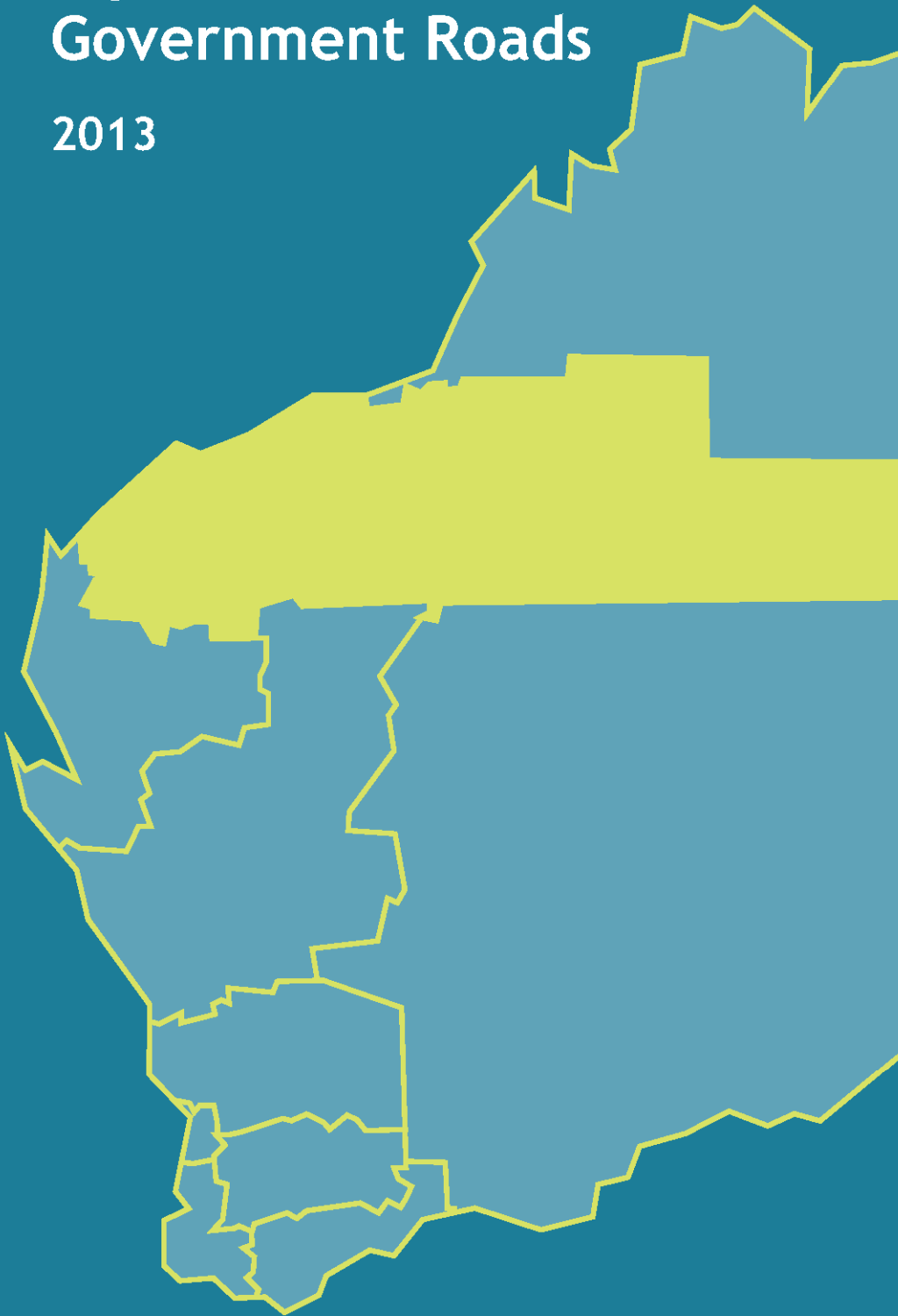


ROADS 2030

Regional Strategies for Significant Local Government Roads

2013



Pilbara

CONTENTS

ROADS 2030 – REGIONAL STRATEGIES FOR SIGNIFICANT LOCAL ROADS – PILBARA REGION

ROAD/ROUTES	PAGE
ASHBURTON DOWNS – MEEKATHATTA ROAD.....	5
BANJIMA DRIVE.....	6
BORELINER ROAD.....	7
CAJARINA ROAD.....	8
CLEAVERVILLE ROAD.....	9
COOKE POINT DRIVE.....	10
COOLAWANYAH ROAD.....	11
COWLE ROAD.....	12
GOLDSWORTHY ROAD.....	13
GOLDSWORTHY – SHAY GAP ROAD.....	14
HILLSIDE – WOODSTOCK ROAD.....	15
KALGAN DRIVE.....	16
LAMBERT ROAD.....	17
LIMESTONE – MARBLE BAR ROAD.....	18
MARBLE BAR – ALICE SPRINGS ROUTE.....	19
MARBLE BAR – PARNNGURR ROUTE	20
MARBLE BAR – WOODSTOCK ROAD ROUTE	21
MOOLIGUNN ROAD.....	22
MUCCAN – SHAY GAP ROAD.....	23
MUNJINA – ROY HILL ROAD.....	24
MURDOCH DRIVE.....	25
NAMESLESS VALLEY DRIVE.....	26
NEWMAN DRIVE.....	27
NORTH CIRCULAR ROAD EAST.....	28
NORTH CIRCULAR ROAD WEST.....	29
PANNAWONICA – MILLSTREAM ACCESS ROAD.....	30
PINGA STREET.....	31
PIPPINGARA ROAD.....	32
REDBANK ROAD.....	33
ROEBOURNE – WITTENOOM ROAD.....	34
SHAY GAP ROAD.....	35
SHOATA ROAD.....	36
SKULL SPRINGS ROAD.....	37
STYLES ROAD.....	38
TOWERA – LYNDON ROAD.....	39
WALLWORK ROAD.....	40
WARRAWAGINE ROAD.....	41
WELSH DRIVE.....	42
WOODBROOK ROAD.....	43
WOODIE WOODIE ROAD.....	44
YANDEYARRA ROAD.....	45
ROADS	PAGE
ASHBURTON DOWNS – MEEKATHARRA ROAD.....	5
BALFOUR DOWNS ROAD.....	20
BANJIMA DRIVE.....	6

BORELIN ROAD.....	7
CAJARINA ROAD.....	8
CLEAVERVILLE ROAD.....	9
COOKE POINT DRIVE.....	10
COOLAWANYAH ROAD	11
COTTON CREEK ACCESS.....	20
COWLE ROAD.....	12
DESERT ROAD.....	19
GOLDSWORTHY ROAD.....	13
GOLDSWORTHY – SHAY GAP ROAD.....	14
HILLSIDE – MARBLE BAR ROAD.....	21
HILLSIDE – WOODSTOCK ROAD.....	15,21
JIGALONG ROAD.....	20
JUPITER WELL ACCESS ROAD.....	19
KALGAN DRIVE.....	16
KIWIRRKURRA ACCESS ROAD.....	19
KUNWARRITJI ACCESS ROAD.....	19
LAMBERT ROAD.....	17
LIMESTONE – MARBLE BAR ROAD.....	18
MARBLE BAR – WOODSTOCK ROAD.....	21
MOOLIGUNN ROAD.....	22
MUCCAN – SHAY GAP ROAD.....	23
MUNJINA – ROY HILL ROAD.....	24
MURDOCH DRIVE.....	25
NAMELESS VALLEY DRIVE.....	26
NEWMAN DRIVE.....	27
NORTH CIRCULAR ROAD EAST.....	28
NORTH CIRRCULAR ROAD WEST.....	29
PANNAWONICA – MILLSTREAM ACCESS ROAD.....	30
PINGA STREET.....	31
PIPPINGARA ROAD.....	32
PUNMU ACCESS ROAD.....	19
REDBANK ROAD.....	33
ROEBOURNE – WITTENOOM ROAD.....	34
SHAY GAP ROAD.....	35
SHOATA ROAD.....	36
SKULL SPRINGS ROAD.....	37
STYLES ROAD.....	38
TALAWANA TRACK.....	20
TELFER ROAD.....	19
TOWERA – LYNDON ROAD.....	39
WALLWORK ROAD.....	40
WARRAWAGINE ROAD.....	41
WELSH DRIVE.....	42
WOODBROOK ROAD.....	43
WOODIE WOODIE ROAD.....	44
YANDEYARRA ROAD.....	45

ROADS 2030 ROAD DEVELOPMENT STRATEGY

Roads 2030 documents a strategic review of regionally significant Local Government roads and the development strategies for them. This is the second review of regional road development strategies and is intended to respond to the changes in demand on the road network.

The first editions, Roads 2020 Regional Road Development Strategies, were released during 1997 and 1998, as 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 incorporate the impact of changing circumstances. This document updates and supersedes Roads 2025.

Local Governments (via Regional Road Groups) have worked collaboratively to review and update Roads 2025 to produce this latest strategy, Roads 2030. This provides an agreed, strategic approach to allocation of limited funding across the extensive road network in the Great Southern. Only projects on local roads included in Roads 2030 will be eligible for *Road Project Grant* funding under the *State Road Funds to Local Government Agreement 2011/12 – 2015/16*. The Guidelines for the development of Roads 2030 are included in the Annexure.

CHANGES AND AMENDMENTS

The five yearly reviews balance the need for a strategic approach to funding allocation with changes in demand on the road network within the region.

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.

A separate Main Roads WA process is required to amend the Functional Road Hierarchy category to reflect proposed changes to Roads 2030.

THE PILBARA REGION

The Pilbara is Western Australia's second most northern region. The Region covers a total area of 507 896 square kilometres. In 2011 the region was estimated, the population totalled 62,736 people, 2.6% of the State's population. (ABS 3218.0) There are four local government areas in the Region, the shires of Ashburton, East Pilbara and Roebourne, and the Town of Port Hedland. The major town centres are Port Hedland, South Hedland and Karratha, with other important centres being Roebourne, Wickham, Point Samson, Dampier, Onslow, Pannawonica, Paraburdoo, Tom Price, Yandeyarra, Marble Bar, Newman, Jigalong and Nullagine. The Pilbara's economy is crucial to the State, providing two of the State's largest export revenue earners – iron ore and liquefied natural gas.

Some of the Pilbara's most popular natural attractions are the Karijini and Millstream-Chichester National Parks with their spectacular gorges and waterfalls, Marble Bar and Cossack with their historical features and the Dampier Archipelago for those interested in aquatic pursuits.

The Pilbara economy is based primarily on its mining, petroleum and gas industries and is a significant driver of the Western Australian economy. For the financial year ending June 2011 the State of Western Australia had a recorded Gross State Product (GSP) of \$187 billion. Western Australia contributed 47% (\$116 billion) of Australian merchandise exports. The Pilbara (on and off shore) contributed 81% (\$86.1 billion) of the value of Western Australia's mineral and petroleum production. As a consequence, most economic activity is derived from direct and indirect employment arising from the production of these industries. (Source: Pilbara Development Commission)

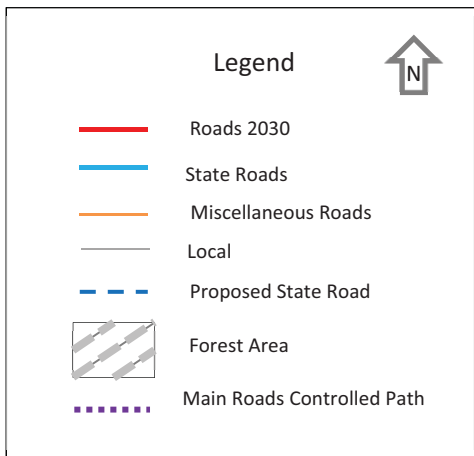
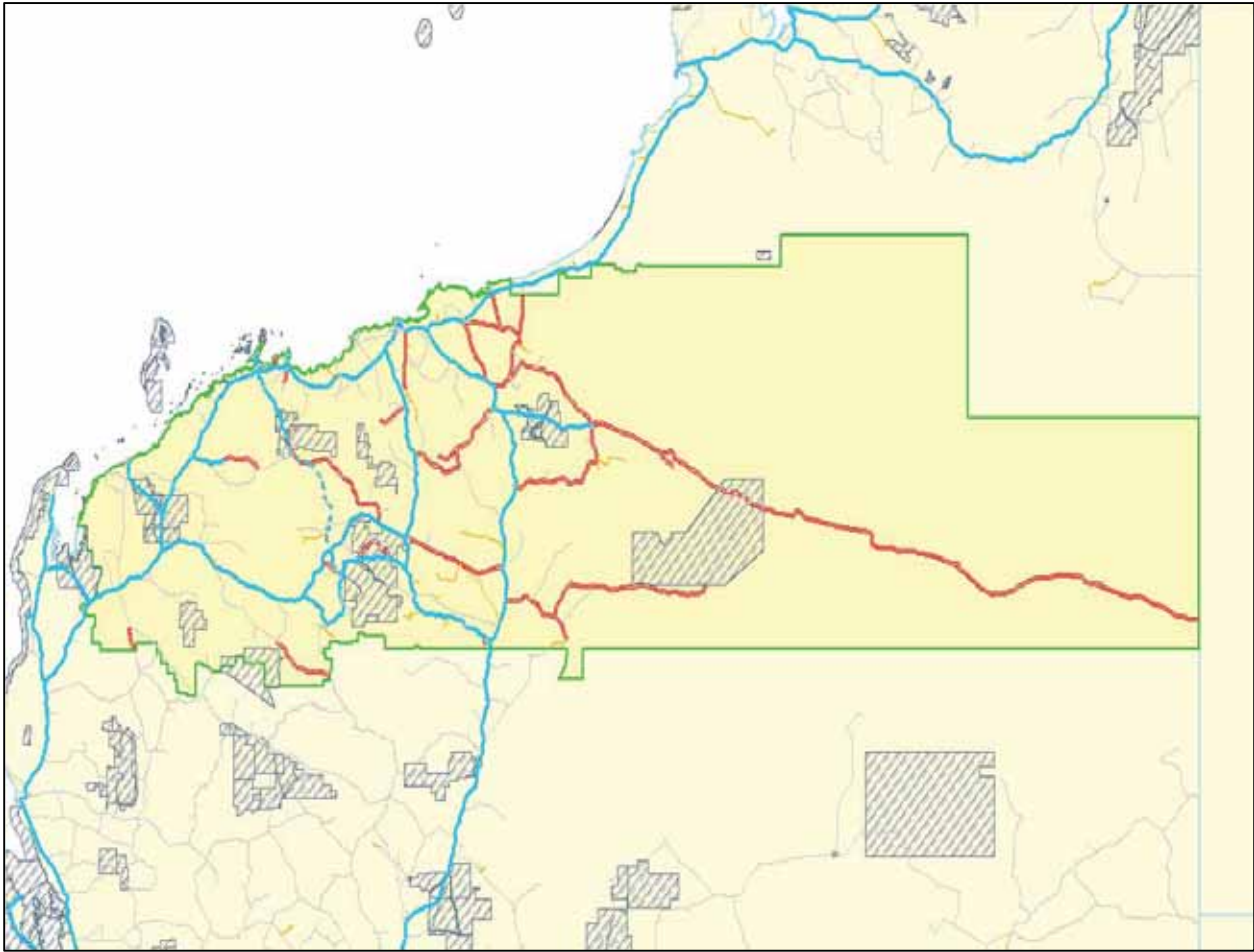
The Department of Regional Development and Lands estimated the Pilbara Region Gross Regional Product (net measure of wealth generated by the region) to be \$ 14.044 billion.

Main Roads WA works closely with its portfolio colleagues and Local Government to plan, build and maintain an integrated and efficient world-class road transport network of over 18,500 kilometres. We manage road assets valued at \$39 billion that support the needs of all road users across the State. The Pilbara region manages 881 km length of national network (17.3% of WA State), 1521km length of state roads (11.4% of WA) and 7000km length of local roads (5.3% of WA)

All roads designated 'Highways' within the Pilbara Region are sealed but 35% of the main road network is unsealed.

The Pilbara is easily accessible by road from Perth by two major highways – the Great Northern Highway (National Highway) and the North West Coastal Highway. Several transport companies provide daily freight deliveries to major Pilbara centres.

Strong growth in the resource sector is driving the need for urgent improvements on Great Northern Highway between South Hedland and Port Hedland; on Port Hedland Highway and on Dampier Highway between Karratha and the Burrup Peninsula. Substantial investment in the Port (Port Hedland) is proposed and projected increases in rail traffic to the Port will cause lengthy delays at level crossings. The Port development will also give rise to significant increases in the tonnages of minerals being carted by road and the re-routing of road freight traffic. There will be a need for a major re-alignment of Great Northern Highway with grade separations at rail crossings.



PILBARA

REGION

SIGNIFICANT LOCAL GOVERNMENT ROADS

ASHBURTON DOWNS – MEEKATHARRA ROAD

Road No. 8110032
Local Distributor

Ashburton Shire

Last Reviewed: April 2013

FUNCTION

The Ashburton Downs – Meekatharra Road has regional significance as a connection from Paraburdoo and the western Pilbara through Meekatharra to Perth. The road services three active mines and two large exploration bases. It carries significant mining and tourist traffic in addition to serving the needs of Aboriginal communities and pastoral stations.

DEVELOPMENT NEED

There is a need for more direct access between Paraburdoo and Meekatharra to service a proportion of the Pilbara workforce, tourist travel, stock agistment to southern pastures and general mining traffic. An improved standard of road is required for the proportionally high number of heavy mining and stock transport vehicles.

DEVELOPMENT STRATEGY

The majority of this road is in the Mid West Region. The strategy for the road in that region is to ultimately develop the northern end to Type 2 formed road standard. This is also considered appropriate for the section within the Pilbara Region. The road will link into the proposed Paraburdoo – Mt Augustus Link which will provide the connection to Paraburdoo.



BANJIMA DRIVE

Road No. 8110051
Local Distributor

Ashburton Shire

Last Reviewed: April 2013

FUNCTION

Banjima Drive is the principal entry road into Karijini National Park from Karijini Drive. The road runs from its western junction with Karijini Drive in a winding loop back to its eastern junction with Karijini Drive near the National Park Rangers' Headquarters. It provides access to a network of roads to scenic and recreational features in the Park including Weano Road and Weano Gorge, Joffre Falls and Joffre Gorge, Knox Gorge and Wittenoom Gorge, Kalimina Gorge, Fortescue Falls, Dales Gorge and Circular Pool. The Park is set in the Hamersley Ranges in the heart of the Pilbara, and offers spectacular rugged scenery, which is a major attraction for tourists.

DEVELOPMENT NEED

The roads within the National Park are all gravel roads, apart from recent upgrading and sealing to Type 5 standard for about 9km from the western junction with Karijini Drive, and for an 8km section sealed earlier to Type 4 standard from the eastern junction with Karijini Drive. It is intended to continue the Type 5 standard on the eastern entry for the remaining 16km to provide sealed access to most of the travel to the Park's major attractions.

DEVELOPMENT STRATEGY

Continue upgrading to Type 5 standard the eastern access along Banjima Drive to its junction with Knox Gorge Road, approximately 27.5km from the western entrance off Karijini Drive.



BORELINE ROAD

Road No. 8120144
Access Road

East Pilbara Shire

Last Reviewed: April 2013

FUNCTION

This unsealed road provides access to pastoral leases and mining tenements as well as road access to the coast as well as vital water bores servicing the mining industry. It carries significant heavy mining and pastoral traffic as well as local and tourist traffic.

RAV Network No: Not Listed.

DEVELOPMENT NEED

Traffic levels are expected to increase as a result of the continued growth in mining activity in the area. Additionally, tourist traffic as well as local traffic is expected to increase as this road connects remote inland communities with the coast.

DEVELOPMENT STRATEGY

Ongoing improvement works are needed in order to provide and maintain a safe and reliable road to service the pastoral and mining industries as well as tourist and local traffic.

Funding Sources: Road Project Grants, Roads to Recovery Program, Municipal Funds



CAJARINA ROAD

Road No. 8130099
Local Distributor

Port Hedland Town

Last Reviewed: April 2013

FUNCTION

Cajarina Street is a road listed in RAV Cat 10, which connects Wedgefield Industrial Area with Pinga Street. Pavement is deteriorating rapidly and the Town's maintenance budget is not enough to rehabilitate the pavement.

DEVELOPMENT NEED

To meet the current and future demand of the road.

DEVELOPMENT STRATEGY

The existing pavement shall be rehabilitate and reconstruct the current and future heavy load movements.



CLEAVERVILLE ROAD

Road No. 8140170
Access Road

Roebourne Shire

Last Reviewed: April 2013

FUNCTION

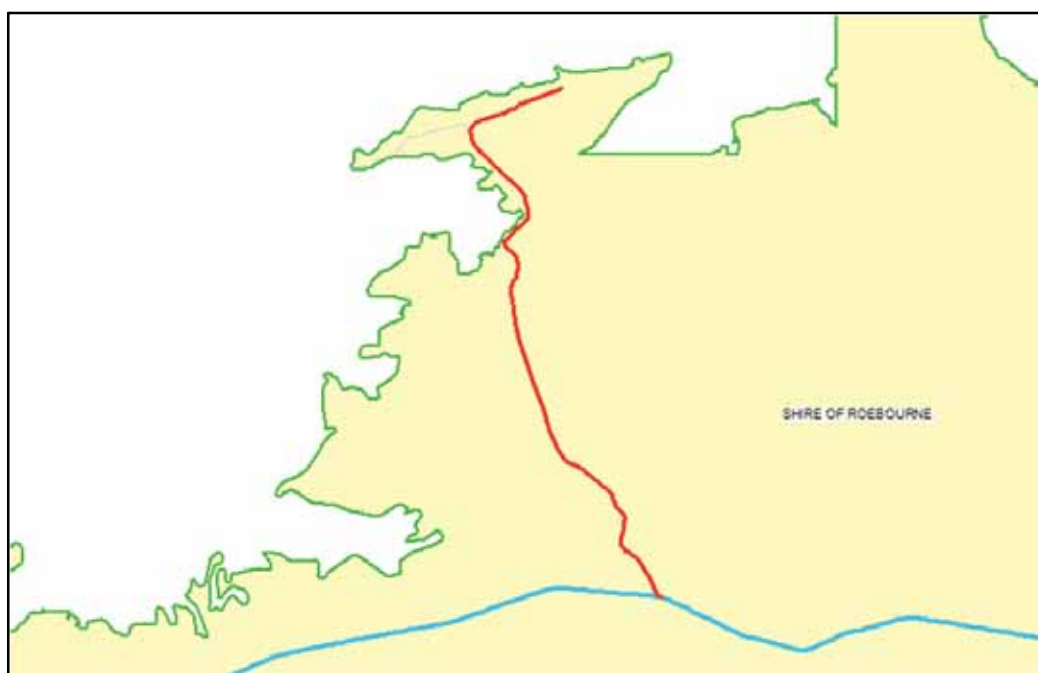
Cleaverville Road is a popular coastal recreational destination between Karratha and Wickham for locals and tourists alike. It provides a vehicle access to the beach. Despite the absence of formal camping facilities, large numbers of caravans are frequently reported to be at the site. The visitor numbers and the lack of facilities are having a detrimental effect on the quality of the natural environment. Proper recognition and upgrading of the access road needs to be considered as part of the overall question of coastal access.

DEVELOPMENT NEED

Provision of this significant road proposal will provide access to a regionally significant recreational and tourist area.

DEVELOPMENT STRATEGY

This proposal is to upgrade 14km of Type 3 road to a Type 4 sealed road. This will involve upgrading the existing varying formation width of 5.5m to 10m to a minimum 8m wide formation, constructing a base course, and priming and sealing to a width of 6m – a Type 4 standard.



COOKE POINT DRIVE

Road No. 8130140
Local Distributor

Port Hedland Town

Last Reviewed: April 2013

FUNCTION

Cooke Point Drive is a primary distributor road listed in ROMAN, connects Port Hedland eastern part, Pretty Pool area with Wilson Street. Recent and proposed development in and around Port Hedland will increase its traffic volume significantly.

DEVELOPMENT NEED

To meet the future and current traffic volume on the road.

DEVELOPMENT STRATEGY

Single lane carriageway is proposed to upgrade to dual lane carriageway as a development increases. Road Project Grant fund will be used to fund this project.



COOLAWANYAH ROAD

**Road No. 8140079
Local Distributor**

Roebourne Shire

Last Reviewed: April 2013

FUNCTION

Coolawanyah Road is a local distributor road with a RAV Network 10 classification. This road is one of two main access roads to the Karratha Industrial Estate (KIE) and provides access to all the major businesses that service Karratha and other outlying areas including the mining sector and major projects.

DEVELOPMENT NEED

It is anticipated that in line with the projected growth in and around Karratha and the mining projects Coolawanyah Road requires upgrading to allow safer access to all businesses and services that operate from the KIE.

DEVELOPMENT STRATEGY

It is proposed to rip the seal, pad foot roll and compact, add a 100mm of base course.

From SLK 0.04 to 1.35 and 1.93 to 2.11 we are proposing a 50mm asphalt seal; and from SLK 1.35 to 1.93 and 2.11 to 2.85 - a 40mm asphalt seal.

Works will also be required at intersections for improving turning movement roads included are Pemberton Way, Woodbrook Road, Anderson Road and Cowle Road.

Funding: \$200,000 from Regional Road Group and \$100,000 from Shire of Roebourne.



COWLE ROAD

Road No. 8140303
Access Road

Roebourne Shire

Last Reviewed: April 2013

FUNCTION

Cowle Road is an access road with no RAV rating. The road services business such as Allied Pickfords, Golden Hiabs, Toll, Steel One, Monadelphus and the Shire of Roebourne Depot which are all major businesses for the town and mining sector. The intention is to have Cowle Road rated as RAV 10 which will complete the RAV 10 rating around the block of Coolawanyah Road, Augustus Drive and Seabrook Crescent.

DEVELOPMENT NEED

The upgrade will provide a better road network for the businesses and access to/from Augustus Drive and Seabrook Crescent back on to Coolawanyah Road.

DEVELOPMENT STRATEGY

This road will require major upgrade in relation to the pavement thickness, width of road and connecting intersection with Coolawanyah Road.

Funding: Regional Road Group and Shire of Roebourne



GOLDSWORTHY ROAD

Road No. 8120004
Access Road

East Pilbara Shire

Last Reviewed: April 2013

FUNCTION

This unsealed road provides access to pastoral leases and the indigenous community of Warralong. It provides essential road access for the provision of services to the Warralong Community as well as recreational access for the community to the DeGrey River.

RAV Network No: Not Listed

DEVELOPMENT NEED

Traffic levels are steadily increasing due to the need to provide essential services to the Warralong Community as well as the surrounding pastoral stations.

DEVELOPMENT STRATEGY

Ongoing improvement works are needed in order to provide and maintain a safe and reliable all weather road to service the pastoral stations and Warralong Community needs.

Funding Sources: Road Project Grants, Roads to Recovery Program, Municipal Funds



GOLDSWORTHY – SHAY GAP ROAD

Road No. 8120065
Access Road

East Pilbara Shire

Last Reviewed: April 2013

FUNCTION

This sealed section of road provides access to pastoral leases and mining tenements as well as road access to the coast. It carries significant heavy mining and pastoral traffic as well as local and tourist traffic.

RAV Network rating is 10.

DEVELOPMENT NEED

Traffic levels are expected to increase as a result of the continued growth in mining activity in the area. Additionally, tourist traffic as well as local traffic is expected to increase as this road connects remote inland communities with the coast.

DEVELOPMENT STRATEGY

Ongoing improvement works are needed in order to provide and maintain a safe and reliable road to service the pastoral and mining industries as well as tourist and local traffic. The sealed section of road requires pavement rehabilitation as well as unsealed shoulder reconstruction.

Funding Sources: Road Project Grants, Roads to Recovery Program, Municipal Funds



HILLSIDE – WOODSTOCK ROAD

Road No. 8130396
Regional Distributor and Access Road

Port Hedland Town

Last Reviewed: April 2013

FUNCTION

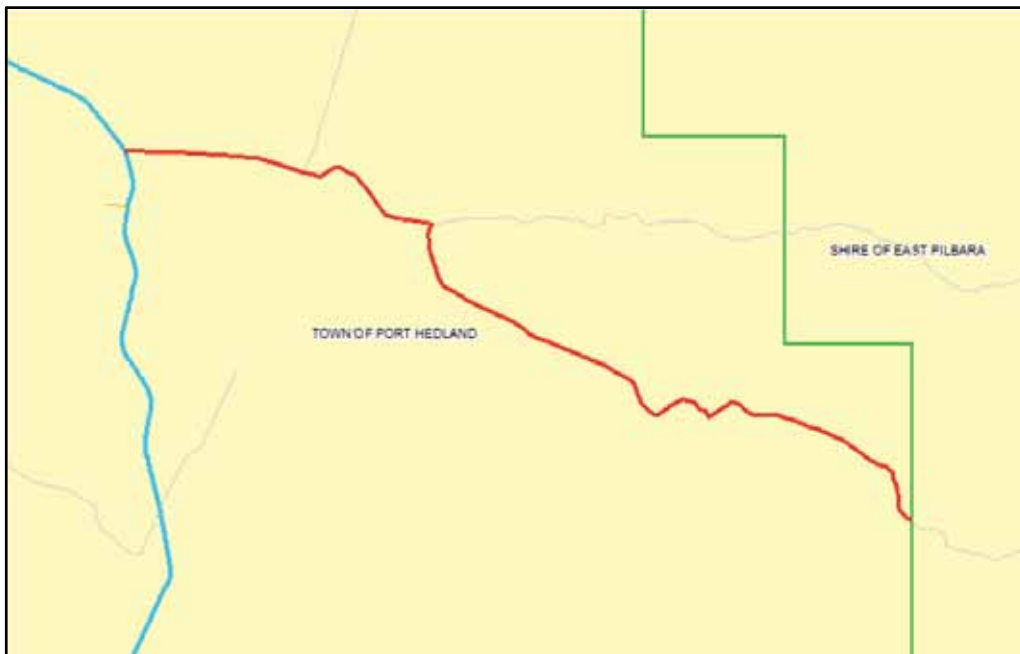
This road is under the RAV network and being heavily used by the mining and resources company. Maintaining this road is costing a huge amount of money to Town of Port Hedland and every time when it rains road gets closed for many days. In order to provide the desirable level of service to the business and community in the Town it is advisable to seal this section of road.

DEVELOPMENT NEED

Road will be open throughout the year and maintenance cost of the road will go down significantly. It will provide more opportunity to the mining and resources business.

DEVELOPMENT STRATEGY

The road is proposed to be funded under Road Project Grant. 7.2m wide sealing and upgrading of existing floodway crossing will improve the existing condition of road.



KALGAN DRIVE

Road No. 8120188
Local Distributor

East Pilbara Shire

Last Reviewed: April 2013

FUNCTION

This sealed road provides the main access into the Newman town site off the Great Northern Highway for heavy vehicles as well as the majority of vehicle traffic. This road provides the main access link to the light industrial area as well as the shopping precinct, education, health, sporting and recreational facilities.

RAV Network rating is 7.

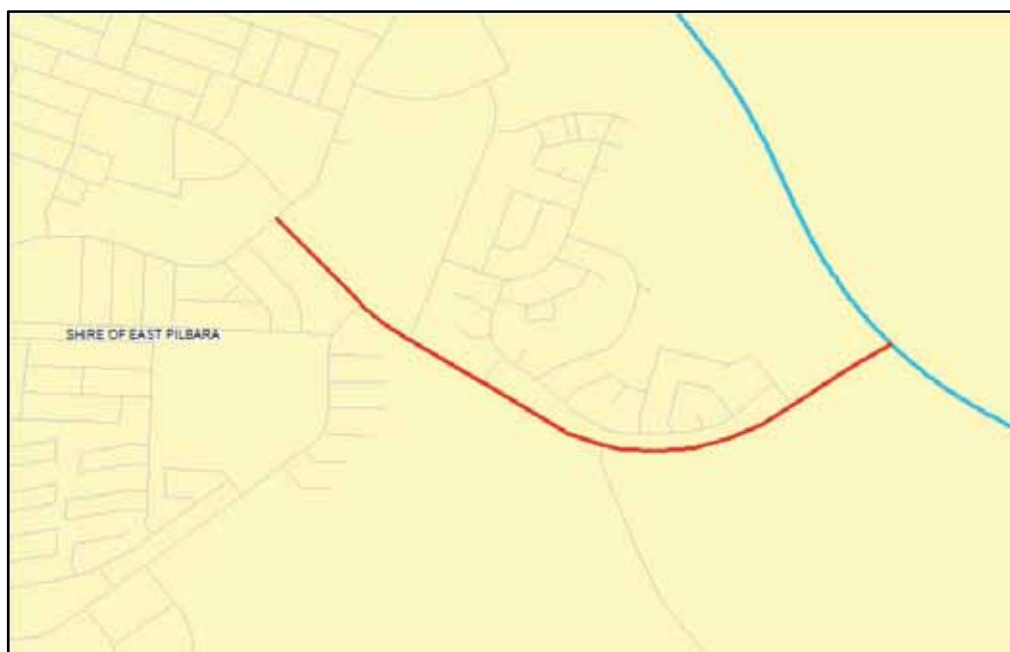
DEVELOPMENT NEED

The town site of Newman is still experiencing a major population growth as a direct result of the mining industry. Ongoing upgrades are needed to this road to ensure the infrastructure supports the population growth and increase in traffic volumes.

DEVELOPMENT STRATEGY

Continued upgrade including widening, improvements to intersection turning radiuses and the installation of traffic islands and pedestrian crossing points along with improvements to street lighting and signage.

Funding Sources: Road Project Grants, Roads to Recovery Program, Municipal Funds, and Black Spot.



LAMBERT ROAD

Road No. 8140084
Access Road

Roebourne Shire

Last Reviewed: April 2013

FUNCTION

Lambert Road services Northwest Honda, Wridgways, CMC Group, Beaurepaires, Bridgestone, Harvey Norman Depot, which are all major businesses for the town and mining sector.

Lambert Road has no RAV rating.

DEVELOPMENT NEED

The upgrade will provide RAV access to the businesses that operate from Lambert Road and provide access for businesses to/from Anderson Road.

DEVELOPMENT STRATEGY

This road will require major upgrade to realise RAV 10 specifications, particularly in regard to pavement thickness, width of road and connecting intersections to Anderson Road.

Funding: Regional Road Group and Shire of Roebourne



LIMESTONE – MARBLE BAR ROAD

Road No. 8120242
Local Distributor

East Pilbara Shire

Last Reviewed: April 2013

FUNCTION

This sealed road provides the main access into the Marble Bar town site off the Marble Bar Road. It carries local and regional traffic between the town and mining operations and Aboriginal Communities in the surrounding area. Additionally it also services recreational and sporting facilities as well as the Marble Bar Airstrip.

RAV Network rating is 9.

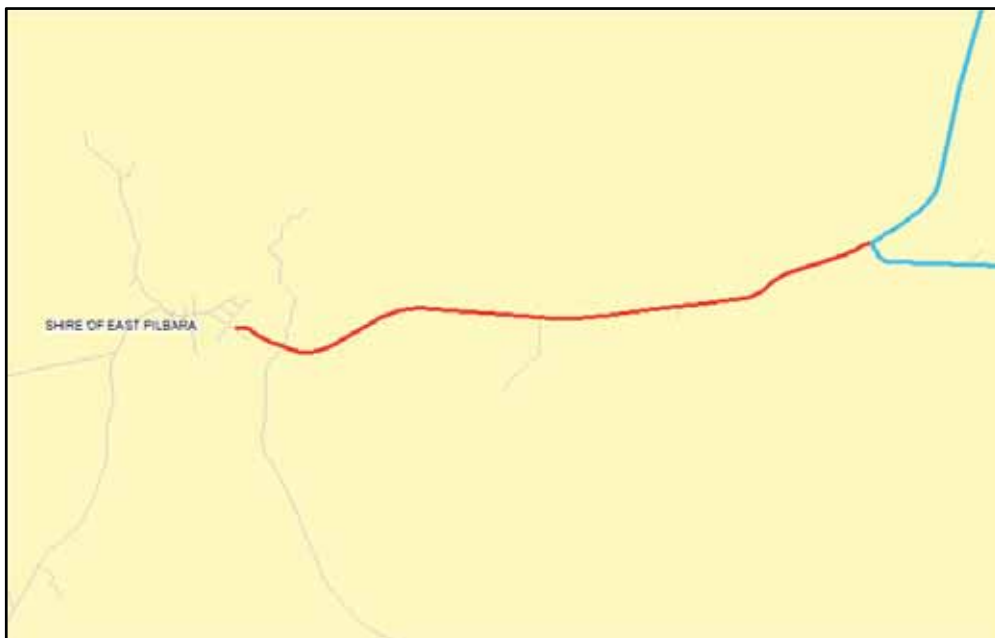
DEVELOPMENT NEED

This road provides the principal access to a significant population centre providing services to surrounding Aboriginal Communities as well as mining and pastoral stations.

DEVELOPMENT STRATEGY

Maintaining current service levels

Funding Sources: Road Project Grants, Roads to Recovery Program, Municipal Funds



MARBLE BAR – ALICE SPRINGS ROUTE

Desert Road (8120265)
Jupiter Well Access Road (8120246)
Kiwirrkurra Access Road (8120243)
Kunawarritji Access Road (8120245)
Punmu Access Road (8120244)
Telfer Road (8120179)
Access Roads

East Pilbara Shire

Last Reviewed: April 2013

FUNCTION

The road system forms part of the essential connection to Marble Bar (major service centre) and Alice Springs for several Aboriginal Communities between the Telfer Mining Centre and the WA/Northern Territory State Border. These roads provide sole access to key mining centres including Telfer as well as the remote Aboriginal Communities of Punmu, Kunawarritji and Kiwirrkurra.

For all of the Desert Road, Jupiter Well Access, Kiwirrkurra Access, Kunawarritji Access, Punmu Access – RAV Network No: Not Listed.

Telfer Road – RAV Network No: 10.

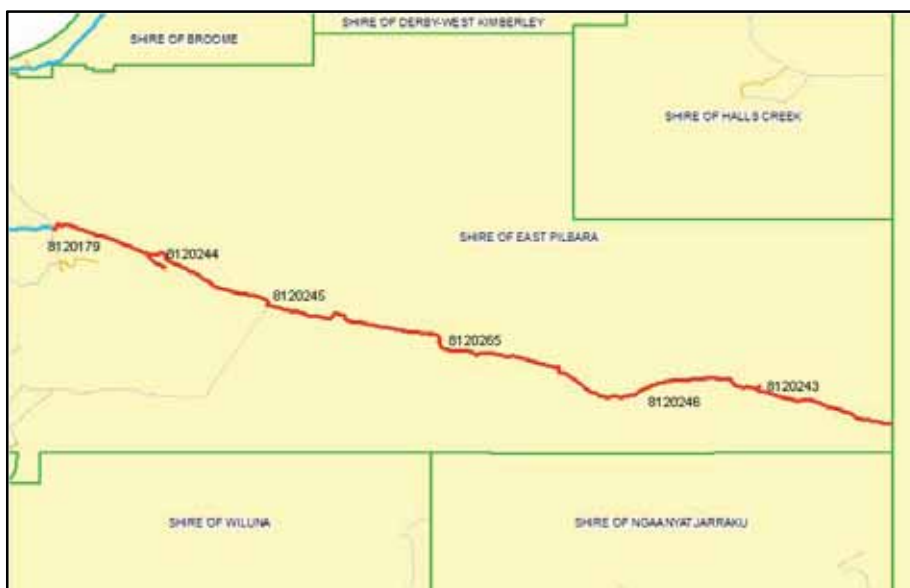
DEVELOPMENT NEED

This route is a vital link to Aboriginal Communities and mining companies to access services such as shopping, medical, educational, sporting and recreational facilities. It provides the link and opportunity for Communities to attend social, cultural and sporting events. It also provides a road link between Alice Springs and WA frequented by many travelling tourists.

DEVELOPMENT STRATEGY

Ongoing improvement works are needed in order to provide and maintain a safe and reliable road to service the aboriginal communities and mining industries as well as tourist and local traffic.

Funding Sources: Road Project Grants, Roads to Recovery Program, Municipal Funds, Aboriginal Access Road Funds, Special Grants, Mining Company Contributions



MARBLE BAR – PARNNGURR ROUTE

Balfour Downs Road (8120043) – Access Road
Cotton Creek Access (8120247) – Access Road
Jigalong Road (8120036) – District Distributor
Talawana Track (8120239) – Local Distributor

East Pilbara Shire

Last Reviewed: April 2013

FUNCTION

Jigalong Road, Balfour Downs Road and first 8km of Talawana Track – RAV Network No: 10
Cotton Creek Access – RAV Network No: Not Listed

The road system forms part of the essential connection to Newman (major service centre) for several Aboriginal Communities between the Marble Bar Road and the Karlamilyi National Park. It services the community at Parnngurr just south of the Karlamilyi National Park and also provides access to the Jigalong Community.

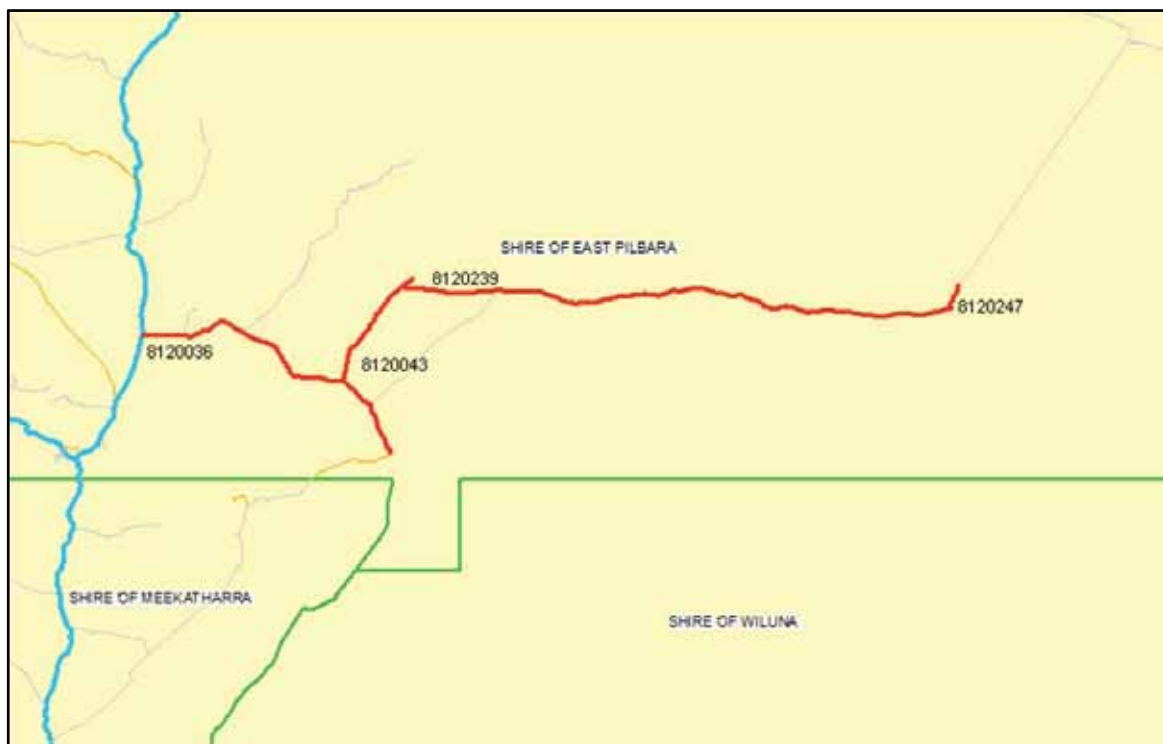
DEVELOPMENT NEED

This road is a vital link to Aboriginal Communities, pastoral stations and mining companies to access services such as shopping, medical, educational, sporting and recreational facilities. It also provides a link and the opportunity for Communities to attend social, cultural and sporting events.

DEVELOPMENT STRATEGY

Ongoing improvement works are needed in order to provide and maintain a safe and reliable road to service the aboriginal communities, pastoral and mining industries as well as tourist and local traffic.

Funding Sources: Road Project Grants, Roads to Recovery Program, Municipal Funds, Aboriginal Access Road Funds, and Special Grants.



MARBLE BAR – WOODSTOCK ROUTE

Hillside – Marble Bar Road (8120001)
Hillside – Woodstock Road (8120037)
Marble Bar – Woodstock Road (8120266)
Regional Distributors

East Pilbara Shire

Last Reviewed: April 2013

FUNCTION

The road is an important east-west connector between two major north-south inter-regional freight/tourist routes – Great Northern Highway and Marble Bar Road. It services local and regional pastoral needs, remote communities, mining resource development and tourism.

Regional Functional Road Hierarchy class for these three roads is Regional Distributor.

DEVELOPMENT NEED

The current standard of the road is placed is inappropriate for a road of this function. There is a need to improve the standard to ensure greater reliability of service and safety for the road user.

DEVELOPMENT STRATEGY

The development strategy is to improve the road to a consistent Type 2 formed road standard.

PROGRESS OF EXISTING ROADS 2020 DEVELOPMENT PROPOSALS

PIL 25 - Upgrade the existing road to a uniform Type 2 formed road.

Substantial progress has been made.



MOOLIGUNN ROAD

Road No. 8140075
Local Distributor

Roebourne Shire

Last Reviewed: April 2013

FUNCTION

Mooligunn Road has a RAV Network 10 rating. This road is one of two roads that service the Karratha Industrial Estate (KIE) and provides access and service to major businesses for Karratha and outlying areas as well the major projects and the mining sector.

DEVELOPMENT NEED

It is anticipated that in line with the projected growth in and around Karratha and the mining projects Mooligunn Road requires upgrading to allow safer access to all businesses and services that operate from the KIE.

DEVELOPMENT STRATEGY

Sections of the road are affected with typical surface deterioration. The proposed works will be to rip the seal, pad foot roll and compact, add a 100mm of base course. It is proposed to lay a 40-50mm asphalt seal with edge treatments and batters to be reworked.

Funding: \$200,000 from Regional Road Group and \$100,000 from Shire of Roebourne.



MUCCAN – SHAY GAP ROAD

Road No. 8120008
Access Road

East Pilbara Shire

Last Reviewed: April 2013

FUNCTION

This unsealed road provides access to pastoral leases and mining tenements as well as road access to the coast. It carries significant mining and pastoral traffic as well as local and tourist traffic.

RAV Network rating is 4.

DEVELOPMENT NEED

Traffic levels are expected to increase as a result of the continued growth in mining activity in the area. Additionally, tourist traffic as well as local traffic is expected to increase as this road connects remote inland communities with the coast.

DEVELOPMENT STRATEGY

Ongoing improvement works are needed in order to provide and maintain a safe and reliable road to service the pastoral and mining industries as well as tourist and local traffic.

Funding Sources: Road Project Grants, Roads to Recovery Program, Municipal Funds



MUNJINA – ROY HILL ROAD

Road No. 8120232
Local Distributor

East Pilbara Shire

Last Reviewed: April 2013

FUNCTION

This section of unsealed road provides access to pastoral leases and mining tenements as well as a direct link between the Great Northern Highway and the Marble Bar Road. It carries significant heavy mining and pastoral traffic as well as local and tourist traffic.

RAV Network rating is 10.

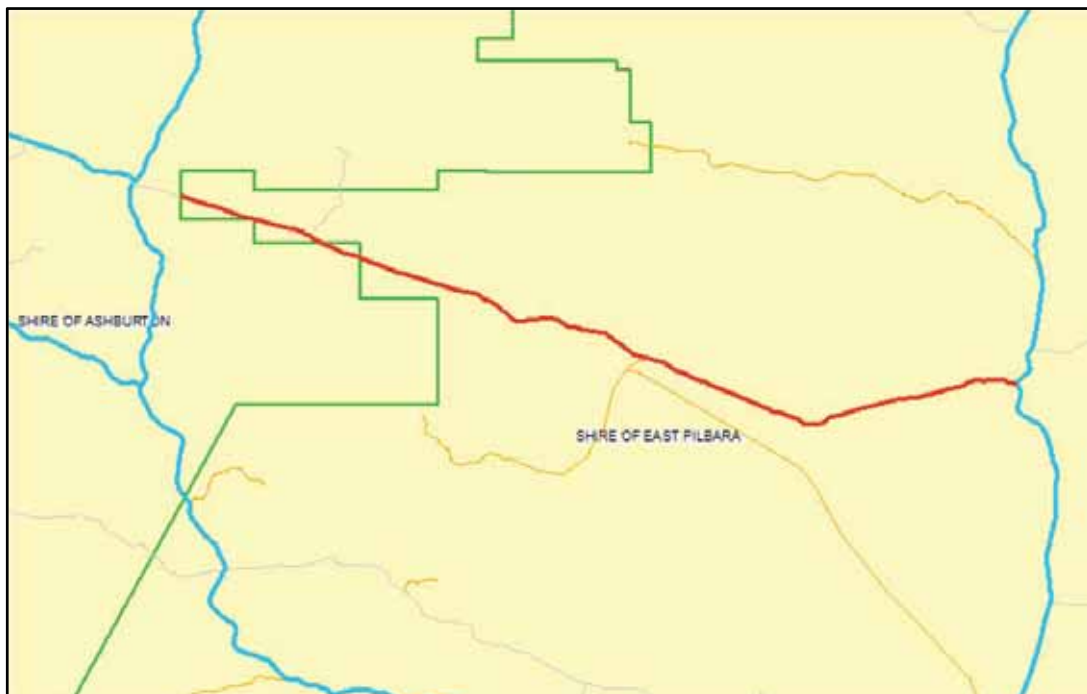
DEVELOPMENT NEED

Traffic levels are expected to increase as a result of the continued growth in mining activity in the area. The sealing of 64km is currently underway and heavy haulage traffic has commenced transporting ore to the port of Port Hedland.

DEVELOPMENT STRATEGY

Ongoing improvement works are needed in order to provide and maintain a safe and reliable road to service the pastoral and mining industries as well as tourist and local traffic.

Funding Sources: Road Project Grants, Roads to Recovery Program, Municipal Funds, Mining Company Contributions



MURDOCH DRIVE

Road No. 8130148
Local Distributor

Port Hedland Town

Last Reviewed: April 2013

FUNCTION

Murdoch Drive connects the newly developed South Hedland CBD with North Circular Road and provides access to many current and future developments.

DEVELOPMENT NEED

To meet the future demand of the road.

DEVELOPMENT STRATEGY

Road may need Rehabilitation depending upon the future traffic growth.



NAMELESS VALLEY DRIVE

Road No. 8110319
Local Distributor

Ashburton Shire

Last Reviewed: April 2013

FUNCTION

The road is an important east-west connector between the Nanutarra – Munjina Road and the town of Tom Price and is an inter-regional freight / tourist route. It services local and regional pastoral needs, remote communities, mining resource development and tourism.

Nameless Valley Drive is a RAV Network 10 road.

DEVELOPMENT NEED

The road services a significant population centre, mining community, pastoral properties and tourist destinations. The current road configuration is a uniform Type 5 sealed pavement road.

DEVELOPMENT STRATEGY

Maintain current service levels for traffic using the road.



NEWMAN DRIVE

Road No. 8120090
Local Distributor

East Pilbara Shire

Last Reviewed: April 2013

FUNCTION

Newman Drive is a sealed road providing the main access into the Newman town site off the Great Northern Highway. This road provides the main access to the shopping precinct, education, health, sporting and recreational facilities as well as RAV access to fuel facilities.

RAV Network rating is 6.

DEVELOPMENT NEED

The town site of Newman is still experiencing a major population growth as a direct result of the mining industry. Ongoing upgrades are needed to this road to ensure the infrastructure supports the population growth and increase in traffic volumes.

DEVELOPMENT STRATEGY

Continued upgrade including widening, improvements to intersection turning radiuses and the installation of traffic islands and pedestrian crossing points along with improvements to street lighting and signage.

Funding Sources: Road Project Grants, Roads to Recovery Program, Municipal Funds, Black Spot



NORTH CIRCULAR ROAD EAST

Road No. 8130342
Local Distributor and Access Road

Port Hedland Town

Last Reviewed: April 2013

FUNCTION

North Circular Road connects South Hedland Eastern end to Port Hedland and Wedgefield area. Town of Port Hedland's Growth plan projects of massive subdivision in and around North Circular Road. This development will add more traffic volume on the road and it is expected it will grow by more than 15000 vpd.

DEVELOPMENT NEED

To meet the future demand of the road.

DEVELOPMENT STRATEGY

Road is proposed to be upgraded to dual lane carriageway under Road Project Grant.



NORTH CIRCULAR ROAD WEST

Road No. 8130136
Local Distributor

Port Hedland Town

Last Reviewed: April 2013

FUNCTION

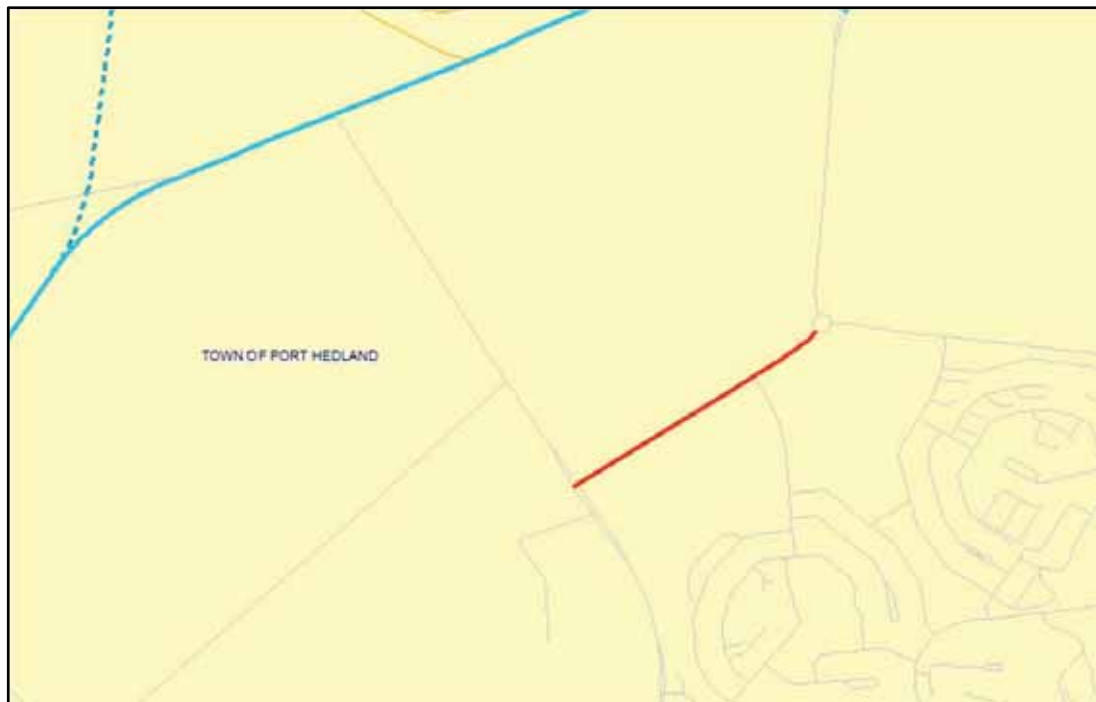
North Circular Road connects South Hedland to Port Hedland and Wedgefield area. Town of Port Hedland's Growth plan projects of massive subdivision around the road. This development will add more traffic volume on the road and it is expected it will grow by more than 15000 vpd.

DEVELOPMENT NEED

To meet the future demand of the road.

DEVELOPMENT STRATEGY

Road is proposed to be upgraded to dual lane carriageway under Road Project Grant.



PANNAWONICA – MILLSTREAM ACCESS ROAD

Road No. 8110317
Regional Distributor

Shire of Ashburton

Last Reviewed: April 2013

FUNCTION

The road forms part of a regionally significant tourist route from North West Coastal Highway to the Millstream – Chichester National Park. It primarily services tourist traffic.

DEVELOPMENT NEED

The Millstream – Chichester National Park is a significant tourist destination that is gaining increasing international recognition. The Pannawonica – Millstream Access is the principal access into this important tourist area. The importance of the link and its regional significance in the road network will increase with the development of the Karratha – Tom Price route. The existing road to Millstream from Pannawonica has been cut by extensions to Robe River Iron Ore mining operations. There is a need to provide alternative access via a new route to maintain a direct link from the North West Coastal Highway to the Park.

DEVELOPMENT STRATEGY

Develop the route to a uniform type 3 (cross section) and seal the eastern 15km to provide better access to the Millstream National Park.



PINGA STREET

Road No. 8130061
Local Distributor

Port Hedland Town

Last Reviewed: April 2013

FUNCTION

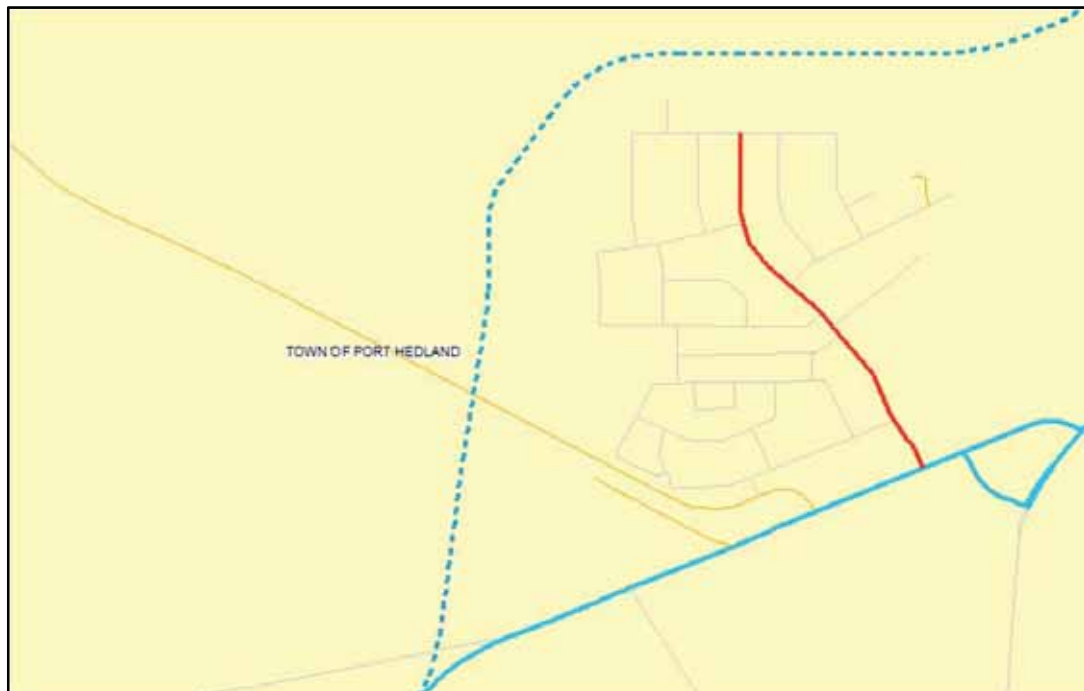
Pinga Street is road listed in RAV Cat 10, which connects Wedgefield Industrial area with Great Northern Highway. Recent and proposed development in and around this road will increase the traffic volume significantly. Realignment of Great Northern Highway will increase a heavy load in this road.

DEVELOPMENT NEED

To meet the future and current demand of the road.

DEVELOPMENT STRATEGY

Single lane carriageway will be upgraded to dual lane carriage way to meet the future demand. Road Project Grant will be used to upgrade this road.



PIPPINGARA ROAD

Road No. 8130301
Access Road

Port Hedland Town

Last Reviewed: April 2013

FUNCTION

Pippingara Road is under the RAV network (0301) and being heavily used by the mining and resources company. Maintaining this road is costing a huge amount of money to Town of Port Hedland and every time when it rains road gets closed for many days. In order to provide the desirable level of service to the business and community in the Town it is advisable to seal this section of road.

DEVELOPMENT NEED

Road will be open throughout the year and maintenance cost of the road will go down significantly. It will provide more opportunity to the mining and resources business.

DEVELOPMENT STRATEGY

The road is proposed to be funded under road project grant. 7.2m wide sealing and upgrading of existing floodway crossing will improve the existing condition of road.



REDBANK ROAD

Road No. 8130219
Access Road

Port Hedland Town

Last Reviewed: April 2013

FUNCTION

Redbank road is on RAV network for Cat 10 vehicles. It connects a semi urban population in Port Hedland with Wilson Street. Heavy road rolling in this section of road is damaging the pavement rapidly. Town's maintenance budget is not sufficient to keep this road is a standard to deliver an agreed level of services.

DEVELOPMENT NEED

To meet the future and current load movements on the road.

DEVELOPMENT STRATEGY

The pavement of the roads requires a rehabilitation and reconstruction. The current pavement shall be milled out and reinstate with proper formation construction.



ROEBOURNE – WITTENOOM ROAD

Road No. 8110299
Regional Distributor and Access Road

Shire of Ashburton

Last Reviewed: April 2013

FUNCTION

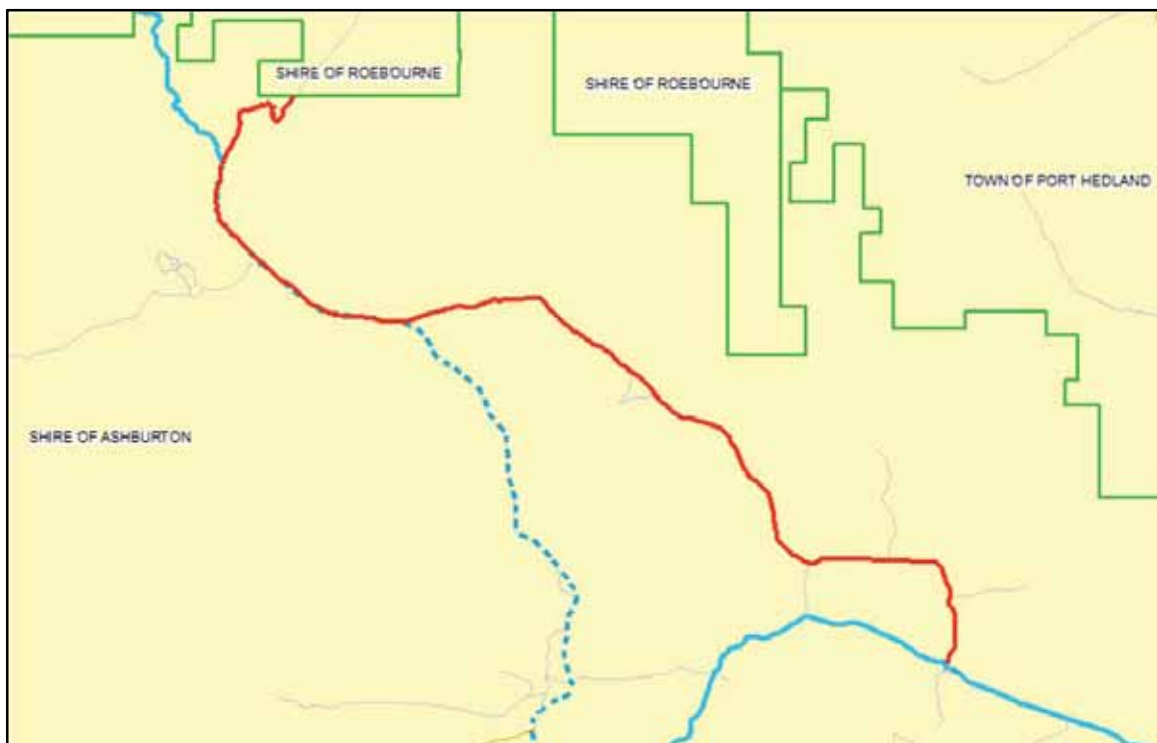
Roebourne – Wittenoom Road is the main traffic route between the major Pilbara towns of Karratha and Tom Price. As such it represents a vital link between the coast and the Pilbara mining and tourist areas. A section of the road has been proposed as a more direct route between Karratha and Tom Price with Warlu Road, the Tom Price Railway Road and Bingarn Road. It is likely that upgrading of the road will lead to a significant increase of traffic between the coastal and the Tom Price/Paraburdoo/Karijini area.

DEVELOPMENT NEED

The section of Roebourne – Wittenoom Road from the junction with Warlu Road is unsealed through to its eastern end junction with the Nanatarra – Munjina Road. The Warlu Road is generally sealed from Karratha to about 2km west of its junction with Roebourne – Wittenoom Road. There is therefore a need to extend the seal to the uniform standard of Warlu Road eastward for about 12km to the Millstream turnoff. This will improve travel conditions for inter-town users and particularly for visitors to Millstream – Chichester National Park.

DEVELOPMENT STRATEGY

Upgrading of the existing gravel road by improvement in vertical alignment, drainage, subgrade pavement and bitumen sealing to extend the Type 5 standard of sealed road from Warlu Road along Roebourne – Wittenoom Road to the Millstream turnoff.



SHAY GAP ROAD

Road No. 8120074
Access Road

East Pilbara Shire

Last Reviewed: April 2013

FUNCTION

Shay Gap Road is unsealed road that provides access to pastoral leases and mining tenements as well as road access to the coast. It carries significant heavy mining and pastoral traffic as well as local and tourist traffic.

RAV Network rating is 10.

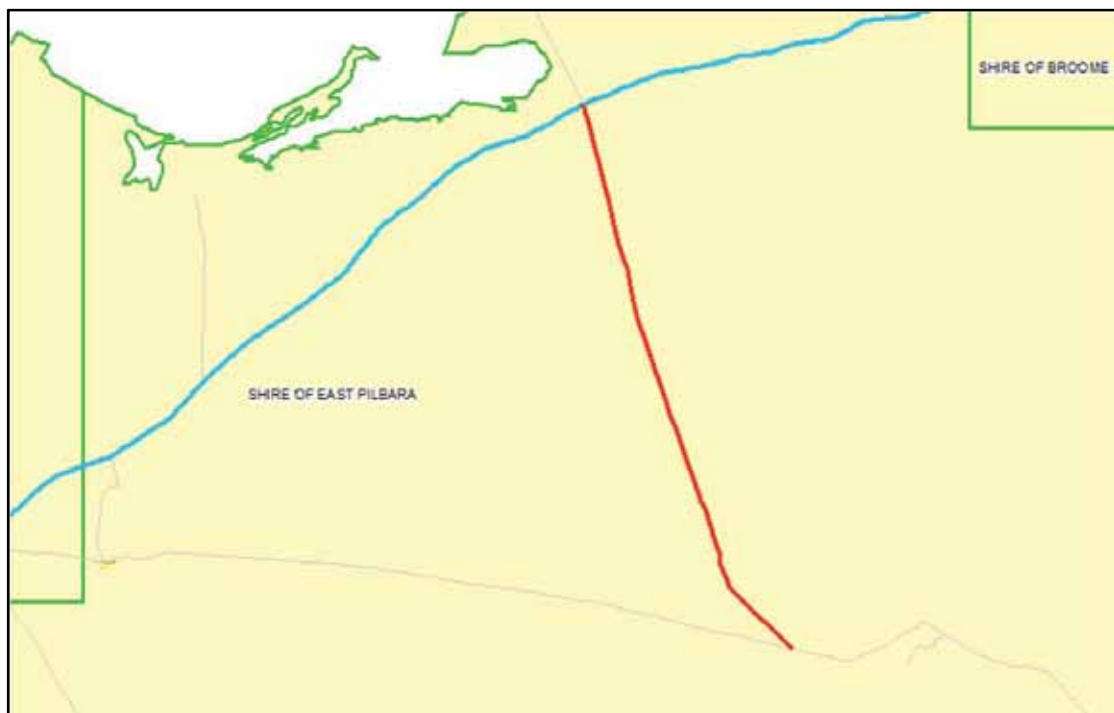
DEVELOPMENT NEED

Traffic levels are expected to increase as a result of the continued growth in mining activity in the area. Additionally, tourist traffic as well as local traffic is expected to increase as this road connects remote inland communities with the coast.

DEVELOPMENT STRATEGY

Ongoing improvement works are needed in order to provide and maintain a safe and reliable road to service the pastoral and mining industries as well as tourist and local traffic.

Funding Sources: Road Project Grants, Roads to Recovery Program, Municipal Funds



SHOATA ROAD

Road No. 8130261
Access Road

Port Hedland Town

Last Reviewed: April 2013

FUNCTION

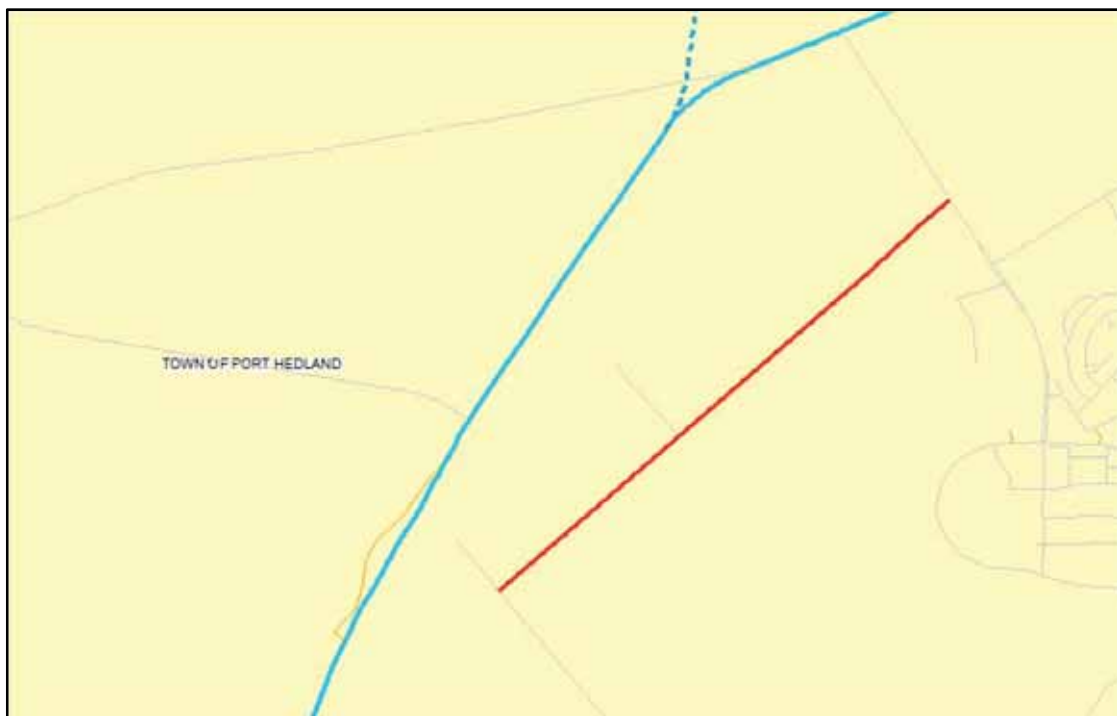
Shoata Road is an unsealed road that connects South Hedland with Boodarie Industrial Area. This road also provides access to the golf course and waste water treatment plant.

DEVELOPMENT NEED

To meet the future demand of the road.

DEVELOPMENT STRATEGY

Road will be sealed to provide access to rural area with South Hedland area. Road Project Grant will be used to upgrade this section of road.



SKULL SPRINGS ROAD

Road No. 8120021
Local Distributor

East Pilbara Shire

Last Reviewed: April 2013

FUNCTION

This section of unsealed road provides access to pastoral leases and mining tenements as well as road access to recreational areas. It carries significant heavy mining and pastoral traffic as well as local and tourist traffic.

RAV Network rating is 10.

DEVELOPMENT NEED

Traffic levels are expected to increase as a result of the continued growth in mining activity in the area. Additionally, tourist traffic as well as local traffic is expected to increase as this road connects remote inland communities with recreational areas.

DEVELOPMENT STRATEGY

Ongoing improvement works are needed in order to provide and maintain a safe and reliable road to service the pastoral and mining industries as well as tourist and local traffic.

Funding Sources: Road Project Grants, Roads to Recovery Program, Municipal Funds, Mining Company Contributions



STYLES ROAD

Road No. 8130220
Access Road

Port Hedland Town

Last Reviewed: April 2013

FUNCTION

Styles road connects the Pretty Pool area with the rest of the town. LandCorp is developing in and around Styles Road with residential area that will increase the future traffic.

DEVELOPMENT NEED

To meet the future and current demand of the road.

DEVELOPMENT STRATEGY

Single lane carriageway will be upgraded to dual lane carriage way to meet the future demand. Road Project Grant will be used to upgrade this road.



TOWERA – LYNDON ROAD

Road No. 8110017
Local Distributor

Ashburton Shire

Last Reviewed: April 2013

FUNCTION

This road is a connection between the Towera and Lyndon homesteads and provides for tourists as well as the local pastoral traffic needs.

DEVELOPMENT NEED

Need to ensure that suitable maintenance is provided for this road.

DEVELOPMENT STRATEGY

Maintain current service levels for the traffic using this road.



WALLWORK ROAD

Road No. 8130188
Local Distributor

Port Hedland Town

Last Reviewed: April 2013

FUNCTION

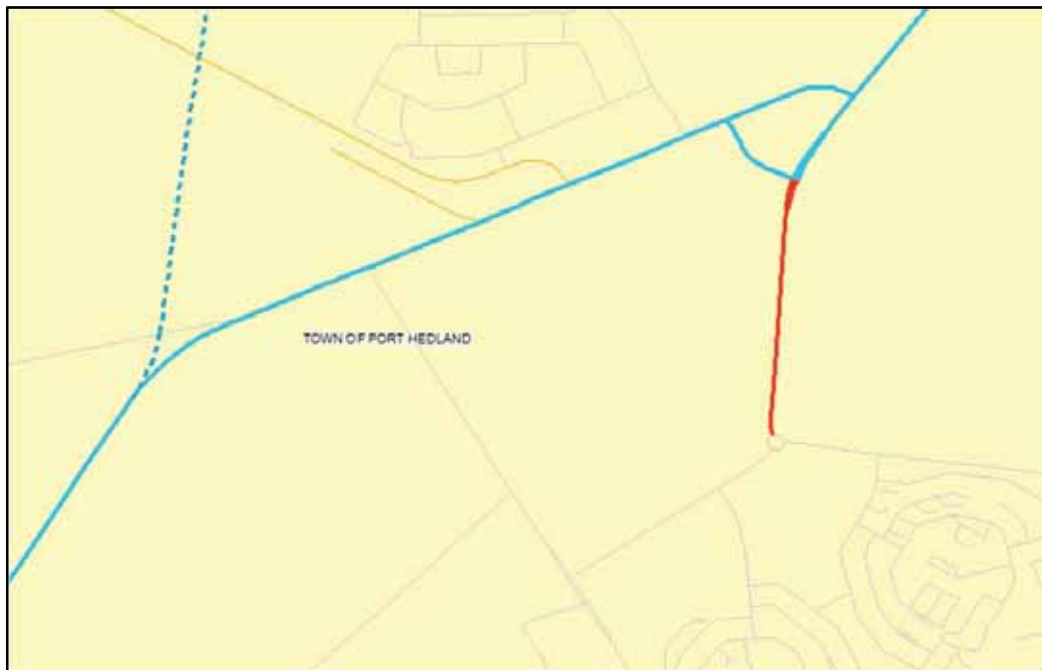
Wallwork Road is the main road that connects Port Hedland, South Hedland and Wedgefield. Recent traffic shows it has currently 1500 vpd and 23% of it is heavy vehicles.

DEVELOPMENT NEED

To meet the future demand of the road.

DEVELOPMENT STRATEGY

Road is proposed to be upgraded to dual lane carriageway under Road Project Grant.



WARRAWAGINE ROAD

Road No. 8120003
Access Road

East Pilbara Shire

Last Reviewed: April 2013

FUNCTION

This section of unsealed road provides access to pastoral leases and mining tenements as well as road access to the coast. It carries significant heavy mining and pastoral traffic as well as local and tourist traffic.

RAV Network rating is 10.

DEVELOPMENT NEED

Traffic levels are expected to increase as a result of the continued growth in mining activity in the area. Additionally, tourist traffic as well as local traffic is expected to increase as this road connects remote inland communities with the coast.

DEVELOPMENT STRATEGY

Ongoing improvement works are needed in order to provide and maintain a safe and reliable road to service the pastoral and mining industries as well as tourist and local traffic.

Funding Sources: Road Project Grants, Roads to Recovery Program, Municipal Funds, Mining Company Contributions.



WELSH DRIVE

Road No. 8120172
Local Distributor

East Pilbara Shire

Last Reviewed: April 2013

FUNCTION

This sealed road provides the main access into the Newman Light Industrial Area and Mine Site as well as residential areas and schooling facilities.

RAV Network rating is 7.

DEVELOPMENT NEED

The town site of Newman is still experiencing a major population growth as a direct result of the mining industry. Ongoing upgrades are needed to this road to ensure the infrastructure supports the population growth and increase in heavy traffic volumes.

DEVELOPMENT STRATEGY

Continued upgrade including widening, improvements to intersection turning radiuses and installation of traffic islands and pedestrian crossing points along with improvements to street lighting and signage.

Funding Sources: Road Project Grants, Roads to Recovery Program, Municipal Funds, and Black Spot.



WOODBROOK ROAD

Road No. 8140007
Access Road

Roebourne Shire

Last Reviewed: April 2013

FUNCTION

Woodbrook Road is an unsealed road with no RAV network. This road provides the only access to the Harding River Dam which is of major importance to the Pilbara Region.

DEVELOPMENT NEED

The upgrade will provide easier and all weather access to the Harding River Dam.

DEVELOPMENT STRATEGY

A two coat seal has been proposed for this road. This will require a full pavement build with possible culverts for drainage.

Funding: Regional Road Group and Shire of Roebourne.



WOODIE WOODIE ROAD

Road No. 8120263
Access Road

East Pilbara Shire

Last Reviewed: April 2013

FUNCTION

This road is an important connector between the Ripon Hills Road and the Woodie Woodie and Nifty Mine Sites and is to all intents and purposes a continuation of the Ripon Hills Road (M063 Main Roads).

The primary function of Woodie Woodie Road is related to the transportation of ore from mine sites to the port of Port Hedland for export.

RAV Network rating is 10.

DEVELOPMENT NEED

The majority of traffic is predominantly road trains in triple and quad configuration (3 ½ trailers) estimated at 100 per 24 hours (day/night operation) and due to this extreme high traffic loading ongoing pavement rehabilitation is required including a continuation of the road widening program to allow for the continued growth in traffic volumes.

DEVELOPMENT STRATEGY

Continuous pavement rehabilitation program including cement stabilisation and widening from the existing 7.2m seal to an 8m seal.

Funding Sources: Road Project Grants, Roads to Recovery Program, Municipal Funds, Mining Companies Contribution.



YANDEYARRA ROAD

**Road No. 8130395
Access Road**

Port Hedland Town

Last Reviewed: April 2013

FUNCTION

Yandeyarra Road is providing access to the Yandeyarra Aboriginal Community. This community is isolated and in the event of cyclone or other emergencies the only way to get access is via helicopter. Sealing this section of road will provide better access to the people living in the community and other people who need to visit the community.

This is also an opportunity to close the gap between aboriginal and non-aboriginal people.

DEVELOPMENT NEED

Federal Government is working on a strategy to hand over these kinds of aboriginal communities to the local government councils. Once it is handed over to the LG, it will be the responsibility of the council to provide the services like waste collection and street maintenance. In order to provide the services from Town's perspective and to facilitate the emergency evacuation process, road shall be sealed and operational throughout the year. At the moment road is closed at the time of cyclone.

DEVELOPMENT STRATEGY

The road is proposed to be funded under Road Project Grant. 7.2m wide sealing and upgrading of existing floodway crossing will improve the existing condition of road.



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.

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

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

Local Government Authority	Code
Ashburton	811
East Pilbara	812
Port Hedland (T)	813
Roebourne	814

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.

The following pages diagrammatically display the vehicle categories that comprise the Class 2 and 3 Notices.

Further information can be found at:

<https://www.mainroads.wa.gov.au/UsingRoads/HeavyVehicles/Pages/HeavyVehiclesHome.aspx>.

Prime Mover, Trailer Combinations



Category	Vehicle Description and Configuration Chart (RAV) – Prime Mover, Trailer Combinations Examples	Max (M) (m)	Height (H) (m)	Length (L) (m)	Max (M) (m)	Max (M) (m)	Max (M) (m)	RAV Network
1	(A) PRIME MOVER, SEMI TRAILER TOWING A PIG TRAILER (B) PRIME MOVER TOWING AN OVERHEIGHT SEMI TRAILER (C) SHORT B-DOUBLE (D) TRIPLETTER PRIME MOVER TOWING SEMI TRAILER	40	42.5	42	40	42.5	42	1
2	(A) PRIME MOVER, SEMI TRAILER TOWING A PIG TRAILER (B) PRIME MOVER TOWING A DOG TRAILER (C) B-DOUBLE (D) PRIME MOVER, SEMI TRAILER TOWING A 6-Axis TRAILER (E) CAR CRIBBER SEMI TRAILER	40	42.5	42	40	42.5	42	2
3	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (C) B-DOUBLE (D) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (E) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	40	42.5	42	40	42.5	42	3
4	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (C) B-DOUBLE (D) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (E) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	40	42.5	42	40	42.5	42	4
5	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (C) B-DOUBLE TOWING A CONVERTER DOLLY (D) B-TRIPLE (E) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (F) B-TRIPLE (G) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (H) B-TRIPLE (I) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (J) B-TRIPLE (K) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (L) B-TRIPLE (M) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (N) B-TRIPLE (O) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (P) B-TRIPLE (Q) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (R) B-TRIPLE (S) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (T) B-TRIPLE (U) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (V) B-TRIPLE (W) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (X) B-TRIPLE (Y) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (Z) B-TRIPLE	40	42.5	42	40	42.5	42	5
6	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (C) B-DOUBLE TOWING A DOG TRAILER (D) B-TRIPLE (E) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (F) B-TRIPLE (G) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (H) B-TRIPLE (I) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (J) B-TRIPLE (K) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (L) B-TRIPLE (M) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (N) B-TRIPLE (O) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (P) B-TRIPLE (Q) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (R) B-TRIPLE (S) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (T) B-TRIPLE (U) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (V) B-TRIPLE (W) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (X) B-TRIPLE (Y) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (Z) B-TRIPLE	40	42.5	42	40	42.5	42	6
7	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (C) B-DOUBLE TOWING A DOG TRAILER (D) B-TRIPLE (E) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (F) B-TRIPLE (G) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (H) B-TRIPLE (I) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (J) B-TRIPLE (K) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (L) B-TRIPLE (M) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (N) B-TRIPLE (O) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (P) B-TRIPLE (Q) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (R) B-TRIPLE (S) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (T) B-TRIPLE (U) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (V) B-TRIPLE (W) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (X) B-TRIPLE (Y) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (Z) B-TRIPLE	40	42.5	42	40	42.5	42	7
9	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (C) B-DOUBLE TOWING A DOG TRAILER (D) B-TRIPLE (E) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (F) B-TRIPLE (G) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (H) B-TRIPLE (I) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (J) B-TRIPLE (K) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (L) B-TRIPLE (M) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (N) B-TRIPLE (O) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (P) B-TRIPLE (Q) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (R) B-TRIPLE (S) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (T) B-TRIPLE (U) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (V) B-TRIPLE (W) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (X) B-TRIPLE (Y) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (Z) B-TRIPLE	40	42.5	42	40	42.5	42	9
10	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (C) B-DOUBLE TOWING A DOG TRAILER (D) B-TRIPLE (E) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (F) B-TRIPLE (G) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (H) B-TRIPLE (I) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (J) B-TRIPLE (K) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (L) B-TRIPLE (M) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (N) B-TRIPLE (O) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (P) B-TRIPLE (Q) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (R) B-TRIPLE (S) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (T) B-TRIPLE (U) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (V) B-TRIPLE (W) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (X) B-TRIPLE (Y) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (Z) B-TRIPLE	40	42.5	42	40	42.5	42	10

NOTES

- Consulting a category of RAV advised in the document must operate that flag in accordance with the OPERATING
- These diagrams are a visual indicator of flag vehicle mix.
- Operator must refer to the OPERATING CONDITIONS for the RAV vehicle description.
- The height of the vehicle can exceed 4.2m but must NOT exceed 4.2m when fully loaded.
- When carrying a full load, the maximum height of the vehicle must not exceed 4.2m.
- Maximum height of pig trailer only.

Heavy Vehicle Operations
 Tel: 1300 138 000
 Email: heavy@mainroads.wa.gov.au
 Website: www.mainroads.wa.gov.au



Guidelines to Regional Road Groups (RRGs) for development of Roads 2030

Updated June 2013

1.1 Overview

1.2 Background

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.

Local government roads in the Strategies were designated 'Significant Roads'.

The Roads 2025 Regional Road Development Strategies for each rural Region constituted the first review of the Roads 2020 Regional Road Development Strategies. They were commenced in 2004 and completed in the latter part of 2007.

The Memorandum of Understanding requires that the road development strategies be reviewed at five yearly intervals to assess the effects of changing circumstances. The next update of the Strategies is due for development in 2012.

1.3 Strategy Principles

Regional Road Development Strategies (i.e. Roads 2030) are an investment planning tool to assist with allocating available funding in a systematic fashion to achieve long term strategic planning goals for the Region and State through improvement of road infrastructure. Inclusion of a road in a Development Strategy does not influence the amount of funding provided to a Regional Road Group.

1.3.1 Roads 2030 and Maintenance

Funds to implement the Roads 2030 improvement strategy are sourced from the Road Project Grants (Category 1) of the State Road Funds to Local Government Agreement (SRFLGA). State funds 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 maintenance¹ 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.

¹ Maintaining the State Road Network” report (page 10),

1.3.2 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 2030 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.

1.3.3 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 2030. This includes works such as reseals and resheeting, 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.

1.3.4 Reconstruction

The Office of the Auditor General (OAG) uses the term “rebuilding”² to describe works more often called “reconstruction” in the road industry.

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 2030.

1.3.5 Roads forming Routes

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

² Maintaining the State Road Network” report (page 10),

2. CONTENT

2.1 Significant Roads

2.1.1 Definition

Roads that do, or will, provide a positive contribution to the economic and/or social wellbeing of the region and Western Australia as a whole.

2.1.2 Road Types

The following are defined as Significant Roads for inclusion in Roads 2030.

- All 'highways' and 'main roads'
- Road Hierarchy roads with a category of District Distributor or Regional Distributor. (Roads with a lesser classification may be included if it can be demonstrated to the State Advisory Committee (SAC) they do, or will, have a clear role in the provision of a positive and measurable contribution to the economic and/or social wellbeing of Western Australia.)
- Roads shown at Appendix B Figure 5 of the *Local Government Grain Freight Heavy Vehicle Strategic Pathway Mapping and Access Policy* report.

2.2 Development Strategy Roads

All Significant Roads with a development need are to have a high level improvement strategy prepared. This can be as little as a two or three sentence statement. In the rare instance where it is intended to include major maintenance as part of the high level strategy, the need for it must be clearly documented.

Significant Roads which do not require improvement are to be listed by road name and number in a table.

2.3 Structure of Roads 2030 Strategy documents

Each Regional Road Development strategy is to have the same format. An electronic version of the relevant Roads 2025 document will be provided to each Regional Road Group to facilitate production of the Roads 2030 document. The 2030 documents will comprise:

Cover Sheet

Contents Page(s)

Overview of Regional Road Development Strategy document (includes history of previous development strategies and relationship to Roads 2030). (updated content from Roads 2025).

Overview of Region (updated content from Roads 2025).

Map(s) of Region showing colour coded roads in the following categories:

- State Roads ('highways' and 'main roads');
- Road Hierarchy roads (District Distributors, Regional Distributors, Local Distributors and Access Roads);
- Significant Roads requiring improvement/development to meet strategic role;
- Significant Roads not requiring improvement/development; and
- Grain Freight Routes.

State Roads

Strategy and map for each road (in alphabetical order)

Local Roads

- Table of all Significant Roads (in alphabetical order), including individual roads comprising any Routes. Roads which have development strategies are to be shown in bold text, with other Significant Roads in a following list in plain text;
- Strategy and map for each road requiring development (other than in exceptional instances, excludes roads which only require ongoing maintenance). See below for content of individual road strategies.
-

2.4 Content of Individual Road Strategy Pages

The format is to be the same as Roads 2025 i.e. :

- Road or Route Name
- Road Number(s)
- Local Government name
- Last Review date (i.e. 2007)
- Function (including Road Hierarchy category and a comment on how the road makes a positive contribution to the economic and/or social wellbeing of the region and Western Australia as a whole)
- Development Need
- Development Strategy (A brief, high level summary. Include proposed funding sources e.g. Road Project Grant, Black Spot)
- Locality Map
Maps will be prepared centrally as arranged by Main Roads, based on Road Number and SLK start and end for each road (or roads if a route comprises more than one road) provided by RRGs.

3. ALLOCATION OF ROAD PROJECT GRANT FUNDING

Road Project Grant funding is not to be allocated to a road which does not have a SAC approved Roads 2030 strategy.

All projects seeking funding are to contain a brief statement on how the project will contribute to delivery of the road's Roads 2030 strategy.

4. CHANGES TO ROADS IN SAC APPROVED ROADS 2030 STRATEGIES

Clause 4 of the 2011/12 – 2015/16 SRFLGA refers to Regional Roads Groups making recommendations to the State Advisory Committee “in relation to amendments to Roads 2025 Strategy or its updated equivalent document”.

It is recognised that significant changes in road use and/or the role of a road could occur unexpectedly during the life of a five year strategy. If, due to such a change, it is necessary to amend the overall strategy through inclusion or deletion of a road, the RRG is to seek approval from SAC for the change. The request is to clearly demonstrate the reason or basis for the request i.e. how the function of the road has changed, and the factors responsible for this change. A road development strategy is to accompany the submission.

5. MONITORING PROGRESS

RRGs are to report annually³ to SAC on works undertaken using Road Project Grant funds to improve Significant Roads identified in Roads 2030. The Report is to include:

- road name and number
(or roads comprising the route if multiple roads were combined to form a route)
- start and end SLKs
- brief description of works
- amount spent

This reporting will assist with calculation of the KPIs referred to in Clause 5.3 of the current SRFLGA.

³ on a financial year basis