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ROADS 2040

Great Southern

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Regional Strategies for Significant Local Government Roads

2022 (Amended 2026)



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Amendments

Revision Number	Revision Date	Description of Key Changes	Section / Page No.
1	February 2022	Updated year to reflect year of publication 2022	All
2	September 2022	Updated to reflect minor changes and updates	Various
3	February 2024	Addition of Meechi Road in the Shire of Jerramungup	Page 8
4	September 2024	Addition of Turner Road / Walter Road in the Shire of Denmark and corrected Local Governments Road Numbering System Table	Page 80 & 91
5	May 2025	Addition of Nyabing South Road in the Shire of Kent	Page 63
6	May 2026	Addition of Parry Road in the Shire of Denmark	Page 67

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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 GREAT SOUTHERN REGION

Great Southern Region covers an area of approximately 52 471 square km's and is comprised of 12 Local Government areas. The area consists mainly of agricultural land, state forest and national parks. The region is serviced by 3 184 km of sealed roads and 10 380 km of unsealed local government roads.

The Great Southern Region had a population of 60 319 in 2016, representing 2.6% of Western Australia's population with 74% of the region's population residing in the south west of the region within the Local Government Authority areas of the City of Albany, Shire of Denmark and Shire of Plantagenet.

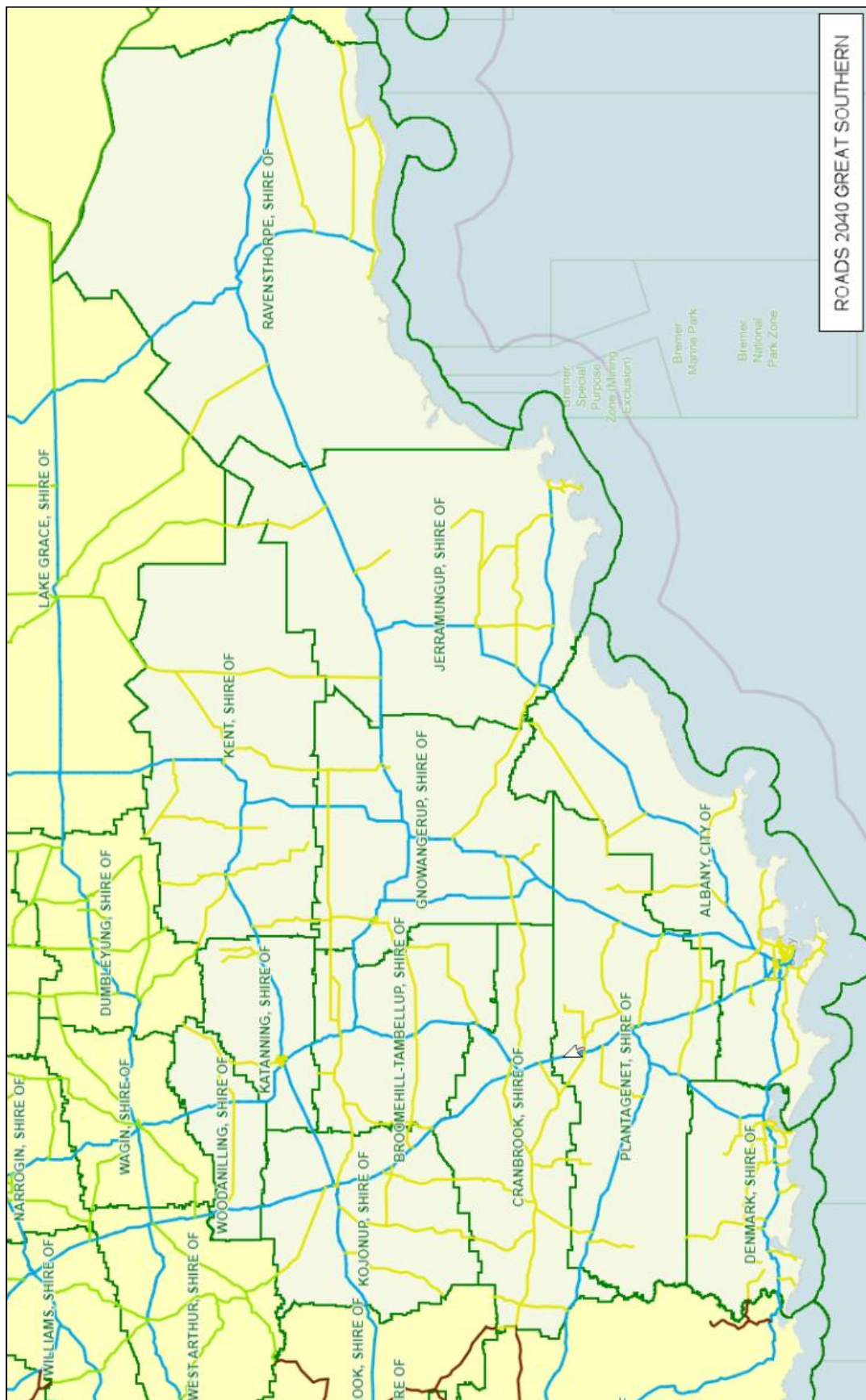
The Great Southern Region has a broadly based regional economy dominated by agriculture with significant contributions from the retail, manufacturing, construction and tourism industries. The Great Southern gross regional product was estimated to be \$4.06 billion in 2017.

The transport of grain by road to the Albany Port and CBH strategic receival bins accounts for the majority of heavy vehicle movements on the Great Southern Region road network. With the Gnowangerup and Nyabing rail spurs becoming non-operational, the entire grain production output of the central and eastern areas of the region must be transported to the Albany Port via the road network.

The Albany Ring Road is under construction and slated for completion by late 2023. The ring road will link the existing major arterial roads and highways radiating from Albany, while bypassing urban areas and providing improved access to the Mirambeena Strategic Industrial Area.

The mix of tourist traffic and heavy haulage traffic is a concern due to the increasing demand on the regions road network by both types of traffic on shared routes, particularly in areas where the tourism and timber industries are developing in conjunction with each other.

Steady population and economic growth within the region is placing increasing demands on an ageing local government road network, particularly in view of the lack of alternative freight transport systems in place and rail spur lines being made non-operational within the region. It is imperative for the regions continued growth and road safety that the road network be maintained and improved.



ALBANY – NANARUP ROUTE

Lower King Road (3020605) – Regional and Local Distributor

Mercer Road (3020122) – Regional Distributor

Nanarup Road (3020606) – Local Distributor

Norwood Road (3020003) – Local Distributor

City of Albany

Last Reviewed: April 2021

FUNCTION

These roads form a link that allows access from the central Albany area to South Coast Hwy and the eastern side of Oyster Harbour. The route is well used (more than 1000vpd) by tourists, visiting the beaches and other scenic locations, and people with an involvement in the farming areas accessed by this route. The route is a part of the school bus network.

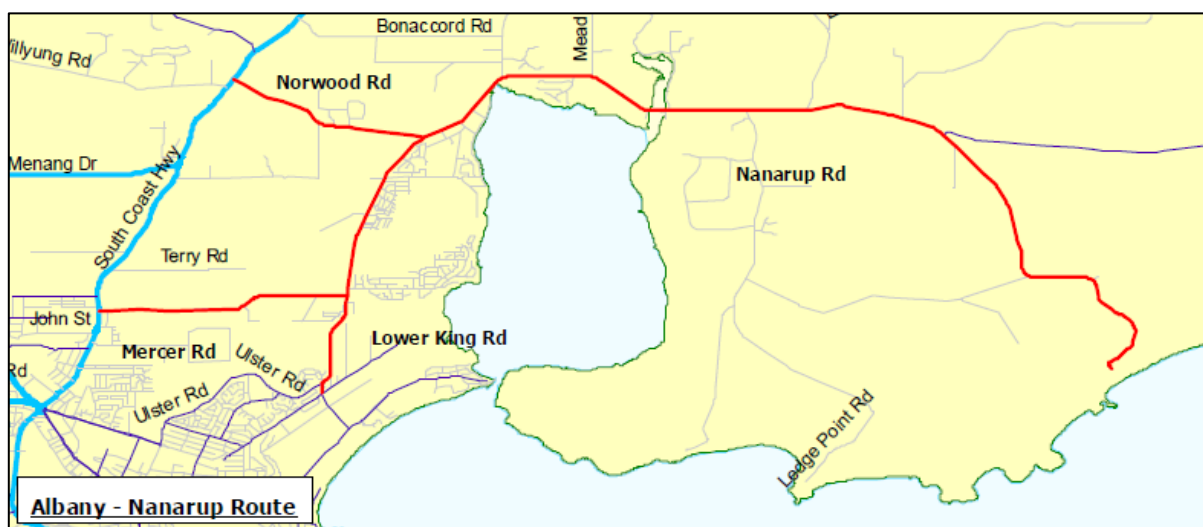
- Lower King Road is a RAV Network 4 road (conditional).
- Nanarup Road is a RAV Network 4 road.
- Norwood Road is a RAV Network 2 road.

DEVELOPMENT NEED

- Monitor the traffic volumes to ensure any increase in the growth rate can be identified. There are sections of this route that are sealed to 6 m or less with significant edge break and this can pose a safety concern given the mix of vehicles using the route. Improve the seal width of these narrow sections and upgrade shoulders.
- Where the road is designated as an on-road cycle lane route there is a need to widen and seal the shoulder.

DEVELOPMENT STRATEGY

Reconstruct narrow sections by widening to create a minimum Type 5 standard for the entire route to improve safety and efficiency for all road users. (Road Project Grant)



ALBANY TOWN ROADS

Albany Highway (3021269), Angove Road (3021069), Anson Road (3021091), Barker Road (3021175), Brunswick Road (3021004), Burgoyne Road (3021016), Campbell Road (3021012), Collingwood Road (3020294), Cuddihy Road (3021023), Down Road (3020079), Down West Road (3020080), Emu Point Drive (3022094), Flinders Parade (3021172), Golf Links Road (3021014), Hardie Road (3021212), Henry Street (3020331), Lancaster Road (3020143), Le Grande Avenue (3020455), Link Road (3020469), Lockyer Avenue (3021009), Marine Drive (3021010), Middleton Road (3021007), Newbey Street (3020131), North Road (3021015), Rufus Street (3020137), Sanford Road (3021018), St Emilie Way (3021322), Stirling Terrace (3021003), Troode Street (3021011), Ulster Road (3020153), York Street (3021001)

Various Road Hierarchy Categories

City of Albany

Last Reviewed: November 2012

FUNCTION

These roads perform a function of traffic distribution for normal vehicular traffic, school buses and some RAV combinations in and around the Albany townsite. They link up with major roads such as Albany, South Coast and South Western Highways. Their importance can be seen in the type and volume of traffic they cater for. These roads link the residential, industrial, commercial, educational and recreational areas of Albany.

DEVELOPMENT NEED

Albany continues to develop and grow as a major regional centre, and this growth needs to be catered for. Traffic patterns will need to be defined which could lead to changes in the state and local road network. There may be a need for minor alterations or major changes to the road layout.

The timing of these changes is dependent on the growth rate of the town and its surrounds through the development of local industry, mining, agriculture and tourism. Some of this network is nearing the end of its pavement life and requires rehabilitation work.

DEVELOPMENT STRATEGY

Resurface and reconstruct sections of this road network as required. Continue to monitor traffic growth rates and patterns and provide timely improvements and changes to maximise the safety and efficiency of the network.



BLOWHOLES ROAD

Road No. 3020047

Access Road

City of Albany

Last Reviewed: March 2021

FUNCTION

This road provides access to one of Albany's most scenic locations along the south coast, being The Blowholes. This highly popular and developed location are significant attractions for locals and tourists alike. This road is subject to normal vehicular traffic, towing combinations, motorhomes and buses.

DEVELOPMENT NEED

Given the popularity of this location among tourists and locals it is important to provide safe access for all require vehicle types and driver experience levels. Ongoing planned and reactive maintenance will be provided. Sustained monitoring of the pavement structure and surface condition to determine rehabilitation and reseal requirements.

DEVELOPMENT STRATEGY

Continue planned and reactive road maintenance along this road as required to continue providing safe and efficient access. Continue to monitor traffic growth rates and patterns to provide timely improvements and changes to maximise safety and efficiency.



BLUFF KNOLL ROAD

Road No. 3070023

Access Road

Gnowangerup Shire

Last Reviewed: March 2021

FUNCTION

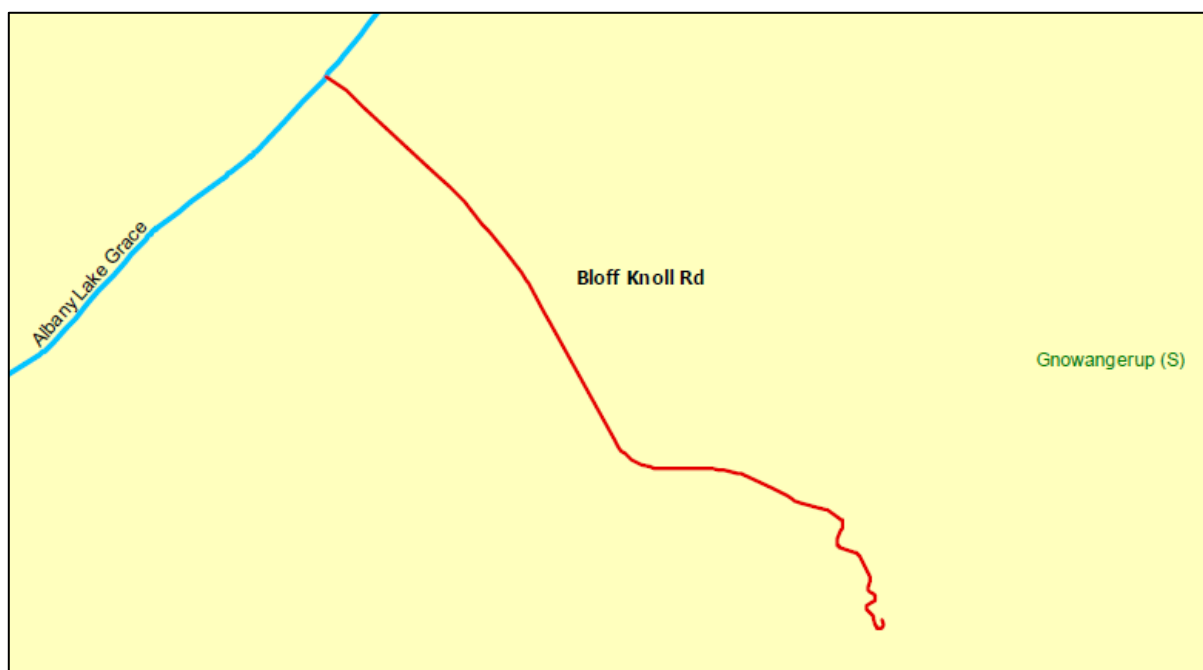
This road provides access from Albany – Lake Grace Road into the Stirling Range National Park and serve the needs of the tourists travelling to this area.

DEVELOPMENT NEED

Traffic count on this road is moderate with no recorded crashes in the last five years. The road is maintained at normal regular intervals; however, no major upgrades are planned. There may be a need for future intervention to carry out widening to some sections during preservation maintenance.

DEVELOPMENT STRATEGY

Monitor the road surface conditions as there can be a problem during heavy rain on this road. Widen the seal and shoulders in some sections to allow safer vehicle passing and address drainage issues.



BORDEN – BOXWOOD HILL ROUTE

Borden – Boxwood Hill Road (3070146)
Borden – Bremer Bay Road (3180172)
Regional Distributors

Jerramungup and Gnowangerup Shires

Last Reviewed: March 2021

FUNCTION

This route currently serves the farming community though this and surrounding areas, as well as providing access for tourists visiting the area. It leads through to Bremer Bay Road and the coastal town of Bremer Bay.

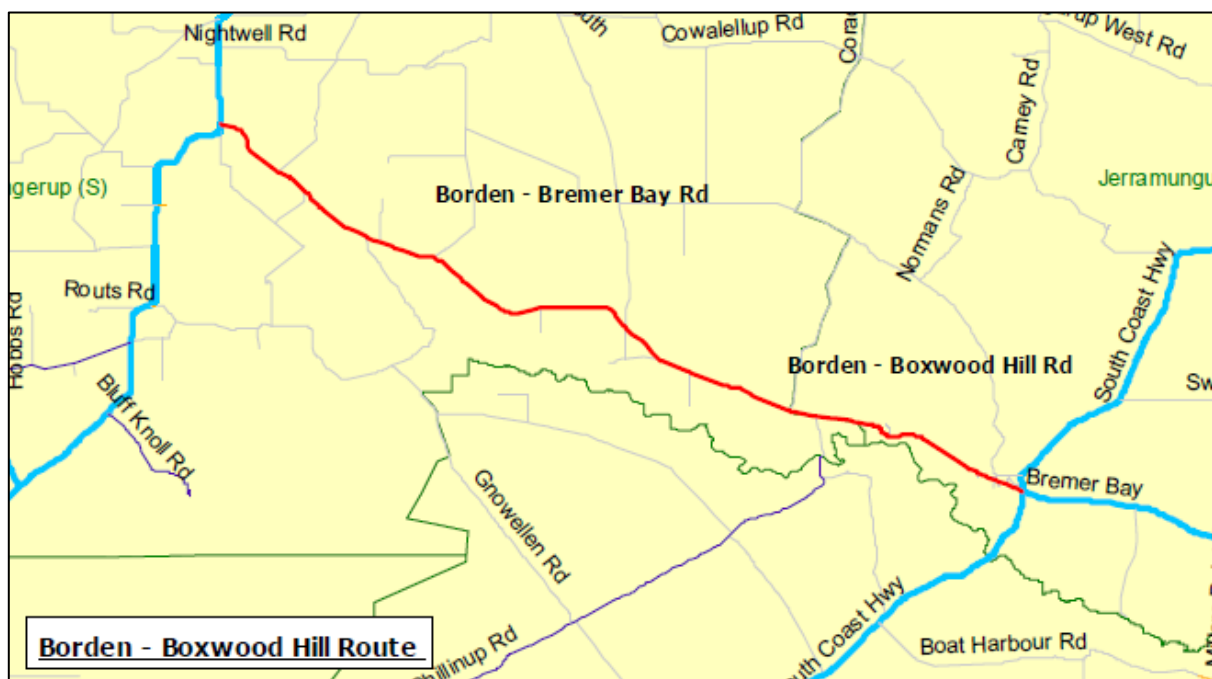
Both roads are RAV Network 7 roads (conditional).

DEVELOPMENT NEED

Most of this route is sealed to a Type 4 standard. However, there is a section with a seal width less than 6 m. This can lead to unsafe situations given the size of RAV combinations on this road mixing with normal commuter and tourist traffic. To ensure safety is maintained at a high standard there needs to be some improvements to this route.

DEVELOPMENT STRATEGY

Widen the formation in the narrow sections and increase the seal width to a Type 4 standard as a minimum level. Monitor the traffic growth, particularly heavy vehicles, with a view to improving this route to a Type 5 standard for long term use.



BOYUP AND STURDEE ROAD ROUTE

Boyup Road (3120045)

Sturdee Road (3120015)

Access Road

Plantagenet Shire

Last Reviewed: September 2022

FUNCTION

Boyup and Sturdee Roads are important Local Distributor roads linking diverse farming, forestry and horticultural uses to Muir Highway and Albany Highway. Both roads are AMMS 6.3 approved, Sturdee Rd unconditionally.

The current seal on Sturdee Road are generally less than 5.3m (except on larger corners).

The seals are also significantly aged, generally quite oxidised and suffer from longitudinal cracking on most sections.

The Shire of Plantagenet applied an emulsion replenishment seal in 2019 which assisted in extending the life of the seal as an interim measure. The Shire also undertook heavy pruning of vegetation which has allowed better traffic movement across all of the seal rather than tramlining along the centre

DEVELOPMENT NEED

The road formation is in moderate shape considering its age (+40 years) but intervention is needed in the next 2-4 years to preserve the width and seal. Fretting along the LH edge of Sturdee Road and the RH edge of Boyup road is often 200mm or more. This is due to these sides being the unladen side and therefore suffer more rear trailer bouncing and movement.

The roads should be widened to a Class 4 standard as a minimum. Upgrading to a Class 5 standard may not be possible for environmental reasons as this would require significant roadside clearing.

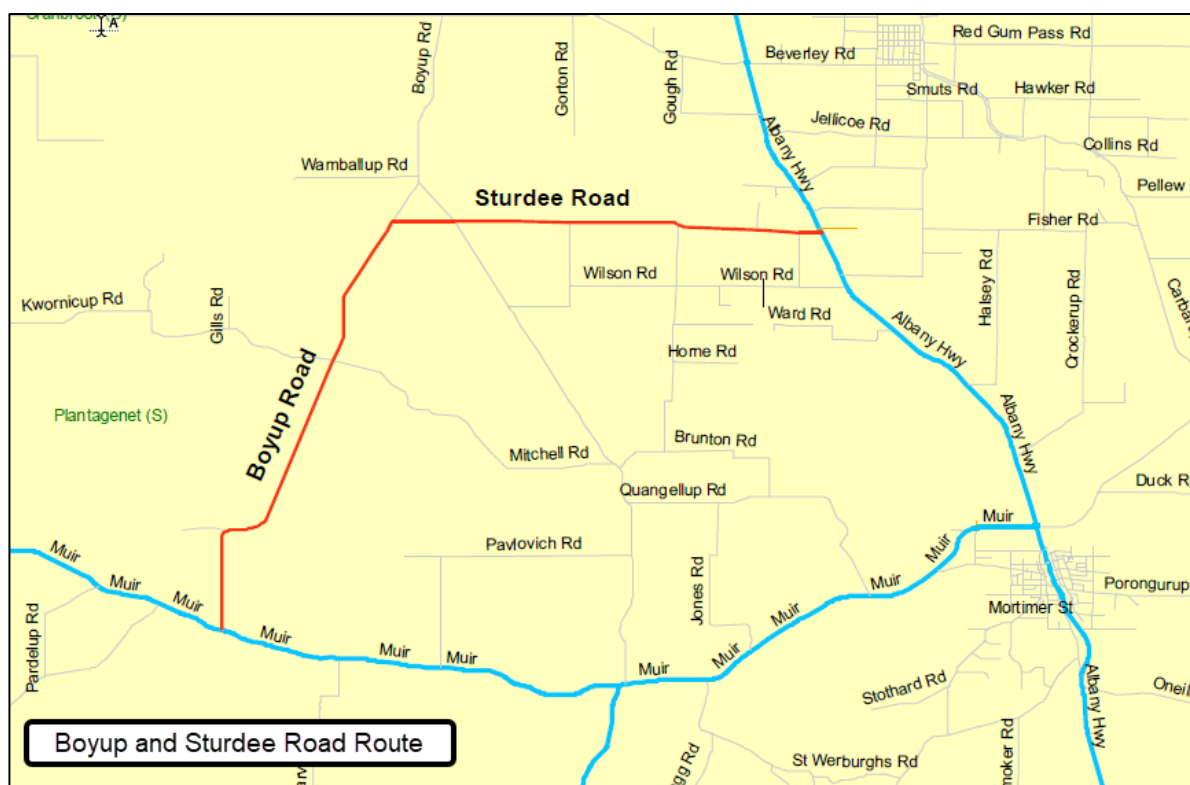
The harvesting of bluegums in the area has put, and will continue to put, significant pressure on these roads. The higher performing plantations in this general area, including Kwornicup Road, are currently being harvested and will be replanted. It is unlikely that the northern end of Boyup Road or Sturdee Road will withstand a further harvest cycle in their present state. Transport of forestry products is driven by tight margins and all wood coming out of Kwornicup Road goes north on Boyup then Sturdee as this is the shortest route to Albany Highway. In the current 5 year harvesting plan it is suggested that approximately 95,000 tonnes will be put onto these roads.

Many poorer performing plantations are being reverted back to farmland which is likely to increase light travel levels and therefore greater community expectations around safety and trafficability.

Recent horticultural expansion is also relevant to this submission with one operation on Boyup Road recently expanding production such that it employs up to 35 people on an 8-10 month period annually. Another operation further south uses Boyup and Sturdee Roads as passage to Albany Hwy for RAV6 trucks carrying produce. This operation employs approximately 75 people.

DEVELOPMENT STRATEGY

It is intended to do works on both roads at the same time over the next 5 years starting at the Muir Highway and Albany Highway ends and work into the middle at the intersection of Boyup and Sturdee Roads. Boyup Road requires only minor widening to retain a 6m seal with a reseal to improve the pavement. Sturdee Road requires a 600 – 800mm widening to repair fretting, widen to a Class 4 road, some (10%) pavement failure repairs (shoving and rutting)~followed by a reseal.



BOYUP BROOK – CRANBROOK ROUTE

Cranbrook – Frankland Road (3040531) – Regional and Local Distributor

Cranbrook – Frankland East Road (3040530) – Local Distributor

Unicup Road (3040012) – Local Distributor

Wingebellup Road (3040523) – Regional Distributor

Cranbrook Shire

Last Reviewed: April 2021

FUNCTION

This route forms an inter-regional link between South West and Great Southern Regions and is popular with tourists. It is also a major route for farmers and others involved in the agricultural industry. It is used for the cartage of grain, wool, feed, fertiliser and livestock.

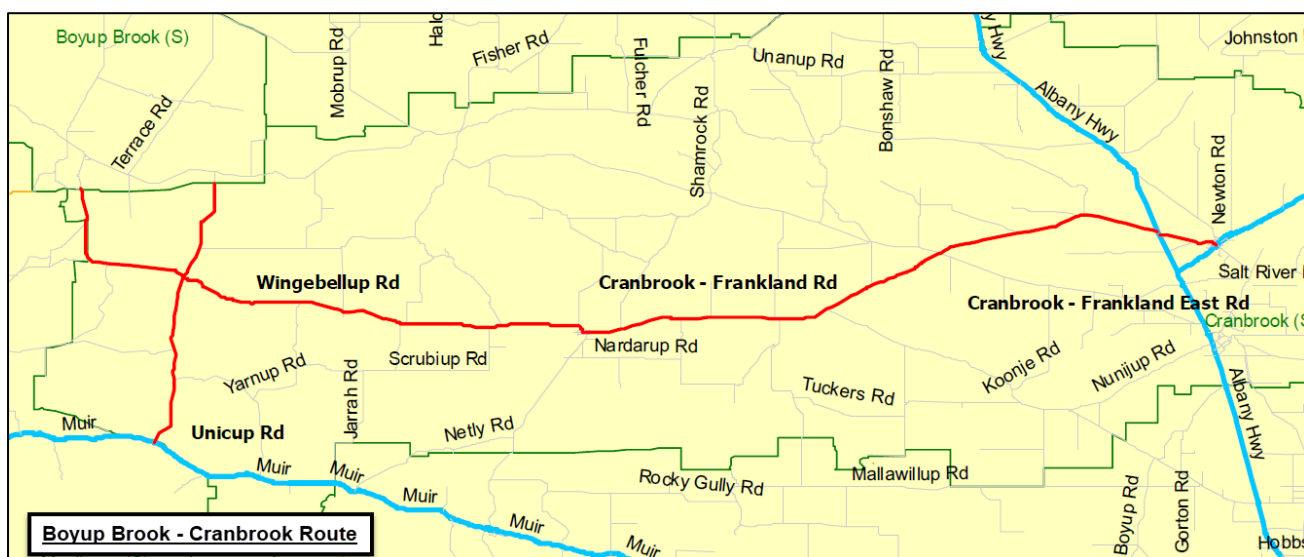
- Cranbrook-Frankland and Cranbrook-Frankland East Road are RAV Network 7 roads.
- Wingebellup Road is a RAV Network 7 road (conditional).
- Kojonup-Frankland and Unicup Road are RAV Network 5 roads.

DEVELOPMENT NEED

This route has large sections of narrow seal and one section that is unsealed. For the mix of vehicle size and types using this route there is an increased risk of conflict occurring. The areas of narrow seal are also subject to accelerated edge wear as some of the RAV combinations tend to have trailer off-tracking occur. Overtaking opportunities are to be investigated with a view to reduce driver frustration.

DEVELOPMENT STRATEGY

Upgrade and widen the road formation to accommodate an improved pavement width and seal to a Type 4 standard. Shoulder upgrades and corrections to the geometric alignment need to be incorporated in this work.



BROOMEHILL – KOJONUP ROUTE

Broomehill – Kojonup Road (3100003, 3030001)
Journal Street (3030014)
Regional Distributors

Kojonup and Broomehill – Tambellup Shires

Last Reviewed: April 2021

FUNCTION

This route is an important freight link for this section of the community providing access from Albany Highway east to Broomehill, Gnowangerup and other areas. It caters for the transport of grain, fertiliser, wool and other agricultural produce. It is also part of a school bus route. There is good tourist traffic numbers on this route as people travel through to Gnowangerup and the Stirling Ranges.

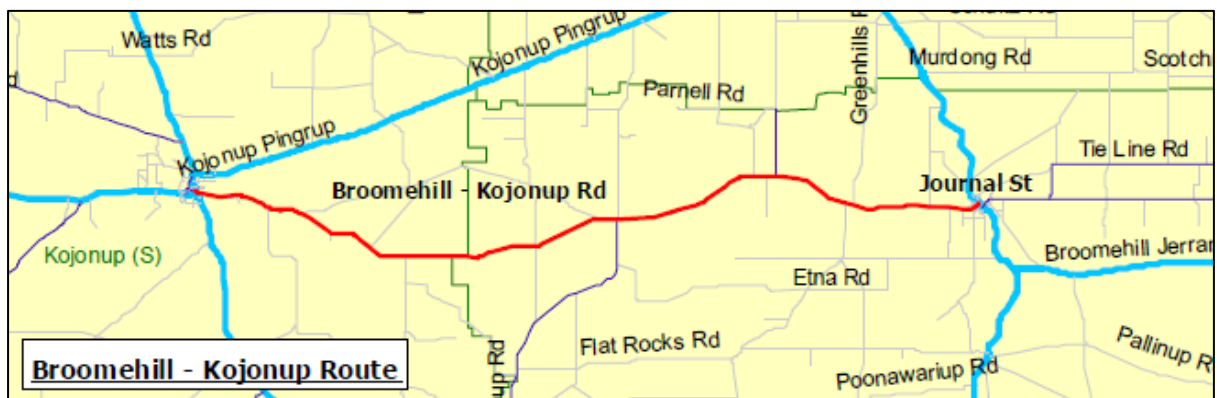
Kojonup Road is a RAV Network 5 road.

DEVELOPMENT NEED

Most of this route has been widened to a seal width of 7 m Type 5 standard. There are several sections where road geometry and profile need reconstruction. This formation can present safety concerns when used by operators moving wide agricultural vehicles on the road.

DEVELOPMENT STRATEGY

Maintain seal to a uniform Type 5 standard. Upgrade any substandard geometric alignments to improve the overall safety of the road.



BROOMEHILL – ONGERUP ROUTE

Norrish Road (3030017)
Tie Line Road (3030005, 3070003)
Local Distributors

Broomehill – Tambellup and Gnowangerup Shires

Last Reviewed: April 2021

FUNCTION

This route provides an east-west link between Broomehill and the Ongerup-Pingrup road. This route acts in part as a school bus route; however its main function is to provide for the agricultural community. It is used for the transport of grain, wool and fertiliser with heavy traffic concentration at the western end due to the location of the CBH strategic receival point at Broomehill.

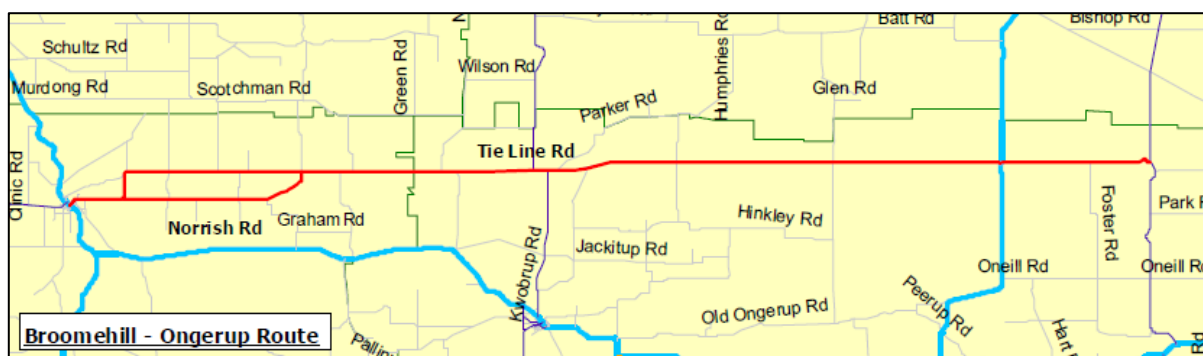
- Norrish Road is a RAV Network 3 road.
- Tie Line Road (3030005) is a RAV Network 5 road.
- Tie Line Road (3070003) is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

One section of this route is unsealed which creates visibility problems for road users due to dust. This is evident during the summer period when greatest access to the CBH site is required. Other sections of this route are sealed to less than 6 m, which accelerates the edge wear problems common to narrow sealed roads. Due to increased heavy traffic this road needs to be upgraded to a type 5 standard.

DEVELOPMENT STRATEGY

Widen the formation and seal to a uniform Type 5 standard. This work has commenced and will be an ongoing process within the two shires over a period of time. Upgrade any substandard geometric alignments to improve the overall safety of the road.



CHEYNE ROAD**Road No. 3020024****Access Road****City of Albany****Last Reviewed: April 2021****FUNCTION**

This road provides access for the local farming community, which now includes plantation timber, and several keenly sought tourist destinations. This road leads to the former whaling station at Cheyne Beach, the Waychinicup National Park and the pristine beaches along this section of coastline. This road is a school bus route.

DEVELOPMENT NEED

As the timber industry grows in this area there may be pressure to allow RAV combinations to operate on this road carting the product. This road is sealed to less than 6 m wide and with the high level of tourist traffic this could be a safety concern. There are some concerns with the vertical alignment and subsequent sight distance for drivers on this road.

DEVELOPMENT STRATEGY

Undertake improvements to the geometric alignment of this road to improve the safety levels and monitor traffic numbers. Widen and seal to a Type 4 standard as the traffic demands increase to a level that warrants such major improvements.



CHILLINUP ROAD**Road No. 3020008****Regional Distributor / Local Distributor / Access Road****City of Albany****Las Reviewed: March 2021****FUNCTION**

This road forms a significant trading route for farmers and resource haulage through the north-eastern portion of the Albany local government area. This road is defined as a mix of local distributors and access roads. This road is a RAV 7 road.

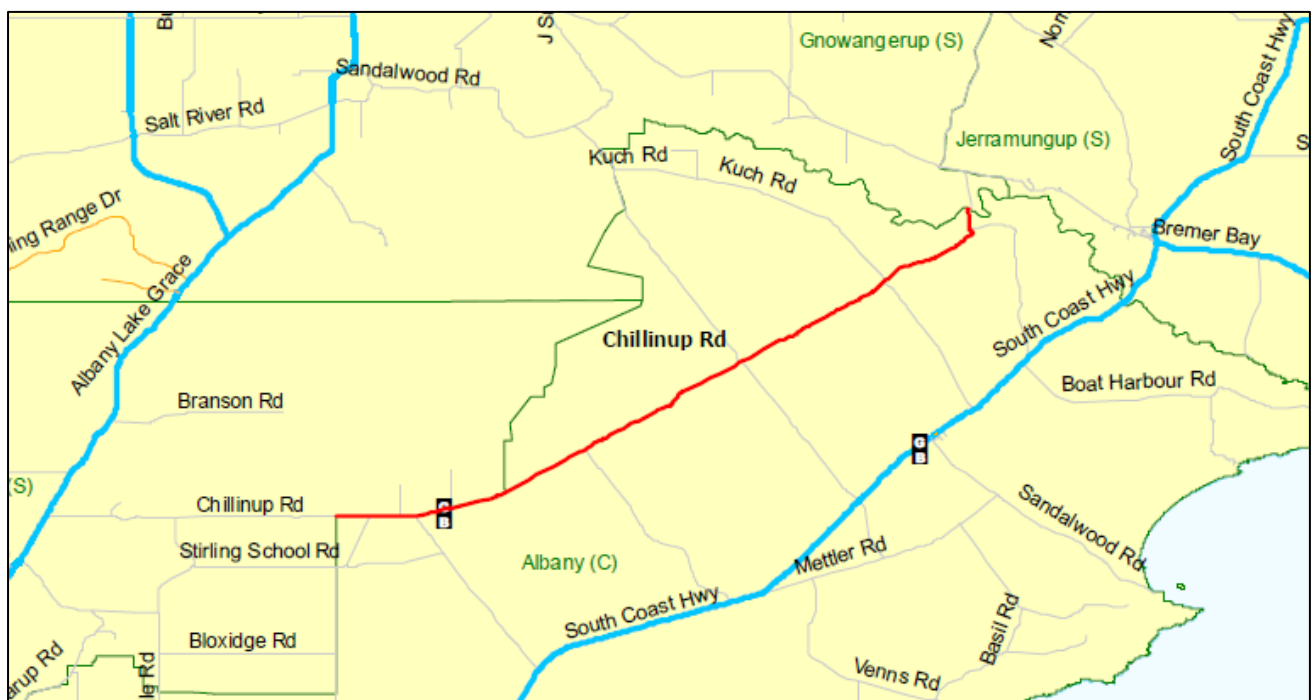
This road is a combination of sealed and unsealed with varying service levels.

DEVELOPMENT NEED

The service levels range along this route. Some sections remain unsealed and for the mix and size of vehicles using this route it presents a hazardous situation. The number of RAV combinations using this route are seasonal and intensify with harvesting season. There is a grain collection site at the intersection of Chillinup Road and Kojaneerup West Road that attracts RAV combinations from the north-east along this road.

DEVELOPMENT STRATEGY

Continue to monitor the growth and seasonal impacts of traffic. Continue to maintain safe pavement widths and shoulders. Look to raise the service level this of road to a Type 4 minimum to improve safety and efficiency.



DARKAN – KOJONUP ROAD

Road No. 3100001
Regional Distributor

Kojonup Shire

Last Reviewed: April 2021

FUNCTION

This road performs the function of linking Wheatbelt South and Great Southern Regions and is part of the link between Darkan and Kojonup. This road is heavily utilised for the transport of grain, fertiliser, livestock and other agricultural produce as well as providing tourist access across the Regions.

Darkan – Kojonup Road is a RAV Network 7 road (conditional).

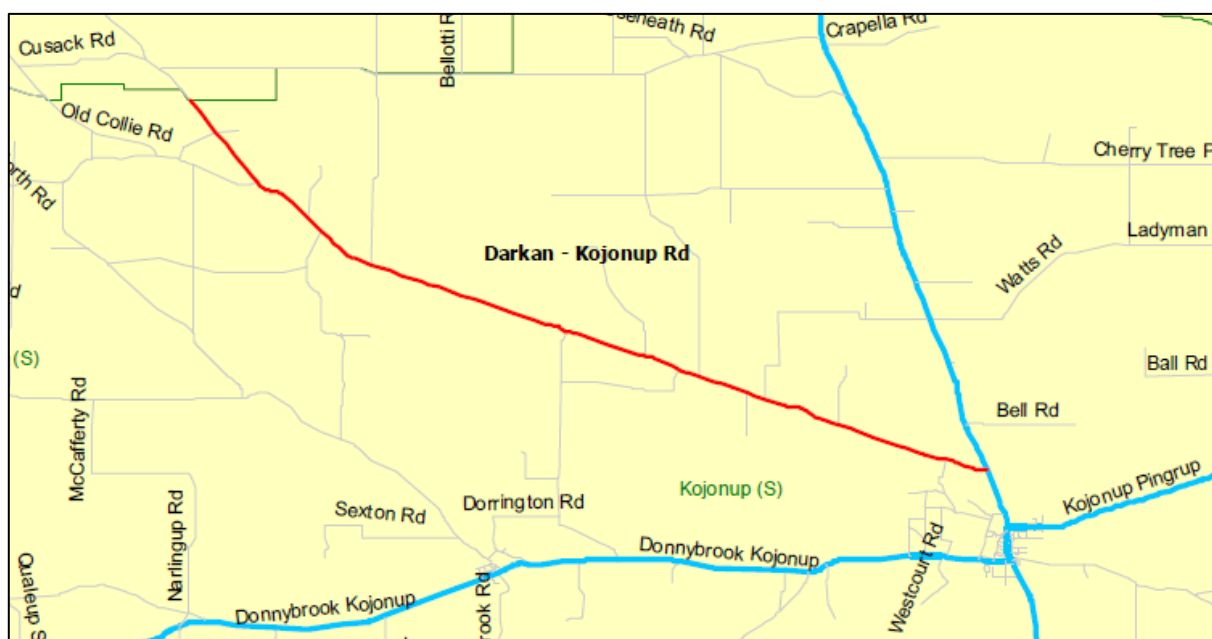
DEVELOPMENT NEED

There is a mix of normal commuter traffic, including tourists, and RAV combinations on this road. Most of this road is narrow with very limited overtaking opportunities. The build-up of traffic, and perceived delays, caused by large vehicles with low acceleration can lead to driver frustration and attempted overtaking in less than suitable circumstances.

The road needs to be widened to improve the safety for all users.

DEVELOPMENT STRATEGY

Reconstruct the pavement and widen the seal to a Type 5 standard and provide suitable overtaking opportunities and rest areas. This will enhance the efficiency and safety of this road.



DENMARK NORTH WEST ROUTE

Churchill Road (3050037), Hollings Road (3050159), Horsley Road (3050-42), McLeod Road (3050012), Mt Lindesay Road (3050014), Mt Shadforth Road (3050002), Parker Road (3050016), Scotsdale Road (3050001)
Local Distributors

Denmark Shire

Last Reviewed: April 2021

FUNCTION

This route travels through some of the most picturesque countryside in WA and is heavily trafficked by local, national and international tourists. Tourists are drawn to the natural beauty of the tall hardwood forests, and burgeoning wine industry.

Access for agricultural industries is provided by this route for viticulture, livestock and dairy farming. Plantation timber is still in early development stages but will continue to grow and become a future transport requirement. Parts of the route are within the school bus network.

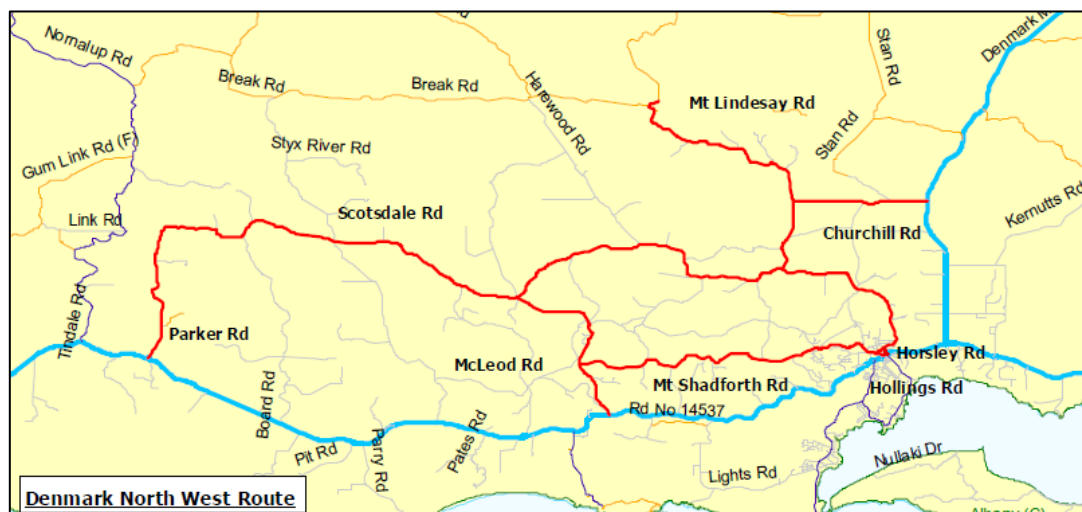
Scotsdale Rd, Mt Lindesay Rd and McLeod Rd are RAV 4 roads (conditional).

DEVELOPMENT NEED

A number of these roads are narrow as a result of tall timber vegetation close to the roadside with road geometry incorporating many vertical and horizontal curves. Coupled with heavy and oversized agricultural vehicles mixing with tourist traffic, there is a concern with the overall level of safety on this route. Thoughtful consideration is to be given to the removal of further roadside vegetation to improve the vehicle run-off zone.

DEVELOPMENT STRATEGY

The traffic numbers are significant for most of this route with a high proportion of this being tourist traffic, which might struggle with the driving conditions. Widen the formation, including clearing of some roadside vegetation and increase the seal width to provide a Type 5 standard road. Ensure adequate pavement edge marking for night conditions.



DENMARK SOUTH ROUTE

Campbell Road (3050156)
Hollings Road (3050159)
Inlet Drive (3050004)
Ocean Beach Road (3050387)
Local Distributors

Denmark Shire

Last Reviewed: April 2021

FUNCTION

This is a very popular route with locally based people and tourists as it leads to pristine protected beaches inside the Wilson Inlet, and to fishing and surf beaches outside. There are numerous camping and holiday facilities, including a boat ramp easily accessed from this route. This route links the commercial and recreational areas of Denmark and connects with the Denmark North West Route to allow travel through other sought-after areas.

Ocean Beach Road and Hollings Road are RAV Network 4 roads (conditional).

DEVELOPMENT NEED

This route is currently suitable to accommodate the existing traffic requirements except for the last 2.5 km section of Ocean Beach Road. This should be upgraded to a similar standard to that of the remainder of the road.

DEVELOPMENT STRATEGY

Widen the formation and seal to a Type 5 standard for the last 2.5 km section of Ocean Beach Road, thereby providing a uniform road. Maintain the remaining route in its current form as a minimum service to cater for the large tourist usage.



DUMBLEYUNG – NYABING ROAD

Road No. 3090001
Regional Distributor

Kent Shire

Last Reviewed: April 2021

FUNCTION

As well as being an inter-regional connector, this route provides access for the local farming community. Dumbleyung – Nyabing Road is a major freight link that allows access to large grain facilities and is a key link between various towns. This route also forms part of the local school bus network and gives access to tourists. Grain, fertiliser, livestock and feed are important products that rely on this road network.

Dumbleyung – Nyabing Road is a RAV Network 7 road.

The remaining roads are RAV Network 7 roads (conditional).

DEVELOPMENT NEED

This route is a combination of sealed and unsealed road surface. With the size and mix of vehicle types allowed to utilise this network there are issues of safety. The narrow sections are an area of concern for vehicles passing and dust reduces the level of visibility on the unsealed sections. The formation is very narrow in places and this is hazardous for the mix of traffic types.

DEVELOPMENT STRATEGY

There is a program underway at present to upgrade the narrow sections of seal on the Dumbleyung – Nyabing Road to a Type 4 standard to provide a uniform surface. Regular grading of the improved, unsealed road surfaces must be carried out to reduce the effects of road roughness on vehicles and drivers.



FAIRFIELD ROAD**Road No. 3030027****Local Distributor****Broomehill – Tambellup Shire****Last Reviewed: April 2021****FUNCTION**

This road provides access from Katanning Shire to the Broomehill-Kojonup Rd. Is also a main link from Katanning Kojonup to the Broomehill Kojonup Road.

DEVELOPMENT NEED

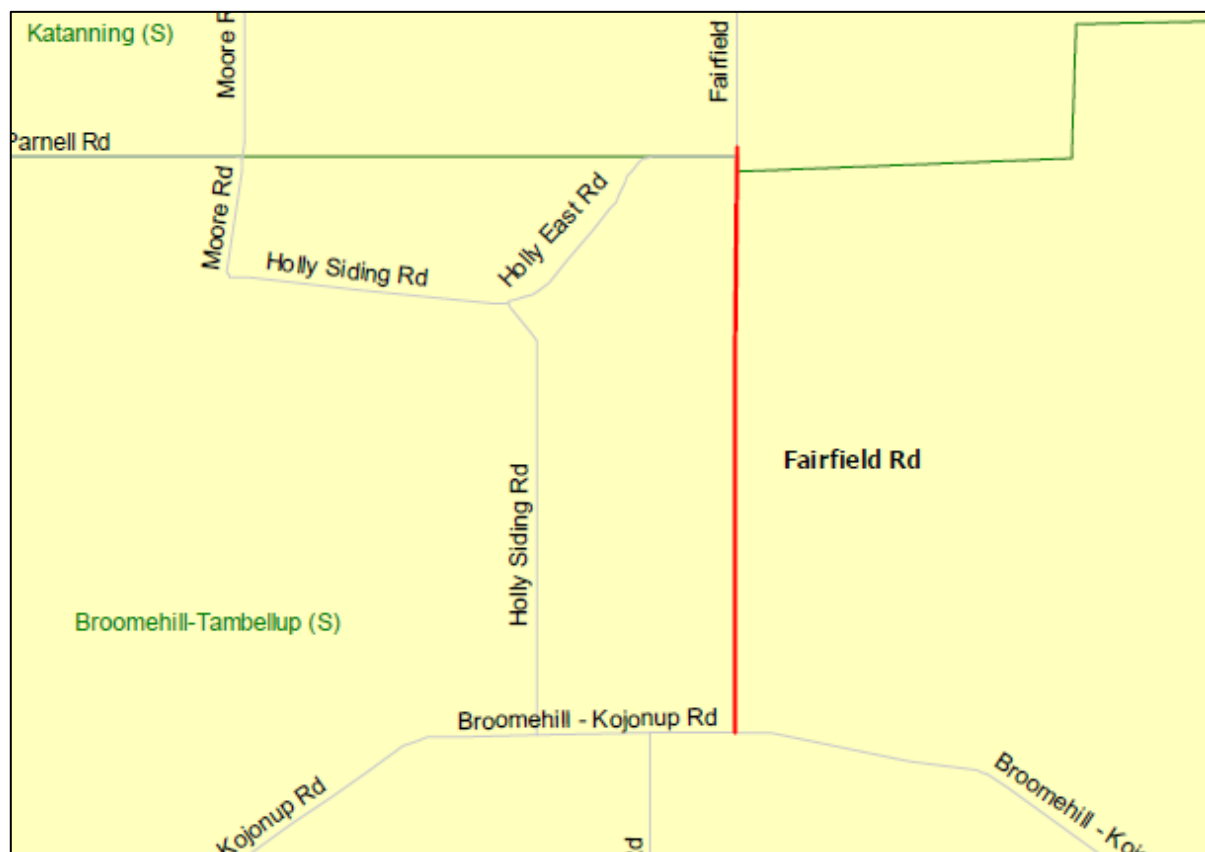
Increasing numbers of heavy haulage are using this link to shift grain and general freight. Road is currently 5.6m seal on a 7m pavement. With increased heavy haulage road needs pavement and seal widened to make it safe and efficient route.

DEVELOPMENT STRATEGY

Construct road to Type 5 standard.

The Shire is looking to utilize Regional Road Group funding to widen pavement and seal using exist vertical and horizontal alignment.

Reconstruct the pavement and widen the seal to type 5 standard.



FISHERY BEACH ROAD

Road No. 3180083

Access Road

Jerramungup Shire

Last Reviewed: April 2021

FUNCTION

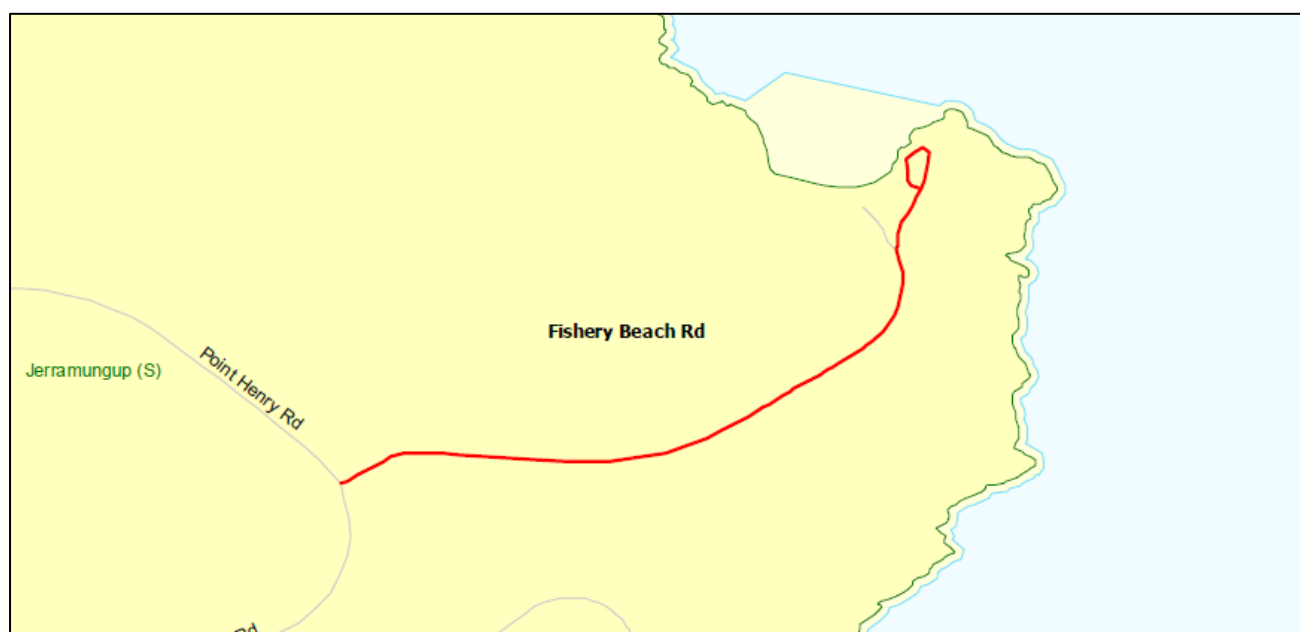
Swarbrick Road (aka Fishery Beach Road) could be classified as either a regional distributor or a local road of regional significance which provides access from the Bremer Bay townsite to the Fisheries Beach Small Boat Harbour and tourist destinations on the Point Henry Peninsula.

DEVELOPMENT NEED

Preserve the road at the existing 6.2m wide seal standard. Future upgrade to 7m wide seal as warranted.

DEVELOPMENT STRATEGY

Minor clearing and reconditioning of table drains and road shoulders for preservation of the road. Consider pavement repairs and sealing, road widening to 7m seal width subject to warrant based on traffic counts.



FITZGERALD RIVER – BREMER BAY ROUTE

Devils Creek Road (3180065) Local Distributor
Gairdner South Road (3180001) Local Distributor
Cuiss Road (3180121) Local Distributor

Jerramungup Shire

Last Reviewed: April 2021

FUNCTION

This route connects with South Coast Highway and Bremer Bay Road to service the surrounding agricultural operations. This route is used for the transport of grain, fertiliser and other agricultural produce. Parts of this route are on the school bus network and provide the access into the Fitzgerald River National Park, a major site for tourists with its rugged coastline, whale watching platform and rare flora.

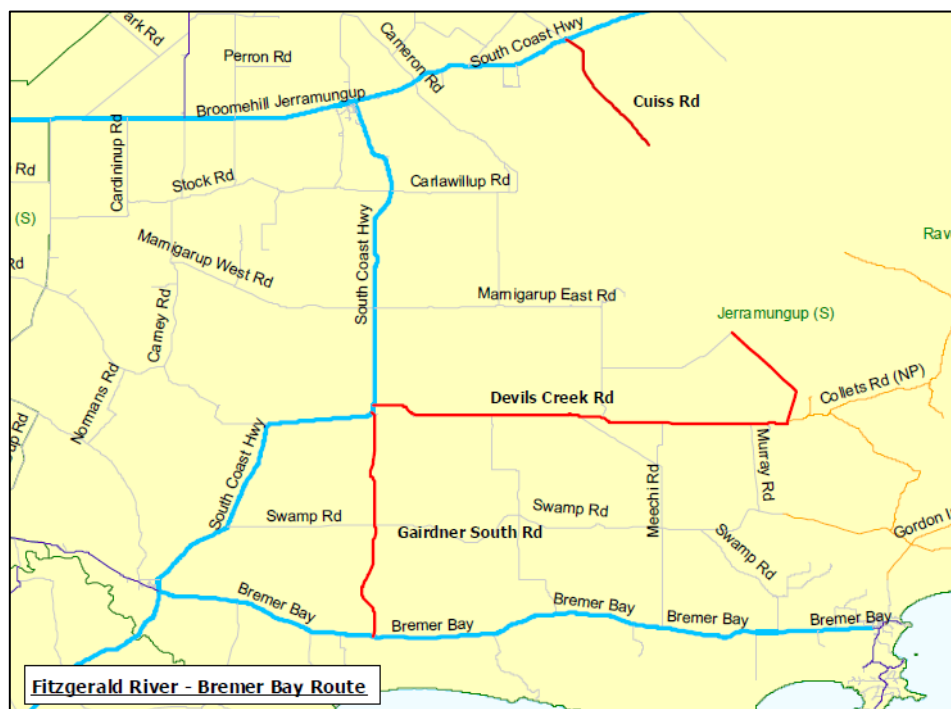
Gairdner South Road and Devils Creek Road are RAV Network 7 roads (conditional).

DEVELOPMENT NEED

Heavy vehicles and large agricultural vehicles utilise this route and there can be conflict with normal traffic when passing. Most of this route is unsealed with dust being a visibility hazard in summer and road closures creating delays and hardships in wet periods. Improvements are required to provide a more efficient and safer route.

DEVELOPMENT STRATEGY

Widen the formation and undertake a program of sealing the road to achieve a uniform Type 4 standard reflecting a high percentage of heavy vehicles with some geometric improvements to be investigated.



FRANKLAND – ROCKY GULLY ROAD**Road No. 3040532, 3120260****Regional Distributors****Cranbrook and Plantagenet Shires****Last Reviewed: April 2021****FUNCTION**

This road forms part of an inter-regional route linking the South West and Great Southern Region. This is part of a major freight corridor used for transporting grain, fertiliser, feed, livestock and other agricultural produce. It provides tourist access to the surrounding areas and to the Mount Frankland National Park and facilitates local community interaction.

Frankland-Rocky Gully Road is a RAV Network 7 road.

DEVELOPMENT NEED

Most of this road is sealed to less than 6 m wide and there is accelerated edge wear due to the trailer off-tracking of some of the RAV combinations. The narrow road surface is also a concern when normal commuter traffic is passing the larger vehicles on this road.

DEVELOPMENT STRATEGY

Undertake and continue a program of shoulder and seal widening to provide a minimum Type 5 standard road that will improve the safety and transport efficiency of this road, with increased driver comfort levels.



FRANKLAND SOUTH EAST ROUTE

Martagallup Road (3040010, 3120013) Regional Distributor
Nunijup Road (3040006) Access Road
Stockyard Road (3040008) Regional Distributor

Cranbrook and Plantagenet Shires

Last Reviewed: April 2021

FUNCTION

The route provides a link from Frankland and the surrounding areas across to Albany Hwy and Mount Barker. There are heavy agricultural based transport requirements on this route with the main products being grain, fertiliser and livestock. There is some tourist usage of the route with travellers coming from the South West Region to visit the Stirling Range and Porongurup National Parks. There is school bus operation on a number of these roads.

Stockyard Road, Nunijup Road and Martagallup Road are RAV 7 roads (conditional).

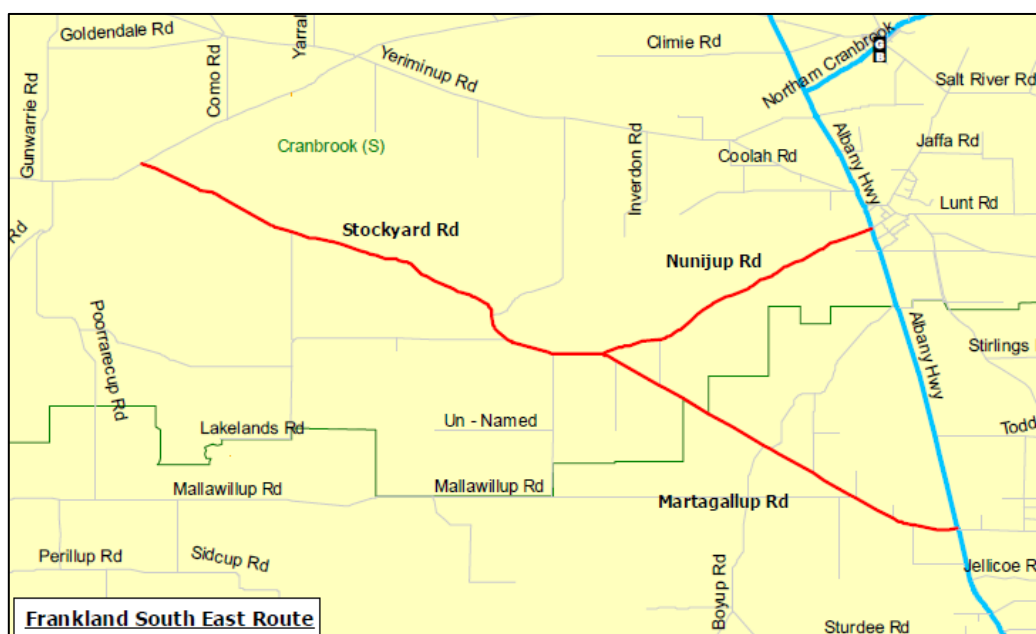
This section of Cranbrook-Frankland Road (SLK 24.94 to SLK 28.37) is a RAV 7 road.

DEVELOPMENT NEED

There are some sections of this route that are still unsealed and for the mix and size of vehicles using these routes it presents a hazardous situation, both from the visibility issues with dust and the lack of room for passing opportunities. The number of RAV combinations is likely to rise on this network as the agricultural industry intensifies and this will add to the existing concerns.

DEVELOPMENT STRATEGY

Widen the formation and seal the pavement on the unsealed sections to provide a minimum Type 4 standard road. There is a need to provide wider clearance between the road pavement and the roadside vegetation. Monitor the effects of the rising water table and salinity on the pavement and culverts on this route.



FRENCHMAN BAY ROAD

Road No. 3020608
Regional and Local Distributor

City of Albany

Last Reviewed: April 2021

FUNCTION

This route provides access around Princess Royal Harbour to Vancouver Peninsular. It is used for general commuter traffic and tourist traffic as there is both residential and camping areas. This route leads into the Torndirrup National Park, Whale World museum, The Gap and Natural Bridge formation and to The Blowholes. Access to the wind farm is also provided by this route and it serves as part of the school bus network.

Frenchman Bay Road is a RAV Network 4 road (conditional).

DEVELOPMENT NEED

Frenchman Bay Road is subject to very high traffic numbers, however sections of the road are only sealed to a width of 6 m. For the volume of traffic using this road the pavement should be upgraded.

DEVELOPMENT STRATEGY

Widen the pavement on narrow sections to provide a Type 5 standard road as a minimum service level for the volume of traffic it serves.



GNOWANGERUP – KWOBURUP ROUTE**Gnowangerup - Kwobrup Road (3090004)****Kwobrup Road (3070055, 3070001)****Tie Line Road (3070003)****Local Distributors****Gnowangerup and Kent Shires****Last Reviewed: April 2021****FUNCTION**

This route provides an important north-south freight route that links the Broomehill-Jerramungup Road with the Kojonup-Pingrup Road. It provides an inter-town link between Gnowangerup and Nyabing. This route has a heavy application as an agricultural freight route for the transport of grain, fertiliser, feed, livestock and other general agricultural produce. Parts of this route also serve as school bus access roads.

Gnowangerup Road (3090004) is a RAV Network 7 road.

The remaining roads are RAV Network 7 roads (conditional).

DEVELOPMENT NEED

Part of Gnowangerup-Kwobrup Road is only 6.4m wide. This creates an unsafe situation for the size of RAV combinations on this route mixing with normal commuter traffic. There is a concern the available space when passing. Kwobrup Rd is too narrow for RAV 7 traffic and needs to be widened to type 5.

DEVELOPMENT STRATEGY

There is a need to reconstruct narrow sections to provide a minimum Type 5 standard for this entire route. This work has begun and is to continue over the next few years. Monitor the effect of the increasing salinity problem on the pavement and structures in the area. Construct Kwobrup Rd to Type 5.



GNOWANGERUP – POOTENUP ROUTE

Pallinup South Road (3030208) – Access Road
Pootenup Road (3030212) – Local Distributor
Toolbrunup Road (3030205) – Access Road and Local Distributor

Broomehill – Tambellup Shire

Last Reviewed: September 2007

FUNCTION

These roads provide access to major agricultural areas and link up southern Gnowangerup District to Cranbrook CBH. Products transported include grain, fertiliser, wool, livestock and feed. Sections of this route are part of the school bus network and there is also some tourist travel. This road also caters for farmers moving their oversize agricultural vehicles.

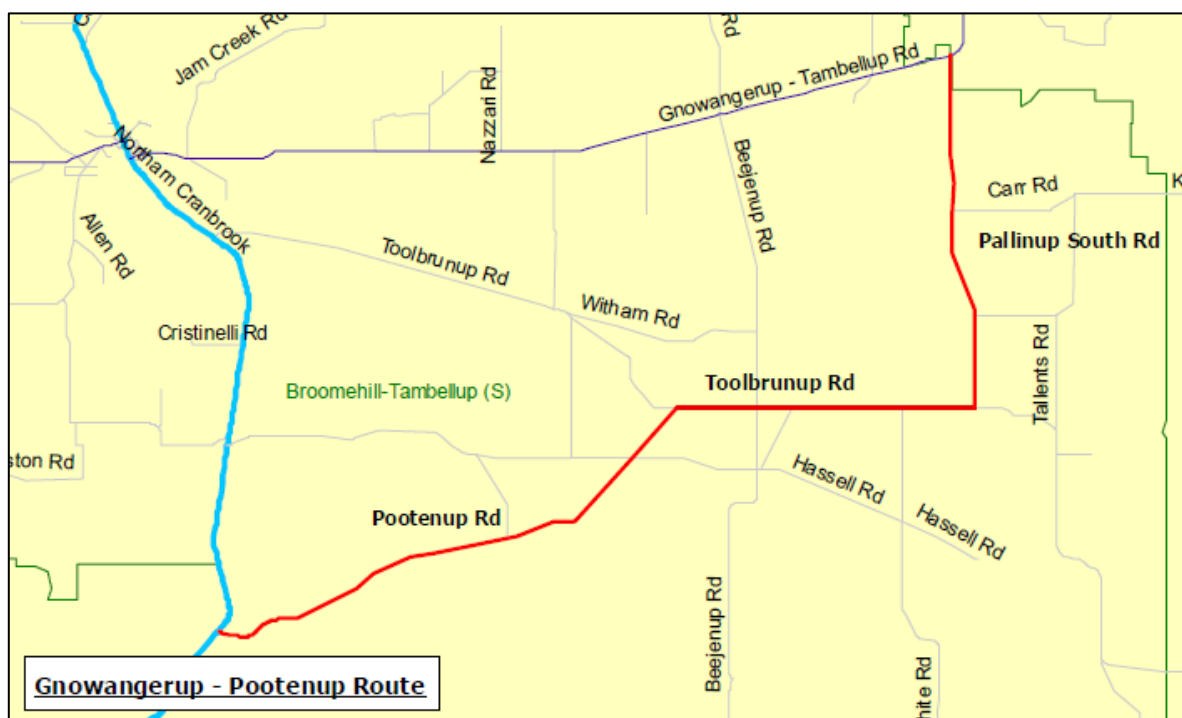
- Toolbrunup Road is RAV Network 6 roads (conditional).
- Pootenup Roads are RAV Network 7 roads (conditional).

DEVELOPMENT NEED

The current status of these roads is Type 5 standard, having a minimum seal width of 7 m. Some minor improvement works may be required at each end where these roads intersect with other roads.

DEVELOPMENT STRATEGY

Monitor traffic growth and dispersal patterns. Maintain to a type 5 standard. Inspect intersections with other roads to determine suitability of sight distance and actual intersection size in relation to turning movements.



GNOWANGERUP – TAMBELLUP WEST ROUTE**Gnowangerup – Tambellup Road (3030294, 3070145)****Tambellup West Road (3030297, 3100026)****Local Distributors****Broomehill – Tambellup, Gnowangerup and Kojonup Shires****Last Reviewed: April 2021****FUNCTION**

This is an important freight and inter-town route that links Albany Highway with Tambellup and Gnowangerup and then further east to Borden and Jerramungup. This route provides access for the grain facilities at Tambellup and Gnowangerup and allows the farming community to transport fertiliser, livestock, feed, wool and other associated products. There are good levels of tourist interest in these historic towns and for the surrounding attractions. Parts of this route are used for the local school bus network.

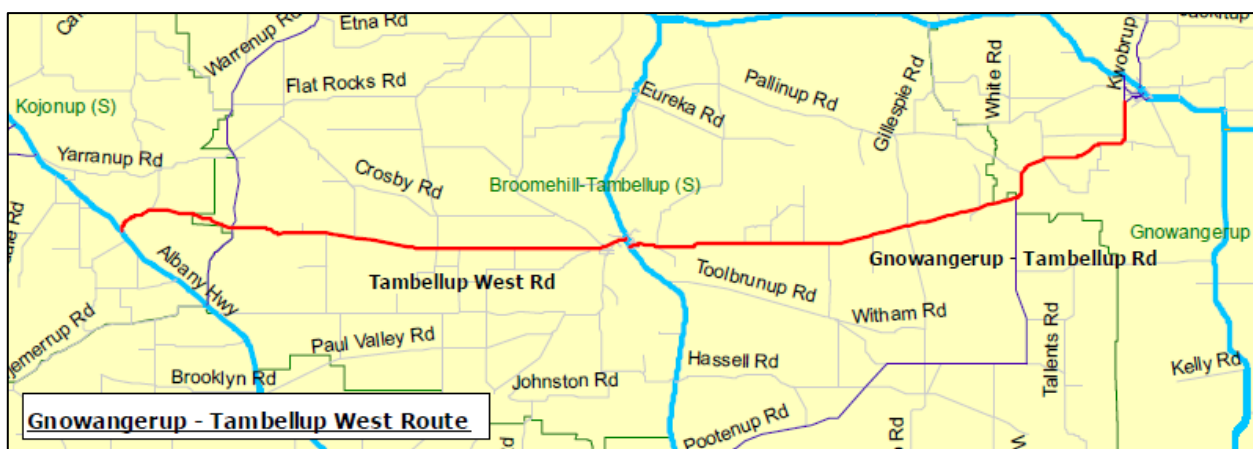
Tambellup West Road (3100026) is a RAV Network 7 road. The remaining roads are RAV Network 7 roads (conditional).

DEVELOPMENT NEED

Some sections of this route have a seal width of less than 6 m. This is insufficient based on the size of RAV combinations given access to this route and the need to interact with normal commuter traffic. There have been a number of accidents along this route in recent years and additional work on the road shoulders should be considered such as the application of a “rumble” strip.

DEVELOPMENT STRATEGY

Upgrade the formation as required providing a suitable pavement that can be sealed to a minimum Type 5 standard. Investigate the suitability of the existing sight distances with areas of tight geometric alignment. Provide a better ride quality by resurfacing areas of high roughness counts.



GNOWANGERUP TOWN ROADS

Garnett Street (3070008) – Access Road
Corbett Street (3070019) – Access Road
Aylmore Street (3070020) – Local Distributor
Richardson Street (3070027) – Access Road
Hughes Street (3070076) – Local Distributor
Glengarry Road (3070125) – Local Distributor
Walsh Street (3070033) - Local Distributor

Gnowangerup Shire

Last Reviewed: April 2021

FUNCTION

These roads perform a traffic distribution function for normal commuter traffic, school bus and some RAV combinations, in and around the Gnowangerup townsite. They link up to the Broomehill-Jerramungup Road and facilitate movement between the grain facility, industrial area, residential and recreational areas. This area is renowned for its high-quality merino sheep and wool production. It is also a tourist attraction for the historical aspect of the town and in winter there is occasional snow in the Stirling Ranges.

Garnett Street and Gnowangerup-Tambellup Road are RAV Network 7 roads (conditional).

Aylmore Street is a RAV Network 6 road (conditional).

Walsh Street provides an alternative in and out-load route to/from the Gnowangerup CBH Secondary grain bin. It is unsealed type 3 but obviates the need to use some other approved roads through Gnowangerup developed areas (past residences, schools, ambulance centre, etc.). The road provides a direct link between the Broomehill-Jerramungup Road M005 and the Gnowangerup-Tambellup Road. The Gnowangerup – Tambellup Rail is now NOT used to out-load grain to port.

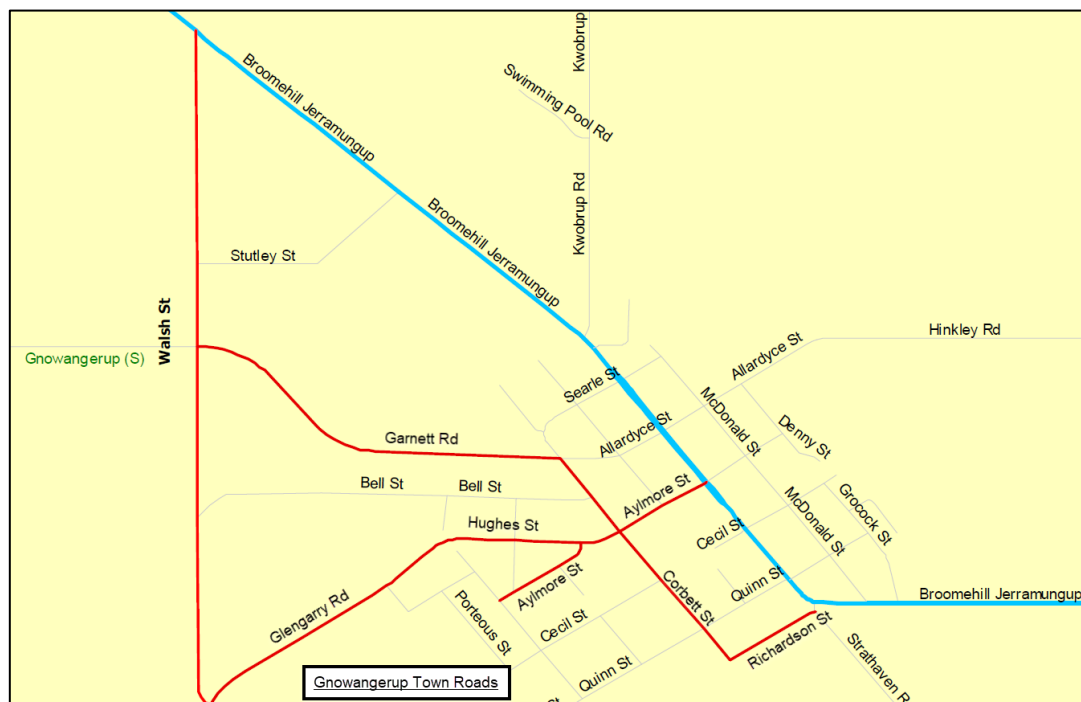
DEVELOPMENT NEED

Gnowangerup continues to be a major agricultural hub with livestock and abundant grain growing in the surrounding district. The requirement for road transport to cater for these activities will see a constant demand placed on the road network in both the town and the surrounding area. Any modifications will be controlled by future traffic needs.

Walsh Street is to maintain as type 3 standard until CBH traffic plans and closure of rail are finalised. Construct to Type 5 seal standard when warrant is demonstrated.

DEVELOPMENT STRATEGY

Monitor the traffic patterns and relevant accident statistics to determine future road network requirements. Ensuring any changes are designed and implemented in a timely manner.



HAZELVALE ROAD

Road No. 3050031
Regional Distributor

Denmark Shire

Last Reviewed: March 2021

FUNCTION

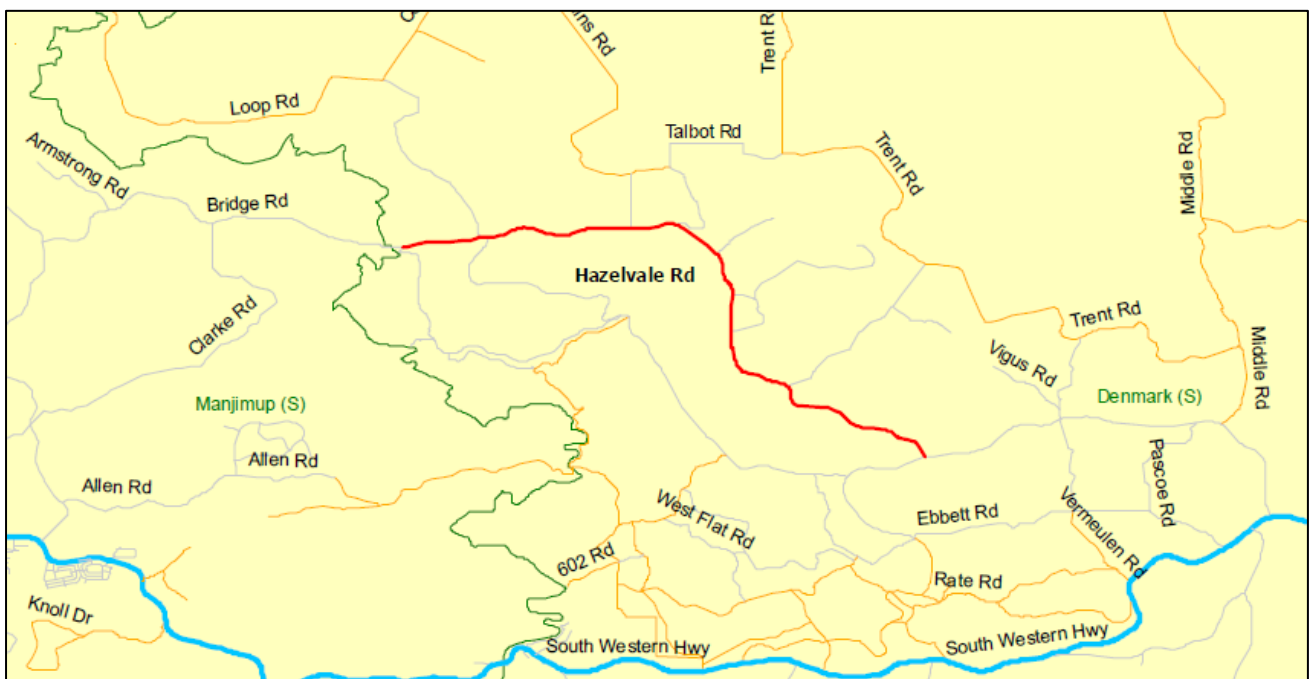
- This route travels through some of the most picturesque countryside in WA and is heavily trafficked by local, national, international tourists and commercial operation. This is a very popular route to the popular tourist attraction of the Valley of the Giants. There are numerous holiday facilities and tourist attractions. This route links the commercial and recreational areas of the Walpole Nornalup Route to allow travel through other sought-after areas.
- Hazelvale road is a RAV Network 4 road (conditional).

DEVELOPMENT NEED

- Coupled with heavy and oversize agricultural vehicles mixing with tourist traffic, there is a concern with the overall level of safety on this route. Thoughtful consideration is to be given to the removal of further roadside vegetation to improve the vehicle run-off zone.

DEVELOPMENT STRATEGY

- The traffic numbers are significant for most of this route with a high proportion of this being tourist, local farmers and Heavy Vehicles (logging) traffic, which might struggle with the driving conditions. Widen the formation to provide a Type 5 standard road. Ensure adequate pavement edge marking for night conditions.



HOPETOUN – LAKE MAGENTA ROUTE

Hamersley Drive (6100118)
West River Road (3100006)
Access Roads

Ravensthorpe Shire

Last Reviewed: April 2021

FUNCTION

This route provides access for local agriculture-based operators and tourists alike. It links the Great Southern and Wheatbelt South Regions and facilitates the transport of grain and fertiliser for the local farming community. It also provides access for tourists travelling from Newdegate and the Lake Magenta Nature Reserve to the Fitzgerald River National Park and onto Hopetoun and its coastal scenery.

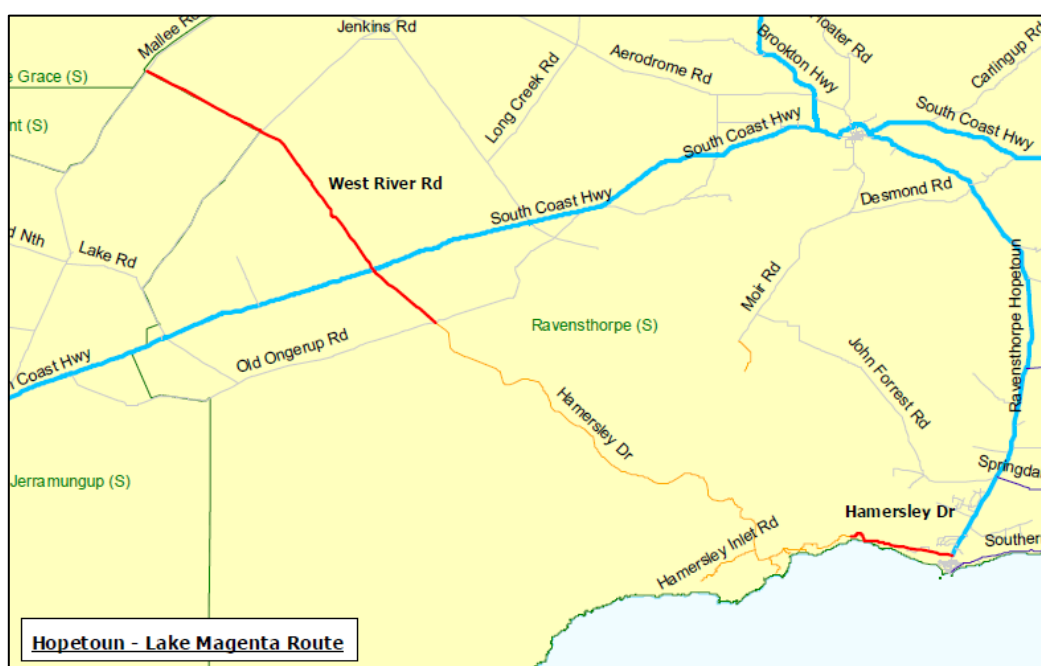
West River Road is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

This majority of this route is unsealed, and this can create a problem with visibility due to dust. Some tourists have difficulty understanding the way to drive on this type of surface and can find it hazardous. This is exacerbated by the presence of RAV combinations on part of this route. There is a need to improve some sections of the road alignment thereby increasing the sight distance for the driver.

DEVELOPMENT STRATEGY

Upgrade the section of West River Road between South Coast Highway and the Fitzgerald River National Park to provide a sealed link to a Type 4 standard. Provide adequate maintenance to ensure the remainder of the route is a uniform Type 3 standard road.



JACKSON ROAD

Road No. 3120024

Local Distributor

Plantagenet Shire

Last Reviewed: April 2021

FUNCTION

This road provides a connection between Albany Highway and Albany-Lake Grace Road and allow for the movement of various products such as grain, fertiliser, livestock and dairy produce. This route is also utilised by tourists and in part it is on the local school bus network. This route is also used as a part of the growing plantation timber products network.

DEVELOPMENT NEED

Shire of Plantagenet has undertaken a program of upgrading Jackson Road to a Type 4 standard which involves widening the existing seal and reconstructing and sealing the section from SLK 6.10.

DEVELOPMENT STRATEGY

Continue to upgrade Jackson Road to a Type 4 standard.



JERDACUTTUP ROAD**Road No. 6100002****Local Distributor****Ravensthorpe Shire****Last Reviewed: April 2021****FUNCTION**

This route provides access for the local agricultural sector to transport grain, fertiliser and livestock. It facilitates access for tourists to National Parks, Reserves and coastal attractions along the southern coast. It also provides access for commuter traffic and heavy vehicles associated with the Nickel operation east of Ravensthorpe. As the mining operation grows there will be increased use of these roads by vehicles associated with the operation.

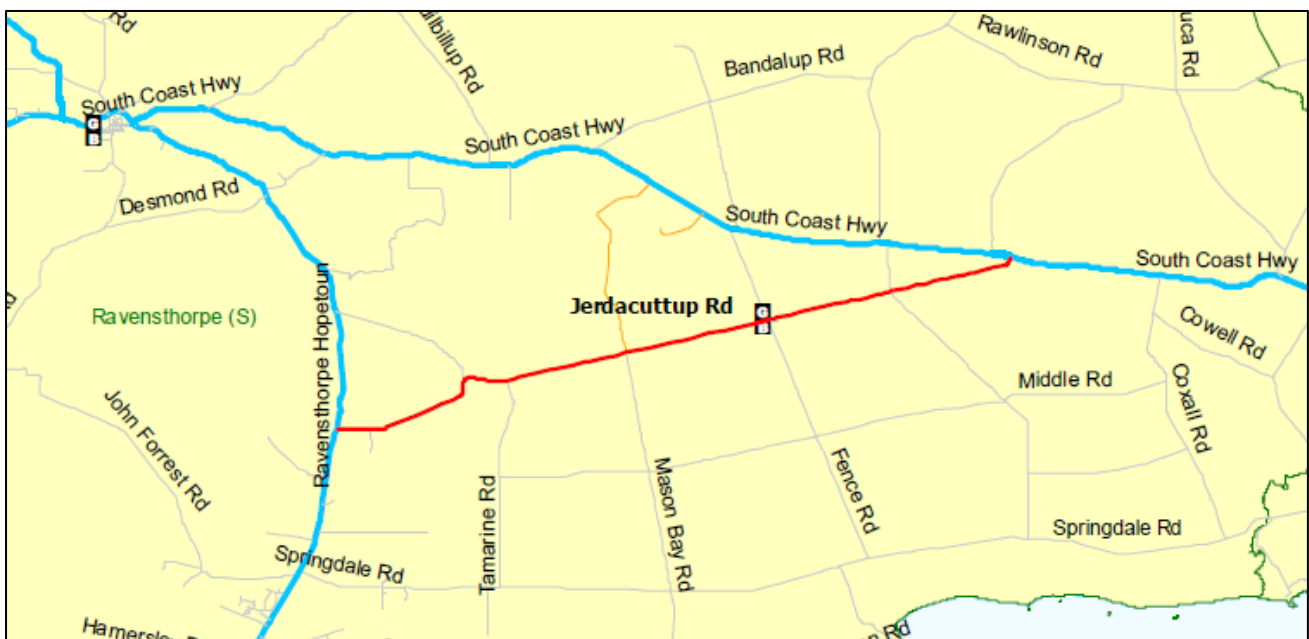
These Roads are RAV Network 7 roads (conditional).

DEVELOPMENT NEED

Jerdacuttup Road is currently sealed to a Type 5 standard while the other roads are unsealed. These roads have had a combined 15 reported crashes during the last few years, which is high in relation to the volume of traffic. As the traffic increases it can be expected that the number of incidents will also increase. Visibility is an issue with dust on the unsealed roads as is the need for vehicles to pass. This is a major concern with the large RAV combinations that have access to this route.

DEVELOPMENT STRATEGY

Maintain road to current standard.



JINGALUP ROAD

Road No. 3100009

Local Distributor

Kojonup Shire

Last Reviewed: April 2021

FUNCTION

This road provides access for the local farming community for the transport of grain, fertiliser and other associated products. It provides a link between Albany Highway and Kojonup-Frankland Road.

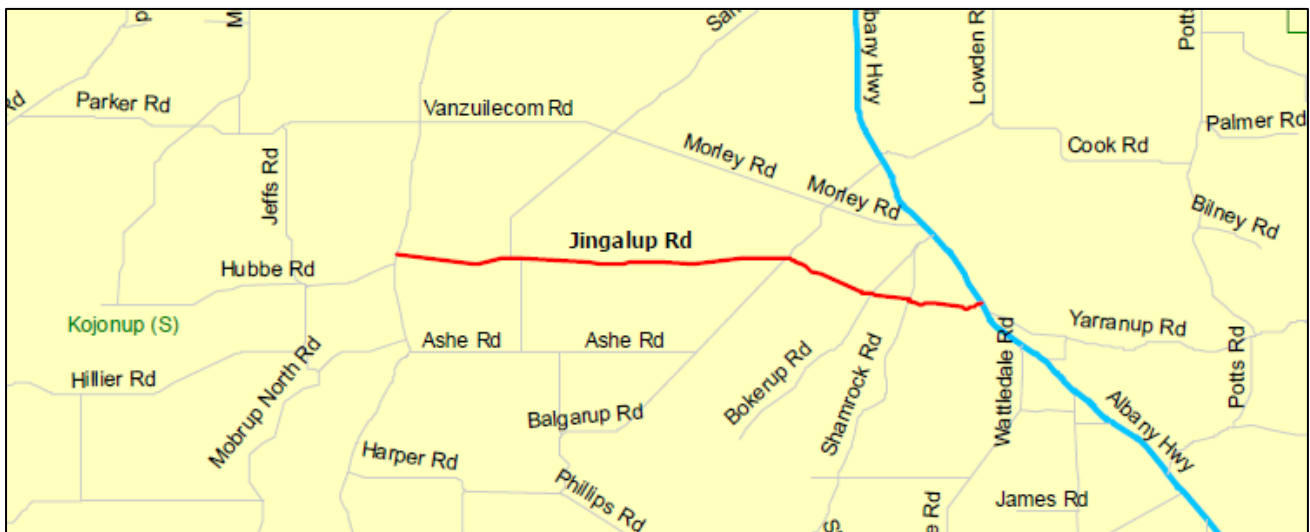
Jingalup Road is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

The road is currently a Type 4 standard and appears adequate given the moderate traffic count that exists on this road. Monitor the potential edge wear problem caused by vehicles going off the seal when passing; this is evident with the RAV combinations that use this road.

DEVELOPMENT STRATEGY

Maintain this road in its present status with some minor shoulder treatment to avoid the development of drop-offs from the edge of the seal. This can also reduce the incidence of edge wear.



KATANNING – DUMBLEYUNG ROUTE**Katanning – Dumbleyung Road (3080221)****Oxley Road (3170086)****Regional Distributors****Katanning and Woodanilling Shires****Last Reviewed: April 2021****FUNCTION**

This route provides a major freight link for the surrounding areas and beyond. It is an inter-regional connector between Wheatbelt South and Great Southern Region and provides access to Albany Highway, Northam-Cranbrook Road, Collie-Lake King Road and other major transport connectors. It is used for the transport of grain, fertiliser, livestock, wool, feed and other agricultural produce. It links major agricultural and community centres and is also a tourist route. School buses also rely on this route.

Katanning – Dumbleyung Road is a RAV Network 5 road.

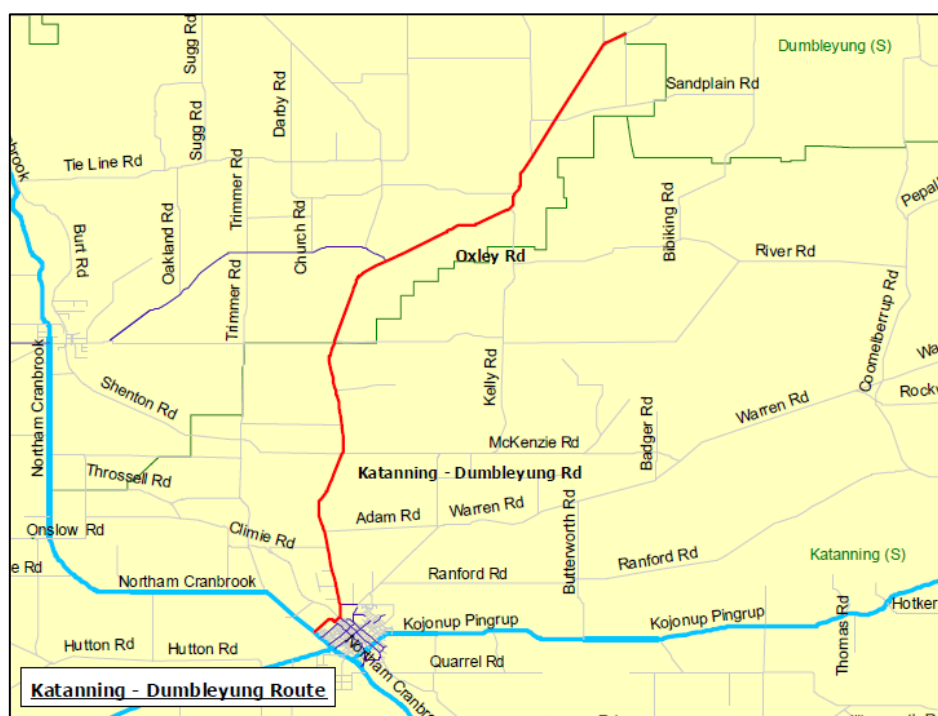
Oxley Road is a RAV Network 5 road (conditional).

DEVELOPMENT NEED

At present this road is a Type 4 standard with moderate to high traffic usage and several accidents have occurred on Oxley Road over the last few years. There is a need to upgrade the road to accommodate the RAV combinations together with the other traffic in a safe and comfortable environment.

DEVELOPMENT STRATEGY

Both Local Governments have commenced programs to increase the formation width and increase the seal width with a view to providing a Type 5 standard route. This will increase the safety and driver comfort levels and provide a more efficient link.



KATANNING TOWN ROADS

Adam Street (3080038) Access Road
Arnold Street (3080142) Access Road
Austral Terrace (3080194) Local Distributor/Access Road
Carew Street (3080125) Local Distributor
Clive Street (3080290) Local Distributor/Access Road Conroy Street (3080040) Local Distributor/Access Road
Cornwall Street (3080198) Local Distributor Cove Street (3080030) Local Distributor
Creek Street (3080138) Access Road
Daping Street (3080009) Access Road
Hassel Street (3080007) Access Road
Pemble Street (3080046) Access Road
Synnott Avenue (3080050) Access Road Warren Road (3080005) Local Distributor
Arbour Street (3080028) Access Road
Golf Links Road (3080002) Access Road
Marmion Street West(3080183) Access Road

Katanning Shire

Last Reviewed: April 2021

FUNCTION

These roads perform a traffic distribution function in and around the townsite for normal commuter traffic, tourist traffic, school buses and RAV combinations. They link with Kojonup – Pingrup Road, Northam – Cranbrook Road and other major road connectors. They carry large amounts of traffic of various types and link the residential, educational, recreational, industrial and commercial sectors of this major hub.

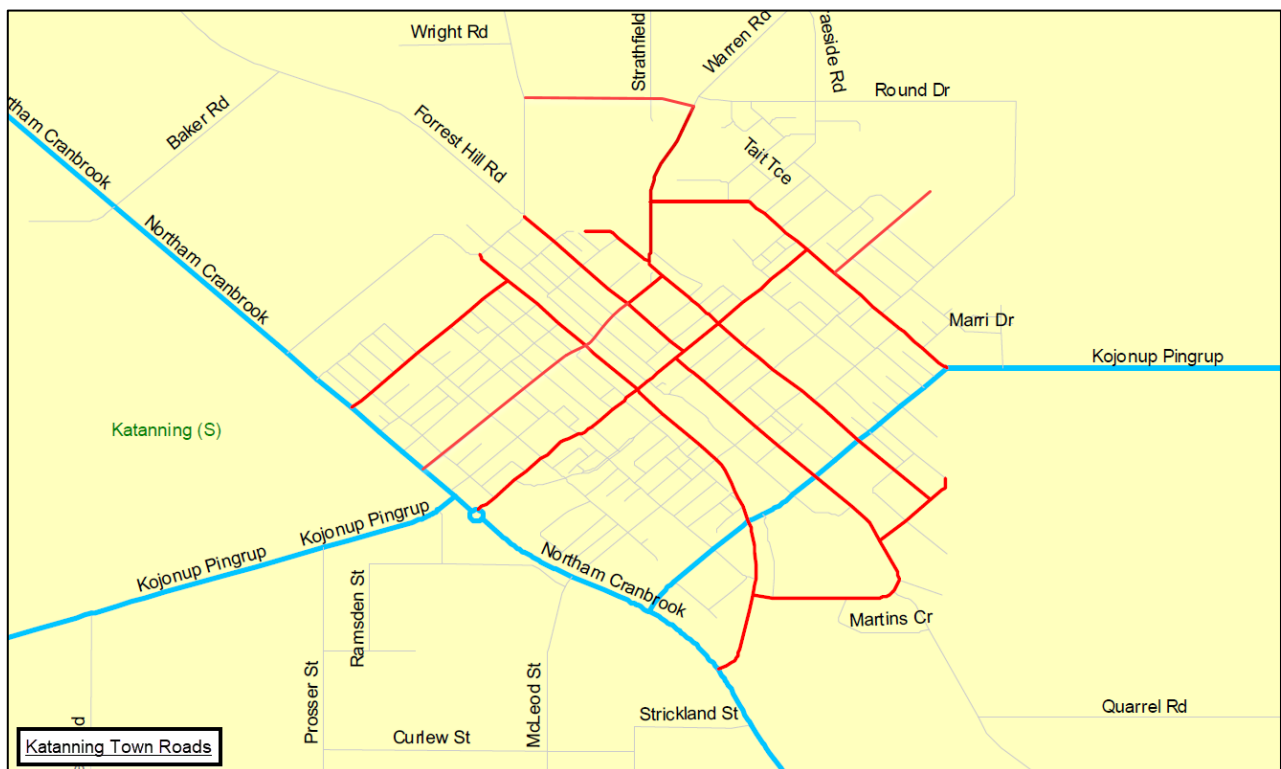
This road connects Warren Road to Katanning – Dumbleyung Road as part of the RAV network to access the heavy vehicle bypass. Route takes significant grain and livestock haulage volumes. Marmion Street West supports heavy vehicle traffic to connect to bypass thereby restricting heavy vehicle traffic through the town centre.

DEVELOPMENT NEED

As vehicle demands grow there will be a need to make alterations to the existing network. This will maintain a required level of safety and efficiency. The timing of these potential changes is dependent on the rate of traffic growth.

DEVELOPMENT STRATEGY

Widen and reconstruct pavement to Type 5 standard road to cater for vehicle classification and volumes in the urban area.



KENDENUP ROUTE**Beverley Road (3120006)****Carbarup Road (3120032)****Hassell Avenue (3120005)****Local Distributors****Plantagenet Shire****Last Reviewed: April 2021****FUNCTION**

This route provides access from Albany Highway through Kendenup townsite to areas such as Porongurup National Park, Stirling Range National Park for tourism. It also provides access for agricultural operations and some mining operations. Products transported along this route include grain, fertiliser, livestock and wool. There is further development of the local viticulture and dairy industry which rely on this route. This is also part of the local school bus network.

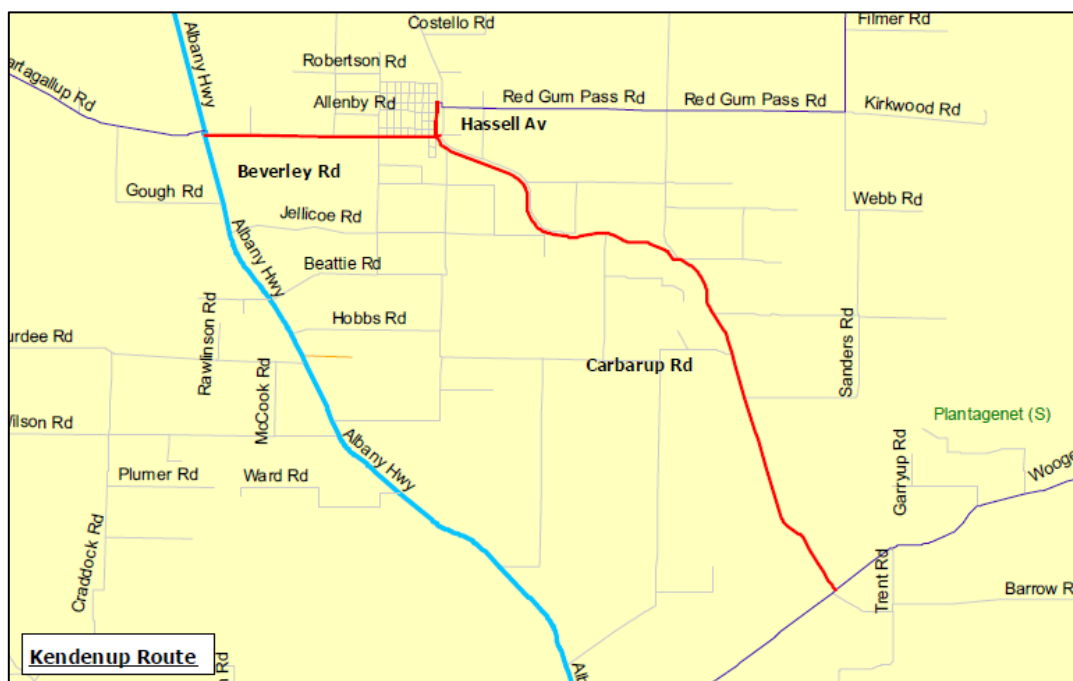
Beverley and Carbarup Roads are RAV Network 7 roads (conditional).

DEVELOPMENT NEED

Beverley and Carbarup Roads carry relatively high traffic volumes which are made up of normal commuter traffic, tourist traffic and heavy vehicles including RAV combinations. At present the road standard is unsuitable for the type and volume of traffic as there are large sections of the existing seal that are less than 6 m wide. The existing pavement needs to be improved and widened for the current and future traffic needs.

DEVELOPMENT STRATEGY

The Shire of Plantagenet has commenced a program of upgrades that will see the road improve over the next 5 years, or as funds become available, to a uniform Type 5 standard road. This will provide for the expected increase in traffic volume well into the future. It will deliver a safer, more efficient link for this area of the Great Southern.



KOJANEERUP WEST ROAD

Road No. 3020021
Regional Distributor

City of Albany

Last Reviewed: April 2021

FUNCTION

This road forms part of a route that provides access for farming areas in the surrounding districts. This route provides a connection between Albany – Lake Grace Road and South Coast Highway, which in turn provides travel options for the need to transport produce and farming needs. This road is also part of the school bus network.

Kojaneerup Road is a RAV Network 7 road.

DEVELOPMENT NEED

There are moderate traffic numbers on Kojaneerup West Road and given the mix of vehicle types some upgrades are warranted to more safely accommodate these vehicles.

DEVELOPMENT STRATEGY

Maintain at Type 5. (CBH to Port)



KOJONUP – FRANKLAND ROAD**Road No. 3040560, 3100004****Local Distributor****Cranbrook and Kojonup Shires****Last Reviewed: April 2021****FUNCTION**

This is a major transport link for freight and for commuter and tourist traffic. It provides a connection between Albany Highway and Muirs Highway and into the South West Region. This route is used by tourists as part of a general travel route and by the farming community in the surrounding districts. Products transported along this route include grain, fertiliser, livestock, timber and feed.

Kojonup – Frankland Road (3040560) is a RAV Network 5 road.

Kojonup – Frankland Road (3100004) is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

This road still has long sections of single lane seal on relatively old pavement. It is used by heavy freight vehicles, including RAV combinations and normal traffic. The single lane seal suffers from accelerated edge wear and this can create a drop-off between the seal and the shoulder. These drop-offs can be hazardous to all vehicle types. There have been a high number of crashes recorded over the last few years including one fatality. A number of these crashes have been single vehicle into tree. Improvements need to be made to this road to improve the safety level afforded to the road users.

DEVELOPMENT STRATEGY

Reconstruct the formation in the narrow sections and widen the pavement and seal to provide a minimum Type 5 standard road for the entire length. Ensure shoulders are maintained in an adequate state and provide a wider clear zone between the pavement edge and the vegetation line. This will improve the overall safety and amenity of this important link.



KOJONUP TOWN ROADS

Benn Parade (3100059)
Pensioner Road (3100015)
Access Roads

Kojonup Shire

Last Reviewed: April 2021

FUNCTION

These roads act as a heavy vehicle bypass of the Kojonup townsite and providing access to and from Donnybrook-Kojonup Road. They reduce the number of RAV combinations that would otherwise travel directly through the town's main street.

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

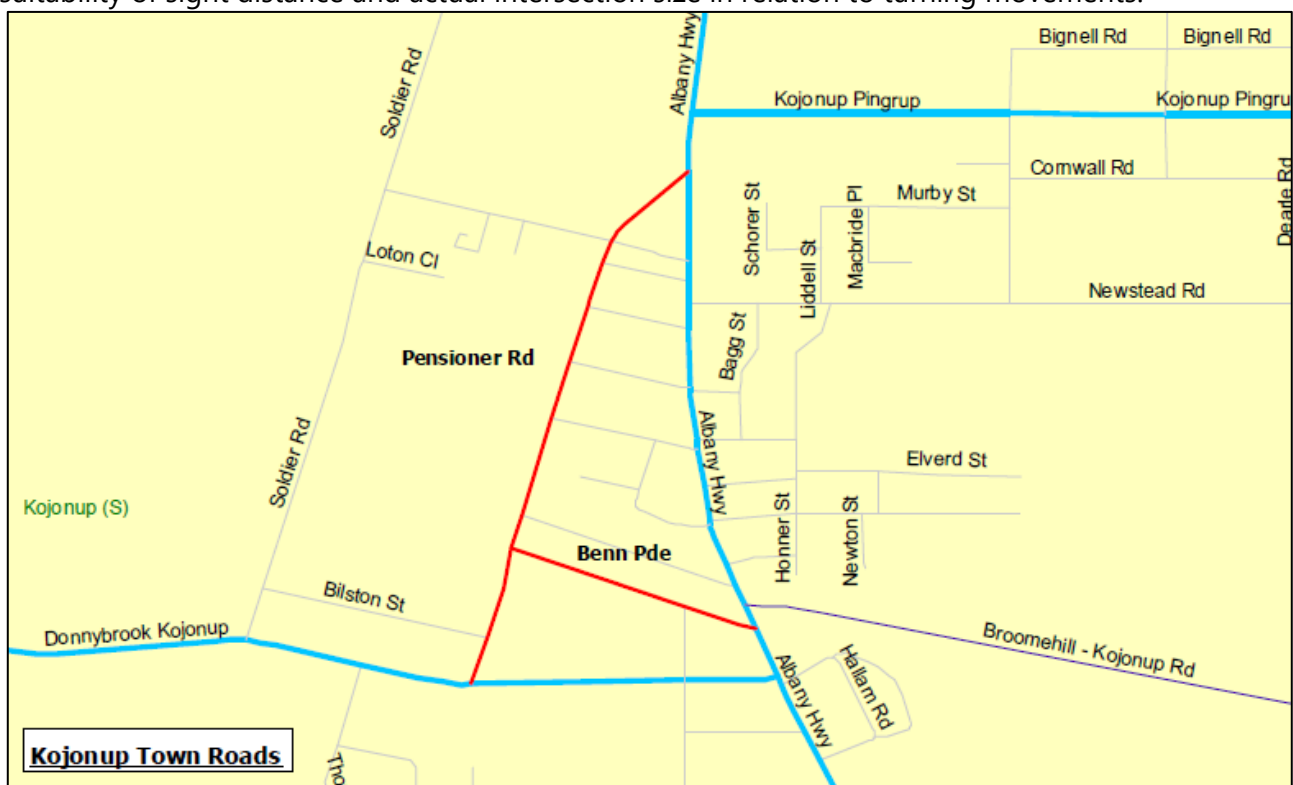
Benn Parade is a RAV Network 7 road.

DEVELOPMENT NEED

The current status of these roads is Type 5 standard, having a minimum seal width exceeding 7 m. Some minor improvement works may be required at each end where these roads intersect with other roads.

DEVELOPMENT STRATEGY

Monitor traffic growth and dispersal patterns. Inspect intersections with other roads to determine suitability of sight distance and actual intersection size in relation to turning movements.



KOORNONG ROAD**Road No. 6100112****Local Distributor****Ravensthorpe Shire****Last Reviewed: April 2021****FUNCTION**

This route currently serves the farming community, local agricultural industry and facilitates the transport of grain, fertiliser and other farm produce. It is an inter-regional route with a link through to Dunn Rock Grain Facility and caters for the tourists with access to Dunn Rock Nature Reserve as well as to the towns of Lake Grace and Lake King.

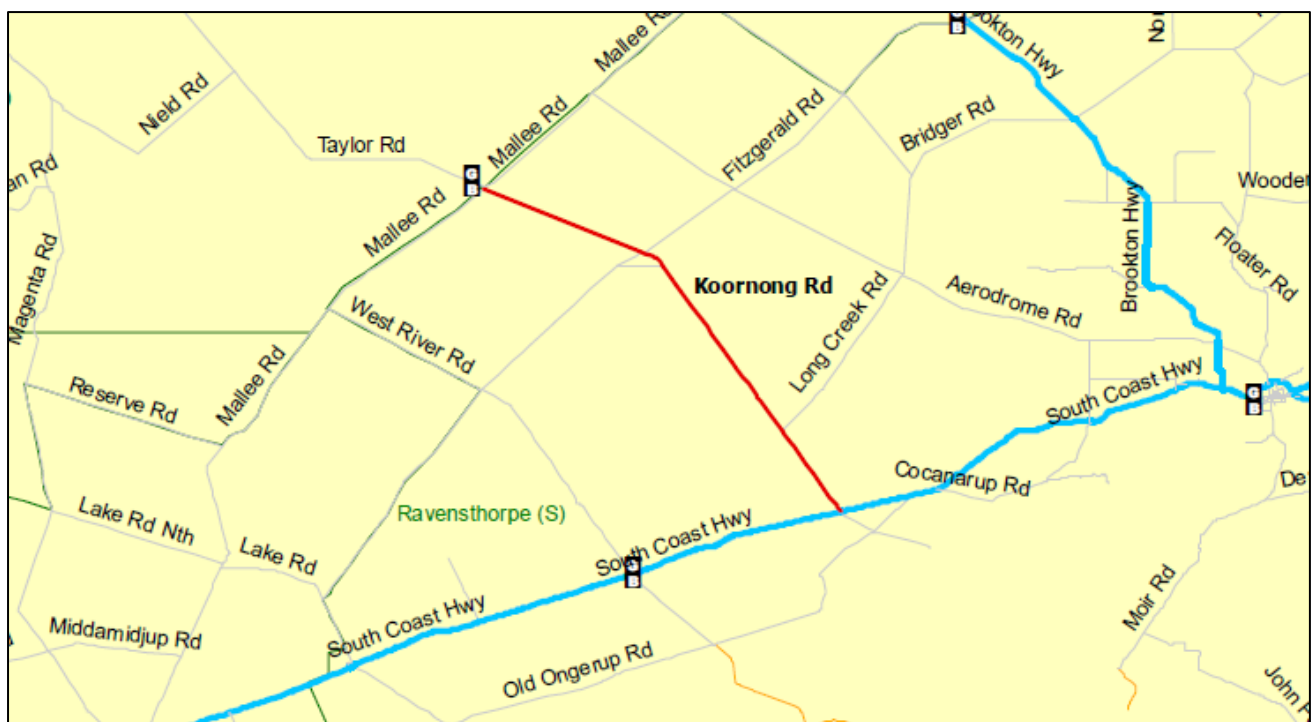
Koorng Road is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

This route is currently Type 3 standard; however, there is poor visibility due to dust and vehicles passing one another causing major concern given the RAV combinations permitted on this route. Some realignment of the road geometry is required to provide better sight distance for drivers. To ensure safety is maintained at a high standard there needs to be some improvements to this route.

DEVELOPMENT STRATEGY

Construct some sections with adequate vertical curves to provide proper sight distances and construct the pavement to a Type 4 standard as a minimum level. Monitor the traffic growth, particularly heavy vehicles, with a view to improving this route to a Type 5 standard for long-term use.



KUKERIN – NYABING ROUTE**Adams Road (3090132)****Kukerin Road (3090005)****Local Distributors****Kent Shire****Last Reviewed: July 2021****FUNCTION**

This route provides access between the Kukerin and Nyabing townsites and access for various agricultural operations in the area, principally the delivery of grain to the CBH bins in Nyabing. Products transported along this route include grain, fertiliser, livestock, and wool. This is also part of the local school bus network.

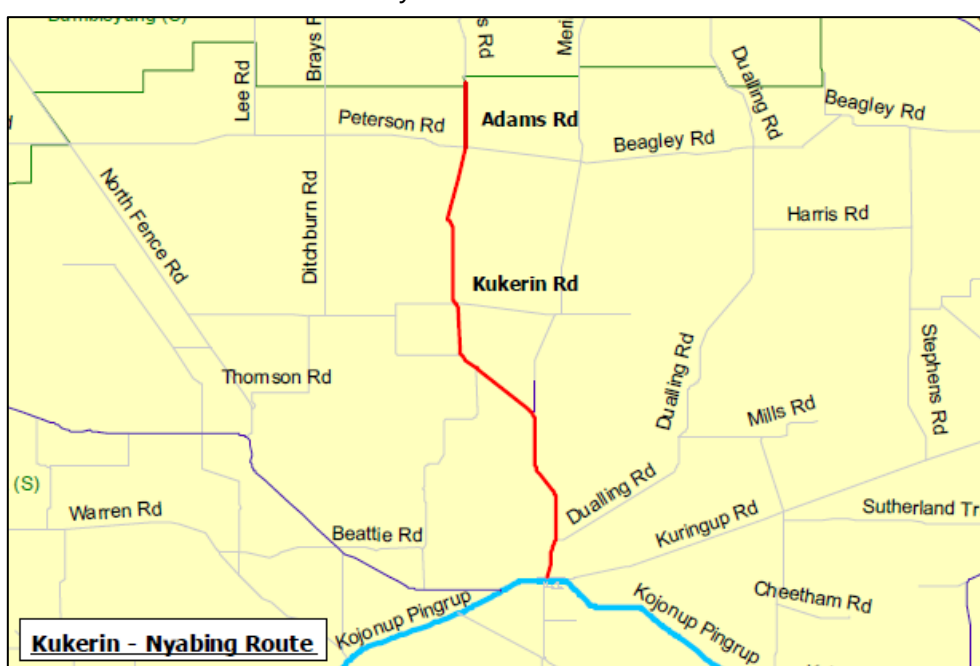
Adams Rd and Kukerin Roads are RAV Network 7 roads (conditional).

DEVELOPMENT NEED

Adams Rd and Kukerin Roads carry relatively high traffic volumes which are made up of normal commuter traffic, tourist traffic and heavy vehicles including RAV combinations. The southern section of Kukerin Road has been sealed in recent years, but the northern section and Adams Rd are both unsealed and narrow in some locations, the existing pavement needs to be improved and widened for the current and future traffic needs. There are numerous flood ways along Kukerin Rd and drainage does not cope with large rainfall events, making it impassable to 2wd vehicles and it is often closed to heavy traffic. Drainage pipes need enlarging, the road needs lifting and strengthening to improve its reliability.

DEVELOPMENT STRATEGY

The Shire of Kent has commenced a program of upgrades that will see the road improve over the next 12 months to a uniform Type 5 standard road and improvements at a major intersection with Peterson Rd to adjacent staggered tee intersections, which will improve safety. These works will provide for the expected increase in traffic volume well into the future. It will deliver a safer, more efficient and reliable link between Kent and Dumbleyung Shires, noting that Dumbleyung Shire has already sealed its section of the link already.



LAKE MAGENTA ROAD**Road No. 3180003 and 3090116****Regional Distributor****Jerramungup and Kent Shires****Last Reviewed: April 2021****FUNCTION**

This route provides for the local agricultural industry and facilitates the transport of grain, fertiliser and other farm produce. It is an inter-regional route with a link through to Wheatbelt South and caters for the tourists with access to Lake Magenta Nature Reserve and Fitzgerald River National Park.

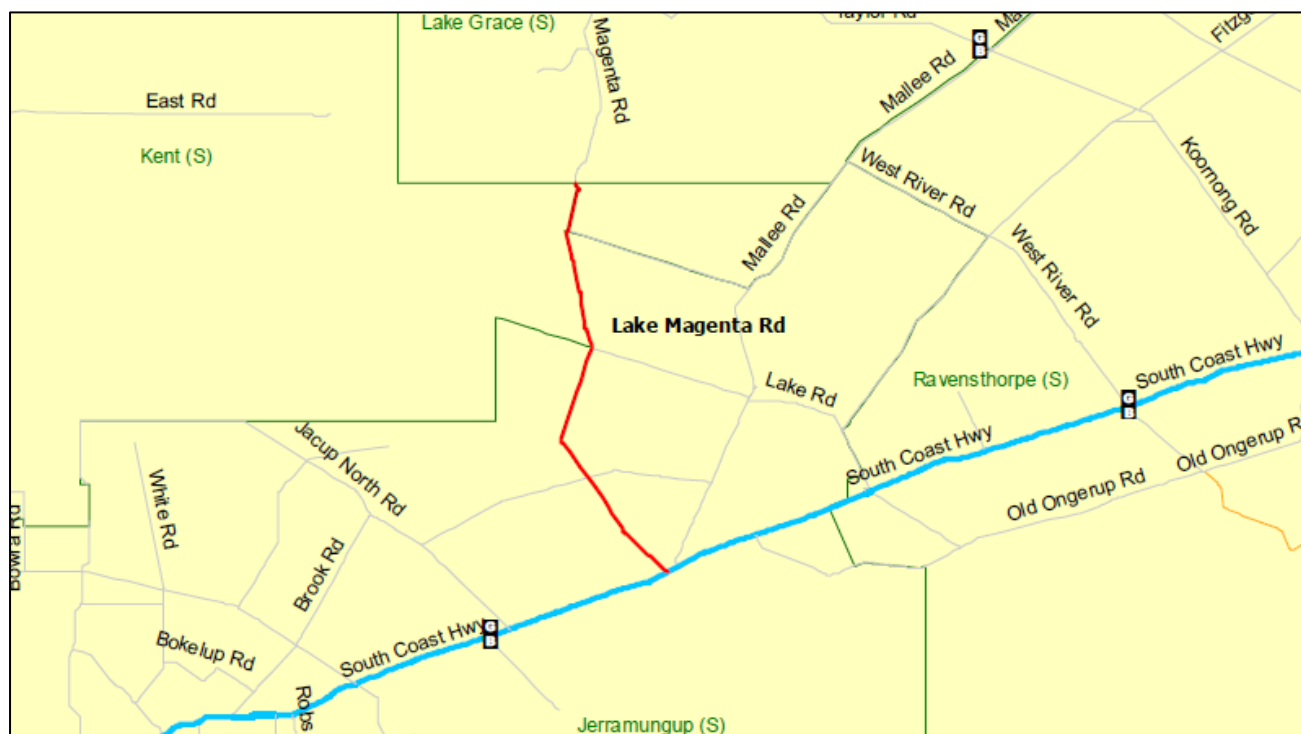
These roads are all RAV Network 7 roads (conditional).

DEVELOPMENT NEED

This route is basically unsealed with some very narrow sections of pavement. Poor visibility due to dust and vehicles passing one another are major areas for concern given the RAV combinations permitted on this route. Some realignment of the road geometry is required to provide better sight distance for drivers.

DEVELOPMENT STRATEGY

Widen the formation and provide a uniform Type 3 road standard to this route as a minimum service level. Undertake improvements to the road geometry to provide greater sight distance, together with clearing some roadside vegetation.



LIGHTS ROAD**Road No. 3050036****Regional Distributor****Denmark Shire****Last Reviewed: September 2022****FUNCTION**

Lights road is a very popular route with a mixture of locals and tourists using this access as a route to lights beach, Wilderness Ocean Walk (WOW) and an access from Ocean beach caravan park to the natural attraction of William Bay National Park (Greens Pool, Madfish bay and Elephant rocks). Lights road is not on the RAV network. Traffic counts have been recorded during the peak seasons which you can clearly demonstrates an increase of vehicles per day due to tourist.

DEVELOPMENT NEED

Lights road has been sealed between SLK 1.68 to 8.32 to a 6m seal type 4 standard road. This section of section was last seal in 2009 (between 1.68 to 4.10) and 2002 (between SLK 4.10 to 8.320) which this section is currently condition rated as a 4.2 which requires urgent works to preserve the shire assets.

The remainder of lights road (SLK 0.05 to 1.68) is constructed out of gravel, very narrow (3.5m sections with passing bays) and geometry issues. This road receives some major attention during the peak season due to the increase of traffic numbers..

DEVELOPMENT STRATEGY

Maintain the sealed section between SLK 1.68 to 8.32 to a type 4 standard. Between SLK 0.05 to 1.68, upgrade pavement and drainage for a type 3 within 2 to 3 years and further upgrade to a type 4 sealed road with strategically placed passing bays or separation between the lanes between SLK 1.68 and 1.33 due to the existing mature trees.



LOWER DENMARK ROAD**Road No. 3020607****Local Distributor****City of Albany****Last Reviewed: April 2021****FUNCTION**

This road provides predominantly tourist access to many of the features of the coastal area just to the west of Albany. It allows tourists to head towards Denmark using an alternate route to South Western Highway. Along this stretch of coastline are many pristine beaches that cater for fishing and surfing and the West Cape Howe National Park. At the western end this road provides access to the southern side of Wilson Inlet. There is farming activity adjacent to this road such as sheep and cattle.

Lower Denmark Road is a RAV Network 4 road (conditional).

DEVELOPMENT NEED

This road has high traffic usage and is sealed, in many sections, to less than 6 m. There have also been a high number of crashes recorded for this road over the past few years with several them showing that a vehicle has left the road and struck an object.

The proximity of the roadside vegetation is also a concern among some sections of the road as is the quick drop off from the seal edge.

With cyclists using sections of this road as part of the Munda Biddi trail widening and sealing sections of the shoulder would provide greater safety.

DEVELOPMENT STRATEGY

Provide a wider clear zone between the pavement edge and the vegetation/tree line. Widen the formation and seal to a Type 5.-Realign sections of this road with substandard road geometry and provide more suitable shoulders. Widen and seal shoulders in areas used by cyclists.



MEECHI ROAD**Road No. 3180087****Local Distributor****Shire of Jerramungup****Last Reviewed: December 2023****FUNCTION**

Meechi Rd (Local Distributor) provides northwest–southeast connectivity between the key agricultural and tourism areas within the Shire of Jerramungup, specifically Gairdner, Jerramungup, Bremer Bay and the Fitzgerald River National Park. Specifically, given the recent upgrades from gravel to seal of Devils Creek Rd and significant segments of Swamp Rd, Meechi Rd is now part of a popular direct route between the South Coast Hwy and Bremer Bay Rd. This road experiences high volumes of light vehicle and caravan traffic during peak tourist periods.

This road is also the only road servicing numerous large agricultural properties in the district. Significant volumes of heavy vehicles access this road during harvest exporting grains and during seeding for grain import, fertiliser and other deliveries. Ensuring the road is of a consistent minimum Type 5 standard for the full length of the road is regionally important to local businesses and industry.

The northern half of the road is currently part of the RAV 6 network (with conditions) (vehicles up to a max 36.5m length). During seeding and harvest, this road experiences significant volumes of heavy traffic. Recent traffic volumes are in the order of approx.:

- AADT: 80
- ESA: 37.8
- PCU: 124

From the traffic count data, approx. 17% of the total traffic volume is heavy vehicles (Class 3 – 12) which supports the proposal to add this road to the Roads 2040 List.

**Traffic data provided above is for the period 14 Nov 2022 – 23 Feb 2023.*

DEVELOPMENT NEED

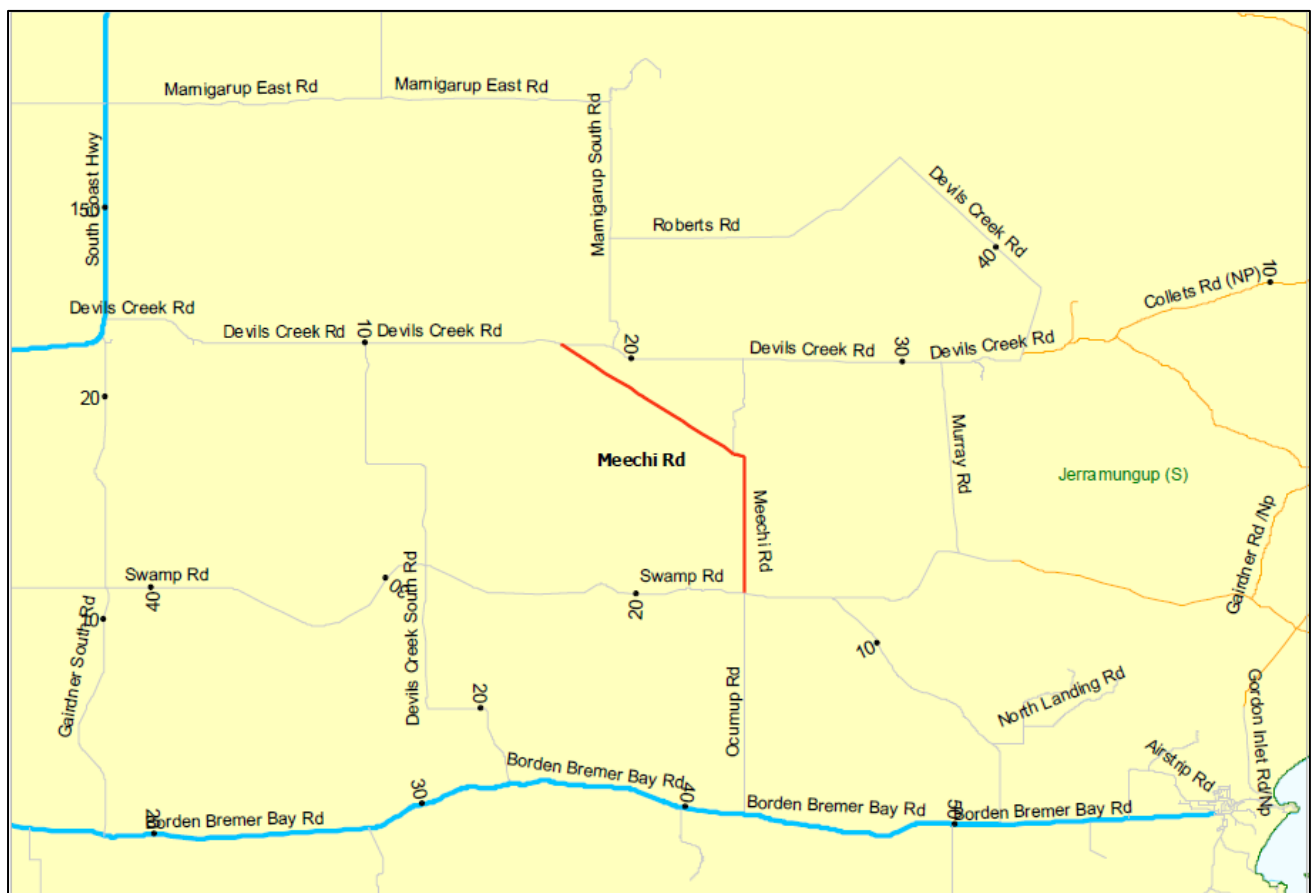
With the continued development of the local agricultural region and the increases in agricultural machinery sizes, combined with the consistently high traffic volumes, the road warrants an upgrade to a consistent Type 5 standard. Additionally, the high volume of light vehicle traffic, the majority of which is tourist traffic frequenting the popular destination of Bremer Bay and the Fitzgerald River National Park also provides a clear warrant for upgrading the road to a consistent Type 5 standard.

In recent years, the Shire has invested a significant portion of their own funds to ensure the road is upgraded and maintained to a consistent Type 3 standard. Adding this road to the Roads 2040 program, will support the Shire to ensure the road is further upgraded to suit the traffic volume warrant of at least a Type 5 standard.

DEVELOPMENT STRATEGY

The Shire plans to progressively upgrade and then maintain Meechi Rd from an unsealed standard to a 7.2m wide sealed standard using regional road group, roads to recovery and other sources of development funding as and when it becomes available.

Given the relatively high standard of the road, particularly the northern portion, the work will generally comprise shaping and preparation of the existing road formation and pavement and construction of a two coat seal. The road crosses Devils Creek at approx. SLk 10.83 and as part of the road development strategy, this crossing will be upgraded by way of increasing the capacity of the culvert structure.



MILLBROOK ROAD

Road No. 3020004

Local Distributor

City of Albany

Last Reviewed: April 2021

FUNCTION

Millbrook Road serves as a link between Albany Highway and South Coast Highway and provides access for farming operations in the adjoining area. There currently is grain, fertiliser and other agricultural produce transported along this road.

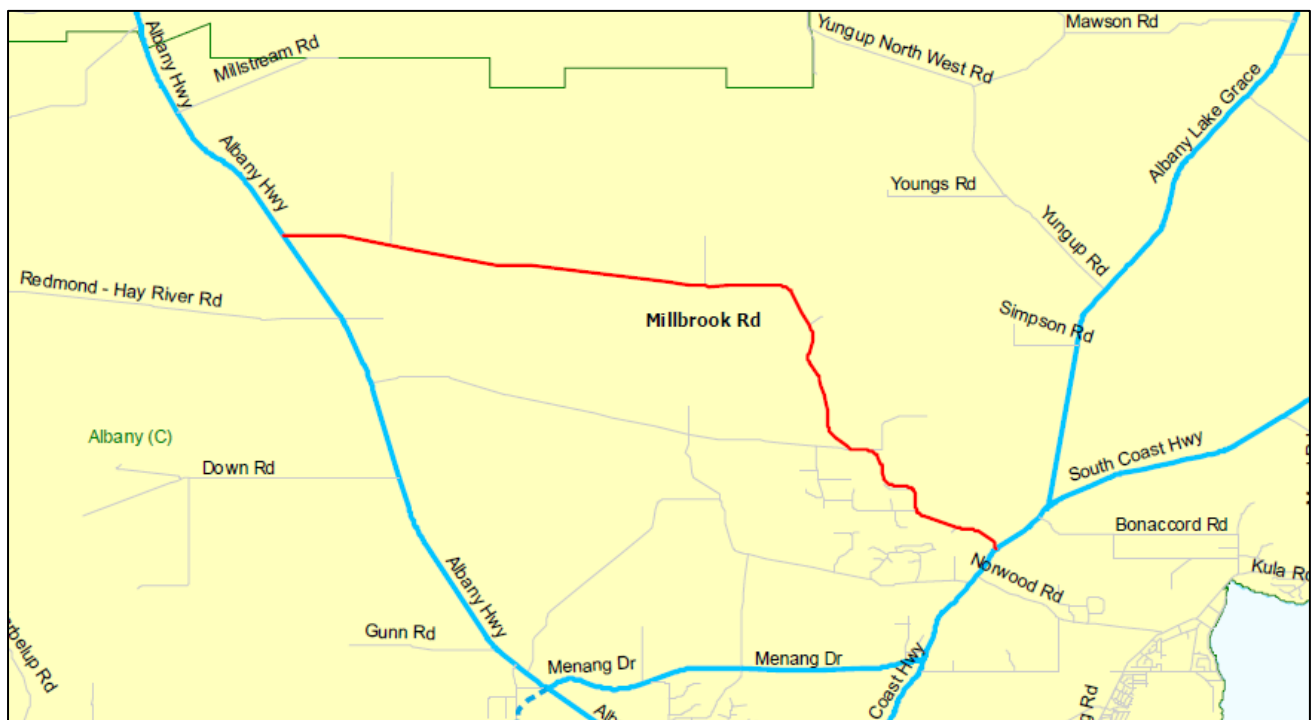
Millbrook Road is a RAV Network 5 road.

DEVELOPMENT NEED

This road is sealed, however most of this is less than 6 m wide and it caters for high traffic volumes. There have been several crashes reported on this road over recent years, inclusive of one fatality. A number of these crashes are recorded as showing a vehicle hitting an object.

DEVELOPMENT STRATEGY

Continue to widen the formation and seal pavement to provide a Type 5 standard. Realign road sections with substandard road geometry. Ensure road shoulders are of adequate width and regularly maintained.



MT BARKER – PORONGORUP ROUTE**Porongorup Road (3120262)****Oatlands Road (3120261)****Local Distributors****Plantagenet Shire****Last Reviewed: April 2021****FUNCTION**

This route connects Albany Highway with Albany – Lake Grace Road and is part of a greater route between the South West, via Muirs Highway, and South Coast Highway. It provides tourist access to the Porongorup National Park and to several wineries in the area. Agriculture continues to be a major contributor to the area with grain, and livestock is also raised in this district.

Mt Barker – Porongorup Road is a RAV Network 4 road.

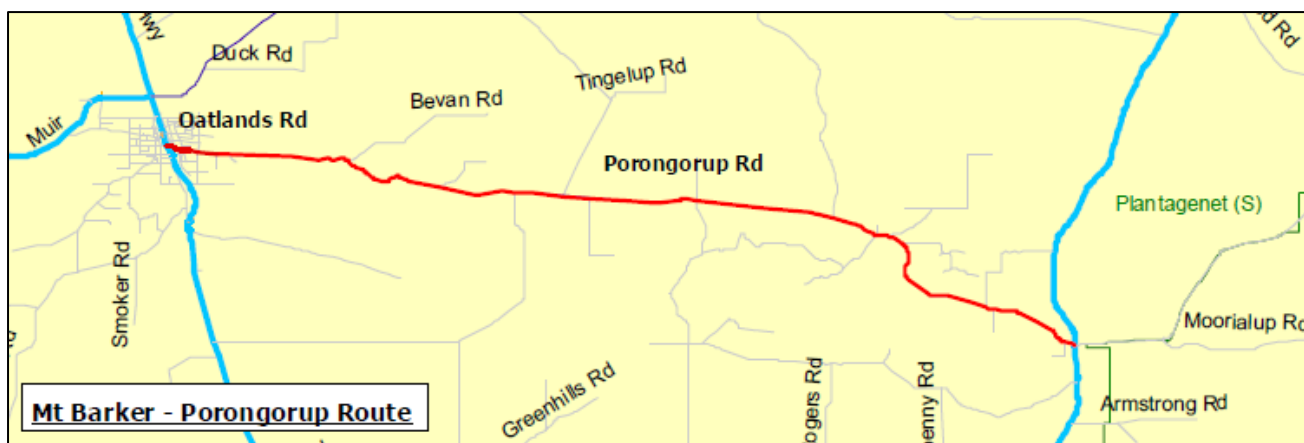
Oatlands Road is a RAV Network 4 road (conditional).

DEVELOPMENT NEED

There has been a relatively high crash rate over the last few years, including one fatality on this route. It has high traffic usage, mostly of the smaller vehicle variety as there is little RAV combination usage. The pavement is generally sealed to a minimum of 6 m wide. Improvements need to be undertaken with the seal width being increased and some realignment required through substandard areas.

DEVELOPMENT STRATEGY

Widen the formation and increase the seal width to provide a minimum Type 5 standard and improve the road shoulders. Investigate areas of poor alignment and reconstruct these to provide a better ride quality and safer transport infrastructure. Plantagenet shire has commenced an upgrade to sections of this route.



NEEDILUP – PINGRUP NORTH ROUTE**Jolley Road (3090127) – Local Distributor****Needilup North Road (3090017, 3180002) – Local Distributor****Newdegate Pingrup Road (3090002) – Regional Distributor****Kent and Jerramungup Shires****Last Reviewed: April 2021****FUNCTION**

These roads form an inter-regional route that links Great Southern and Wheatbelt South Regions and connecting Newdegate with Pingrup, Jerramungup or other towns. It facilitates inter-town connectivity and broad access across a large area of the regions. This route provides for the transport of grain, fertiliser, livestock and feed together with other farm-based products. This route caters for the operations of RAV combinations and for the movement of large agricultural vehicles. These roads provide access to a number of grain receival points in the surrounding area as well as being a part of the school bus network.

Needilup North (3090017) and Newdegate Roads are RAV Network 7 roads.

Needilup North (3180002) and Jolley Roads are RAV Network 7 roads (conditional).

DEVELOPMENT NEED

Currently there are several work proposals for these roads to upgrade this route. They provide for normal commuter traffic and RAV combinations and this can be hazardous on some of the narrow sections of road as vehicles attempt to pass. On the unsealed sections dust creates a visibility problem.

DEVELOPMENT STRATEGY

Upgrade the sections of this route that are currently less than 6 m wide in seal to a minimum Type 4 standard with attention to the shoulders. Widen the formation of the unsealed sections to provide a better pavement and maintain as a Type 3 standard. Some drainage improvements are also required and realignment of substandard sections of the road geometry will also provide a better-quality network.



NYABING SOUTH ROAD

Road No. 3090006

Local Distributor

Kent Shire

Last Reviewed: April 2025

FUNCTION

Nyabing South Road provides north and south access between agricultural and tourism areas in the Shire of Kent and other areas including Mindarabin, Stirling Ranges, Albany and the South Coast. Nyabing Road also connects to Katanning, Dumbleyung, Wagin and surrounding areas. This Route services a number of large farming properties within the Shire. Large numbers of heavy vehicles and machinery use this road, with increased numbers during harvest and seeding transporting grain, fertiliser, stock and other deliveries. This road is also a school bus route servicing Nyabing Primary and Katanning High Schools. The road is currently part of the RAV 7 network.

DEVELOPMENT NEED

With increased size in farming machinery and heavy vehicles and the interaction with light vehicles and school buses, this road warrants an upgrade to a Type 5 Standard. This route would also be an ideal tourist drive due to its proximity to the Stirling Ranges, Porongurups, Albany and the South Coast if it was upgraded to a Type 5 Standard. In past years the Shire has invested a great deal of its own funds to maintain this road to a Type 3 standard. Adding this road to Roads 2040 program would support the Shire of Kent to improve this road to a Type 5 standard.

DEVELOPMENT STRATEGY

To upgrade and maintain Nyabing South Road to a Type 5 Standard 7m wide seal with 1m shoulders, using Regional Road Group, Roads to Recovery, LRCI and any other funding that becomes available. The work would mainly consist of shaping the road to the correct camber with a 2-coat seal (14mm & 7mm) Also reshape and re cut drains and batters and improve culverts.



ONGERUP GRAIN BIN ACCESS

Buncle Street (3070044) Local Distributor and Access Road Eldridge Street (3070035) Local Distributor

Gnowangerup Shire

Last Reviewed: April 2021

FUNCTION

Buncle Street (along with Eldridge Street) provides the sole in and out loading route for the off-rail Ongerup CBH secondary priority Grain Bin. The road was sealed to Type 5 (7 m wide) with CBH and GSRRG grant assistance.

Eldridge Street is part of the Ongerup – Boxwood route. It is the principal access to the Ongerup commercial and cultural centre. It forms part of the only approved RAV 7 CBH Ongerup off-rail Grain Bin in and out loading route.

DEVELOPMENT NEED

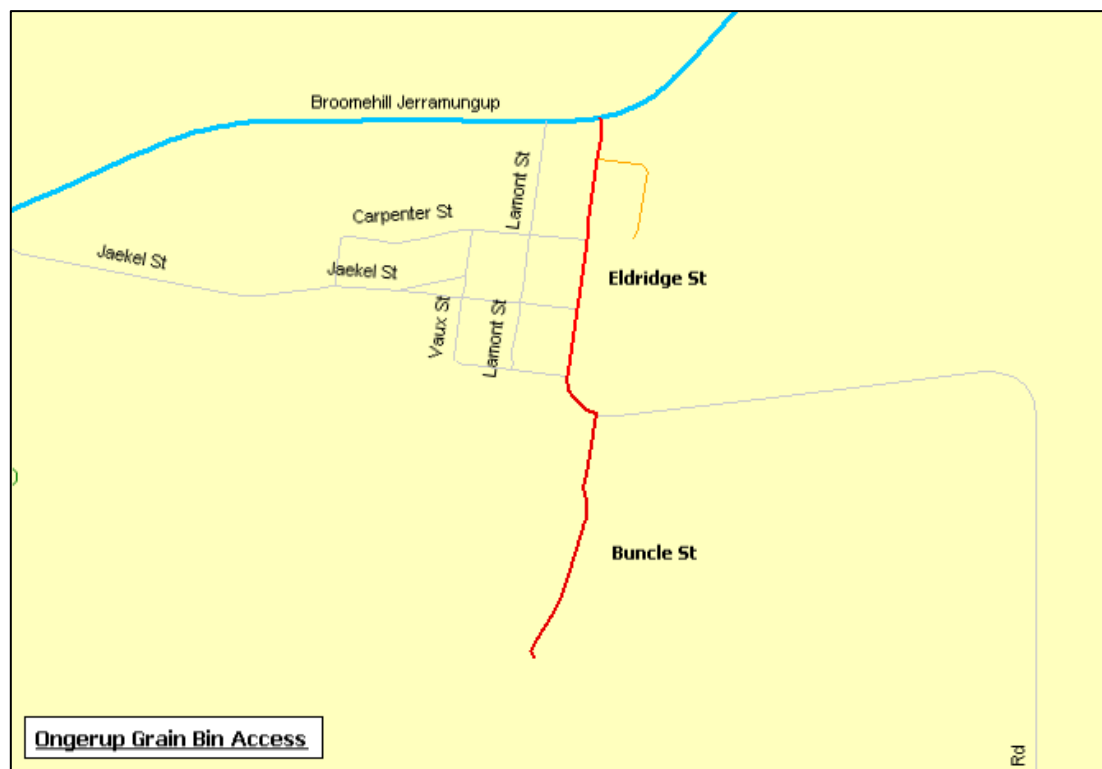
Maintain Buncle Street to Type 5 sealed road.

Maintain Eldridge Street to Type 6 sealed road.

DEVELOPMENT STRATEGY

Maintain Buncle Street as Type 5 (CBH out-road). Resurface initial coat seal when required. Repair pavement failures, caused by CBH RAV 7 vehicles in both directions, to ensure safe and efficient grain transport to Port.

Maintain Eldridge Street as kerbed Type 6 (CBH out-road).



ONGERUP – PINGRUP ROAD**Ongerup – Pingrup Road (3090003, 3070002)
Local Distributors****Gnowangerup and Kent Shires****Last Reviewed: April 2021****FUNCTION**

This route is a major north south link that runs between Ongerup and Pingrup. It is an inter-town link that provides for community interaction. It is also a RAV combination route that facilitates the transport of grain, fertiliser, wool and livestock. There is some tourist traffic on this route in addition to school bus operations.

Ongerup-Pingrup Road is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

The vehicle count for this route shows moderate (100 vpd AADT) usage, however there is a high proportion that is heavy vehicle traffic associated with the local agriculture and farming community. At present the road surface is a combination of single lane seal and 5.5 m to 7 m seal. This requires upgrading to provide a more efficient link with a view to reducing the maintenance costs associated with edge wear.

DEVELOPMENT STRATEGY

Kent Shire is progressing with a staged reconstruction program that will bring their section of road up to a Type 5 standard over the next 2 to 3 years. Gnowangerup shire is progressing with their work to provide a minimum Type 4 standard road with widening on curves and improving intersections for safety. This upgrading work being done will provide a safer, more efficient route that will result in enhanced driver comfort.



PALMDALE ROAD**Road No. 3020010 and 3120035
Local Distributor****City of Albany and Plantagenet Shire****Last Reviewed: April 2021****FUNCTION**

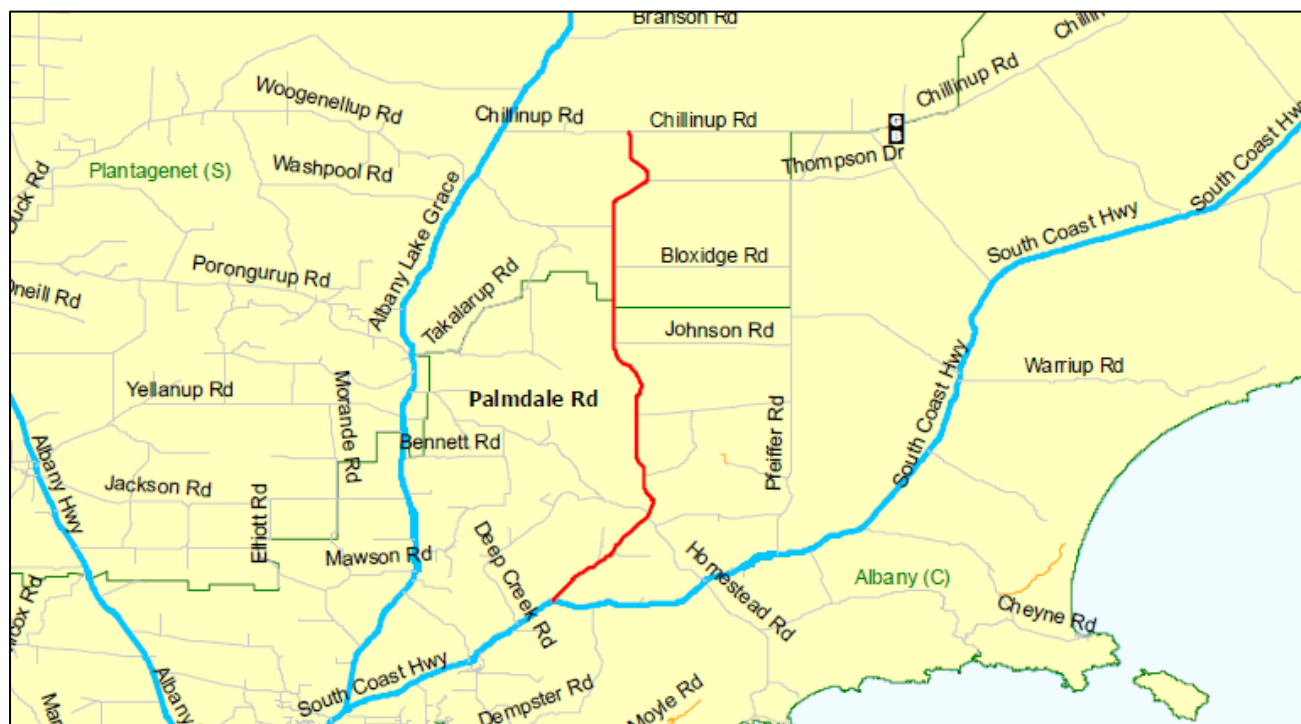
This road gives access between Albany – Lake Grace Road and South Coast Highway but is predominantly used for the general commuting needs of the local farming population. Products transported along these roads include grain, fertiliser, timber and livestock. Palmdale Road is a RAV Network 7 road.

DEVELOPMENT NEED

Sections of Palmdale Road have both narrow seal and formation. The need exists to widen the formation and pavement and upgrade the narrow seal sections. This will reduce the level of hazard encountered when vehicles are trying to pass and improve the overall quality of road for this community.

DEVELOPMENT STRATEGY

Upgrade and widen the sections of narrow seal to a Type 4 standard to improve the overall safety and efficiency of this road.



PARRY ROAD**Road No. 3050009****Local Distributor****Shire of Denmark****Last Reviewed: May 2026****FUNCTION**

Parry Road is a Type 4 Local Distributor, providing a connection between South Coast Highway at SLK 441.07 and Parry Beach Nature Park. Parry Road is not on the RAV Network.

This route provides access to beaches, camping, farming areas and nature-based activities. The Denmark region is a popular regional tourist area with an abundance of wineries, cideries and attractions located amongst picturesque farmlands. The region is popular with tourists and sightseers who traditionally engage in self-drive activities throughout the area. Parry Road is subject to significant traffic volume fluctuations during school holiday periods.

Parry Road plays a vital role in supporting the social and economic well-being of the local community by improving connectivity and accessibility. Socially, it provides residents and visitors with a crucial link to key destinations, including homes, farms, and the popular Parry Beach, enhancing access to recreational activities and essential services. The road also supports local tourism, which is a major economic driver for Denmark, by providing a direct route for visitors exploring the coastal areas and surrounding natural attractions. Economically, Parry Road benefits local businesses, including accommodation providers, agricultural enterprises, and tourism operators, by ensuring the efficient movement of goods, services, and customers. By maintaining and upgrading this road, the community can further enhance safety, reduce travel times, and support sustainable economic growth in the region.

DEVELOPMENT NEED

Parry Road currently falls under the category of Type 4 sealed roads. With an ongoing increase in both tourism and the local population, the Shire of Denmark is grappling with a rise in the planned and reactive maintenance demands for the road. Currently the road has a significant number of defects including aggregate stripping in the wheel path, seal flushing and heaving.

Parry Road experiences significantly higher traffic volumes compared to similar local roads, highlighting the urgent need for road maintenance and development. While the road is already sealed, years of wear and increasing usage have led to surface deterioration, requiring significant upgrades to ensure safety and efficiency.

The high traffic counts, driven by local residents, agricultural operations, and tourism (particularly access to Parry Beach) place considerable strain on the road, making regular maintenance insufficient to address ongoing issues. Without necessary improvements, the road's condition will continue to decline, leading to higher long-term repair costs, safety concerns, and potential disruptions to local businesses and community access. Investing in the maintenance and enhancement of Parry Road is essential to support the region's growing needs and sustain its economic and social vitality.

DEVELOPMENT STRATEGY

The Shire of Denmark aims to initiate a series of enhancements over the next few years to elevate Parry Road from a Type 4 service level to a Type 5 service level. The future development of Parry Road will focus on essential maintenance and upgrades to accommodate high traffic volumes, improve safety, and enhance long-term durability. Improvements to Parry Road will involve the re-construction of pavement layers, carriageway sealing, installation of delineation and upgrading of drainage assets. Enhancements will also aim to support the region's growing tourism and agricultural activities by providing better access to key destinations such as Parry Beach.

The Shire of Denmark intends to seek funding from MRWA Regional Road Group and the Federal Roads to Regions program. By investing in these improvements, Parry Road will continue to serve as a vital connector, supporting economic growth, community access, and overall transport efficiency in the area.



PINGRUP NORTH WEST ROUTE

Kuringup South Road (3090052) Local Distributor
North Kuringup Road (3090008) Local Distributor
Rasmussen Road (3090014) Local Distributor and Access Road

Kent Shire

Last Reviewed: April 2021

FUNCTION

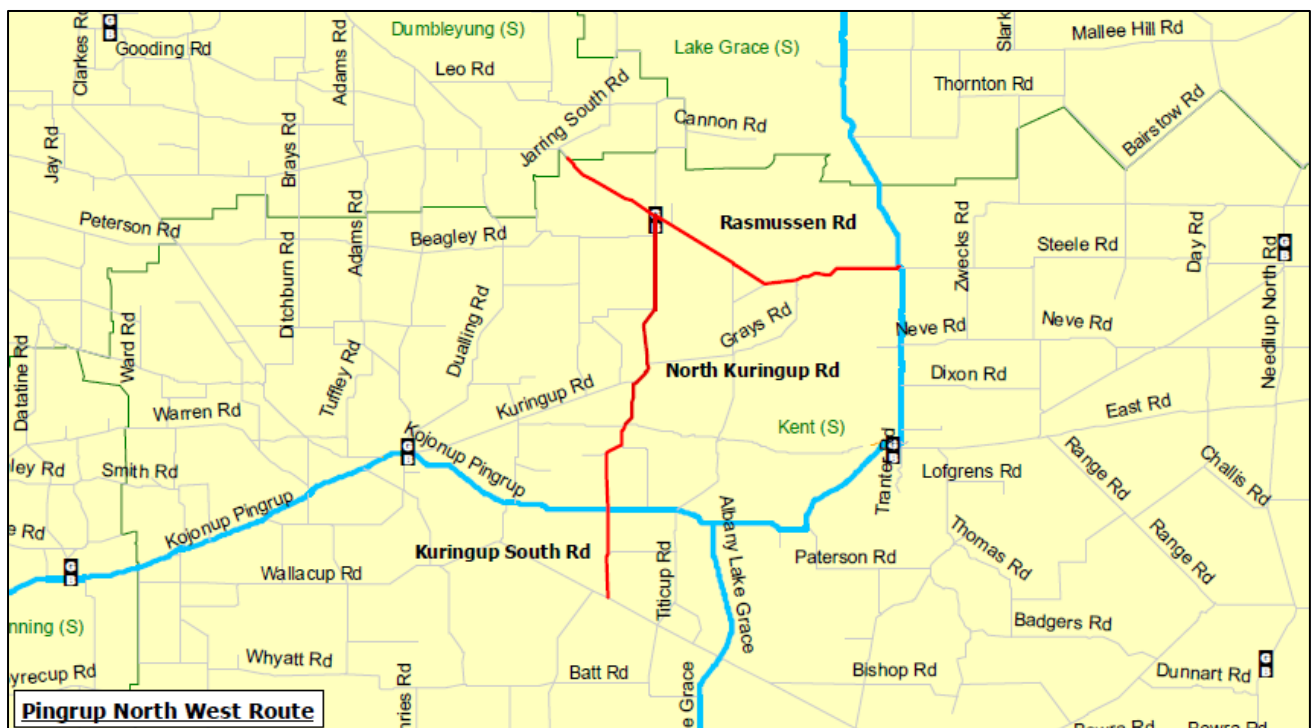
These roads form part of an inter-regional link between Wheatbelt South and Great Southern Regions. It provides connectivity between the towns of Kukerin, Dumbleyung and Pingrup which facilitates the local community interaction. These roads carry grain, fertiliser and livestock. Rasmussen Road is a RAV Network 7 road (conditional). The remaining roads are RAV Network 7 roads.

DEVELOPMENT NEED

These roads are unsealed and in places the formation is narrow. The size of vehicles given access to these roads requires the roads to be a high standard. Dust is an issue as it reduces visibility and passing vehicles on these roads is hazardous. Some improvements are required to provide a minimum safety standard.

DEVELOPMENT STRATEGY

Widen both the formation and pavement and maintain these roads as Type 3 standard roads as a minimum service level, providing adequate pavement width to safely allow vehicles to pass. In the long-term sealing to Type 4 standard is required.



POINT HENRY – BREMER BAY ROADS

Bremer Bay Road (3180232)

Point Henry Road (3180116)

Wellstead Road (3180036)

Access Roads

Jerramungup Shire

Last Reviewed: April 2021

FUNCTION

These roads carry traffic from the main Bremer Bay Road and distribute it around the Bremer Bay townsite with the facilities it offers for tourists. These roads grant access for fishing, camping, surfing and whale watching. Access is also provided for the Fitzgerald River National Park.

DEVELOPMENT NEED

The route is mostly sealed; however, the last 2 km section of Bremer Bay Road is less than 6 m in seal width.

DEVELOPMENT STRATEGY

Upgrade the Bremer Bay Road by widening the formation and increasing the seal width to provide a Type 4 standard road. Maintain the rest of the roads in their current state as a minimum service level.



POORRARECUP ROAD**Road No. 3040011 and 3120142****Local Distributor****Cranbrook and Plantagenet Shires****Last Reviewed: April 2021****FUNCTION**

This road provides access to a regionally significant recreational area. Also provides heavy haulage route for grain, poultry linking to Muirs Highway. The road traffic counts continually increase during peak holiday periods and heavy haulage is continually increasing using this route. Peak time for the Lake is during harvest period.

DEVELOPMENT NEED

Road is currently impassable in the wet and requires sealing the full length to provide safer access to Poorrarecup Lake recreational area and provide heavy haulage a safer more efficient link to Muirs Highway.

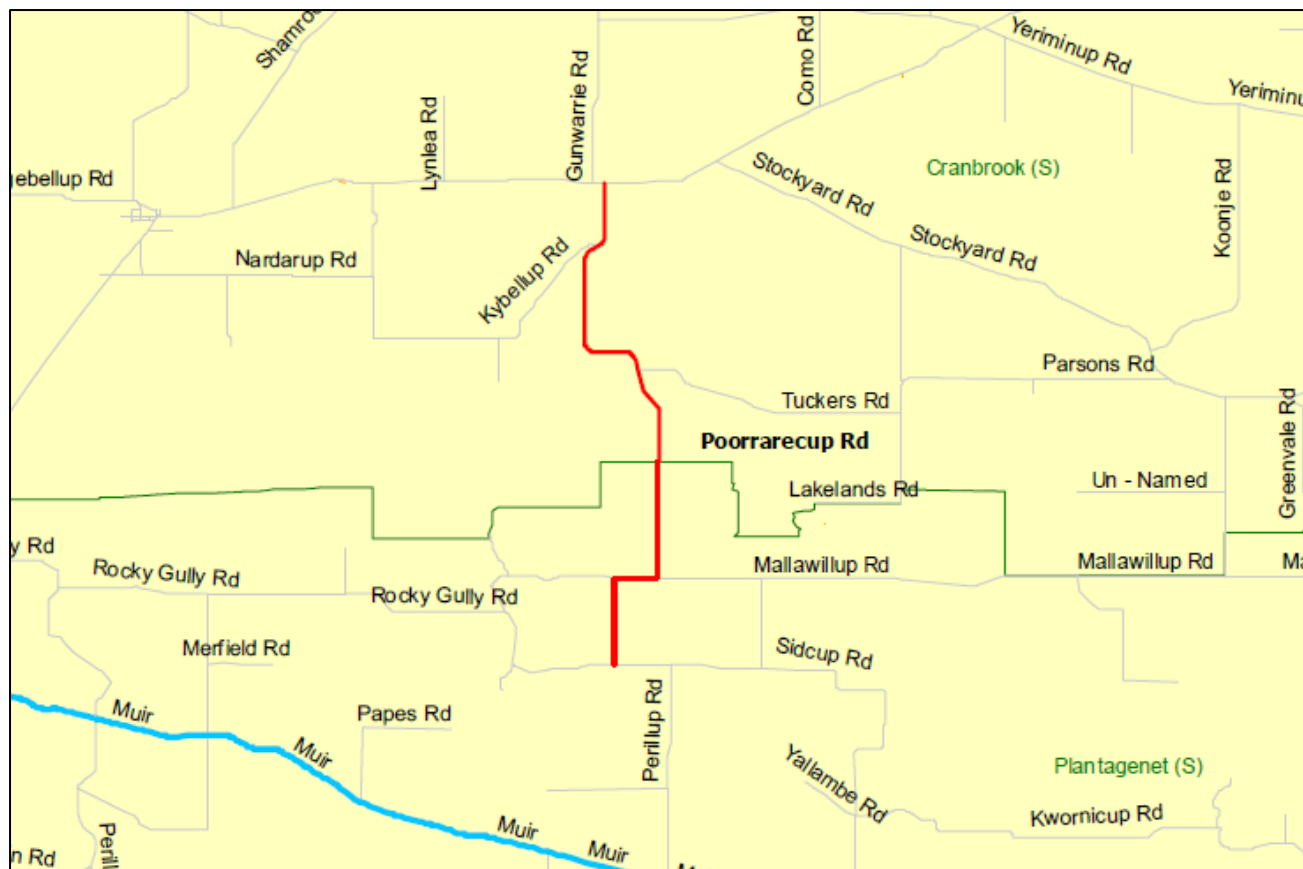
Correct floodways and improve drainage. Construct and seal road to Type 5 standard.

DEVELOPMENT STRATEGY

Shire of Cranbrook are looking to utilise Regional Road Group funding to upgrade this road.

Poorrarecup Road currently changes between Type 3 and 4.

Construct and seal to Type 5 standard road.



RED GUM PASS ROAD

Road No. 3120012

Local Distributor

Plantagenet Shire

Last Reviewed: April 2021

FUNCTION

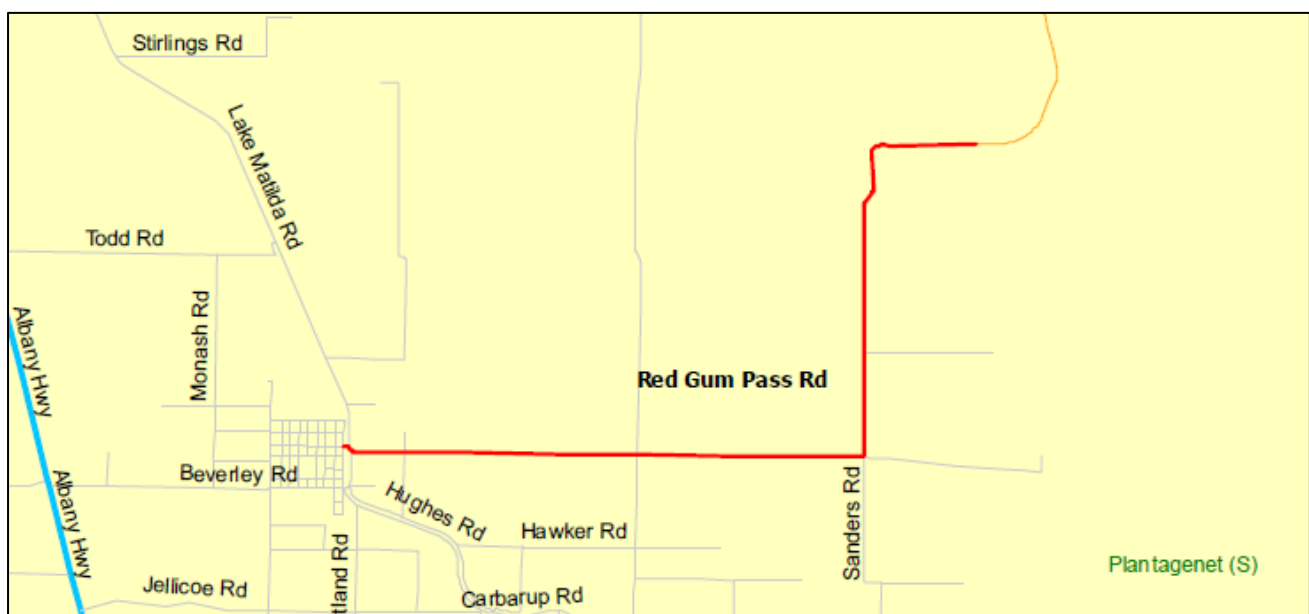
This route provides access for the surrounding farming community and for tourists to access the Stirling Range National Park. This route is used for the transport of grain, fertiliser and livestock. Red Gum Pass Road (3120012) is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

These roads carry a mix of traffic on a combination of sealed and unsealed road surface. The traffic varies from large RAV combinations to tourists, and this can be a concern on the narrow sections when these vehicle types are attempting to pass. Added to this is the reduced visibility problem caused by dust.

DEVELOPMENT STRATEGY

Upgrade the sealed sections to provide a Type 4 standard road and ensure the unsealed sections receive adequate maintenance to provide a suitable safe road link. As traffic demands increase the remaining sections should also be sealed.



ROBINSON WEST ROAD

Road No. 3170087
Regional Distributor

Woodanilling Shire

Last Reviewed: April 2021

FUNCTION

This road is a major link between Albany Highway and the Northam – Cranbrook Road. It caters for all types of traffic including school buses and RAV combinations. It provides access for tourists travelling in and around the Great Southern. It caters for the movement of agricultural produce, livestock, poultry and other general items. It links directly into the townsite of Woodanilling from Albany Highway and then onto Katanning.

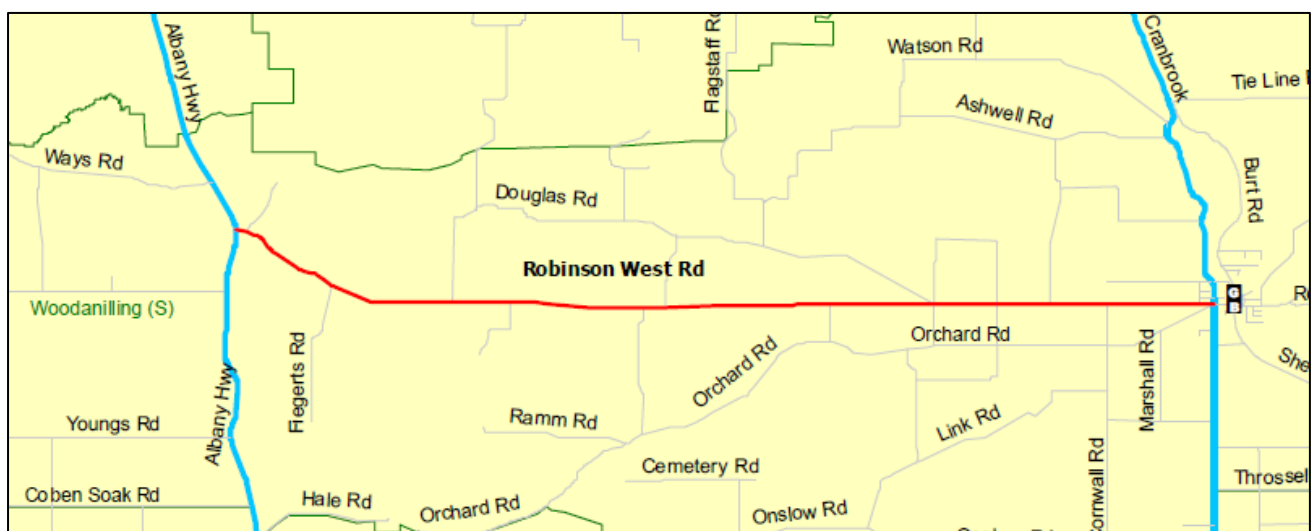
Robinson West Road is a RAV Network 6 road.

DEVELOPMENT NEED

The road has been bought up to Type 5 standard over several years. There is further need to continue to upgrade the shoulders to cater for the increasing traffic that this road services.

DEVELOPMENT STRATEGY

Continue to upgrade the shoulders to provide for more usable pavement width and better safety. Upgrade edge marking (potential use of rumble strips) and guideposts to clearly identify roadside hazards.



ROCKY GULLY – KENT RIVER ROUTE**Nornalup Road (3050008, 3120009)****Tindale Road (3050007)****Regional Distributors****Denmark and Plantagenet Shires****Last Reviewed: April 2021****FUNCTION**

This route provides a direct connection between Muirs Highway and South Western Highway. It is a popular route with four-wheel drive owners as they can travel through beautiful scenery and find secluded camping grounds in and around the Mount Frankland National Park. The route also services the needs of local farmers involved in dairy, timber and grain farming. Further south it leads to the coastline and beaches.

Nornalup Road (3120009) is a RAV Network 6 road.

DEVELOPMENT NEED

Most of this route is unsealed with only moderate traffic demands; however, there is a relatively high traffic count in Plantagenet shire and this section is sealed to 5.5 m wide. Careful planning is required for any road widening as there will be a need to remove some of the roadside vegetation, including some large trees.

DEVELOPMENT STRATEGY

Upgrade the sealed section in Plantagenet shire to a Type 4 standard. Shire of Denmark have a major upgrade planned for the section of this route within their boundary. This upgrade will entice many more travellers and commercial roads users to utilise this link.



SALT RIVER ROAD

Road No. 3040003 and 3070016
Local Distributor

Cranbrook and Gnowangerup Shires

Last Reviewed: April 2021

FUNCTION

This road is an east-west link from Cranbrook across to Albany-Lake Grace Road. It forms the northern boundary of the Stirling Range National Park and carries a high proportion of tourist traffic. Parts of the road also links to the school bus network and is used for general community interaction. It also provides access for the local farming community and facilitates the movement of grain, fertiliser and other agricultural produce.

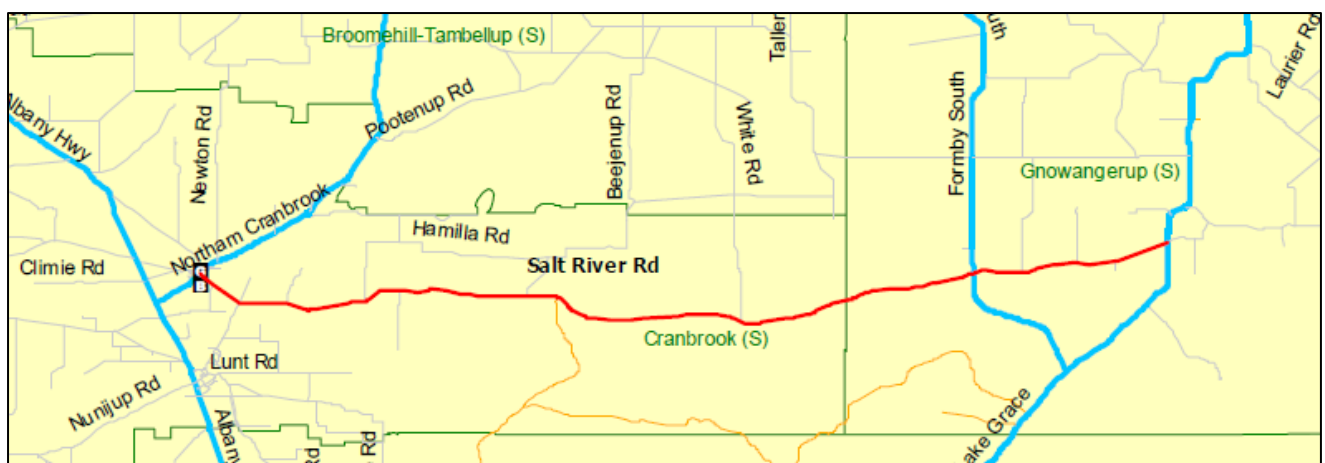
Salt River Road is RAV Network 7 roads (conditional).

DEVELOPMENT NEED

The road is a combination of two-lane seal, single lane seal and unsealed road. There is a hazard with the mix of large RAV combinations and normal commuter traffic. Added to this is the seasonal movement of oversize agricultural vehicles. These factors source concerns with the level of safety on the road. Poor drainage is a concern in the wet periods as there is little opportunity for water run-off in the relatively flat terrain.

DEVELOPMENT STRATEGY

Upgrade the sealed sections to a minimum Type 4 standard including drainage improvements. Undertake a staged process of reconstructing and sealing the unsealed sections together with selected drainage works to improve the efficiency of this road.



SETTLEMENT ROAD**Road No. 3120017 and 3020067
Local and Regional Distributor****City of Albany and Plantagenet Shire****Last Reviewed: April 2021****FUNCTION**

This road provides a connection between Albany Highway and Albany - Lake Grace Road and allows for the movement of various products such as grain, fertiliser, livestock and dairy produce. This route is also utilised by tourists and in part it is on the local school bus network. This route is also used as a part of the growing plantation timber products network.

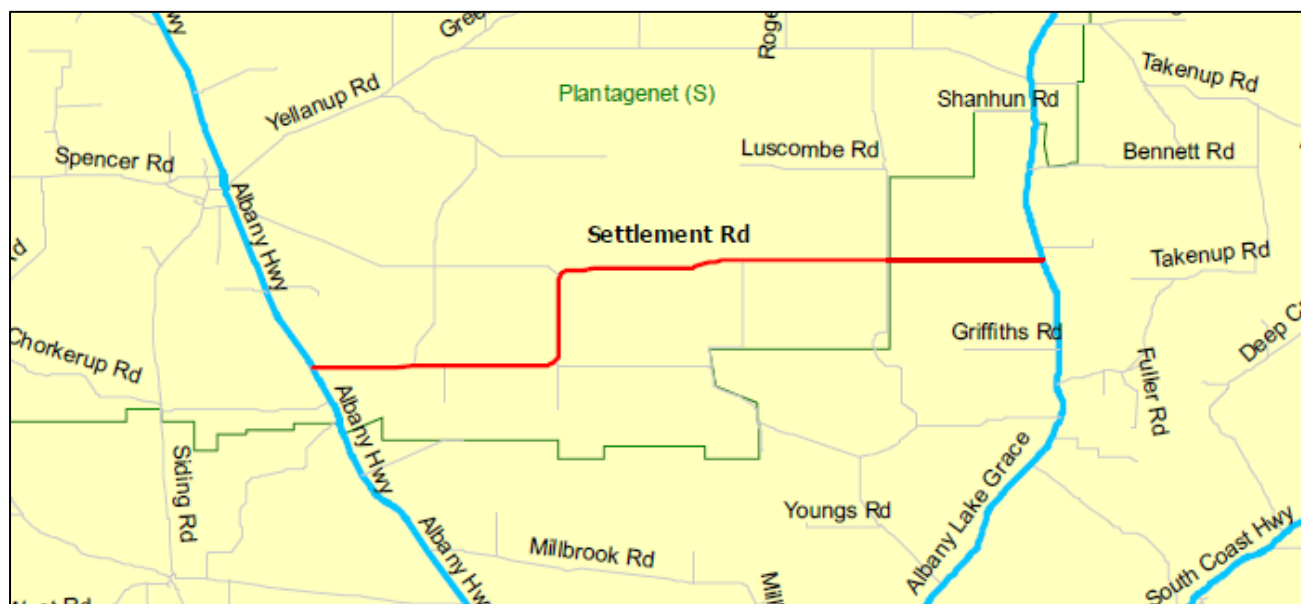
Settlement Road is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

There have been several crashes occur over the last few years on Settlement Road (3120017). Some of these involve the vehicle leaving the road.

DEVELOPMENT STRATEGY

Maintain Settlement Road at Type 5 standard.



SHAMROCK ROAD**Road No. 3040007 and 3100007****Regional Distributor****Cranbrook and Kojonup Shires****Last Reviewed: April 2021****FUNCTION**

This road is an alternative to the Frankland – Kojonup Road in linking the towns of Kojonup and Frankland and acting as a connector road between Frankland – Cranbrook Road and Albany Highway. This road serves the general needs of the surrounding community as well as being a transport link for the movement of grain, fertiliser, livestock, wool and feed. It also serves as part of the school bus network.

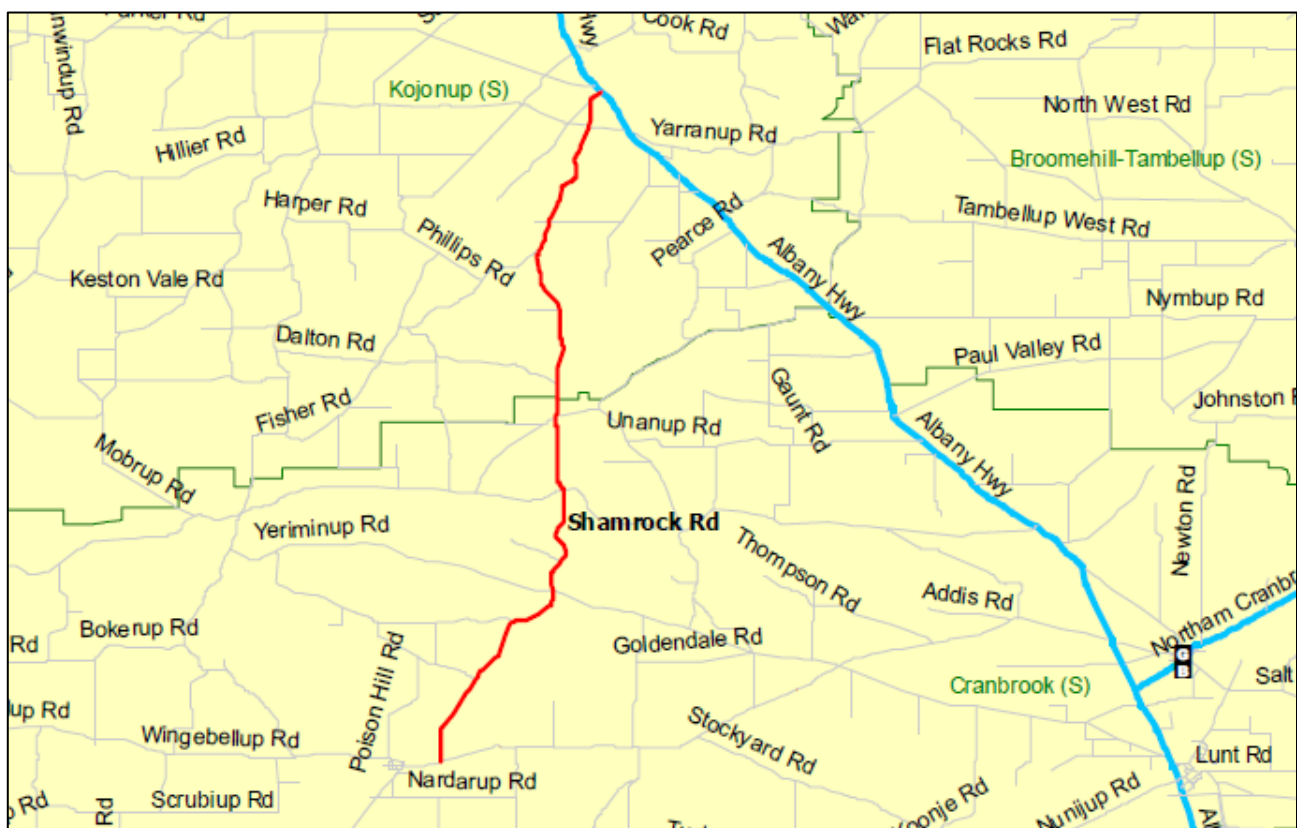
Shamrock Road is a RAV Network 7 road.

DEVELOPMENT NEED

There are several large RAV combinations on this road mixing with other general light commuter traffic. Sections of this road are sealed to single lane width only, and other sections are between 5 and 6 m seal. To improve the level of safety for this traffic interaction some improvements are required.

DEVELOPMENT STRATEGY

Reconstruct and widen various sections of this road to provide a minimum Type 5 standard road. This should be done in conjunction with regular shoulder maintenance.



SOUTHERN OCEAN ROUTE

Southern Ocean Road (6100028)

Esplanade East (6100071)

Access Roads

Ravensthorpe Shire

Last Reviewed: April 2021

FUNCTION

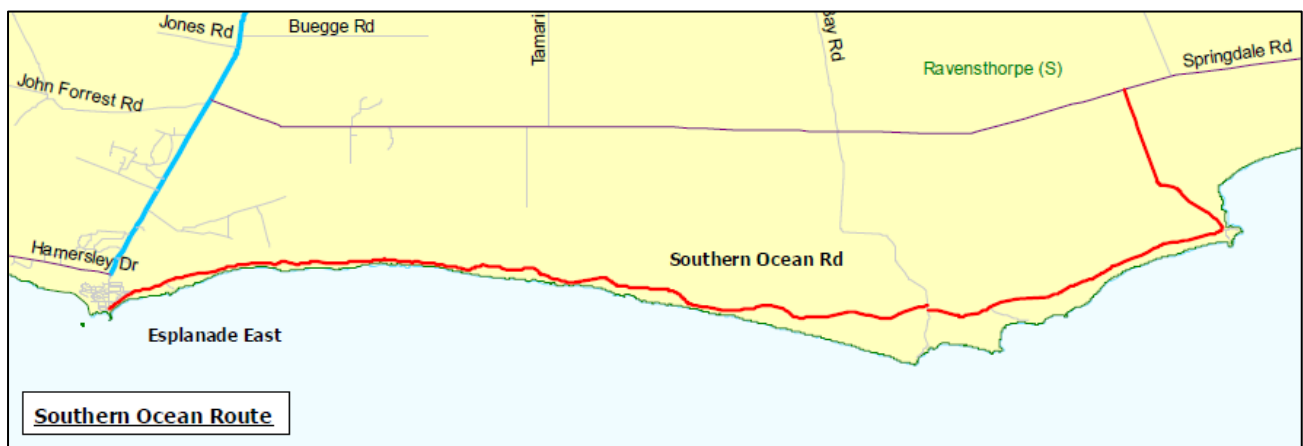
This is a very popular route with locally based people and tourists as it leads to pristine protected beaches along the southern coastline, and provides access to fishing and surf beaches outside the town area. There are numerous picnicking and camping facilities, including a boat ramp easily accessed from this route.

DEVELOPMENT NEED

This road is a combination of sealed type 4 and unsealed type 2/3 road surface. Most of the unsealed section is narrow with very limited overtaking opportunities. The build-up of traffic over the past few years has increased the need for more routine maintenance to maintain a reasonable level of service. Poor drainage is a concern in the wet periods as there is little opportunity for water run-off. The road has been closed during heavy rain events and needs to be widened and sealed to improve the safety for all users.

DEVELOPMENT STRATEGY

Widen the formation and undertake a program of sealing the road to achieve a uniform Type 4 standard. Some geometric alignment adjustments should be investigated to improve the drainage, driver vision and comfort level.



SPENCER ROAD

Road No. 3120008
Regional Distributor

Plantagenet Shire

Last Reviewed: July 2021

FUNCTION

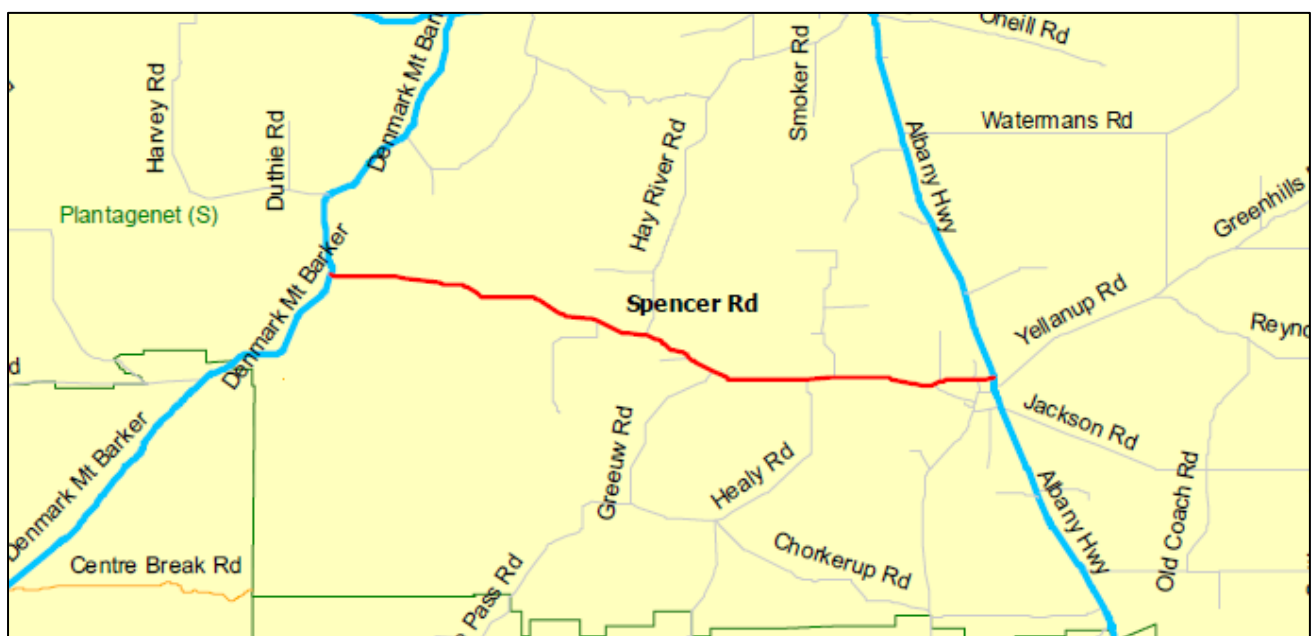
These roads provide access to established farming land and for the transport of livestock, grain and fertiliser. There is plantation timber being grown and harvested in this area and this will increase over the next few years, increasing the demand on the network. There are also some areas now being used for viticulture. There is tourist access on some of these roads as well as school buses.

DEVELOPMENT NEED

There is a moderate to high traffic count on these roads and some modifications are required to improve the level of safety and efficiency of this route. There is a need to widen some of the sealed pavement and undertake some adjustments to the geometric alignment.

DEVELOPMENT STRATEGY

Currently the Shire of Plantagenet is upgrading both Spencer and Chorkerup Roads with a view to providing a Type 5 standard within 5 years. Narrikup Road is also being upgraded and this is expected to be a Type 4 standard inside 5 years.



Local Distributor

Last Reviewed: April 2021

This route provides access for the local agricultural sector to transport grain, fertiliser and livestock. It facilitates access for tourists to National Parks, Reserves and coastal attractions along the southern coast. It also provides access for commuter traffic and heavy vehicles associated with the Nickel operation east of Ravensthorpe. As the mining operation grows there will be increased use of these roads by vehicles associated with the operation.

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

The first 5 kms of Springdale Road is sealed to a Type 4 standard. This road has had an above average rate of reported crashes in the past, which is high in relation to the volume of traffic. As the traffic increases it can be expected that the number of incidents may also increase. Visibility is an issue with dust on the unsealed roads as is the need for vehicles to pass. This is a major concern with the large RAV combinations that have increasing access to this route.

Due to the length in the road involved, a staged reconstruction and sealing programme is to be developed to provide a type 4 standard uniformed surface. These improvements will increase the safety standard and improve driver comfort.



SWAMP ROAD**Road No. 3180006
Access Road and Regional Distributor****Jerramungup Shire****Last Reviewed: September 2022****FUNCTION**

This road is the most popular route from Bremer Bay for all tourist traffic visiting the Fitzgerald River National Park and the natural attractions of Point Ann, Point Charles & Triggallow Beach. Swamp Road is a school bus & RAV 7 route and a major connector to the Gairdner River CBH facility.

DEVELOPMENT NEED

The first 12.4kms was upgraded & primer sealed as part of the Fitzgerald River National Park Project Point Ann section in 2012. This section is now 7 years old and urgently requires sealing to preserve the asset.

The remainder of Swamp Road consists of a gravel pavement which has lost its integrity and is badly degraded with some sections of poor horizontal alignment. Given the increasing pavement maintenance issues, there is a need to upgrade some of the alignment, gravel sheet the road to reduce the level of hazard and improve traffic safety along this important route for the local community.

DEVELOPMENT STRATEGY

Seal to 7m wide from Bremer Bay Road (SLK 0.00 to SLK 12.4) in the first 2 years then reform & gravel sheet from slk12.4 -28.00 for the next 3 years. Additional funding will then be sought through Road Project Grants to continue pavement rehabilitation for the remaining sections.



THE GAP ROAD

Road No. 3020046

Access Road

City of Albany

Last Reviewed: March 2021

FUNCTION

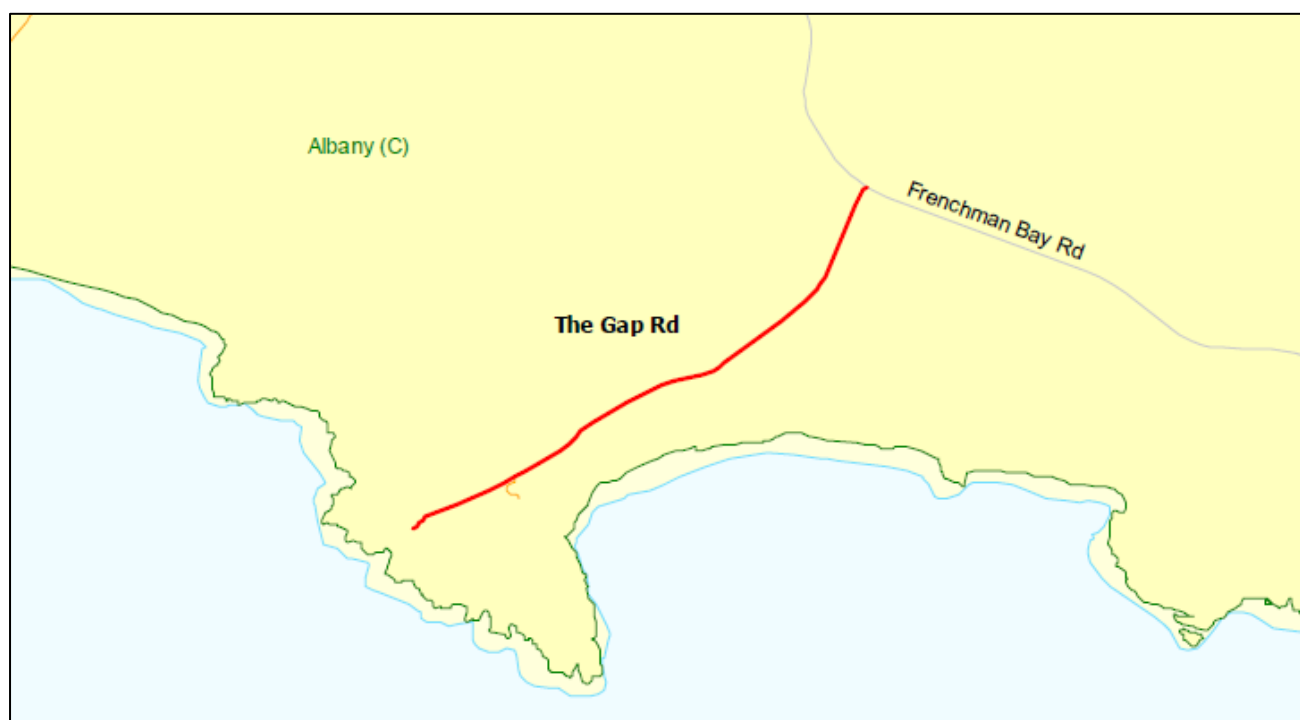
This road provides access to one of Albany's most scenic locations along the south coast, being The Gap. This highly popular and developed location are significant attractions for locals and tourists alike. This road is subject to normal vehicular traffic, towing combinations, motorhomes and buses.

DEVELOPMENT NEED

Given the popularity of this location among tourists and locals it is important to provide safe access for all require vehicle types and driver experience levels. Ongoing planned and reactive maintenance will be provided. Sustained monitoring of the pavement structure and surface condition to determine rehabilitation and reseal requirements.

DEVELOPMENT STRATEGY

Continue planned and reactive road maintenance along this road as required to continue providing safe and efficient access. Continue to monitor traffic growth rates and patterns to provide timely improvements and changes to maximise safety and efficiency.



TURNER ROAD / WALTER ROAD

Turner Road (3050028)

Walter Road (3050368)

Access Roads

Shire of Denmark

Last Reviewed: September 2024

FUNCTION

Walter and Turner Roads are Type 3 local distribution roads located within the Shire of Denmark's Scotsdale Valley. Running consecutively, they connect Mount Shadforth Rd (Type 5) with Scotsdale Road (Type 5) enabling ease of agriculture, tourist, and local passage.

Denmark's Scotsdale Valley is a popular regional tourist area with an abundance of wineries, cideries and attractions located amongst farmlands. The region is popular with tourists and sightseers who traditionally engage in self-drive activities through the area.

Neither road is on the RAV Network. However, Glenrowan Road and Redman Road, which begin and terminate at the junction of Turner and Walter, are on the RAV4 network. Scotsdale Road, which is at the northern terminus of Walter Road is a RAV4 road. The average daily traffic is 173vpd, with weekend traffic peaking at 323vpd as measured in March 2024 (Easter Long Weekend). This is likely to be higher in January when tourism numbers peak. Approximately 5% of the traffic is heavy vehicles.

Walter Road and Turner Road provide access to wineries and tourist attractions located in this area and provide a thoroughfare for vehicles wanting to access Scotsdale Road opening up a wider variety of local attractions. A Mountain Bike Trail Park and associated facilities is proposed for the South West corner of Turner/Walter Rd junction.

DEVELOPMENT NEED

Turner Road and Walter Road currently fall under the category of Type 3 unsealed roads. With an ongoing increase in both tourism and the local population, the Shire of Denmark is grappling with a rise in the maintenance demands for these roads. The existing Type 3 service level proves inadequate for the growing type and volume of traffic, as the narrow and unsealed surface poses challenges for safe travel, particularly for those unfamiliar with driving on gravel.

Value adding through the improvement of Walter and Turner roads will result in a decreased likelihood of single vehicle run off crashes of all severity levels. Two-thirds of single vehicle run offs occur in regional areas and are more common on weekends, which aligns with the peak vpd count for Walter and Turner roads. Future traffic increases will likely result in an increase in traffic incidents of all types.

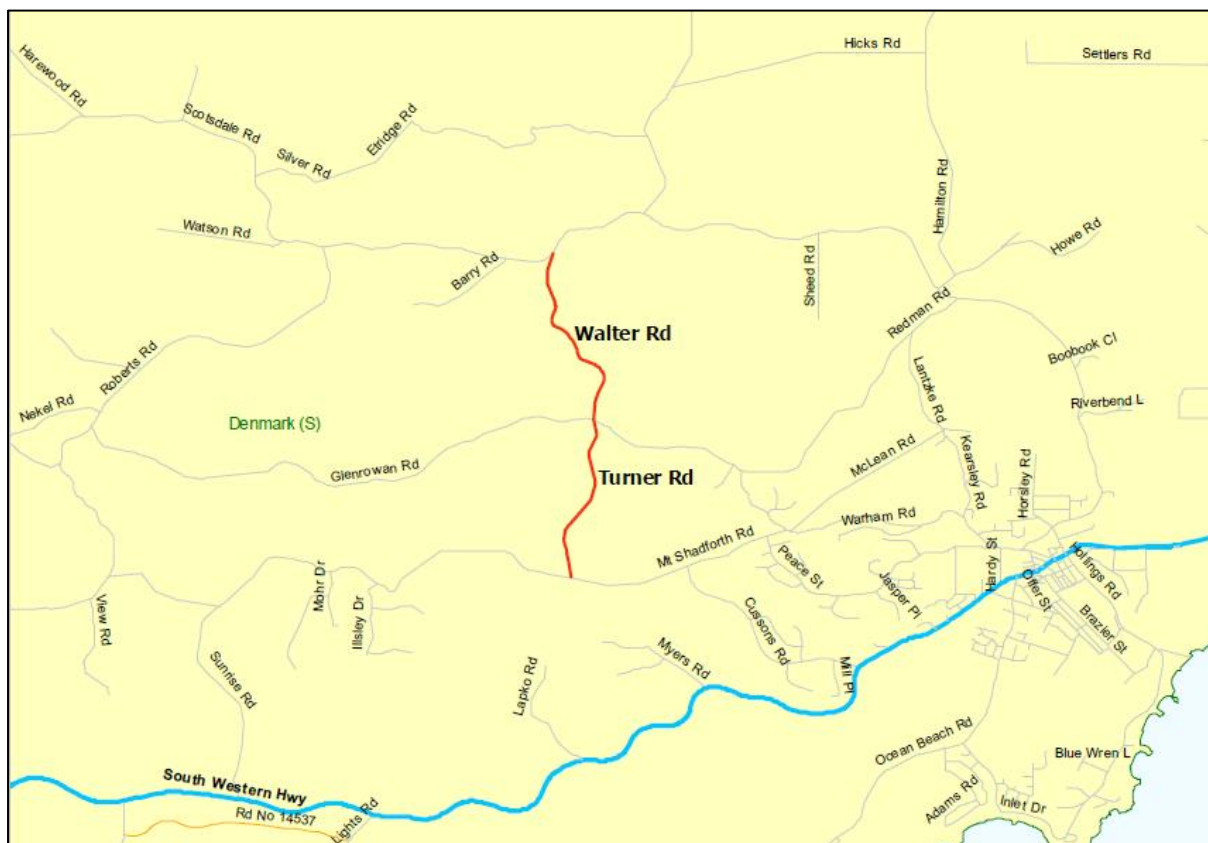
It is anticipated that the upgrading of Walter and Turner Roads will also reduce traffic on other local unsealed roads in the area, Redman and Glenrowan.

DEVELOPMENT STRATEGY

The Shire of Denmark aims to initiate a series of enhancements over the next five years for Walter Road and Turner Road, gradually elevating them to a consistent Type 4 service level as funding becomes accessible. This upgrade is geared towards accommodating the anticipated rise in traffic volume in the years to come, ensuring a safer and more efficient connection in the Great Southern region.

Improvements to Walter and Turner roads will involve the construction of pavement layers, carriageway sealing, installation of delineation and upgrading of drainage assets.

The Shire of Denmark intends to seek funding from MRWA Regional Road Group and the Federal Roads to Regions program.



TWO PEOPLES BAY ROAD

Road No. 3020055

Local Distributor

City of Albany

Last Reviewed: April 2021

FUNCTION

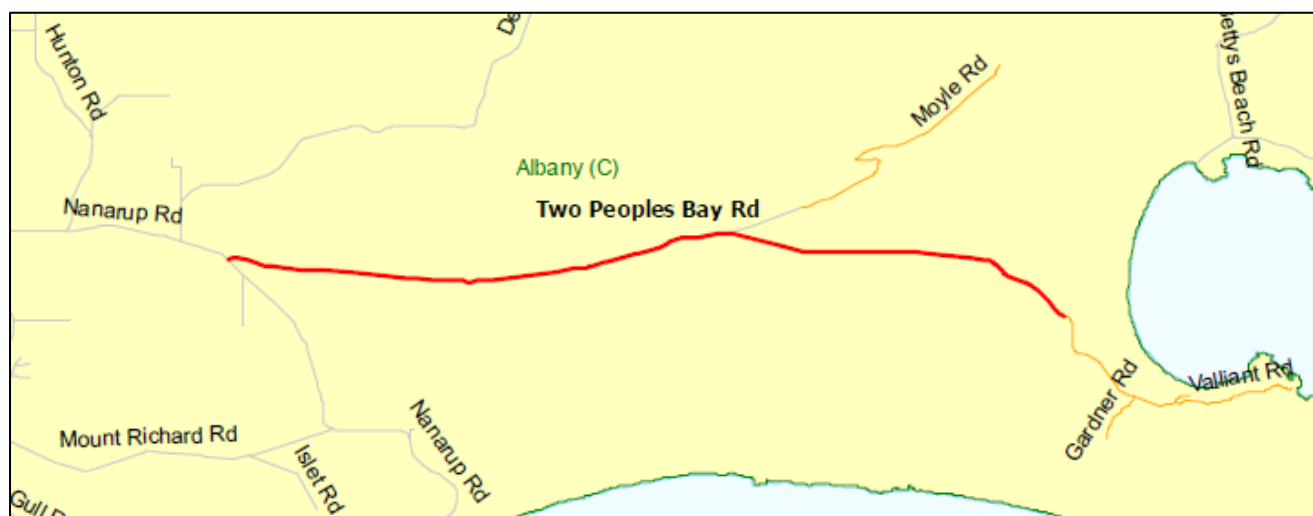
There is some farm access provided by this road although most of its usage comes from tourists travelling out to Two Peoples Bay for camping, fishing and swimming. In addition to this, it is providing access to the Two Peoples Bay Nature Reserve.

DEVELOPMENT NEED

There have been several crashes on Two Peoples Bay Road in the last few years, including one fatality. Some inspection of the road geometry should be considered to ensure it is reflected in the existing speed limit.

DEVELOPMENT STRATEGY

Provide a second coat seal to the running surface in order to maximise the surface life. Some improvement works should be considered for the road geometry on Two Peoples Bay Road.



WALPOLE – NORNALUP ROUTE

Conspicuous Beach Road (3050291) Access Road
Peaceful Bay Road (3050386) Local Distributor
Valley of Giants Road (3050006) Local Distributor

Denmark Shire

Last Reviewed: April 2021

FUNCTION

These roads travel through some of the most picturesque countryside available and as such are very popular with tourists. The transport requirement of these roads is more centred on livestock, dairy and viticulture with some timber transport also.

International tourists visit this region in large numbers to see the tall old growth timber, wine production and coastal beauty.

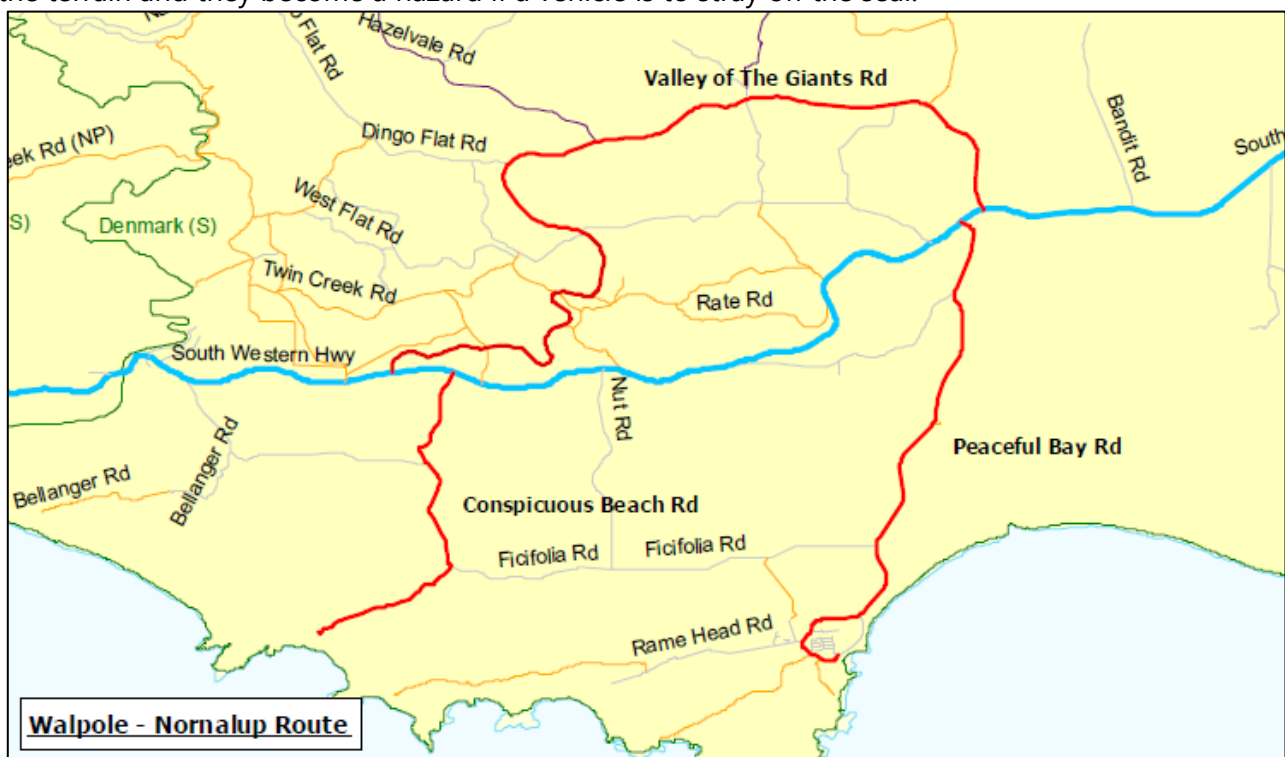
Valley Of Giants Road is a RAV Network 4 road (conditional).

DEVELOPMENT NEED

Some sections of this route need to be widened to better cater for the current vehicle numbers and to improve the overall safety of the route. There is also a concern with the available sight distance for drivers as the roadside vegetation, in some areas, is tall and dense and these roads are quite heavily curved.

DEVELOPMENT STRATEGY

Conspicuous Beach Road is unsealed and needs to be maintained as a Type 3 standard, with regular grading to minimise the surface roughness. The remaining roads are generally of a Type 4 standard. Some work is required to clear some of the roadside vegetation without spoiling the natural beauty of this region, and to improve the road shoulders. The side drains can drop off very quickly due to the terrain and they become a hazard if a vehicle is to stray off the seal.



WARRENUP ROAD

Warrenup Road (3030058) – Local Distributor

Broomehill – Tambellup Shire

Last Reviewed: April 2021

FUNCTION

Road should be upgraded to a Regional Distributor. Warrenup Road provides a transport route diagonally through the Shire from Broomehill – Kojonup Road to Albany Highway. These roads provide a link from Broomehill – Kojonup Road to Albany Highway.

DEVELOPMENT NEED

The continual expansion of CBH Cranbrook has seen traffic increase across the Broomehill – Tambellup Shire. The continual lowering of grain receiving fees at CBH Cranbrook is continually increasing heavy traffic using this route.

The route needs to be upgraded to minimum Type 4 for the entire length. It also requires vegetation and culvert widening, and correct horizontal and vertical curves to ensure safety.

DEVELOPMENT STRATEGY

Broomehill Tambellup Shire is sourcing Regional Roads Group funding to complete sealing of this road. Construct and seal gravel section and narrow sealed section from SLK 7.17 to Broomehill-Kojonup Rd to Type 5 standard.



WILLIAM BAY ROAD

Road No. 3050388

Access Road

Denmark Shire

Last Reviewed: April 2021

FUNCTION

This road provides access to the William Bay National Park and onto fishing and swimming beaches, and to the east to Madfish Bay. Predominantly used by local commuters and tourists.

DEVELOPMENT NEED

This road is currently a mix of Type 4 and Type 5 standard and has a low traffic usage count in the non-peak and heavy volumes in peak tourist season.

DEVELOPMENT STRATEGY

Widen the formation to provide a Type 5 standard road. Ensure adequate pavement edge marking for night conditions.



WIND FARM ACCESS ROUTE

Princess Avenue (3020051)

Sand Patch Road (3020187)

Access Roads

City of Albany

Last Reviewed: April 2021

FUNCTION

This route provides access to the Albany Regional Security prison, the edge of the south coast and the location of the wind farm. There is also access to fishing opportunities along this section of the coast, however the prime role is to facilitate movement of vehicles to and from the land based turbines.

DEVELOPMENT NEED

There is a moderate to high traffic count on this route and there have been several reported crashes on these roads in the last few years.

As sole access to the Prison and Wind Farm, Princess Avenue needs to be widened and upgraded to a Type 5 standard road and Sand Patch Road needs to be maintained at a Type 5 standard.

DEVELOPMENT STRATEGY

Upgrade the entire route to a Type 5 standard.



WOLYAMING ROAD ROUTE

Badgebup North Road (3080023)

Wolyaming Road (3080045)

Access Roads

Katanning Shire

Last Reviewed: April 2021

FUNCTION

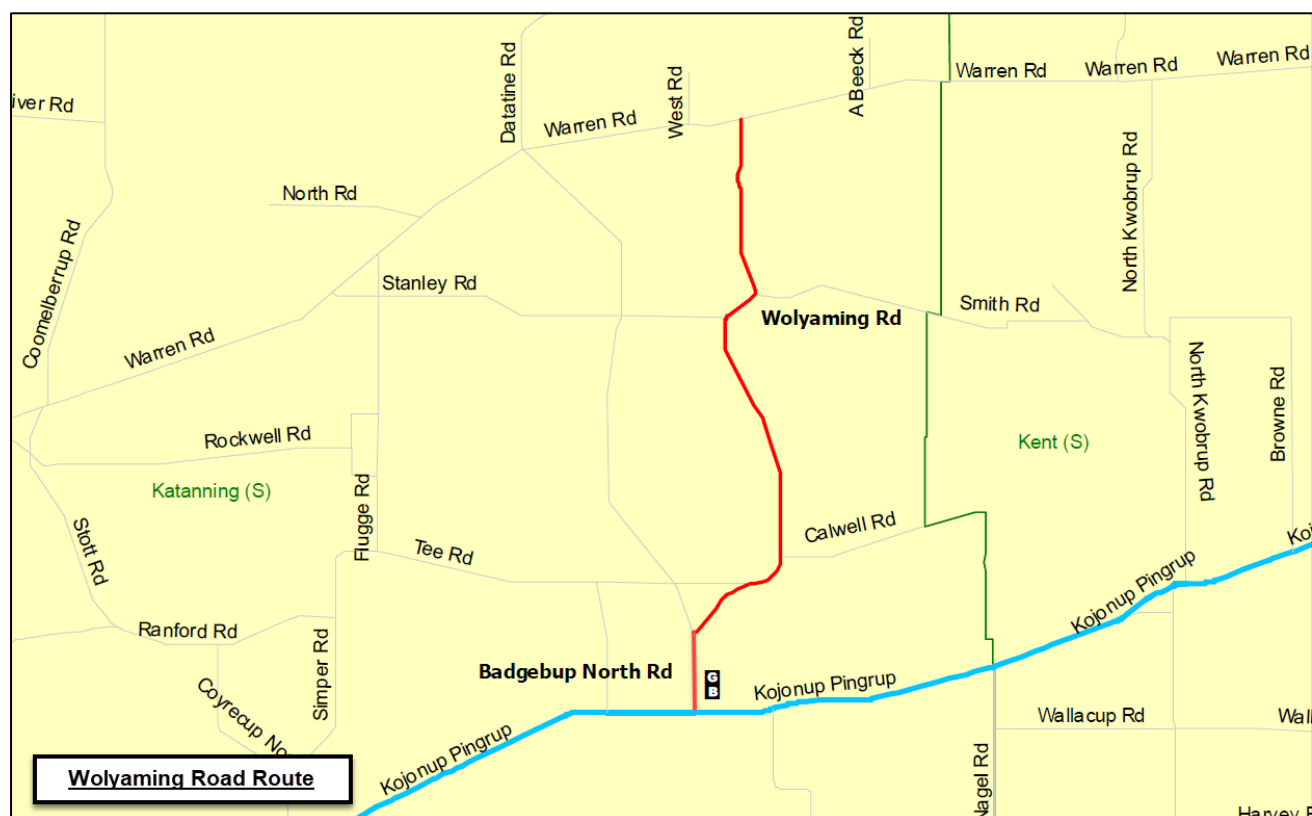
North-South links Warren Road to Kojonup – Pingrup Road on RAV 7 network route with main access point to Ausgold mine and Badgebup CBH bin.

DEVELOPMENT NEED

The route is considered for Type 4 standard treatment subject to gold mine development.

DEVELOPMENT STRATEGY

Maintain at Type 3 standard gravel road until third party contribution from mine operator to upgrade to Type 4 standard due to increased mine traffic.



WOODANILLING - CARTMETICUP ROUTE**Road No. 3170002****Local Distributor****Woodanilling Shire****Last Reviewed: April 2021****FUNCTION**

These roads form a route that radiates east, north-east and south-east from Woodanilling. This route links up with the Katanning-Dumbleyung Road which travels into the Wheatbelt South Region. These roads are used to transport grain, fertiliser and livestock. These roads are also a part of the local school bus network.

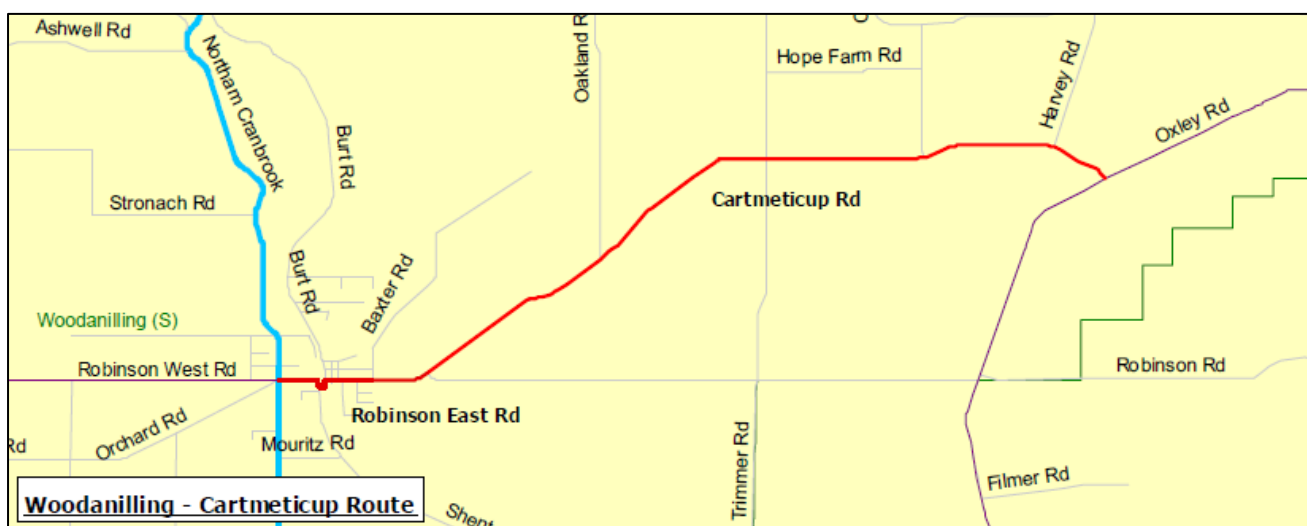
Cartmeticup Road is a RAV Network 4 road (conditional).

DEVELOPMENT NEED

This route is a combination of sealed and unsealed roads. There have been a number of crashes recorded in recent years that appear to involve a vehicle leaving the road and colliding with a tree or some other roadside structure. Some of these roads are currently under some form of reconstruction, and others will commence as this current work is completed.

DEVELOPMENT STRATEGY

Continue the current work that involves some sealing and some shoulder maintenance. Investigate the environmental suitability of removing more of the existing roadside vegetation to provide a wider clear zone between the tree line and the edge of the road. This may also provide better sight distance for drivers.



WOOPENELLUP ROAD

Road No. 3120003
Regional Distributor

Plantagenet Shire

Last Reviewed: April 2021

FUNCTION

This road is a major freight connector that runs between Albany Highway at Mt Barker and the Albany – Lake Grace Road. It carries livestock, wool, grain and fertiliser. It forms a part of the local school bus network and carries tourist traffic also. Some plantation timber is being transported along this route from one of the growing areas north of Mt Barker.

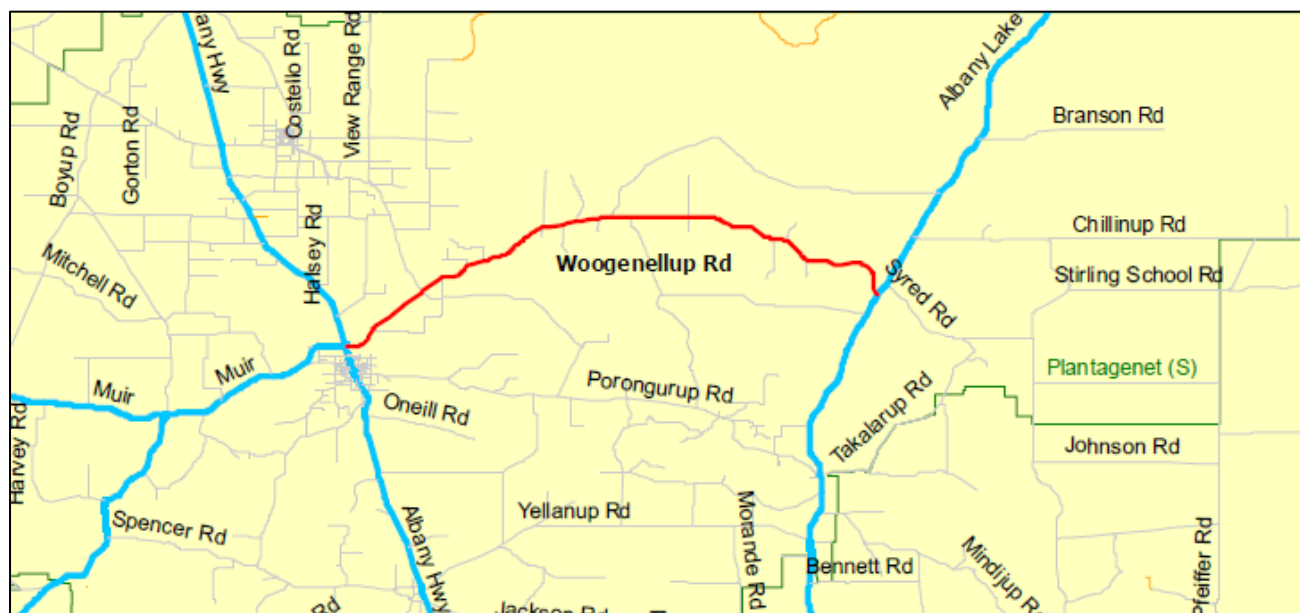
Woopenellup Road is a RAV Network 6 road (conditional).

DEVELOPMENT NEED

There have been several crashes recorded on this road in recent years, including one fatality. This road carries a relatively high traffic volume of vehicles of varying size. At present some sections of this road are sealed to less than 6 m in width and this is cause for concern with the volume of traffic.

DEVELOPMENT STRATEGY

Currently the Shire of Plantagenet is undertaking sealing and road reconstruction works on sections of this road to provide a Type 5 standard. This is between SLK 0.20 and 31.50. With suitable funding allocations the remaining section of this road should also be upgraded to Type 5 standard within 5 years.



SERVICE LEVELS

Type 1 – Unformed Road

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

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

Type 2 – Formed Road

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

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

Type 3 – Gravel Road

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

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

Type 4 – Sealed Road (6m Seal Width)

(Sealed with no kerbing)

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

Type 5 – Sealed Road (7m Seal Width)

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

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

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

Type 7 – Sealed Road with Overtaking Lane

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

Type 8 – Dual Carriageway

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

ROAD NUMBERING SYSTEM

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

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

Local Government Authority	Code
Albany	302
Broomehill-Tambellup	303
Cranbrook	304
Denmark	305
Gnowangerup	307
Jerramungup	318
Katanning	308
Kent	309
Kojonup	310
Plantagenet	312
Ravensthorpe	610
Woodanilling	317

As an example, consider Red Gum Pass Road. The portion of the Red Gum Pass Road (3040040) managed by Cranbrook Shire has been numbered "0040" by this shire. Plantagenet Shire has numbered its portion of Red Gum Pass Road (3120012) as "0012".

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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

GREAT SOUTHERN RRG ROADS										
					SLKS & LENGTH				SURFACE KMS	
Route Name	Road Name/s	Road Number	Road Hierarchy	Local Government	SLK FROM	SLK TO	ROAD LENGTH	TOTAL KMS	SEALED	UN SEALED
ALBANY - NANARUP ROUTE	Lower King Road	3020605	Regional Distributor / Local Distributor	Albany	0.00	7.36	7.36	29.75	7.36	
	Mercer Road	3020122	Regional Distributor	Albany	0.00	4.24	4.24		4.24	
	Nanarup Road	3020606	Local Distributor	Albany	0.00	14.62	14.62		14.62	
	Norwood Road	3020003	Local Distributor	Albany	0.00	3.53	3.53		3.53	
ALBANY TOWN ROADS	Albany Highway	3021269	Distributor A	Albany	0.00	2.52	2.52	56.96	2.52	
	Angove Road	3021069	Local Distributor / Access Road	Albany	0.00	1.37	1.37		1.37	
	Anson Road	3021091	Local Distributor	Albany	0.00	1.07	1.07		1.07	
	Barker Road	3021175	Access Road	Albany	0.00	0.56	0.56		0.56	
	Brunswick Road	3021004	Local Distributor / Access Road	Albany	0.00	1.97	1.97		1.97	
	Burgoyne Road	3021016	Local Distributor / Access Road	Albany	0.00	1.24	1.24		1.24	
	Campbell Road	3021012	Local Distributor / Access Road	Albany	0.00	1.49	1.49		1.49	
	Collingwood Road	3020294	Local Distributor / Access Road	Albany	0.00	3.73	3.73		3.73	
	Cuddihy Road	3021023	Local Distributor	Albany	0.00	0.11	0.11		0.11	
	Down Road	3020079	Access Road	Albany	0.00	5.05	5.05		5.05	
	Down West Road	3020080	Access Road	Albany	0.00	1.85	1.85		1.85	
	Emu Point Drive	3022094	Local Distributor	Albany	0.00	1.65	1.65		1.65	
	Flinders Parade	3021172	Access Road	Albany	0.00	0.93	0.93		0.93	
	Golf Links Road	3021014	Local Distributor	Albany	0.00	2.40	2.40		2.40	
	Hardie Road	3021212	Local Distributor	Albany	0.00	1.50	1.50		1.50	
	Henry Street	3020331	Local Distributor	Albany	0.00	1.43	1.43		1.43	
	Lancaster Road	3020143	Local Distributor	Albany	0.00	3.47	3.47		3.47	
	Le Grande Avenue	3020455	Local Distributor	Albany	0.00	1.42	1.42		1.42	
	Link Road	3020469	Regional Distributor	Albany	0.00	4.26	4.26		4.26	
	Lockyer Avenue	3021009	Distributor B	Albany	0.00	0.41	0.41		0.41	
	Marine Drive	3021010	Local Distributor	Albany	0.00	2.76	2.76		2.76	
	Mermaid Avenue	3021026	Local Distributor	Albany	0.00	1.07	1.07		1.07	
	Middleton Road	3021007	Distributor B	Albany	0.00	3.17	3.17		3.17	
	Newbey Street	3020131	Local Distributor / Access Road	Albany	0.00	0.57	0.57		0.57	
	North Road	3021015	Distributor B / Local Distributor / Access Road	Albany	0.00	2.07	2.07		2.07	
	Rufus Street	3020137	Local Distributor / Access Road	Albany	0.00	1.27	1.27		1.27	
	Sanford Road	3021018	Access Road	Albany	0.00	1.10	1.10		1.10	
	St Emilie Way	3021322	Distributor B	Albany	0.00	0.14	0.14		0.14	
	Stirling Terrace	3021003	Local Distributor / Access Road	Albany	0.00	1.03	1.03		1.03	
	Troode Street	3021011	Local Distributor	Albany	0.00	0.82	0.82		0.82	
	Ulster Road	3020153	Local Distributor	Albany	0.00	3.73	3.73		3.73	

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	York Street	3021001	Distributor B	Albany	0.00	0.80	0.80		0.80	
BLOWHOLES ROAD	Blowholes Road	3020047	Access Road	Albany	0.00	0.75	0.75	0.75	0.75	
BLUFF KNOLL ROAD	Bluff Knoll Road	3070023	Access Rd	Gnowangerup	0.00	8.00	8.00	8.00	8.00	
BORDEN - BOXWOOD HILL ROUTE	Borden Boxwood Hill Road	3070146	Regional Distributor	Jerramungup	0.00	39.72	39.72	54.70		
	Borden Bremer Bay Road	3180172	Regional Distributor	Gnowangerup	0.00	14.98	14.98			
BOYUP STURDEE ROAD ROUTE	Boyup Road	3120045	Access Road	Plantagenet	0.00	13.79	13.79	24.51		
	Sturdee Road	3120015	Access Road	Plantagenet	0.00	10.72	10.72			
BOYUP BROOK - CRANBROOK ROUTE	Cranbrook Frankland Road	3040531	Regional Distributor / Local Distributor	Cranbrook	0.00	41.70	41.70	110.48	41.70	
	Cranbrook Frankland East Road	3040530	Local Distributor	Cranbrook	0.00	4.13	4.13		4.13	
	Unicup Road	3040012	Local Distributor	Cranbrook	0.00	22.51	22.51			22.51
	Wingebellup Road	3040523	Regional Distributor	Cranbrook	0.00	42.14	42.14		42.14	
BROOMEHILL - KOJONUP ROUTE	Journal Street	3030014	Regional Distributor	Broomehill Tambellup	0.00	0.34	0.34	48.02	0.34	
	Broomehill Kojonup Road	3030001	Regional Distributor	Broomehill Tambellup	0.00	30.83	30.83		30.83	
	Broomehill Kojonup Road	3100003	Regional Distributor	Kojonup	0.00	16.85	16.85		48.02	
BROOMEHILL - ONGERUP ROUTE	Norrish Road	3030017	Local Distributor	Broomehill Tambellup	0.00	14.12	14.12	94.28	0.50	13.62
	Tie Line Road	3030005	Local Distributor	Broomehill Tambellup	0.00	27.08	27.08		27.08	
	Tie Line Road	3070003	Local Distributor	Gnowangerup	0.00	53.08	53.08		42.18	10.90
CHEYNE ROAD	Cheyne Road	3020024	Access Road	Albany	0.00	18.47	18.47	18.47	18.47	
CHILLINUP ROAD	Chillinup Road	3020008	Regional Distributor/Local Distributor/Access Road	Albany	0.00	46.95	46.95	46.95	27.34	19.61
DARKAN KOJONUP ROAD	Darkan Kojonup Road	3100001	Regional Distributor	Kojonup	0.00	30.41	30.41	30.41	30.41	
DENMARK NORTHWEST ROUTE	Churchill Road	3050037	Local Distributor	Denmark	0.00	5.16	5.16	82.31	5.16	
	Hollings Road	3050159	Local Distributor	Denmark	0.00	0.09	0.09		0.09	
	Horsley Road	3050042	Local Distributor	Denmark	0.00	0.24	0.24		0.24	
	McLeod Road	3050012	Local Distributor	Denmark	0.00	8.23	8.23		8.23	
	Mt Lindesay Road	3050014	Local Distributor	Denmark	0.00	12.37	12.37		3.62	8.75
	Mt Shadforth Road	3050002	Local Distributor	Denmark	0.00	13.84	13.84		8.23	5.61
	Parker Road	3050016	Local Distributor	Denmark	0.00	9.01	9.01		0.05	8.96
	Scotsdale Road	3050001	Local Distributor	Denmark	0.00	33.37	33.37		28.20	5.17
DENMARK SOUTH ROUTE	Campbell Road	3050156	Local Distributor	Denmark	0.00	0.92	0.92	14.63	0.92	
	Hollings Road	3050159	Local Distributor	Denmark	0.09	1.56	1.47		1.47	
	Inlet Drive	3050004	Local Distributor	Denmark	0.00	3.29	3.29		3.29	
	Ocean Beach Road	3050387	Local Distributor	Denmark	0.00	8.95	8.95		8.95	
DUMBLEYUNG NYABING ROAD	Dumbleyung Nyabing Road	3090001	Regional Distributor	Kent	0.00	23.78	23.78	23.78		
FAIRFIELD ROAD	Fairfield Road	3030027	Local Distributor	Broomehill Tambellup	0.00	4.60	4.60	4.60	4.60	
FISHERIES BEACH ROAD	Fisheries Beach Road	3180083	Access Rd	Jerramungup	0.00	1.72	1.72	1.72	1.72	
FITZGERALD RIVER - BREMER BAY ROUTE	Devils Creek Road	3180065	Local Distributor / Access Road	Jerramungup	0.00	45.51	45.51	80.93		
	Gairdner South Road	3180001	Local Distributor	Jerramungup	0.00	22.76	22.76		22.76	
	Cuiss Road	3180121	Access Road	Jerramungup	0.00	12.66	12.66			
FRANKLAND ROCKY GULLY ROAD	Frankland Rocky Gully Road	3040532	Regional Distributor	Cranbrook	0.00	11.53	11.53	18.53	11.53	
	Frankland Rocky Gully Road	3120260	Regional Distributor	Plantagenet	0.00	7.00	7.00		7.00	
FRANKLAND SOUTH EAST ROUTE	Martagallup Road	3040010	Regional Distributor	Cranbrook	0.00	4.62	4.62	46.17	4.62	
	Nunijup Road	3040006	Access Road	Cranbrook	0.00	11.40	11.40		0.10	11.30
	Stockyard Road	3040008	Regional Distributor	Cranbrook	0.00	19.50	19.50		19.50	

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	Martagallup Road	3120013	Regional Distributor	Plantagenet	0.00	10.65	10.65		10.65	
FRENCHMAN BAY ROAD	Frenchman Bay Road	3020608	Regional Distributor / Local Distributor	Albany	0.00	18.10	18.10	18.10	18.10	
GNOWANGERUP - KWOBURUP ROUTE	Kwobrup Road	3070055	Local Distributor	Gnowangerup	0.00	3.66	3.66	38.36	3.66	
	Kwobrup Road	3070001	Local Distributor	Gnowangerup	0.00	12.72	12.72		12.72	
	Tie Line Road	3070003	Local Distributor	Gnowangerup	43.45	44.51	1.06		1.06	
	Gnowangerup Kwobrup Road	3090004	Local Distributor	Kent	0.00	20.92	20.92			
GNOWANGERUP - POOTENUP ROUTE	Pallinup South Road	3030208	Access Road	Broomehill Tambellup	0.00	13.32	13.32	40.16	13.32	
	Pootenup Road	3030212	Local Distributor	Broomehill Tambellup	0.00	17.53	17.53		17.53	
	Toolbrunup Road	3030205	Local Distributor / Access Road	Broomehill Tambellup	16.90	26.21	9.31		9.31	
GNOWANGERUP - TAMBELLUP WEST ROUTE	Gnowangerup Tambellup Road	3030294	Local Distributor	Broomehill Tambellup	0.00	26.27	26.27	74.10	26.27	
	Tambellup West Road	3030297	Local Distributor	Broomehill Tambellup	0.00	29.45	29.45		29.45	
	Gnowangerup Tambellup Road	3070145	Local Distributor	Gnowangerup	0.00	12.76	12.76		12.76	
	Tambellup West Road	3100026	Local Distributor	Broomehill - Tambellup	0.00	5.62	5.62			
GNOWANGERUP TOWNS ROAD	Aylmore Street	3070020	Local Distributor	Gnowangerup	0.24	0.92	0.68	6.06	0.68	
	Corbett Street	3070019	Access Road	Gnowangerup	0.29	1.06	0.77		0.77	
	Garnett Road	3070008	Access Road	Gnowangerup	0.14	1.20	1.06		1.06	
	Glengarry Road	3070125	Local Distributor	Gnowangerup	0.00	0.813	0.81		0.81	
	Hughes Street	3070076	Local Distributor	Gnowangerup	0.00	0.34	0.34		0.34	
	Walsh Street	3070033	Local Distributor	Gnowangerup	0.00	2.14	2.14			2.14
	Richardson Street	3070027	Access Road	Gnowangerup	0.00	0.26	0.26		0.26	
HAZELVALE ROAD	Hazelvale Road	3050031	Regional Distributor	Denmark	0.00	12.24	12.24	12.24	12.24	
HOPETOUN - LAKE MAGENTA ROUTE	Hamersley Drive	6100118	Access Road	Ravensthorpe	0.00	8.66	8.66	42.46	8.66	
	West River Road	3100006	Access Road	Ravensthorpe	0.00	33.80	33.80			42.46
JACKSON ROAD	Jackson Road	3120024	Local Distributor	Plantagenet	0.00	9.66	9.66	9.66	6.10	3.56
JERDACUTTUP ROAD	Jerdacuttup road	6100002	Local Distributor	Ravensthorpe	0.00	43.78	43.78	43.78	43.78	
JINGALUP ROAD	Jingalup Road	3100009	Local Distributor	Kojonup	0.00	18.22	18.22	18.22	18.22	
KATANNING DUMBLEYUNG ROUTE	Katanning Dumbleyung Road	3080221	Regional Distributor	Katanning	0.00	15.02	15.02	35.30	15.02	
	Oxley Road	3170086	Regional Distributor	Woodanilling	0.00	20.28	20.28			
	Arbour Street	3080028	Access Road	Katanning	0.00	1.26	1.26		1.25	
KATTANNING TOWN ROADS	Adam Street	3090038	Access Rd	Katanning	0.00	1.25	1.25	16.67	1.24	
	Arnold Street	3080142	Access Rd	Katanning	0.00	0.46	0.46		0.45	
	Austral Terrace	3080194	Local Distributor / Access Road	Katanning	0.00	0.83	0.83		0.81	
	Carew Street	3080125	Local Distributor	Katanning	0.00	0.98	0.98		0.98	
	Clive Street	3080290	Local Distributor / Access Road	Katanning	0.00	2.00	2.00		2.01	
	Conroy Street	3080040	Local Distributor / Access Road	Katanning	0.00	2.09	2.09		2.08	
	Cornwall Street	3080198	Local Distributor	Katanning	0.00	1.19	1.19		1.17	
	Cove Street	3080030	Local Distributor	Katanning	0.00	0.21	0.21		0.20	
	Creek Street	3080138	Access Rd	Katanning	0.00	0.59	0.59		0.58	
	Daping Street	3080009	Access Rd	Katanning	0.00	1.66	1.66		1.66	

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	Golf Links Road	3080002	Access Road	Katanning	0.00	0.60	0.60		0.60	
	Hassell Street	3080007	Access Rd	Katanning	0.00	0.69	0.69		0.68	
	Marmion Street West	3080183	Access Road	Katanning	0.00	0.75	0.75		0.75	
	Pemble Street	3080046	Access Rd	Katanning	0.00	0.94	0.94		0.93	
	Synnott Avenue	3080050	Access Rd	Katanning	0.00	0.42	0.42		0.40	
	Warren Road	3080005	Local Distributor	Katanning	0.00	0.75	0.75		0.75	
KENDENUP ROUTE	Beverley Road	3120006	Local Distributor	Plantagenet	0.00	4.37	4.37	19.11	4.37	
	Carbarup Road	3120032	Local Distributor	Plantagenet	0.00	14.00	14.00		14.00	
	Hassell Avenue	3120005	Local Distributor	Plantagenet	0.45	1.19	0.74		0.74	
KOJANEERUP WEST ROAD	Kojoneerup West Road	3020021	Regional Distributor	Albany	0.00	13.44	13.44	13.44	13.44	
KOJONUP FRANKLAND ROAD	Kojonup Frankland Road	3040560	Local Distributor	Cranbrook	0.00	22.42	22.42	66.44	22.42	
	Kojonup Frankland Road	3100004	Local Distributor	Kojonup	0.00	44.02	44.02		66.44	
KOJONUP TOWN ROADS	Benn Parade	3100059	Access Rd	Kojonup	0.00	0.52	0.52	1.82	0.52	
	Pensioner Road	3100015	Access Rd	Kojonup	0.00	1.30	1.30		1.82	
KOORNONG ROAD	Koornong Road	6100112	Local Distributor	Ravensthorpe	6.13	38.46	32.33	32.33		32.33
KUKERIN - NYABING ROUTE	Adams Road	3090132	Local Distributor	Kent	0.00	2.53	2.53	20.51		
	Kukerin Road	3090005	Local Distributor	Kent	0.00	17.98	17.98			
LAKE MAGENTA ROAD	Lake Magenta Road	3180003	Regional Distributor	Jerramungup	0.00	28.95	28.95	32.74		
	Lake Magenta Road	3090116	Regional Distributor	Kent	0.00	3.79	3.79			
LOWER DENMARK ROAD	Lower Denmark Road	3020607	Local Distributor	Albany	0.00	36.81	36.81	36.81	36.81	
LIGHTS ROAD	Lights Road	3050036	Local Distributor	Denmark	0.00	8.32	8.32	8.32		
MEECHI ROAD	Meechi Road	3180087	Local Distributor	Jerramungup	0.00	14.43	14.43	14.43	14.15	0.28
MILLBROOK ROAD	Millbrook Road	3020004	Local Distributor	Albany	0.00	16.23	16.23	16.23	16.23	
MT BARKER - PORONGORUP ROUTE	Mt Barker Porongurup Road	3120262	Local Distributor	Plantagenet	0.00	28.18	28.18	29.74	28.18	
	Oatlands Road	3120261	Local Distributor	Plantagenet	0.00	1.56	1.56		1.56	
NEEDILUP - PINGRUP NORTH ROUTE	Needilup North Road	3180002	Local Distributor	Jerramungup	0.00	19.03	19.03	104.35		
	Jolley Road	3090127	Local Distributor	Kent	0.00	1.57	1.57			
	Needilup North Road	3090017	Local Distributor	Kent	0.00	43.10	43.10			
	Newdegate Pingrup Road	3090002	Regional Distributor	Kent	0.48	41.13	40.65			
NYABING SOUTH ROAD	Nyabing South Road	3090006	Local Distributor	Kent	0.00	30.41	30.41	30.41	3.35	27.06
ONGERUP GRAIN BIN ACCESS	Buncle Street	3070044	Local Distributor / Access Road	Gnowangerup	0.00	0.78	0.78	1.45	0.78	
	Eldridge Street	3070035	Local Distributor	Gnowangerup	0.00	0.67	0.67		0.67	
ONGERUP - PINGRUP ROUTE	Ongerup Pingrup Road	3070002	Local Distributor	Gnowangerup	0.00	20.35	20.35	50.40	20.35	
	Ongerup Pingrup Road	3090003	Local Distributor	Kent	0.00	30.05	30.05			
PALMDALE ROAD	Palmdale Road	3020010	Access Road	Albany City	0.00	25.54	25.54	39.44	11.85	13.69
	Palmdale Road	3120035	Access Road	Plantagenet	0.00	13.90	13.90		4.33	9.57
PARRY ROAD	Parry Road	3050009	Access Road	Denmark	0.00	6.38	6.38	6.38	6.38	
PINGRUP NORTH WEST ROUTE	Kuringup South Road	3090052	Local Distributor	Kent	0.00	14.80	14.80	59.52		
	North Kuringup Road	3090008	Local Distributor	Kent	0.00	17.94	17.94			
	Rasmussen Road	3090014	Local Distributor / Access Rd	Kent	0.00	26.78	26.78			
POINT HENRY - BREMER BAY ROADS	Bremer Bay Road	3180232	Access Rd	Jerramungup	0.00	2.69	2.69	15.78	2.69	
	Point Henry Road	3180116	Access Rd	Jerramungup	0.00	8.68	8.68		6.65	
	Wellstead Road	3180036	Access Rd	Jerramungup	0.00	4.41	4.41		4.41	
POORRARECUP ROAD	Poorrarecup Road	3040011	Local Distributor	Cranbrook	0.00	11.42	11.42	19.87		11.42

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	Poorrarecup Road	3120142	Local Distributor	Plantagenet	0.00	8.45	8.45		0.79	7.66
RED GUM PASS ROAD	Red Gum Pass Road	3120012	Local Distributor	Plantagenet	0.00	14.61	14.61	14.61	7.63	6.98
ROBINSON WEST ROAD	Robinson West Road	3170087	Regional Distributor	Woodanilling	0.00	32.42	32.42	32.42		
ROCKY GULLY - KENT RIVER ROAD	Tindale Road	3050007	Regional Distributor	Denmark	0.00	11.85	11.85	62.02	0.25	11.60
	Nornalup Road	3050008	Regional Distributor	Denmark	0.00	18.88	18.88			
	Nornalup Road	3120009	Regional Distributor	Plantagenet	0.00	31.29	31.29		8.18	5.61
SALT RIVER ROAD	Salt River Road	3040003	Local Distributor	Cranbrook	0.00	42.82	42.82	63.55	42.82	
	Salt River Road	3070016	Local Distributor	Gnowangerup	0.00	20.73	20.73		11.83	8.90
SETTLEMENT ROAD	Settlement Road	3020067	Regional Distributor / Local Distributor	Albany	0.00	4.29	4.29	23.12	4.29	
	Settlement Road	3120017	Regional Distributor / Local Distributor	Plantagenet	0.00	18.83	18.83		18.83	
SHAMROCK ROAD	Shamrock Road	3040007	Regional Distributor	Cranbrook	0.00	27.36	27.36	49.44	27.36	
	Shamrock Road	3100007	Regional Distributor	Kojonup	0.00	22.08	22.08		49.44	
SOUTHERN OCEAN ROUTE	Esplanade East	6100071	Access Rd	Ravensthorpe	0.00	2.02	2.02	49.62	2.02	
	Southern Ocean Road	6100028	Access Rd	Ravensthorpe	0.00	47.60	47.60		14.43	35.19
SPENCER ROAD	Spencer Road	3120008	Local Distributor	Plantagenet	0.00	19.08	19.08	19.08	19.08	
SPRINGDALE ROAD	Springdale Road	6100009	Local Distributor	Ravensthorpe	0.00	59.64	59.64	59.64	5.57	54.07
SWAMP ROAD	Swamp Road	3180006	Local Distributor and Access Road	Jerramungup	0.00	53.82	53.82	53.82		
THE GAP ROAD	The Gap Road	3020046	Access Rd	Albany	0.00	2.25	2.25	2.25	2.25	
TURNER ROAD / WALTER ROAD	Turner Road	3050028	Access Rd	Denmark	0.00	1.97	1.97	1.97		1.97
	Walter Road	3050368	Access Rd	Denmark	0.00	2.12	2.12	2.12		2.12
TWO PEOPLES BAY ROAD	Two Peoples Bay Road	3020055	Local Distributor	Albany	0.00	12.36	12.36	12.36	12.36	
WALPOLE NORNALUP ROUTE	Conspicuous Beach Road	3050291	Access Rd	Denmark	0.00	6.47	6.47	27.08	0.05	6.42
	Peaceful Bay Road	3050386	Local Distributor	Denmark	0.00	9.71	9.71		9.71	
	Valley of Giants Road	3050003	Local Distributor	Denmark	0.00	10.90	10.90		10.90	
WARRENUP ROAD	Warrenup Road	3030058	Local Distributor	Broomehill Tambellup	0.00	29.68	29.68	29.68	13.50	16.18
WILIAM BAY ROAD	William Bay Road	3050388	Access Rd	Denmark	0.00	4.07	4.07	4.07	4.07	
WIND FARM ACCESS ROUTE	Princess Avenue	3020051	Access Rd	Albany	0.00	2.53	2.53	6.13	2.53	
	Sand Patch Road	3020187	Access Rd	Albany	0.00	3.60	3.60		3.60	
WOLYAMING ROAD ROUTE	Badgebup North Road	3080023	Access Rd	Katanning	0.00	11.94	11.94	23.04	1.92	10.01
	Wolyaming Road	3080045	Access Rd	Katanning	0.00	11.10	11.10		11.10	
WOODANILLING - CARTMETICUP ROUTE	Cartmeticup Road	3170002	Local Distributor	Woodanilling	0.00	13.05	13.05	15.78		
	Robinson East Road	3170001	Local Distributor	Woodanilling	10.84	13.57	2.73			
WOOGENELLUP ROAD	Woogenellup Road	3120003	Regional Distributor	Plantagenet	0.00	36.82	36.82	36.82	36.82	
							2359.20	2359.20	1431.64	415.65
				TOTAL KMS SLGR FOR RRG = 2359.20 KMS						
				TOTAL SLKS RRG		=	2359.20	2359.20	1431.64	415.65

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

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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.

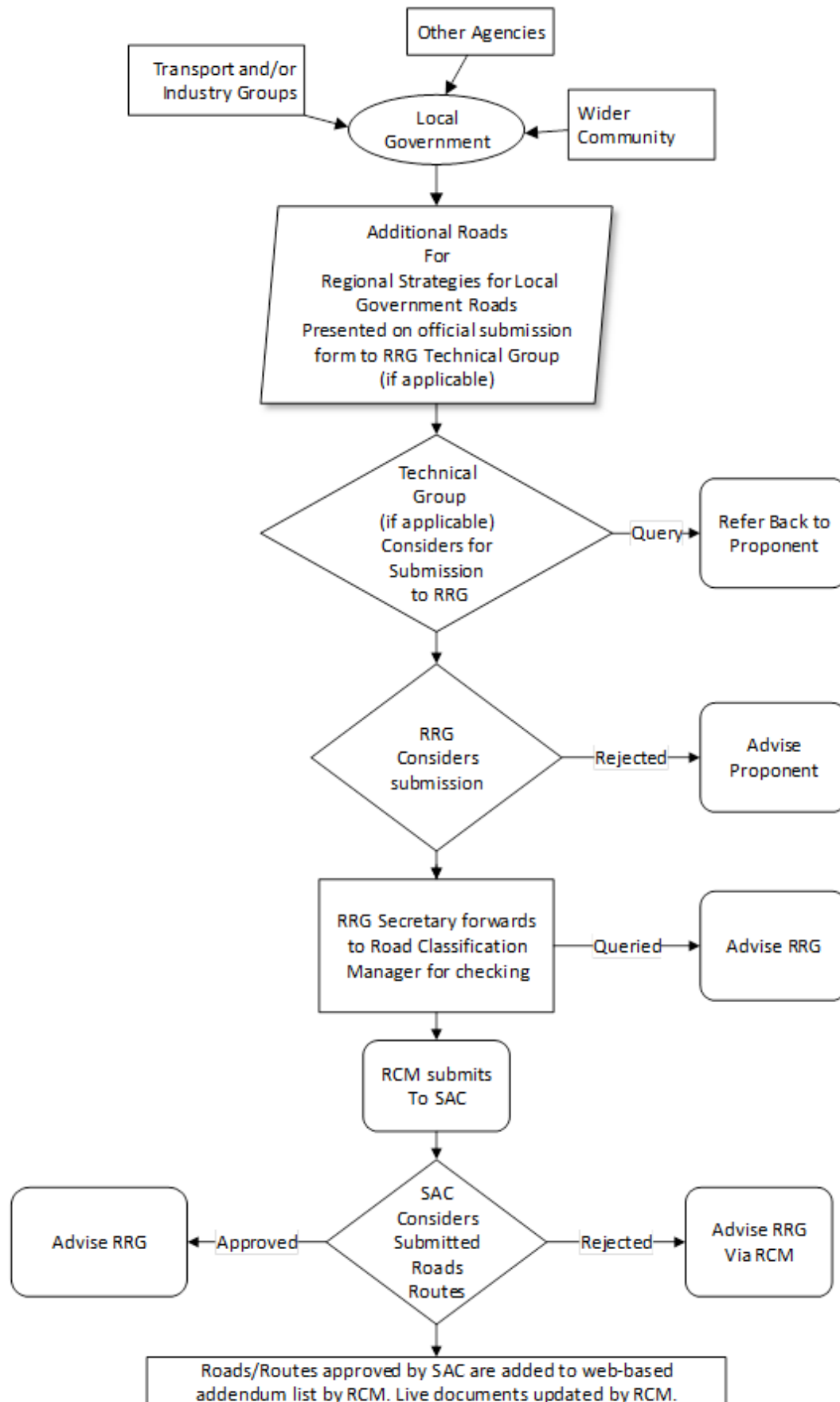
PCU CONVERSION

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

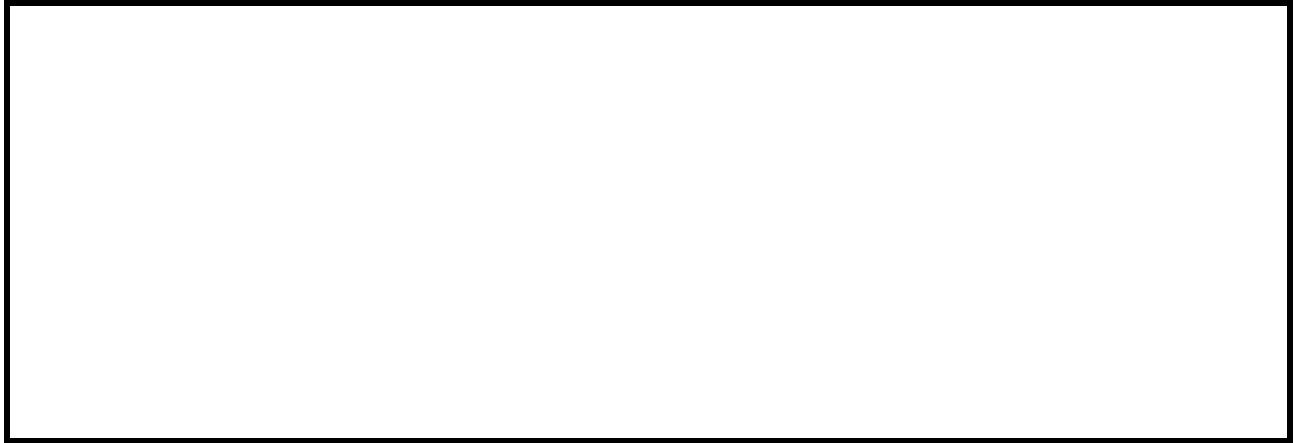
Other Enquiries - enquiries@mainroads.wa.gov.au

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

Road Function 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
Road Development Need Provide details of the road's future use
Road Development Strategy Provide a brief high level summary for the future development of the road including proposed funding sources (i.e. Road Project Grant, Black Spot)
Criteria Met List the Criteria items consider to be met against the <i>CRITERIA FOR SIGNIFICANT LOCAL ROADS</i>



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.