along the entire route to ensure improved safety levels for all users of this road.



MOULYINNING BIN ACCESS ROUTE

Moulyinning North Road (3060050) Access Road
Candlelight Road (3060020) Access Road

Dumblenyung Shire

Last Reviewed: March 2021

FUNCTION

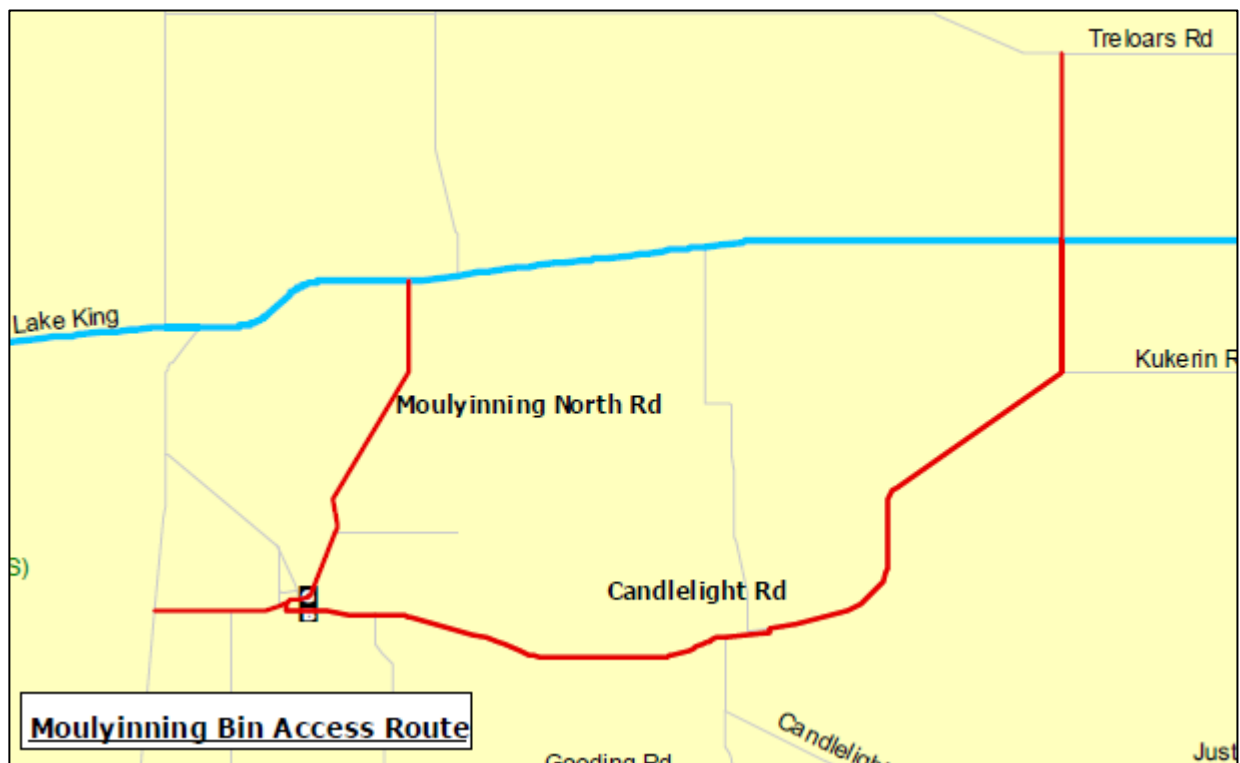
This route provides access to CBH's Primary Bin at Moulyinning.

DEVELOPMENT NEED

Both these roads are gravel. There is a need to widen the roads to accommodate the increasing numbers of trucks associated with grain haulage.

DEVELOPMENT STRATEGY

Widen formation to 10 metres and sheet with gravel.



NAREMBEEN – DOODLAKINE ROUTE

Doodlakine – Bruce Rock Road (4030173)

Noonajin Road (4030134)

Regional Distributors

Bruce Rock Shire

Last Reviewed: March 2021

FUNCTION

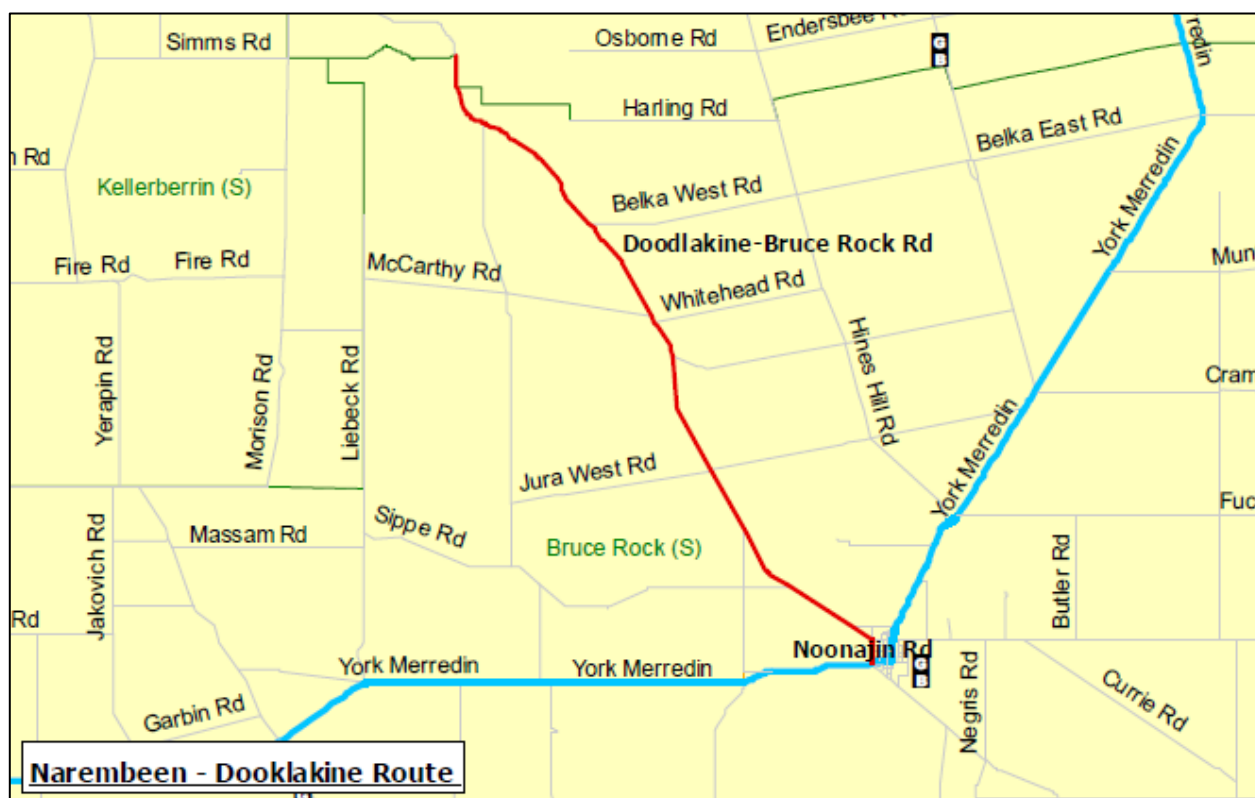
- This route provides access for agricultural produce being transported in RAV combinations and provides an alternative route to Perth for Bruce Rock residents.
- Doodlakine – Bruce Rock Road is a RAV Network 5 road. Change to RAV 4 system this road is not suitable as you must travel through a RAV 3 to access the section of road.
- Noonajin Road is a RAV Network 3 road. Change to RAV 4 conditional.

DEVELOPMENT NEED

The existing narrow seal sections on Doodlakine-Bruce Rock Road are inadequate for the volume and type of traffic using the road. Maintenance costs through accelerated edge wear are a concern and there are safety concerns with heavy vehicles and passenger vehicles travelling on the narrow seal. The seal has been widened through Bruce Rock but works still to be carried out on Noonajin Rd.

DEVELOPMENT STRATEGY

Widen to provide a consistent seal width along the entire Doodlakine – Bruce Rock Road for heavy vehicle movements and the mix of local traffic. Widen to a uniform Type 5 standard.



NAREMBEEN – MUNTADGIN ROUTE

Wogarl – Muntadgin Road (4170019) Local Distributor
Coverley Road (4170040) Local Distributor
Wadderin – Graball Road (4170009) Local Distributor
Fricker Road (4170174) Access Road
Latham Road (4170133) Regional Distributor and Local Distributor
Soldiers Road (4170004) Local Distributor

Narembreen Shire

Last Reviewed: March 2021

FUNCTION

- This is a heavy vehicle route for the cartage of livestock and other agricultural produce such as grain and is a link to the Wogarl and Narembreen rail grain bins. This route also provides access to the on-rail grain receival facility at Muntadgin for local farmers and grain hauliers from the off-rail facilities at Holleton Bin. It also provides access from Narembreen to Muntadgin.
- Wogarl – Muntadgin Road is a RAV Network 7 road (conditional).
- Wadderin – Graball Road is a RAV Network 3 road.
- Soldiers Road is a RAV Network 4 road (conditional).
- Latham Road is a RAV Network 4 road.

DEVELOPMENT NEED

The gravel width is insufficient in places to cater for the volume and type of vehicles using this road. Maintenance costs are increasing due to wear and there are safety concerns with heavy vehicles and passenger vehicles travelling on the narrow sections. Traffic volumes and the nature of the traffic indicate that there is a need to upgrade this route to a standard suitable to handle the mix of heavy vehicles, and local traffic.

DEVELOPMENT STRATEGY

Provide additional seal width to accommodate the increased number of heavy vehicles. Widen the single-lane sections to a uniform Type 5 standard.



NAREMBEEN – SOUTHERN CROSS ROUTE

Soldiers Road (4170004) Regional Distributor
Mt Walker – Hyden Road (4170006) Regional Distributor
Sloss Road (4170052) Local Distributor
Mt Walker Road (4170134) Regional Distributor

Narembeen Shire

Last Reviewed: March 2021

FUNCTION

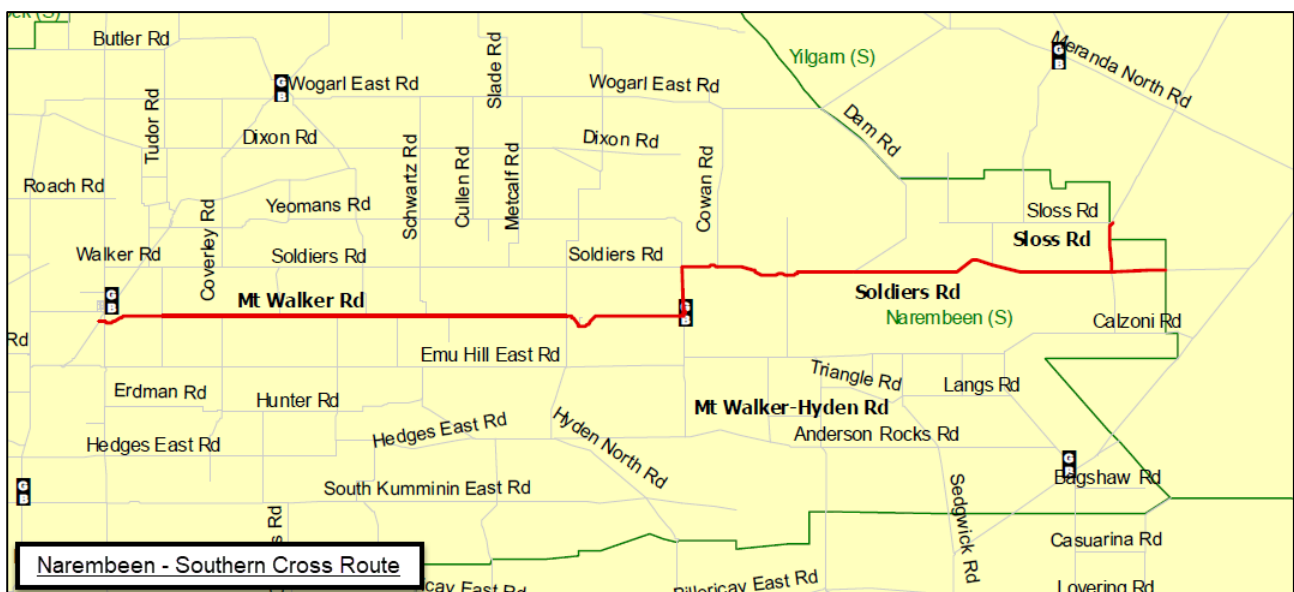
- This route is an eastbound link from Narembeen, and it takes in a link to Hyden. This is an inter-regional route into the Shire of Yilgam and supports the farming community in the surrounding areas. It provides for linkages to a number of grain bins and the transport of fertiliser and livestock. Tourists also use parts of this route to access Wave Rock and other sites of interest.
- Soldiers Road is a RAV Network 4 road (conditional).
- Mt Walker – Hyden Road is a RAV Network 5 road (conditional).
- Sloss Road is a RAV Network 3 road.
- Mt Walker Road is a RAV Network 6 road (conditional).

DEVELOPMENT NEED

With the tourist numbers and general traffic mixing with RAV combinations on these roads there is a concern with the standard of some sections of the route. The route is made up of some two lane seal but mostly single lane seal and unsealed pavement. This variation in surface types causes problems with dusty corrugated pavement, accelerated edge wear, shoulder drop-offs and general low standard road.

DEVELOPMENT STRATEGY

This route requires upgrading to a uniform Type 5 standard that will safely serve and enhance the local community for many years.



NAREMBEEN / HYDEN – WOOLOCUTTY ROUTE

Woolocutty Soak Road (4100072, 4170055) Local Distributor
Anderson Rocks Road (4170044) Local Distributor
Williamson Road (4170046) Local Distributor and Access Road
Lovering Road (4100004) Local Distributor

Kondinin and Narembeeen Shires

Last Reviewed: March 2021

FUNCTION

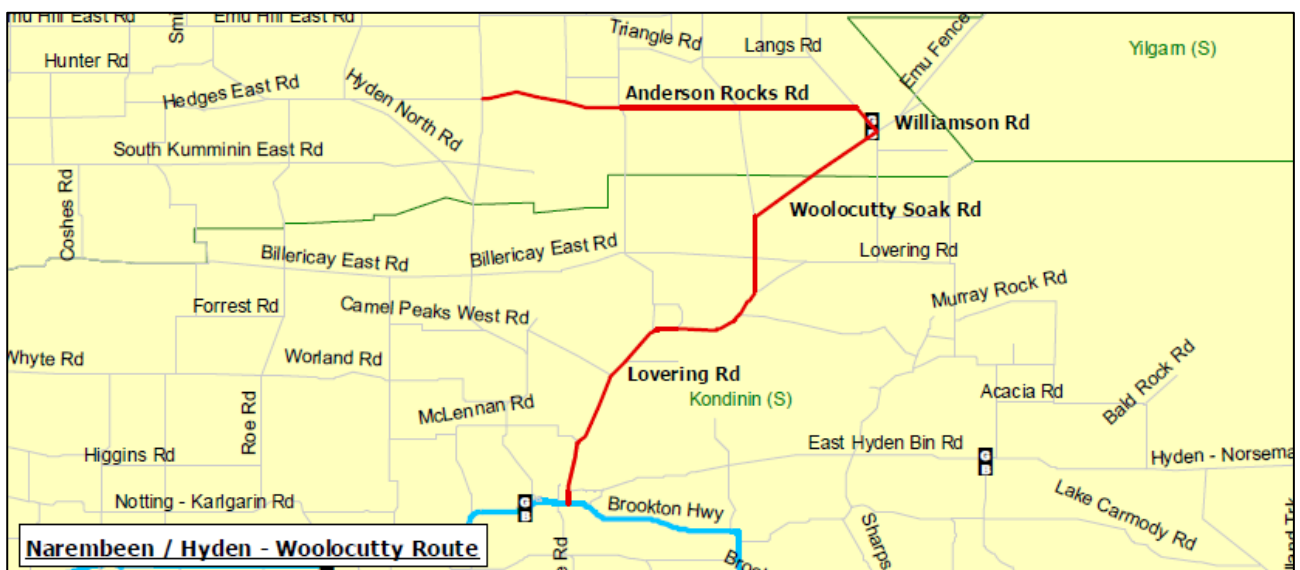
- This is a heavy vehicle route for cartage of livestock and other agricultural produce such as grain and is a link to the east of the State from the south west through Southern Cross to the Goldfields (via Emu Fence Road). The road is a link to the Woolocutty and Mt Walker off rail grain bins. Grain is road transported to the railhead at Hyden to link up with Narrogin. It also provides tourist access from the Goldfields to Wave Rock and the south of the State. It links up with shires of Kondinin and Yilgarn.
- Woolocutty Soak Road, both sections, is a RAV Network 5 road.
- Williamsons Road is a RAV Network 4 road.
- Lovering Road is a RAV Network 5 Road (Conditional)

DEVELOPMENT NEED

The gravel surface is insufficient in places to cater for the volume and type of vehicles using this route. Maintenance costs are increasing due to wear and there are safety concerns with heavy vehicles, passenger and tourist vehicles travelling on the narrow sections. Traffic volumes and the nature of the traffic indicate that there is a need to upgrade this route to a standard suitable to handle the mix of heavy vehicles, tourist and local traffic.

DEVELOPMENT STRATEGY

Widen narrow sections of gravel and upgrade to sealed standard to provide a consistent width along the entire route for heavy vehicle movements and the mix of intra-regional and tourist traffic. Widen the single-lane gravel sections to a uniform Type 5 standard.



NARROGIN – HARRISMITH ROUTE

Narrakine Road (4180112) Regional Distributor
Forrest Street (4180003) Local Distributor
Herald Street (4180126), Regional Distributor
Narrogin – Harrismith Road (4180331), Regional Distributor
Toolibin North Road (4290010) Regional Distributor
Yilliminning Road (4290004) Regional Distributor

Narrogin and Wickepin Shires

Last Reviewed: March 2021

FUNCTION

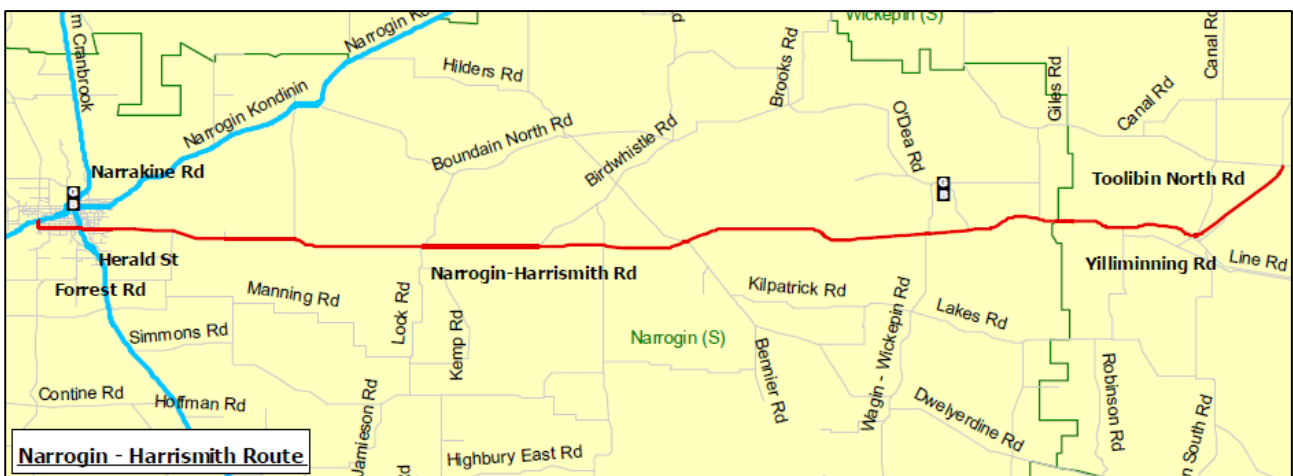
- This is a very important link to the major regional centre of Narrogin and is part of the route through to Wandering and Perth from south-eastern areas of the Wheatbelt, such as Lake King and Lake Grace. It is increasingly being used as an alternate route to and from Esperance. It carries agricultural produce, grain, fertiliser, livestock and general freight as well as being part of a tourist route.
- Herald Street is a RAV Network 5 road.
- Narrogin – Harrismith Road (4180331) is a RAV Network 4 road.
- Narrogin – Harrismith Road (4290004) is a RAV Network 3 road.

DEVELOPMENT NEED

Traffic volumes and the mixture of traffic types indicate that there is a need to upgrade this route to a better sealed standard than what currently exists.

DEVELOPMENT STRATEGY

Widen narrow sections of seal to provide a consistent seal width along the entire route for heavy vehicle movements and the mix of intra-regional and tourist traffic. Widen to a uniform Type 5 standard, thereby improving the safety and efficiency of the route.



NARROGIN – NORTH BANNISTER ROUTE

North Bannister – Wandering Road (4270055) Regional Distributor

Wandering – Pingelly Road (4270056) Regional Distributor

Wandering – Narrogin Road (4270057, 4050129, 4180332) Regional Distributor

Narrakine Road (4180112) Regional and Local Distributor

Wandering, Cuballing and Narrogin Shires

Last Reviewed: March 2021

FUNCTION

- This route provides access to and from Narrogin via the north-east and north-west, effectively linking North Bannister to Narrogin. Increasingly the route is being used as an alternative passenger route from Perth to Narrogin. This route has a heavy focus on supporting various agricultural activities and is heavily used for the transport of grain, fertiliser, livestock, wool and general freight. It is also an important tourist route providing access to the Dryandra tourist area.
-
- North Bannister – Wandering Road, Wandering-Pingelly Road and Wandering-Narrogin Road (4270057, 4050129) are RAV Network 4 roads.
- Wandering – Narrogin Road (4190132) is a RAV Network 3 4 road.

DEVELOPMENT NEED

- Steady traffic growth is expected on this route due to its regional significance as access across a major agricultural zone. Increasing volumes of grain and fertiliser and an increase in tourism will require the roads to be upgraded to a better standard than currently exists; to ensure road safety is not compromised.
- Current 2020 Traffic Data indicate more than 500 vehicles per day at various times.

DEVELOPMENT STRATEGY

Widen narrow sections of seal to a minimum Type 5 standard to provide a consistent seal width along the entire route for heavy vehicle movements and the mix of intra-regional and tourist traffic. Road was widened to 7m seal from SLK 0 to 6.5k with additional full overlay and prime sealed to SLK 8.1 in mid-February 2013.



NARROGIN TRUCK ROUTE NORTH

Clayton Road (4180047)
McKenzie Road (4180341)
Local Distributors

Narrogin Shire

Last Reviewed: March 2021

FUNCTION

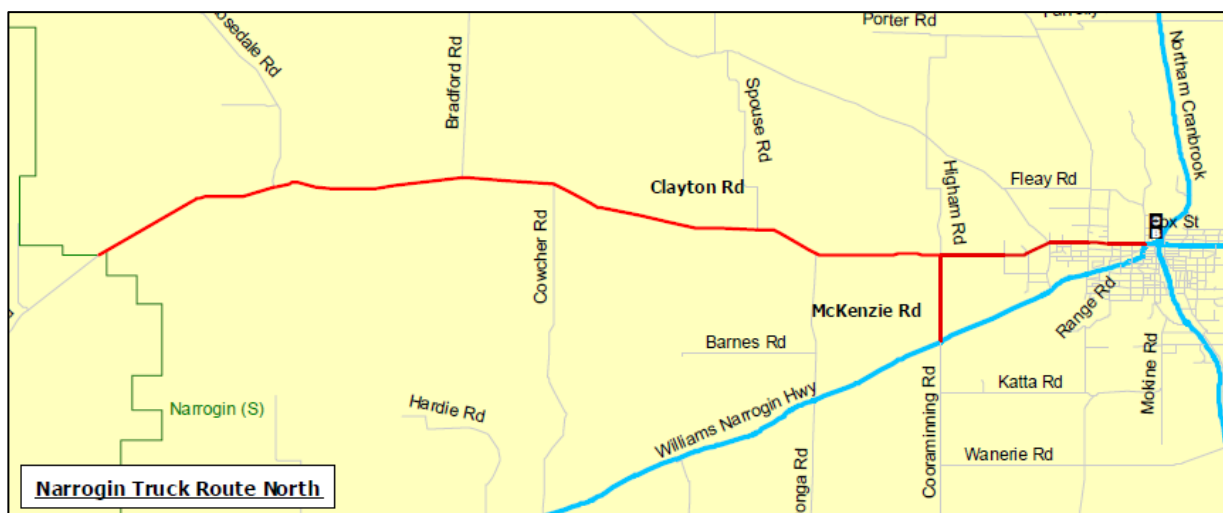
- This route allows for heavy vehicles to avoid parts of the Narrogin townsite if they are accessing a north-south journey or travelling to and from Albany Highway. It is also used by other motorists and school buses.
- Clayton Road (4180047) is a RAV Network 4 road.
- Clayton Road (4190003) is a RAV Network 3 road.
- McKenzie Road is a RAV Network 7 road (conditional) for the first 400m from the Williams-Narrogin Highway to a road train assembly area. The balance of the McKenzie Road is not constructed to meet the RAV Network standards.

DEVELOPMENT NEED

Most of this route is of a suitable standard, however a section on McKenzie Road still has an unsealed pavement. This section needs to be widened and sealed to a suitable standard along with intersection upgrading works at the intersection of McKenzie Road and Clayton Road. In addition, the seal section of Clayton Road in the Shire of Narrogin requires widening to a minimum of 7.2m wide.

DEVELOPMENT STRATEGY

Reconstruct the unsealed section of McKenzie Road and upgrade to a Type 5 pavement as a minimum standard. Upgrade the intersection of McKenzie Road and Clayton Road to suitable standard. Widen the seal on Clayton Road in the Shire of Narrogin to a minimum 7.2m width. At the intersection with Williams-Narrogin Highway ensure there is suitable sight distance and deceleration area.



NARROGIN TRUCK ROUTE SOUTH

Graham Road (4180077) Access Road
Cooraminning Road (4180217) Local Distributor
Narrakine Road South (4180221) Local Distributor
Wanerie Road (4180271) Access Road
Mokine Road (4180051) Access Road

Narrogin Shire

Last Reviewed: March 2021

FUNCTION

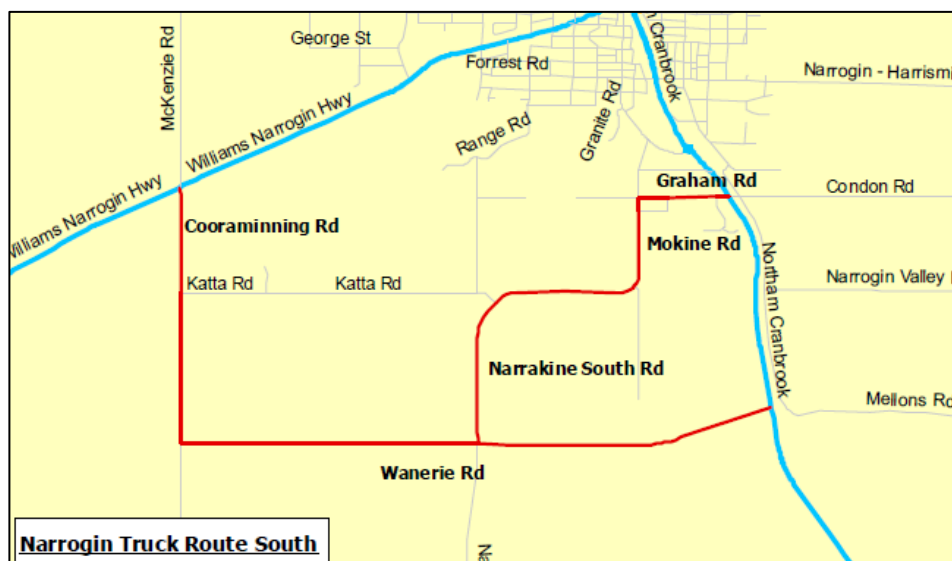
- These roads provide for heavy vehicle access to industry development at the west and south west perimeter of Narrogin. The entire length of this route provides the primary access to a rural industry precinct including an export hay facility; livestock feed lot and intensive piggery. Access to Narrogin Agricultural College is also provided.
- Property owners from rural residential developments and other farming properties also use this route.
- Graham Road is a RAV Network 7 road (conditional).
- Cooraminning Road is a RAV Network 7 road (conditional).
- Wanerie Road is a RAV Network 7 road (conditional).
- Narrakine Road South is a RAV Network 7 road (conditional).
- Mokine Road is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

The export hay facility and the livestock feed lot have expanded-resulting in increased traffic volumes on these roads. This will consist primarily of RAV combinations and other heavy vehicles. Maintenance costs will increase due to pavement wear particularly as large combinations continue to use it. The development need is to maintain the pavement and seal condition. The Wanerie Road extension from Narrakine South Road to Great Southern HWY was completed in 2016. This RAV 7 heavy haulage bypass route was constructed to allow RAV passage around the high density town site of Narrogin.

DEVELOPMENT STRATEGY

Maintain the pavement and seal conditions along the entire route to a minimum Type 5 standard, preferably with a seal width up to 7.6 m. This will improve the safety on these roads with the mix of large RAV combinations and other general traffic.



NEWDEGATE - PINGRUP ROAD

Road No. 3110218
Regional Distributor

Lake Grace Shire

Last Reviewed: March 2021

FUNCTION

This road links Newdegate with Pingrup and provides access for transporters to deliver grain to the railhead at Newdegate. This road provides access for adjacent farming properties.

Newdegate - Pingrup Road is a RAV Network 7 road.

DEVELOPMENT NEED

The road is currently a Type 5 standard; however, there are concerns with the horizontal and vertical alignment. Some investigation may be required to determine if corrective action is needed.

DEVELOPMENT STRATEGY

Ensure suitable maintenance program to maintain current level of service. Monitor safety issues resulting from the mix of large RAV combinations and normal traffic



NEWDEGATE – GRAHAM ROCK ROUTE

Allen Rocks Road (4100005, 4120014) Regional Distributor
Pingaring – Varley Road (4120005) Regional and Local Distributor
Newdegate North Road (3110218) Regional Distributor

Lake Grace, Kondinin and Kulin Shires

Last Reviewed: March 2021

FUNCTION

Allen Rocks Road connects the south-east Hyden off-rail grain receival facility to Hyden via Brookton Highway. Newdegate North Road enables grain growers around Newdegate to access the railhead at Newdegate. Allen Rocks Road is unsealed. Traffic flow is seasonal, based on the grain growing and livestock production in the area, but comprises RAV combinations, some tourist and normal commuter traffic.

This route, if fully constructed, would provide an alternative route from Hyden to Albany. Currently the road is primarily used as farm access and to facilitate the transportation of grain from off-rail receival points to the railheads at Newdegate and Hyden. The latter use involves heavy vehicles, which can damage the unsealed roads.

Allen Rocks Road (4100005) is a RAV Network 4 road (conditional).

Allen Rocks Road (4120014) is a RAV Network 5 road (conditional).

Pingaring Varley Road is a RAV Network 5 road (conditional).

Newdegate North Road is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

There are long sections of poor horizontal and vertical alignment along the route which, coupled with a composition of heavy and light vehicles, identifies a need to improve the safety and efficiency of the roads by upgrading the route to a suitable and consistent standard.

DEVELOPMENT STRATEGY

Bring these roads up to a uniform Type 5 standard suitable for the mix and number of vehicles that use these roads. As this is an area of heavy agricultural usage the roads will always be subjected to heavy vehicles and RAV combinations. These vehicle types accelerate the rate of deterioration of unsealed roads, costing more in the long term. Sealing these roads will improve the level of safety for all road users as well as ensuring the long term protection of the pavement. Consideration should be given to reconstruction and sealing to a Type 5 standard for Newdegate North Road as it is used by large RAV combinations.



NEWDEGATE – HYDEN ROUTE

Aylmore Road (3110001, 4120030 and 4100007)

Biddy – Buniche Road (3110178)

Lake Biddy Road (3110217)

Local Distributors

Lake Grace, Kulin and Kondinin Shires

Last Reviewed: MARCH 2021

FUNCTION

This route connects Hyden to Newdegate and further north to Mount Walker and Southern Cross. Traffic on this route includes tourism, agriculture and freight transport including gypsum. This route also provides an alternative route from the Hyden-Newdegate area.

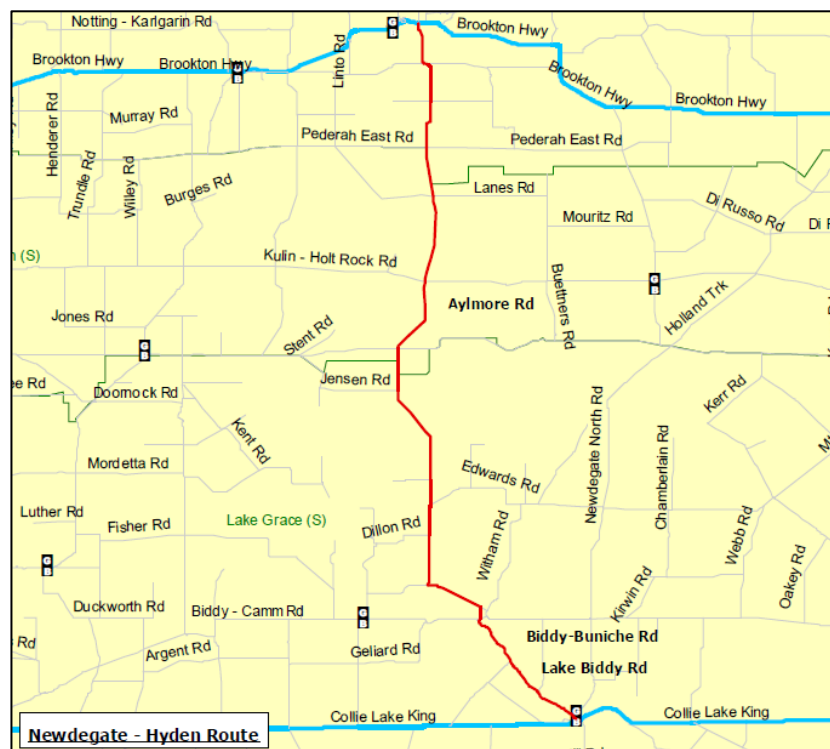
- Currently the route is primarily used as farm access and for commercial vehicles to facilitate the transportation of general goods and grain from off-rail receival points to the railheads at Newdegate and Hyden. The latter use involves heavy vehicles and RAV combinations, which can damage the unsealed roads.
- Aylmore Road (3110001) and Biddy – Buniche Road are RAV Network 7 road (conditional).
- Aylmore Road (4120030) is a RAV Network 5 road (conditional).
- Aylmore Road (4100007) is a RAV Network 4 road.
- Lake Biddy Road is a RAV Network 7 road.

DEVELOPMENT NEED

There are sections of poor horizontal and vertical alignment along the route which, coupled with a composition of heavy and light vehicles throughout the year, identifies a need to improve the safety and efficiency of the route by upgrading these roads to a suitable and consistent standard.

DEVELOPMENT STRATEGY

Construct the route links to an adequate standard suitable for heavy transport traffic use. Upgrade the road to a uniform Type 5 standard.



NEWDEGATE – RAVENSTHORPE ROUTE

Old Ravensthorpe Road (3110007)

Taylor Road (3110003)

Local Distributors

Lake Grace Shire

Last Reviewed: March 2021

FUNCTION

This route provides access from Newdegate to points south east for local landowners using it for transport of livestock and grain to receival points. It is also a school bus route. It also provides a link (via Koorngong Road in Ravensthorpe shire) to South Coast Highway. It is used for carting grain to the CBH receival point and will also provide a shorter access for tourists and local traffic from Newdegate and points further west and north wishing to travel to coastal areas to the south east.

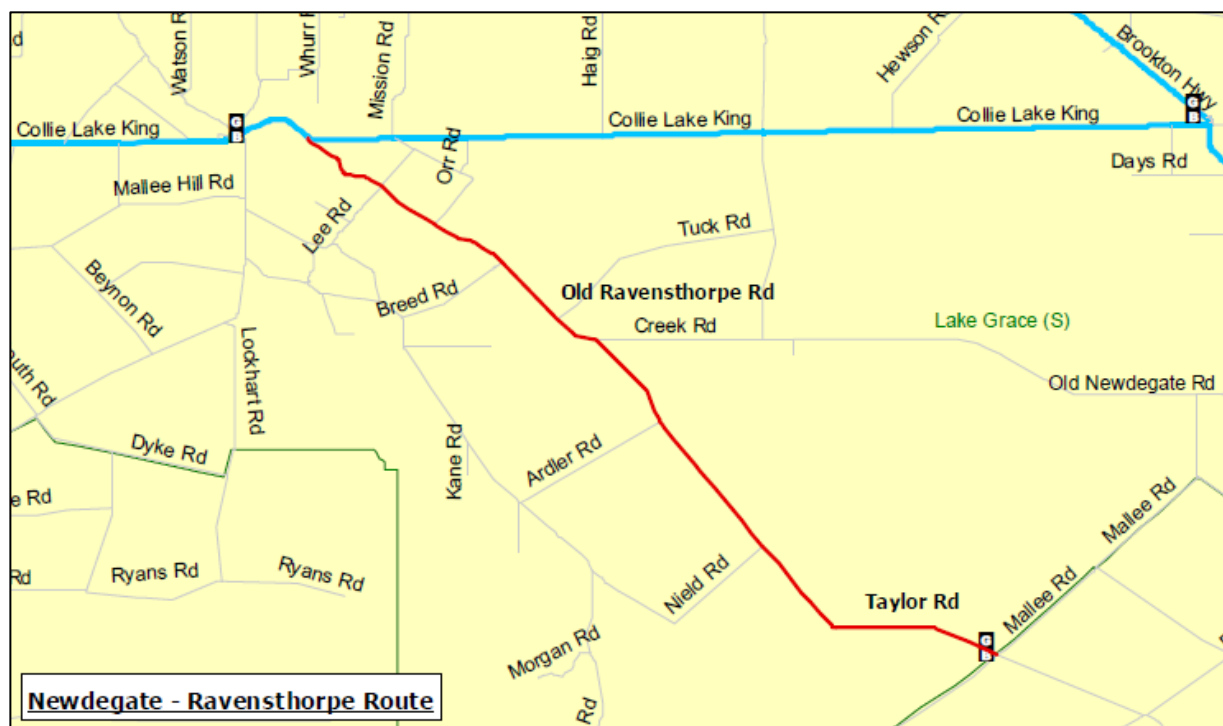
Both roads are RAV Network 7 roads (conditional).

DEVELOPMENT NEED

With the increase in the size of grain trucks using this route, RAV combinations up to 36.5 m length are permitted on this road, construction to a minimum Type 3 standard is required for the unsealed sections. This should be done together with some geometric improvements to address any safety issues.

DEVELOPMENT STRATEGY

Upgrade the unsealed sections of this route to a minimum Type 5 standard, improving the alignment and addressing any safety issues arising from the increased transport task. It is expected that due to the length of this road the work will be ongoing.



NEWDEGATE – SOUTHERN CROSS ROUTE

Varley South Road (3110027) Local Distributor

Holt Rock South Road (3110219) Local Distributor

Carstairs Road (3110019, 4100141) Local Distributor

Marvel Loch – Forrestania Road (4100098) Local Distributor and Access Road

Lake Grace and Kondinin Shires

Last Reviewed: March 2021

FUNCTION

- This route serves local farmers and contractors transporting grain to various receival points and the Port of Esperance, as well as facilitating livestock transport. RAV combinations use parts of this route to link with the State road network via Collie – Lake King Road to Lake King and then Brookton Highway before travelling to Esperance along South Coast Highway. This route also provides for access to the mineral rich area of Forrestania and through the Shire of Yilgarn to Great Eastern Highway.
- Varley South Road is a RAV Network 7 road (conditional).
- Holt Rock South Road is a RAV Network 7 road (conditional).
- Carstairs Road (3110019) is a RAV Network 7 road (conditional).
- Carstairs Road (4100141) is a RAV Network 6 road (conditional).
- Marvel Loch – Forrestania Road is a RAV Network 6 road (conditional).

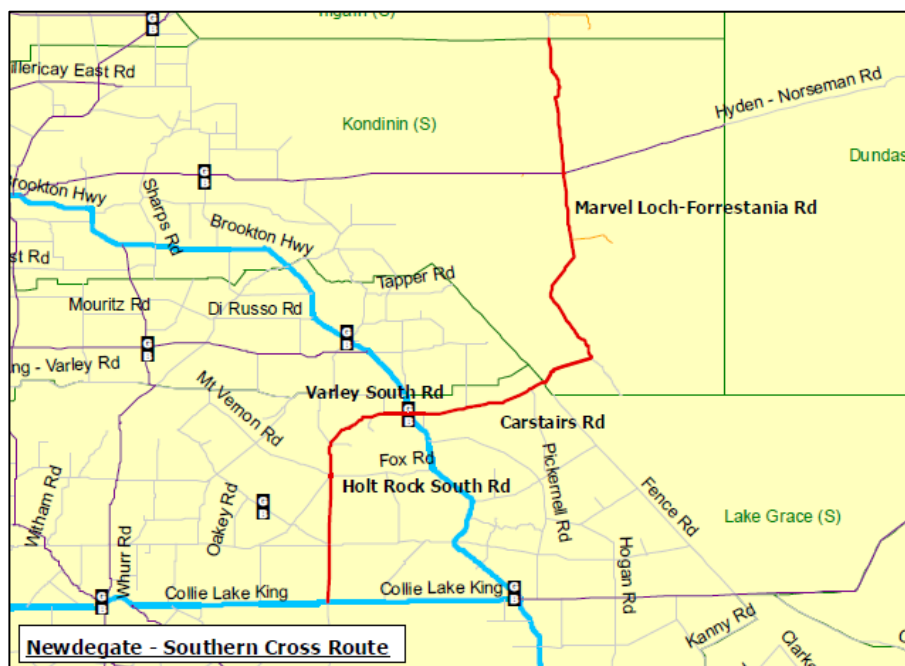
DEVELOPMENT NEED

Increased grain production and mineral development could see a large increase in the number of RAV combinations on this route especially as the grain producing areas it serves are dependent on road transport. A need exists to upgrade the route to service existing and expected traffic.

DEVELOPMENT STRATEGY

Upgrade the road to a uniform standard to cater for agricultural and general heavy freight transport requirements. Widen the formation and seal to a minimum Type 5 standard for this entire route to provide for improved safety and efficiency for the operators currently using this. The eastern end of Carstairs Road must be maintained to a minimum Type 3 standard with a view to upgrading as the mining traffic needs grow.

Marvel Loch – Forrestania Road gravel sections must be maintained at a minimum Type 3 standard until sealing can be done.



NOMANS LAKE BIN ACCESS ROUTE

**Nomans Lake Siding Road (4180255) Local Distributor
Read Road (4180333) Regional Distributor**

Narrogin Shire

Last Reviewed: March 2021

FUNCTION

CBH has designated the receival point at Nomans Lake as a strategic site and this route provides the access for the surrounding areas feeding into this location. The predominant usage of this route is by heavy vehicles.

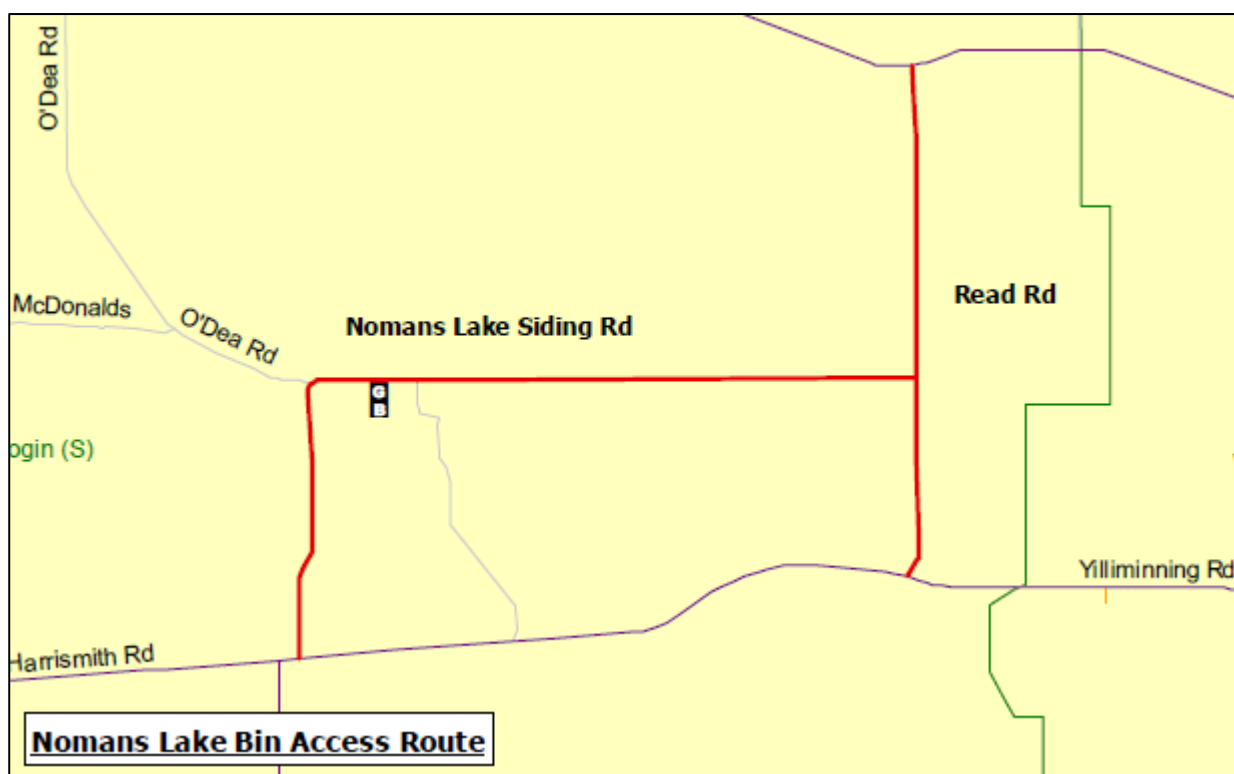
Read Road is a RAV Network 4 road.

DEVELOPMENT NEED

As the emphasis on the CBH site grows there will be increased demands placed on this route by heavy vehicles. The roads are sealed to widths ranging from 7.2m to 8.4m and work will continue to maintain the pavement and seal condition.

DEVELOPMENT STRATEGY

To improve the safety and efficiency of this route it needs to be maintained to a minimum Type 5 standard. This will then cater for the expected growth in heavy vehicle numbers.



NORSEMAN ROAD

Road No. 3110022
Regional Distributor

Lake Grace Shire

Last Reviewed: March 2021

FUNCTION

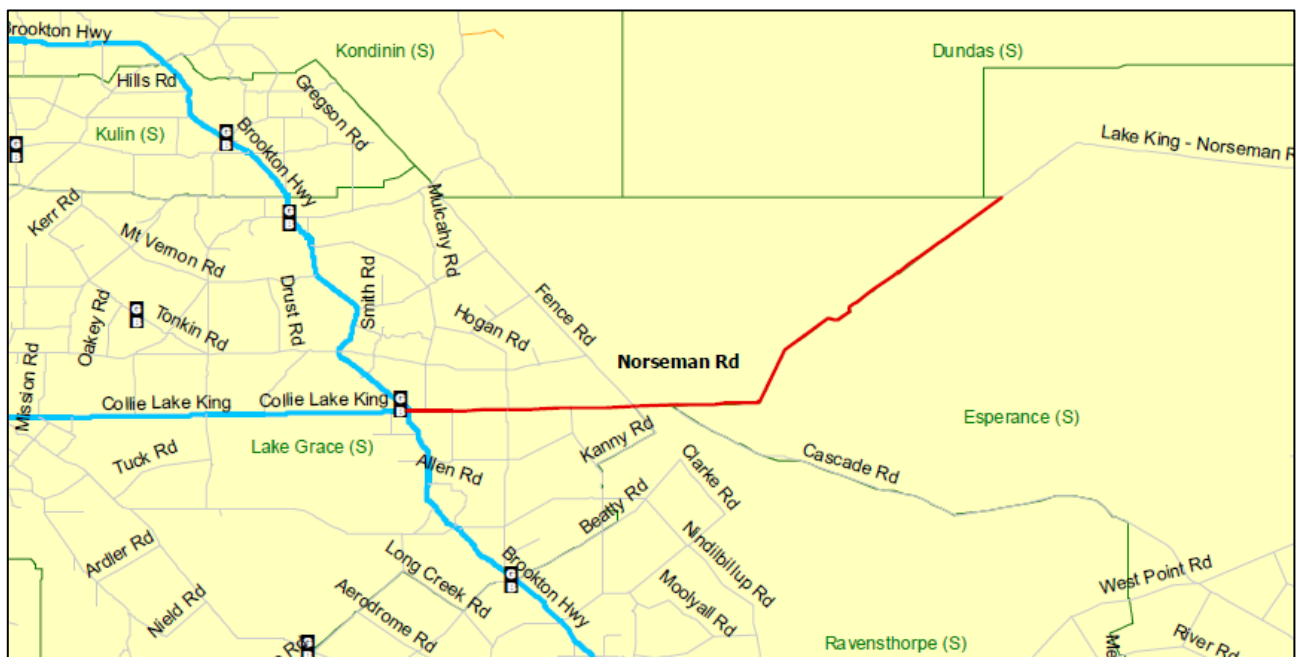
- This is part of the link between Lake King and Coolgardie – Esperance Highway south of Norseman and passes through the Frank Hann National Park. The proposal covers only the 32.3 km section within the Shire of Lake Grace.
- This road provides a link for traffic travelling on the direct route between the South West and the Great Southern Regions to the Goldfields – Esperance Region and on to the Eastern States. Future improvements to Cascades Road will also increase the flow of traffic to this road from the Esperance area.
- Norseman Road is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

Growth in inter-regional heavy haulage, tourist and local traffic requires the road to be upgraded to a suitable gravel standard.

DEVELOPMENT STRATEGY

Construct this road to a Type 5 standard as a minimum requirement. To service the existing vehicle usage, including RAV combinations.



NORTH LAKE GRACE – KARLGARIN ROUTE

North Lake Grace – Karlgarin Road (3110265, 4120164) Regional Distributor

Pederah Road (4100147) Regional Distributor

Pederah West Road (4100137) Regional Distributor and Access Road

Swan Street (4100152) Regional Distributor

Lake Grace, Kulin and Kondinin Shires

Last Reviewed: March 2021

FUNCTION

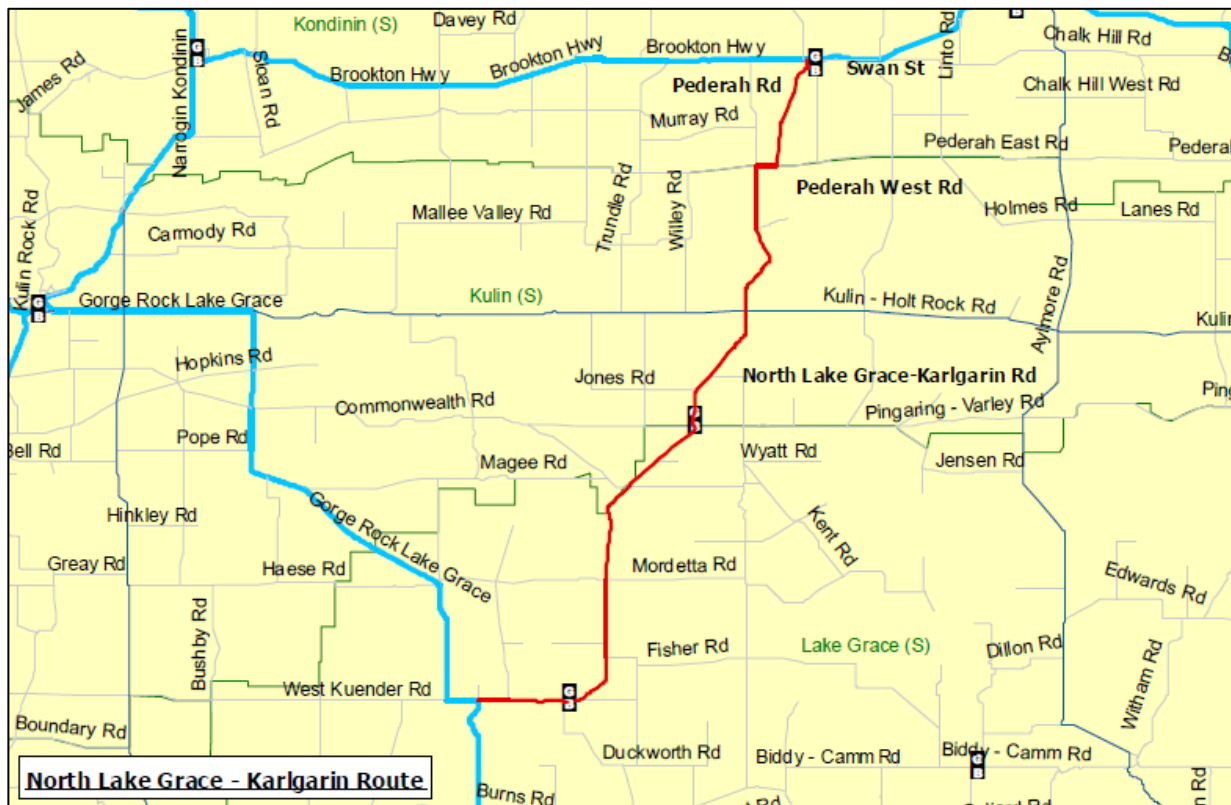
- This is an important link in the tourist route from Southern Cross to Lake Grace via Wave Rock at Hyden, it also forms part of the Hyden – Lake Grace – Albany route and is a major freight route. It is heavily trafficked by RAV combinations transporting agricultural products to and from this and surrounding areas.
- North Lake Grace – Karlgarin Road (3110265) is a RAV Network 7 road.
- North Lake Grace – Karlgarin Road (4120164) is a RAV Network 5 road (conditional).
- Pederah Road is a RAV Network 5 road.
- Pederah West Road is a RAV Network 4 road.

DEVELOPMENT NEED

Growth in inter-regional heavy haulage traffic, in particular long-distance freight movements and growth in tourism will place increased transport demands on this route. The unsealed section of road needs to be sealed to provide a safer road for all users.

DEVELOPMENT STRATEGY

Widen narrow sections of seal and upgrade gravel sections to provide a consistent seal width along the entire route for RAV combinations and other heavy vehicles together with the mix of normal intra-regional traffic. Provide a formation and seal to a minimum Type 5 standard.



NORTH WANDERING ROAD

Road No. 4230004

Local Distributor

Pingelly Shire

Last Reviewed: March 2021

FUNCTION

There has been a significant increase in heavy vehicle traffic on this route as a result of changes by CBH to the location of their facility in Brookton. This together with both major hay receival plants also being in Brookton has significantly changed the heavy vehicle traffic from primary producers located in the south western ward of the Shire of Pingelly and adjoining shires. The main transport needs are for grain, fertiliser and livestock. This route is also an alternate route to Boyagin Rock Reserve, which is a major tourist attraction for the area.

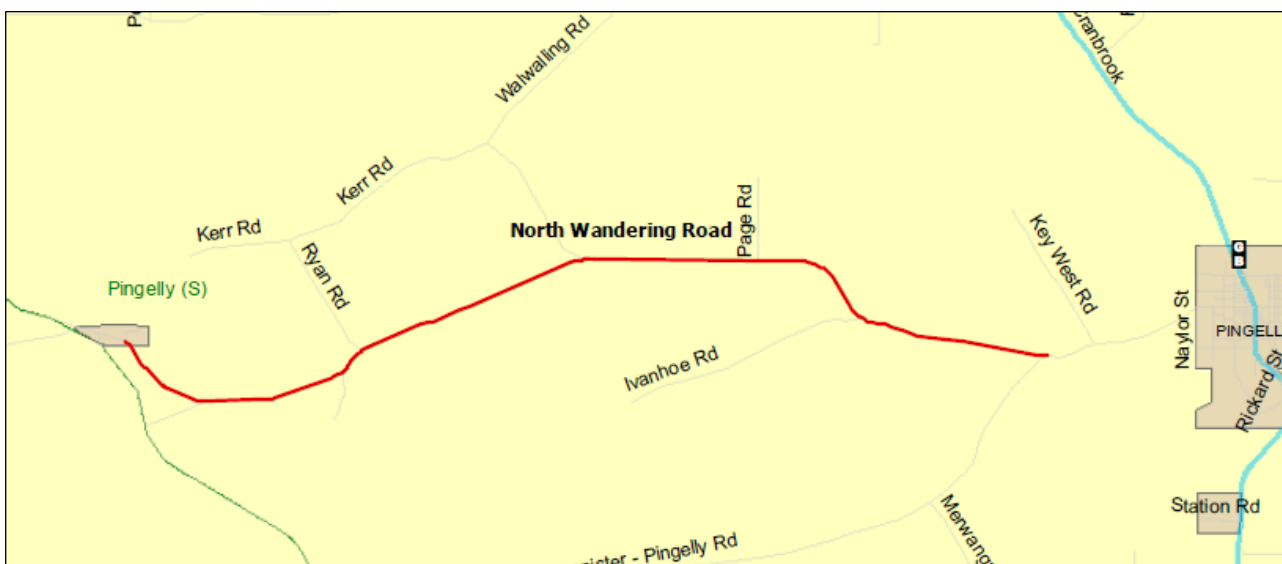
Wandering North Road is a RAV Network 3 road (conditional).

DEVELOPMENT NEED

The seal and formation is insufficient and will not withstand the increased heavy vehicle traffic volumes. There is accelerated edge wear due to the narrow seal in various sections and safety concerns exist with the mix of heavy and normal commuter vehicles on this substandard route.

DEVELOPMENT STRATEGY

The existing pavement and formation will need to be reconstructed to facilitate the additional heavy vehicle traffic that will use this road in the future and provide an improved level of safety for all road users. Reconstruct to a uniform Type 5 standard.



NYABING – DUDININ – KELLERBERRIN ROUTE

Rabbit Proof Fence Road (4040007, 3060005) Regional Distributor
Kulin – Dumbleyung Road (3060119) Regional Distributor
Rabbit Proof Fence Road North (4120003) Regional Distributor
Rabbit Proof Fence Road South (4120165) Regional Distributor
Quairading – Corrigin Road (4040170, 4240166) Regional Distributor
Badjaling South Road (4240003) Local Distributor
Badjaling North Road (4240014) Local Distributor and Access Road
Tammin Road (4240031) Access Road
Wills Road (4240076) Access Road

Dumbleyung, Corrigin, Quairading, Kulin and Wickepin Shires

Last Reviewed: March 2021

FUNCTION

This route is a major north-south link used primarily by the agricultural sector. It runs from just south of Cunderdin, through Quairading, Corrigin and on towards Dumbleyung. This route links a number of major roads as well as travelling through vast areas of farmland.

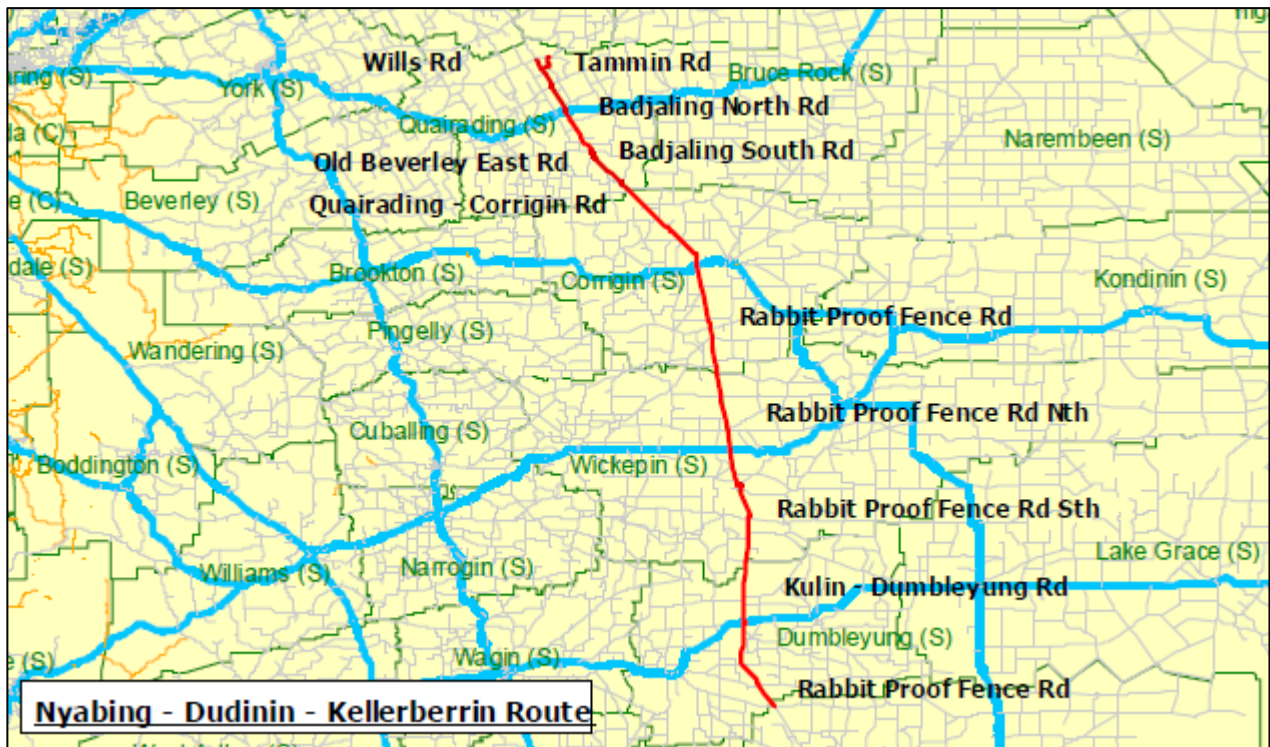
- In addition to being used for the transport of grain and fertiliser this route provides a major livestock haulage corridor. There is also some tourist interest on this route.
- Rabbit Proof Fence Road is a RAV Network 5 road.
- Quairading – Corrigin Road is a RAV Network 6 road.
- Rabbit Proof Fence Road North (4120003) is a RAV Network 5 road (conditional).
- Fence Road is a RAV Network 6 road (conditional).
- Dudinin Road is a RAV Network Road 5 road (conditional).
- Badjaling North Road SLK 0.00 to SLK 10.11 is a RAV Network Road 5 road.
- Badjaling North Road SLK 10.11 to SLK is a RAV Network Road 4 road.
- Badjaling South Road is a RAV Network Road 4 road.
- Old Beverley East Road is a RAV Network 4 road.
- Tammin Road is a RAV Network 4 road.
- Wills Road is a RAV Network 4 road.

– DEVELOPMENT NEED

This road has a large mix of vehicle types and is a combination of two lane, single lane and unsealed pavement. Dust is a factor for smaller vehicles attempting to overtake on this long route as it reduces the visibility. There are some issues with substandard road geometry that reduce the safety aspect of this route.

– DEVELOPMENT STRATEGY

These roads should be brought up to a uniform Type 5 standard as a minimum requirement. As the route is quite long the upgrades will need to be staged over a number of years. This will then provide a route with a suitable safety standard for the number and type of vehicles using it. This in turn will provide a suitable alternative to the Northam-Cranbrook Road.



PINGELLY – KONDININ ROUTE

Bullaring – Gorge Rock Road (4040004) Local Distributor
Bullaring Road (4040003) Local Distributor
Lomos South Road (4040169) Local Distributor
Lomos Road South (4290155) Local Distributor

Corrigin, Pingelly and Wickepin Shires

Last Reviewed: March 2021

FUNCTION

These roads form an east-west route connecting Kondinin to Pingelly. This route is part of an alternative journey to Perth, for both light and heavy vehicles, for Kondinin and surrounding areas. The route is used particularly by heavy traffic for farmers and transport operators to access the grain installation to the west of Yealering.

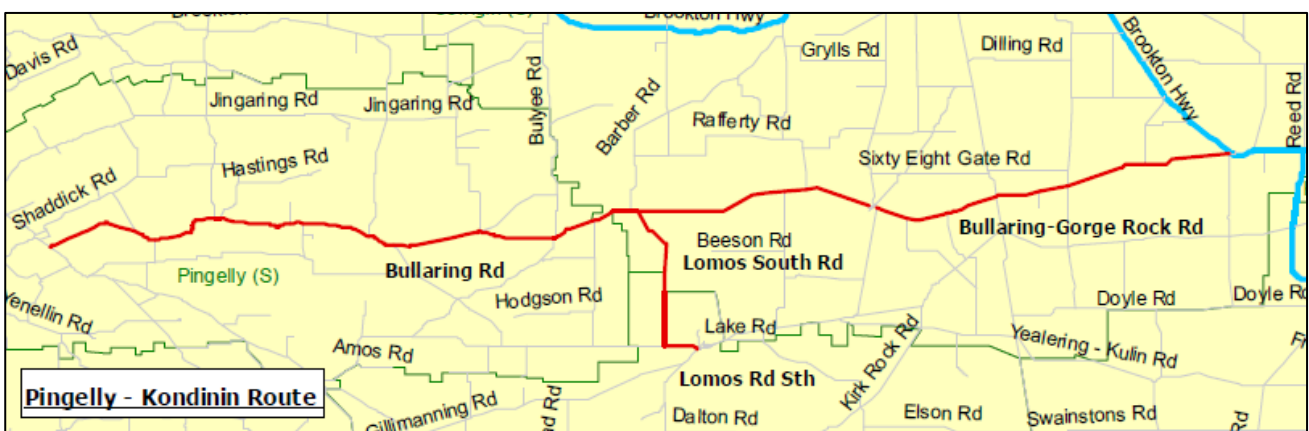
- The route is part of the main transport route for local operators to access the hay pellet operation in Brookton. The route is a mix of sealed and unsealed road.
- Bullaring – Gorge Rock Road is a RAV Network 3 road.
- Bullaring Road is a RAV Network 3 road.
- Bullaring Road is a RAV Network 3 road (conditional).

DEVELOPMENT NEED

The seal needs to be extended as funds become available. Existing sections of poor horizontal alignment require improvement and the route reconstructed for its entire length. These improvements will ensure the safety and efficiency of the route are brought up to the required standard.

DEVELOPMENT STRATEGY

Construct the road link to consistent Type 5 standard to cater for the mix of vehicle types currently using this route. Due to the length of road involved it will be a staged program of upgrades.



PINGELLY – WICKEPIN ROUTE

Pingelly – Wickepin Road (4230156, 4290003) Regional Distributor
Brown Street (4230155) Regional Distributor
Review Street (4230081) Access Road
Parker Street (4230093) Access Road
Pasture Street (4230082) Regional Distributor

Pingelly and Wickepin Shires

Last Reviewed: March 2021

FUNCTION

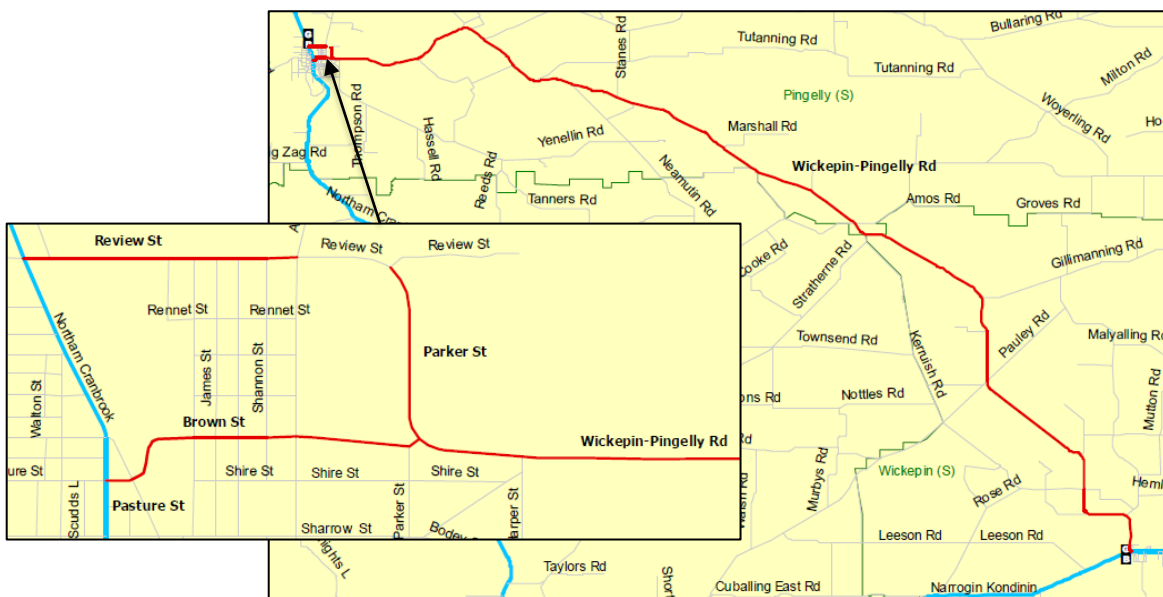
- This forms an important link from the south-eastern Wheatbelt area through Pingelly and Brookton to Perth; it carries agricultural produce, grain, fertiliser, livestock and general freight as well as being part of a tourist route.
- Pingelly – Wickepin Road (4230156) is a RAV Network 3 road (conditional).
- Pingelly – Wickepin Road (4290003) is a RAV Network 3 road.

DEVELOPMENT NEED

The seal width is insufficient in places to cater for the volume and type of vehicles using this road. Maintenance costs are increasing due to edge wear. Horizontal and vertical curves need attention for safety concerns.

DEVELOPMENT STRATEGY

Widen narrow sections of seal to provide a consistent seal width along the entire route for heavy vehicle movements and the mix of intra-regional and tourist traffic. Widen to a uniform Type 5 standard.



QUAIRADING / YOTING – KELLERBERRIN ROUTE

Mt Stirling Road (4240012) Local Distributor
Loudon Street (4240134) Local Distributor and Access Road
Kellerberrin – Yoting Road (4240164) Regional Distributor

Quairading Shire

Last Reviewed: March 2021

FUNCTION

This route provides connectivity between York-Merredin Road and Great Eastern Highway. It carries a lot of through traffic, both agricultural and commuter, it also provides a link to Tammin via Ralston Road. The predominant use is for agricultural purposes and subsequently there are heavy seasonal traffic fluctuations.

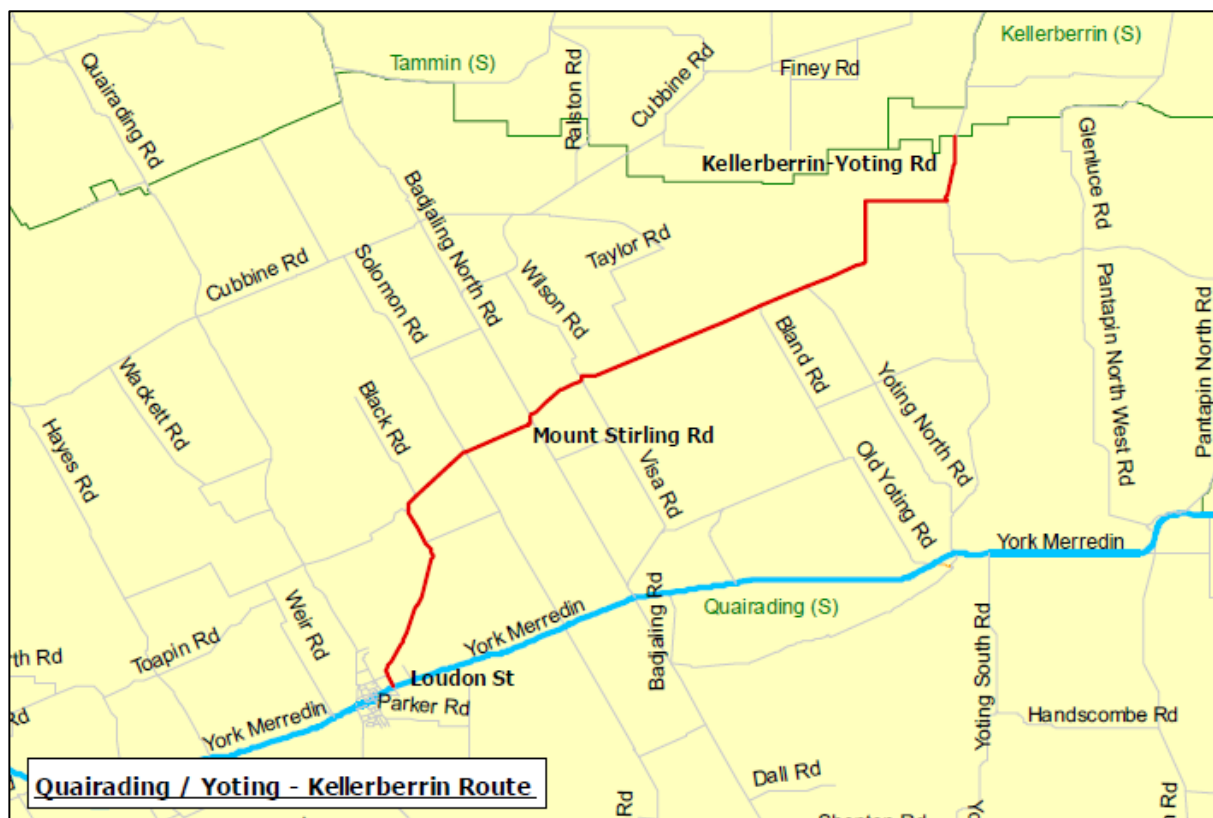
Mt Stirling Road is a RAV Network 3 road (conditional), Loudon Street is a RAV Network 4 road, and Kellerberrin – Yoting Road is a RAV Network 4 road.

DEVELOPMENT NEED

A uniform standard is required to cater for agricultural freight and general traffic. At present this route is a combination of unsealed, single lane seal and occasional two-lane seal. With the continual demands and expected future growth this route will become inadequate for the purpose and be a contributing factor in possible hazardous situations.

DEVELOPMENT STRATEGY

Upgrade complete route to uniform Type 5 standard to provide better safety and serviceability of route.



TALBOT – BEVERLEY ROUTE

Talbot West Road (4010012)

Waterhatch Road (4010002)

Local Distributors

Beverley Shire

Last Reviewed: March 2021

FUNCTION

This route connects the Chidlow – York Road, just east of The Lakes, to Beverley and provides general commuter and tourist access. There is some seasonal usage of this route by farmers and contractors moving large agricultural vehicles, and for the transport of grain and fertiliser.

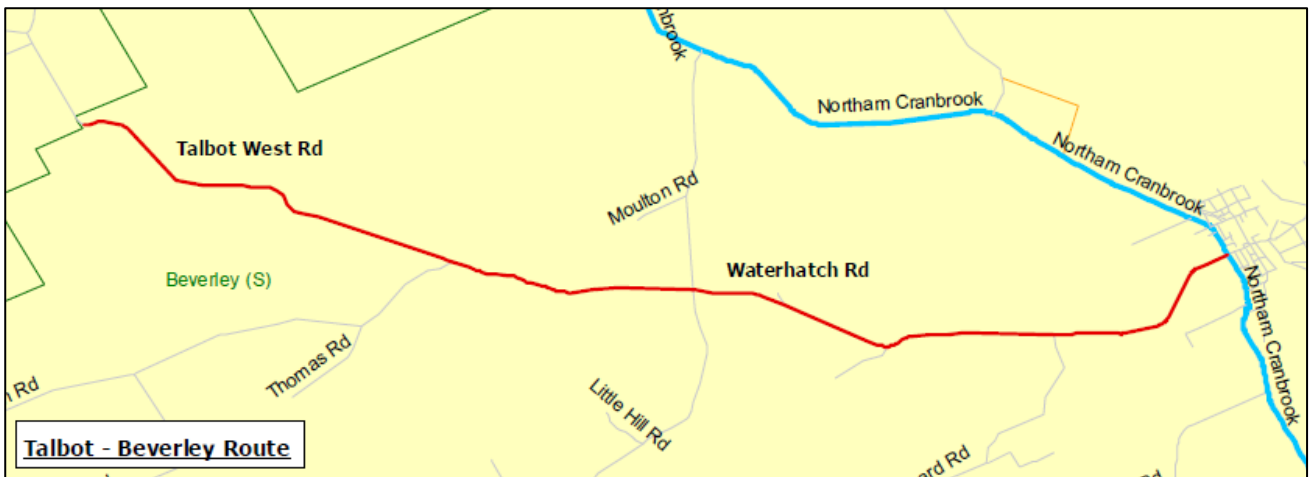
Waterhatch Road is a RAV Network 4 road (conditional).

DEVELOPMENT NEED

This route is a single lane sealed road. The formation is narrow in places and can be hazardous when there are large agricultural vehicles on this route, as there are very limited areas for other road users to safely avoid these vehicles.

DEVELOPMENT STRATEGY

Widen the formation and seal to a Type 5 standard to improve the safety aspect of the route for all users and reduce the maintenance costs.



TARIN ROCK NORTH ROAD

Road No. 3060017 and 4120009

Local Distributor

Dumbleyung and Kulin Shires

Last Reviewed: March 2021

FUNCTION

- This north-south road facilitates travel between Kondinin and Kulin and the Kukerin and Lake Grace areas. This road also has high tourist traffic usage as it is used to access Wave Rock from the south east of the state.
- It also forms part of a major livestock transport route from the Merredin, Narembeen and Kondinin areas to the southern areas of Kukerin, Katanning and Esperance. The road is a mix of sealed and unsealed pavement. It provides access to abutting farming properties.
- Tarin Rock North Road is a RAV Network 5 road (conditional).

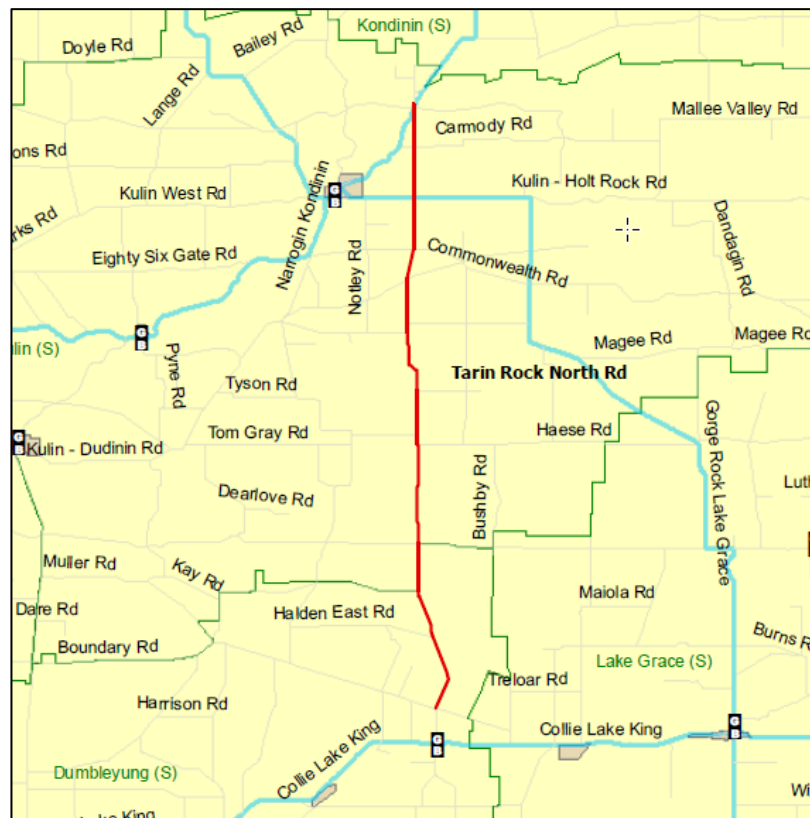
DEVELOPMENT NEED

There are long sections of poor horizontal and vertical alignment along this road, which coupled with a composition of heavy and light vehicles, identifies a need to improve the safety and efficiency of the route by upgrading it to a suitable and consistent standard.

This road is being upgraded to a uniform 7 m seal width standard; however, the majority however is still either 3.6 m seal width or gravel surface.

DEVELOPMENT STRATEGY

Construct the unsealed sections of Tarin Rock North Road to a consistent Type 5 standard suitable for light/heavy vehicle traffic use with a long term view to sealing these sections to Type 5 standard. Upgrade all sections to a uniform minimum Type 5 standard. Undertake improvements to the road geometry in various sections of the entire road.



TARWONGA ROAD

Road No. 4190004
Regional Distributor

Narrogin Shire

Last Reviewed: March 2021

FUNCTION

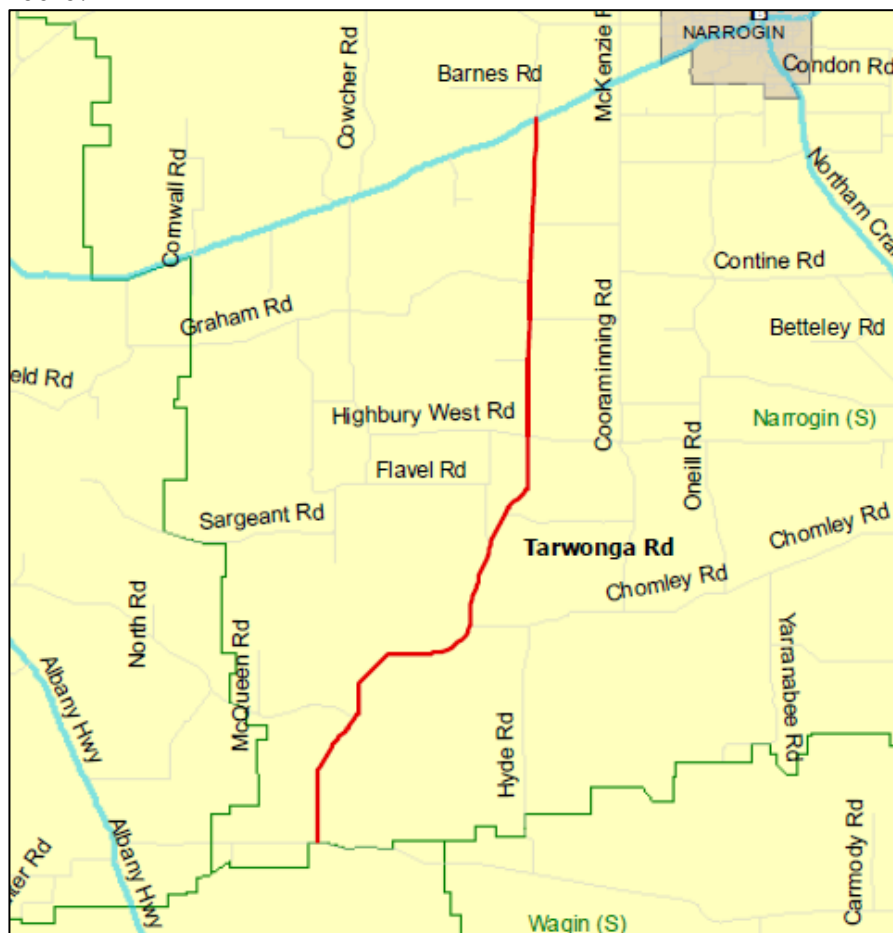
The road is an important feeder road in the Shire of Narrogin, providing access for local farmers and motorists travelling to areas southwest of Narrogin. Traffic using the road is generally associated with the agricultural and tourism industries.

DEVELOPMENT NEED

Due to the increased usage of the road, it should be upgraded as an important feeder route to Narrogin. This road is currently under consideration as a possible RAV Network road.

DEVELOPMENT STRATEGY

Upgrade the road to provide improved safety for all road users with reduced maintenance costs for road authorities and to cater for a predicted increase in regional traffic. Whilst a 6 m seal width standard has been achieved it is desirable to obtain a 7.2 m seal width to accommodate the increased volumes of all traffic types, particularly the large heavy vehicle flows. Upgrade the road to a Type 5 standard.



TARWONGA – WAGIN ROUTE

Tarwonga East Road (4300016) Regional Distributor
Piesseville – Tarwonga Road (3150012, 3160009 and 4180324)
Regional Distributor and Access Road
Ballagin Road (3150003) Regional Distributor

Williams, Wagin, West Arthur and Narrogin Shires

Last Reviewed: March 2021

FUNCTION

It provides a shorter route between Wagin and Albany Highway and on to Perth and provides access for farmers along the route. It is also used extensively by traffic travelling south from Narrogin, via Tarwonga Road.

Tarwonga East Road is a RAV Network 4 road.

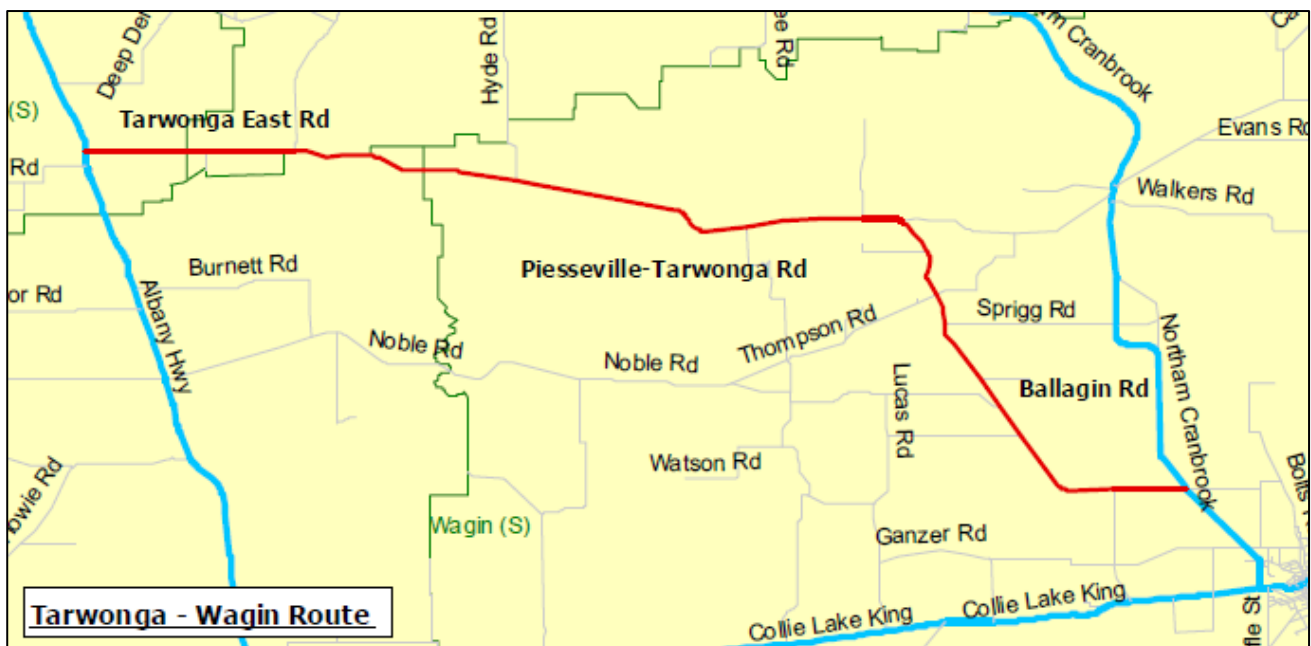
Piesseville – Tarwonga Road (3160009) is a RAV Network 4 road.

DEVELOPMENT NEED

Maintain the feeder route between Wagin and Albany Highway, and Tarwonga Road and Albany Highway. It also now provides an important route for grain delivery vehicles to the newly constructed grain receival site at Narrakine, north of Williams.

DEVELOPMENT STRATEGY

Upgrade the road to provide improved safety for all road users with reduced maintenance costs for road authorities and cater for a predicted increase in regional traffic growth. Reconstruct and widen the road to a uniform Type 5 standard.



TINCURRIN / WAGIN – DUMBLEYUNG ROUTE

Tincurrin North Road (4290011)
Tincurrin Road (3060002, 4290016)
Dongolocking Road (3060085, 3150001)
White Well Road (3060010)
Local Distributors

Wickepin, Dumbleyung and Wagin Shires

Last Reviewed: March 2021

FUNCTION

This route provides a link between Dumbleyung, Wagin and Tincurrin for livestock and grain haulage and access for local community and school buses.

Tincurrin North Road is a RAV Network 3 road (conditional).

Tincurrin Road (3060002) is a RAV Network 6 road (conditional).

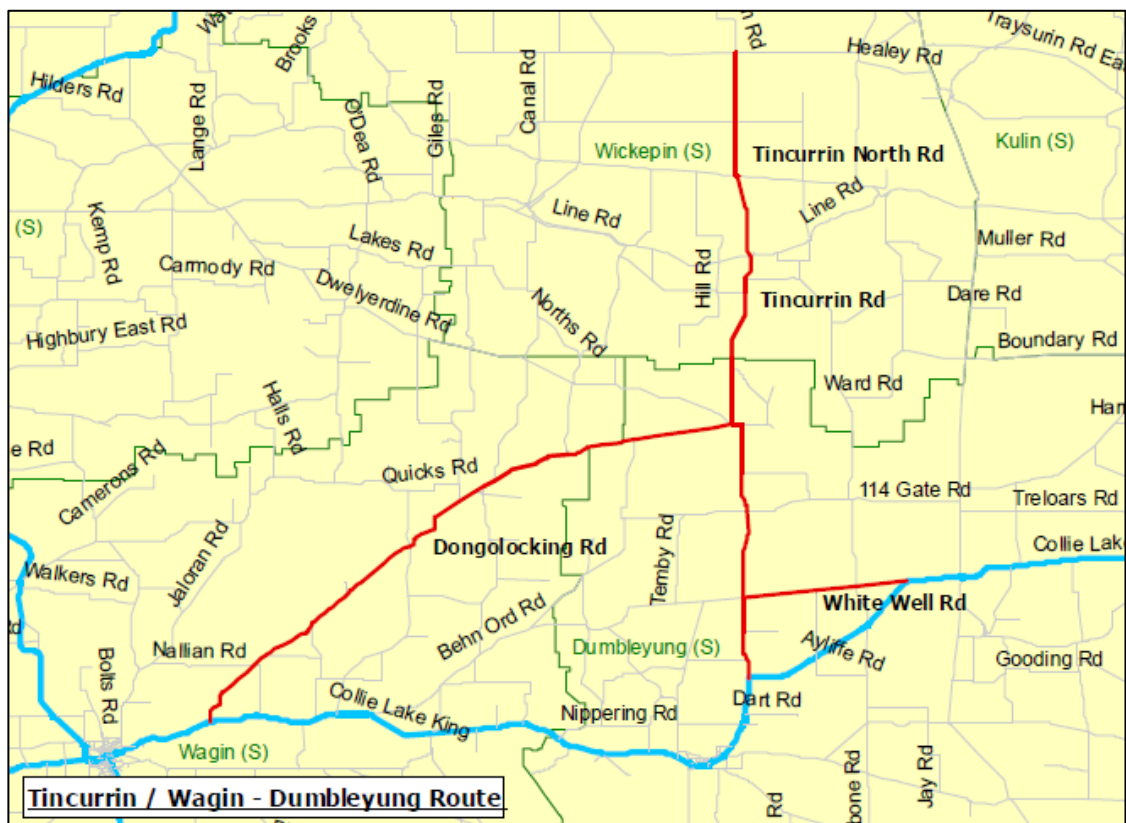
Tincurrin Road (4290016) is a RAV Network 4 road (conditional).

DEVELOPMENT NEED

The route has been progressively widened and upgraded to cater for increasing traffic, however further development is required. At present this route is single seal for approximately half its length, with some sections still unsealed.

DEVELOPMENT STRATEGY

Bitumen widening and Re-seals to existing seal. Upgrade to a minimum Type 5 Standard to provide for an improved safety level for all users of this route.



WAGIN BIN ACCESS ROUTE

Vernon Street (3150177)

Airfield Road (3150160)

Vine Street (3150170)

Cowcher Road (3150198)

Access Roads

Wagin Shire

Last Reviewed: March 2021

FUNCTION

This route provides access to the grain and fertiliser site in Wagin. It is used primarily by heavy vehicle combination. As the level of activity increases at this site so will the number of vehicles, using this route.

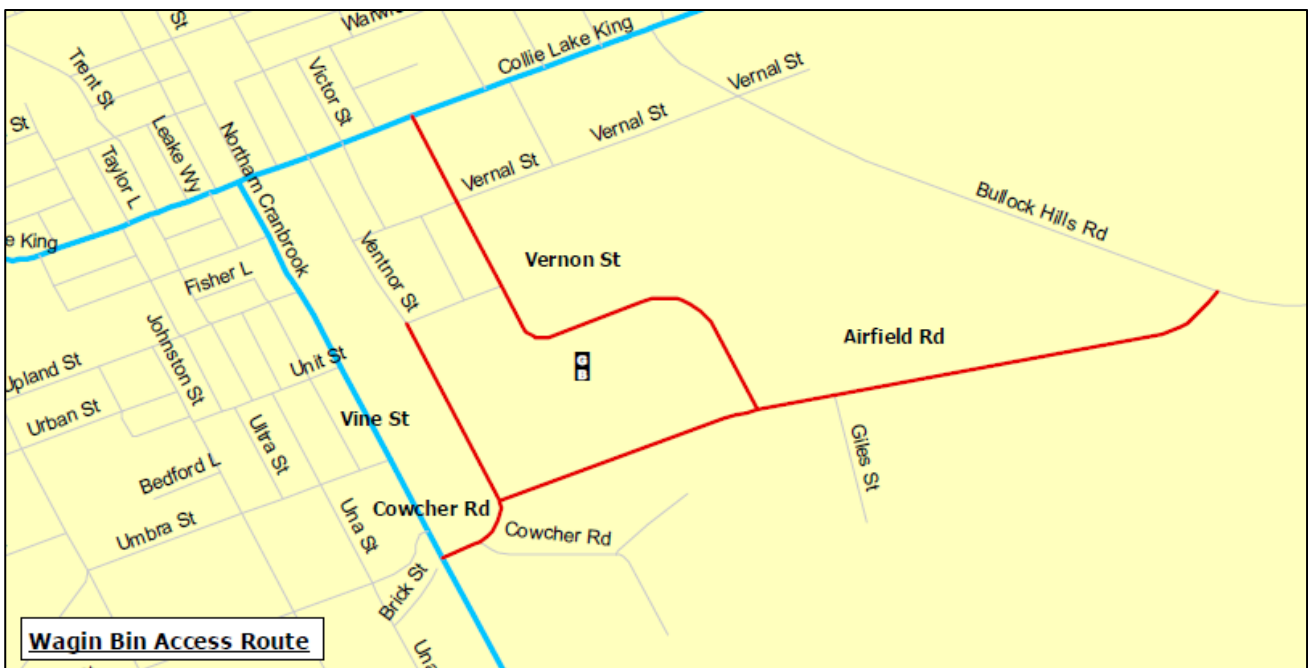
Recently the Wagin Shire undertook construction work to widen the intersection of Vine Street and Airfield Road.

DEVELOPMENT NEED

Ensure suitable maintenance work is scheduled to continue the existing service level for operations on these roads. Monitor traffic volumes to ensure any increase in numbers will continue to be accommodated on this route.

DEVELOPMENT STRATEGY

Monitor traffic numbers to determine if any relevant increase creates a demand for an improvement of the existing road standard.



WAGIN – NOMANS LAKE ROUTE

Wagin – Wickepin Road (3150078, 4190007)

Jaloran Road (3150005)

Local Distributors

Wagin and Narrogin Shires

Last Reviewed: March 2021

FUNCTION

This route provides an important link between Wagin and Wickepin and provides access for farmers along the route. This route provides major access into the Wagin CBH site and the Nomans Lake CBH site.

DEVELOPMENT NEED

As a major link between the towns of Wagin and Wickepin as well as being a heavy vehicle route servicing the CBH sites at Wagin and Nomans Lake the route, in sections, is below an acceptable standard. The route is also currently part of a school bus route.

There is a need to widen and upgrade the roads to accommodate the number of heavy vehicles currently utilising this route.

DEVELOPMENT STRATEGY

Upgrade the route to provide for heavy vehicles and predicted increase in traffic growth. Upgrade the route to a minimum Type 5 standard for its entire length. There is also a need to re-align the road in parts to improve the horizontal alignment. Ensure the egress and ingress points for heavy vehicles provide for safe access to and from the CBH sites. Reseal existing bitumen.



WANDERING – ALDERSYDE ROUTE

Aldersyde – Pingelly Road (4020115, 4230003) Regional Distributor
Aldersyde North Road (4020005) Regional Distributor
North Bannister – Pingelly Road (4230152) Regional Distributor
Paragon Street (4230087) Access Road
Park Street (4230153) Regional Distributor
Review Street (4230081) Access Road
Wandering – Pingelly Road (4270056) Regional Distributor

Brookton, Pingelly and Wandering Shires

Last Reviewed: March 2021

FUNCTION

Provides access for grain growers and haulage contractors to the Aldersyde off-rail grain receival point from Pingelly, which is an alternative railhead for the bin. The significance of this route has increased as a result of CBH policy of grain segregation at the receival points. This route also links in directly with Brookton Highway and facilitates the movement of agricultural produce, especially grain to the Aldersyde Bin from areas to the north.

Aldersyde – Pingelly Road (4230003) is a RAV Network 3 road (conditional).

Aldersyde North Road is a RAV Network 5 road.

North Bannister – Pingelly Road is a RAV Network 3 road (conditional).

Park Street is a RAV Network 3 road (conditional).

Wandering – Pingelly Road is a RAV Network 4 road.

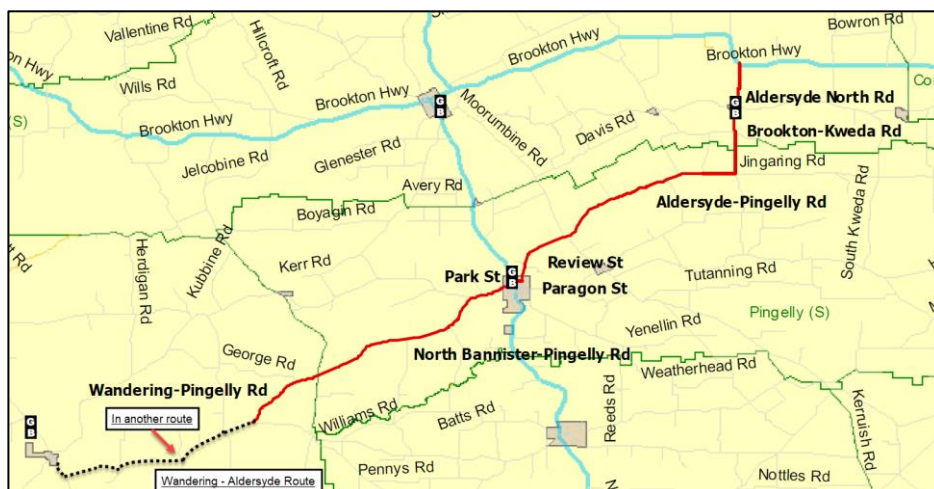
Brookton – Kweda Road (SLK 26.58 to SLK 26.70) is a RAV Network 4 road.

DEVELOPMENT NEED

Steady traffic growth is expected on this route due to the significant role it has in feeding the Aldersyde grain bin and surrounding districts, west as far as Wandering. There is a need to widen this road to accommodate the increasing number of heavy vehicles associated with grain cartage.

DEVELOPMENT STRATEGY

Widen sections of narrow seal and poor alignment and generally widen the road in Brookton Shire. Widen to a uniform standard.



WANDERING / BODDINGTON – NARROGIN ROUTE

White Road (4180058) Local Distributor
Congelin – Narrogin Road (4050029, 4180202, 4300004) Local Distributor
Crossman – Dwarda Road (4270003) Regional Distributor
Fourteen Mile Brook Road (4270004, 4300005) Regional and Local Distributor
Dwarda East Road (4270012) Access Road

Cuballing, Narrogin, Williams and Wandering Shires

Last Reviewed: March 2021

FUNCTION

The route provides an important intra-regional access for Boddington, Williams, Wandering, Cuballing and Narrogin. In recent years more agricultural produce has been transported on this road, accessing the Narrakine grain receival site on Albany Highway, as well as the Narrogin export hay facility. It is also a route used by tourists travelling to the Dryandra Woodland.

Congelin – Narrogin Road, (4050029), is a RAV Network 4 road (conditional).

Congelin – Narrogin Road, (4300004), is a RAV Network 4 road.

Crossman – Dwarda Road is a RAV Network 4 road (conditional).

Fourteen Mile Brook Road (4270004) is a RAV Network 4 road.

Fourteen Mile Brook Road (4300005) is a RAV Network 4 road.

Dwarda East Road is a RAV Network 4 road (conditional).

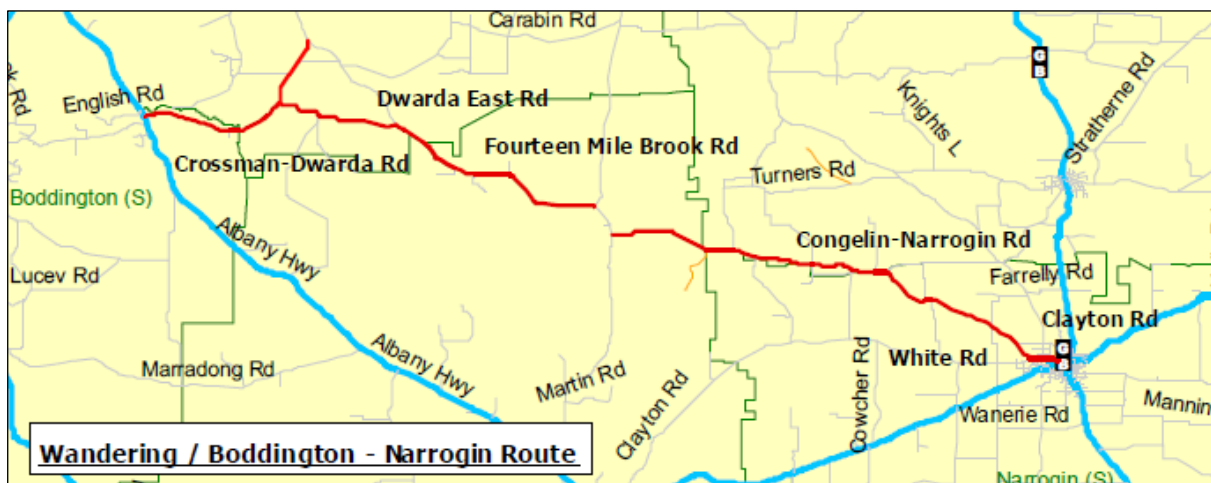
DEVELOPMENT NEED

The current seal width, which in places is 3.6 m wide, is insufficient and needs to be widened to cater for the volume and type of vehicles using this road. Maintenance costs will increase due to edge wear particularly as increasing numbers of heavy vehicles use this route for the future demand of product transport.

The Williams Shire section of Fourteen Mile Brook Road has been sealed to 7m.

DEVELOPMENT STRATEGY

Widen the existing seal and seal gravel sections of the route to provide a consistent seal width along the entire route for heavy vehicle movements and the mix of intra-regional and tourist traffic. Widen the road to a uniform Type 5 standard.



WHINBIN ROCK ROAD

Road No. 4180205

Narrogin Shire

Last Reviewed: April 2021

FUNCTION

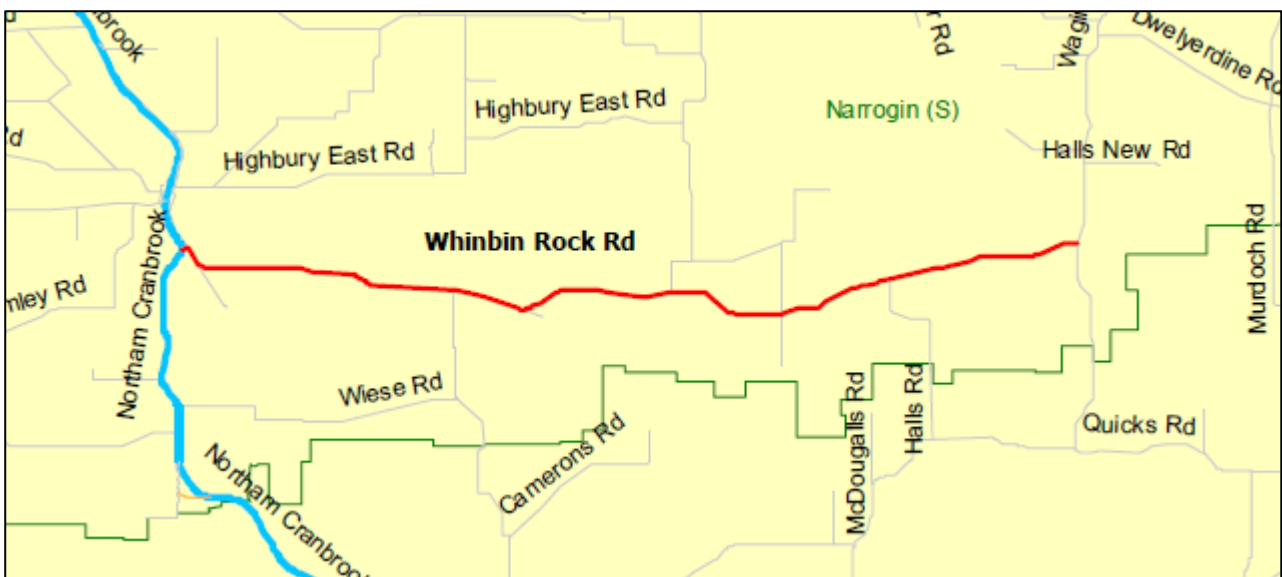
Whinbin Rock Road local distributor RAV 4 road and allows heavy haulage vehicles travelling West to bypass the town site of Narrogin and re-join the Great Southern Highway just after the Highbury township. Heavy vehicles frequently use this road to transport their hay commodity South to Albany where there it is exported internationally. Agricultural businesses also rely on this road throughout the annual harvest period.

DEVELOPMENT NEED

Whinbin Rock Rd is a major commodity route for Ballards HWY Plant and a regional commodity transport link to the Great Southern HWY. There is currently 13km of unseal gravel road pavement that has been identified in the Shire's 10 years road program 2021-2031 for sealing to improve safety along this valuable commodity route.

DEVELOPMENT STRATEGY

Construct and seal the remaining 13km to 7.2m seal width with 1.5m shoulder giving 10.2m pavement width. This will improve safety for RAV and other road users and allow for commodity transport growth.



WICKEPIN – CORRIGIN ROAD

Roads No. 4040171 and 4290001
Regional Distributors

Corrigin and Wickepin Shires

Last Reviewed: March 2021

FUNCTION

This road provides a direct link between the two towns of Corrigin and Wickepin and in so doing it links Yealering and Bullaring also. It provides access to the farming and general community as well as tourism and school buses.

Wickepin – Corrigin Road (4040171) is a RAV Network 5 road.

Wickepin – Corrigin Road (4290001) is a RAV Network 4 road (conditional).

DEVELOPMENT NEED

Some small sections of this road still have a single lane seal and there are longer sections sealed to less than 6 m wide. The traffic is expected to grow on this road in both normal traffic and RAV combinations. The mix of vehicle numbers and traffic type is hazardous on the narrow sections and leads to accelerated edge wear, which in turn increases the maintenance requirements of the road.

DEVELOPMENT STRATEGY

With the expected traffic growth there is a need to provide a safer and more efficient road link. This entire road, almost 58 km length, needs to be brought up to a Type 5 standard and then maintained at that level. This will then increase the safety and amenity of the road and provide benefits for the local community.



WICKEPIN – TARIN ROCK ROUTE

Wickepin – Harrismith Road (4290157, 4290002, 4180208) Regional Distributor

Collins Street (4290156) Regional Distributor

Tarin Rock Road (3060014) Regional Distributor

Boundary Road (4120055) Regional Distributor and Access Road

Muller Road (4120063) Regional Distributor

Stock Route Road (4290163) Regional Distributor

Wickepin, Narrogin, Dumbleyung and Kulin Shires

Last Reviewed: March 2021

FUNCTION

This is an important link from the south eastern wheatbelt through Wickepin to the Albany Highway or through Brookton to Perth. It carries agricultural produce, grain, fertiliser, livestock and general freight, as well as being part of a tourist route. It also has a significant usage by heavy traffic accessing the Nomans Lake Receiving Point, which has been designated as a strategic receiving point by CBH.

Wickepin – Harrismith Road (4290157) is a RAV Network 4 road.

Wickepin – Harrismith Road (4180208) is a RAV Network 4 road.

Wickepin – Harrismith Road (4290002) is a RAV Network 4 road (conditional).

Collins Street is a RAV Network 2 road (conditional).

Tarin Rock Road is a RAV Network 3 road. (Up-grade to RAV Network 4)

Boundary Road is a RAV Network 3 road (conditional).

Muller Road is a RAV Network 3 road (conditional).

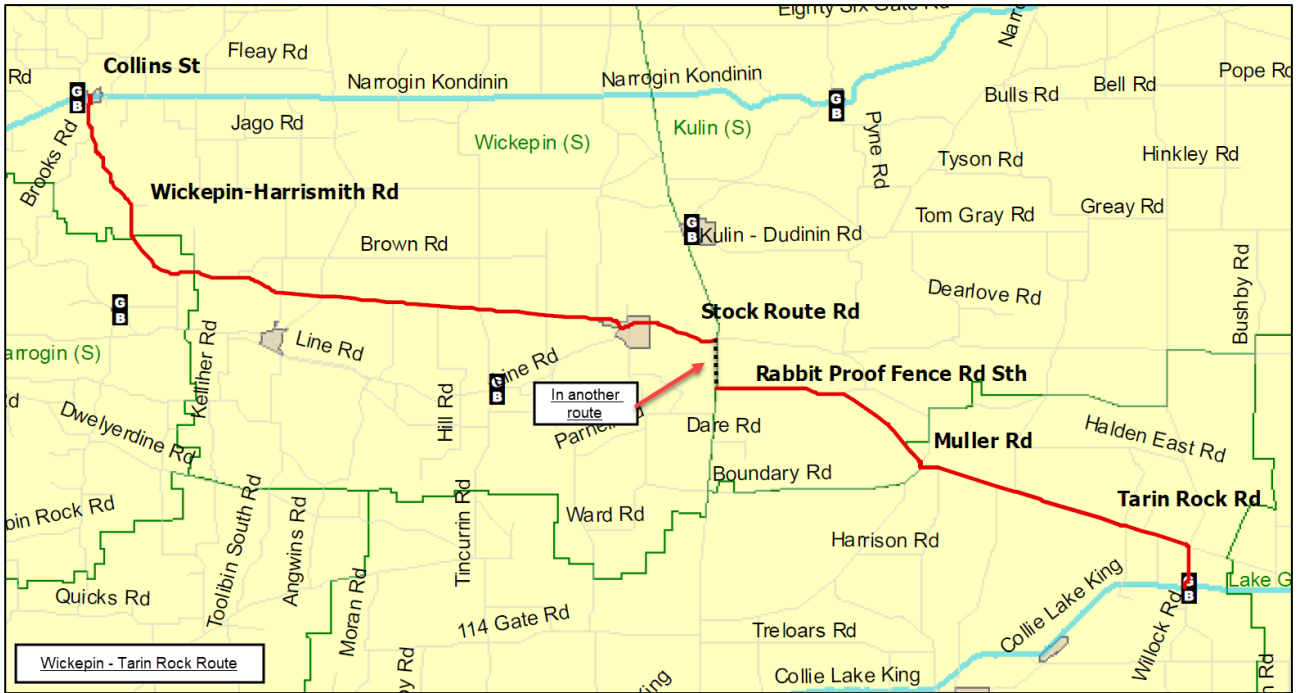
Narrogin – Harrismith Road is a RAV Network 4 road.

DEVELOPMENT NEED

The seal width is insufficient in places and needs to be widened to cater for the volume and type of vehicles using this road. Maintenance costs will increase due to edge wear particularly as heavy vehicles use it more and there are safety concerns with heavy vehicles and passenger vehicles travelling on the narrow seal. There are also sections of the existing road geometry that need to be addressed in order to improve the sight distance and alignment of the road.

DEVELOPMENT STRATEGY

Provide additional seal and shoulder width to cater for the anticipated increase in heavy vehicles and recreational/tourist traffic. Widen to a minimum Type 5 standard. Undertake geometric improvements to the alignment.



WICKEPIN – WANDERING ROUTE

Cuballing East Road (4050006, 4290024)

Cuballing West Road (4050003)

Campbell Street (4050140)

Regional Distributors

Cuballing and Wickepin Shires

Last Reviewed: May 2021

FUNCTION

This route provides a more direct route to Perth from Wickepin and other locations in this area of the Wheatbelt. The roads which make up this route service the abutting agricultural properties together with motorists wishing to bypass Narrogin on their journey to Perth, being 6 km shorter than the journey via Narrogin and Williams.

The Shire of Cuballing has concerns about the potential route duplicating state roads from Wickepin to North Bannister, significantly increasing the RAV vehicles travelling through the townsite of Cuballing. The Shire of Cuballing has therefore not permitted RAV vehicles to use this route as a through route for haulage to North Bannister.

The Cuballing East Road (4050006) is used by an increasing number of heavy vehicles carrying agricultural produce, grain, livestock and fertiliser. This road is a key route from CBH facilities in Wickepin and other locations in this area to the Brookton CBH railhead.

Cuballing East Road (4050006) is a RAV Network 6 road (conditional).

Cuballing West Road (4050003) is a RAV Network 6 road (conditional).

Campbell Street (4050140) is a RAV Network 6 road (conditional).

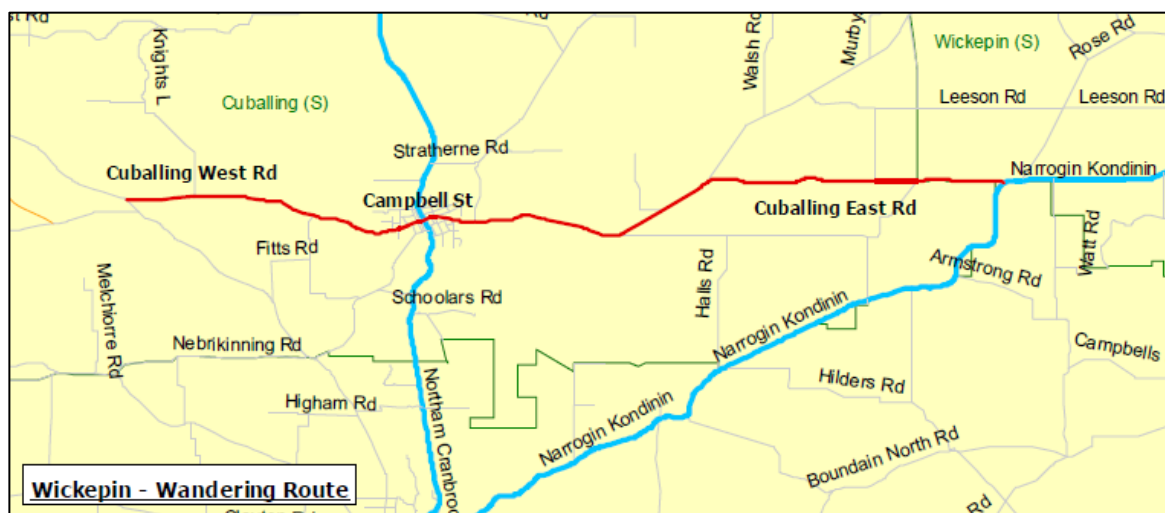
DEVELOPMENT NEED

Conditional approval has been granted to RAV units to service properties along the Cuballing West Road. Cuballing West Road (4050003) RAV conditional permit has a requirement that specifies actual pickup or drop off as per waybill. The Shire of Cuballing is reluctant to permit unconditional RAV access when the current state of the road is likely to create some hazards as traffic numbers increase.

DEVELOPMENT STRATEGY

Widen the narrow seal to provide a consistent seal width along the entire route for heavy vehicle movements and the mix of intra-regional and tourist traffic. Widen to a uniform Type 5 standard.

Whilst some widening works have been completed there are some sections of Cuballing West Road showing signs of significant failure. This is likely due to the fact that the road was never originally designed or built to take the loadings presently being placed on it.



WILLIAMS – DARKAN ROAD

Road No. 3160213 and 4300128
Regional Distributor

West Arthur and Williams Shires

Last Reviewed: March 2021

FUNCTION

Williams-Darkan Road provides a link between Bunbury and Narrogin. The road provides inter-town access between Williams and Darkan, enabling residents of Darkan and surrounding areas to access Albany Highway via Williams. The road carries a mix of traffic including RAV combinations carting grain, hay, livestock, fertiliser and wool.

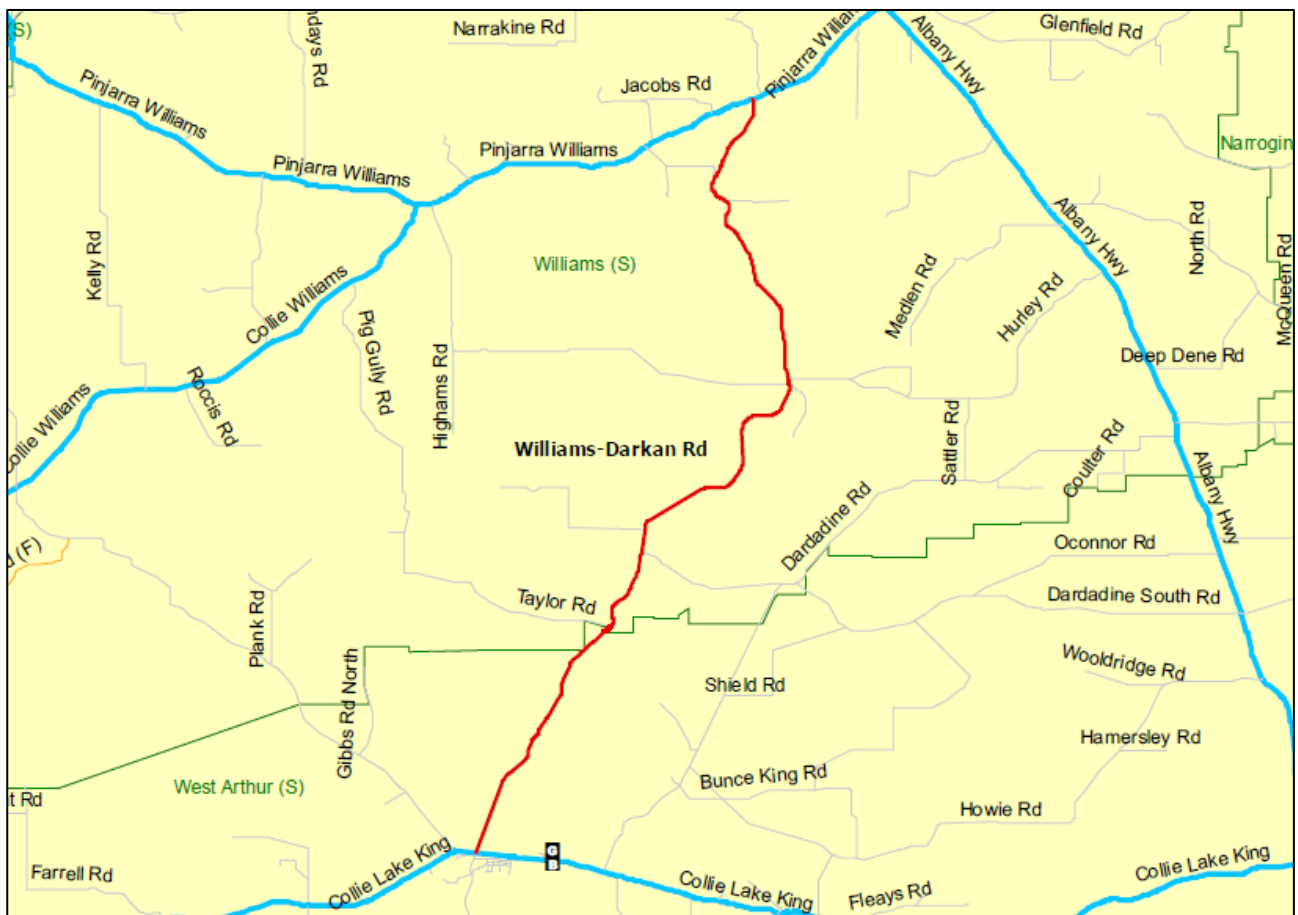
Williams – Darkan Road is a RAV Network 4 road.

DEVELOPMENT NEED

This road was transferred from State to Local Government in 2007/08. Road was widened to type 5 prior to handover, however widening of infrastructure such as culverts have yet to be completed.

DEVELOPMENT STRATEGY

Improve traffic safety by selectively improving road geometry. Increase driver comfort levels by undertaking surface correction to areas of high roughness and rutting. Widen culvert infrastructure to match road widening.



YEALERING – KULIN ROUTE

Yealering – Kulin Road (4040010, 4120004) Local Distributor
Wickepin – Corrigin Road (4040171, 4290001) Regional Distributor

Corrigin, Kulin and Wickepin Shires

Last Reviewed: March 2021

FUNCTION

These roads form part of a route connecting the Kulin district to western areas of the region. This route is an alternative journey to Perth, for both light and heavy vehicles, for Kulin and surrounding areas, particularly those in the areas along and around the Kulin and Lake Grace Local Government boundary. The route is used particularly by heavy traffic for farmers and transport operators to access the grain installation to the west of Yealering.

The route is part of the main transport route for local operators to access the hay pellet operation in Brookton. It is the connecting route between the towns of Kulin and Yealering. The route is a mix of sealed and unsealed road.

Yealering – Kulin Road (4120004) is a RAV Network 5 road (conditional).

Yealering – Kulin Road (4040010) is a RAV Network 5 road.

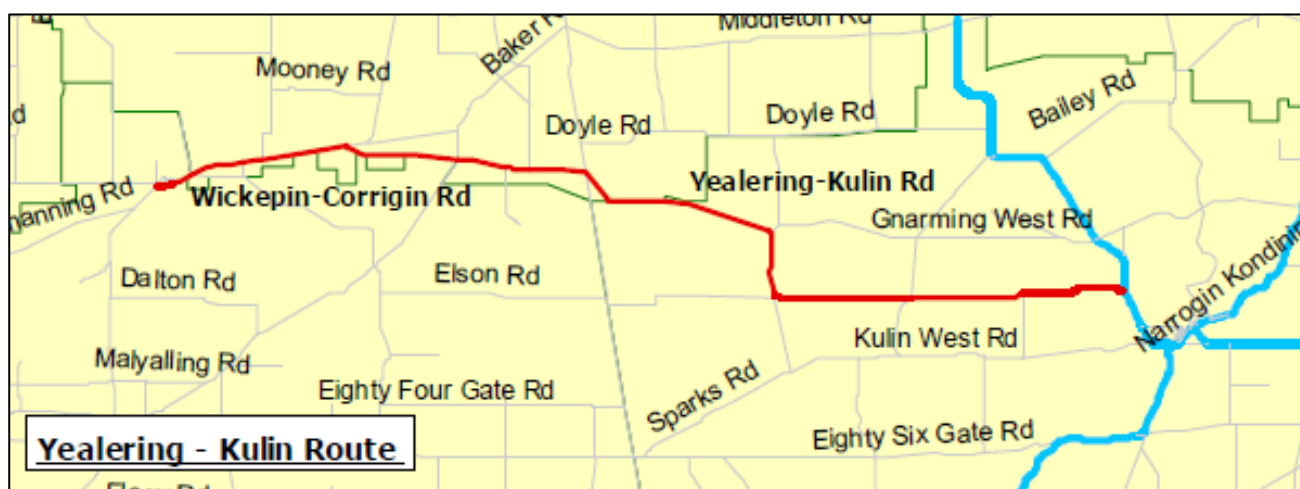
Lomos South Road (4290155) is a RAV Network 4 road (conditional).

DEVELOPMENT NEED

Road is now constructed to 7m Seal. The seal needs to be extended as funds become available. Existing sections of poor horizontal alignment require improvement and the road reconstructed for its entire length. These improvements will ensure the safety and efficiency of the route are brought up to the required standard.

DEVELOPMENT STRATEGY

Construct the road link to consistent bitumen and gravel standard for light/heavy traffic use.



YEO ROAD

Road No. 4020035

Access Road

Brookton Shire

Last Reviewed: March 2021

FUNCTION

This road provides a connection between Brookton Highway and Brookton – Kweda Road. It facilitates access to the CBH site at Brookton for areas to the north and east without the need to travel through the townsite.

Yeo Road is a RAV Network 5 road.

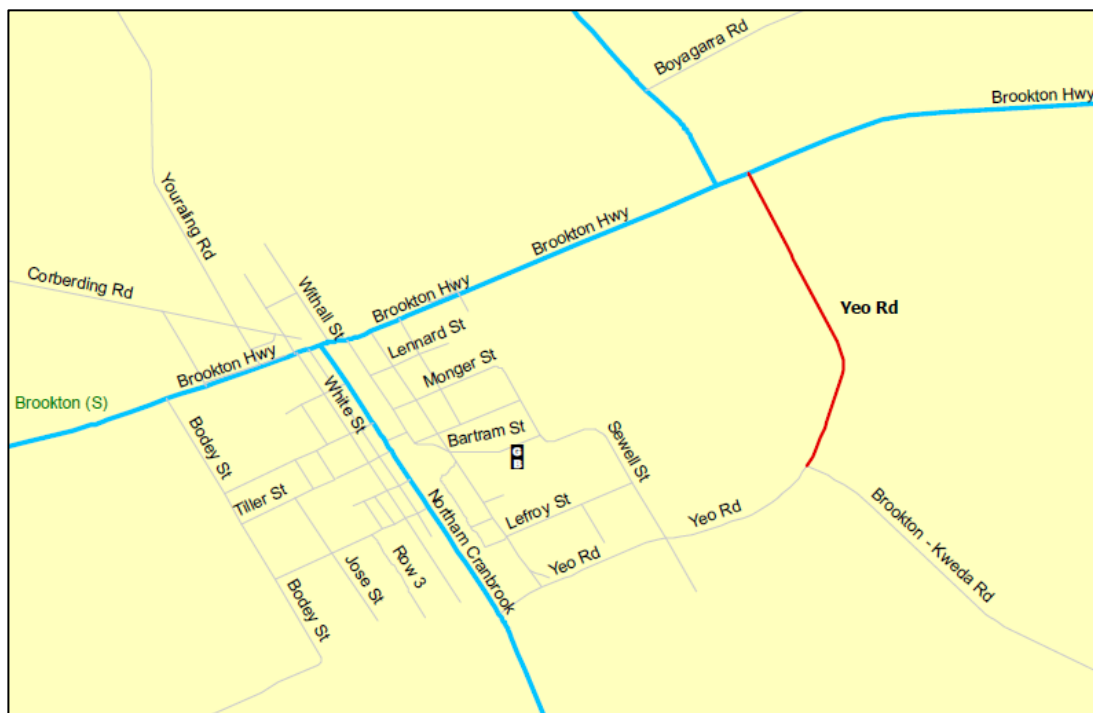
DEVELOPMENT NEED

The road at present is a Type 4 standard which is suitable for the length of road and type of combination currently using it. Maintenance is a critical issue and should be scheduled accordingly.

Any increase in the size of RAV combinations that use this road has the potential to improve the road standard to Type 5.

DEVELOPMENT STRATEGY

With upgrade and significant increase in storage capacity and transport movements to/from the CBH site at Brookton an elevation to road status and maintenance is paramount to ensuring the road is maintained in its present form so that there is no decrease in current service levels. Monitor traffic volumes as any an impending significant increase may will warrant improvement in the road standard.



YORK – KELLERBERRIN ROUTE

Cubbine Road (4240005)

Ralston Road (4240048)

Local Distributors

Quairading Shire

Last Reviewed: March 2021

FUNCTION

This route links York – Merredin Road to Quairading – Cunderdin Road and beyond to Tammin and Kellerberrin. It is an alternative route to York – Merredin Road. Primarily this route functions as a corridor for agriculturally based transport needs, however there is some tourist use of the route.

Ralston Road is a RAV Network 4 road.

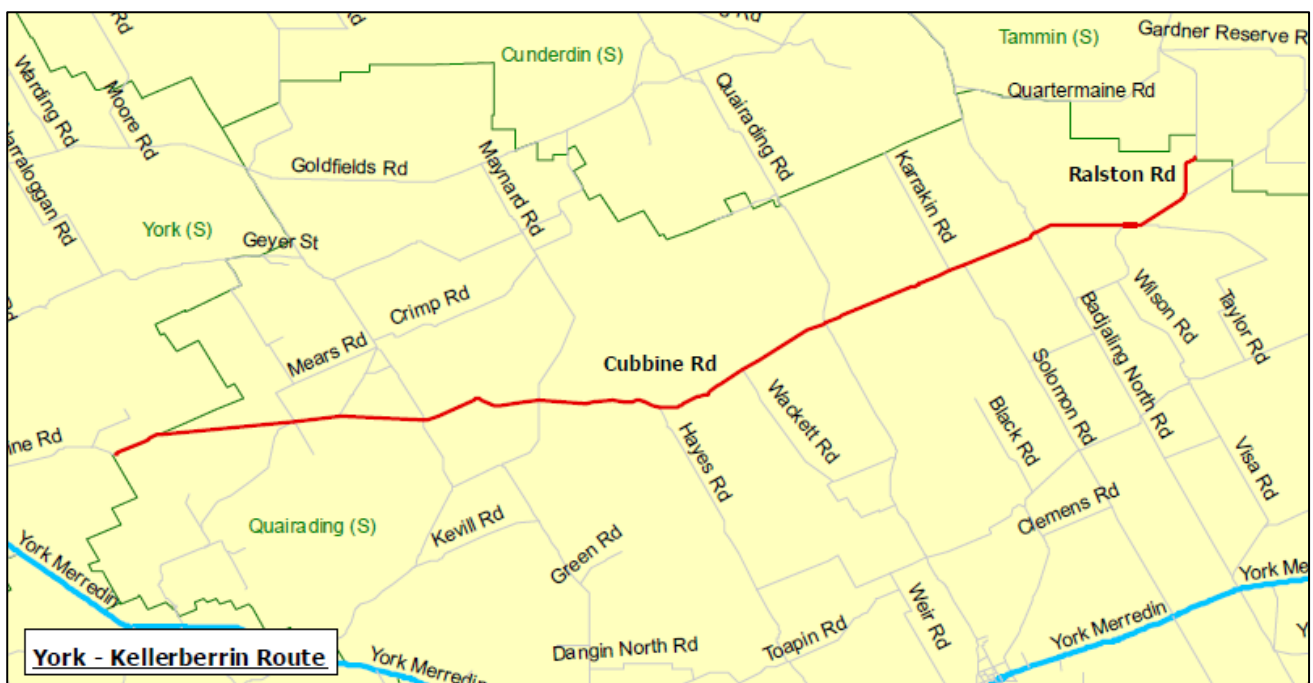
Cubbine Road is a RAV Network 4 road.

DEVELOPMENT NEED

Currently the road surface of this route is a combination of two-lane seal, narrow seal, and unsealed gravel sections. These roads should be reconstructed and sealed to a Type 5 standard to improve the safety and driver comfort and extend the life of the pavement.

DEVELOPMENT STRATEGY

It is recommended that this route be reconstructed to a Type 5 standard to adequately cater for the number and variety of vehicles, including heavy vehicles, utilising it.



YORK – WANDERING ROUTE

North Wandering Road (4270001)

Kubbine Road (4270011)

Local Distributors

Wandering Shire

Last Reviewed: March 2021

FUNCTION

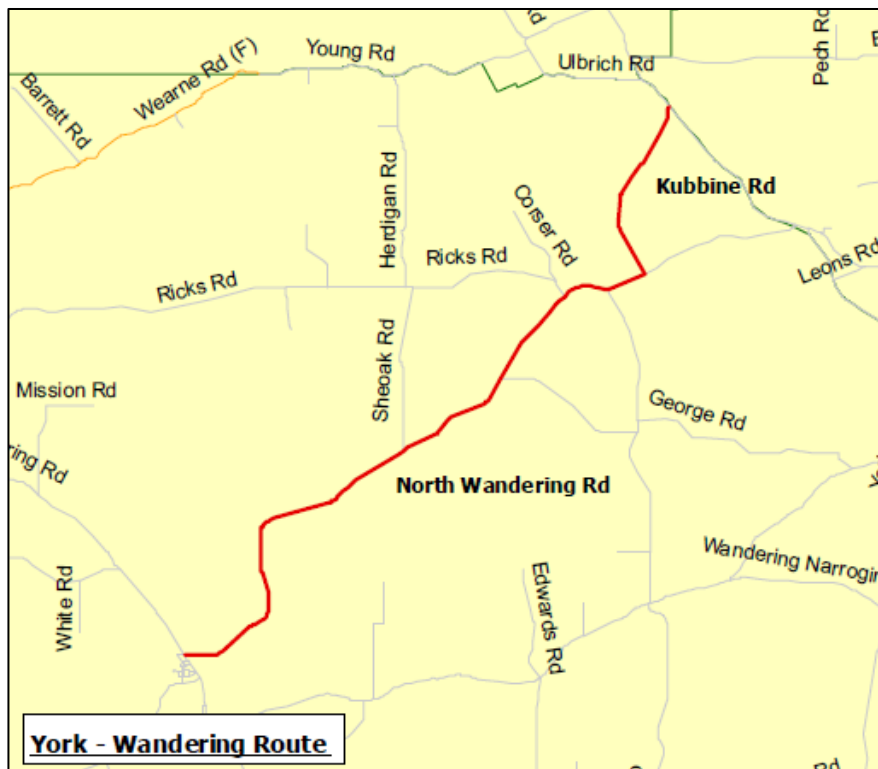
This route provides access between Albany Highway and Northam, creating a link between Wandering and York – Williams Road. It is an important link from the south-west areas of the Wheatbelt region to the Avon area. The route is used to cart grain, general freight and livestock.

DEVELOPMENT NEED

- Steady traffic growth is expected on this route due to its regional significance as a link between two major areas and providing a link from the Wandering area to the regional grain bin at Brookton.
- Increasing volumes of harvested grain and the subsequent transport requirements will promote the need to upgrade this route to a more suitable standard, sufficient to handle the growing transport demand as well as the needs of the normal commuter traffic.

DEVELOPMENT STRATEGY

- Widen along the entire route for heavy vehicle movements and the mix of intra-regional tourist traffic. Seal existing unsealed sections to create a network of roads that have a minimum of 7 m seal width standard.



YORK – WILLIAMS ROUTE

York – Williams Road (4020004, 4230005, 4010003, 4270007, 4300001)

Wandering – Narrogin Road (4270057)

Local Distributors

Brookton, Pingelly, Beverley, Wandering and Williams Shires

Last Reviewed: March 2021

FUNCTION

The York – Williams Road starts on Northam-Cranbrook Road and passes through the Beverley, Brookton, Pingelly, Wandering and Williams Shires terminating on Albany Highway approximately 3 km north of the Williams townsite. Tourists turn off to visit Boyagin Rock and the Boyagin Nature Reserve using the southern section of York – Williams Road.

Stock is being transported from Wandering, Pingelly and Brookton along York – Williams Road to the Linley Valley abattoirs and this has increased significantly with the closure of Robbs Jetty. Livestock is also being transported through from Wickepin and Pingelly along the southern section of York – Williams Road onto Brookton Highway on its way to Midland.

Export hay is being carted from the same area through to York where it is being packaged prior to freighting to Fremantle. Straw and grain are being carted from York, Beverley and Brookton along York – Williams Road to Macco Feeds in Williams. Road transport of fertiliser back from Kwinana to Pingelly and Wickepin is occurring. Farmers from the Wandering, Pingelly and Brookton Shires cart grain to the Dale Bin extensively during harvest using the southern section of York – Williams Road.

Farmers are increasing using this road to access the Narrakine Grain receival site which is a strategic site in the CBH Kwinana Zone.

York – Williams Road (4020004 and 4010003) is a RAV Network 4 road (conditional).

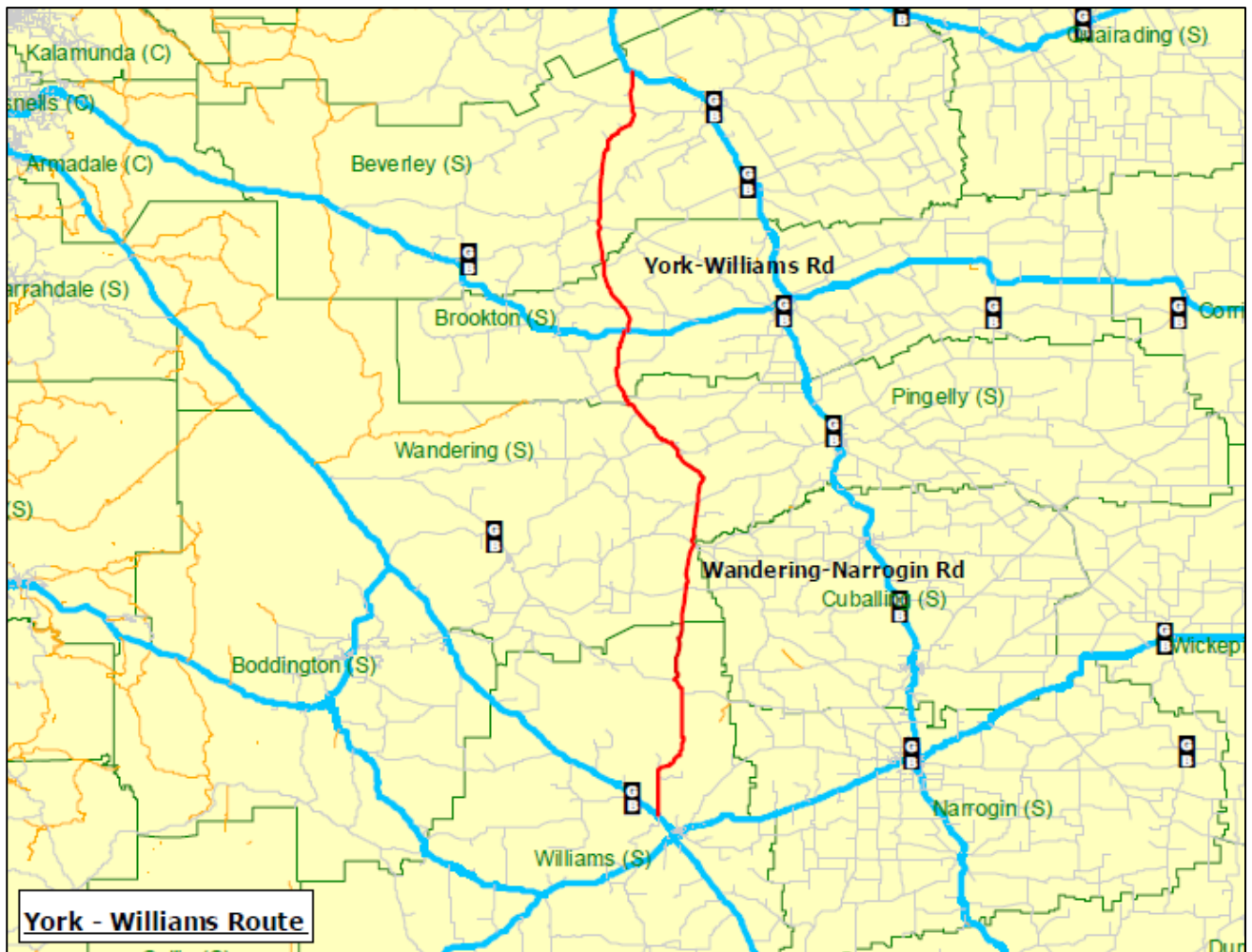
York – Williams Road (4300001) is a RAV Network 3 road.

DEVELOPMENT NEED

Increasing volumes of livestock, grain, fertiliser, passenger and tourist vehicles will require the road to be upgraded to a standard sufficient to handle the mix and variety of vehicles. There are safety concerns with heavy vehicles and passenger vehicles travelling on this road. Maintenance costs are increasing due to its increased use.

DEVELOPMENT STRATEGY

Due to its length this road can only be upgraded progressively; this is to be done to a minimum Type 5 standard. This will provide a route that will continue to be heavily trafficked, however with improved safety levels. Some sections, though both Brookton and Wandering Shires are of gravel road only. For greater safety these need to be upgraded to a suitable bitumen road surface.



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.

The RRG has adopted road standards that are appropriate for its roads of regional significance, based on traffic volume and composition. These standard road type descriptions are detailed in the table and are also shown in submission attachment.

| Road Type & Description | 2 Formed | 3 Gravel | 4 Sealed | 5 Sealed | 6 Sealed | 7 Sealed |
|--------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| New Construction ¹ | | | 6.0 m | 7.0 m | 8.0 – 9.0m | Passing Lane |
| Existing Roads ² | | | < 5.6 m | 5.6-7.0 m | > 7.0 m | |
| ADT Range | 0-30 | 31-50 | 51-100 | 101-500 | 501-1000 | > 1000 |
| Daily ESA Range | 0-5 | 6-20 | 21-40 | 41-60 | > 60 | |

¹ Seal widths are the minimum for new construction of the relevant road type

² Width range for the purpose of determining road type for existing roads

ROAD NUMBERING SYSTEM

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

State Roads, managed by Main Roads Western Australia, have road numbers beginning with the letter “H” (designating that the State Road is a Highway) or the letter “M” (designating that the State Road is a Main Road).

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 Great Southern Region.

| Local Government Authority | Code |
|-----------------------------------|-------------|
| Beverley | 401 |
| Brookton | 402 |
| Bruce Rock | 403 |
| Corrigin | 404 |
| Cuballing | 405 |
| Dumbleyung | 306 |
| Kondinin | 410 |
| Kulin | 412 |
| Lake Grace | 311 |
| Narembeen | 417 |
| Narrogin | 419 |
| Pingelly | 423 |
| Quairading | 424 |
| Wagin | 315 |

| | |
|-------------|-----|
| Wandering | 427 |
| West Arthur | 316 |
| Wickepin | 429 |
| Williams | 430 |

As an example, consider Williams – Darkan Road. The portion of the road (4300128) managed by Williams Shire has been labelled “0128” by this shire. West Arthur Shire has labelled its portion of Williams – Darkan Road (3160213) as “0213”.

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

| WHEATBELT SOUTH RRG ROADS | | | | | | | | | | |
|-------------------------------------|-----------------------------|--------------------|---------------------------------|-------------------------|-----------------|---------------|--------------------|------------------|---------------------|------------------|
| | | | | | SLKS & LENGTH | | | | ROAD SURFACE KMS | |
| Route Name | Road Name | Road Number | Road Hierarchy | Local Government | SLK FROM | SLK TO | Road Length | TOTAL KMS | SEALED | UN SEALED |
| AINSWORTH BIN ACCESS ROAD | Babakin Corrigin Road | 4030027 | Local Distributor | Bruce Rock | 0.00 | 5.73 | 5.73 | 39.42 | 5.73 | |
| | Babakin East Road | 4030051 | Local Distributor / Access Road | Bruce Rock | 0.00 | 0.30 | 0.30 | | 0.30 | |
| | Babakin North Road | 4030110 | Local Distributor | Bruce Rock | 0.00 | 4.80 | 4.80 | | 4.80 | |
| | Babakin North West Road | 4030030 | Local Distributor | Bruce Rock | 0.18 | 0.64 | 0.46 | | 0.46 | |
| | Old Beverley Road | 4030050 | Local Distributor / Access Road | Bruce Rock | 34.22 | 39.86 | 5.64 | | 5.64 | |
| | Babakin Corrigin Road | 4040016 | Local Distributor | Corrigin | 0.00 | 20.59 | 20.59 | | 20.59 | |
| | Walton Street | 4040124 | Local Distributor | Corrigin | 0.00 | 1.90 | 1.90 | | 1.90 | |
| ARTHUR RIVER DINNINUP ROAD | Arthur River Dinninup Road | 3160203 | Regional Distributor | West Arthur | 0.00 | 60.26 | 60.26 | 60.26 | 60.26 | |
| BEAUFORT RIVER - WAGIN ROUTE | Beaufort Road | 3150002 | Local Distributor | Wagin | 0.00 | 30.90 | 30.90 | 36.14 | 20.99 | 9.89 |
| | Umbra Street | 3150108 | Local Distributor | Wagin | 0.00 | 0.67 | 0.67 | | 0.67 | |
| | Beaufort Road | 3160025 | Local Distributor | West Arthur | 0.00 | 4.57 | 4.57 | | | 4.57 |
| BEVERLEY - ARDATH ROUTE | Morbinning Road | 4010001 | Local Distributor | Beverley | 0.00 | 27.13 | 27.13 | 116.85 | 23.07 | 4.06 |
| | Old Beverley Road | 4030050 | Local Distributor / Access Road | Bruce Rock | 0.00 | 47.50 | 47.50 | | 18.61 | 28.89 |
| | Old Beverley East Road | 4240006 | Local Distributor | Quairading | 0.00 | 15.12 | 15.12 | | 15.12 | |
| | Old Beverley West Road | 4240007 | Local Distributor | Quairading | 0.00 | 19.99 | 19.99 | | 1.58 | 18.41 |
| | Quairading Corrigin Road | 4240166 | Regional Distributor | Quairading | 11.42 | 18.53 | 7.11 | | 10.51 | |
| BEVERLEY BIN ACCESS ROUTE | Delisle Street | 4010120 | Access Road | Beverley | 0.00 | 0.41 | 0.41 | 1.21 | 0.41 | |
| | Forrest Street | 4010103 | Access Road | Beverley | 1.25 | 2.05 | 0.80 | | 0.80 | |
| BELLERICAY EAST ROAD | Billericay East Road | 4100020 | Local Distributor / Access Road | Kondinin | 0.00 | 41.69 | 41.69 | 70.30 | | 41.69 |
| | Billericay East Road | 4170021 | Local Distributor / Access Road | Narembeen | 0.00 | 28.61 | 28.61 | | | 28.61 |
| BOWELLING DURANILLIN ROAD | Bowellling Duranillin Road | 3160003 | Local Distributor | West Arthur | 0.00 | 36.40 | 36.40 | 36.40 | 36.40 | |
| BRUCE ROCK NAREMBEEN ROUTE | Bruce Rock Narembeen Road | 4030176 | Regional Distributor | Bruce Rock | 0.00 | 23.99 | 23.99 | 38.75 | 23.99 | |
| | Johnson Street | 4030175 | Access Road | Bruce Rock | 0.00 | 0.65 | 0.65 | | 0.65 | |
| | Bruce Rock Narembeen Road | 4170128 | Regional Distributor | Narembeen | 0.00 | 13.65 | 13.65 | | 13.65 | |
| | Longhurst Street | 4170129 | Regional Distributor | Narembeen | 0.00 | 0.46 | 0.46 | | 0.46 | |
| BULYEE CUNDERDIN - QUAIRADING ROUTE | Quairading – Cunderdin Road | 4240162 | Regional Distributor | Quairading | 0.00 | 20.23 | 20.23 | 65.06 | 20.23 | |
| | Bulyee Quairading Road | 4040008 | Local Distributor | Corrigin | 0.00 | 14.87 | 14.87 | | 14.87 | |
| | Ashton Street | 4240165 | Regional Distributor | Quairading | 0.00 | 1.13 | 1.13 | | 1.13 | |
| | Bulyee Quairading Road | 4240002 | Local Distributor | Quairading | 0.00 | 16.67 | 16.67 | | 16.67 | |
| | Junction Road | 4240133 | Regional Distributor | Quairading | 0.00 | 0.74 | 0.74 | | 0.74 | |
| | Quairading Corrigin Road | 4240166 | Regional Distributor | Quairading | 0.00 | 11.42 | 11.42 | | 11.42 | |
| CORBERDING ROUTE | Corberding Road | 4010043 | Local Distributor / Access Road | Beverley | 0.00 | 4.42 | 4.42 | 25.28 | 0.15 | 4.27 |
| | Corberding Road | 4020003 | Local Distributor / Access Road | Brookton | 0.09 | 20.35 | 20.26 | | 20.26 | |
| | Gaynor Street | 4020100 | Local Distributor / Access Road | Brookton | 0.00 | 0.12 | 0.12 | | 0.12 | |
| | Humphry Street | 4020147 | Access Road | Brookton | 0.00 | 0.48 | 0.48 | | 0.48 | |
| CORRIGIN BRUCE ROCK ROAD | Corrigin Bruce Rock Road | 4030174 | Regional Distributor | Bruce Rock | 0.00 | 39.29 | 39.29 | 62.52 | 39.29 | |
| | Corrigin Bruce Rock Road | 4040168 | Regional Distributor | Corrigin | 0.00 | 23.23 | 23.23 | | 23.23 | |
| CORRIGIN NAREMBEEN ROAD | Corrigin Narembeen Road | 4040172 | Regional Distributor | Corrigin | 0.00 | 13.36 | 13.36 | 30.39 | 13.36 | |
| | Corrigin Narembeen Road | 4170135 | Regional Distributor | Narembeen | 0.00 | 17.03 | 17.03 | | 17.03 | |

| | | | | | | | | | | |
|------------------------------------|------------------------------|---------|--|-------------|-------|-------|-------|--------|-------|-------|
| CRAMPHORNE ROAD | Cramphorne Road | 4030011 | Regional Distributor | Bruce Rock | 0.00 | 17.98 | 17.98 | 60.27 | 17.98 | |
| | Cramphorne Road | 4170013 | Regional Distributor | Narembeen | 0.00 | 42.29 | 42.29 | | 42.29 | |
| CUBALLING - BULYEE ROUTE | Bulyee Road | 4040026 | Regional Distributor | Corrigin | 0.00 | 11.98 | 11.98 | 68.34 | 11.98 | |
| | Stratherne Road | 4050001 | Local Distributor | Cuballing | 0.00 | 26.93 | 26.93 | | 21.04 | 5.89 |
| | Bulyee Road | 4230025 | Regional Distributor | Pingelly | 0.00 | 7.11 | 7.11 | | 7.11 | |
| | Bullaring Road | 4230157 | Regional Distributor | Pingelly | 35.24 | 35.42 | 0.18 | | 0.18 | |
| | Milton Road | 4230016 | Local Distributor | Pingelly | 0.00 | 12.84 | 12.84 | | | 12.84 |
| | Wickepin Pingelly Road | 4230156 | Regional Distributor | Pingelly | 28.88 | 29.72 | 0.84 | | 0.84 | |
| | Yealering Pingelly Road | 4230007 | Local Distributor | Pingelly | 0.00 | 8.46 | 8.46 | | 4.63 | 3.83 |
| DALE - MAWSON ROUTE | Mawson Road | 4010167 | Regional Distributor | Beverley | 0.00 | 24.18 | 24.18 | 104.50 | 24.18 | |
| | Vincent Street | 4010125 | Local Distributor | Beverley | 0.43 | 3.88 | 3.45 | | 3.45 | |
| | Westdale Road | 4010166 | Regional Distributor | Beverley | 0.00 | 41.74 | 41.74 | | 41.74 | |
| | Dangin Mears Road | 4020008 | Regional Distributor / Local Distributor | Brookton | 0.00 | 12.93 | 12.93 | | 12.93 | |
| | Dangin Mears Road | 4240010 | Regional Distributor / Local Distributor | Quairading | 0.00 | 22.20 | 22.20 | | 22.20 | |
| DARCY STREET AND SPRINGHILL ROAD | Darcy Street | 4050010 | Access Road | Cuballing | 0.00 | 0.46 | 0.46 | | 0.46 | |
| | Springhill Road | 4050139 | Access Road | Cuballing | 0.00 | 6.75 | 6.75 | 7.21 | 6.75 | |
| DONGOLOCKING ROAD | Dongolocking Road | 4180209 | Local Distributor | Narrogin | 0.00 | 10.99 | 10.99 | 10.99 | 10.99 | |
| DUMBLEYUNG NYABING ROUTE | Bahr Road | 3060135 | Regional Distributor | Dumbleyung | 0.00 | 0.91 | 0.91 | 24.69 | 0.91 | |
| | Dumbleyung Nyabing Road | 3060123 | Regional Distributor | Dumbleyung | 0.00 | 23.78 | 23.78 | | 23.78 | |
| DUMBLEYUNG KUKERIN - PINGRUP ROUTE | Bath Street | 3060104 | Access Road | Dumbleyung | 0.00 | 0.54 | 0.54 | 70.54 | 0.54 | |
| | Bennet Street | 3060098 | Local Distributor | Dumbleyung | 0.00 | 2.27 | 2.27 | | 2.27 | |
| | Collier Street | 3060079 | Access Road | Dumbleyung | 0.00 | 0.26 | 0.26 | | 0.26 | |
| | Dualling Road | 3060104 | Access Road | Dumbleyung | 0.00 | 4.99 | 4.99 | | | 4.99 |
| | Kukerin South Road | 3060003 | Local Distributor | Dumbleyung | 0.00 | 18.84 | 18.84 | | 12.11 | 6.73 |
| | One Twenty Nine Road | 3060001 | Local Distributor | Dumbleyung | 0.00 | 43.47 | 43.47 | | 35.07 | 8.40 |
| | Scaddan Street | 3060128 | Local Distributor | Dumbleyung | 0.87 | 1.04 | 0.17 | | 0.17 | |
| GOLDFIELDS ROAD | Goldfields Road | 4240167 | Regional Distributor | Quairading | 0.00 | 9.16 | 9.16 | 9.16 | 9.16 | |
| HYDEN MT WALKER ROUTE | Hyden Mt Walker Road | 4100002 | Regional Distributor | Kondinin | 0.00 | 25.91 | 25.91 | 45.89 | 25.91 | |
| | McPherson Street | 4100123 | Regional Distributor | Kondinin | 0.00 | 0.36 | 0.36 | | 0.36 | |
| | Mt Walker Hyden Road | 4170006 | Regional Distributor | Narembeen | 4.05 | 23.67 | 19.62 | | 23.67 | |
| HYDEN - NORSEMAN ROUTE | East Hyden Bin Road | 4100140 | Regional Distributor | Kondinin | 0.00 | 28.56 | 28.56 | 108.17 | 28.56 | |
| | Hyden Norsemen Road | 4100032 | Regional Distributor | Kondinin | 0.00 | 79.61 | 79.61 | | 17.02 | 62.59 |
| JILAKIN STREET | Jilakin Street | 4120117 | Access Road | Kulin | 0.00 | 1.58 | 1.58 | 1.58 | 1.58 | |
| KELLERBERRIN SHACKLETON ROAD | Kellerberrin Shackleton Road | 4030002 | Local Distributor | Bruce Rock | 0.00 | 14.00 | 14.00 | 14.00 | 14.00 | |
| KOJONUP - PINJARRA ROUTE | Darkan Road | 3160201 | Regional Distributor | West Arthur | 0.00 | 33.29 | 33.29 | 82.04 | 33.29 | |
| | Darkan South Road | 3160206 | Regional Distributor | West Arthur | 0.00 | 0.78 | 0.78 | | 0.78 | |
| | Moodiarrup Changerup Road | 3160202 | Regional Distributor | West Arthur | 0.00 | 11.06 | 11.06 | | 11.06 | |
| | Quindanning Darkan Road | 3160007 | Local Distributor | West Arthur | 0.00 | 8.00 | 8.00 | | 8.00 | |
| | Quindanning Darkan Road | 4300002 | Local Distributor | Williams | 0.00 | 28.91 | 28.91 | | 17.41 | 11.50 |
| KONDININ - MERREDIN ROUTE | Kondinin Narembeen Road | 4100146 | Regional Distributor | Kondinin | 0.00 | 23.54 | 23.54 | 82.11 | 23.54 | |
| | Currall Street | 4170132 | Regional Distributor | Narembeen | 0.00 | 0.70 | 0.70 | | 0.70 | |
| | Latham Road | 4170133 | Regional Distributor | Narembeen | 1.34 | 1.48 | 0.14 | | 0.14 | |
| | Merredin Narembeen Road | 4170131 | Regional Distributor | Narembeen | 0.00 | 30.92 | 30.92 | | 30.92 | |
| | Kondinin Narembeen Road | 4170130 | Regional Distributor | Narembeen | 0.00 | 26.81 | 26.81 | | 26.81 | |

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| KUKERIN NORTH ROAD | Kukerin North Road | 3060004 | Local Distributor | Dumbleyung | 0.00 | 16.81 | 16.81 | 16.81 | 16.81 | |
| KULIN HOLT ROCK ROAD | Kulin Holt Rock Road | 4120163 | Regional Distributor | Kulin | 0.00 | 108.31 | 108.31 | 108.31 | 52.00 | 56.31 |
| KULIN - KATANNING ROUTE | Kulin Dumbleyung Road | 3060119 | Regional Distributor | Dumbleyung | 0.00 | 16.10 | 16.10 | 28.87 | 16.10 | |
| | Dudinin Jitarning Road | 4120162 | Regional Distributor | Kulin | 0.00 | 12.77 | 12.77 | | 12.77 | |
| MAGENTA ROAD | Magenta Road | 3110092 | Regional Distributor | Lake Grace | 0.00 | 51.68 | 51.68 | 51.68 | 27.62 | 24.06 |
| MARRADONG ROAD | Maradong Road | 4300011 | Local Distributor | Williams | 0.00 | 11.45 | 11.45 | 11.45 | 11.45 | |
| MAWSON - DOODENANNING ROUTE | Mawson Road | 4010100 | Local Distributor | Beverley | 0.00 | 0.35 | 0.35 | 26.86 | 0.35 | |
| | Doodenanning Mawson Road | 4240027 | Local Distributor | Quairading | 0.00 | 18.40 | 18.40 | | 18.40 | |
| | Carter Doodenanning Road | 4240026 | Local Distributor | Quairading | 0.00 | 8.11 | 8.11 | | 3.88 | 4.23 |
| MOORUMBINE - BROOKTON ROUTE | Brookton Kweda Road | 4020001 | Local Distributor | Brookton | 0.00 | 40.53 | 40.53 | 61.15 | 40.53 | |
| | Moorumbine Road | 4020010 | Local Distributor | Brookton | 0.00 | 7.60 | 7.60 | | 7.60 | |
| | Sewell Street | 4020104 | Access Road | Brookton | 0.00 | 0.53 | 0.53 | | 0.53 | |
| | Yeo Road | 4020035 | Local Distributor | Brookton | 1.78 | 3.52 | 1.74 | | 1.74 | |
| | Moorumbine Road | 4230011 | Local Distributor | Pingelly | 0.00 | 10.43 | 10.43 | | 0.88 | 9.55 |
| | Shaddick Road | 4230010 | Local Distributor | Pingelly | 0.00 | 0.32 | 0.32 | | 0.32 | |
| MOULYINNING BIN ACCESS ROUTE | Moulyinning North Road | 3060050 | Access Road | Dumbleyung | 6.70 | 12.25 | 5.55 | 24.95 | | 5.55 |
| | Candlelight Road | 3060020 | Access Road | Dumbleyung | 0.00 | 19.40 | 19.40 | | | 19.40 |
| NAREMBEEN - DOODLAKINE ROUTE | Doodlakine Bruce Rock Road | 4030173 | Regional Distributor | Bruce Rock | 0.00 | 23.51 | 23.51 | 24.26 | 23.51 | |
| | Noonajin Road | 4030134 | Regional Distributor | Bruce Rock | 0.00 | 0.75 | 0.75 | | 0.75 | |
| NAREMBEEN - MUNTADGIN ROUTE | Coverley Road | 4170040 | Local Distributor | Narembreen | 5.55 | 15.48 | 9.93 | 38.78 | | 9.93 |
| | Fricker Road | 4170174 | Access Road | Narembreen | 0.98 | 1.10 | 0.13 | | 0.13 | |
| | Latham Road | 4170133 | Regional Distributor | Narembreen | 0.00 | 1.34 | 1.34 | | 1.34 | |
| | Soldiers Road | 4170004 | Local Distributor | Narembreen | 0.00 | 2.88 | 2.88 | | | |
| | Wadderin Graball Road | 4170009 | Local Distributor | Narembreen | 0.00 | 9.22 | 9.22 | | | 9.22 |
| | Wogarl Muntadgin Road | 4170019 | Local Distributor | Narembreen | 0.00 | 15.28 | 15.28 | | | 15.28 |
| NAREMBEEN - SOUTHERN CROSS ROUTE | Mt Walker Hyden Road | 4170052 | Local Distributor | Narembreen | 0.00 | 4.05 | 4.05 | 84.64 | 23.67 | |
| | Mt Walker Road | 4170134 | Regional Distributor | Narembreen | 0.00 | 41.44 | 41.44 | | 41.11 | |
| | Sloss Road | 4170052 | Local Distributor | Narembreen | 12.06 | 16.21 | 4.15 | | | 4.15 |
| | Soldiers Road | 4170004 | Local Distributor | Narembreen | 40.71 | 75.71 | 35.00 | | | 35.00 |
| NAREMBEEN HYDEN - WOOLOCUTTY ROUTE | Lovering Road | 4100004 | Local Distributor | Kondinin | 0.00 | 24.00 | 24.00 | 72.94 | 24.00 | |
| | Woolocutty Soak Road | 4100072 | Local Distributor | Kondinin | 0.00 | 11.59 | 11.59 | | 11.59 | |
| | Anderson Rocks Road | 4170044 | Local Distributor | Narembreen | 0.00 | 25.88 | 25.88 | | | 25.88 |
| | Williamson Road | 4170046 | Local Distributor | Narembreen | 8.81 | 11.15 | 2.34 | | | 2.34 |
| | Woolocutty Soak Road | 4170055 | Local Distributor | Narembreen | 0.00 | 9.13 | 9.13 | | 7.24 | 1.89 |
| NARROGIN - HARRISMITH ROUTE | Narrakine Road | 4180112 | Local Distributor | Narrogin | 1.83 | 2.12 | 0.29 | 48.02 | 0.29 | |
| | Forrest Street | 4180003 | Local Distributor | Narrogin | 0.00 | 1.46 | 1.46 | | 1.46 | |
| | Herald Street | 4180126 | Regional Distributor | Narrogin | 0.00 | 1.27 | 1.27 | | 1.27 | |
| | Narrogin Harrismith Road | 4180331 | Regional Distributor | Narrogin | 0.00 | 35.14 | 35.14 | | 35.14 | |
| | Toolibin North Road | 4290010 | Regional Distributor | Wickepin | 15.58 | 20.14 | 4.56 | | 4.56 | |
| | Yilliminning Road (prev Narrogin Harrismith) | 4290004 | Regional Distributor | Wickepin | 0.00 | 5.30 | 5.30 | | 5.30 | |
| NARROGIN - NORTH BANNISTER ROUTE | Wandering Narrogin Road | 4050129 | Regional Distributor | Cuballing | 0.00 | 32.41 | 32.41 | 93.85 | 32.41 | |
| | Narrakine Road | 4180112 | Regional Distributor | Narrogin | 0.00 | 1.82 | 1.82 | | 1.82 | |
| | Wandering Narrogin Road | 4180332 | Regional Distributor | Narrogin | 0.00 | 6.53 | 6.53 | | 6.53 | |
| | North Bannister Wandering Road | 4270055 | Regional Distributor | Wandering | 0.00 | 26.16 | 26.16 | | 26.16 | |
| | Wandering Narrogin Road | 4270057 | Regional Distributor | Wandering | 0.00 | 6.50 | 6.50 | | 6.50 | |
| | Wandering Pingelly Road | 4270056 | Regional Distributor | Wandering | 0.00 | 20.43 | 20.43 | | 20.42 | |

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|---------------------------------------|---------------------------------|----------|--|------------|-------|-------|-------|--------|-------|-------|
| NARROGIN TRUCK ROUTE NORTH | Clayton Road | 4180047 | Local Distributor | Narrogin | 0.00 | 20.16 | 20.16 | 22.01 | 20.16 | |
| | McKenzie Road | 4180341 | Local Distributor | Narrogin | 0.00 | 1.85 | 1.85 | | | 1.85 |
| NARROGIN TRUCK ROUTE SOUTH | Cooramining Road | 4180217 | Local Distributor | Narrogin | 0.00 | 2.69 | 2.69 | 12.65 | 2.69 | |
| | Graham Road | 4180077 | Access Road | Narrogin | 0.55 | 1.37 | 0.82 | | 0.82 | |
| | Mokine Road | 4180051 | Access Road | Narrogin | 0.62 | 2.86 | 2.24 | | 2.24 | |
| | Narrakine Road South | 4180221 | Local Distributor | Narrogin | 1.01 | 2.56 | 1.55 | | 1.55 | |
| | Wanerie Road | 4180271 | Local Distributor | Narrogin | 0.00 | 2.70 | 2.70 | | 2.70 | |
| | Wanerie Road | 4180271 | Access Road | Narrogin | 2.70 | 5.35 | 2.65 | | 2.65 | |
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| NEWDEGATE PINGRUP ROAD | Newdegate Pingrup Road | 3110218 | Regional Distributor | Lake Grace | 0.00 | 37.66 | 37.66 | 37.66 | 37.66 | |
| NEWDEGATE - GRAHAM ROCK ROUTE | Allen Rocks Road | 4100005 | Regional Distributor | Kondinin | 0.00 | 6.30 | 6.30 | 67.10 | | 6.30 |
| | Allen Rocks Road | 4120014 | Regional Distributor | Kulin | 0.00 | 18.75 | 18.75 | | | 18.75 |
| | Pingaring Varley Road | 4120005 | Regional Distributor / Local Distributor | Kulin | 25.12 | 26.04 | 0.92 | | | 0.92 |
| | Newdegate North Road | 3110016 | Regional Distributor | Lake Grace | 0.00 | 41.13 | 41.13 | | 22.35 | 18.78 |
| NEWDEGATE - HYDEN ROUTE | Aylmore Road | 4100007 | Local Distributor | Kondinin | 0.00 | 13.40 | 13.40 | 80.41 | 13.40 | |
| | Aylmore Road | 4120030 | Local Distributor | Kulin | 0.00 | 22.93 | 22.93 | | | 22.93 |
| | Aylmore Road | 3110001 | Local Distributor | Lake Grace | 0.00 | 24.02 | 24.02 | | 4.42 | 19.60 |
| | Biddy Buniche Road | 3110178 | Local Distributor | Lake Grace | 5.73 | 12.05 | 6.32 | | 6.32 | |
| | Lake Biddy Road | 3110217 | Local Distributor | Lake Grace | 0.00 | 13.74 | 13.74 | | 13.74 | |
| NEWDEGATE - RAVENSTHORPE ROUTE | Old Ravensthorpe Road | 3110007 | Local Distributor | Lake Grace | 0.00 | 51.30 | 51.30 | 62.30 | | 51.30 |
| | Taylor Road | 3110003 | Local Distributor | Lake Grace | 0.00 | 11.00 | 11.00 | | | 11.00 |
| NEWDEGATE - SOUTHERN CROSS ROUTE | Carstairs Road | 4100141 | Local Distributor | Kondinin | 0.00 | 8.70 | 8.70 | 130.66 | | 8.70 |
| | Marvel Loch Forrestania Road | 41000980 | Local Distributor / Access Road | Kondinin | 0.00 | 59.01 | 59.01 | | | 59.01 |
| | Carstairs Road | 3110019 | Distributor | Lake Grace | 0.00 | 21.54 | 21.54 | | 1.62 | 19.92 |
| | Holt Rock South Road | 3110219 | Local Distributor | Lake Grace | 11.65 | 39.66 | 28.01 | | 28.01 | |
| | Varley South Road | 3110027 | Local Distributor | Lake Grace | 0.00 | 13.40 | 13.40 | | 13.40 | |
| NOMANS LAKE BIN ACCESS ROUTE | Nomans Lake Siding Road | 4180255 | Local Distributor | Narrogin | 0.00 | 6.12 | 6.12 | 10.11 | 6.12 | |
| | Read Road | 4180333 | Regional Distributor | Narrogin | 0.00 | 3.99 | 3.99 | | 3.99 | |
| NORSEMAN ROAD | Norseman Road | 3110022 | Regional Distributor | Lake Grace | 0.00 | 99.37 | 99.37 | 99.37 | 13.95 | 85.42 |
| NORTH LAKE GRACE - KARLGARIN ROUTE | Pederah Road | 4100147 | Regional Distributor | Kondinin | 0.00 | 8.32 | 8.32 | 64.65 | 8.32 | |
| | Pederah West Road | 4100137 | Regional Distributor / Access Road | Kondinin | 0.00 | 1.39 | 1.39 | | 1.39 | |
| | Swan Street | 4100152 | Regional Distributor | Kondinin | 0.00 | 0.62 | 0.62 | | 0.62 | |
| | North Lake Grace Karlgarin Road | 4120164 | Regional Distributor | Kulin | 0.00 | 22.51 | 22.51 | | 22.51 | |
| | North Lake Grace Karlgarin Road | 3110265 | Regional Distributor | Lake Grace | 0.00 | 31.81 | 31.81 | | 31.81 | |
| NORTH WANDERING ROAD | North Wandering Road | 4230004 | Local Distributor | Pingelly | 0.00 | 17.91 | 17.91 | 17.91 | 17.91 | |
| NYABING - DUDININ - KELLERBERIN ROUTE | Rabbit Proof Fence Road | 4040007 | Regional Distributor | Corrigin | 0.00 | 29.31 | 29.31 | 191.19 | 29.31 | |
| | Quairading Corrigin Road | 4040170 | Regional Distributor | Corrigin | 0.00 | 25.70 | 25.70 | | 25.70 | |
| | Rabbit Proof Fence Road | 3060005 | Regional Distributor | Dumbleyung | 0.00 | 24.47 | 24.47 | | 24.47 | |
| | Kulin Dumbleyung Road | 3060119 | Regional Distributor | Dumbleyung | 0.00 | 16.10 | 16.10 | | 16.10 | |
| | Dudinin Road | 4120139 | Local Distributor | Kulin | 0.00 | 0.73 | 0.73 | | 0.73 | |
| | Rabbit Proof Fence Road North | 4120003 | Regional Distributor | Kulin | 0.00 | 14.88 | 14.88 | | 14.88 | |
| | Rabbit Proof Fence Road South | 4120165 | Regional Distributor | Kulin | 0.00 | 20.16 | 20.16 | | 20.16 | |
| | Badjading North Road | 4240014 | Local Distributor | Quairading | 0.00 | 17.88 | 17.88 | | 7.93 | 9.95 |
| | Badjading South Road | 4240003 | Local Distributor / Access Road | Quairading | 0.00 | 10.30 | 10.30 | | 10.30 | |
| | Old Beverley East Road | 4240006 | Local Distributor | Quairading | 0.00 | 0.17 | 0.17 | | 0.17 | |
| | Quairading Corrigin Road | 4240166 | Regional Distributor | Quairading | 18.53 | 31.02 | 12.49 | | 12.49 | |
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| | Tammin Road | 4240031 | Access Road | Quairading | 0.00 | 2.46 | 2.46 | | 2.46 | |
| | Wills Road | 4240076 | Access Road | Quairading | 0.00 | 1.69 | 1.69 | | 1.69 | |
| | Rabbit Proof Fence Road | 4290150 | Regional Distributor | Wickepin | 0.00 | 14.85 | 14.85 | | 14.85 | |
| PINGELLY - KONDININ ROUTE | Bullaring Road | 4040003 | Local Distributor | Corrigin | 0.00 | 17.77 | 17.77 | 95.17 | 17.77 | |
| | Bullaring Gorge Rock Road | 4040004 | Local Distributor | Corrigin | 0.00 | 24.46 | 24.46 | | 12.22 | 12.24 |
| | Lomos South Road | 4040169 | Local Distributor | Corrigin | 0.00 | 6.97 | 6.97 | | 6.97 | |
| | Lomos Road South | 4290155 | Local Distributor | Wickepin | 0.00 | 6.28 | 6.28 | | 6.28 | |
| | Bullaring Road | 4230157 | Regional Distributor | Pingelly | 0.00 | 39.69 | 39.69 | | 39.69 | |
| PINGELLY - WICKEPIN ROUTE | Brown Street | 4230155 | Regional Distributor | Pingelly | 0.00 | 1.27 | 1.27 | 57.67 | 1.27 | |
| | Parker Street | 4230093 | Access Road | Pingelly | 0.00 | 0.61 | 0.61 | | 0.61 | |
| | Pasture Street | 4230082 | Regional Distributor | Pingelly | 0.70 | 0.778 | 0.08 | | 0.08 | |
| | Wickepin Pingelly Road | 4230156 | Regional Distributor | Pingelly | 0.00 | 29.72 | 29.72 | | 29.72 | |
| | Review Street | 4230081 | Access Road | Pingelly | 0.49 | 1.60 | 1.11 | | 1.11 | |
| | Pingelly Wickepin Road | 4290003 | Regional Distributor | Wickepin | 0.00 | 24.88 | 24.88 | | 24.88 | |
| QUAIRADING YOTING - KELLERBERRIN ROUTE | Kellerberrin Yoting Road | 4240164 | Regional Distributor | Quairading | 0.00 | 2.51 | 2.51 | 31.45 | 2.51 | |
| | Loudon Street | 4240134 | Local Distributor / Access Road | Quairading | 0.39 | 0.88 | 0.49 | | 0.49 | |
| | Mt Stirling Road | 4240012 | Local Distributor | Quairading | 0.00 | 28.45 | 28.45 | | 11.78 | 16.67 |
| TALBOT - BEVERLEY ROUTE | Talbot West Road | 4010012 | Local Distributor | Beverley | 0.00 | 7.48 | 7.48 | 21.84 | 7.48 | |
| | Waterhatch Road | 4010002 | Local Distributor | Beverley | 0.00 | 14.36 | 14.36 | | 14.36 | |
| TALBOT ROCK NORTH ROAD | Tarin Rock North Road | 3060017 | Local Distributor | Dumblebung | 0.00 | 15.60 | 15.60 | 54.29 | | 15.60 |
| | Tarin Rock North Road | 4120009 | Local Distributor | Kulin | 0.00 | 38.69 | 38.69 | | 14.00 | 24.69 |
| TARWONGA ROAD | Tarwonga Road | 4180204 | Regional Distributor | Narrogin | 0.00 | 27.15 | 27.15 | 27.15 | 27.15 | |
| TARWONGA - WAGIN ROUTE | Piesseville Tarwonga Road | 4180324 | Regional Distributor / Access Road | Narrogin | 0.00 | 2.98 | 2.98 | 35.98 | 2.98 | |
| | Piesseville Tarwonga Road | 3150012 | Regional Distributor / Access Road | Wagin | 6.33 | 20.05 | 13.72 | | 13.72 | |
| | Ballagin Road | 3150003 | Regional Distributor | Wagin | 0.00 | 13.52 | 13.52 | | 13.52 | |
| | Piesseville Tarwonga Road | 3160009 | Regional Distributor / Access Road | Narrogin | 0.00 | 2.98 | 2.98 | | 2.98 | |
| | Tarwonga East Road | 4300016 | Regional Distributor | Williams | 0.00 | 2.78 | 2.78 | | 2.78 | |
| TINCURRIN WAGIN - DUMBLEYUNG ROUTE | Dongolocking Road | 3060085 | Local Distributor | Dumblebung | 0.00 | 8.31 | 8.31 | 98.95 | | 8.31 |
| | Tincurran Road | 3060002 | Local Distributor | Dumblebung | 0.00 | 24.37 | 24.37 | | 24.37 | |
| | White Well Road | 3060010 | Local Distributor | Dumblebung | 10.65 | 20.87 | 10.22 | | | 10.22 |
| | Dongolocking Road | 3150001 | Local Distributor | Wagin | 0.00 | 33.27 | 33.27 | | 25.93 | 7.34 |
| | Tincurran Road | 4290016 | Local Distributor | Wickepin | 0.00 | 7.79 | 7.79 | | 7.79 | |
| | Tincurran North Road | 4290011 | Local Distributor | Wickepin | 0.00 | 14.99 | 14.99 | | 14.99 | |
| WAGIN BIN ACCESS ROUTE | Cowcher Road | 3150198 | Access Road | Wagin | 0.00 | 0.08 | 0.08 | 3.42 | 0.08 | 0.00 |
| | Vine Street | 3150170 | Access Road | Wagin | 0.00 | 0.57 | 0.57 | | 0.57 | 0.00 |
| | Airfield Road | 3150160 | Access Road | Wagin | 0.00 | 1.57 | 1.57 | | 1.57 | 0.00 |
| | Vernon Street | 3150198 | Access Road | Wagin | 0.00 | 1.20 | 1.20 | | 1.20 | 0.00 |
| WAGIN - NOMANS LAKE ROUTE | Wagin Wickepin Road | 4180207 | Local Distributor | Narrogin | 0.00 | 18.45 | 18.45 | 49.01 | 11.00 | 7.45 |
| | Jaloran Road | 3150005 | Local Distributor | Wagin | 0.00 | 19.482 | 19.48 | | 15.70 | 3.78 |
| | Wagin Wickepin Road | 3150078 | Local Distributor | Wagin | 0.00 | 11.08 | 11.08 | | | 11.08 |
| WANDERING - ALDERSYDE ROUTE | Aldersyde North Road | 4020005 | Regional Distributor | Brookton | 0.00 | 4.24 | 4.24 | 82.09 | 4.24 | |
| | Aldersyde Pingelly Road | 4020115 | Local Distributor | Brookton | 0.00 | 3.75 | 3.75 | | 3.75 | |
| | Aldersyde Pingelly Road | 4230003 | Regional Distributor | Pingelly | 0.00 | 25.51 | 25.51 | | 25.51 | |
| | North Bannister Pingelly Road | 4230152 | Regional Distributor | Pingelly | 0.00 | 18.62 | 18.62 | | 18.62 | |
| | Paragon Street | 4230087 | Access Road | Pingelly | 0.00 | 0.62 | 0.62 | | 0.62 | |
| | Park Street | 4230153 | Regional Distributor | Pingelly | 0.00 | 0.65 | 0.65 | | 0.65 | |

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| | Review Street | 4230081 | Access Road | Pingelly | 0.39 | 1.28 | 0.89 | | 0.89 | |
| | Wandering Pingelly Road | 4270056 | Regional Distributor | Wandering | 0.00 | 27.81 | 27.81 | | 27.81 | |
| WANDERING BODDINGTON - NARROGIN ROUTE | Congelin Narrogin Road | 4050029 | Local Distributor | Cuballing | 0.00 | 11.27 | 11.27 | 70.09 | 3.47 | 7.80 |
| | Congellan Narrogin Road | 4180202 | Local Distributor | Narrogin | 0.00 | 9.61 | 9.61 | | 9.61 | |
| | White Road | 4180058 | Local Distributor | Narrogin | 0.00 | 1.47 | 1.47 | | 1.47 | |
| | Crossman Dwarda Road | 4270003 | Regional Distributor | Wandering | 0.00 | 8.12 | 8.12 | | 8.12 | |
| | Dwarda East Road | 4270012 | Access Road | Wandering | 0.00 | 7.57 | 7.57 | | 0.10 | 7.47 |
| | Fourteen Mile Brook Road | 4270004 | Regional Distributor / Local Distributor | Wandering | 0.00 | 13.78 | 13.78 | | 5.53 | 8.25 |
| | Congelin Narrogin Road | 4300004 | Local Distributor | Williams | 0.00 | 6.14 | 6.14 | | | 6.14 |
| | Fourteen Mile Brook Road | 4300005 | Regional Distributor / Local Distributor | Williams | 0.00 | 12.13 | 12.13 | | 12.13 | |
| WHINBIN ROCK ROAD | Whinbin Rock Road | 4180205 | Local Distributor | Narrogin | 0.00 | 24.93 | 24.93 | 24.93 | 12.00 | 12.93 |
| WICKEPIN CORRIGIN ROAD | Wickepin Corrigin Road | 4040171 | Regional Distributor | Corrigin | 0.00 | 32.95 | 32.95 | 57.35 | 32.95 | |
| | Wickepin Corrigin Road | 4290001 | Regional Distributor | Wickepin | 0.00 | 24.40 | 24.40 | | 24.40 | |
| WICKEPIN - TARIN ROCK ROUTE | Tarin Rock Road | 3060014 | Regional Distributor | Dumblebung | 0.00 | 20.76 | 20.76 | 86.74 | 20.76 | |
| | Boundary Road | 4120055 | Regional Distributor / Access Road | Kulin | 13.58 | 13.92 | 0.34 | | 0.34 | |
| | Muller Road | 4120063 | Regional Distributor | Kulin | 0.00 | 15.40 | 15.40 | | 15.40 | |
| | Wickepin Harrismith Road | 4180208 | Regional Distributor | Narrogin | 0.00 | 5.29 | 5.29 | | 5.29 | |
| | Collins Street | 4290156 | Regional Distributor | Wickepin | 0.00 | 0.58 | 0.58 | | 0.58 | |
| | Stock Route Road | 4290163 | Regional Distributor | Wickepin | 0.00 | 6.24 | 6.24 | | 6.24 | |
| | Wickepin Harrismith Road | 4290002 | Regional Distributor | Wickepin | 0.00 | 27.65 | 27.65 | | 27.65 | |
| | Wickepin Harrismith Road | 4290157 | Regional Distributor | Wickepin | 0.00 | 10.48 | 10.48 | | 10.48 | |
| WICKEPIN - WANDERING ROUTE | Campbell Street | 4050140 | Regional Distributor | Cuballing | 0.00 | 1.23 | 1.23 | 31.73 | 1.23 | |
| | Cuballing East Road | 4050006 | Regional Distributor | Cuballing | 0.00 | 18.11 | 18.11 | | 18.11 | |
| | Cuballing West Road | 4050003 | Regional Distributor | Cuballing | 0.00 | 9.46 | 9.46 | | 9.46 | |
| | Cuballing East Road | 4290024 | Regional Distributor | Wickepin | 0.00 | 2.93 | 2.93 | | 2.93 | |
| WILLIAMS DARKAN ROAD | Williams Darkan Road | 3060207 | Regional Distributor | West Arthur | 0.00 | 9.99 | 9.99 | 35.51 | 9.99 | |
| | Williams Darkan Road | 4300128 | Regional Distributor | Williams | 0.00 | 25.52 | 25.52 | | 25.52 | |
| YEALERING - KULIN ROUTE | Wickepin Corrigin Road | 4040171 | Regional Distributor | Corrigin | 0.00 | 7.61 | 7.61 | 52.21 | 7.61 | |
| | Yealering Kulin Road | 4040010 | Local Distributor | Corrigin | 0.00 | 13.90 | 13.90 | | 2.43 | 11.47 |
| | Yealering Kulin Road | 4120004 | Local Distributor | Kulin | 0.00 | 28.69 | 28.69 | | 12.00 | 16.69 |
| | Wickepin Corrigin Road | 4290001 | Regional Distributor | Wickepin | 22.39 | 24.40 | 2.01 | | 2.01 | |
| YEO ROAD | Yeo Road | 4020035 | Access Road | Brookton | 0.00 | 1.78 | 1.78 | 1.78 | 1.78 | |
| YORK - KELLERBERRIN ROUTE | Cubbine Road | 4240005 | Local Distributor | Quairading | 0.00 | 40.16 | 40.16 | 41.81 | 27.65 | 12.51 |
| | Ralston Road | 4240048 | Local Distributor | Quairading | 0.00 | 1.65 | 1.65 | | 1.65 | |
| YORK - WANDERING ROUTE | Kubbine Road | 4270011 | Local Distributor | Wandering | 0.00 | 6.66 | 6.66 | 28.84 | 0.50 | 6.16 |
| | North Wandering Road | 4270001 | Local Distributor | Wandering | 0.00 | 22.18 | 22.18 | | 11.85 | 10.33 |
| YORK - WILLIAMS ROUTE | York Williams Road | 4010003 | Local Distributor | Beverley | 0.00 | 28.48 | 28.48 | 112.74 | 28.48 | |
| | York Williams Road | 4020004 | Local Distributor | Brookton | 0.00 | 19.87 | 19.87 | | 19.87 | |
| | York Williams Road | 4230005 | Local Distributor | Pingelly | 0.00 | 8.67 | 8.67 | | 8.67 | |
| | York Williams Road | 4270007 | Local Distributor | Wandering | 0.00 | 26.71 | 26.71 | | 8.92 | 17.79 |
| | York Williams Road | 4300010 | Local Distributor | Williams | 0.00 | 8.01 | 8.01 | | 8.01 | |
| | York Williams Road | 4300001 | Local Distributor | Williams | 0.00 | 20.68 | 20.68 | | 20.68 | |
| | Wandering - Narrogin Road | 4270057 | Local Distributor | Wandering | 4.97 | 5.29 | 0.32 | | 0.32 | |
| | | | | | | | 3861.41 | 3861.41 | 2835.94 | 1049.30 |

| | | | | | | | | | | |
|--|--|--|--|-------------------------------------|--|---|---------|---------|---------|---------|
| | | | | | | | | | | |
| | | | | TOTAL KMS SLGR FOR RRG =3861.41 KMS | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | TOTAL SLKS RRG | | = | 3861.41 | 3861.41 | 2835.94 | 1049.30 |
| | | | | | | | | | | |

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.

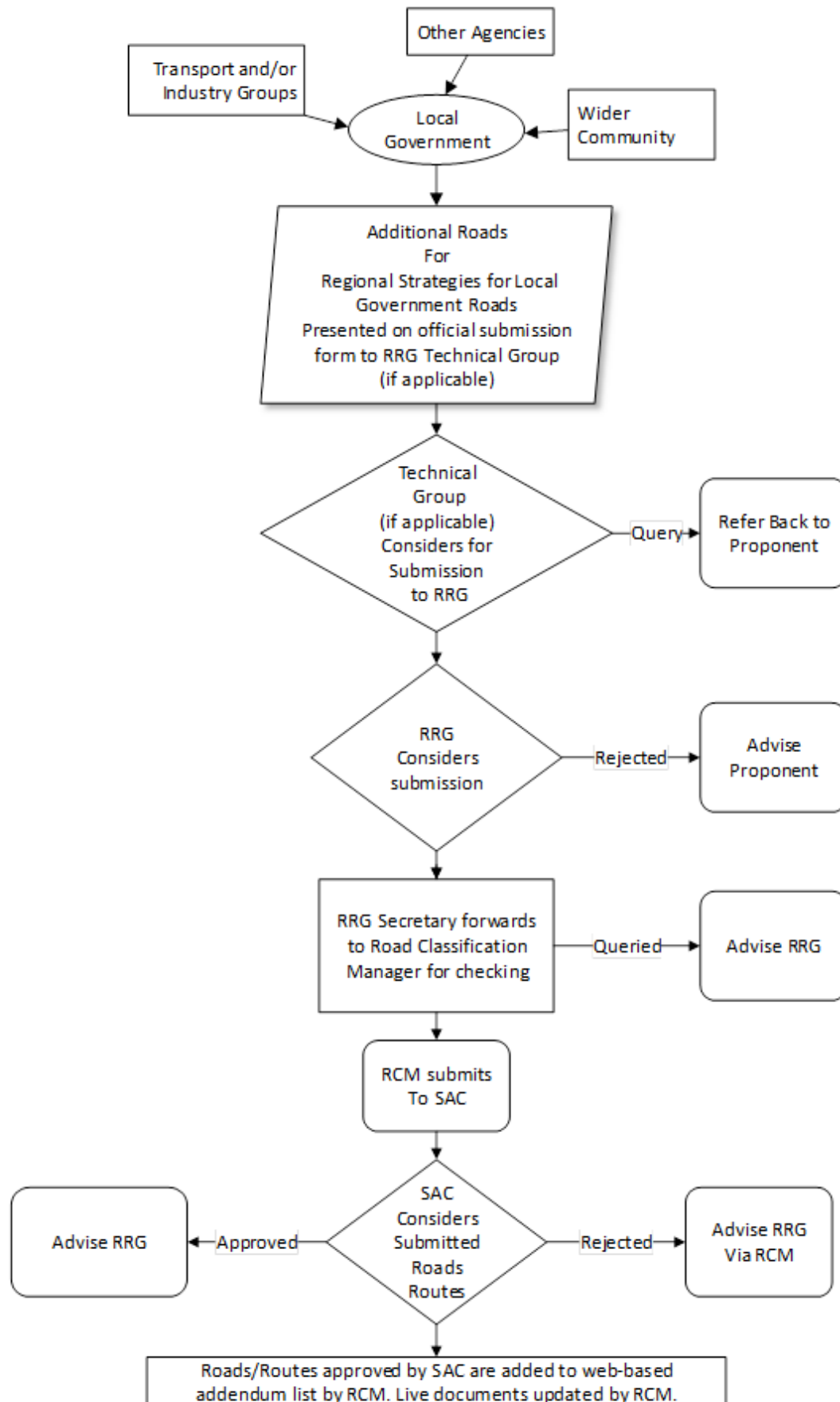
PCU CONVERSION

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

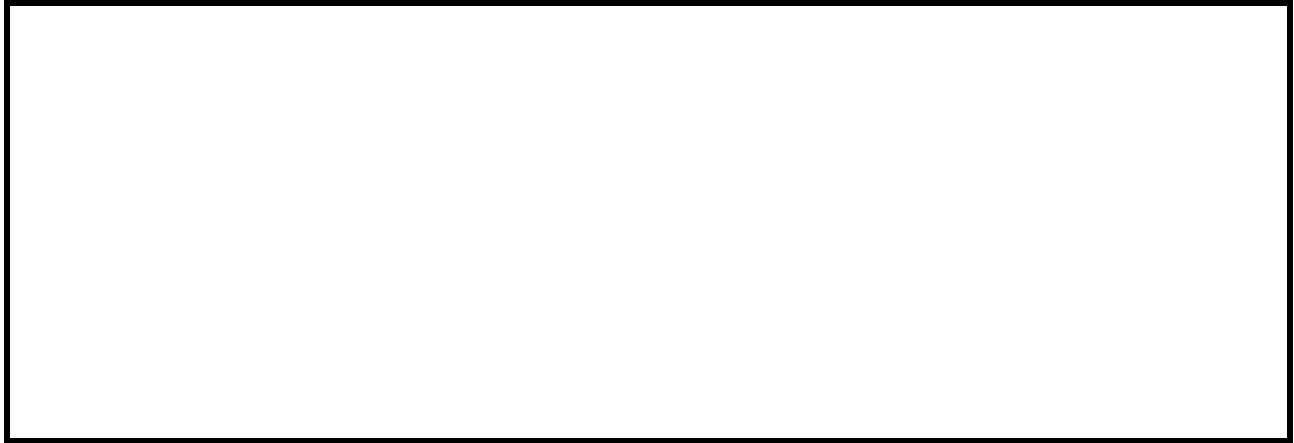
Other Enquiries - enquiries@mainroads.wa.gov.au

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.