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WESTERN AUSTRALIA

ROADS 2040

South West

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Western Australia.*

Regional Strategies for Significant Local Government Roads

2022 (Amended 2023)



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Amendments

Revision Number	Revision Date	Description of Key Changes	Section / Page No.
1	December 2021	Addition of new roads and road hierarchy update.	All
2	February 2022	Updated year to reflect year of publication 2022.	All
3	September 2022	Updated to reflect minor changes and updates.	Various
4	February 2023	Include, Barlee Street, West Street, Cammilleri Street, Harris Road and Brown Street.	40
5	July 2023	Removal of Crampton Road, Offer Road, O'Connor Road, Garvey Road and Dardanup West Road	Various

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Significant Local Government Roads Development Strategy

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

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

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

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

CHANGES AND AMENDMENTS

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

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

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

THE SOUTH WEST REGION

The South West Region of Western Australia occupies the beautiful south-west corner of the State, facing the Indian and Southern Ocean and covers an area of 28,530 square kilometres. The rugged coastline, world-class surfing, caves and wineries, are some of the visitor attractions that have credited the Region as one of the most popular tourist destinations outside Perth.

The South West Region consists of 16 local government areas, including the Cities of Bunbury, Busselton and Mandurah and the Shires of Harvey, Collie, Dardanup, Capel, Busselton, Augusta-Margaret River, Nannup, Manjimup, Bridgetown-Greenbushes, Boyup Brook, Waroona, Boddington

Murray and Donnybrook-Balingup. In recent times, rapid population growth has been experienced around Bunbury, Busselton and Margaret River.

There were 275 382 people living in the South West Region in 2016, the largest resident population of Western Australia's nine regions.

The South West has the most diverse regional economy in Western Australia and is well positioned to capitalise on this diversity. It has abundant mineral deposits, rich native and plantation forests and good agricultural soils, as well as substantial manufacturing, commercial, retail, construction and tourism industries.

Tourism makes a valuable contribution to the regional economy and there is an expectation that the sector will continue to grow in importance in terms of income and employment. The South West Region offers a wide range of both natural attractions and outdoor activities. It has a coastline with some of the best surfing beaches in the State, magnificent forested areas and established wine regions.

The combination of a relatively large population base, significant mining, timber and agricultural industries, and easy access to Perth and other markets, has allowed the South West's manufacturing sector to flourish. A diverse array of manufacturing activities includes major mineral resource developments, agricultural processing plants, and a variety of cottage industries meeting the demands of the resident and tourist population. Mineral extraction, processing and associated manufacturing make a large contribution to the South West's economy. The South West has a dynamic economy which generated \$14.7 billion in 2019. Over the past decade, Gross Regional Product (in real terms) for the South West Region has grown 25.6 per cent. Major mineral commodities produced in the Region are alumina, coal and mineral sands (including zircon). The manufacturing of titanium dioxide pigment and silicon are also significant mineral related industries.

The South West's fertile soils, high rainfall and proximity to Perth provide the basis for a wide range of agricultural industries. Despite crop diversification, the South West remains an important source of vegetable produce for the State. The South West Region continues to be the State's prime producer of certain crops. Although most vegetables are sold on the Perth market, an increasing share is exported to South East Asia.

The wine industry in the South West experienced strong growth over the decade and is recognised as a world-class premium wine producing region. The Region is the largest wine producing area in Western Australia and as such it hosts the majority of the State's wineries and wine labels (winemaking contracted out).

The establishment and growth of plantation timber and the development of timber products are growing industries in the South West. The South West Region's hardwood forests, softwood plantations and tree farms produce a diverse resource suitable for value adding into a wide range of forest products. Given the policy change in relation to native forests, plantations of hardwood and softwood are now supplying a greater share of total timber production.

Although the fishing industry is small compared to other industries in the South West Region, it is an important contributor to the regional economy, with several commercial fleets operating out of Augusta, Bunbury, Busselton, Dunsborough, Walpole, and Windy Harbour. Most of the South West

Region's finfish catch consisted of shark, mullet, whiting, herring, dhufish, and snapper. Widely practised by both residents and visitors, recreational fishing and diving are very important contributors to the local economy.

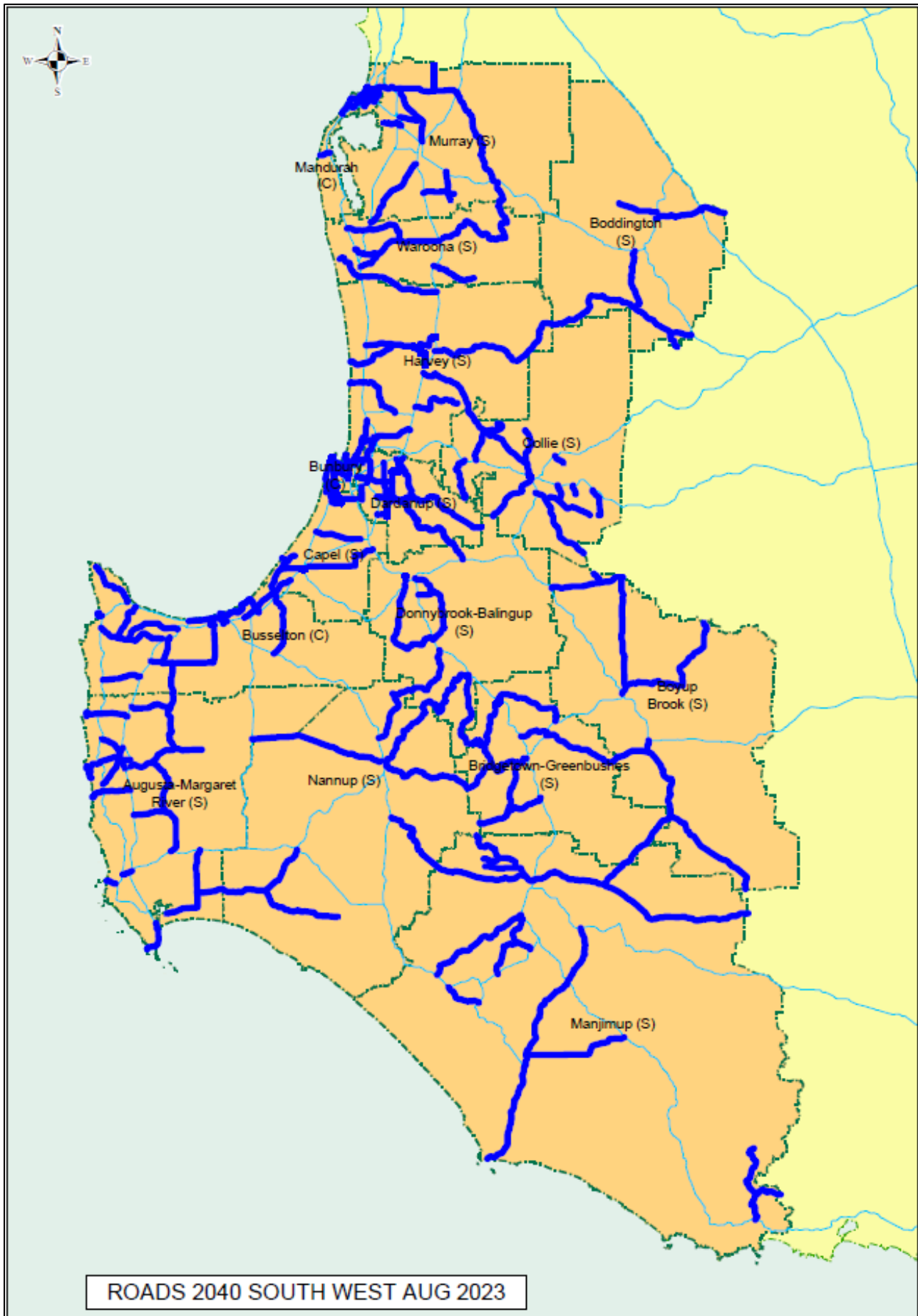
Aquaculture in the Region is dominated by the production of marron.

The South West Region has an extensive road network. Main road links to the north are via South Western Highway and Forrest Highway / Kwinana Freeway. South Western Highway also forms part of National Route 1 traversing the Shire of Manjimup to the City of Albany in the Great Southern Region.

The Coalfields Highway runs east from the South Western Highway at Roelands, through Collie and intersects with the Albany Highway at West Arthur (Wheatbelt Region). The Bussell Highway runs south of Bunbury providing access to the City of Busselton and the Shires of Capel and Augusta-Margaret River. While the road network is in good condition, the deregulation of the transport industry, industry development and an increasing population is placing pressure on the road system.

Rapid population growth along the coast, together with increasing volumes of tourists and freight vehicles, has led to increasing traffic volumes on the north-south roads and generated a need for traffic to bypass for better access and travel times between Bunbury and Perth.

Resource developments dictate a need to upgrade some of the road network by new alignments, bypass roads and provision of overtaking lanes. Planning and environmental approvals are in place for the Peel Deviation. The Greater Bunbury Region Plan incorporates a Bunbury Outer Ring road, which will connect the five major roads that lead into Bunbury - the Australind Bypass, South Western Highway, Picton-Boyanup Road, North Boyanup Road and Bussell Highway. The road will cater for increasing volumes of commuter, tourist and commercial traffic coming to Bunbury, and travelling to areas further south.



AUGUSTA TOWNSITE LEEUWIN LIGHTHOUSE ROUTE

**Blackwood Avenue (2010137)
Leeuwin Road (2010010)
Regional Distributors**

Augusta – Margaret River Shire

Last Reviewed: April 2021

FUNCTION

Blackwood Avenue is an extension to Bussell Highway and is the main arterial route through Augusta townsite, carrying large numbers of vehicles in the summer months. It is a heavy vehicle route and part of the school bus route. It provides access to West Bay Valley subdivision, Flinders Bay historical precinct and popular tourist parks in Augusta. The most recent traffic count was 3,462 AADT in May 2004.

Leeuwin Road is an extension of Bussell Highway and Blackwood Avenue and provides property and tourist access to the community of Flinders Bay. It is a part of the local school bus route, is a regional tourist route to the Cape Leeuwin lighthouse, other areas of significant tourist attraction and popular recreational areas of state/regional significance.

This Route will also serve as the only access to the Augusta Boat Harbour, which is currently under construction.

DEVELOPMENT NEED

Blackwood Avenue between 1.78 - 2.43 SLK (Ellis Street to Hardy Street), shows signs of the seal deteriorating and requires asphalt overlay, kerb replacement and drainage upgrade.

The section between 2.43 - 2.9 SLK (Hardy Street to Albany Terrace) shows signs of structural problems and requires reconstruction.

Leeuwin Road is a Type 4 sealed road standard but is failing through pavement fatigue and sensitive subgrades not being originally designed to cope with current traffic levels and construction vehicles working on the Augusta Boat Harbour. It will require shape correction in the medium term. Safety can be enhanced by improving the geometry of several intersections along Leeuwin Road.

Leeuwin Road between SLK 3.6 and 7.0 (Augusta Boat Harbour to Cape Leeuwin Lighthouse) does not show signs of any structural problems but does require a reseal/overlay. The existing seal is becoming brittle and is showing signs of deterioration.

Reconstruction may be considered for correcting geometry and intersection alignments (i.e. Dead Finish). Shoulder maintenance, edge repair and a reseal will be required in the next 5 years to prevent further stripping of the seal.

DEVELOPMENT STRATEGY

There is no immediate requirement to upgrade Blackwood Avenue as it is a Type 6 road and handles the traffic adequately. Within the next 5 years it may require pavement rehabilitation work, traffic management to improve safety, kerb/drainage at the southern end of the townsite and on-road cycle lanes.

The biggest concern with Leeuwin Road (approximately 20-30 years old, 6.5m width) is the impact of construction traffic associated with the boat harbour and how it may impact on the timing of proposed works to Leeuwin Road. It may be necessary to postpone any reconstruction until construction of the boat harbour has been completed. This may require delaying work for 3 to 4

years. Coordinating construction traffic and road works may also be complicated if the reconstruction is not postponed.

The Shire has already undertaken significant patching due to the impact of construction traffic. The road has substantial clay problems and continuing heavy vehicle movement will increase the likelihood of pavement deformation. Any reconstruction would have to be accompanied by soil investigations prior to design.



AUSTRALIND – BRUNSWICK ROUTE

Clifton Road (2110001) – Regional Distributor
Paris Road (2110207) – Local Distributor

Harvey Shire

Last Reviewed: April 2021

FUNCTION

Clifton Road is a major link between the Brunswick Townsite and South Western Highway to the Australind Bypass and Australind Townsite. The link provides access for local, commuter, agricultural, emergency and industrial traffic.

Paris Road is the major road link between the Australind townsite and the Old Coast Road to Perth Bunbury Highway. It provides access for local, commuter, agricultural, emergency, and industrial traffic.

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

DEVELOPMENT NEED

Due to the regional growth over the past ten years the traffic on this route is greater than envisaged, when the roads were originally designed and constructed. On some sections the current pavement strength is now inadequate for the volume and type of traffic utilising the route. There is a need to strengthen and raise the pavement above the natural ground saturated by a high-water table.

There is need to upgrade Paris Road with particular attention to improved intersection layouts to reduce the number of crashes. Some sections of pavement require remedial pavement strengthening treatments to carry the additional traffic load.

DEVELOPMENT STRATEGY

The standard proposed is a uniform Type 5 sealed road standard throughout the whole route.

Reconstruct or repair failed sections of pavement as required. Due to the high accident rate wider shoulders (partially sealed) with edge lining is required for safety reasons.

Where required, strengthen the existing pavement and upgrade to Type 5 sealed road standard. As traffic volumes increase progressively widen seal and upgrade to Type 6 sealed road standard.

Reconstruct or repair failed sections of pavement as required.



AUSTRALIND – EATON – BUNBURY ROUTE

Estuary Drive (2040169) – Distributor B Old Coast Road (2040651, 2110535) – Regional Distributor and Distributor B Bunbury and Harvey Shires Last Reviewed: April 2021

FUNCTION

Estuary Drive forms part of Tourist Drive 260 and provides a major connection between Bunbury and the areas of Pelican Point, Eaton and Australind. It is an important connection between Bunbury Port, the Forrest Highway, the South Western Highways and Port Access Road. Estuary Drive is a RAV Network 4 road. AADT is 12866 as at 2019. PCU 13,887.

Old Coast Road also forms as part of Tourist Drive 260. It provides connection between the areas of Bunbury, Australind, Eaton, Pelican Point and the Forrest Highway. It provides access to Lions and Apex Parks and various boat ramps. Old Coast Road is a RAV Network 4 road. AADT is 7394 as at 2019. PCU 8,063.

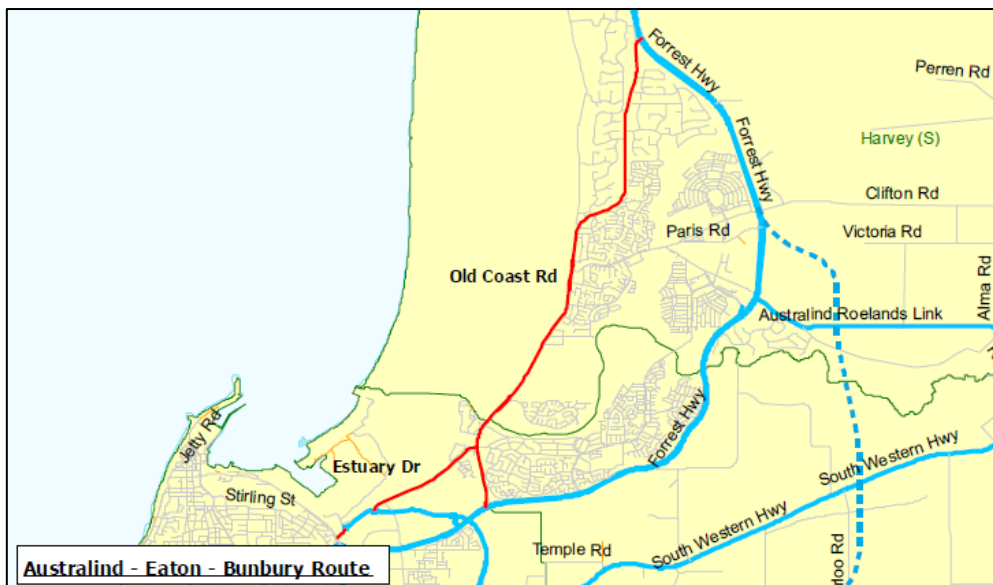
DEVELOPMENT NEED

These routes are expected to continue to increase in traffic due to the continued developments in Eaton and Australind (Treendale, Kingston). Sections of Estuary Drive may be realigned due to the expansion of the Port, however this still to be determined through a Port Masterplan exercise. Estuary Drive has been upgraded to Type 6. Street Lighting on Estuary Drive is currently substandard. Intersection upgrades will potentially be required in the future at St Andrews Drive and Lakes Entrance due to the increasing through traffic on Estuary Drive. There is a high crash incidence into the Pelican Point Foreshore Car Park.

Increased road capacity is required to adequately cater for the level of traffic using Old Coast Road, to minimise accident risk and reduce road maintenance costs. There is currently no street lighting on Old Coast Road south of Estuary Drive.

DEVELOPMENT STRATEGY

The ultimate requirement for Old Coast Road may be a Type 8 dual carriageway dependant on future traffic volumes. Street lighting will be scheduled into the Capital Works Program for both Estuary Drive and Old Coast Road south of Estuary Drive. Ongoing scheduled maintenance will be required to service the continued increase in traffic in both locations.



BALINGUP – NANNUP ROAD

Road No. 2160107, 2170308

Regional Distributor

Nannup and Donnybrook – Balingup Shires

Last Reviewed: April 2021

FUNCTION

Balingup - Nannup Road is a connecting route between two rapidly growing tourist towns - Balingup on South West Highway and Nannup on the Vasse Highway and is an attractive route for tourism traffic to and from the two towns as well as to various tourist attractions along its length. This road is an important freight (particularly logging) and service corridor and forms part of State Tourist Route No: 251.

DEVELOPMENT NEED

Future usage of the road will remain relatively constant with regards to the traffic mix, however as growth occurs in the two towns, this will also cause an increase in private and tourist related traffic volumes as well as general freight between the two centres. The plantation logging industry will continue to have a presence on the roads as plantations continue to be harvested and then replanted. The area of plantations serviced by the road is very large. The road requires upgrading to ensure that the traffic mix can use the road together safely while preserving the natural environment as much as possible.

DEVELOPMENT STRATEGY

Future works on Balingup - Nannup Road will focus on bringing the width to a uniform minimum 6.2 metres with associated improvements to the geometry of the road with attention given to sight distance issues, as it is very undulating and winding. As an important tourist route, this will need to be completed with consideration to the natural environment, while still providing a safe environment for the mix of logging and general traffic that the road carries. Funding source will be Road Project Grants with Black Spot applied for where crash data will support an application.



BINNINGUP ROAD

Road No. 2110115
Regional Distributor

Harvey Shire

Last Reviewed: April 2021

FUNCTION

Binningup Road connects the Binningup Townsite and the Old Coast Road. This is the sole link to the townsite to the road network. Binningup Road acts as a regional distributor to the prime beach area. Being the closest townsite to the Australind area, Binningup is proving to have significant development potential for people wanting to build near to the ocean. The road also supports limestone mining and vegetable cartage to businesses in the area.

DEVELOPMENT NEED

Binningup provides tourist support throughout the holiday seasons in conjunction with the static population. With Binningup experiencing significant growth and traffic diversity, wear on the existing road can be expected to be excessive. There is a need to maintain this road and continue to reconstruct failing sections of pavement.

DEVELOPMENT STRATEGY

Maintain the road to a 7m seal and 9m construction.

Support full peak traffic, industry in the area and tourist influx at holiday periods.



BODDINGTON – DWARDA ROUTE

Crossman Road (2140001) – Local Distributor
Crossman - Dwarda Road (2140002) – Regional Distributor

Boddington Shire

Last Reviewed: April 2021

FUNCTION

Crossman Road is the main access to Boddington from Albany Highway for motorists travelling from south or east of the State. Crossman Road has become a major rural residential corridor with a number of subdivisions feeding onto the road. It is the access route to Boddington for the residents of the Ranford townsite.

Crossman - Dwarda Road is the main access road for residents of Wandering and east of Wandering to travel to Boddington or pass through on their way to the coast.

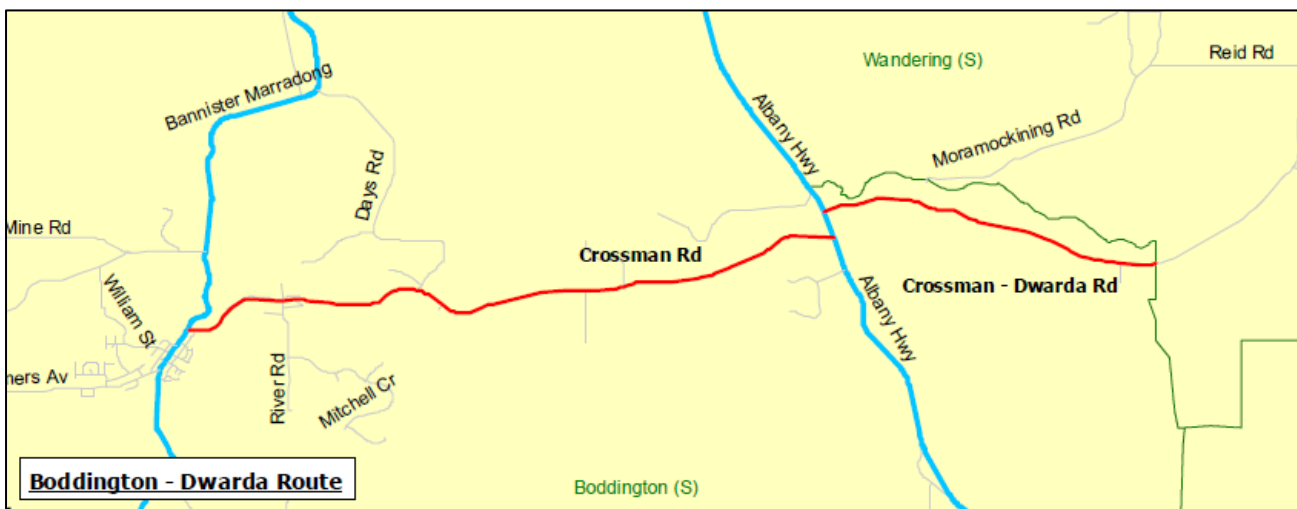
DEVELOPMENT NEED

There is need to replace several timber culverts, widen the seal slightly, improve the shoulders and remove vegetation to improve visibility. Thereafter it will be required to reseal the road to maintain it in an acceptable condition.

Crossman - Dwarda Road is already sealed 6m wide and needs to be retained at this width and standard. No new development required at this time.

DEVELOPMENT STRATEGY

Retain the seal in good condition and ensure the line marking is kept at a high standard. Realign some sections to improve visibility. Reseal prior to 2030.



BOYANUP WEST ROAD

Road No. 2060294
Regional Distributor

Capel Shire

Last Reviewed: April 2021

FUNCTION

Boyanup West Road is an approved heavy haulage route that links important regional and inter-regional linkages in the Bussell and South Western Highways. In addition, it currently acts as a significant distributor for farm, agricultural and extractive industries.

DEVELOPMENT NEED

Over a number of years, Boyanup West Road has been upgraded to a type 4 sealed road but will require resealing works to maintain its serviceability and integrity.

DEVELOPMENT STRATEGY

Resealing of Boyanup West Road between SLK 0.00 – SLK 11.08 will ensure increased life of the pavement and a safer environment for the current traffic mix of heavy haulage and lighter commuter vehicles.



BOYS HOME ROAD

Road No. 2070286

Access Road

Collie Shire

Last Reviewed: April 2021

FUNCTION

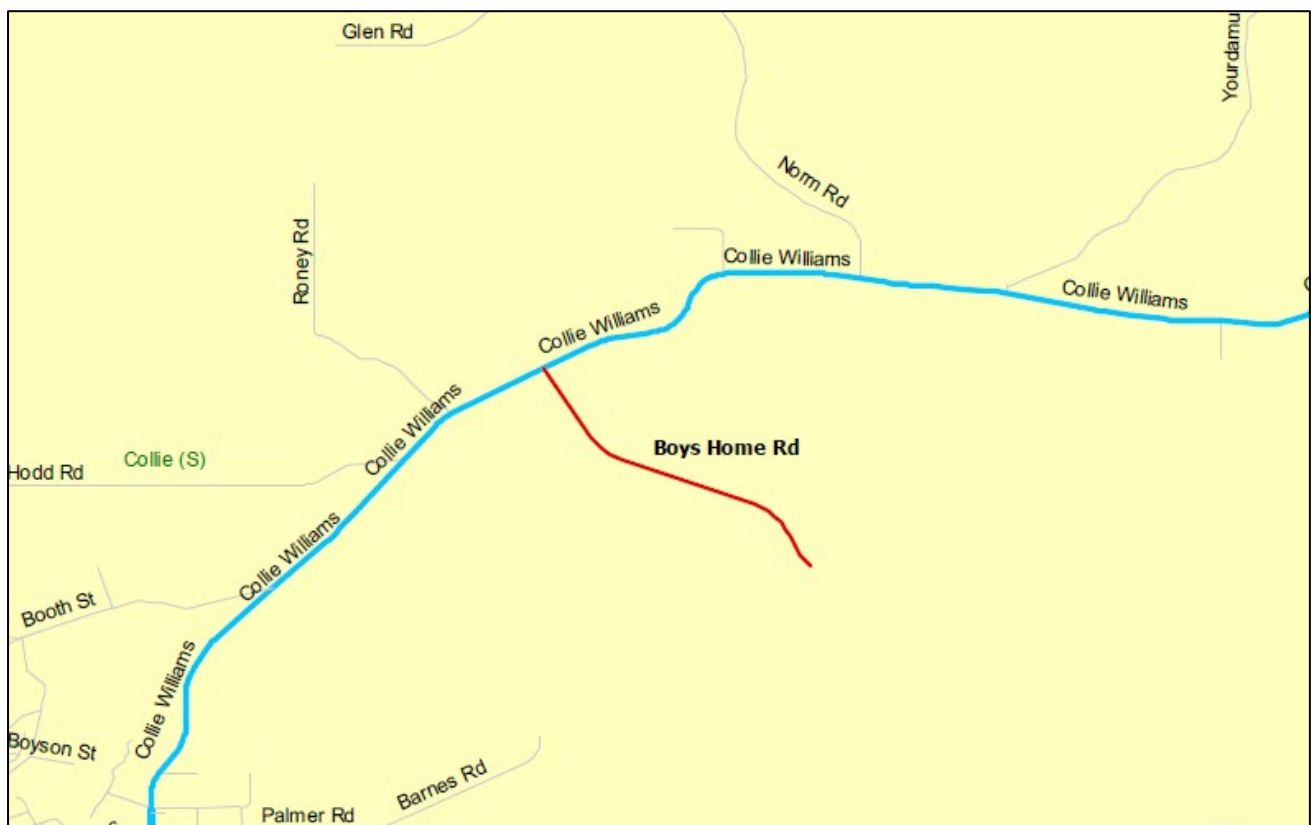
Boys Home Road is an Access Road and provides access to the Collie Power Station and the Blue Waters Power Station.

DEVELOPMENT NEED

Road Standard is adequate for the current and future traffic. Preservation of the road is required to preserve the structural integrity of the road.

DEVELOPMENT STRATEGY

Proposal is to reseal the existing pavement and the road is in the 5-year Road Project Grants for years 2013/14 and 2014/15.



BOYUP BROOK – ARTHUR RIVER ROAD

Road No. 2180210
Regional Distributor

Boyup Brook Shire

Last Reviewed: April 2021

FUNCTION

Boyup Brook - Arthur River Road forms part of an inter-regional link between the South West and Wheatbelt Regions, connecting between two major north-south freight routes. In addition to its role as a major transport route for grain, livestock, timber and woodchips, it is also a tourist drives that follows the Blackwood River (a significant tourist asset in the region).

Boyup Brook - Arthur River Road is a RAV Network 3 road.

DEVELOPMENT NEED

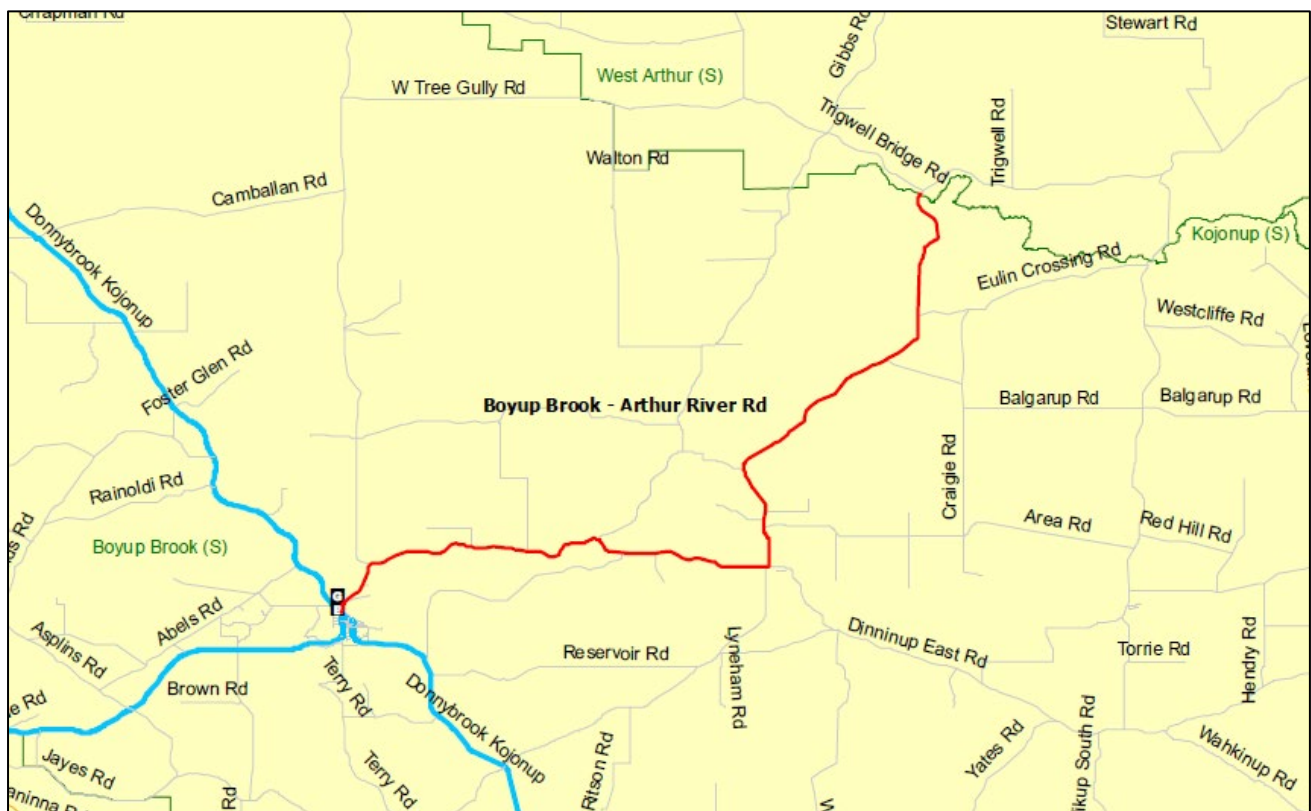
The road alignment in places is sub-standard for the volume and type of traffic using the road. Several sections of the road require widening and re-alignment to accommodate the passenger vehicle, heavy haulage freight and school bus traffic mix.

DEVELOPMENT STRATEGY

Reconstruct, widen and realign various sections to a uniform two lane seal standard.

Realign and widen various sections to a 7.0 m wide sealed road standard.

Proposed funding source is Road Project Grant.



BOYUP BROOK – FRANKLAND – CRANBROOK ROUTE

**Boyup Brook – Cranbrook Road (2180148)
Wingebellup Road (2180212)
Regional Distributors**

Boyup Brook Shire

Last Reviewed: April 2021

FUNCTION

Boyup Brook - Cranbrook Road and Wingebellup Road form part of an alternative transport route between the Great Southern, South West, and Peel Regions. The road also services abutting farming properties, private tree plantations and several tourist destinations such as Perup Nature Reserve. The route carries a mix of heavy and light traffic including livestock, timber and tourist vehicles and is a School Bus route. Boyup Brook - Cranbrook Road and Wingebellup Road are RAV Network 4 roads (conditional).

DEVELOPMENT NEED

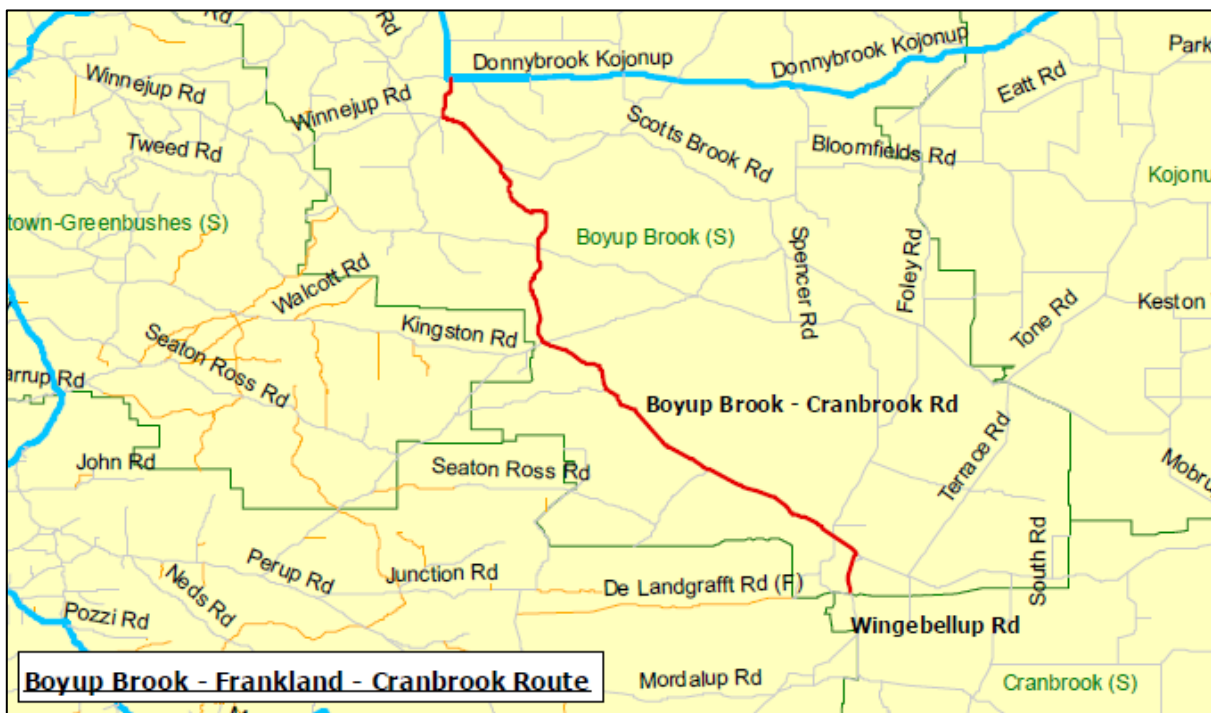
With increasing volumes of heavy traffic servicing the plantation timber industry and increasing volumes of tourist traffic using the Boyup Brook - Cranbrook Road and Wingebellup Road as part of the Bunbury to Albany route, sections of the road require widening and upgrading to a 7m sealed road.

DEVELOPMENT STRATEGY

Reconstruct, widen and realign various sections to a uniform two lane sealed standard.

Realign and widen various sections to a 7m wide sealed road standard.

Proposed Funding Source is Road Project Grant.



BRIDGETOWN – NANNUP – MARGARET RIVER ROUTE

Bridgetown - Nannup Road (2030363, 2160109)

Mowen Road (2160047)

Rosa Brook Road (2010045)

Regional Distributors

Augusta-Margaret River Shire

Last Reviewed: April 2021

FUNCTION

The route is an important east-west link between the inland agriculture area and the popular tourist and recreational destinations within the Margaret River region. It interconnects several major north-south freight/tourist routes and in combination with roads further east, forms an inter-regional route linking the South West, Great Southern and Wheatbelt Regions. It is also part of respective links to Nannup, Margaret River, Augusta and Busselton from the Bridgetown and Boyup Brook areas.

Rosa Brook and Mowen Roads provide a major connection between Margaret River and inland agricultural and tourist areas as well as (via Sues Road) to the neighbouring Shire of Nannup. Used as a tourist, timber and connecting route, the roads are carrying an increasing share of heavy vehicles and tourists travelling to and from Margaret River and Augusta, using the route as to bypass Busselton, Vasse, and Cowaramup. The most recent traffic count for Rosa Brook Road was 1,136 AADT in June 2008.

The anticipated significant increase in use of this route upon completion of sealing Mowen Road should be noted.

Rosa Brook Road is a RAV Network 3 road (conditional).

Mowen Road in the Shire of Nannup is a RAV Network 2 road and in the Shire of Augusta - Margaret River is a RAV Network 3 road.

Bridgetown - Nannup Road is a RAV Network 4 road.

DEVELOPMENT NEED

Rosa Brook Road has a weak, older pavement that is uneven in various places, giving a rough ride. Increased heavy traffic using the newly created arterial route and from vineyards, forest plantations and rural industry in the region is causing the pavement to rut and heave. It is anticipated that surface correction using asphalt overlay will smooth out the deformations and provide additional strength. The pavement width varies between 5.9 m and 7 m. Ideal pavement width for this road would be consistent 7 m to match the constructed width of Mowen Road. Once sealed, funding for ongoing maintenance will be required. Mowen Road is currently undergoing a staged construction that will see it fully constructed to a sealed standard from Nannup to Sues Road. Although it is the most direct route between the Margaret River Region and centres to the East such as Nannup and Bridgetown, it has been traditionally underutilised as until the reconstruction it was a gravel road often in very poor condition due to heavy logging traffic. With the reconstruction and seal program complete, the road's full potential will be realised and a large increase in traffic expected.

Although the new construction will be expected to hold up under the increased traffic with only minor maintenance required, older sections may require attention and the entire road will require periodic works.

Currently Bridgetown - Nannup Road is a two-lane sealed road with centreline applied. In some sections the seal is of a slightly insufficient width. Combined with undulating winding sections, these sections are not desirable. Generally, the seal is in an aged state therefore strategies such as reseals and/or enrichment seals may be required, as well as reconstruction in areas where preservation is no longer an option. A significant portion of Bridgetown - Nannup Road runs through state forest which is heavily vegetated. Roadside vegetation encroaching into the carriageway is of concern. The existing road reserve is precariously and awkwardly set amongst the undulating topography limiting development within its current alignment for many sections. Traffic data indicates a daily average volume of 600% of this traffic is class 1 which reflects the high use of this road by tourist traffic.

DEVELOPMENT STRATEGY

The existing pavement is structurally sensitive to heavy loading and showing signs of longitudinal rutting due to increased heavy vehicle traffic. The priority for managing these roads is to provide additional funding to cope with rehabilitation needs as required. Surface shape correction will be carried out by asphalt levelling course. It is important to carry out pavement widening to standardise the roads width and protect the gravel shoulders.

Widen consistently the road pavement to provide a uniform 7 m sealed width Type 5 road.

This will be subject to environmental constraints and relates only to sections east of the future Margaret River Perimeter Road.

There is a need for traffic management to reduce speed limits through Brookfield and the Rosa Brook townsite. Surface corrections and verge clearing when required.

The short-term priority is to improve safety by addressing aquaplaning in winter that results from significant rutting.

Roadside pruning is a priority to improve sight distance, overhead and side clearance as well as improving run off and recovery clearances. Roadside clearing may be undertaken as a standalone activity prior to or in conjunction with roadworks.

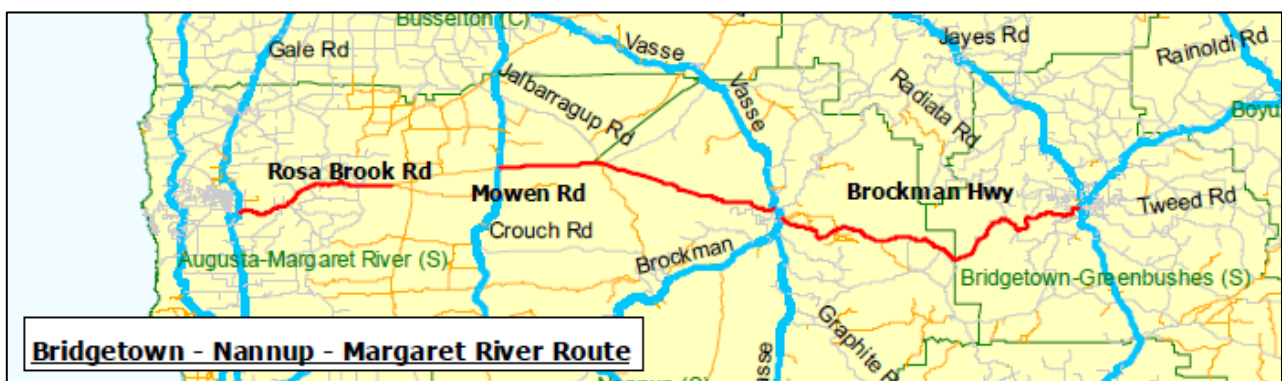
Seal widening to 7 m and formation widening to 9m is required along most of the carriageway. This can be achieved by edge repair, seal widening and/or reconstruction.

Seal preservation would most likely be carried out in conjunction with seal widening.

Resumptions will be required along some sections.

Reconstruction and realignment of some sections may also be warranted particularly undulating winding sections.

Development funding would be through eligible State Black Spot and Road Project Grant programmes.



BROCKMAN – HAMELIN ROUTE

Bushby Road (2010013) – Regional Distributor
Hamelin Bay Road (2010014) – Local Distributor

Augusta-Margaret River Shire

Last Reviewed: April 2021

FUNCTION

Bushby Road is an east-west link between three major regional transport routes – Caves Road, Brockman Highway and Bussell Highway. It has a similar function to Wallcliffe and Cowaramup Bay Roads providing access to urban holiday centres on the coast and caters for general tourist traffic. It forms a part of the regional heavy haulage route, of inter-regional routes, and of the school bus route. Also provides access to tourist attractions and recreational area of regional and State significance.

Bushby Road is a RAV Network 3 road.

Hamelin Bay Road extends from the Caves Road intersection to Hamelin Bay. In the summer months this beach area is a very popular regionally significant tourist destination, incorporating a tourist park and boat launching ramp which are utilised by holiday makers as a base for recreational and professional fishing. Hamelin Bay Road is part of the school bus route and a regional significant tourism route. The road has a recorded traffic count of 1,414

AADT in January 2004.

DEVELOPMENT NEED

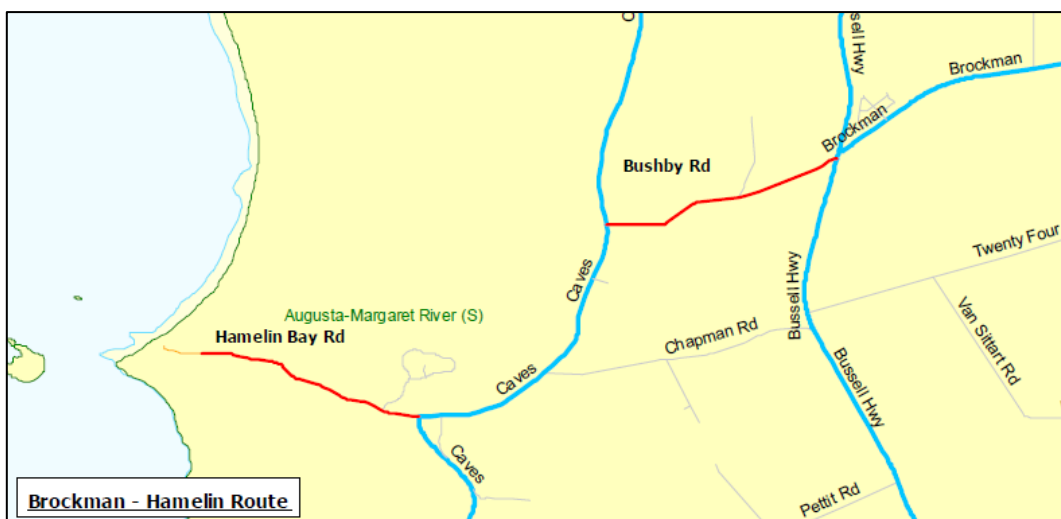
The current standard of Bushby Road is adequate for the short to medium term. Forecast traffic volumes based on a steady traffic growth indicate that the road will require a wider seal to properly cater for traffic accessing the Hamelin Bay area.

Traffic management measures for Hamelin Bay Road to reduce traffic / pedestrian conflict will be necessary. In the longer term the road will require shape correction works to smooth out any deformities that could increase danger to motorists, especially as there is a large percentage of vehicles towing boats or caravans. Vertical alignment may require modification if the traffic increases.

DEVELOPMENT STRATEGY

Develop Bushby Road to a Type 5 road standard (7m wide), including shoulder reconstruction and drainage improvements to ensure adequate road safety and properly cater for growing tourist numbers and local population in the area in the long term. This will require a clearing permit to remove paperbark trees lining the road.

Reconstruct or lay asphalt corrector course to Hamelin Bay Road over failed pavement areas and modify sharp.



BUNBURY CBD

Blair Street (2040005) – Distributor A
Bussell Highway (2040556) – Distributor A
Koombana Drive (2040031) – Distributor B
Ocean Drive (2040008) – Local Distributor
Picton Road (2040092) – Distributor A
Sandridge Road (2040356) – Distributor A
Spencer Street (2040001) – Local Distributor
Washington Avenue (2040435) – Local Distributor
Stirling Street (2040006) Local Distributor
Victoria Street (2040004) Local Distributor

Bunbury City

Last Reviewed: April 2021

FUNCTION

Blair Street remains as the primary route into Bunbury from Forrest Highway via Sandridge Road and Bussell Highway. It services the regional AFL facility of Hands Oval Memorial Park, the Forrest Avenue mixed Business Zone, Blair Street Commercial District, Bunbury Homemaker Centre and the Bunbury CBD. AADT as at 2019 is 24,536. PCU is 27,054.

Bussell Highway connects directly in Blair Street providing the main access into Bunbury for residents of Capel and Dalyellup. In addition, it provides access to the regional sporting precinct of Hay Park, the regional Bunbury Health Campus and Education Precinct, Bunbury Racecourse Precinct. AADT as at 2019 is 23,934. PCU is 26,325.

Koombana Drive (Tourist Drive 260) provides an important link from Bunbury's CBD to the Forrest Highway and the south east areas of Bunbury. It is an important link road to the Outer Harbour precinct and provides access to the Dolphin Discovery Centre, Koombana Foreshore, Sykes Foreshore (including Regional Playground and Boat Ramps), the Mangroves and Koombana North Development Area. Koombana Drive also provides access to Estuary Drive and the Inner Harbour from Forrest Highway, providing a road connection to Port. Koombana Drive is a RAV Network 4 road. Koombana Drive is the major access road into the Bunbury CBD and is actively promoted by the City and Main Roads as the primary access to this regional shopping precinct. AADT as at 2017 is 6,665. PCU is 9,173.

Ocean Drive (Tourist Drive 260) provides an uninterrupted route into the Bunbury CBD from the southern suburbs of Bunbury as well as Dalyellup via Parade Road and Washington Avenue. It also provides primary cycle access into the CBD. Ocean Drive gives direct access to various beach fronts as well as the Bunbury Recreation Ground, Lighthouse Hotel, and various short and medium-term accommodation. AADT as at 2018 is 7,747. PCU is 8,082

Picton Road links South Western Highway into Sandridge Road providing access to the Bunbury Forum and the Bunbury CBD for those travelling from Picton and further east from Waterloo, Burekup Roelands, Harvey and Waroona. Picton Road services many mixed businesses, the TransWA Train & Bus Terminal as well as Bunbury Catholic College. AADT as at 2019 is 12,485. PCU is 14,260.

As well as connecting directly to the Forrest Highway and Blair Street, Sandridge Road also services commercial businesses and provides access to Bunbury Forum. AADT as at 2019 is 17,263. PCU is 19,113. Sandridge Road is a RAV 4 Network road from Eelup Rotary to Pennant Road.

Spencer Street provides access to Bunbury local businesses, regional specialist health service centres, tourist accommodation and car yards. It is also a heavily utilised secondary approach from the south of Bunbury into the CBD area. AADT as at 2019 is 7,739. PCU is 8,209.

Washington Avenue (Tourist Drive 260) provides access from Bussell Highway, Parade Road and Ocean Drive. It provides access to the regionally redeveloped DBCA attraction of Maidens Reserve. It also provides alternate access to Bussell Highway for residents of Dalyellup. It accommodates St Joseph's Primary School and provides access to Hay Park and the South West Sports Centre. AADT as at 2019 is 4,275. PCU is 4,433.

Victoria Street is a Local Distributor road and is the Main Street of the Bunbury CBD, the primary Central Business District in the South West Region. It houses a variety of cafes, restaurants, bars, retail shops, accommodation establishments, several regional offices for State Government Departments and other widely used services such as Guide Dogs WA, NDIS Providers, Volunteer South West and more. The Bunbury CBD is a primary shopping precinct in the south west and continues to see expansion of retail and office spaces. AADT as of 2019 is 6,312. PCU is 6,635.

DEVELOPMENT NEED

Blair Street is expected to continue to grow in traffic use with the continued expansion of developments in Dalyellup, Capel and further south putting additional pressure on this main route into Bunbury. The redevelopment of the Racecourse Precinct will also have a significant impact on the road.

Bussell Highway will be subject to a Hospital expansion at Bunbury Regional Hospital, continued expansion of developments in the Capel Shire and City of Busselton, new connections to the Bunbury Outer Ring Road at Centenary Road which in turn will create a long term increase in surrounding developments. Again, the redevelopment of the Racecourse Precinct will have a significant impact on the road. Hay Park continues to be redeveloped and will include an expansion to the South West Sports Centre in the future.

Koombana Drive has developed into a key Tourism precinct in Bunbury providing access to the Koombana Foreshore and Bunbury CBD. Further ongoing development including construction of residential and commercial properties are included in the plans for Koombana Drive including the proposed Sykes Foreshore Splash Park, proposed Mangrove Cove Nature Playground, Bunbury Youth Precinct, Discovery Park Expansion, and further development of Koombana North.

Ocean Drive is expected to be a future area of major redevelopment for commercial and residential development. It will remain an important recreational and commuter cycling link into the City and provide a scenic alternate route into the City CBD for vehicles.

Picton Road is part of the heavy haulage route which provides access into Bunbury from South Western Highway, providing an important connection to Eastern & Northern Shires. Continued

maintenance is required to the road to ensure that it can cope with the predicted increase in traffic volume expected with the construction of the BORR, as the South West Highway will become the secondary exit into Bunbury after Forrest Highway. The intersection of Picton Road with Forrest Avenue is subject to high crashes and low level of service. This is expected to be worsened the development of the South West Aboriginal Heath Services Health Hub at Jaycee Park. Ongoing issues are experienced with school time traffic from Bunbury Catholic College. Commercial redevelopment of the ageing district is expected to continue steadily.

The Bunbury Forum will be a major redevelopment on Sandridge Road which is expected to bring in further regional traffic. The Development on Wanju in the Shire of Dardanup is expected to increase traffic into the City via Forrest Highway and Sandridge Road. The intersection Sandridge Road and Hennessy Road continues to experience a high right-angle crash rate.

It is intended that Spencer Street will undergo reconfiguration to accommodate an on road shared bicycle lane for the full length of the road. A significant number of intersection upgrades have been identified as part of a corridor study. Spencer Street continues to be a significant Bus Route.

In the future Washington Avenue will provide access to the Tuart Book Subdivision, however there is currently no timeline for this development. Hay Park and the South West Sports Centre will continue in its redevelopment and expansion.

DEVELOPMENT STRATEGY

Blair Street upgrade will include the installation of a left of only at Nuytsia Avenue following the installation of the roundabout at Timperley Road. Significant drainage upgrades are required due to the intrusion of tree roots south of Forrest Avenue. The redevelopment of Forrest Park will require road and access modifications. The redevelopment of Hands Oval to a Premier Sport Ground is expected to increase regional traffic and may require further upgrades to the intersection at Clarke Street. Eventually the intersection of Blair Street and Forrest Avenue will be to expand to a double diamond intersection to improve the level of service. Higgins Street & Symmons Street intersections will also require upgrading. Scheduled maintenance of the road seal is required to maintain the heavy traffic use through this route.

Bussell Highway upgrades include the installation of a roundabout at the intersection of Timperley Road. Vision issues at Vasse Street will require the intersection to be reviewed and upgraded. Scheduled maintenance of the road seal is required to maintain the heavy traffic use through this route.

Future development of the Sykes Foreshore Splash Park and the Expansion of Discovery Parks Caravan Park along Koombana Drive will require an upgrade of the intersection of Lyons Cove. The intersection of Koombana, Blair Casuarina and Clifton Street will require modification in the future subject to the potential redevelopment of Blair Street and/or Casuarina Drive. As traffic flows continue to increase into the CBD, upgrades may be required at Austral Parade.

Ocean Drive will continue the installation of cycle lanes north from Hayward Street to Symmons Street in the CBD. This will include the modification of some intersections and the relocation of streetlighting. The realignment Symmons Street intersection will be required to remove large radius corners and reduce confusion due to the width of the intersection.

Picton Road will require an upgrade of the intersection of Forrest Avenue, and possible associated adjustments at Henley Dr, Rodsted St and Petherick St. Scheduled maintenance of the road seal is required to accommodate this heavy haulage route.

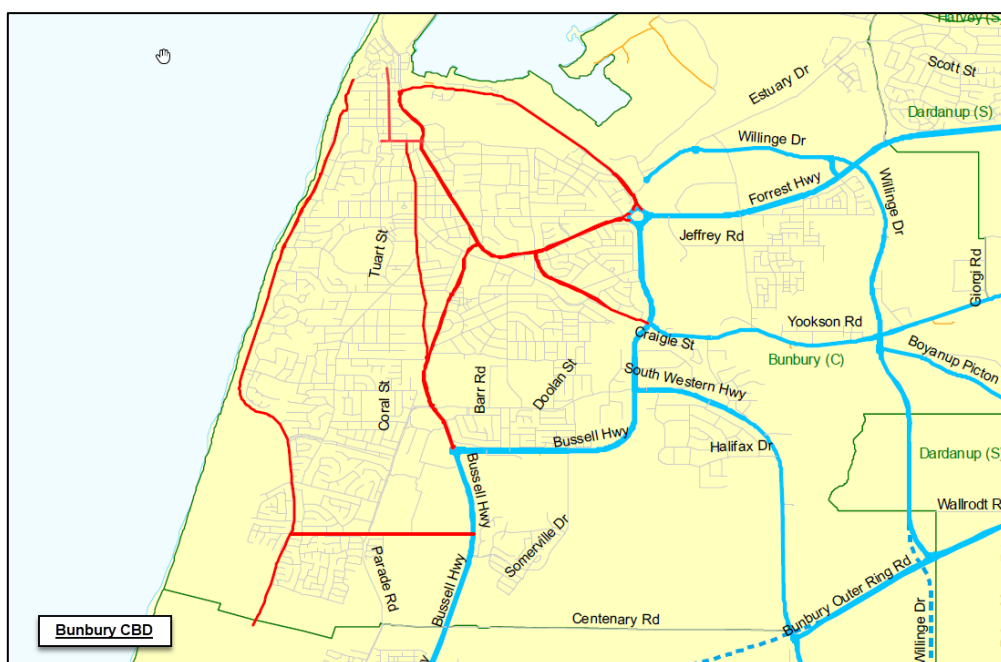
Sandridge Road will require upgrades to the intersection at Hennessey Road to help reduce the crash rate and improve level of service. With the redevelopment of the Bunbury Forum, the main entrance into the site may need upgrading.

Spencer Street upgrades includes the installation of a roundabout at Plaza Street and the southern entrance to the Plaza Shopping Centre. The Spencer Stirling Arthur intersection is running at capacity and requires upgrading. Other intersections earmarked for upgrades and alterations includes Cornwall St, Wexford Lane, Ramsey Street, Cross Street, Lovegrove Avenue, Stuart Street, Constitution Street, Clarke Street and Halsey Street.

Many sections of Victoria Street are requiring to be reconstruction due to the significant amount of traffic which this area generates; it also acts as the main delivery route for access to businesses along the length of the street. The road is currently a Type 6 carriageway and will continue to function this way with reconstruction of the existing pavement being required as the pavement reaches the end of its useful life. age and condition of the pavement. Drainage is paramount within the CBD due to the lack of natural runoff areas and is required to be kept in exceptional working order, which may require replacement or upgrade in some areas.

Funding would include Road Project Grants, City of Bunbury's own funding, and potentially other State and Federal Grants that may become available.

New road connections will be required for the entrance into the Proposed Tuart Brook development. Ongoing scheduled maintenance will be required for the road surface. Traffic management improvements on Washington Avenue / Nalbarra Drive intersection may be required in the future.



BUREKUP – DARDANUP ROUTE

Dowdells Line (2080009) Local Distributor
Ferguson Road (2080001) Regional Distributor

Dardanup Shire

Last Reviewed: December 2021

FUNCTION

The route will become an important link when the Bunbury Outer Ring Road (BORR) is constructed and obstructs and severs the route that was used previously via South West Highway and Waterloo Road. This route will be used as an intra-regional route within the Shire that will connect the towns on the eastern side of the BORR without the need to access the BORR or cross it via its interchanges. This will ensure that inter-regional traffic and intraregional traffic are kept separate. Dowdells Line is a predominantly single lane road that needs to be widened to cater for two-way traffic. Dowdells Line will also need to be strengthened to accommodate truck traffic

DEVELOPMENT NEED

The route will become an important link when the Bunbury Outer Ring Road (BORR) is constructed and obstructs and severs the route that was used previously via South West Highway and Waterloo Road. This route will be used as an intra-regional route within the Shire that will connect the towns on the eastern side of the BORR without the need to access the BORR or cross it via its interchanges. This will ensure that inter-regional traffic and intraregional traffic are kept separate. Dowdells Line is a predominantly single lane road that needs to be widened to cater for two-way traffic. Dowdells Line will also need to be strengthened to accommodate truck traffic.

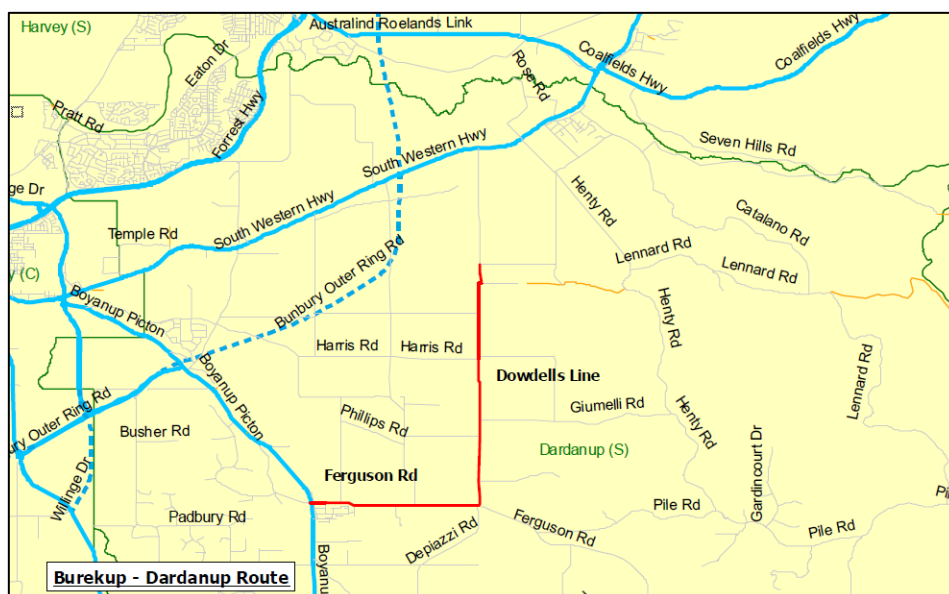
DEVELOPMENT STRATEGY

It is proposed to develop the route to a Type 5 Sealed Road (7m Seal Width). This will involve widening and strengthening of Dowdells Line. This work is proposed to be undertaken utilizing Road Project Grants under the Regional Road Group.

Regional Strategies for Significant Local Government Roads – Roads 2040 – 2022

Regional Strategies for Significant Local Government Roads – South West Page | 35

There are intersection improvements that are required for which funding will be sourced through the State Black Spot Program.



BUSSELL HIGHWAY

Road No. 2011000

Regional Distributor and Local Distributor

Augusta – Margaret River Shire

Last Reviewed: December 2021

FUNCTION

The section of Bussell Hwy between the northern and southern ends of the Margaret River Perimeter was formerly a state highway. It was deproclaimed in 2020 and handed over to the Shire following opening of the Perimeter Road. The Perimeter Road provides a bypass of the town centre for through traffic and heavy haulage trucks. However, Bussell Highway remains a district distributor road providing access to the town centre, hospital schools, shop and services, Wallcliffe Road (route to Gnarabup & Prevelly), and adjoining residential areas. A 2021 traffic count indicated that traffic volumes on Bussell Hwy in the town centre exceed 10,000 vpd.

DEVELOPMENT NEED

Bussell Hwy is a Type 5 road outside of the Margaret River town centre. It is a RAV 4 and RAV 3 network between the northern Perimeter Road roundabout and the service station south of Higgins Street and between the southern Perimeter Road roundabout and the service station on the corner of John Archibald Drive. The construction of the Margaret River Perimeter Road has removed heavy haulage vehicle from the town centre and it's RAV classification has been removed. The pavement between the Margaret River crossing and Wallcliffe Road was reconstructed as part of the 2020 main street redevelopment. Traffic volumes will continue to grow as residential development continues in the East Margaret River area and place increasing pressure on intersections.

DEVELOPMENT STRATEGY

A right turn lane will be required at the Carters Road intersection to address rear end crashes. The town centre section (Margaret River crossing to Wallcliffe Road) was upgraded in 2020 and provides a more pedestrian friendly environment. The section immediately north (Margaret River crossing to Carters Road) and south (Wallcliffe Road to Boodjidup Road) require traffic calming to better cater for pedestrians, cyclists and vehicle access to adjoining land uses. The turning lanes provided between Boodjidup Road and Andrews Way require ongoing monitoring due to problems experienced during construction. Future residential development south of Boodjidup Road will require additional turning lanes and street lighting at intersections. A roundabout might be warranted at the Andrew Way intersection. Some sections of existing pavement are showing signs of deterioration and will require reconstruction.



BUSSELL HIGHWAY – CAVES ROAD LINKS

Commonage Road (2050041) – Local Distributor

Metricup Road (2050013) – Local Distributor

Vasse-Yallingup Siding Road (2050010) – Local Distributor

Wildwood Road (2050011) – Local Distributor

Busselton Shire

Last Reviewed: April 2021

FUNCTION

Commonage Road provides the main access to the rapidly expanding special rural area to the southwest of Dunsborough and carries traffic volume and mix which has similar function to an urban arterial road.

Metricup Road is a part of an important east-west link between a major tourist and winery area and Bussell Highway. It is in the heart of the tourism and dairy farming area and provides access to tourists and service vehicles accessing wineries, pristine coastal locations and farming properties.

Wildwood Road is an east-west link between Bussell Highway and Caves Road. It also provides a main service corridor for popular coastal tourist activities and destinations.

Vasse-Yallingup Siding Road is servicing adjoining farming properties, extractive industries and tourist destinations. The road carries a mix of heavy and light traffic ranging from long vehicles, such as dairy tankers and livestock transporters, to tourist traffic and school buses.

DEVELOPMENT NEED

Commonage Road ranges from 6m to 7m in width. Increasing tourism activity in the area mixed with poor horizontal alignment, poor sight distance to intersections and driveways, and narrow sealed shoulder widths define a need to improve the safe travelability on this road.

Metricup Road ranges from 3.5m to 7.4m width. Increasing tourism activity in the area mixed with poor horizontal alignment and narrow seal widths support the case for works to improve the safe travelability of this road. Several sections require widening and realignment to properly cater for the tourist, general commuter and service traffic mix.

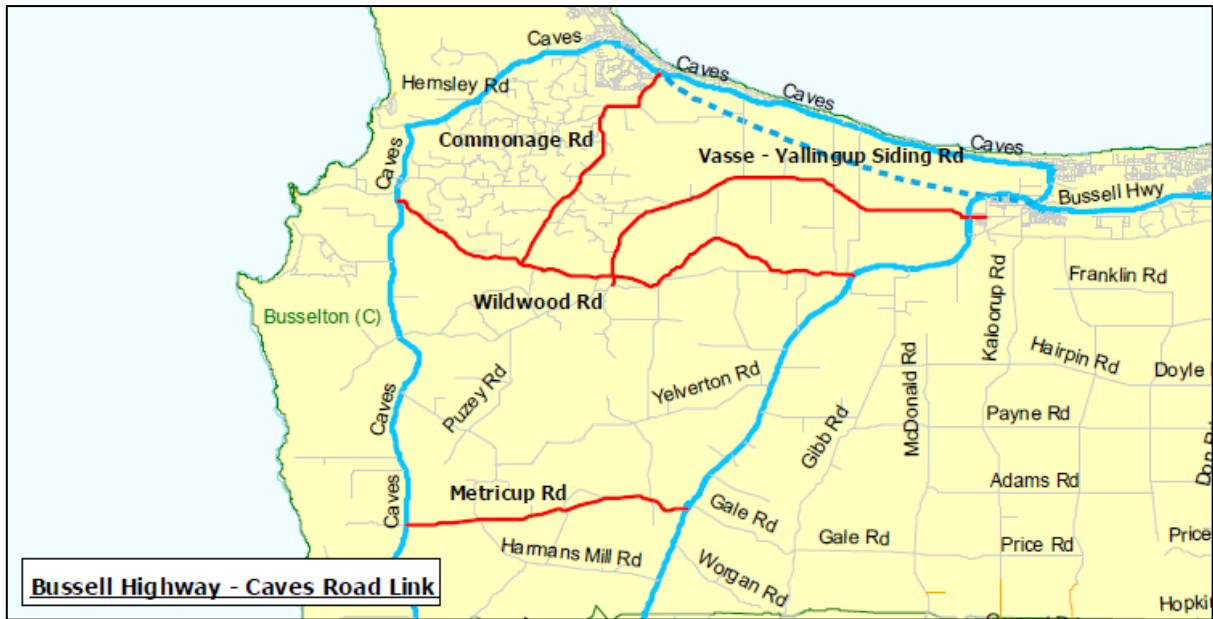
The seal and unsealed shoulder widths in places are insufficient for the mix and volumes of traffic using Wildwood Road. Excessive wear to the seal edge and unsealed shoulders is also a problem with the heavy vehicles moving over to pass on-coming traffic. The narrow seal widths of Vasse-Yallingup Siding Road and the mix of commercial traffic and tourist traffic using it would require works to improve its horizontal alignment.

DEVELOPMENT STRATEGY

Commonage Road has a mix of tourism and industry traffic and ultimately the standard proposed for the full length of this road is a Type 6 standard.

Metricup Road is prominently a tourist drive and ultimately the standard proposed for the full length of this road is a 7.4m wide sealed pavement.

The ultimate standard proposed for the full length of the rest of the roads is a Type 5 service level to cater for higher traffic volume and the mix of heavy commercial vehicles using this route.



BUSSELTON CBD

Albert Street (2050207) – Distributor A, Local Distributor
Layman Road (2050401) - Local Distributor
Bussell Highway (2051104) – Distributor A
Causeway Road (2051103) – Distributor B
Fairway Drive (2050178) – Access Road
Queen Street (2050201) – Local Distributor
Barlee Street (2050252) – Access Road
West Street (2050215) – Access Road
Cammerleri Street (2050211) – Access Road
Peel Terrace (2050208) – Local Distributor
Harris Road (2050253) – Access Road
Brown Street (2050212) – Access Road
Strelly Street (2050247) - Local Distributor

Busselton City

Last Reviewed: March 2023

FUNCTION

Since the opening of the Bussell Highway, Old Bussell Highway now form a major district and local route for tourist, commuter and freight traffic. It carries a high mix of traffic which is steadily increasing from high growth rates on residential development along road. The traffic volumes increase significantly during peak holiday periods.

Fairway Drive is a major north-south link between Old Bussell Highway and Bussell Highway. The road provides direct access from Bussell Highway to the Busselton District Hospital and medical centre.

DEVELOPMENT NEED

The current standard of Old Bussell Highway is considered adequate for the existing traffic volumes. In the short to medium term resurfacing and pavement correction along the route will be required to preserve the overall its condition.

Fairway Drive passes through the West Busselton residential area and functions as main arterial for accessing the main highways and must cater for a high volume of intersection traffic commuting to and from the school areas on Queen Elizabeth Road.

The City is currently undertaking a full traffic study to accurately identify the development needs of this route.

DEVELOPMENT STRATEGY

The Bussell Highway Route requirements will be determined based on the outcomes of the current study however it is envisaged that the ultimate standard required is the progressive development of the dual carriageway over the entire route (excluding Queen Street) to provide capacity, amenity and safe travel for local and through traffic.

The requirements to upgrade Queen Street will largely outweighed by the need to create and maintain a low-speed pedestrian friendly environment.

The Fairway Drive section of the route will require land acquisition, service relocation and duplication of the crossing of Vasse River. It is recommended that this type of forwarding works should commence as a high priority. The Road will eventually form a main north-south district distributor for the Vasse area and access to Bussell Highway.



BUSSELTON – MARGARET RIVER AGRICULTURAL ROUTE

Queen Elizabeth Avenue (2050001) Local Distributor
Payne Road (2050022) Local Distributor
North Jindong Road (2050020) Access Road
Jindong – Treeton Road (2010083, 2050051) Local Distributor
Roy Road (2050021) Local Distributor

Busselton City and Augusta – Margaret River Shire

Last Reviewed: April 2021

FUNCTION

Queen Elizabeth Road is a major north-south link between Old Bussell Highway and Bussell Highway (Bypass Road). The road provides direct access to a number of pre-primary, primary and secondary schools, and has the associated on and off-street traffic facilities.

Jindong-Treeton Road has already been recognised by the Regional Road Group as a significant road, being an alternative to Bussell Highway of the north-south route between Busselton and Margaret River. It carries considerable heavy haulage traffic from feed-lot properties and rural farms in the area.

Jindong-Treeton Road forms part of an inter-regional route for heavy haulage. It is also a part of a school bus route. The most recent traffic count was 146 AADT in March 2009. The whole route forms part on an important transport network in the area by servicing abutting farming properties, extractive industries and tourist destinations. The road carries a mix of heavy and light traffic consisting of long vehicles, such as dairy tankers and livestock transporters, to tourist traffic and school buses.

The route provides strategic access to rural-residential subdivisions, secondary access to the Ambergate North area and transport and tourist linkage to the Margaret River wine region.

The route is included as a RAV 3 Network and Queen Elizabeth Avenue between 1.94 - 2.78 SLKs is included as a RAV 4 Network.

DEVELOPMENT NEED

Jindong-Treeton Road is a significant link between Busselton and Margaret River, being a jointly managed road. Freight movement is expected to increase rapidly over the next several years as the region develops forest timber plantations, vineyards and other rural industry. The road has been widened and strengthened to cope with expected loading.

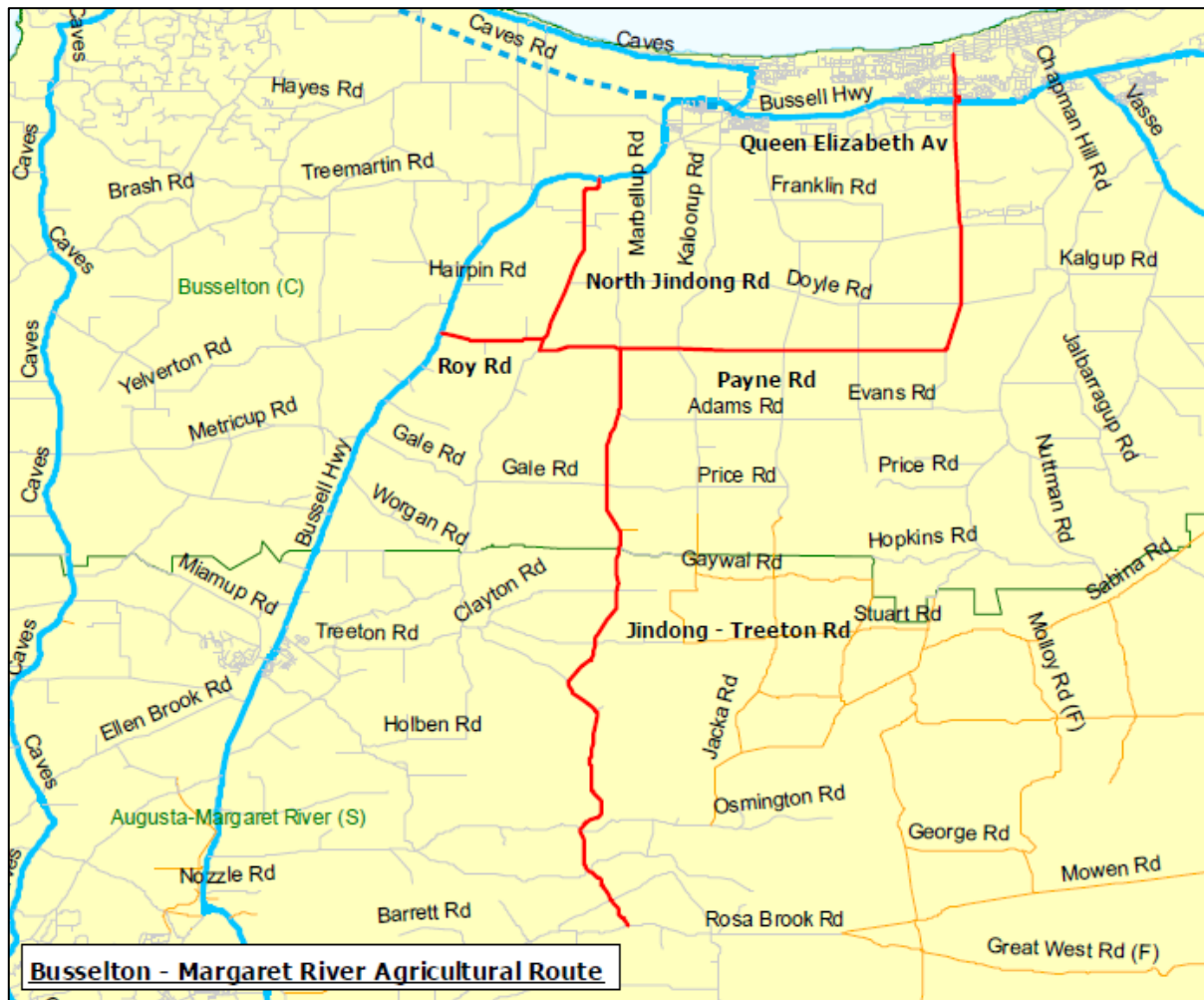
This route importance will be strengthened by its increased need to service abutting farming properties, extractive industries and tourist destinations. Its roads freight task for long vehicles, such as dairy tankers and livestock transporters is expected to increase with larger vineyard developments and agricultural activities and increased tourist traffic.

DEVELOPMENT STRATEGY

A Type 6 service level is recommended for Queen Elizabeth Avenue (0.00 - 1.78 SLK), with a Type 5 service level recommended between 1.94 and 10.93 SLK. A Type 5 service level is recommended for Payne Road, North Jindong Road, Roy Road and Jindong-Treeton Road.

Progressive reconstruction and widening of Jindong-Treeton Road has been completed by both Shires. Resealing will be required in the long term to cope with increasing traffic loads.

The proposed route has been constructed to a Type 5 and Type 4 service level. However, to achieve the recommended level of service a large portion of the route would require an incremental increase in each section (i.e. Type 4 will increase to a Type 5’).



CAPE NATURALISTE ROAD

Road No. 2050776
Regional Distributor

Busselton City

Last Reviewed: April 2021

FUNCTION

Cape Naturaliste Road is the main road which provides access to many of the State’s major tourist destinations such as Cape Naturaliste lighthouse, Sugarloaf Rocks, pristine surfing beaches and other coastal viewing points. Cape Naturaliste Road also provides a service and travel route to Dunsborough and Busselton for small coastal residential areas such as Meelup, Eagle Bay and Bunker Bay.

DEVELOPMENT NEED

The varying surface width of Cape Naturaliste Road is inadequate for the volume and type of traffic using it. It needs standardising with widths for a satisfactory level of road safety.

DEVELOPMENT STRATEGY

The ultimate standard proposed for the full length of Cape Naturaliste Road is a Type 6 road standard to provide adequate vehicle turning lanes, cyclist movements and off-street pedestrian facilities.



CAPEL TO PEPPERMINT GROVE BEACH LINK

Capel Drive (2060273) – Regional Distributor
Peppermint Grove Road (2060292) – Regional Distributor
Stirling Road (2060016) – Regional Distributor
Ludlow North Road (2060007) – Regional and Local Distributor

Capel Shire

Last Reviewed: April 2021

FUNCTION

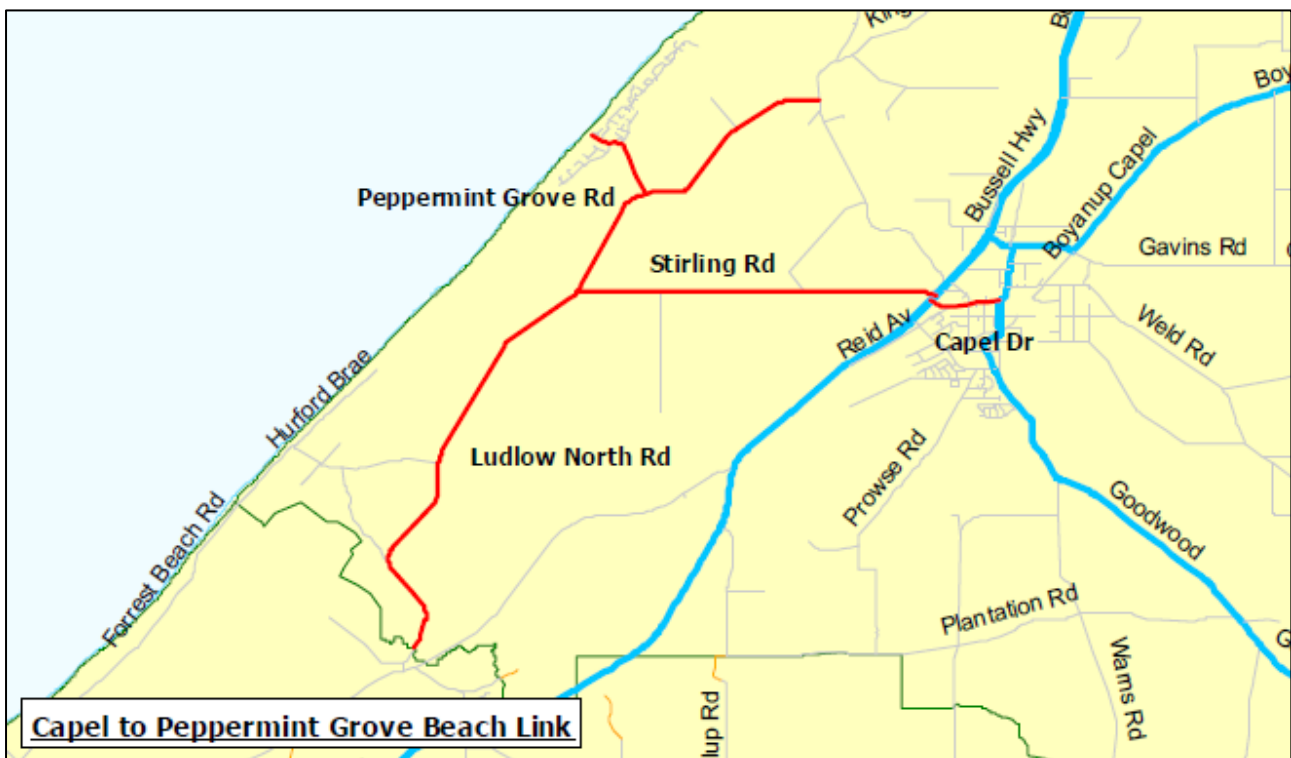
This is a regional heavy haulage route which links urban centres of Capel and Peppermint Grove Beach as well as both centres to Bussell Highway, providing access to regional institutions and community centres in Busselton and Bunbury. The Link provides access to the Tuart Forest areas and to regionally significant beaches and tourist destinations. Also includes usage by local traffic, school buses, milk tankers, and primary producer traffic extractive industry haulers.

DEVELOPMENT NEED

These roads will grow in significance, with increased traffic volumes, as the localities of Capel and Peppermint Grove Beach develop further as there is already substantial increase in tourism, commercial and local use.

DEVELOPMENT STRATEGY

Road traffic volume assessments indicate long term need to upgrade Capel Drive and Ludlow Road North to Type 4 roads, and Stirling and Peppermint Grove Roads to Type 5 roads to satisfactorily cater for the increased vehicle use of this Link.



CASUARINA DRIVE

Road No. 2040653

Access Road

Bunbury City

Last Reviewed: April 2021

FUNCTION

Casuarina Drive is an important link between the inner and outer harbour areas. Providing access to the outer harbour it is a Primary Freight Route. It is also the main access to the tourist site of the jetty baths, the existing boat moorings at the outer harbour, to residential areas and various social points. Casuarina Drive is a RAV Network 4 road. AADT as at 2015 is 5,634. PCU is 5,906. With a conservative growth factor of 1% per year, estimated current AADT would be 5,972 and PCU 6,260.

DEVELOPMENT NEED

As part of Transforming Bunbury's Waterfront development plans which encompass the areas of the outer harbour and Koombana Bay, Casuarina Drive will also be developed as part of this Waterfront development. There is the intention for the Casuarina Drive, Koombana Drive, Blair Street and Clifton Street intersection to be upgraded to provide a greater pedestrian and vehicular connectivity between the CBD, Koombana Bay and Marlston Waterfront/future outer Harbour Development. There is also the intention to introduce Marine Industries and commercial development at the outer harbour and this will result in upgrade along all of Casuarina Drive being required. The Waterfront Development will include the expansion the existing Marina. Koombana North will continue in its development of both residential and commercial construction.

DEVELOPMENT STRATEGY

The outer harbour precinct will be the final stage of the Transforming Bunbury Waterfront development. This is due to there being an existing lease on the outer harbour area, until 2024, that must expire prior to the development occurring. It is anticipated that once the final stage of the Transforming Bunbury's Waterfront development is completed that the full length of Casuarina Drive will be taken on by the City of Bunbury. Casuarina Drive will be required to be maintained at a combined Type 8 into a Type 6 as it reaches the outer harbour.



CENTENARY ROAD

Road No. 2040321

Access Road

Bunbury City

Last Reviewed: December 2021

FUNCTION

Centenary Road is a District Distributer Road and an important link for Usher, Withers and Dalyellup residents, connecting directly onto Bussell Highway. This road had experienced a significant increase in usage since the opening of Parade Road to Dalyellup.

Dalyellup is the most densely populated locality within the Shire of Capel, with a population of around 9,000. Dalyellup include a growing commercial district and has 4 schools, and access to popular beach front and a Surf Life Saving Club.

Withers and Usher are the most southern residential suburbs of Bunbury and include the South West Sports Centre, Hay Park Sports Grounds, Usher Medical Clinic and 2 schools.

The Tuart Walk also exists between Usher and Dalyellup.

AADT as of 2021 is 2,307. PCU is 2,230.

DEVELOPMENT NEED

As part of the Bunbury Outer Ring Road construction, this will become part of Lillydale Road and will have a direction connection off the BORR. This is expected to increase the popularity of this route for residents travelling from eastern or northern suburbs, and from Perth as a more direct route than Forrest Highway and Robertson Drive.

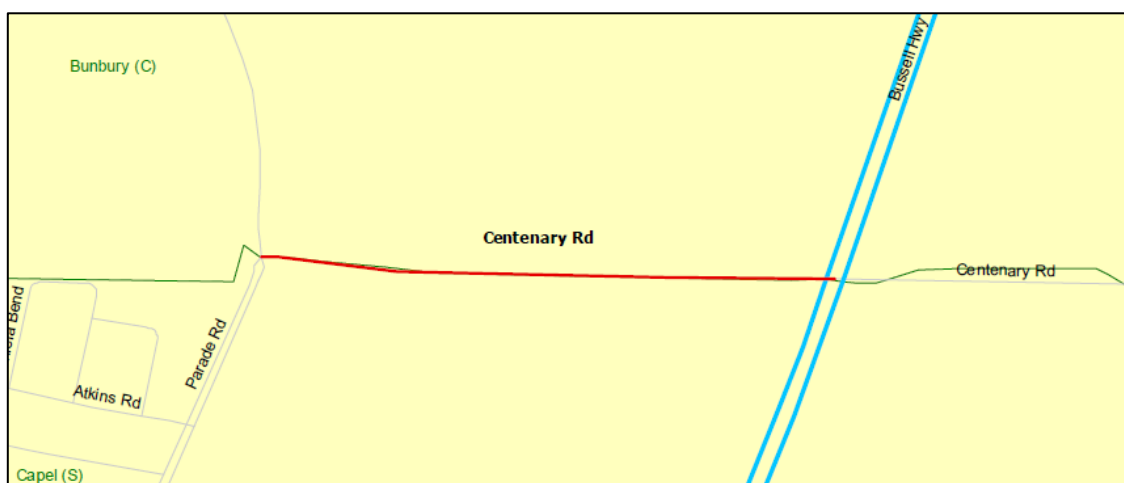
The future Tuart Brook Development will be undertaken north of Centenary Road and will increase the usage of this road once more.

DEVELOPMENT STRATEGY

This road should no longer be treated as a rural road and will become a primary entrance into Dalyellup, Withers and Usher. The road will be required to be upgraded from Type 4 to Type 6 with a single separated median, kerbing, drainage and streetlighting.

Separated off road cycling and pedestrian facilities will also be required to connect into surrounding paths on both Bussell Highway and Parade Road to improve connectivity. Tuart Brook Development may require an access at some point from Centenary Road.

Upgrades are expected to be funded through Road Project Grants. Cycling Facilities may be funded through Department of Transport.



CHANNYBEARUP ROAD

Road No. 2130079
Regional Distributor

Manjimup Shire

Last Reviewed: April 2021

FUNCTION

The road is an important east west link connecting between South West Highway and Vasse Highway and is part of wine tourist drive route from Manjimup through to Augusta and Margaret River. It services many properties and local roads and is an agriculture, timber, viticulture and tourism link between the east coast through to Augusta and Margaret River. It provides access to national parks (Beedelup National Park, D'entrecasteaux National Park, and Warren National Park) and the south coast Lake Jasper area.

DEVELOPMENT NEED

The original road is a 3m strip seal on 6m formation with deficiencies in pavement, horizontal and vertical alignment. The road has been substantially upgraded to a Type 4 standard over recent years (largely completed under Roads 2020 program) with approximately 7 km of the original standard road left.

DEVELOPMENT STRATEGY

Generally, preserve and maintain road to a Type 4 standard including correct pavement and alignment deficiencies.



CLIFTON STREET

Road No. 2040037

Access Road

Bunbury City

Last Reviewed: December 2021

FUNCTION

Clifton Street is a District Distributor Road and forms an important connection between Koombana Drive and Ocean Drive and is part of Tourist Drive 260.

It provides one of the Primary Routes into the Bunbury CBD which houses a mixture of commercial properties, high density residential properties, tourist destinations and many social points. It has a direct connection to the Bunbury Regional Entertainment Centre, Grand Cinemas Complex, Restaurants and other mixed businesses.

AADT as at 2019 is 5,729. PCU is 6,009.

DEVELOPMENT NEED

The connection between Koombana Drive and Ocean Drive will need to continue to be improved for vehicles, cyclists and pedestrians.

The aging properties along this road and expected to continue to be redeveloped, both commercial and residential, and at a higher density as per the intention of the Bunbury Local Planning Scheme 8. With the future development of the Bunbury Ocean Pool and Back Beach precinct, Clifton Street along with Koombana Drive will form an important link to these future development areas.

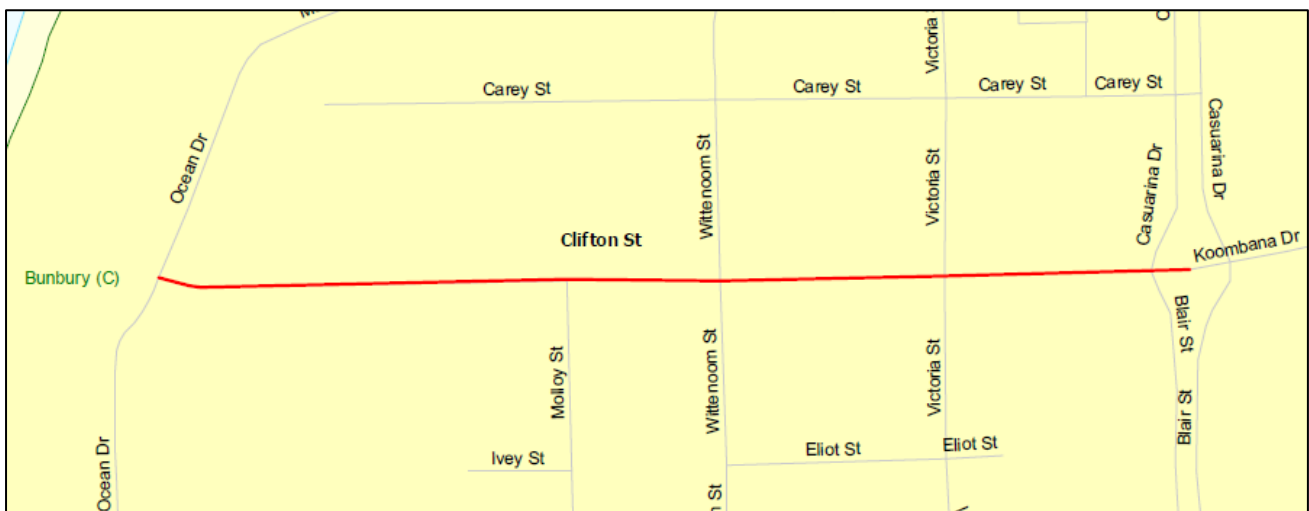
DEVELOPMENT STRATEGY

It is likely that Clifton Street will require widening and/or reconfigured to increase serviceability of the road for vehicles, cyclists and pedestrians to continue to improve the link from Koombana Drive to Ocean Drive. The Road Type is unlikely to change as it is already kerb and at sufficient width for vehicles.

The intersection of Koombana, Blair, Casuarina and Clifton will need to be upgraded, as will the intersection of Clifton Street and Ocean Drive.

These projects would be proposed to be funded through Road Project Grants.

Significant planned maintenance including reseal and possibly reconstruction will be required to maintain the road.



COLLIE – BOYUP BROOK ROUTE

Bowelling – McAlinden Road (2180026)

Boyup Brook North Road (2180002)

McAlinden Road (2180010)

Cardiff – McAlinden Road (2070002)

Local Distributors

Boyup Brook and Collie Shires

Last Reviewed: April 2021

FUNCTION

Boyup Brook North, Bowelling-McAlinden and McAlinden Roads are forming a heavy haulage route between the Boyup Brook-Arthur River Road and the Donnybrook-Kojonup Road (MO 13) to access the Bunbury Port. Predominately used as a route for the plantation timber industry (average 42,500t p/a over the past 3 years).

The route also carries a mix of heavy and light traffic including livestock, grain, agricultural vehicles and school buses. These roads accommodate heavy haulage and agricultural traffic from the eastern portion of the Shire of Boyup Brook and the western portion of the Shire of West Arthur.

Cardiff-McAlinden Road links Collie and Boyup Brook Shires. It provides access to Powerhouse Road, Muja Power Station, Collie Motor Complex, and the Muja Coal Mine.

All roads are RAV Network 3 roads (conditional).

DEVELOPMENT NEED

Road pavements and alignments in places are sub-standard for the volume and type of traffic accessing the route. Several sections of the roads require reconstruction, realignment and widening to a 7m wide sealed standard to cater for passenger vehicles, heavy freight and school bus traffic mix.

Cardiff- McAlinden Road width is currently satisfactory, but failed pavement sections need reconstructing and resealing.

DEVELOPMENT STRATEGY

Formation and seal widening with associated improvements to road geometry are the main priority.

Reconstruction, widening and realignment of various sections is required to attain a 7m wide sealed road standard.

Cardiff- McAlinden Road is a significant road and preservation works have been financed from the Road Project Grants Pool.



COLLIE – DARDANUP DONNYBROOK ROUTE

Ferguson Road (2080001, 2170016)
Mungalup Road (2070011, 2080045, 2170218)
Pile Road (2080022)
Regional Distributors

Dardanup, Collie, and Donnybrook Balingup Shires

Last Reviewed: April 2021

FUNCTION

The route provides an alternative scenic drive between Collie on Coalfields Highway and Dardanup on Boyanup – Picton Road. It is servicing primary industry, tourism, special rural development, and timber and forest industries. A popular tourist route it is a potential State Tourist Drive.

Ferguson Road is providing access to local farm produce and the State Forests. It services the timber and forest industry by providing access for log haul trucks from Donnybrook to wood processing factories in Dardanup.

Mungalup Road connects with the Shire of Dardanup (Pile Road & Donnybrook) and services special rural development, tourism and the timber and forest industries. It links the Coalfields Highway with these other South West Shires and as such is a very important distributor road. Mainly used for tourism and log cartage, the road is the Heavy Vehicle Route through Collie and the Dardanup Shires.

Ferguson, Pile and Mungalup Roads are RAV Network 3 roads (conditional).

DEVELOPMENT NEED

The route will continue to grow in use by regional traffic travelling between Collie and Dardanup (as well as Bunbury). It will play a significant role in the growth and development of the tourist industry in the Ferguson Valley Region and Collie – Wellington Region. It also provides a link between the coastal areas of the Greater Bunbury Region and Collie, as an alternative to the Coalfields Highway route.

The roads which make up the route vary considerably in standard. Sealed sections of varying width combined with unsealed formed road, contribute to reduced safety and unclear route definition. A more consistent standard throughout is required to properly cater for the mix of tourist, commercial and timber industry heavy traffic.

Ferguson Road will continue to be heavily used by the logging industry, particularly plantation but also some native logging as a route from the areas south of the Donnybrook – Boyup Brook Road. Traffic sourced from farming operations will continue. Tourism traffic will also likely increase as more and more tourism type operations become established in the area. It is also likely that rural residential developments will occur in the area, further increasing private traffic volumes.

Currently Ferguson Road in sections is narrow. The development need is to improve the sealed surface to a Type 5 from Dardanup townsite to Gnomesville.

Pile Road varies in length and carries a combination of regional traffic, trucks and tourists and requires an increase along its total length in seal width from a Type 4 (6m) to a Type 5 (7m).

As the remainder of the unsealed sections becomes sealed, the route will also become an attractive and shorter route for general traffic to and from Collie and the centres to the South West such as Donnybrook and further afield. Therefore, current strategies will need to consider this change in the traffic mix.

DEVELOPMENT STRATEGY

Improve the horizontal and vertical geometry of Ferguson Road and upgrade to a uniform Type 5 road standard via mixture of seal widening and reconstruction from Dardanup to Gnomesville.

The section of Mungalup Road within the Shire of Donnybrook – Balingup is unsealed and in places is of substandard geometry and width. Several large drainage culverts will also need upgrading and/or widening to accept a wider road formation. Future strategy will be to bring the road up to a consistent 6.2 metre seal width.

Construct and seal Mungalup Road to Type 4 sealed road standard in Donnybrook – Balingup Shire. Funding is provided in the Road Project Grant and funds are allocated in the 2013/14 year for resurfacing. Future funds would come from the Road Project Pool.



CORBALUP ROAD

Road No. 2030032, 2130188, 2180134

Local Distributor

Bridgetown – Greenbushes, Manjimup, and Boyup Brook Shires

Last Reviewed: April 2021

FUNCTION

Corbalup Road is a major timber industry link road, which services agricultural, district and local traffic. It links Boyup Brook with Manjimup, crosses three Shires and many local roads.

It is a primary access route for timber haulage to Mills in Manjimup, Boyup Brook and Bunbury. It provides access for numerous properties to Manjimup regional centre including hospitals, education facilities, markets, retail, social services and government agencies.

Corbalup Road is a RAV Network 4 road (low volume) in the Shires of Bridgetown- Greenbushes and Boyup Brook. It is a network 2 (with conditions) in the Shire of Manjimup.

DEVELOPMENT NEED

The existing road is gravel of varying width and pavement standard. Upgrade in width and pavement strength required to service ongoing heavy traffic.

Timber haulage to Mills in Manjimup, Boyup Brook and Bunbury will remain its essential use in the future. Continued maintenance as a heavy haulage route for multi combination log trucks will support the growing blue gum plantation industry.

DEVELOPMENT STRATEGY

Generally, preserve and undertake minor improvement to maintain as a Type 3 (gravel standard) road.

Formerly preservation of the road was supported, but not to the full extent required under the TIRES program. However, since the TIRES program has ended, it will need to be included under the Roads 2030 program grant.

The primary outcomes of the development strategy are to improve road safety and capacity, as well as accessibility to industry traffic, and to reduce travel times.



COWARAMUP BAY ROAD

**Road No. 2010003
Regional Distributor**

Augusta – Margaret River Shire

Last Reviewed: April 2021

FUNCTION

Cowaramup Bay Road links Cowaramup townsite on Bussell Highway with the coastal holiday centre and popular surfing/swimming venue of Gracetown in Cowaramup Bay. The road provides an important east-west heavy transport link between Bussell Highway and Caves Road which are the two major north-south roads in the area. The intersection of Cowaramup Bay Road and Caves Road has recently been upgraded to address improved road safety. The works were funded through the National Black Spot Program.

Cowaramup Bay Road is currently the only road access to Gracetown which supports a community of approximately 300 people which will increase when the Landcorp townsite expansion is completed. The most recent traffic count was 1,752 AADT in April 2010.

Cowaramup Bay Road is a RAV Network 4 road between Bussell Highway and Caves Road. It forms part of regional heavy haulage route, is part of the school bus route, provides the only access to a remote community and access to future development sites as well as significant tourist attraction/recreational areas of state and regional significance.

Bayview Terrace (an extension of Cowaramup Bay road within the townsite of Gracetown) provides access to popular surf beaches and forms part of a school bus route. The regional functional road hierarchy classification for Bayview Terrace is Access Road but functions as the extension of the Cowaramup Bay Road which is a Regional Distributor. The most recent traffic count was 1,625 AADT in April 2010.

DEVELOPMENT NEED

The Cowaramup Bay area is located within the Leeuwin Naturalist National Park and is a major tourist destination. Traffic growth in the area has been high in recent years as a result of a flourishing wine producing and tourist industry. Caves Road has been developed to a special standard recognising its sensitive environmental characteristics. It is generally a lower speed road whereas Bussell Highway is developed to cater for higher speed traffic. Therefore, it is important to develop good east-west links like Cowaramup Bay Road to encourage appropriate use by enabling efficient cross-over between the two functionally different north south routes.

DEVELOPMENT STRATEGY

Cowaramup Bay Road has problems associated with intersection alignments and growing traffic volumes. There was a short term need to improve the intersection with Caves Road by creating a staggered 'T' and this was completed in 2013.

In the long term if traffic growth continues at the present rate, and particularly when the Landcorp residential development proceeds, it is likely that upgrading to a Type 5 (7m) sealed road standard will be required. There are further problems associated with varying road widths, substandard shoulders and surface drainage. Under-width sections need to be widened and improved to conform to the overall standard of the road.

Upgrade shoulder width and seal shoulders opposite side roads and major driveways.

Upgrade sections between Bussell Highway and Gracetown (SLK 0.0 to SLK 11.2) to Type 5 sealed road standard.

Bayview Drive will require asphalt overlaying to address minor deformity as a result of increased traffic.

Cowaramup Bay Road will require reconstruction due to pavement failure associated with increased traffic.



DARDANUP BYPASS ROUTE

Banksia Road (2080062) – Access Road
Depiazzi Road (2080233) – Access Road
Dillon Road (2080017) – Access Road
Waterloo Road (2080215) – Regional Distributor
Ferguson Road (2080001) – Regional Distributor

Dardanup Shire

Last Reviewed: April 2021

FUNCTION

Waterloo Road links the South Western Highway with Dardanup. Together with Boyanup Picton Road and Boyanup Capel Road it effectively provides a bypass of the Picton area for heavy vehicles traveling north south. The road services primary production and tourism and is an important alternative route for local and interregional traffic.

Depiazzi Road and Banksia Road form a heavy haulage route for vehicles accessing the industrial area in Dardanup, which includes waste sites and mining activities. There are two regional waste facilities accessed from Banksia Road which service the Greater Bunbury Area and Perth Metropolitan waste markets.

Depiazzi Road and Banksia Road are RAV Network 3 roads.

DEVELOPMENT NEED

The route will form a significant bypass road around the Dardanup town site for industrial traffic accessing waste facilities, mining operations and industry. Currently there is no direct access to the waste and industrial areas from the south of Dardanup town site (i.e. no access from Boyanup-Picton Road). Currently all traffic regardless of destination must access the area from the South West Highway via Waterloo Road and Ferguson Road.

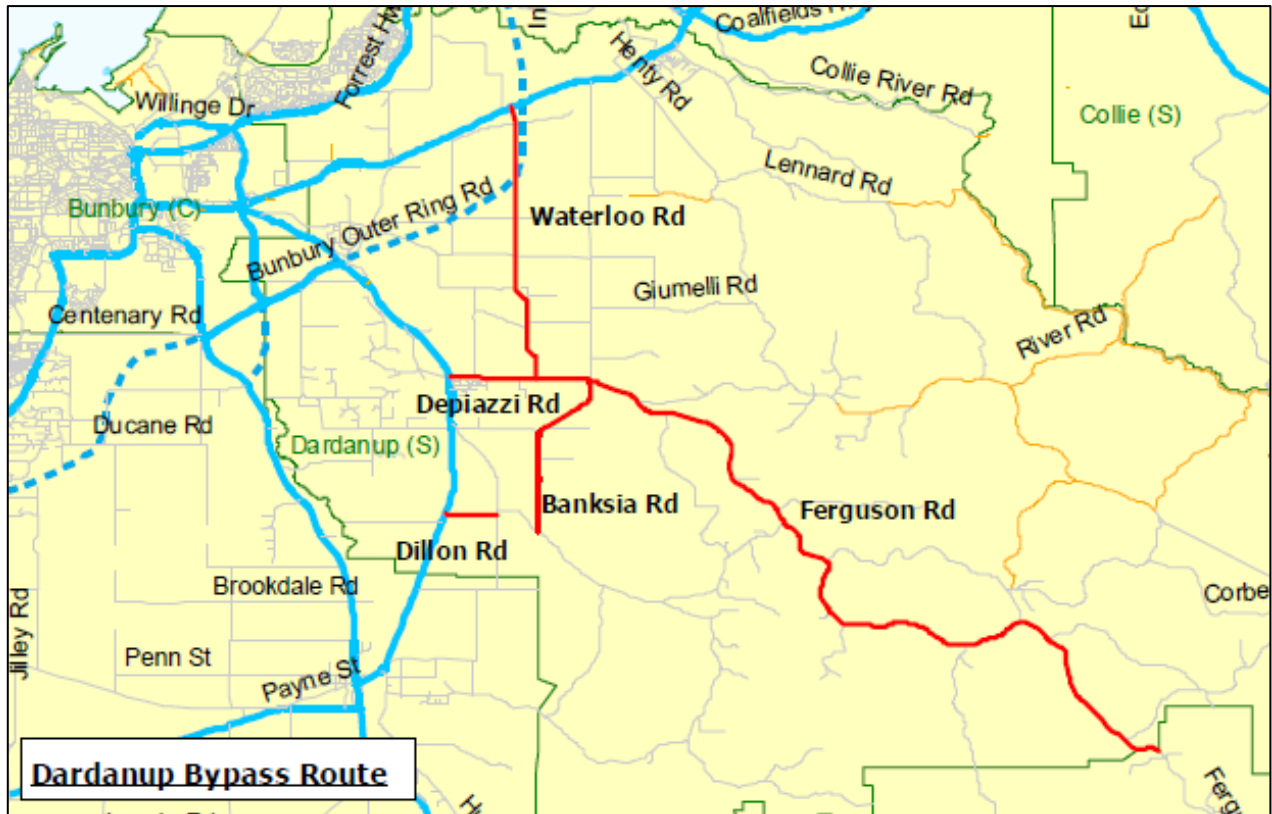
The development of this route will allow vehicles coming from the south of Dardanup to bypass the town and give direct access to main roads and to Metro areas.

DEVELOPMENT STRATEGY

Banksia Road and Depiazzi Roads – the existing sealed road Type 4 standard will need resealing and shoulder widening to a Type 5 seal width in the future.

Banksia Road needs to be constructed through to Boyanup-Picton Road, which through Waterloo Road will complete a Bypass route for traffic around the Dardanup townsite. The new section of road will be a Type 5 standard and will incorporate the existing Dillon Road alignment within the new alignment.

Waterloo Road extension – an extension of Waterloo Road is proposed to provide a direct link to Banksia and Depiazzi Roads instead of using Ferguson Road. It is planned to construct a rotary at the intersection of Waterloo Road and Ferguson Road. The new road standard will be a Type 5. It is proposed to fund the works through the Regional Road Group and Black Spot funding at intersections.



DODSON ROAD

Road No. 2040369

Access Road

Bunbury City

Last Reviewed: December 2021

FUNCTION

Dodson Road is a District Distributor Road that provides access into the Davenport Industrial Park. It connects onto South West Highway to the north and the south. Dodson Road is the primary access to many of the industrial businesses in the Davenport area and provides access through to the Halifax Business Park to the South and Picton to the North.

Dodson Road is a RAV Network 4 road. AADT as of 2018 is 4,262. PCU is 5,187.

DEVELOPMENT NEED

Davenport will continue to develop to the east, and some minor development still expected in the northern section, all of which will put more significant pressure on Dodson Road.

Dodson Road is currently used as a major connection road from South West Highway north, through Dodson Road into the Halifax Business Park.

DEVELOPMENT STRATEGY

Dodson Road is currently a Type 6 (8m) and will be required to be upgraded to a 9m seal width as traffic volumes continue to increase.

Persistent issues are experienced at the northern end of Dodson Road at South West Highway due to the heavy volumes in traffic, creating extremely low level of service and very high crash rates. Traffic Signals have been earmarked for this location in the future.

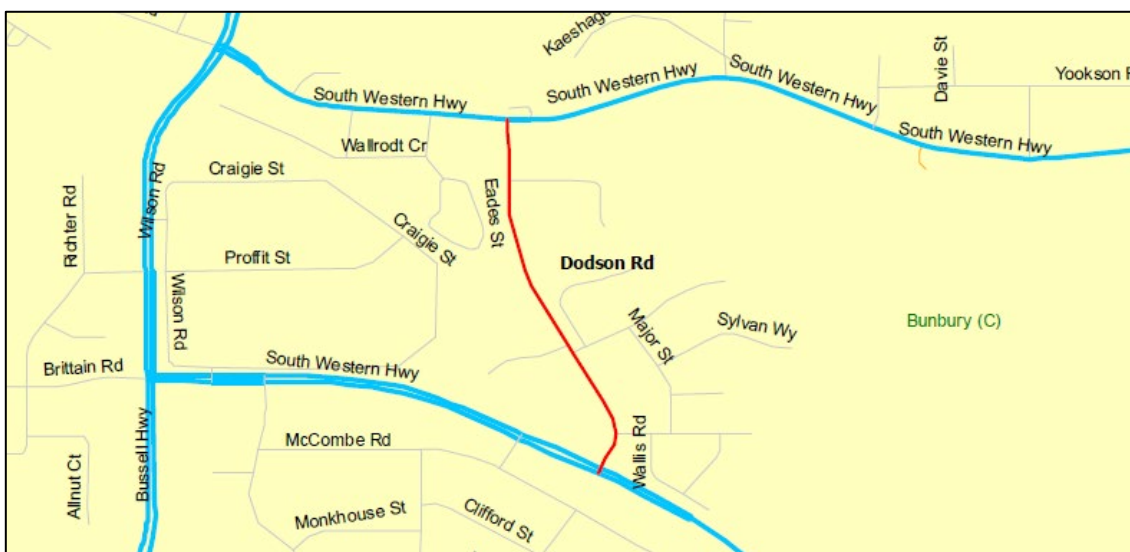
There is poor level of service at the southern end of Dodson Road at the intersection of South Western Highway, with a low to moderate crash rate.

Further development to the east of Davenport could result in the requirement of an intersection upgrade at Beddingfield Street.

Streetlighting is required to be installed in the southern half of Dodson Road.

Due to the significant heavy traffic on this road, schedule maintenance will be required on a regular ongoing basis to prevent the breakdown of the road surface and pavement.

Funding would be Road Project Funding, Department of Transport Funding and City of Bunbury Funding.



DONNELLY ACCESS ROUTE

Sears Road (2130062)
Donnelly Road (2130001)
Yanmah Road (2130020)
Ralston Road (2130015)
Donnelly Mill Road (2030014)
Mockerdillup Road (2030006)
Local Distributors

Manjimup and Bridgetown – Greenbushes Shires

Last Reviewed: April 2021

FUNCTION

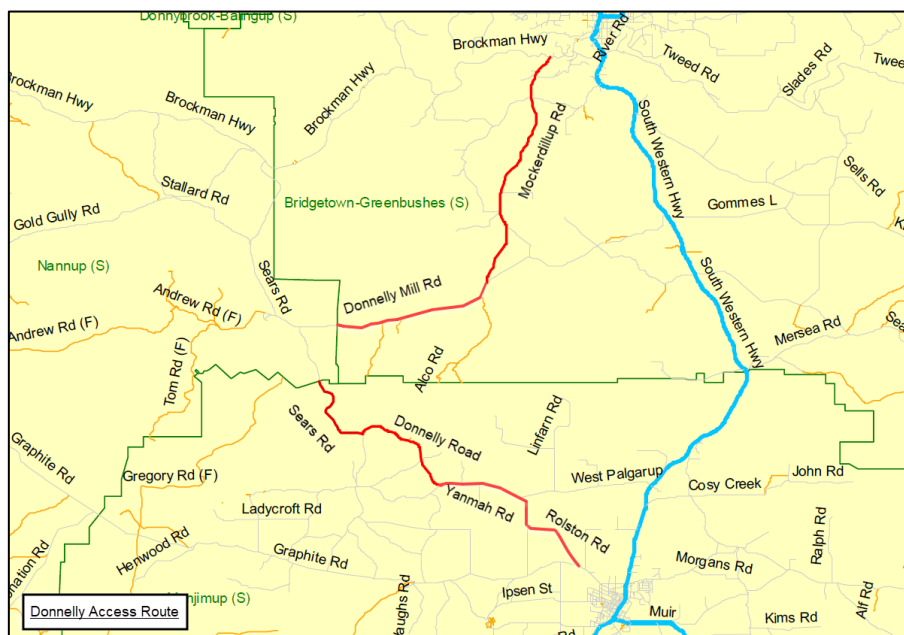
The Route is an important alternative north - south connection and links the Bridgetown Nannup Road and the South West Highway as well as the townsites of Manjimup, Nannup, and Bridgetown to the Donnelly River Mill. The roads form part of a route to important tourist destinations as well as being a regional and local access route for school buses, agricultural, industrial and local traffic. The link from the South Western Highway to Sears Road (Shire of Manjimup) connects to areas in the south west of the Shire and to northern areas of Shire of Manjimup in the Donnelly River area. Predominantly used by plantation logging traffic which is likely to increase over the coming years as there are plantations still to be harvested along its length while plantation establishment trends may continue.

DEVELOPMENT NEED

Whilst existing road standard is a sealed and generally with a width of between 5m and 6m, the road pavements are unsuited for the volume and type of traffic using that road. Road widening and improvements to the horizontal and vertical alignment is required in places.

DEVELOPMENT STRATEGY

Roads within the Shire of Manjimup to be upgraded to a Type 4 standard and improvements made to address alignment deficiencies. To cater for the higher traffic volume the roads within the Bridgetown Greenbushes Shire should be developed to a Type 5 standard with improvements to both horizontal and vertical alignments, drainage and roadside clear zones.



DONNYBROOK – BROOKHAMPTON ROUTE

Brookhampton Road (2170018)
Sandhills Road (2170019)
Local Distributors

Donnybrook – Balingup Shire

Last Reviewed: April 2021

FUNCTION

The Route services the smaller communities of Brookhampton, Thomson Brook and Grimwade and is a school bus route. It services a substantial plantation timber industry in the area and often carries high volumes of logging traffic.

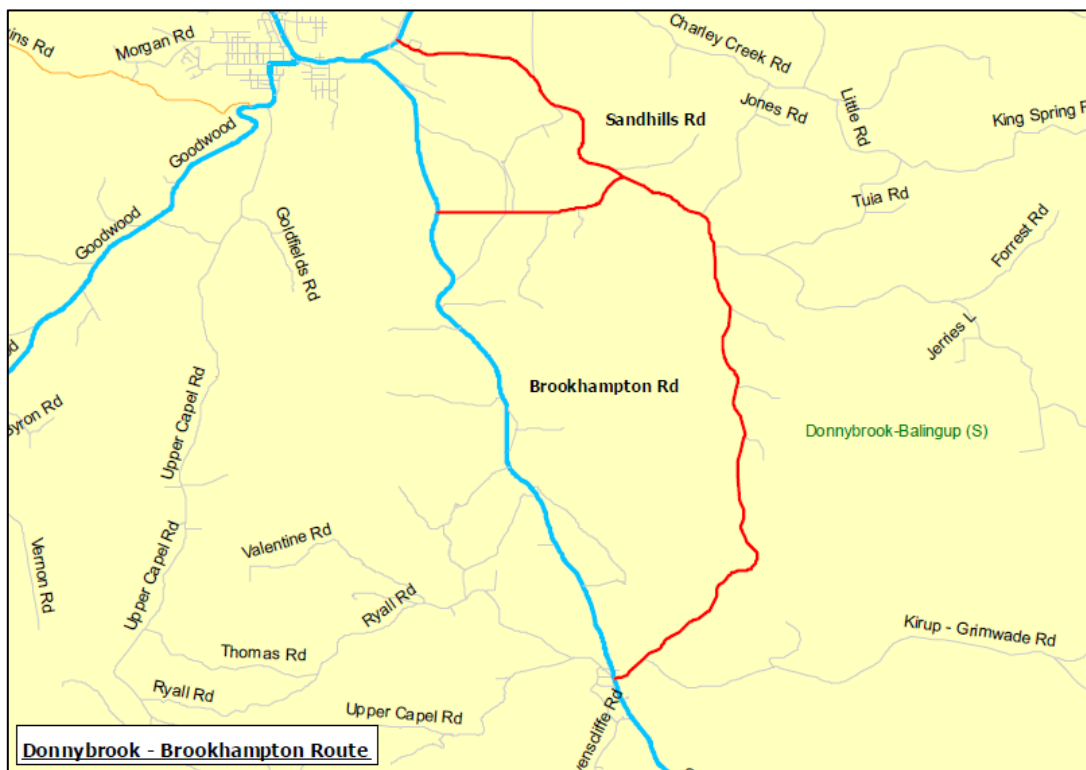
DEVELOPMENT NEED

The Route will continue to provide for the plantation logging industry as plantations on large areas continue to be harvested and replanted. It is likely that rural residential development will continue as has been seen in recent years, which will increase private traffic volumes.

As the local population grows it is also likely that tourism-based businesses will establish, further increasing traffic volumes and adding to the traffic mix.

DEVELOPMENT STRATEGY

Continue to bring any areas of substandard width up to a uniform 6.2m via a mixture of seal widening and reconstruction. Treat areas of structural damage to improve the surface and consecutively the usability and safety of the route with regards to the traffic mix. Funding source will be Road Project Grants.



DORSETT ROAD

Road No. 2090027

Local Distributor

Waroona Shire

Last Reviewed: April 2021

FUNCTION

Together with Coronation Road, Dorsett Road is the main connector between the Waroona town site and the Forrest Highway and regions to the North and West of the Shire as well as Lake Clifton and Mandurah. It is used as a route to and from Alcoa's operations for workers who live in the North West area of the Shire and areas beyond. The road services extensive agricultural operations and intersects with roads that carry traffic sourced from the neighbouring Shire of Murray.

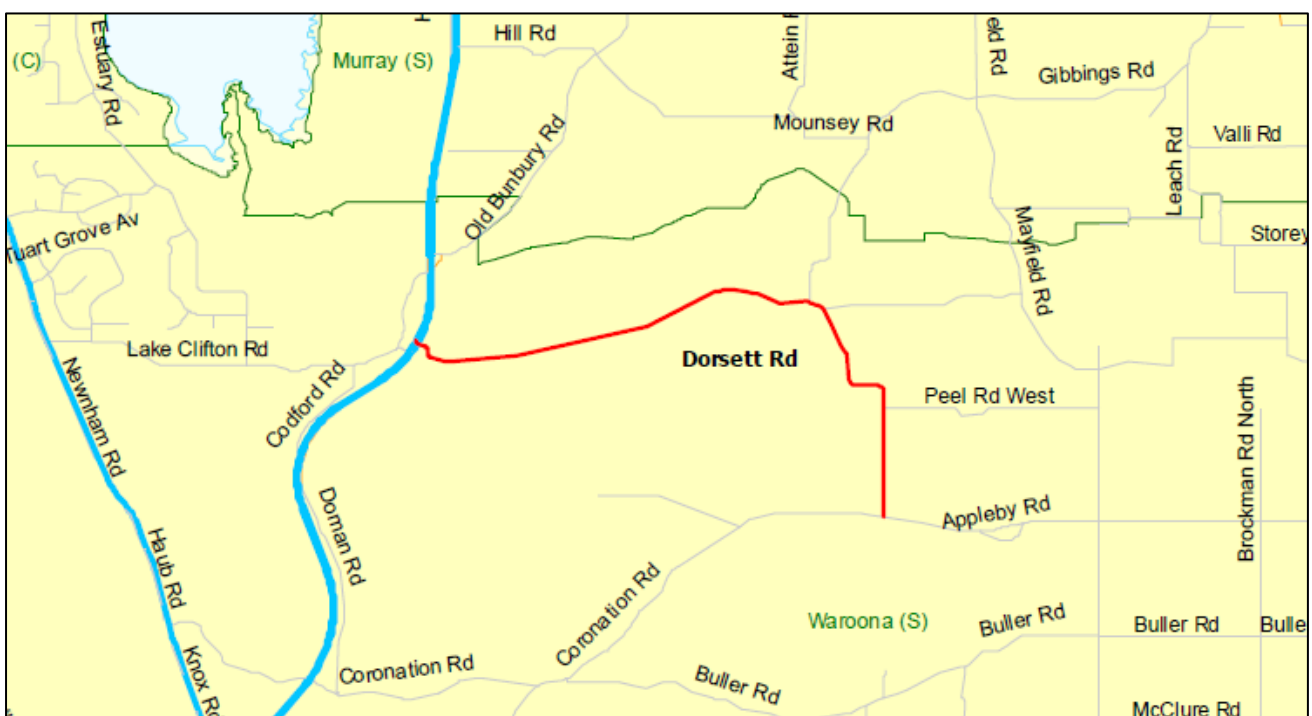
DEVELOPMENT NEED

Traffic volumes will rise as the road continues to see current upgrading from a narrow seal to a 7.2 metre seal width. Improved road condition will make the route more attractive to more users. Projected growth in areas to the North West of the shire and beyond will also have the effect of increasing traffic volumes.

DEVELOPMENT STRATEGY

The main future development will focus on the realignment of two substandard 90-degree bends followed by other improvements to mainly horizontal geometry in other locations. With these issues treated, the focus will switch to increasing seal widths to a consistent 7.2 metre width. Two non-shire-controlled bridges will also require widening to reflect the increased seal width however it is likely that other funding will be sought.

Funding for the road improvements will be Road Project Grants.



DWELLINGUP – SOUTH WEST HIGHWAY ROUTE

**Burnside Road (2150003)
Coolup East Road (2150002)
Local Distributors**

Murray Shire

Last Reviewed: April 2021

FUNCTION

Burnside and East Coolup Roads form a route that links the inter-regional routes of South Western Highway and Pinjarra-Williams Road. It will also form a section of the link between Pinjarra – Williams Road and the Perth-Bunbury Hwy (Peel Deviation) when linked with the Herron Point – Fishermans Road Route.

It is used for haulage specifically for movements of materials, plant and machinery to and from the South West to the Dwellingup/Boddington regions.

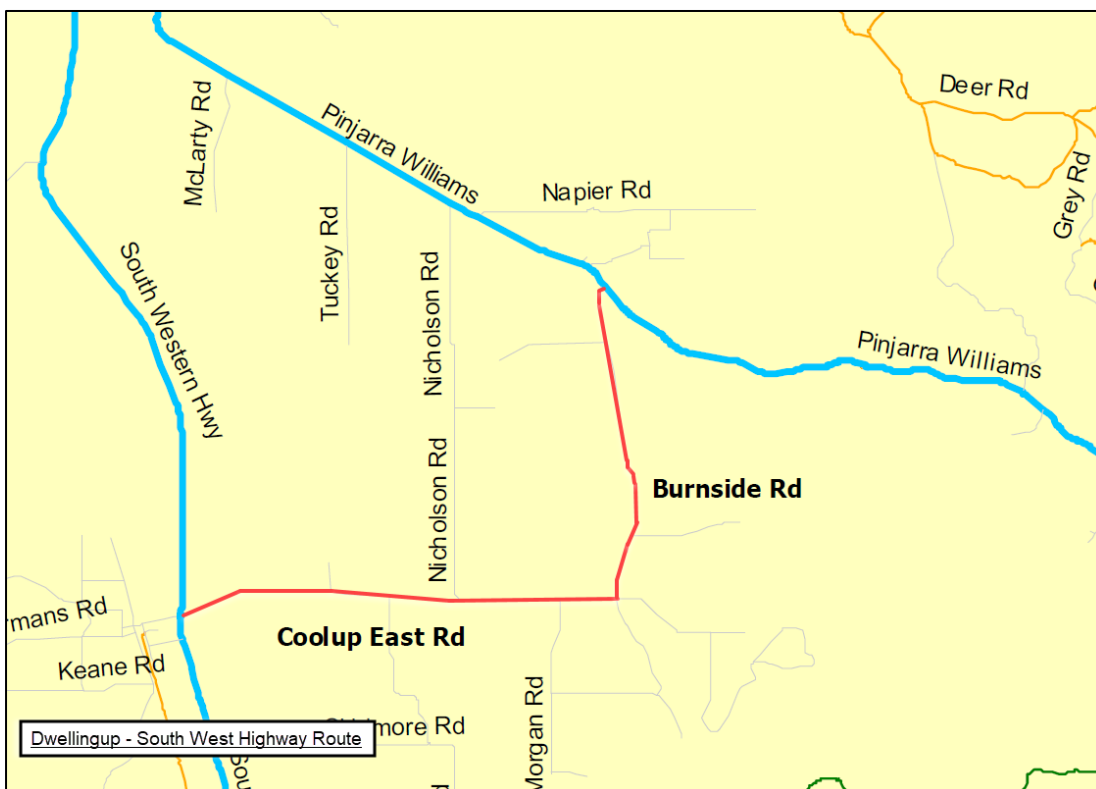
DEVELOPMENT NEED

The seal width in places is insufficient for the type of traffic using the route. Excessive wear of the seal edge is also a problem with regular traffic, bus services and heavy vehicles.

A section of Coolup East Road requires widening as a high priority and the remainder of the route should be upgraded progressively to a Type 5 (7m width) standard.

DEVELOPMENT STRATEGY

Ultimately develop Burnside Road and Coolup East Road to a uniform Type 5 (7m wide)_sealed road standard in the short term.



EATON CBD

Eaton Drive (2080202) – Distributor A Hamilton Road (2080120) – Distributor B

Dardanup Shire

Last Reviewed: April 2021

FUNCTION

Eaton Drive is currently being constructed as a dual carriageway and links to Australind across the Collie River. This will become a major traffic route and will take traffic off the Old Coast Road.

Hamilton Road is a major distributor for traffic into and out of Eaton suburbs. Hamilton Road connects the Old Coast Road to Eaton Drive and to recreational and shopping areas.

DEVELOPMENT NEED

The Shires of Dardanup and Harvey have recognized that the construction of Eaton Drive will link up all services including transport, shopping, recreation and residential development within the Eaton-Australind Structure Plan Area. Eaton Drive provides the main access into Eaton and Millbridge from the Australind Bypass. Traffic volumes will continue to increase through further urban residential development as well as the development and expansion of the Eaton town centre, including the expansion of the shopping centre and commercial precincts.

The completion of the link over the Collie River will reduce traffic pressures on the Old Coast Road and Australind Bypass by providing an alternative route to Bunbury from the Australind area.

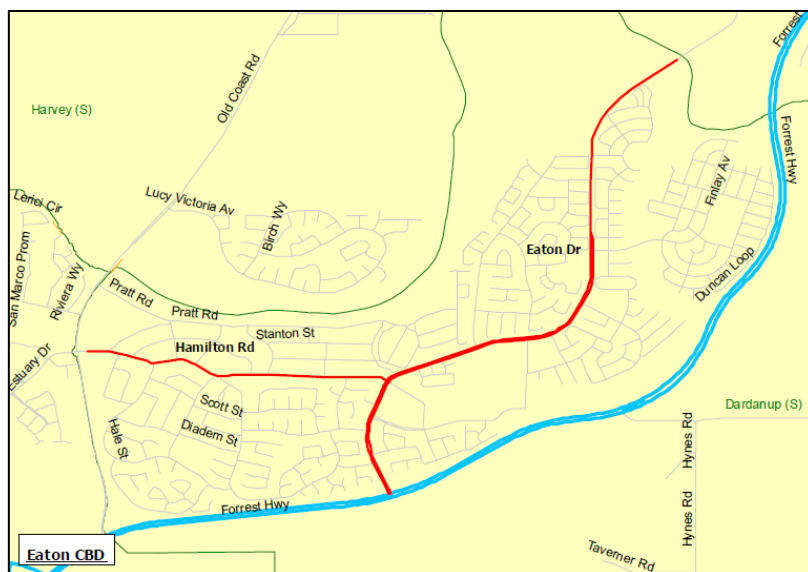
Hamilton Road is a Type 6 road with kerbing but requires reconstruction and upgrading for its full length to improve safety for all users including the provision of on-road cycling.

Various sections will require drainage upgrades.

DEVELOPMENT STRATEGY

Eaton Drive needs to be constructed to the Collie River in the Dardanup Shire, including the completion of the second carriageway where there is currently only one. It is proposed to fund the proposed works via developer contributions and Regional Road Group funds. It is planned to construct the Eaton Drive by 2018 and will be constructed in stages leading to the completion of the bridge.

It is proposed to reconstruct and upgrade Hamilton Road when the road pavement renewal is required via the Regional Road Group and any Black Spot opportunities.



EATON – DARDANUP ROUTE

Hynes Road (2080003) Martin – Pelusey Road (2080023) Regional Distributors

Dardanup Shire

Last Reviewed: April 2021

FUNCTION

Hynes Road provides a significant link from the Perth – Bunbury Highway to the South Western Highway. This provides the route for traffic heading south via the South Western Highway and is also the most direct link between Eaton and Dardanup. Martin – Pelusey Road links the South Western Highway and the Boyanup Picton Road. It provides heavy vehicle access to the Picton and Picton East industrial areas. The road acts as a bypass around Bunbury for heavy vehicles. Martin-Pelusey Road is a RAV Network 4.3 road.

DEVELOPMENT NEED

These roads will have connection to the Bunbury Outer Ring Road (BORR) via Harris Road, and will distribute traffic to the surrounding areas

Long term, Hynes Road will form part of a significant road providing connection between urban and industrial areas, including the proposed large scale (regional) urban and industrial development east of Eaton.

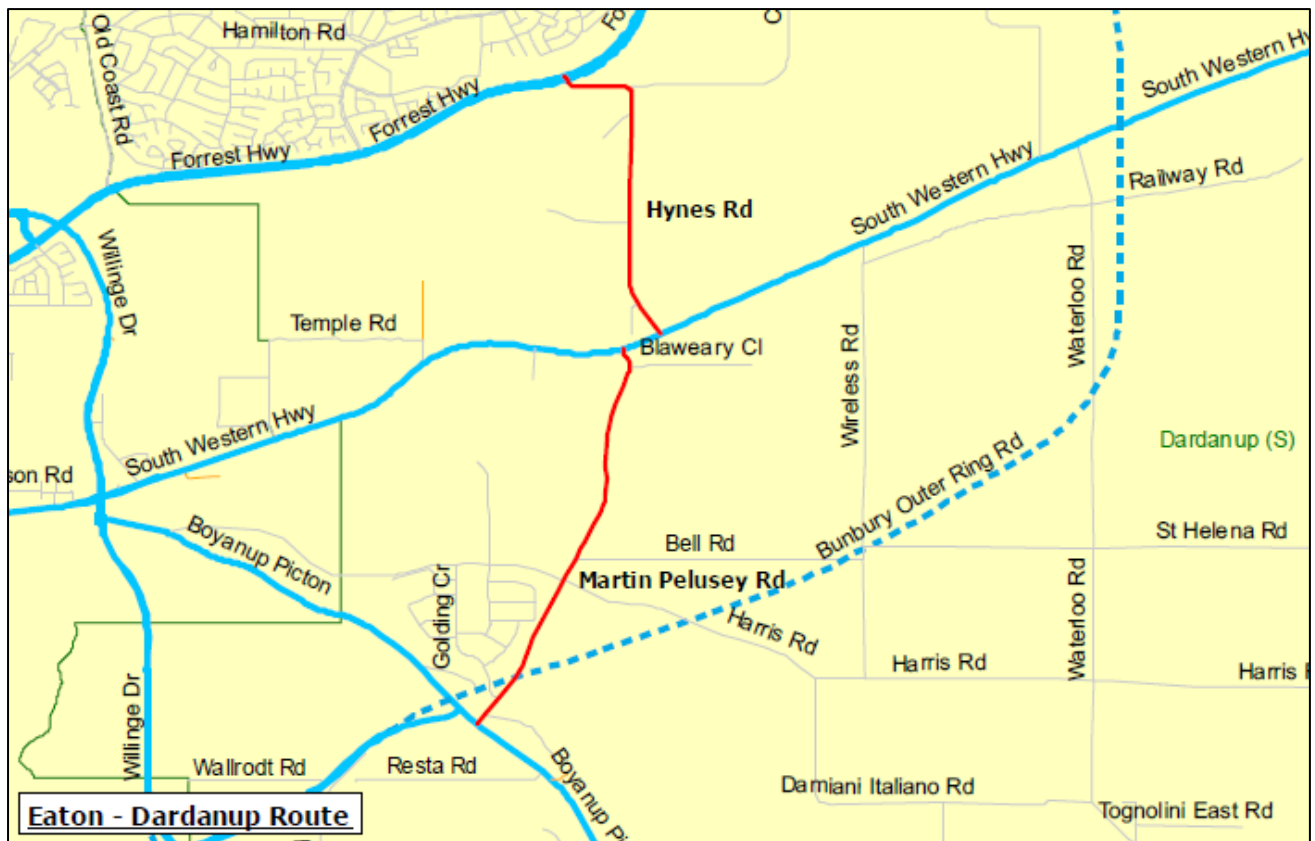
Martin – Pelusey Road will increase in traffic volumes and tonnages and will need widening and strengthening to meet traffic demands. Both roads are projected to carry a significant increase in truck and industrial traffic resulting from industrial expansion and development in the area.

DEVELOPMENT STRATEGY

For Hynes Road the current standard is a Type 5 standard and will need to be increased to a Type 6. The pavement will need to be strengthened to accommodate current and future traffic volumes. The road will also require geometry improvement at the right-angle bend at the Clifton Road intersection.

Martin – Pelusey Road requires strengthening and widening to accommodate future traffic volumes, including significant increases in truck traffic volumes resulting from industrial expansion. It is planned to widen and strengthen the pavement when the pavement is due for renewal. Some sections of Martin – Pelusey Road may require realignment once the BORR alignment is finalised.

It is proposed to fund the works via the Regional Road Group and any Black Spot opportunities once the alignment and road configurations associated with the Bunbury Outer Ring Road are finalised.



FORREST HIGHWAY – WAROONA ROUTE

**Coronation Road (2090001)
Peppermint Grove Road (2090002)
Local Distributors**

Waroona Shire

Last Reviewed: April 2021

FUNCTION

This is the main east - west route for the Shire and links the towns of Waroona and Preston Beach directly, as well as Waroona and Lake Preston in conjunction with Dorsett Road. Coronation Road, with Dorsett Road, is also an access to the Forrest Highway and areas to the North and West of the Shire.

The route services extensive agricultural areas, part of the route is access to the Shire waste facility and a private landfill facility, as well as to Alcoa’s residue areas. It also services raw material industries such as sand and limestone extractive industries.

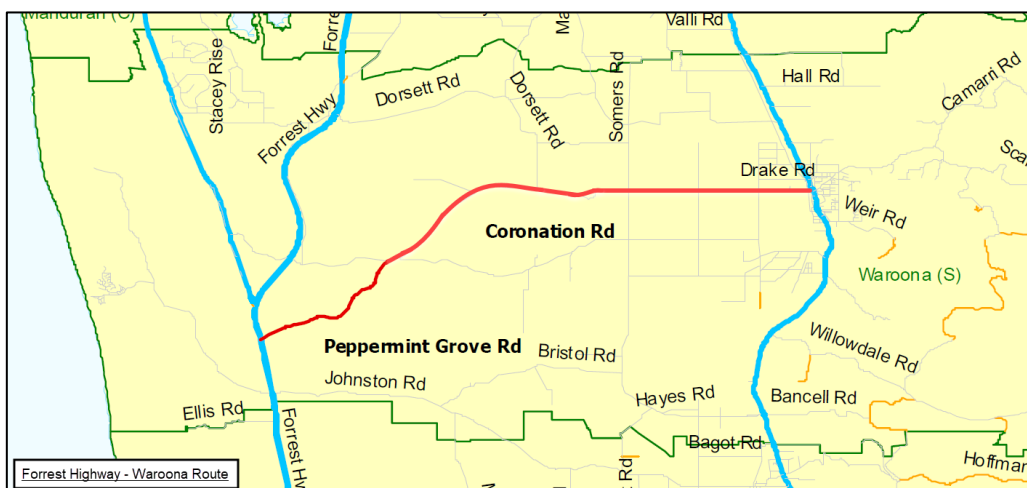
DEVELOPMENT NEED

Usage will increase as Waroona grows, and even more so should a proposal, currently in early planning stages, to triple the population of Preston Beach in the next 20 years go ahead. Private traffic as well as that associated with infrastructure, extractive industry and housing expansion will steadily increase under this scenario.

A narrow bridge at 7.5 SLK was replaced with a new culvert structure in 2016 which effectively opened the route to heavy traffic which up to that point had been avoiding the route due to the bridge. The RAV classification of the entire route has since been upgraded to reflect the removal of this restriction. As the main east - west route, regional growth will be reflected in an increase in traffic.

DEVELOPMENT STRATEGY

Future development of the route will focus on a mix of seal widening and reconstruction to bring the road widths to a consistent 7.2metre width, being a 6.2m main carriageway with 0.5m of sealed shoulder each side as set down in Austroads as being suitable for this route under current traffic volumes. It requires some pavement reconstruction as well as improvements to geometry in some sections. Funding sources will be Road Project Grant and Black Spot where crash data supports an application.



GOLD MINE ROAD (FORMERLY SOLDIERS ROAD)

Road No. 2140095

Access Road

Boddington Shire

Last Reviewed: April 2021

FUNCTION

Gold Mine Road has been constructed to service and is the only access road to the Boddington Gold Mine. A construction camp on Gold Mine Road accommodates two thousand three hundred mine workers.

Gold Mine Road will be carrying significant loads of machinery and equipment, mine chemicals and reagents, gold and copper concentrate and gold ingots for the next several decades. The Boddington Gold Mine is the largest in the southern hemisphere when fully operational. Gold Mine Road is a RAV Network 4 road.

DEVELOPMENT NEED

Gold Mine Road has recently had the shoulders sealed out to a total width of 8m .

The road is being resurfaced with Polymer modified bitumen over the full width during 2013 and 2014.

Gold Mine Road carrying more traffic than it was designed to meet and will need to be reconstructed to a higher standard.

DEVELOPMENT STRATEGY

Gold Mine Road will require resealing again before 2030.

Gold Mine Road has already failed in at least two areas previously as a result of high road train traffic. It is anticipated that sections will continue to fail due to the extensive use and this will require constant maintenance of the thoroughfare.



GRAPHITE ROAD

Road No. 2130543, 2160119

Regional Distributor

Manjimup and Nannup Shires

Last Reviewed: April 2021

FUNCTION

Graphite Road forms an important east-west link from Manjimup to Nannup and through to Busselton. It links the Vasse Highway with the South West Highway. The road services local and regional traffic, and links many local roads to services, tourism, timber and agriculture industry, and provides access to National Parks and Tourist sites.

Graphite Road is a major connecting road between Margaret River, Busselton, and Nannup to Manjimup and further East and South. It is a tourist, transport and connecting road.

Graphite Road is a Regional Distributor.

DEVELOPMENT NEED

The existing road standard is sealed and generally 6m wide. Most of this road has been upgraded to a type 4 standard under the Roads 2020 program. Sections of road pavements are unsuited to heavy vehicles and road horizontal and vertical alignment is marginal in places.

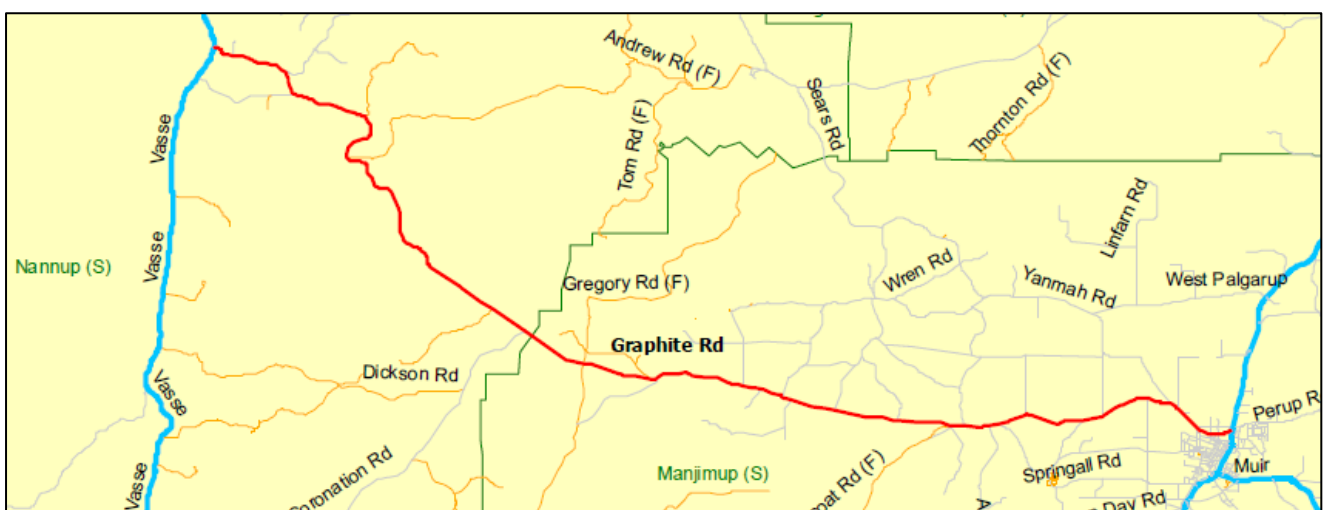
As the regions continue to grow the route will see an increase in traffic, both private and tourist initiated. The route will continue to service agricultural and horticultural activities as well as plantation logging which generally replants after harvest. Should the Shire of Manjimup improve Graphite Road this will also have the effect of increasing traffic volumes.

The road requires improvements to ensure the expected traffic volumes and mix can use the road safely and efficiently.

DEVELOPMENT STRATEGY

Upgrade and preserve road to a type 4 standard including correct pavement and alignment deficiencies. Continue to improve the road condition through seal edge widening, improvements to geometry and drainage and improve safety. Some areas of failed or failing pavement will also require reconstruction at some point in the future.

Funding source will be Road Project Grants with Black Spot applied for where crash data will support an application.



GREENBUSHES – BOYUP BROOK ROAD

Road No. 2030227, 2180033

Local Distributor

Bridgetown – Greenbushes and Boyup Brook Shires

Last Reviewed: April 2021

FUNCTION

Greenbushes – Boyup Brook Road is an east-west access and forms part of a link from the South West Highway to areas around the Boyup Brook region. Used as a heavy haulage route for the timber industry as well as access to private properties both agricultural and otherwise. It is a strategic heavy vehicle arterial road route in the Shire of Boyup Brook for the transportation of plantation timber to the State Roads accessing the port of Bunbury (average 33,000t p/a over last three years).

Greenbushes – Boyup Brook Road is a RAV Network 3.

DEVELOPMENT NEED

The Greenbushes – Boyup Brook Road alignment in places is substandard for the volume and type of traffic using the road. Re-construction, widening and re-alignment of various sections to a uniform two lane sealed standard is required to cater for the passenger vehicle, heavy freight and school bus traffic mix.

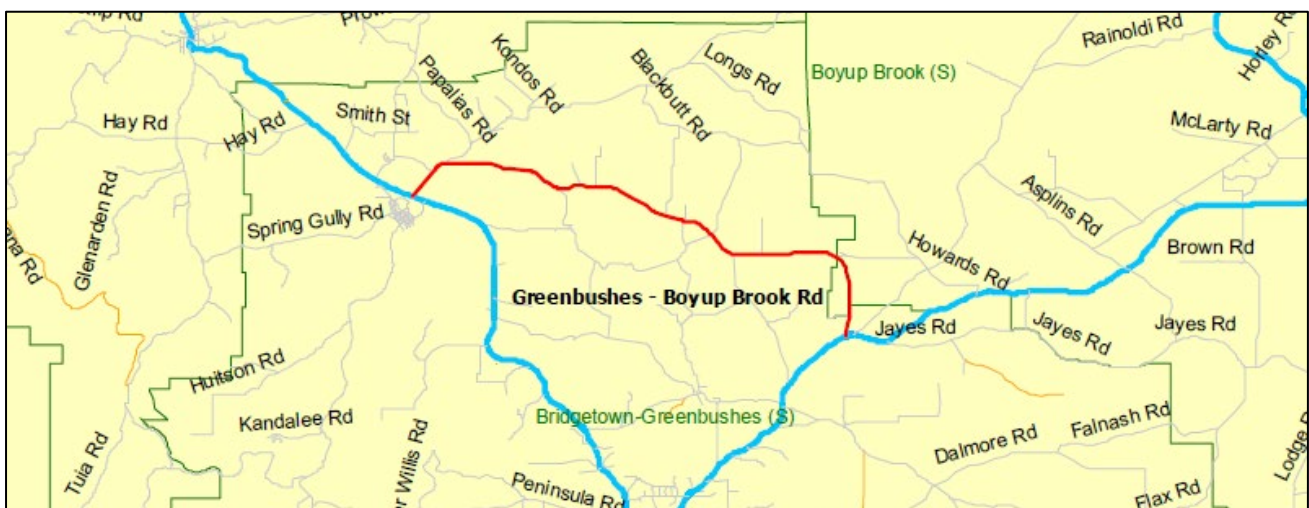
Undulating sections through substandard curves require upgrading to a sealed standard and appropriate crossfalls.

Traffic counts indicate a daily average volume of 173 vehicles with 11% above class 3.

These counts were recorded off peak to timber and grain harvesting and school bus usage within the area.

DEVELOPMENT STRATEGY

Formation and seal widening with associated improvements to geometry, such as horizontal and vertical alignment are the main requirements. Resumptions, reconstruction, widening and realignment of various sections to a uniform 7m sealed formation is required. Improvements to drainage are also required in sections. Vegetation pruning and clearing to improve sight distance, recovery zones as well as pruning overhead for large vehicle access is required. The proximity of some large trees will see tree roots lift the pavement over time.



GWINDINUP - CAPEL ROUTE

Boundary Road (2060004)
Gavins Road (2060003)
Lowrie Road (2060005)
Local Distributors

Capel Shire

Last Reviewed: April 2021

FUNCTION

This group links Bussell Highway, South Western Highway and the district centre of Capel. It is an approved heavy haulage route which services existing mineral sand mines, provides access to processing plants in Capel and links regional/inter-regional roads. In addition, this network is the preferred haulage route for a new extractive industry site and currently acts as a significant distributor for farm produce, stock farming, agricultural supplies and plantation timber.

DEVELOPMENT NEED

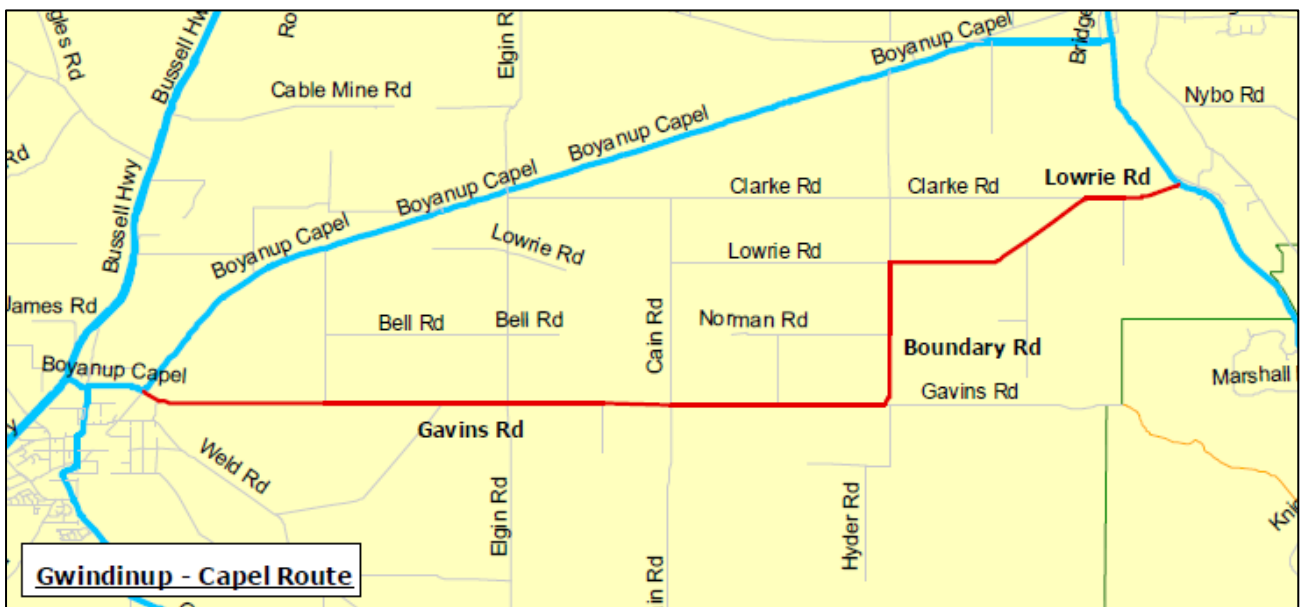
Over several years, these roads have been upgraded to a type 4 sealed road but will require resealing works to maintain its serviceability and integrity.

DEVELOPMENT STRATEGY

It is intended to upgrade this entire road network to Type 4 sealed road standard.

This will involve:

- Gavins/Lowrie/Boundary – reconstruct/widen formation/ prime and seal to 6.5 m.
- Replacement of various pipe culverts along Gavins Road



HARRIS ROAD

Road No. 2040431, 2080002

Local Distributor

Bunbury City and Dardanup Shire

Last Reviewed: April 2021

FUNCTION

Harris Road is providing direct access to various industries within the City of Bunbury and farming properties within the Shire of Dardanup. Industrial traffic and trucks transporting farming products are key movements in Harris Road.

The section of Harris Road between the Boyanup-Picton Road and Waterloo Road is regionally significant as it provides a direct transport link between industrial areas in Picton East to the regional waste facilities on Depiazzi Road and Banksia Road (both of these roads are RRG roads and form part of the Dardanup Bypass Route).

Long vehicles are not permitted through the Dardanup townsite and therefore cannot access Ferguson Road from the Boyanup-Picton Road. Ferguson Road can only be accessed via Waterloo Road. Harris Road is the most direct route from Boyanup-Picton Road to Waterloo Road.

Once the Bunbury Outer Ring Road is constructed Harris Road will have direct access, traffic volumes will increase, and the road will grow in strategic importance.

The Shire of Dardanup's Local Planning Strategy indicates industrial expansion between Martin Pelusey Road and Waterloo Road. Harris Road will form a major arterial road through this area. Harris Road is a RAV 4 Network road. AADT as at 2019 is 1,319. PCU is 2,229.

DEVELOPMENT NEED

Harris Road from Boyanup Picton Road to the City of Bunbury Boundary is being reconstructed and widened to a Type 6 road to cater for the significant number of heavy vehicles in conjunction with the significant number of cyclists using this route for recreation.

Harris Road between Martin-Pelusey Road and Waterloo Road requires upgrading to cater for long vehicles (RAV 2 and 3) traffic between industrial areas surrounding Bunbury to the regional waste facilities.

DEVELOPMENT STRATEGY

In order to maintain the serviceability of the road given the foreseeable traffic growth the road will require ongoing planned and reactive maintenance.

The section of Harris Road between Dowdells Line and Waterloo Road requires widening to a Type 4 standard. The section west of Martin-Pelusey Road requires widening to a Type 6 standard and intersection upgrades to accommodate new roads resulting from adjacent industrial subdivisional development (to be part funded by developers).

Some sections of the road need improvements to geometry and pavement, and asphalt overlay for deformations to maintain the current level of serviceability and to cope with the foreseeable traffic growth.

Consideration will be given to the realignment of the section of Harris Road between Martin-Pelusey Road and Waterloo Road in the long term as part of future industrial subdivision of land. This will allow environmental objectives along the existing Harris Road to be achieved.



HARVEY BYPASS ROUTE

- Dixon Avenue (2110118) – Access Road**
- Eighth Street (2110070) – Access Road**
- Forestry Road (2110005) – Regional Distributor**
- Government Road (2110011) – Regional Distributor**
- Herbert Road (2110019) – Local Distributor**
- Hocart Road (2110076) – Local Distributor**
- Korijekup Avenue (2110038) – Local Distributor**
- Peterson Road (2110046) – Local Distributor**
- Seventh Street (2110069) – Local Distributor**
- Third Street (2110030) – Local Distributor**
- Uduc Road (2110538) – Regional Distributor**

Harvey Shire

Last Reviewed: April 2021

FUNCTION

Harvey Bypass provides an alternative route for heavy traffic around the Harvey townsite to the large milk, fruit juice and meat processing industries, sited west of Harvey townsite. It also provides local access to wineries, dairies and agricultural farms. In addition, this route will also support regional light industrial traffic and tourism functionality, and alternative access to the Harvey Townsite for residents. Forestry, Government, and Uduc Roads form the major link between South Western Highway via the Harvey townsite to the Perth Bunbury Highway and the coast, including the communities at Australind, Binningup, Myalup and Lake Preston. The link provides access for commuter, agricultural, emergency and industrial traffic.

Forestry, Peterson, and Hocart Roads, and Seventh Street are RAV Network 3 roads.

Third and Eighth Streets, and Uduc, Government, and Herbert Roads are RAV Network 3 roads (conditional).

DEVELOPMENT NEED

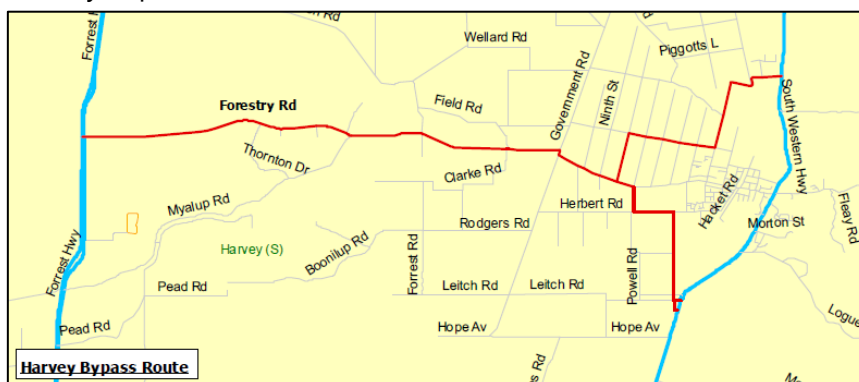
The traffic on this link is greater than envisaged when the roads were originally designed and constructed. On many sections of the route the current seal width and pavement strength is now inadequate for the volume and type of traffic using the route.

The roads standard varies considerably requiring some improvements to the horizontal geometry. There is a need to strengthen and raise the pavement above the natural ground saturated by the high-water table and associated agricultural irrigation channels. Widening is required to reduce road maintenance costs.

DEVELOPMENT STRATEGY

The ultimate standard proposed is a uniform Type 5 sealed road standard along the whole route.

Upgrade the sub-standard sections by progressively strengthening and widening the pavement together with horizontal geometry improvements on localised sections.



HARVEY – MYALUP ROUTE

**Myalup Beach Road (2110128) – Regional Distributor
Myalup Road (2110539) – Access Road**

Harvey Shire

Last Reviewed: April 2021

FUNCTION

Myalup Beach Road provides access to the Myalup community, Old Coast Road, and Harvey townsite. It also acts as a haul route for limestone cartage and forestry activity with a moderate traffic increase. Myalup Road is an important access route that connects regional distributor Forestry Road to the Perth-Bunbury Highway. Commuter and road freight traffic for adjacent plantations belonging to the DEC and sand extraction mines are predominant users and more recently, market gardens rely on the access route. The Myalup Road also provides direct access between Harvey and the Myalup townsite. Myalup Beach Road is a RAV Network 3 road.

DEVELOPMENT NEED

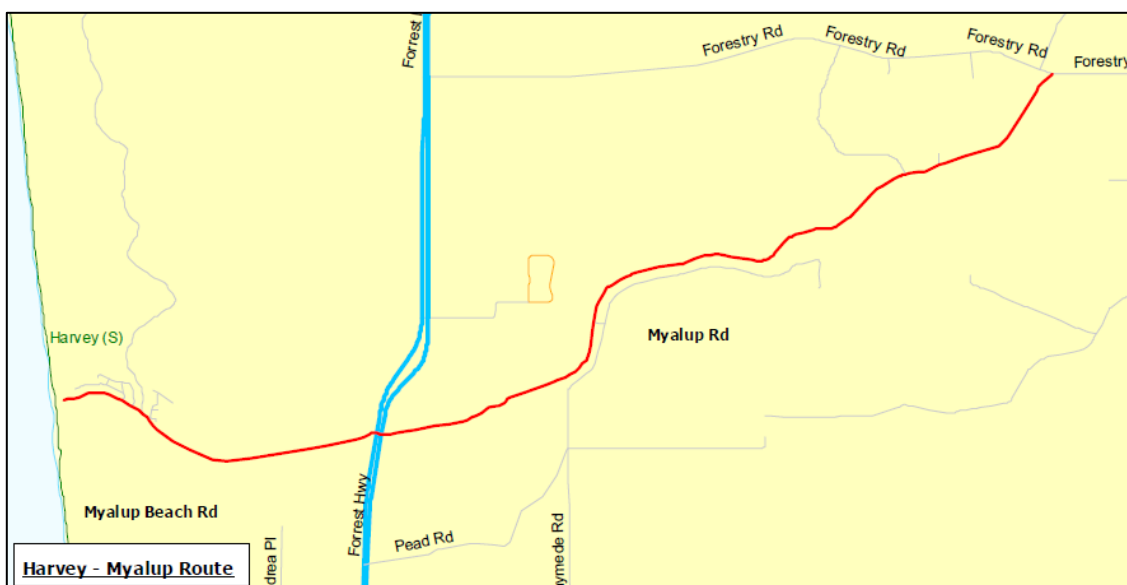
Initially a sealed route, over time Myalup Beach Road returned to a limestone construction with sections of seal on hazardous areas. Due to increased traffic movements, moderate haulage traffic and the conditions of the existing road surface, there is a requirement for widening and clearing, with realignment of sections of road to be undertaken.

Since the completion of sealing the full length of Myalup Road to 6m wide seal in 2010, the traffic count and composition have increased dramatically. The sealed width is insufficient for the current demands for heavy haulage for adjacent plantation logging and sand mining. Also, there are sections of poor horizontal geometry and narrow shoulders requiring upgrade along the route. Recently the Department of Mines have approved a large area of State Forest either side of Myalup Road for sand mining.

DEVELOPMENT STRATEGY

Recognising the visual amenity of the route, selective clearing is required and appropriate seal width and alignment for traffic availing this road. Construction of 8m pavement with 7m seal would be appropriate, and in conjunction with the meandering nature of the road, provide an appropriate environment to a slower speed situation. On completion of sealing, reconstruction of the failing first section of road will be required.

The standard proposed is a uniform Type 4 sealed road standard for the full length of the route including improvement to the road geometry. Significant clearing will be required to achieve Type 5 standard seal.



HARVEY – QUINDANNING ROAD

Road No. 2110002, 2140003
Regional Distributor and Local Distributor

Harvey and Boddington Shires

Last Reviewed: April 2021

FUNCTION

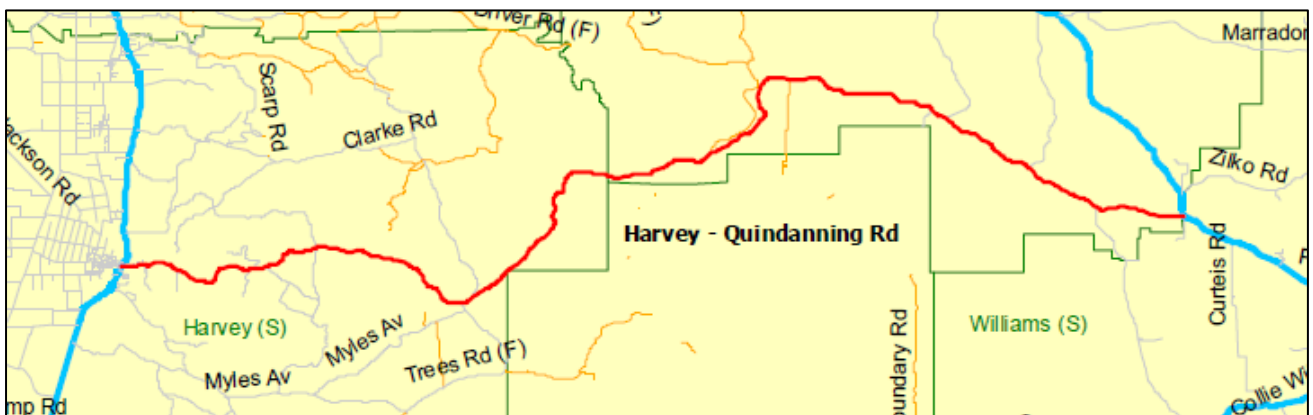
Harvey – Quindanning Road is an important east-west link that services grain, logging, mining and freight transport requirements for a large area to the east of Harvey on South Western Highway. It connects the rural community with the town of Harvey and the various community facilities, which are available at that subregional centre. With Pinjarra – Williams Road, Harvey – Quindanning Road forms an inter-regional, east-west link between the South West and Wheatbelt Regions. Harvey – Quindanning Road, while in the Shire of Harvey it is a RAV Network 2 road (conditional).

DEVELOPMENT NEED

The road carries local and inter-regional traffic and is the most direct link between the two communities of Harvey and Williams. The road varies from a two-lane sealed standard to a formed gravel surface. As a through route linking two major north-south routes, it should be developed to a uniform standard. Whilst maintenance of the current standard is expected to be adequate for several years, traffic forecasts indicate that in the longer term the road should be sealed to a uniform width.

DEVELOPMENT STRATEGY

The ultimate standard proposed of this road is a minimum of 6m wide sealed Type 4.



HENTY ROAD

Road No. 2080018

Local Distributor

Dardanup Shire

Last Reviewed: April 2021

FUNCTION

Henty Road is the major route into the Ferguson Valley. It provides a route from the South West Highway to many tourist facilities in the Ferguson Valley Region and the Wellington Forest area and is also used for heavy haulage.

This is the first and shortest route into the Ferguson valley and Wellington Forest area for tourist originating from Perth and areas north of Bunbury. This route is promoted by Ferguson Valley Marketing and Promotions as well as other tourist-based businesses and organisations.

Henty Road also provides a route from South Western Highway to Collie via Pile Road and Mungalup Road (which are also recognised as routes of regional significance) and acts as an alternative route to Collie in the event of a closure on Coalfields Highway.

DEVELOPMENT NEED

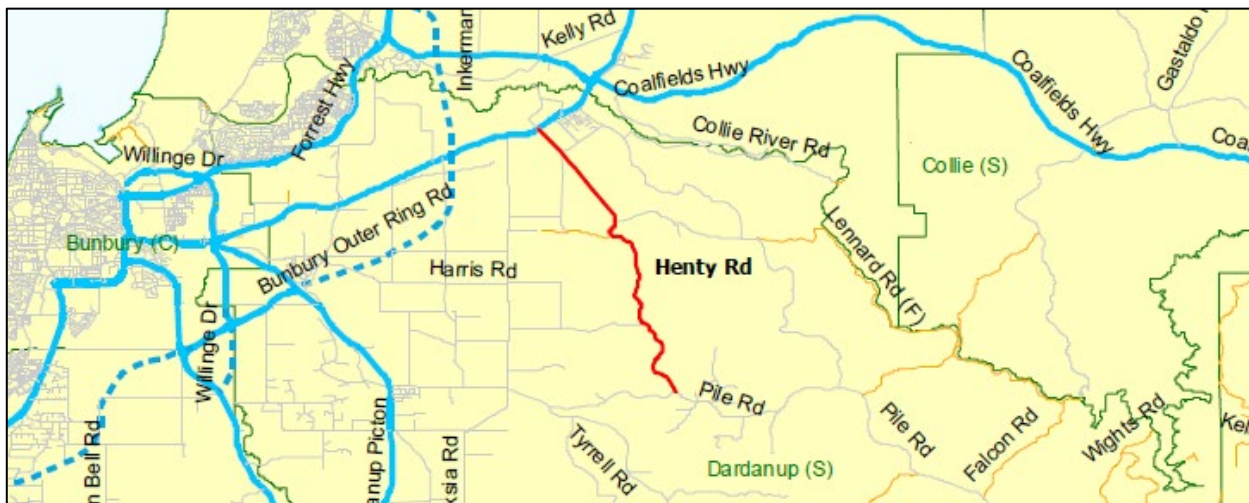
Henty Road was recognised as a significant road in Roads 2025. Henty Road is the main and direct route to the Ferguson Valley Region and Wellington Forest areas from the South West highway. It also forms part of the link between the Burekup and Dardanup town sites.

The Ferguson Valley Region is growing rapidly in popularity and in number of destinations resulting from development and marketing in the area. Henty Road will increase in importance as the region expands and increases in popularity. It also forms part of an alternative to the Coalfields Highway to Collie.

Henty Road is currently sealed to a width of 6 metres. The route is winding and requires further safety improvements to improve its suitability as a major tourist route. This includes curve improvements, barrier treatments and widening of sections to a Type 5 standard.

DEVELOPMENT STRATEGY

It is proposed to improve the geometry of several horizontal curves, install further barriers and widen various sections of the road to a Type 5 standard. It is proposed to line mark and speed zone the road. It is proposed to fund the works via the Regional Road Group and any Black Spot opportunities.



HESTER ROAD

Road No. 2030002
Regional Distributor

Bridgetown – Greenbushes Shire

Last Reviewed: April 2021

FUNCTION

Hester Road links two inter-regional routes, South Western Highway and Bridgetown – Boyup Brook Road.

Hester Road carries the heavy traffic from South Western Highway and Bridgetown – Boyup Brook Road. The road is the recommended truck route effectively acting as a heavy vehicle bypass for the Bridgetown townsite.

Hester Road carries significant heavy traffic from local and non-local industry as well as local and through traffic. The road forms part of an important link for the regional timber and livestock industry, and therefore needs to be capable of carrying restricted access vehicles. It also serves as access to cattle sale yards located at its western end.

DEVELOPMENT NEED

Hester Road has a 7m seal width for the entire length. The road alignment in sections is substandard for the volume and type of traffic using the road. Several sections require widening to properly cater for the passenger vehicle/heavy freight and school bus traffic mix and reduction of edge deterioration.

The road pavement surface is deforming in sections which will require reconstruction in the future. Traffic counts indicate a daily average volume of 184 vehicles of which 12.5% are above class 3. These counts were conducted off peak to timber and grain harvesting within the area.

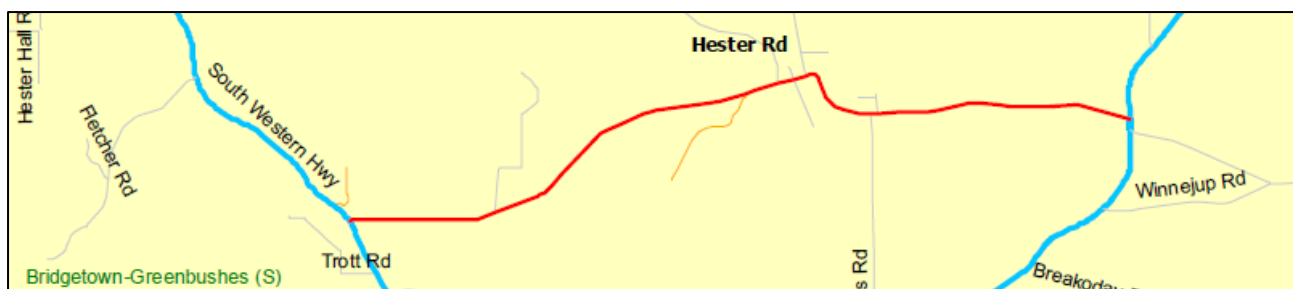
DEVELOPMENT STRATEGY

Hester Road requires upgrading of seal and formation width in sections including consideration of sealed shoulders. Some horizontal realignment as well as full width preservation treatments and/or reconstruction will be required over time.

Improvements of drainage is also required in sections.

Vegetation pruning and clearing to improve sight distance, recovery zones as well as overhead for large vehicle access is required. The proximity of some large trees will see tree roots lift the pavement over time.

Centreline marking of the entire length in conjunction with formal speed zoning of the sections external to Hester townsite is warranted.



HOPELAND ROAD

Road No. 2150012
Regional Distributor

Murray Shire

Last Reviewed: April 2021

FUNCTION

Hopelands Road is an important regional road that links the North Dandalup – Nambeelup regions via Lakes Road toward Karnup and access to the Kwinana Freeway and Serpentine. It also provides access to development and mineral sand mining that will warrant road standards that meet the required development access and haulage activities.

DEVELOPMENT NEED

The existing road is a Type 4A standard with a seal width varying from 6m – 6.2m. Recent traffic counts and the demand of mineral sands highlights the need for a Type 5 (7.0m seal) to accommodate an improved road outcome.

DEVELOPMENT STRATEGY

Progressively widen the road to a Type 5 standard in the mid-term through the RRG funding system.



JOHNSTON ROAD

Road No. 2090004, 2110006

Local Distributor

Waroona and Harvey Shires

Last Reviewed: April 2021

FUNCTION

Johnston Road is the major link between Yarloop townsite on South Western Highway and the Perth Bunbury Highway for commuter and road freight traffic, for farming and light industry in the Yarloop area. It forms part of an agreed heavy haulage route from the Shire of Waroona for heavy vehicles carting from Perth Bunbury Highway to South West Highway. A significant proportion of its traffic is generated from sources in the Shire of Harvey. The road services extensive pine plantations and carries significant timber loads during harvest operations. It is also a school bus route and access to sand and limestone mining industries, which is set to increase following the release of additional sand and mining leases by the state government which will see long term heavy haulage use of the road as Perth and Bunbury’s raw material supply begins to be supplied by reserves on Johnston Road. Johnston Road is a RAV Network 3 road (conditional).

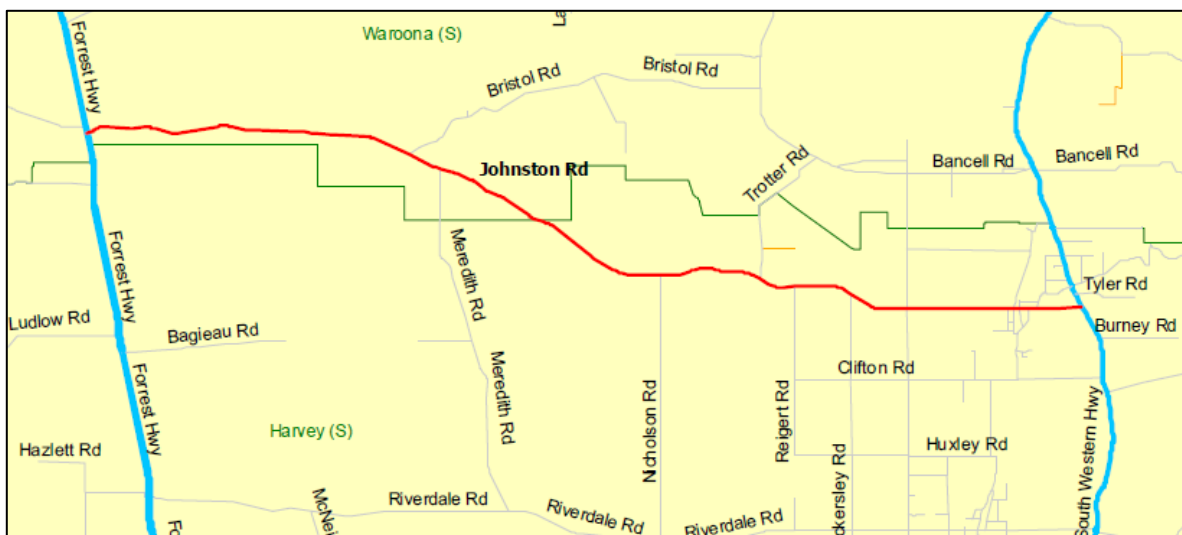
DEVELOPMENT NEED

The current traffic on this link is greater than envisaged when the road was originally designed and constructed. The seal width is insufficient with shoulders of varying condition together with some sections of low standard road geometry. This road needs to be upgraded to a uniform Type 4 standard to provide better access for the commuter, plantation and sand industries, road freight and emergency vehicles utilising this route.

DEVELOPMENT STRATEGY

The standard proposed is a uniform Type 4 sealed road at a minimum of 6.4 metres and adequate shoulders throughout the whole route, including appropriate geometric improvements where required.

Funding will be from Road Project Grant.



KEMERTON INDUSTRIAL PARK ACCESS ROUTE

Wellesley Road North (2110479) – Local Distributor

Harvey Shire

Last Reviewed: April 2021

FUNCTION

Wellesley Road North is an important link between the Forrest Highway and Marriott Rd (Main Road) and serves both commuter and road freight traffic for farming and heavy industry. The northern portion of Wellesley Rd North between the Forrest Highway and Runnymede Rd is an existing approved heavy haulage route to accommodate the vast sand mining resource in this area. There are also plantation resources in the area and the Silica sand route crosses this road via Treasure Rd as well as providing access to the new Power Station on the grid. Wellesley Road North is a RAV Network 3 road (conditional).

DEVELOPMENT NEED

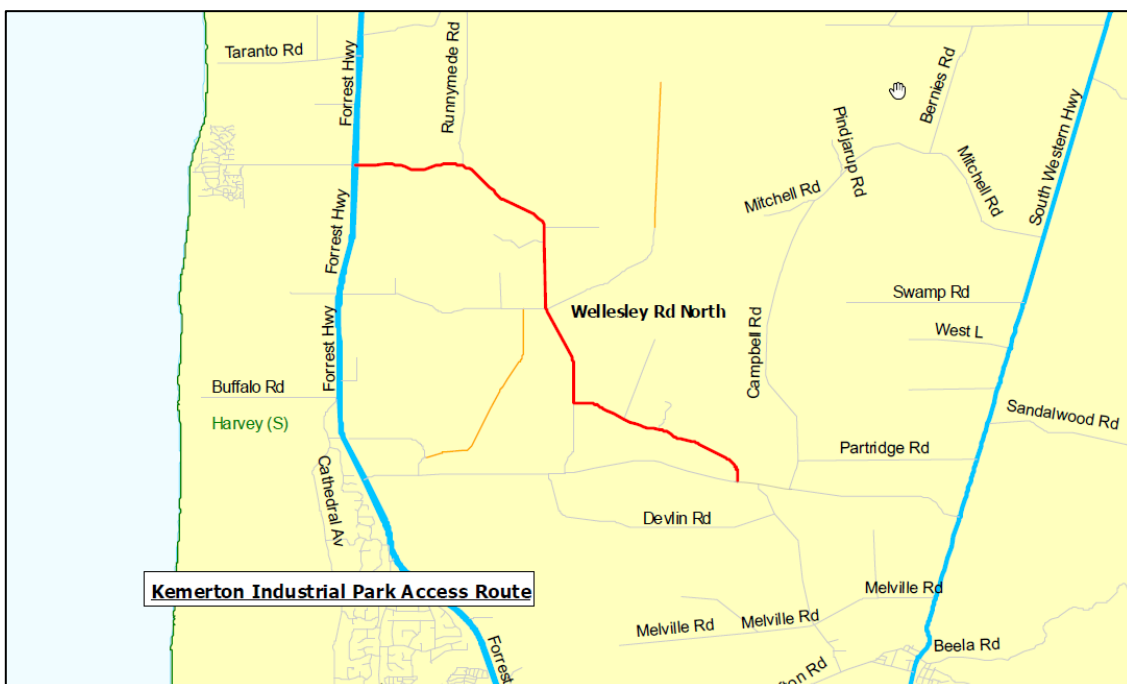
Upgrading works have already been undertaken on Wellesley Road North between Forrest Highway and Runnymede Rd to a 7m wide seal standard for heavy haulage, but the shoulder width is not to the desired standard.

The section of Wellesley Rd North from Marriott Rd to the Wellesley River Bridge, has been upgraded to a 7m wide standard. However, the section of Wellesley Rd North between Runnymede Rd and the Wellesley River Bridge is of a substandard seal width with major shoulder degradation. This section of Wellesley Rd needs to be upgraded to a uniform Type 5 standard to provide safer access for commuters, service vehicles, freight and emergency services.

DEVELOPMENT STRATEGY

Works are required to be undertaken to maintain the road to usable standard. Pavement failures need to be repaired immediately to avoid total failure and closure of the route. The road is considered appropriate for the traffic loading and should not require widening in the immediate future.

The standard proposed for Wellesley Rd North is a uniform Type 5 sealed road standard over its entire length.



KINGSTON DRIVE LINK

Kingston Drive (2110543)
Piggott Drive (2110511)
The Boulevard (2110627)
The Promenade (2110776)
Access Roads
Harvey Shire
Last Reviewed: April 2021

FUNCTION

Kingston Drive will be the future District Distributor for the high-density housing estates on either side of the Collie River in the localities of Australind and Eaton. Road is a RAV Network 4 road (conditional).

DEVELOPMENT NEED

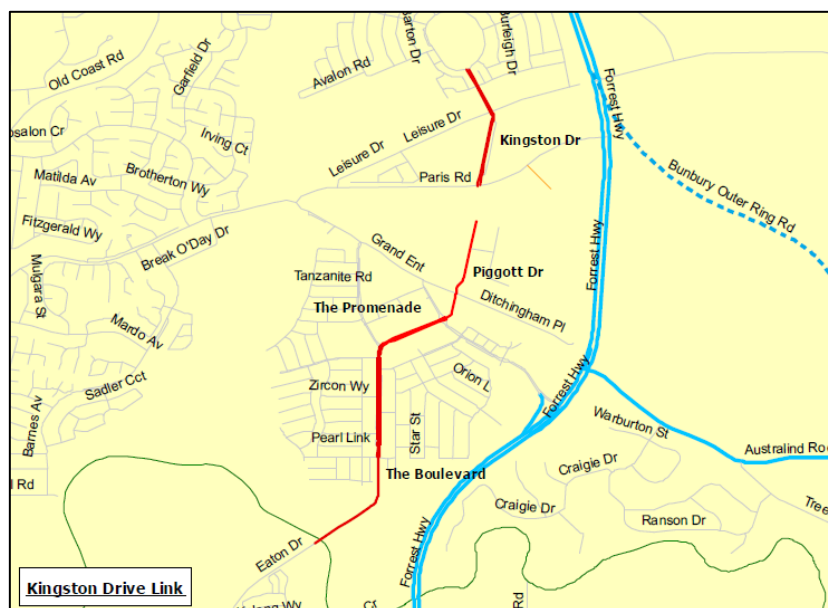
The construction of this link will support the expanding urban development east of the Australind townsite and provide north south access to the same urban development east of Eaton. As the growth rate of these urban expansions is unprecedented in the South West, the traffic generated will immediately require a four-lane road. Traffic volumes on this road exceed capacity, providing a low level of service. Due to this road being sited to the Estuary, there are several environmental constraints to the further development of this link.

Completion of the Kingston Drive/Hands Avenue link will assist to relieve increasing traffic pressures on the Old Coast Road. It will also assist to take local traffic movements off the Australind Bypass and maintain the efficiency of this section of the Perth Bunbury Highway.

DEVELOPMENT STRATEGY

The standard proposed for Kingston Drive is a uniform Type 8 dual kerbed carriageway road standard. The developer, as part of the urban development, will conduct much of the road construction. The Harvey Shire will complete any links or other unfinished works.

Progressively construct Kingston Drive to a Type 6 dual kerbed carriageway road standard to link Hands Avenue in the Shire of Dardanup and construct a bridge over the Collie River.



KIRKPATRICK DRIVE

Road No. 2122132
Access Road

Mandurah City

Last Reviewed: December 2021

FUNCTION

Provides access to the Peel Education and Training Campus - the major educational institution in Mandurah, comprising a Senior College, TAFE, and Murdoch University campuses. Provides direct access to neighbourhood level, mixed use commercial precinct at its western end. Traffic volumes are above 7000 vpd.

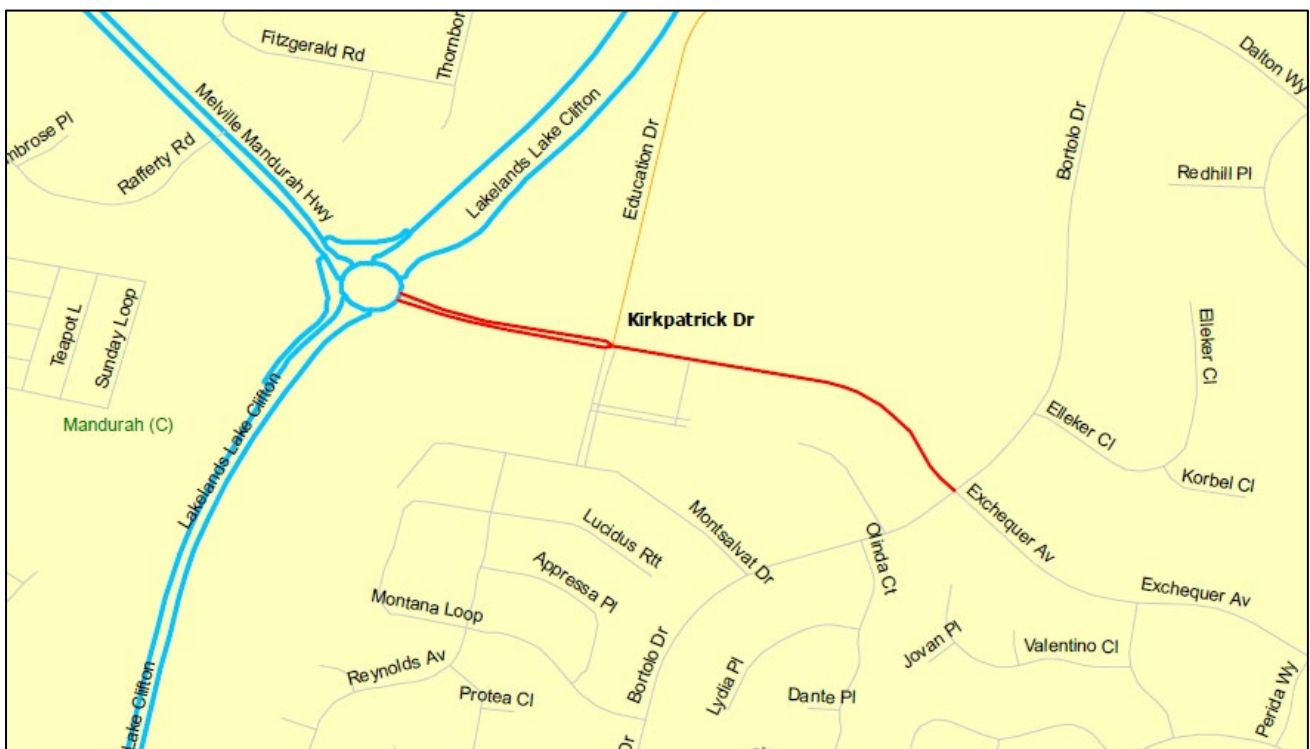
DEVELOPMENT NEED

Two lane road needing to incorporate pedestrian/cyclist facilities and movements. Improve streetscape and safety with inclusion of raised median & pedestrian refuges. Public Transport Route

DEVELOPMENT STRATEGY

Widen road to accommodate raised median and pedestrian refuges.

Install high quality shared paths on both sides of the road to accommodate pedestrian and cyclist movements.



KIRUP – NANNUP HAULAGE ROUTE

Cundinup – Kirup Road (2160002, 2170154)

Cundinup Road (2160001)

Cundinup South Road (2160094)

Local Distributors

Nannup and Donnybrook – Balingup Shires

Last Reviewed: April 2021

FUNCTION

Cundinup – Kirup Road forms part of an inter-regional link between the South West Highway (Donnybrook - Dardanup) and the Nannup - Margaret River - Busselton regions via Kirup and Cundinup. Therefore, the route is more direct than the Nannup – Balingup Road, which is situated to the east side of the Blackwood River. As a result, the Cundinup – Kirup Road is a designated heavy transport route. Horticultural, timber, cattle and viticultural products are transported via this route. Some tourist activities are also at present being developed, which will result in higher traffic numbers on this route. Cundinup West Road is a school bus route and is the most direct route between the Cundinup region and Busselton.

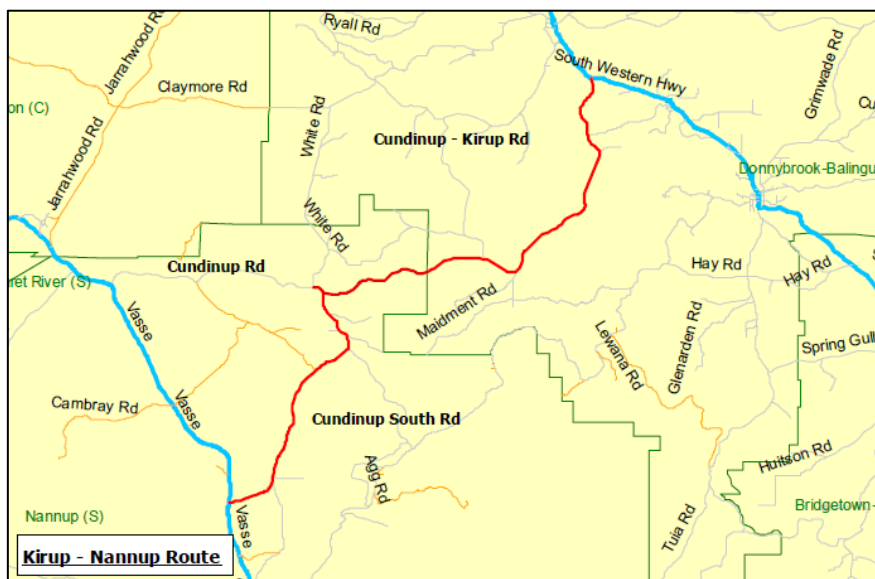
DEVELOPMENT NEED

As the region grows the route will see higher traffic volumes, particularly as it carries traffic going to and from the Busselton region which is one of the fastest growing areas in the South West. It will continue to be an important route for the plantation logging industry, and this will be ongoing since plantations are generally replanted after harvest. Tourism, agricultural activities, viticulture etc. will all contribute to traffic mix and volume.

DEVELOPMENT STRATEGY

Treating failed areas with the use of stabilising equipment rather than premix would provide a far more cost-effective long-term solution to this problem. Cleaning of table drains and culverts, followed by widening of gravel shoulders where needed with the installation of signage and guideposts. Heavily used from industrial and commercial traffic the ultimate standard proposed for this road is a Type 4 sealed pavement. Maintain a program of stabilisation and surface correction. Construct and seal to 6m width with associated clearing and drainage works included. Continue sealing of Cundinup West Road to 6m width at 2km per year with associated clearing and drainage works included.

Funding source will be Road Project Grants with Black Spot applied for where crash data will support an application.



LAKE CLIFTON ROAD

Road No. 2090234
Regional Distributor

Waroona Shire

Last Reviewed: December 2021

FUNCTION

Lake Clifton Road connects the Old Coast Road and the Lake Clifton area with the Forrest Highway and provides an alternative route between Perth and Bunbury. It provides a link for residents of Lake Clifton direct to the Forrest Highway and Perth which bypasses Mandurah.

It carries a mixture of farming, logging and Alcoa workforce commuter traffic as well as heavy traffic from a sand pit operation situated along its length.

Lake Clifton Road formerly formed part of Old Bunbury Road but was renamed after the construction of the Forrest Highway.

DEVELOPMENT NEED

The Shire has approved a number of subdivisions in Lake Clifton which are either constructed or pending, or currently on sale. As these are built up the traffic volumes accessing the Forrest Highway and/or Dorsett Road to access Waroona will increase. The sand mining activity currently active has a long-term future. A consistent Type 5 road is to be developed with consideration for sealed shoulders in ongoing road rehabilitation.

DEVELOPMENT STRATEGY

The ultimate standard proposed for the road is Type 5 sealed single lane road in the short term. Future developments will focus on improvements to geometry and surface condition as well as improving shoulder width. Funding will be Road Project Grant.



LESCHENAULT DRIVE

Road No. 2040376

Access Road

Bunbury City

Last Reviewed: April 2021

FUNCTION

Leschenault Drive currently provides access to the Port of Bunbury’s Inner Harbour area. It also provides access to the well utilised recreational area of Turkey Point Beach, Fishing Platform, Boat Ramp and is the only access point that allows vehicles onto a beach in the City of Bunbury boundaries. Leschenault Drive is a RAV Network 7 road. AADT as at 2006 is 1,587. PCU is 2591. With a conservative estimated increase of 1% per year the AADT would be 1,825 with a PCU of 2,979. More recent traffic counts completed by Main Roads in 2017/18 shows an Average 7 Day Daily Traffic Count of 1,772, with 61.5% being cars and 38.5% being heavy vehicles.

DEVELOPMENT NEED

Leschenault Drive is predominantly within Port Authority land. The Port Authority intends to construct a new bridge over the Preston River, providing access to Turkey Point from Estuary Drive, after which it is proposed to hand a more significant section of Leschenault Drive over to the City of Bunbury.

DEVELOPMENT STRATEGY

Maintenance to Leschenault Drive will ensure public access to the Turkey Point recreation facilities is maintained and that security to the Port area will not be jeopardised. The entrance to Leschenault Drive requires ongoing planned and reactive maintenance due to the extreme number of heavy vehicles using the area. Leschenault Drive near Turkey point requires significant reconstruction and widening to properly service the Turkey Point Recreational Area. The installation of Local Area Traffic Management may also be required to deter anti-social driving behaviour.



LOWER HOTHAM ROAD

Road No. 2140004

Local Distributor

Boddington Shire

Last Reviewed: April 2021

FUNCTION

Lower Hotham Road provides access for the residents in the southern part of the shire to the community service centre of Boddington, for access for Boddington Bauxite Mine to mining properties and the conveyor belt road and timber carriers also use it as a heavy haulage road. Lower Hotham Road forms part of the inter-regional route from Boddington to Harvey in the South West and the road is part of the Captain Fawcett 4WD Trail. Lower Hotham Road carries tourists to the Harvey-Quindanning Road to visit tourist attractions including Tumlo Forest Plantation, Long Gully Bridge, the Murray River and the overland conveyor belt.

DEVELOPMENT NEED

Lower Hotham Road is sealed to 6.2m wide for the entire length of 15.49 km. The road should need no attention other than to reseal sections as required, maintain the drainage, shoulders and road furniture and ensure good visibility is maintained.

DEVELOPMENT STRATEGY

The 15.49 km will require resealing prior to 2030 and road marking would be an improvement.



LUDLOW – BUSSELTON ROUTE

Tuart Drive (2050780, 2060310) – Regional Distributor
Ludlow – Hithergreen Road (2050005) – Local Distributor

Busselton and Capel Shires

Last Reviewed: April 2021

FUNCTION

Tuart Drive and Layman Road link the coastal areas of Port Geographe, Wonnerup and East Busselton with Bussell Highway. They also service the eastern public beaches and the Ludlow Tuart Forrest.

Tuart Drive is included in a Restricted Access Vehicle Network for classes 2 and 3 and acts as a heavy haulage route for mineral sand cartage.

Ludlow – Hithergreen Road combines a high mix of industrial and local traffic between agricultural farmland and the mineral sand mining operations in the area. Peel Terrace provides commuter and tourist access between the Busselton CBD, the Port Geographe area and the Port Geographe marina which is the largest boat launching facility in the cape's region.

DEVELOPMENT NEED

Tuart Drive is considered adequate for the existing and forecast mix of commuter and tourism traffic volumes. However, any significant increase of economic or extractive industry activities may necessitate a review of road suitability.

Layman Road requires significant pavement upgrades at the western end to adequately cater for the existing and forecast mix of commuter and tourism traffic volumes. Resurfacing and pavement correction along this road will be required to preserve their overall condition.

Ludlow – Hithergreen Road requires regular maintenance for rutting and pavement deformation as well as improvement works to widen and seal the road shoulders and correct deficiencies in the overall pavement shape.

Peel Terrace forms an extension to the current Layman Route which accesses the largest marine facility in the cape's region.

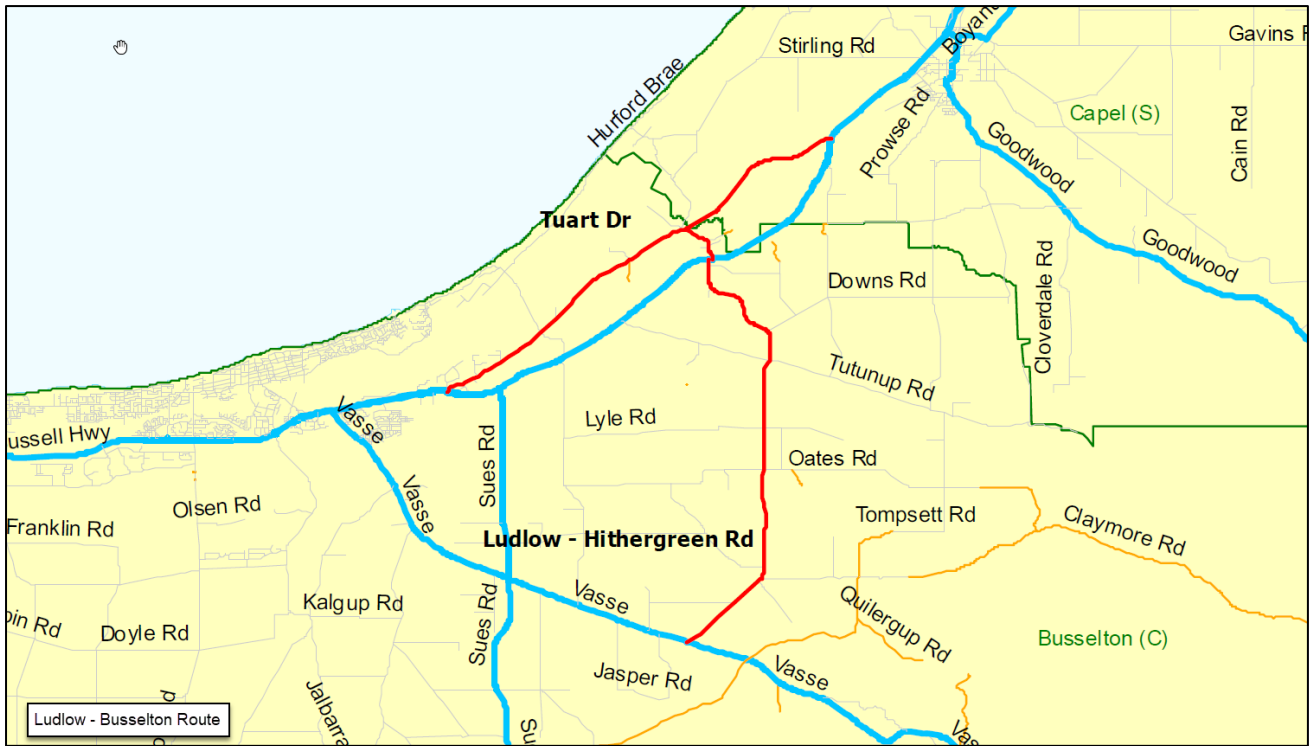
DEVELOPMENT STRATEGY

Preserve Layman Road and Tuart Drive to maintain the traffic ability and safety for the traffic mix. The standard proposed for the full length of these roads is Type 6 road standard.

Ludlow – Hithergreen Road should be upgraded to a Type 5 road standard to provide a safer route for heavy vehicle movements and lighter passenger vehicles.

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Peel Terrace remains unchanged at a Type 5 although widening is required to accommodate the intersection and pedestrian refuge treatments. Pavement rehabilitation, asphalt resealing and drainage improvements are required for various sections. The proposed treatment will provide for improved pedestrian and traffic safety along Peel Terrace whilst catering for the increased traffic growth for this area.



MANDURAH CBD

Old Coast Road (2120704) – Distributor B
Leslie Street (2120147) – Local Distributor
Pinjarra Road (2120703) – Distributor A
Mandurah Terrace (2120616) – Distributor A
Mandurah Terrace (B) (2121892) – Distributor A
Sutton Street (2120157) – Distributor B and Access Road
Gibson Street (2120142) – Distributor B and Access Road
Peel Street (2120131) – Local Distributor and Access Road
Anstruther Road (2120137) – Local Distributor
Dower Street (2120199) – Local Distributor
Allnutt Street (2120139) – Local Distributor
Bortolo Drive (2120860) – Local Distributor
Exchequer Avenue (2120821) – Local Distributor
Coolibah Avenue (2120189, 2120503) Local Distributor
McLarty Road (2120254) Local Distributor
Park Road Road No. 2120221
Local Distributor and Access Road

Mandurah City

Last Reviewed: April 2021

FUNCTION

Formerly part of the Perth-Bunbury Highway, Old Coast Road is a link from the Highway to Old Mandurah Traffic Bridge and Pinjarra Road. Typically carries between 7,000 - 20,000 vpd. It is envisaged as public transport route in future.

Leslie Street connects Mandurah City Centre with Mandurah Road and thereafter provides a link to the eastern side of the community which is Coodanup/Dudley Park. The road is servicing regional needs. It is a link to the CBD, allowing access to the three schools and joining the east/west residential communities previously isolated through Mandurah Road.

Access is now via a signalised intersection.

Pinjarra Road links City Mandurah directly to Pinjarra. It is the principal access to the central business district from the east. It carries a significant volume of mixed residential, commercial and industrial traffic, services regional shopping precinct (Centro Shopping Centre), and is a Blue Road within the context of the Peel Regional Scheme.

Mandurah Terrace is the principal entrance from Mandurah Road to the City Centre from the north. It connects to school, LIA and expanding residential development north and north east of the City Centre, with the centre of town.

Allnutt and Peel Streets are being developed as an east-west connector between the City Centre and residential areas east of Mandurah Road. Having controlled intersections with traffic signal provision, they provide for a major public transport route between the City Centre and the Mandurah Train Station. As an east-west link these roads connect the City to the main hospital and medical facilities. Also provide a parallel and importantly a second east-west link road to Pinjarra Road.

Anstruther Road is an important north-south connection of Mandurah Terrace through to Leslie Street (intersects with Pinjarra Road). It is developing as a mixed-use street with business,

commercial, residential, and medical practices encouraging local employment and capitalising on the movement economy. It is also a major bus route. Traffic volumes are above 6000 vpd. Dower Street is a key public transport route (City Circle), typically carrying 7,000 - 20,000 vpd. It also services regional shopping and sporting complex.

Bortolo Drive will provide access to the Peel Education and Training Campus - a major educational institution in Mandurah, consisting of a Senior College, TAFE, and Murdoch University campuses. It also provides connection to Gordon Road (major east-west link road) and to Exchequer Avenue. Also services a major tourism attraction which is the Mandurah Greyhound Facility. Has been recognised in the Gordon Road Structure Plan.

Exchequer Avenue provides access to the Peel Education and Training Campus - the major educational institution in Mandurah, comprising a Senior College, TAFE, and Murdoch University campuses. It also provides connection to Mandurah Road and to Bortollo Drive and has been recognised in the Gordon Road Structure Plan. Exchequer Avenue standard is Type 5 sealed and kerbed road (8-9 metre seal width).

Coolibah Avenue is an important north/south distributor road connecting Pinjarra Road and Leslie St. Coolibah Avenue services 1 primary school, the City's major Recreation & Aquatic Centre and the City's primary shopping and sporting precinct on the northern side of Pinjarra Road at Dower St. Traffic volumes are above 6000 vpd.

McLarty Road is a local distributor road that provides direct access to residential properties and acts as a public transport route. Traffic volumes exceed 4,000 vehicles per day and continuing to increase.

DEVELOPMENT NEED

As a key public transport route Old Coast Road needs to incorporate cyclist movement. It needs single lane each way to control volume of traffic and modifications to enhance intersection treatments.

Two lanes of traffic with two lanes of on-road parking contained within a 20-metre road reserve is needed for Leslie Street. At the eastern end, between Mandurah Bypass and Coolibah Avenue, Leslie Street should provide for optimum efficiency at the traffic signals.

Separate lanes for left turning, right turning and through traffic are appropriate. Similarly, a right turn lane from Leslie Street to Coolibah Avenue would be appropriate to provide for accessibility and flexibility.

Daily traffic on Pinjarra Road exceeds 15,000 vehicles and a four-lane divided road is required to properly cater for this level of traffic. Growth in population and employment opportunities is expected to place further demand on the road.

Further emphasised through the DOT undertaking a Regional Road Reservation Review for Pinjarra Road encapsulates the future development of the road that clearly highlights:

- four lane divided dual carriageway
- enhanced street lighting
- cyclist and pedestrian accommodation
- channelized intersections
- side road rationalisation.

Current daily traffic volume on Mandurah Terrace is above 10,000 vehicles and there is a forecast to reach 17,000 vehicles by the year 2020. The continued expansion of Mandurah as a population centre and its popularity as a tourist destination will add further importance to Mandurah Terrace. It is proposed to construct a roundabout as a gateway entry to the City by reconstructing the existing channelized intersection/T-junction.

Daily traffic on Allnutt and Peel Streets is predicted to exceed 15,000 vehicles a day. A four-lane road is required to cater for the traffic demand and provide turning movement at crossroads along the total length. Public transport is expected to be an important part of the transport mix, having to meet 15min train arrival schedule.

Extension of Sutton Street from Peel Street to Mandurah Terrace and streetscape enhancements. Pedestrian/cyclist movement and Public Transport facilities are to be accommodated. Intersection movements need to be modified.

Anstruther Road requires to be developed into two lanes with two on road parking lanes and when demand is high enough, convert road to a four-lane divided carriageway.

Dual lane carriageway is required on Dower Street from Pinjarra Road to Clarice Street to service turning movements, supporting commercial development. Intersection with Pinjarra Road requires upgrading to allow full diamond movement. Other minor intersections require improvements for accessibility. Improve street lighting and provide for pedestrians, cyclists and mobility impaired road users.

Bortolo Drive is only partially constructed. Once subdivisional development proposals are finalised with the Department for Planning the road is needed to be constructed through to Gordon Road. This is part of the higher order network road hierarchy and when the final road link is constructed it will relieve some traffic pressure on Mandurah Road.

Coolibah Avenue: Two lane road needing to incorporate pedestrian/cyclist facilities and movements. Improve streetscape and safety with inclusion of raised median & pedestrian refuges. Improve intersection treatments. Public Transport Route.

McLarty Road is a key public transport route which also needs to incorporate cyclist and pedestrian movement needs. Intersection modifications are required to improve vehicle movements. Single lanes in each direction will satisfy projected traffic growth.

DEVELOPMENT STRATEGY

Future development for Old Coast Road based on traffic volume, density of development and accessibility to the CBD.

Scoping of work for public utility relocations is required as first stage of proposal for Leslie Street. Thereafter, upgrading is to be considered when traffic demand warrants are met.

The current traffic volume on Pinjarra Road supports the case for upgrading in the short term. The project involves land acquisition and public utility services relocation.

Construct large diameter roundabout at intersection with Mandurah Road and Mandurah Terrace as part of the road network, providing direction into the City Centre and simultaneously addressing road safety issues with subsequent reduction in rear end crashes.

A dual carriageway will ensure adequate road capacity and reduce accident risk. It will enhance the northern entrance to Mandurah and better accommodate the local and tourist traffic movements.

Create a dual carriageway on Allnutt and Peel Streets from Mandurah Road to Mandurah Terrace.

New road works to extend Sutton Street and new traffic management installations.

Intersection modifications and pedestrian/cyclist facilities to be developed.

Anstruther Road requires purchase of land for road widening purposes in the order of 3m.

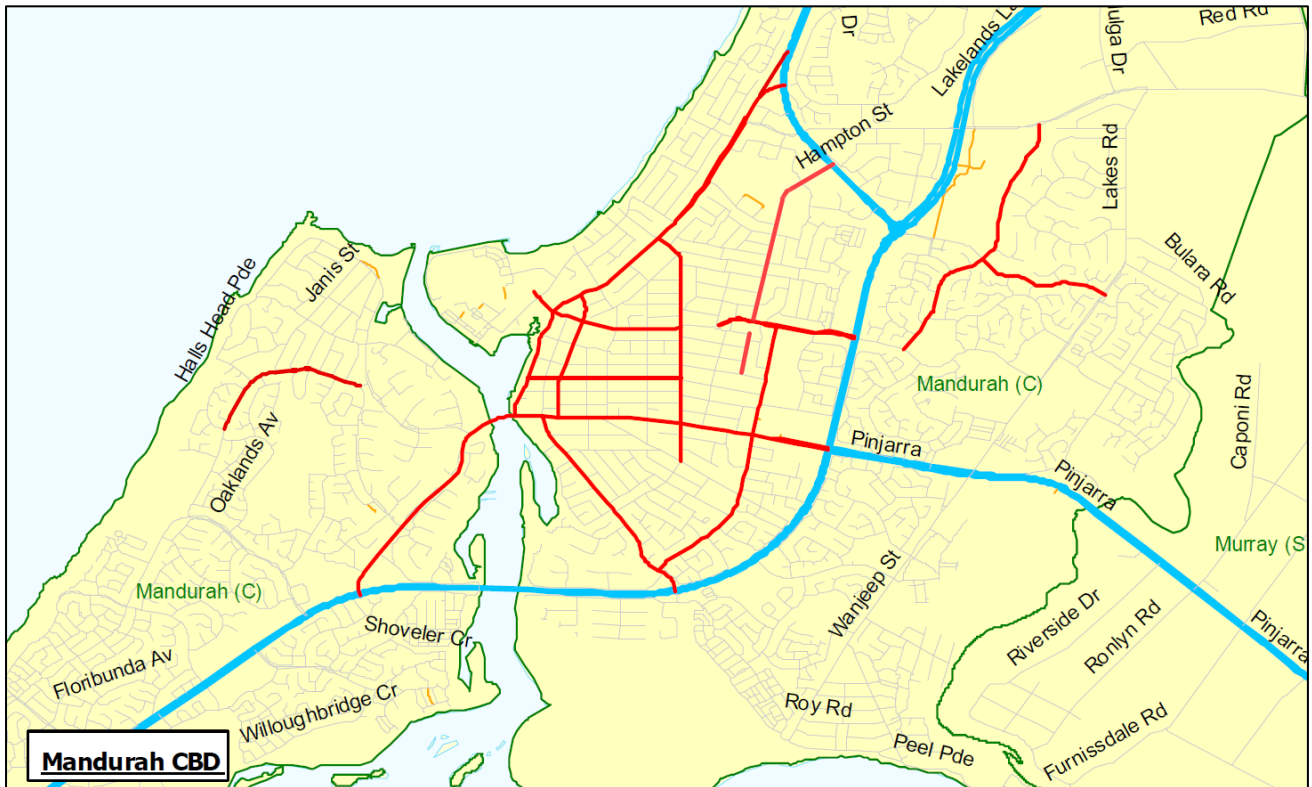
The scoping for the project needs to commence in order to finalise land acquisition and public utility services relocation and design, ahead of any planned construction.

For Dower Street land widening required and therefore purchase/resumption of land needed in first stage. Significant public utility relocation required on second stage and final stage is road construction.

Construct Bortolo Drive to include two lanes, on-road cycle lanes with central median island for pedestrian refuge.

Widen Coolibah Avenue to accommodate raised median and pedestrian refuges. Install high quality shared paths on both sides of the road to accommodate pedestrian and cyclist movements.

McLarty Road needs to be widened to accommodate raised median islands and pedestrian refuges. High quality shared paths are required to accommodate pedestrian and cyclist movements with intersection treatments required to safely address increased traffic volumes and vehicle movements.



MANJIMUP – CRANBROOK ROUTE

Mordalup Road (2130171)

Perup Road (2130034)

Regional Distributors

Manjimup Shire

Last Reviewed: April 2021

FUNCTION

The Manjimup – Cranbrook Route links Manjimup, Frankland and Cranbrook. It links the South West Highway and the Great Southern Highway. It provides access for numerous properties as far as Frankland to Manjimup regional centre including hospitals, education facilities, markets, retail, social services, and government agencies. It is a major timber haulage route, as well as servicing agricultural, industrial and local traffics. There is also some tourism use. It is an alternative route to Mount Barker.

DEVELOPMENT NEED

Most of the route (most of Perup Road and all of Mordalup Road) is constructed to a 3m strip seal standard with approximately 6m gravel pavement. There are deficiencies in pavement, vertical and horizontal alignments.

The route forms part of regional heavy haulage route and links the regional routes of South West and Great Southern Highways

DEVELOPMENT STRATEGY

Upgrade the road to Type 5 standards including correct pavement and correct deficiencies in vertical and horizontal alignments.

The primary outcomes are to improve road safety and capacity, improve accessibility to industry traffic and reduce travel times.



MANJIMUP – WINDY HARBOUR ROUTE

Wheatley Coast Road (2130156)

Windy Harbour Road (2130545)

Regional Distributors

Manjimup Shire

Last Reviewed: April 2021

FUNCTION

The Manjimup – Windy Harbour Route is an important north south connection, linking the Muir Highway, South West Highway, and Pemberton – Northcliffe Road as well as the town sites of Manjimup, Quinninup, Northcliffe and Windy Harbour.

The link between Muir Highway, South West Highway, Middleton Road, Pemberton- Northcliffe Road and Vasse Highway is an important coastal link route connecting from the South Coast (Albany, Denmark and Walpole) through Northcliffe, Pemberton, and Nannup to the South West Coast (Busselton, Margaret River, Augusta). It services regional, local, heavy vehicle and tourist traffic. It links many local roads and communities and is the sole access to the Windy Harbour and Quinninup town sites.

DEVELOPMENT NEED

Manjimup – Windy Harbour Route is the principal connection between Windy Harbour, Quinninup and the rest of the Shire of Manjimup. The road links three state highways and four town sites and is the sole access to two of those town sites. It is an important north south link and connects many local roads. It services local regional traffic including agriculture, extractive industry and timber industry haulage and form part of the Tourist route from South Coast (Albany, Denmark, and Walpole) through to the South West Coast (Nannup, Busselton, Margaret River, Augusta).

It is also the sole sealed road access to the south coast between Walpole and Augusta and provides access into the D’Entrecasteaux National Park and to several other Regional Tourist attractions (Boorara-Gardner National Park, Mt Chudalup, Lake Maringup, Salmon Beach, Sandy Peak and numerous other sites within the D’Entrecasteaux National Park).

The existing road standard is sealed and generally with a width of between 5.0m (Windy Harbour Road) and 6.0m (Wheatley Coast Road). Road pavements are unsuited to heavy vehicles and road horizontal and vertical alignment is substandard in places.

DEVELOPMENT STRATEGY

Upgrade and preserve road to a Type 4 standard including correct pavement and alignment deficiencies under Roads 2030 Project Grant program.

Some objectives are to improve road safety and capacity; improve accessibility to industry traffic; reduce travel times; and promote south coast region as an agriculture and tourist area.



MARANUP FORD ROAD, STANIFER STREET, FIVE GATES ROAD ROUTE

Maranup Ford Road (2030010)
Stanifer Street (2030270)
Five Gates Road (2030353)
Local Distributors

Bridgetown – Greenbushes Shire

Last Reviewed: December 2021

FUNCTION

Maranup Ford Road is a north-south link between Bridgetown-Nannup Rd (Brockman Highway) and the Greenbushes Historic Townsite. Stanifer St is a continuation of Maranup Ford Rd through to the South Western Highway. It also forms a link for tourist traffic between Bridgetown-Nannup Rd and the South Western Highway. It is also a heavy haulage route for timber cartage and provides an access to the Greenbushes tantalum/lithium mining operation. The lithium operations are forecast to treble within the next 5 years and is currently undergoing an expansion to increase to 1.34 million tonnes per annum.

This route links via Mockerdillup Rd and Donnelly Mill Rd to Sears Rd which provides access for timber, agricultural and tourist industry traffic to the north western parts of the Shire of Manjimup. The anticipated increase in use of this route via Bridgetown-Nannup Rd upon completion of sealing Mowen Road should be noted.

This route also links timber haulage to the North Greenbushes Mill via Greenbushes Boyup Brook Rd and Mill Rd. Estimated tonnage from 2019 to 2028 is 184,600 tonnes. It is also a school bus route. There are farmstays and Bed and Breakfasts along this route.

Five Gates Rd/Southampton Rd is a link from Southampton Rd in the Shire of Donnybrook-Balingup to Maranup Ford Rd. There is an estimated 150,000 tonnes of plantation timber to be harvested and carted via this road from 2019 to 2028. RFRH class for Maranup Ford Road, Stanifer St and Five Gates Rd/Southampton Rd is Local Distributor.

Maranup Ford Rd is a RAV network 3 (with conditions) and network 4 (without conditions)

Stanifer St is a RAV network 4 (without conditions).

Five Gates Rd/Southampton Rd is a RAV network 4 (with conditions)

DEVELOPMENT NEED

Stanifer St is a two lane sealed road with centreline applied. The section from South Western Hwy to Greenbushes Townsite is of sufficient widths but the high volume of heavy traffic utilising this section is causing deformation, rutting and corrugations in the pavement.

Maranup Ford Rd in some sections the seal is of a slightly insufficient 6m width. Combined with undulating winding sections, these sections are not desirable. Severe deformation in the pavement is prevalent along many sections. Some sections of seal are cracking and/or stripping under heavy loads. Generally the pavement is in an aged state. Full width reseals and/or enrichment seals may be required, as well as reconstruction.

Five Gates Rd/Southampton Rd is an unsealed single carriageway of 4m formation. Severe deformation of the road occurs under heavy traffic. There are limited overtaking opportunities for oncoming traffic.

Maranup Ford Rd traffic counts to Huitson Rd indicate a daily average volume of 120 vehicles of which 7.6% are above class 3. These counts were conducted off peak to timber and grain harvesting

usage within the area. Counts from Huitson Rd to South Western Hwy are indicative of the Stanifer St data.

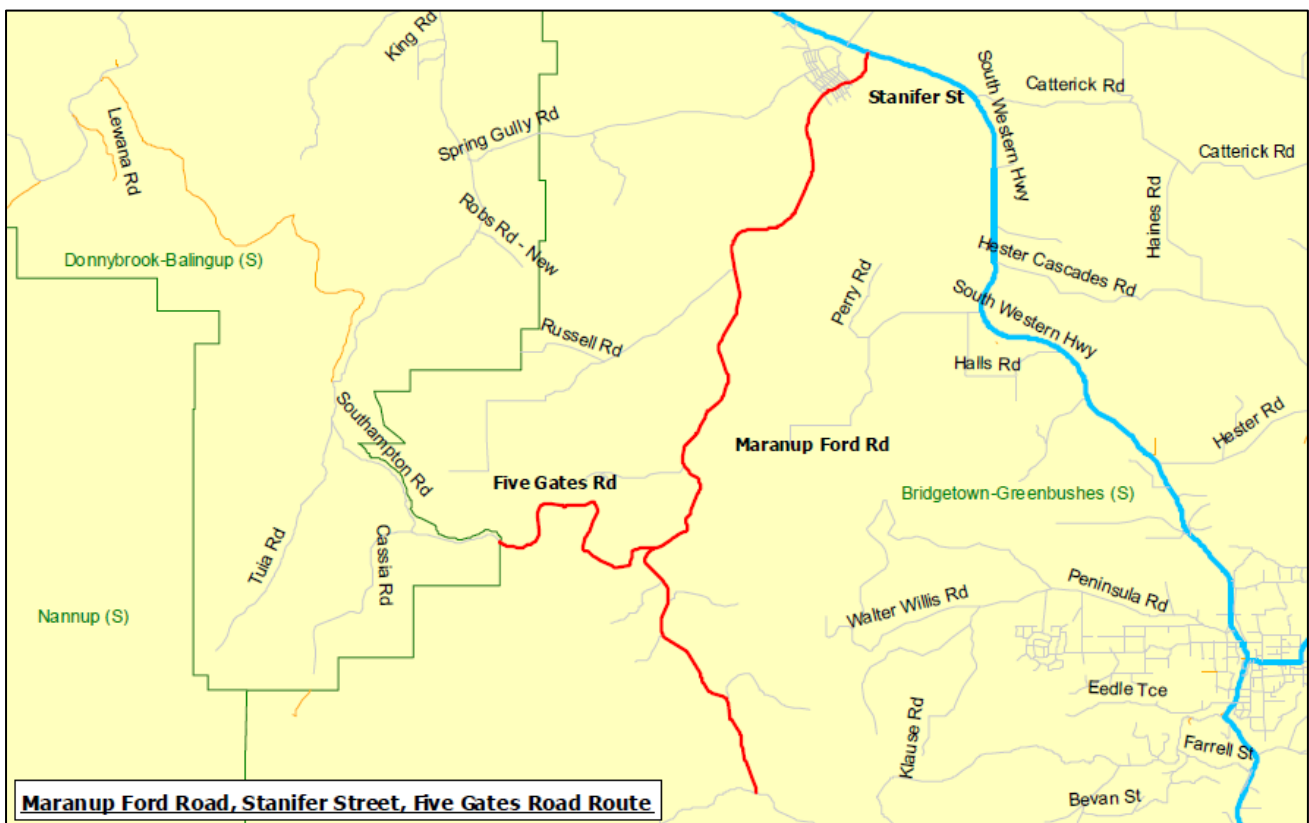
Stanifer St traffic counts indicate a daily average volume of 1014 vehicles of which 12.6% are above class 3. These counts were conducted off peak to timber and grain harvesting usage within the area. Five Gates Rd/Southampton Rd traffic counts on Maranup Ford Rd just north of the intersection (slk 6.31) indicate a daily average volume 104 vehicles of which 3.7% are above class 3.

DEVELOPMENT STRATEGY

Stanifer St will require reconstruction.

Maranup Ford Rd requires significant upgrading and reconstruction of seal and formation width in sections to 7m and 9m respectively. Some horizontal and vertical realignment is required. Full width preservation treatments and/or reconstruction will be required over time.

Five Gates Rd/Southampton Rd will require resheeting, widening and improvements. Full width preservation treatments and/or reconstruction will be required over time. Funding sources would include Road Project Grants and potentially Black Spot grants also.



MARGARET RIVER – BROCKMAN AGRICULTURAL ROUTE

Rosa Glen Road (2010044) Warner Glen Road (2010030) Local Distributors

Augusta – Margaret River Shire

Last Reviewed: April 2021

FUNCTION

The route is attracting increasing tourist traffic, completing loops between Bussell Highway and roads such as Rosa Brook Road, Davis Road and Warner Glen Road.

Rosa Brook Road is a heavy haulage road and a school bus route with majority of traffic generated tourist accommodation enterprises, vineyards and cellar doors activities. The most recent traffic count was 437 AADT in January 2013.

Rosa Glen Road is a RAV network 3 (conditional) route.

Warner Glen Road is a Type 4 (6 - 6.3m wide) road and is an important strategic route connecting Bussell Highway and Brockman Highway. The major traffic generators are the dairy and wine industries. Warner Glen Road is also a school bus route and forms part of a heavy haulage route of regional importance.

Warner Glen Road has a part RAV network 3 and part RAV network 3 (conditional) rating. The most recent traffic count was 163 AADT in May 2009.

DEVELOPMENT NEED

Increase in heavy haulage traffic and tourist traffic will require upgrading of the road to a Type 4 road. Safety issues and shoulder construction would be prioritised in the short term.

Sections of Warner Glen Road are showing severe deformity.

Due to increased traffic speeding up the deterioration of this road some of the worst sections have been reconstructed (including SLK 14.12 to 15.25; SLK 18.58 to 19.5). Several sections still need attention and possible reconstruction, especially the section between Warner Glen Mill Road and Marsh Road (SLK 4.9 to 7.15).

DEVELOPMENT STRATEGY

Progressively upgrade road to Type 4 and address shoulders with priority given to reconstruction and widening of the narrow-sealed sections in the short term.

Unsealed section to be sealed in the long term.

Continue with the staged approach of reconstructing section of this road to improve structural weakness and address safety. Priority areas include around Rowcliffe Road and Warner Glen Mill Road will require reconstruction or resealing to improve shape/road profile.

Potential reshouldering and edge repair including reseals will be required on remaining sections to cope with increased heavy haulage traffic.



MARGARET RIVER TO COAST ROUTES

Boodjidup Road (2010122) – Regional Distributor
Carters Road (2010116) – Regional Distributor
Wallcliffe Road (2010110) – Regional and Local Distributor
John Archibald Drive (2010174) Access Road

Augusta – Margaret River Shire

Last Reviewed: April 2021

FUNCTION

Boodjidup Road is an arterial link from Bussell Highway to the Margaret River LIA. It provides quick access from the town to Caves Road in a southerly direction and is a strategic tourist link to major wineries in the area as well as part of the school bus route. The most recent traffic count was 3,137 AADT in June 2004.

Carters Road is an important northward regional distributor road link between Bussell Highway, Margaret River and the north western part of the Shire via Caves Road. It carries heavy haulage, forms part of the school bus route and provides access to tourist venues, vineyards and northern west coast beaches. The most recent traffic count was 427 AADT in May 2009.

Wallcliffe Road is the only link to coastal communities of Gnarabup and Prevelly Beach from Caves Road. It provides direct access to popular swimming and world-renowned surfing beaches from Margaret River and Bussell Highway. It forms part of a tourism route with major links between Margaret River townsite and the coast. The most recent traffic count was 8,125 AADT in February 2008.

Wallcliffe Road also services several holiday accommodation places along the way and a growing number of special rural subdivisions in the area.

All three roads form part of a school bus route.

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

John Archibald Drive was constructed in 2018 in conjunction with the Margaret River Perimeter Road. It provides an arterial road link from the Perimeter Road to Bussell Hwy and to the Margaret River LIA via Boodjidup Road. It also provides access to residential development south of Margaret River via the Perimeter Road. It is a Type 5 road with limited access provided to adjacent residential subdivisions. Traffic volumes after opening were approximately 1,300 vpd with approximately 10% being trucks.

DEVELOPMENT NEED

The development need for Boodjidup Road was to widen the entrance to the Margaret River light industrial area as to cater for the growing number of road trains and heavy vehicles using the route. Boodjidup Road has received previous grant funding to correct width deficiencies and provide a long overdue second seal to previously constructed work. In the longer term it will require an upgrade to a uniform Type 5 (7m) road standard.

Carters Road's existing Type 4 seal width is adequate for foreseen future requirements.

Constructed over variable clays however, it will require shape correction in the long term.

Traffic management should address speed to increase safety on this road especially nearing the intersection with Bussell Highway.

The current road seal width of Wallcliffe Road is inadequate for the mix and volume of traffic using this road. Greater capacity is required to achieve a satisfactory level of road safety especially with increase in residential densities along this route.

John Archibald Drive has been constructed to a standard commensurate with its existing and intended future use as an access road for freight traffic to the Margaret River LIA. The section adjacent to existing residential development has been constructed with an asphalt seal to reduce noise impacts on these

properties. Traffic volumes will continue to increase as subdivision of adjoining land in the East Margaret River area proceeds and more traffic diverts to this route to avoid traffic congestion in the Margaret River town centre.

DEVELOPMENT STRATEGY

Various sections have been upgraded in recent years, but this should continue in order to upgrade from a Type 4 to a Type 5 road standard.

For the section of Carters Road between Caves Road and Bussell Highway there should be provision made for some pavement rehabilitation as a longer-term requirement. The intersection with Caves road has severe deformity and needs to be addressed. Traffic management is required to improve safety and reduce traffic speed.

Continue to upgrade Wallcliffe Road between Bussell Highway and Caves Road (1.05 - 5.28 SLK) to a Type 6 (7m) sealed road standard with an additional 1m sealed shoulder.

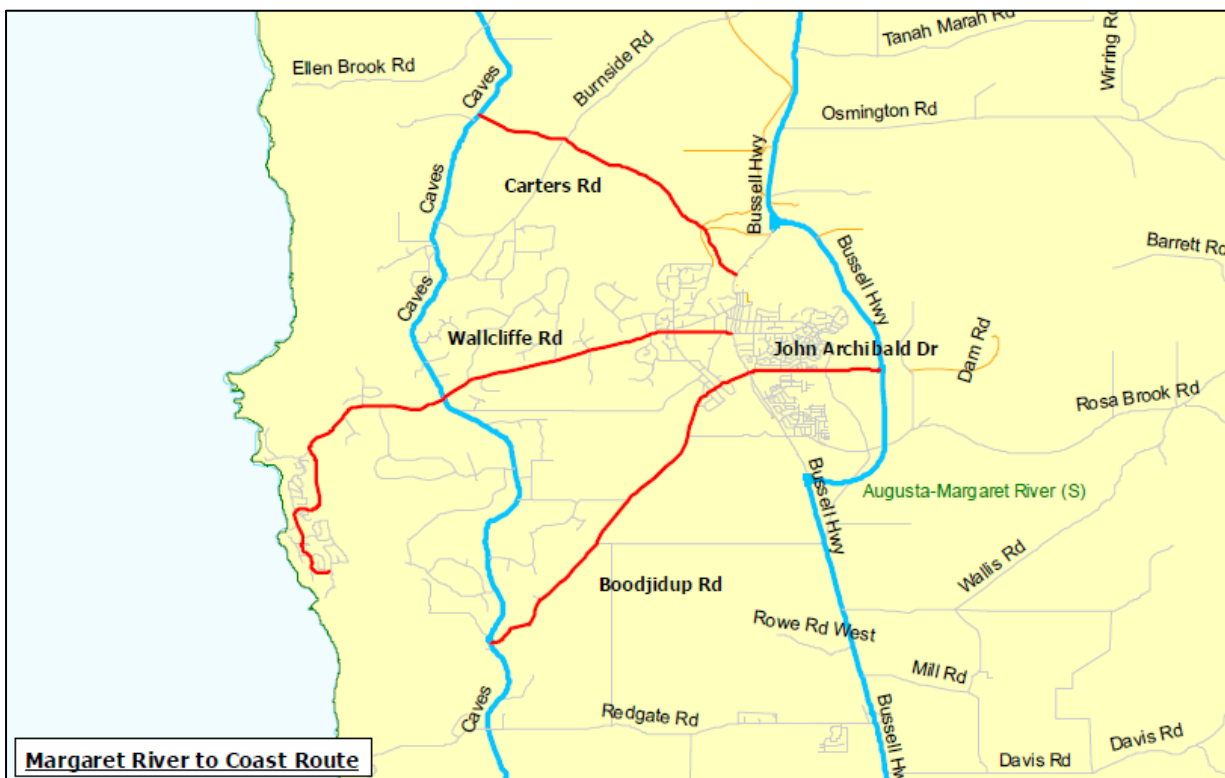
Improve/widen intersections where required to cope with increased traffic due to subdivision of rural properties to increased densities. Strengthen the pavement in various locations by asphalt overlay to cope with additional traffic loading.

Wallcliffe Road between Caves Road and Gnarabup (SLK 5.28 to SLK 10.33) has been upgraded to a Type 4 sealed road standard with kerbed edges or 1m wide sealed shoulders.

Upgrade of intersections may still be required. Signs of pavement stress due to increased traffic are visible and need to be addressed in medium term.

Construct a roundabout at the Caves Road / Wallcliffe Road intersection to address increasing traffic volumes, with the higher traffic volume being on the east-west leg, which is currently a staggered t-intersection.

Upgrading will not be required in the foreseeable future. Residential development will ultimately occur adjacent to the eastern end and when the existing pavement requires resealing, this should be undertaken using asphalt (as with the western section) to reduce traffic noise impacts. This would be funded from Road Project grants. Consideration should also be given to the installation of street lighting as development of adjoining land proceeds.



MIDDLETON ROAD

Road No. 2130544
Regional Distributor

Manjimup Shire

Last Reviewed: April 2021

FUNCTION

Middleton Road with South West Highway, Wheatley Coast Road, Pemberton-Northcliffe Road and Vasse Highway is the most important coastal link route connecting from the South Coast (Albany, Denmark and Walpole) through to Northcliffe, Pemberton, and Nannup to the South West Coast (Busselton, Margaret River, Augusta). It is therefore a major tourist route. It also services timber, agricultural and dairy industry and links many local roads and communities.

DEVELOPMENT NEED

Middleton Road is the principal connection between Northcliffe and South West Highway and form part of the Tourist route from South Coast (Albany, Denmark and Walpole) through to the South West Coast (Nannup, Busselton, Margaret River, Augusta). It also services timber, agricultural and dairy industry and links many local roads and communities.

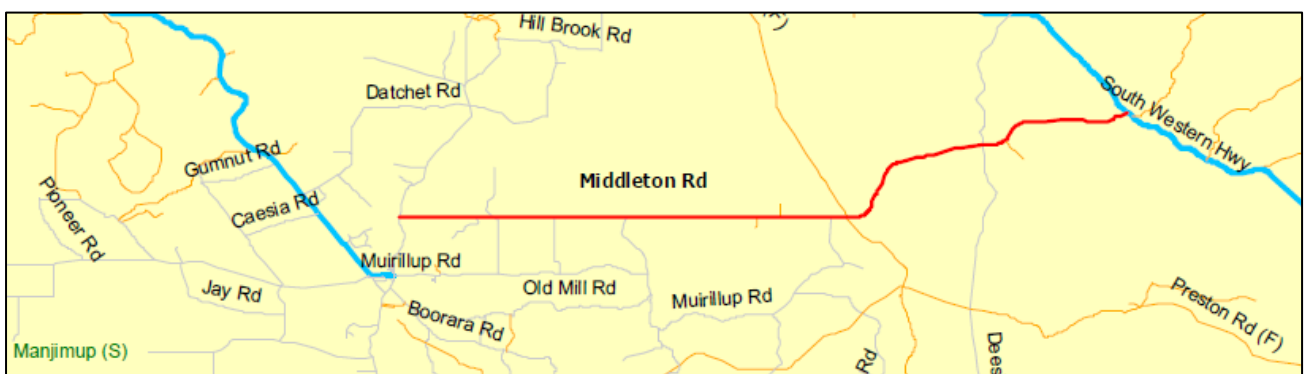
The existing standard is sealed road and generally with a width of 6.0m. Road pavement are unsuited to heavy vehicles.

DEVELOPMENT STRATEGY

Upgrade and preserve road to a type 5 standard including correct pavement deficiencies and horizontal/vertical alignments deficiencies. Upgrade and preservation through Roads 2030 program.

Purposes are:

- Improve road safety and capacity, improve accessibility to industry traffic, and reduce travel times.
- Promote the south coast region as agricultural and tourist area and improve the tourist link between the Great Southern and Southwest.



MOORE ROAD

Moore Road (2080024) Regional Distributor and Local Distributor Busher Road (2080066) Local Distributor

Dardanup Shire

Last Reviewed: April 2021

FUNCTION

Moore Road links the Boyanup Picton Road to the Dardanup West industrial area. It is an access to a significant pine processing facility, large manufacturing facilities and to large transport yards. RFRH class for Moore Road is Regional Distributor between SLK 0.0 and SLK 2.31 and Local Distributor for the rest of its length.

Busher Road is a local distributor that also links to a major pine processing plant within the industrial precinct.

Moore Road is a RAV Network 7.3 road and Busher Road is a RAV Network 7 road.

DEVELOPMENT NEED

These roads will complement the function of the future Bunbury Outer Ring Road (BORR). These routes will have connection to the BORR via Harris Road, and will distribute traffic to the surrounding areas

Moore Road and Busher Road is expected to carry increased truck volumes resulting from industrial expansion in the Dardanup West Area and increased access to the area resulting from the Port Access Road and BORR. This road will require widening and strengthening to cater for increased traffic volumes and task.

DEVELOPMENT STRATEGY

Moore Road and Busher Road requires strengthening and widening to accommodate current and future traffic volumes, including significant increases in truck traffic volumes resulting from industrial expansion. It is planned to widen and strengthen the pavement when the pavement is due for renewal. The geometry of some intersections will need to be improved to accommodate long vehicle traffic.

It is planned to fund the required works from Regional Road Group funds, black spot funding where possible on narrow sections of road and intersections, as well as developer contributions. Where possible, new alignments will be ceded from subdivision approvals.



MUJA POWER STATION ACCESS ROUTE

Centaur Road (2070010) – Regional Distributor
Piavanini Road (2070285) – Local Distributor
Powerhouse Road (2070006) – Local Distributor

Collie Shire

Last Reviewed: April 2021

FUNCTION

Centaur Road provides access to Muja Power Station and the Muja Open Cut Coal Mine off Coalfields Highway.

Piavanini Road provides access from the Coalfields Highway to the Power House Road, and to Muja Power Station/ Muja Open Cut Mine. The road is an important Tourist link and is a heavy haulage route for the coal mines.

Power House Road provides access to the Muja Power Station and the Open Cut Coal Mine, also provides access to the Collie Motor complex as well as being a tourist Road to local tourist spots.

DEVELOPMENT NEED

Increase in mining operations will necessitate upgrading of road to a satisfactory width in places. Currently reconstruction of pavement and resealing in various SLKs is required. Coal outcomes will decide the Piavanini Road future use.

Depending on the coal industry usage in the future Powerhouse Road may require upgrading and widening but road standard is currently satisfactory.

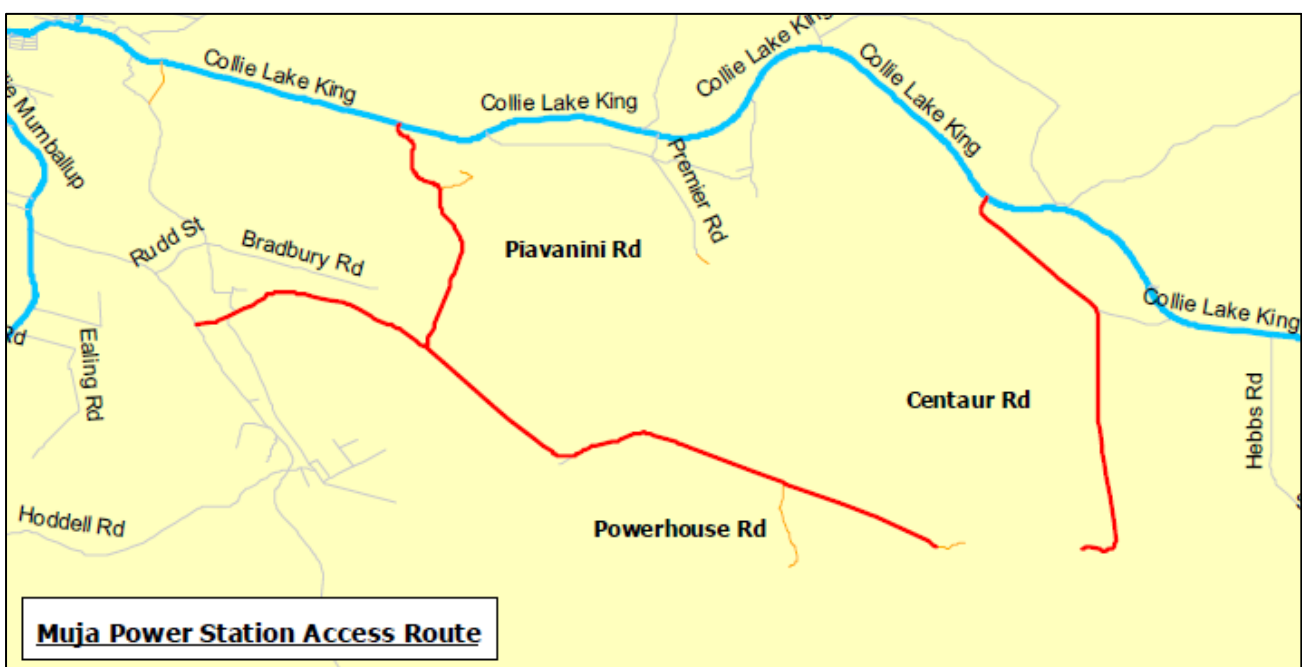
DEVELOPMENT STRATEGY

Piavanini Road requires reconstruction and resealing to maintain to a suitable standard.

Funds are also available in the 2014/15 year from Road Project Grants Pool.

Failed sections of Powerhouse Road will require reconstruction and resealing. Funds are also allocated in the 2015/16 Program for preservation works.

Funding is allocated in 5-year Road Project in year 2016/2017 and future funding will be required in the next 10 years for reseal and preservation.



NORTH DANDALUP – DWELLINGUP ROUTE

Del Park Road (2150533) -- Regional Distributor
Newton Street (2150058) -- Regional Distributor

Murray Shire

Last Reviewed: April 2021

FUNCTION

The route links the two major inter-regional routes South Western Highway and Pinjarra- Williams Road and provides the most direct link between Dwellingup and Perth Metropolitan area. It was originally constructed to service the bauxite mining operations to the north of Dwellingup, a town with the population of approximately 800 people.

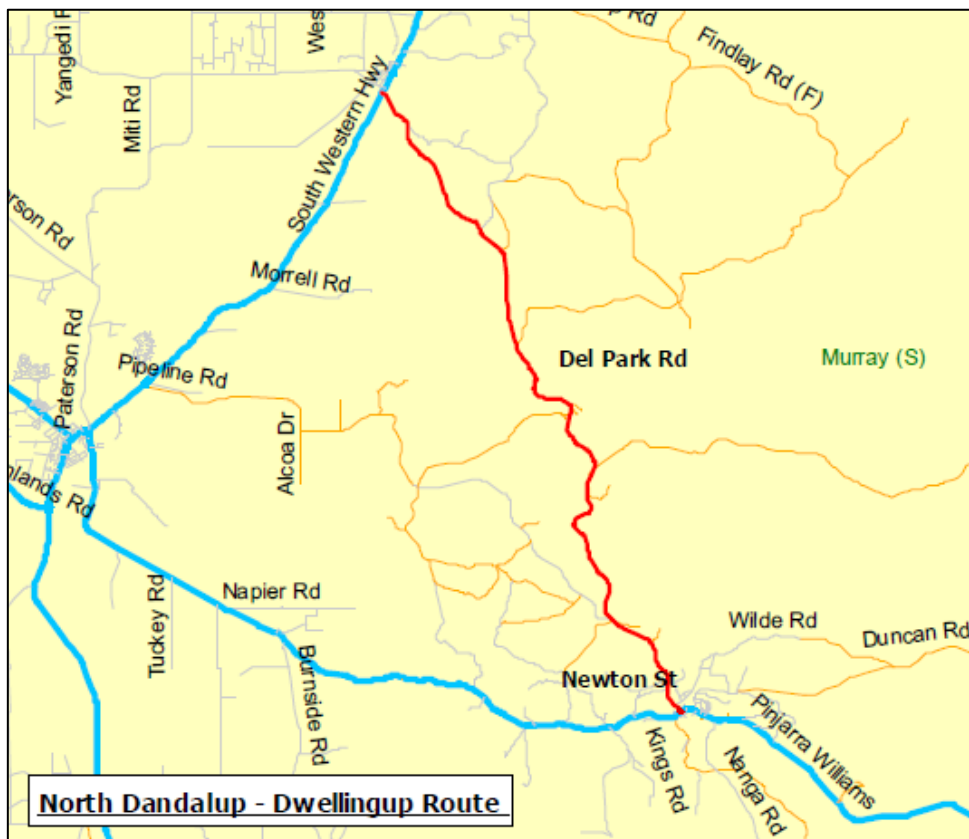
Tourist traffic has increased considerably in the region over the past few years as it is becoming a popular day trip destination for metropolitan residents with attractions such as South Dandalup Dam, Dwellingup townsite, Forest Heritage Centre, Lane Poole Reserve, Munda Biddi Trail and Bibbulmun Track.

DEVELOPMENT NEED

This is an important supply route to Alcoa mine sites, South Dandalup and Conjurunup Dams and for the servicing of the timber industry around Dwellingup. It has now become an important supply route with the opening of the Boddington mine site. The road carries a mix of heavy vehicles, tourist and local traffic.

DEVELOPMENT STRATEGY

A continuous Type 5 (7m width) is recommended for the ongoing reconstruction works with options to incorporate sealed shoulder with further rehabilitation in the longer term to accommodate future heavy vehicles and increasing tourist traffic.



NORTH DANDALUP – MANDURAH ROUTE

Gordon Road West (2120615) – Access Road
Gordon Road East (2120397) – Distributor A
Lakes Road East (2121717) – Regional Distributor
Lakes Road (2150009) – Regional Distributor
South Street (2150064) – Regional Distributor
Lakes Road South (2120353) – Distributor B

Mandurah City and Murray Shire

Last Reviewed: April 2021

FUNCTION

Gordon Road links rapidly expanding residential cells and industrial areas to the east of Mandurah with the Perth-Bunbury Highway and Mandurah Terrace. With Lakes Road, it forms an important east-west link, connecting the South Western Highway at North Dandalup and the proposed Peel Deviation.

Together with Gordon Road, Lakes Road forms an east-west link between South Western Highway and Kwinana Freeway. It passes through the rapidly expanding residential, light industrial and special rural areas east of Mandurah and carries heavy haulage and commuter traffic between Mandurah and North Dandalup. At Mandurah, Lakes Road turns south at Gordon Road, passes through the Greenfields area and connects with Mandurah-Pinjarra Road. It has an urban arterial road function and provides access to Mandurah Hospital and the future high school site at the intersection of Murdoch Drive.

DEVELOPMENT NEED

Traffic on Gordon Road exceeds 12,000 vehicles per day and is expected to grow rapidly with continued urban development. It is part of the east-west link, connecting Mandurah Terrace through to the Forrest Highway and to the South West Highway.

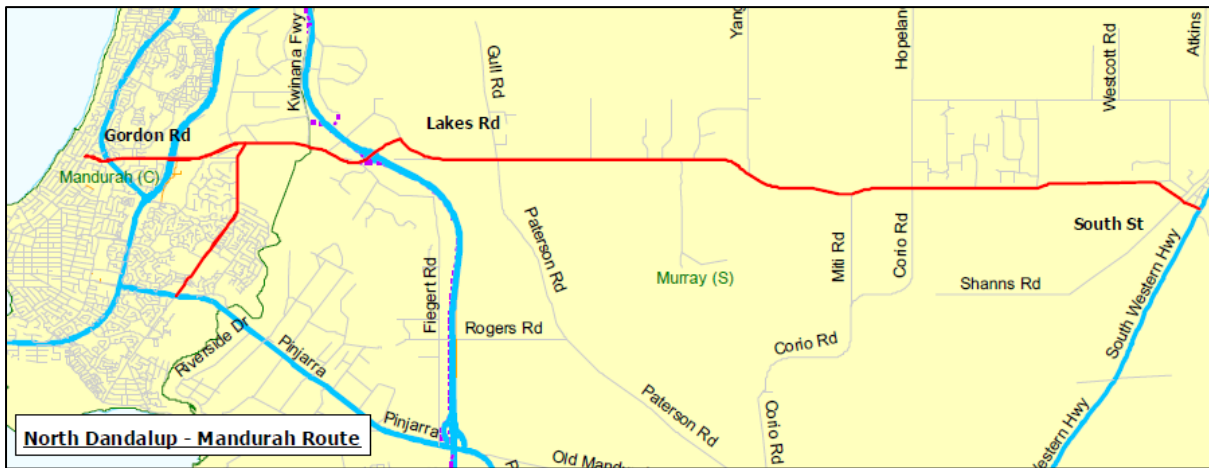
As an important intra-regional route and urban arterial road, upgrading is required on some sections of Lakes Road to achieve a consistent standard for the volume and type of traffic using the road. Significant traffic growth is expected between South Western Highway and Mandurah and parts of the road are narrow and inappropriate for the current and predicted traffic volume. The road should be developed as a Type 5 road with the rehabilitation option of sealing the shoulders.

DEVELOPMENT STRATEGY

The ultimate standard required between South Western Highway and Mandurah is a Type 5 sealed road standard. Sections warrant reconstruction or not already at this standard should be upgraded to achieve an overall service level consistency.

The ultimate standard required for Lakes Roads South and East is a dual carriageway. Sections not already at this standard should be upgraded to achieve an overall level consistency. In the Greenfields area, the section between Gordon Road and Bedingfeld Road should be upgraded to dual carriageway as a high priority.

Several intersections will require upgrading in order to properly integrate the adjoining road network with the upgraded Gordon Road. Additional road widening is required to allow for the installation of right/left turn pockets. This will be required when traffic volumes and/or safety issues warrant. The road reserve width has been determined and documented in the Peel Region Scheme.



OLD BUNBURY ROAD

Road No. 2090190, 2150536
Regional Distributor

Waroona and Murray Shires

Last Reviewed: April 2021

FUNCTION

Old Bunbury Road connects the Old Coast Road and the Lake Clifton area with the Forrest Highway and South Western Highway and provides an alternative route between Perth and Bunbury. Regionally it services a wide area of the farming community to the south-west of Pinjarra and provides access to the coast from the more inland areas. It provides a link for residents of Lake Clifton direct to the Forrest Highway and Perth which bypasses Mandurah. It carries a mixture of farming, logging and Alcoa workforce commuter traffic as well as heavy traffic from a sand pit operation situated along its length.

DEVELOPMENT NEED

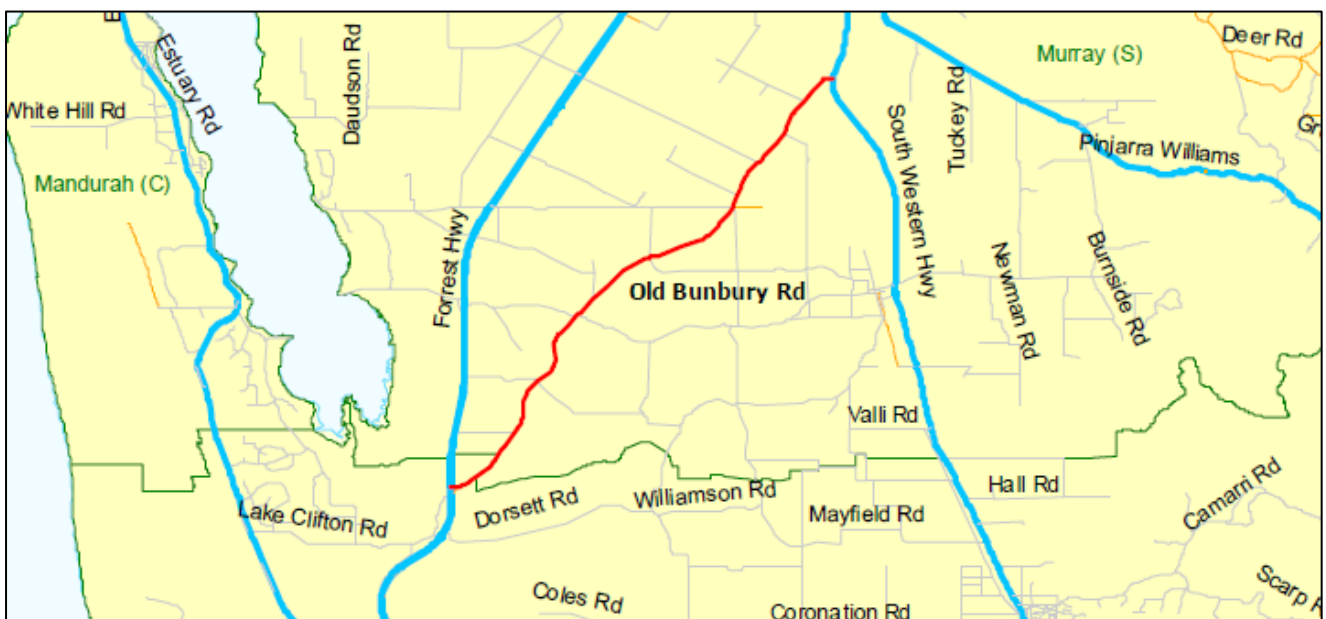
The Shire has approved several subdivisions in Lake Clifton which are either constructed or pending, or currently on sale. As these are built up the traffic volumes accessing the Forrest Highway and/or Dorsett Road to access Waroona will increase. The sand mining activity currently active looks set to continue.

A consistent Type 5 road is to be developed with consideration for sealed shoulders in ongoing road rehabilitation.

DEVELOPMENT STRATEGY

The ultimate standard proposed for the road is Type 5 sealed single lane road in the short term. Future developments will focus on improvements to geometry and surface condition as well as improving shoulder width.

Funding will be Road Project Grant.



OLD MANDURAH ROAD

Road No. 2150072

Local Distributor

Murray Shire

Last Reviewed: April 2021

FUNCTION

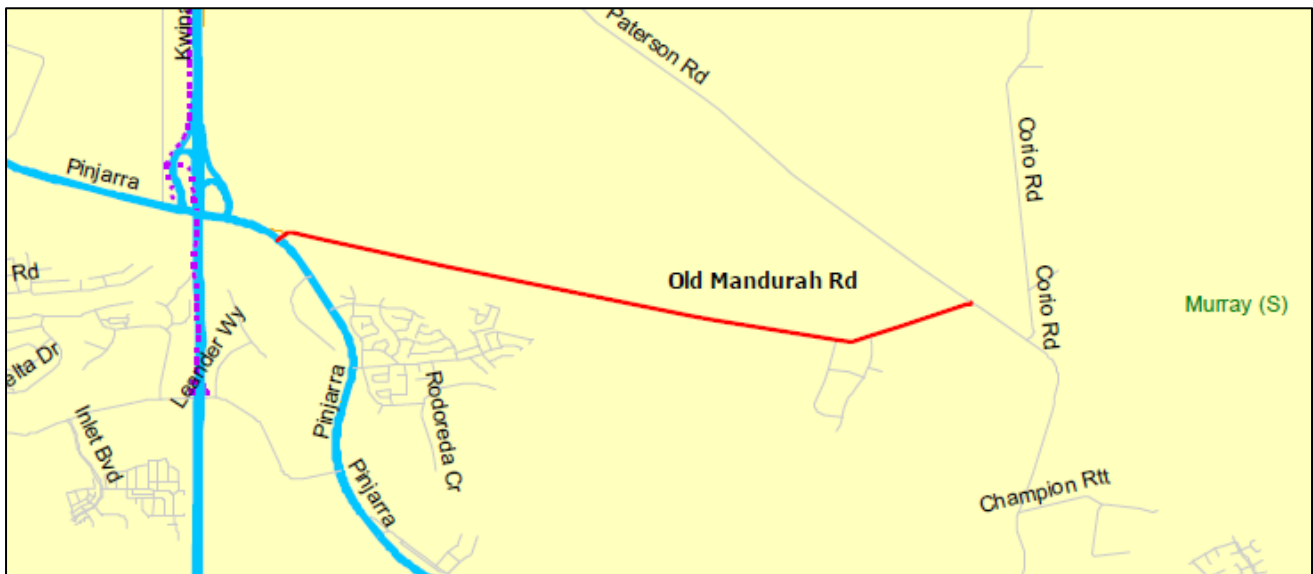
With the recent construction of the Kwinana Freeway there is a continued increase in vehicle volumes, and this will continue with further development within the Ravenswood area. This road provides links for sand haulage and immediate development to existing local distributor and main roads.

DEVELOPMENT NEED

The existing road is sealed, and its width varies from 6.8m – 7.2m. This needs to become a consistent Type 5 (7.0m wide) in the mid-term with any further development of the road to be coordinated through development.

DEVELOPMENT STRATEGY

Progressively widen to Type 5 standard route in the short-term to mid-term.



OLD VASSE ROAD

Road No. 2130108
Regional Distributor

Manjimup Shire

Last Reviewed: April 2021

FUNCTION

Old Vasse Road has very high tourist importance. It is an important part of the Department of Environment and Conservation (DEC) Wilderness Discovery strategy and the sole access to several Regional Tourist attractions, and sections of the South Coast, including the Warren National park, Pemberton District Wine Centre, Bicentennial Tree, Heartbreak Trail, and Yalgarup Beach.

It is also servicing local agriculture and timber industry needs, links several local roads and services many properties. It also links Vasse Highway and Pemberton – Northcliffe Road and is part of the South Coast tourist route from Albany through to Augusta and Margaret River.

DEVELOPMENT NEED

The existing road is gravel, unsealed and has substandard alignment and pavement and requires upgrade to continue provision of effective services and linkages.

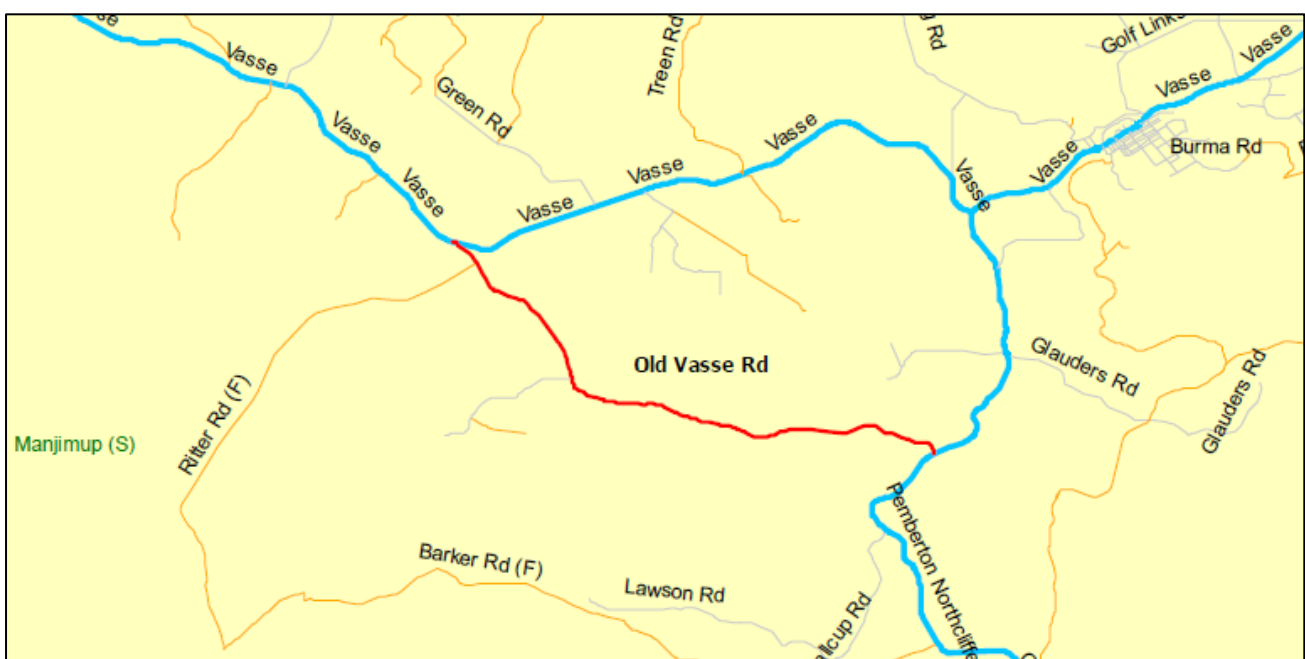
DEVELOPMENT STRATEGY

Upgrade road to a type 4 standard including correct pavement deficiencies, but with a moderate aped tourist drive character.

Primary outcomes of the upgrade are the improvement of road safety and capacity, improvement to industry traffic and reduce travel rimes.

Secondary outcomes of the upgrade are the promotion of the south coast region as a tourist area, and promotion of environmental awareness.

Funding is from the Road Project Grant – RRG.



PARADE ROAD

Road No. 2040018 and 2060470
Local Distributor

Bunbury City and Capel Shire

Last Reviewed: April 2021

FUNCTION

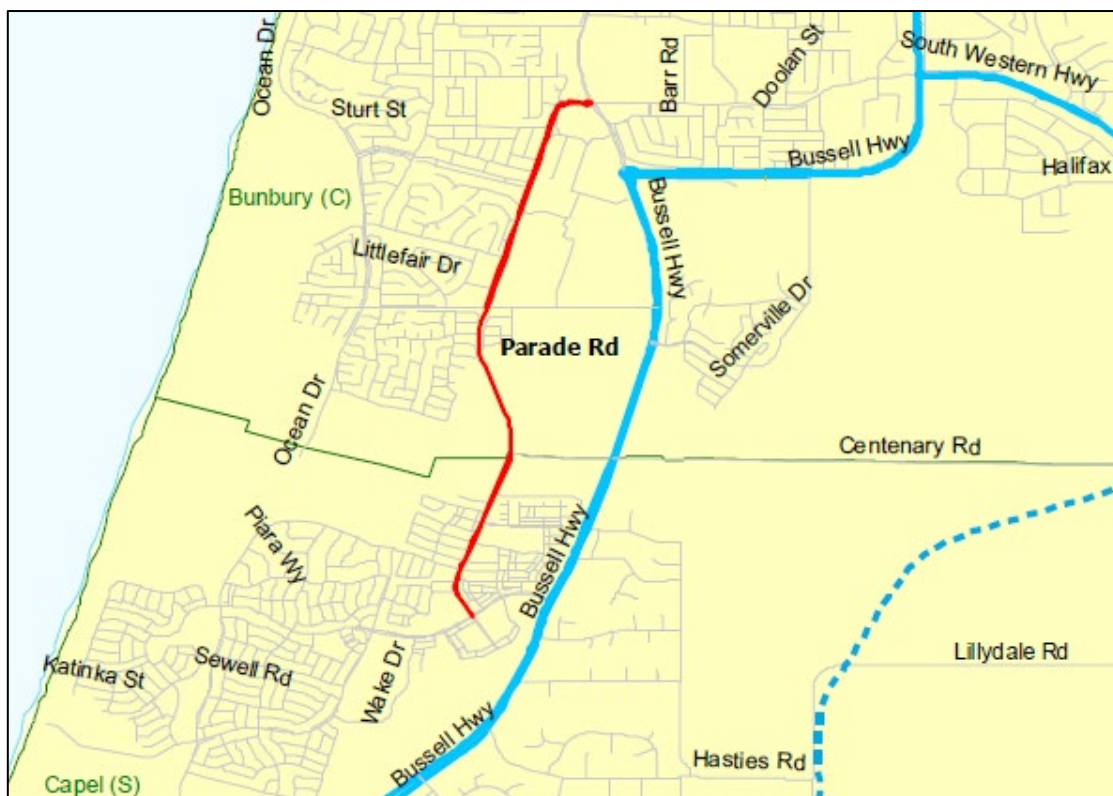
Parade Road is an important north south link between City of Bunbury and the ongoing development of Dalyellup. It also provides direct access to and St Joseph Primary School and to the regionally significant Hay Park Sporting complex which houses a number of regional sporting facilities including the South West Sports Centre, Regional Athletics Facility, and many more regional playing fields. Parade Road is a District Distributer Road. AADT as at 2019 is 8,376. PCU is 8,603.

DEVELOPMENT NEED

The opening of Parade Road to Dalyellup has seen a very significant increase in the amount of traffic on Parade Road, particularly south of Washington Avenue. Dalyellup is continuing in its development with new land continuing to be released. The Hay Park Sporting Complex continues to be redeveloped with new Sporting Pavilions and a planned expansion to the South West Sports Centre. Tuart Brook will be a future development to the east of Parade Road which will most likely include a major entrance to Parade Road and result in increased traffic flow.

DEVELOPMENT STRATEGY

Parade Road will continue undergo asphalt overlays and kerb repair work under the City's ongoing planned maintenance works as required. Southern end of Parade road to be widened, kerbed and drained. Street lighting will also be required. Expansion to dual carriageway (Type 8) as traffic volumes increase may be required in the future.



PATERSON ROAD

Road No. 2150013
Local Distributor

Murray Shire

Last Reviewed: April 2021

FUNCTION

Paterson Road now links the Kwinana Freeway/Lakes Road route (Nambelup Industrial Area District) with South West Hwy (Pinjarra district). It provides a northern access to the Freeway, services the waste facility and provides links to regional and local distributors. With the construction of the Kwinana Freeway, Ravenswood will continue to expand into a major urban centre and Paterson Road will perform increased function for the current and future traffic projections.

There is existing sand extraction in the immediate area that utilise Paterson Road as its primary access to the regional and primary main roads.

DEVELOPMENT NEED

A consistent Type 5 (7.0m Wide) seal is being proposed to accommodate the current and future regional requirements. The section north of Old Mandurah Road requires ongoing enhancement to meet the required standards.

DEVELOPMENT STRATEGY

Progressively upgrade the portion of road between Old Mandurah Road and Lakes Road to a Type 5 standard.



PEELWOOD PARADE

Road No. 2120566

Local Distributor

Mandurah City

Last Reviewed: April 2021

FUNCTION

- Classified as a Local Distributor road.
- Typically carries 7,000 + vpd.
- Allows direct access to adjacent properties.
- Access road serving district level area (urban).
- Public transport route.
- Connect to District level commercial development.

DEVELOPMENT NEED

- Key public transport route.
- Needs to incorporate cyclist/pedestrian movement.
- Modify and enhance intersection movements.
- Single lane each way will satisfy traffic forecast.

DEVELOPMENT STRATEGY

- Widen to accommodate two lane road with pedestrian median/refuge medians and on-road cycle lanes.
- Intersection treatments required to address increases movement and safety



PEMBERTON NORTH TO MANJIMUP ROUTE

Diamond Tree Road (2130100)
Eastbourne Road (2130101)
Pemberton North Road (2130094)
Regional Distributors

Manjimup Shire

Last Reviewed: April 2021

FUNCTION

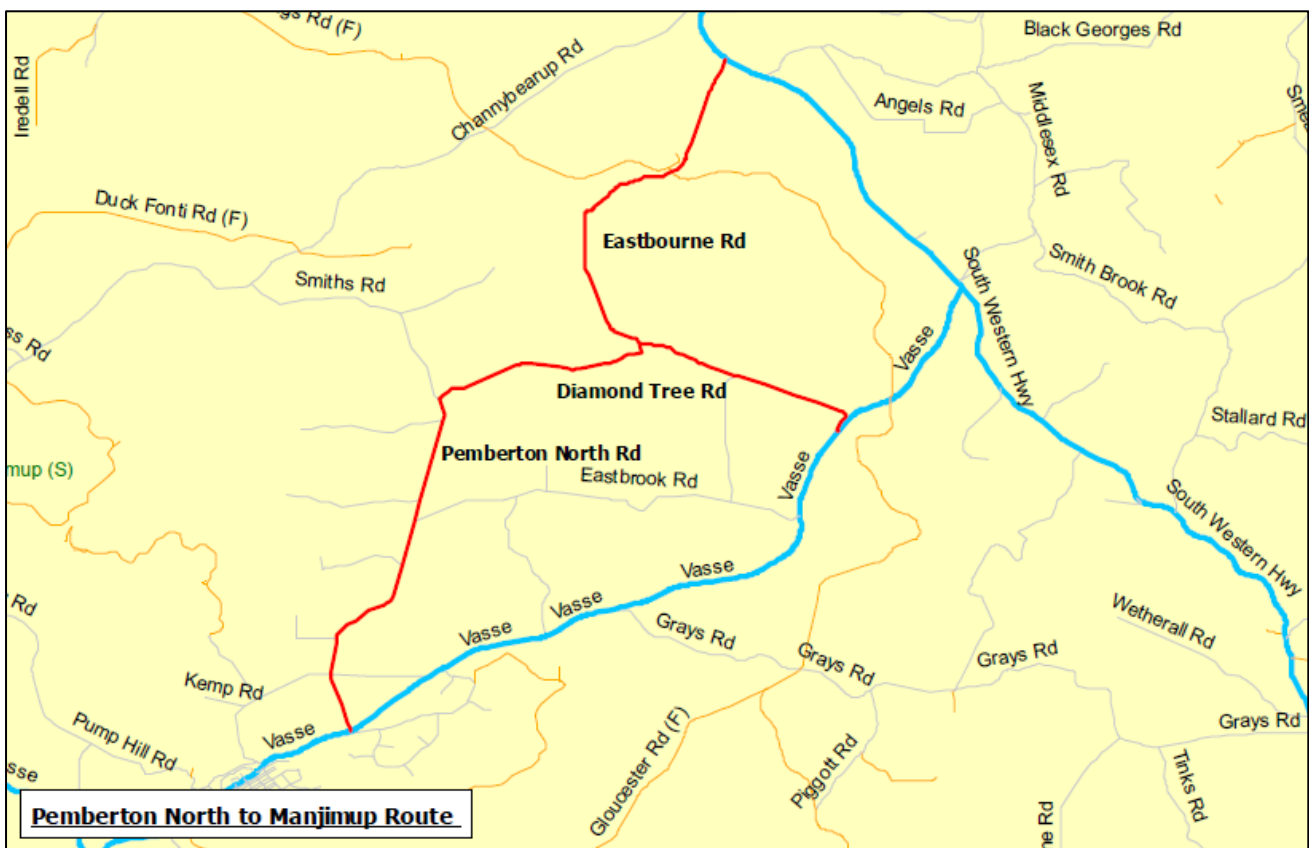
Pemberton North Route is a significant north-south district road servicing the Diamond Chip Mill, as well as connecting many local roads and servicing many properties. It also services the timber and agricultural industries. There is also some tourism use.

DEVELOPMENT NEED

The existing roads standard is sealed and generally with a width of about 5m. Road pavements are unsuitable to heavy vehicles and road horizontal and vertical alignment is substandard in places.

DEVELOPMENT STRATEGY

Upgrade and preserve road to a type 4 standard including correct pavement and alignment deficiencies under Roads 2030 Project Grant program.



PREMIER ROAD

Road No. 2070289

Access Road

Collie Shire

Last Reviewed: April 2021

FUNCTION

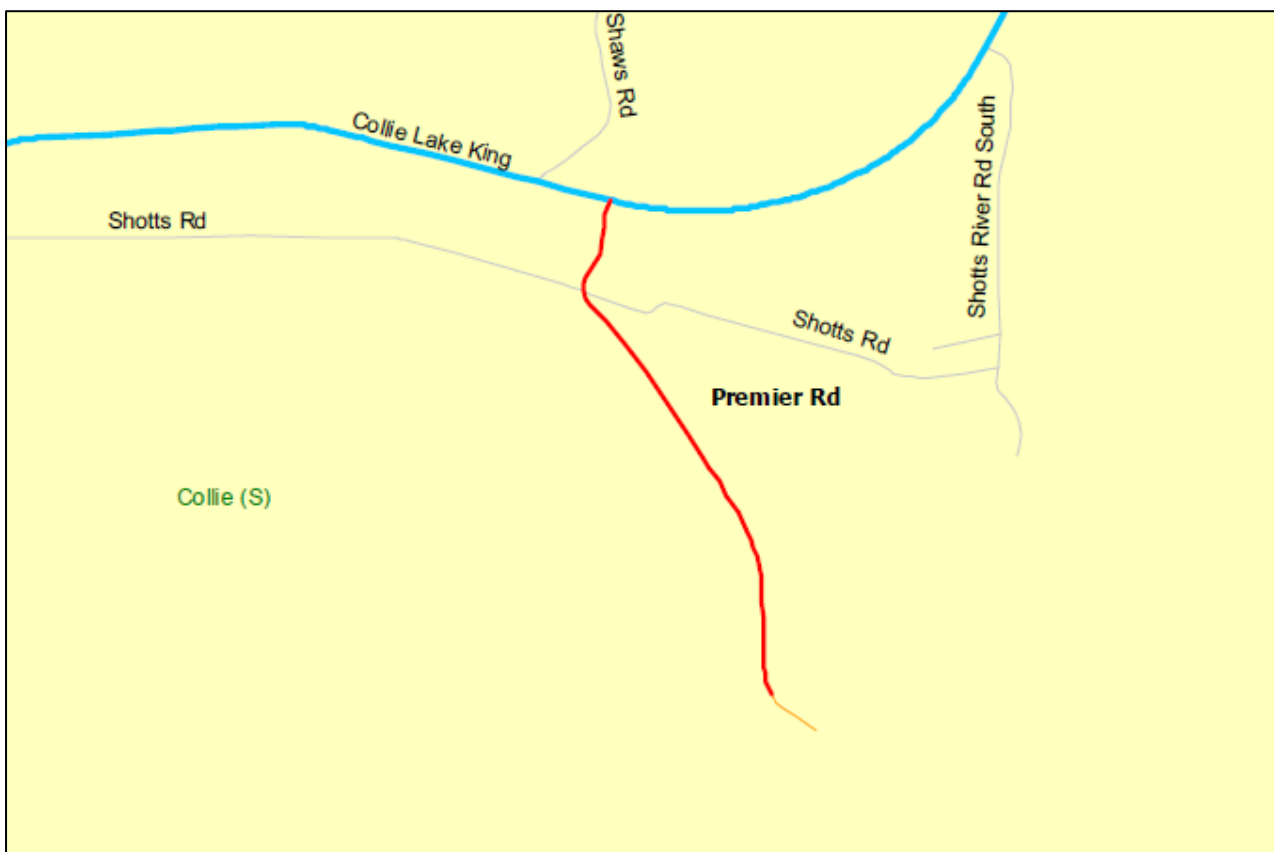
Premier Road provides access to Premier Coal Mine which supply coal to the Collie Power Stations.

DEVELOPMENT NEED

Coal will soon be exported through the Bunbury Port and depending on the method of transport will determine the future of the road.

DEVELOPMENT STRATEGY

Premier Road is a significant road and receives funding from the Road Project Grant Funds. The road will require resurfacing within the next 10 years.



PRESTON BEACH ROAD

Road No. 2090031
Regional Distributor

Waroona Shire

Last Reviewed: April 2021

FUNCTION

Preston Beach Road is the only road access connecting the coastal community at Preston Beach townsite with Perth-Bunbury Highway. It passes through scenic Yalgorup National Park and Lake Preston and provides access to several tourist attractions in the area.

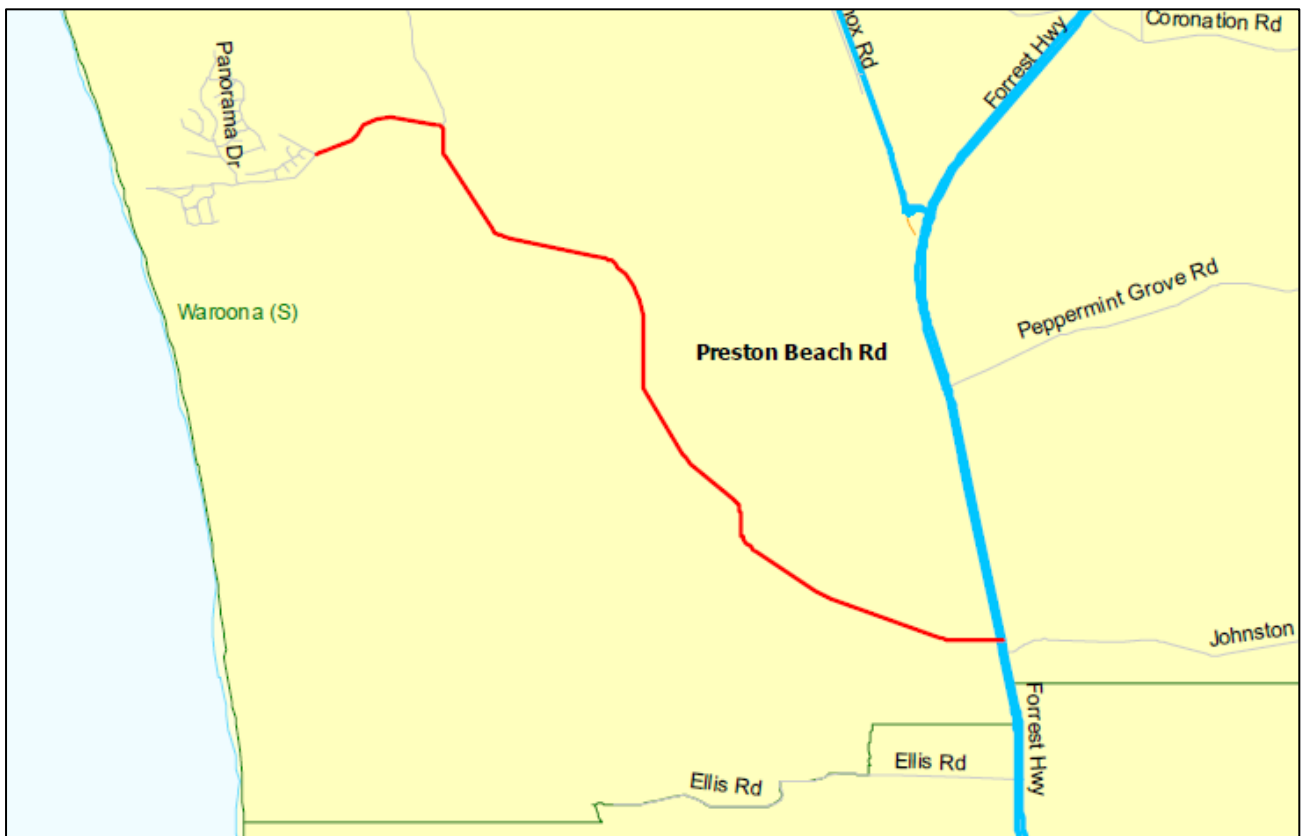
DEVELOPMENT NEED

Preston Beach is an attractive beach side township which will attract growth due to the completion of the Forrest Highway. Additionally, should a proposal currently in early planning stages, to triple the population of Preston Beach in the next 20 years go ahead, the traffic volumes will dramatically increase both in terms of private traffic and construction traffic during the developmental stages.

DEVELOPMENT STRATEGY

Future developments will focus on improvements to geometry and surface condition as well as improving shoulder widths.

Funding will be from Road Project Grant.



QUARRY SITE ACCESS ROUTE

Allenville Road (2060193) – Regional Distributor
Hasties Road (2060024) – Regional Distributor
Jules Road North (2060134) – Access Road
Lilydale Road (2060011) – Regional Distributor

Capel Shire

Last Reviewed: April 2021

FUNCTION

Roads provide access to major crushed basalt resources, urban areas of Gelorup – Dalyellup and form part of an important heavy haulage link to regional and inter-regional routes.

With the new connection of the Bunbury Outer Ring Road these road functions are due to change, the timelines of completion 2024.

Jules Road North and Hasties Road will become a major connecting route for the Gelorup Townsite to the Bunbury Outer Ring Road

Lillydale Road and Allen Road will continue provide access for quarries and basalt facilities.

DEVELOPMENT NEED

Quarrying of the local basalt resource is ongoing. Traffic forecasts indicate that, due to robust growth in this locale, the route will be subject to a high percentage of heavy vehicles.

Those portions of Lillydale Road and Allenville Road that are not reconstruct as an outcome of the BORR will need to be upgraded over time to meet the increased demands of forecast traffic loads.

These roads have not been designed for heavy traffic. The seal width is inadequate in most cases. Increased road capacity is required as well as upgrading to properly cater for increased loadings.

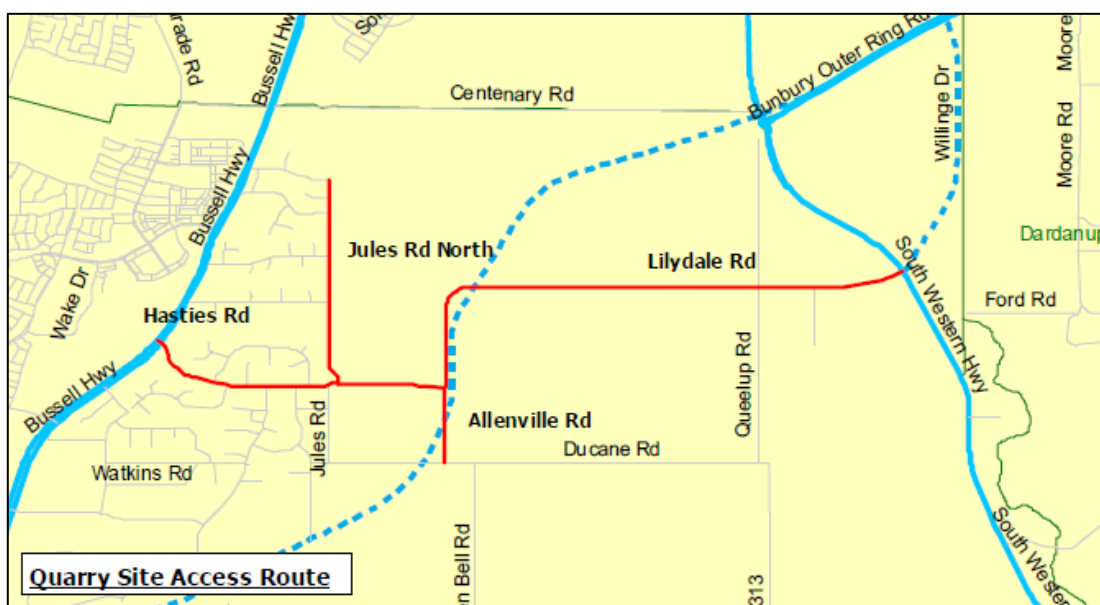
DEVELOPMENT STRATEGY

Upgrade Hastie Road to kerbed Type 5 sealed road standard (full length).

After Bunbury Outer Ring Road reconstruct Jules Road North/Hastie Road intersection to enable safer accommodation of larger turning vehicle movements north.

Upgrade of Jules Road North to Type 5 sealed road to accommodate higher traffic volumes.

Maintain Lillydale Road and Allenville Road to a uniform Type 4 sealed road standard for the heavy haulage vehicles as this road will continue to be unrestricted RAV route.



QUINDANNING – DARKAN ROAD

Road No. 2140010

Local Distributor

Boddington Shire

Last Reviewed: April 2021

FUNCTION

The Quindanning Darkan Road is a direct link between Darkan and Quindanning but more generally provides connectivity between the South West and Great Southern Regions. The road is also the most direct link between the mining centres of Boddington and Collie. It is used as a haulage route for timber, grain, livestock, fertilizer and wool.

Boddington mine employees who reside in West Arthur and Williams Shires and West Arthur residents when travelling to Quindanning, Boddington, Dwellingup, Rockingham and Mandurah also use the route. Tourists frequenting various parts of the south west of the State also use this route. Quindanning Darkan Road is a road of regional significance in the Wheatbelt South Region.

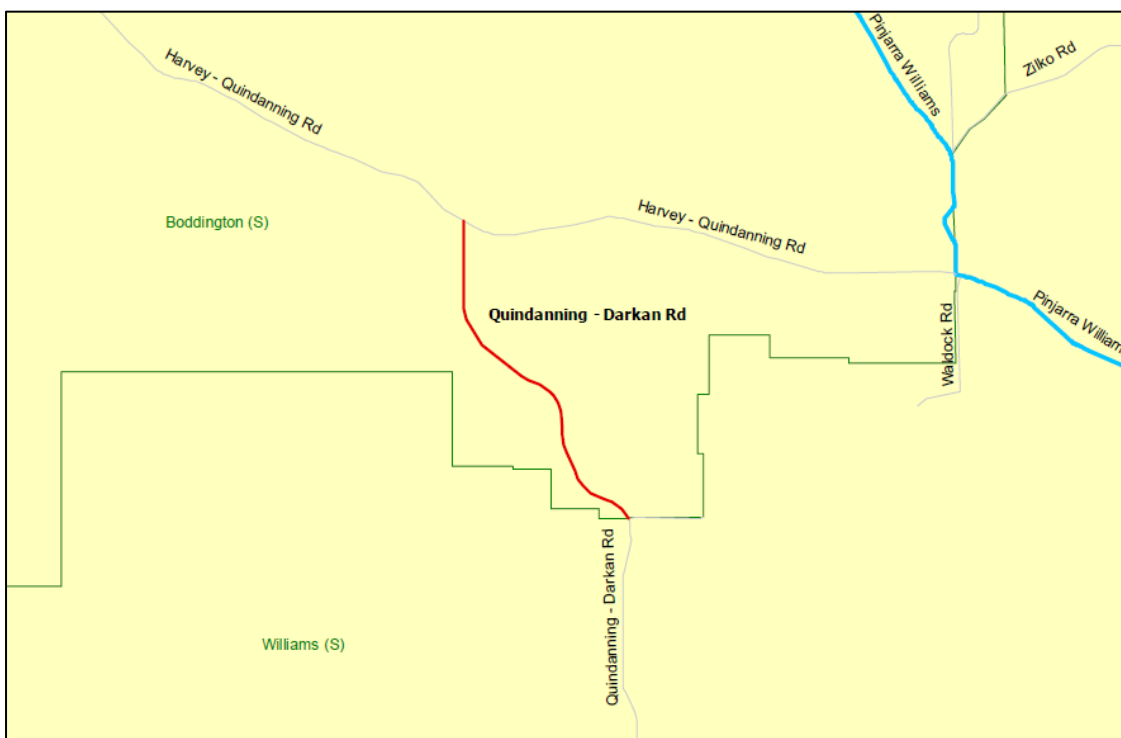
DEVELOPMENT NEED

The road varies in standard from a two-lane sealed standard to a formed gravel surface. As a through route linking two regional areas, it should be developed to the same standard. The only unsealed section of the road is in the South West Region in the Shire of Boddington.

DEVELOPMENT STRATEGY

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

The surfacing may need rejuvenating or resealing close to 2030.



REDGATE ROAD

Road No. 2010057

Local Distributor and Access Road

Augusta – Margaret River Shire

Last Reviewed: December 2021

FUNCTION

Redgate Road is an important east west link between Caves Road and Bussell Highway near the town of Witchcliffe. It provides tourist access to popular Redgate Beach and other attractions southward, including caves, forest, southern beaches and other areas of state and regional significance. It is a heavy vehicle access route to a mineral extraction site west of Caves Road. The road is the only connection from the Witchcliffe townsite to the west coast and also provides access to an extension of the town site to the west. Further significant expansion of the townsite has been approved by the Shire and Western Australian Planning Commission and development of the Witchcliffe Eco Village is underway.

The most recent traffic count was 350 AADT in 2017/18, with 53% of vehicle being trucks. The Regional functional road hierarchy classification for Redgate Road is Local Distributor between SLK 0.0 and SLK 8.66 and Access Road for the rest of its length. It forms part of the regional heavy haulage route and performs district distributor functions including being part of a school bus and tourism route. The section of road classified as access road (SLK 8.66 to 10.24) performs a distributor function as it provides access to an active lime pit (Redgate Lime), the Shire's lime pit and Redgate Beach, a popular swimming and surfing beach, and the Leeuwin Naturaliste National Park. Redgate Road is a RAV Network 4 road between Bussell Highway and Caves Road and a RAV network 3 road east of Caves Road up to the Redgate Lime pit entry.

DEVELOPMENT NEED

Currently Redgate Road between Bussell Highway and Caves Road is a Type 4 road. Due to increasing heavy traffic use the pavement is showing signs of distress, with evidence of longitudinal rutting in certain areas. It will require shape correction as well as corrections to geometry in the future.

Subdivision of land to the south of Redgate Road and west of Witchcliffe is ongoing and planning approval has been given to further subdivisions to the west of Witchcliffe that are accessed via Redgate Road. These future developments will increase the traffic pressure on Redgate Road and the intersections with Caves Road and Bussell Highway. The Bussell Highway intersection has been resurfaced, but there is a need for the intersection of Caves Road to be realigned and staggered to improve safety in the long term. Staged reconstruction and upgrade of Caves Road/Redgate Road intersection needs to occur in the long term.

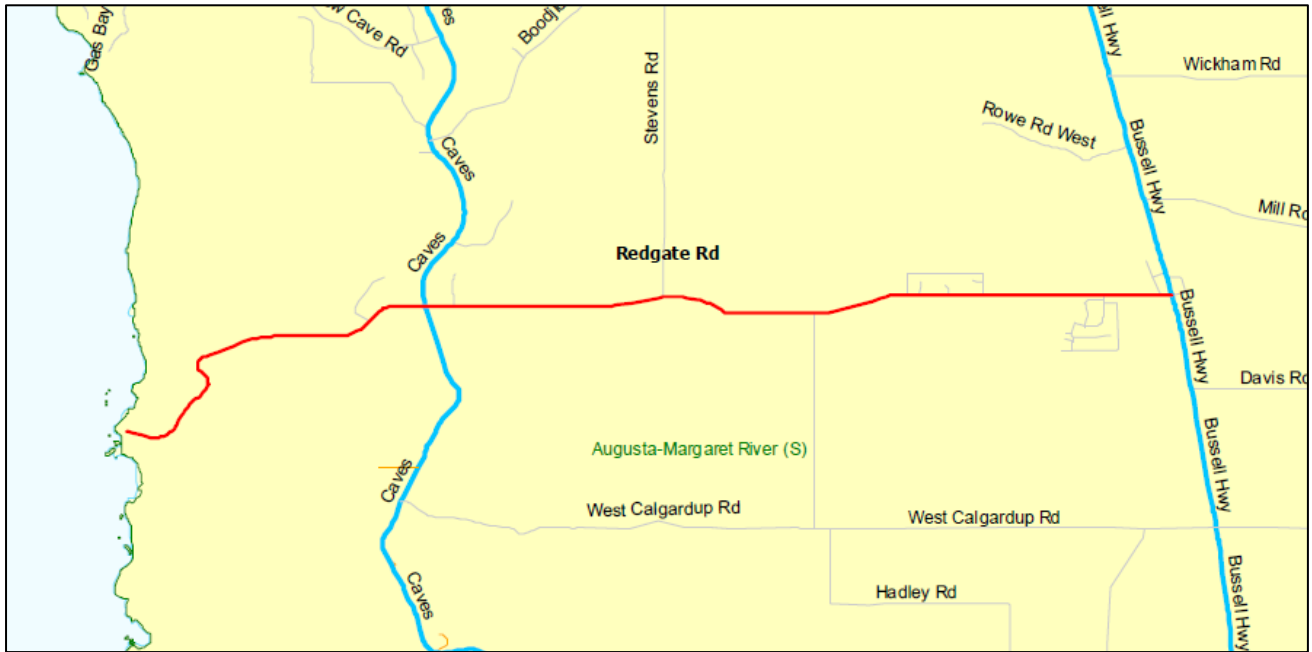
Redgate Road to the west of Caves Road is currently a Type 4 road but requires upgrading to accommodate the heavy haulage and address conflict between heavy vehicles and tourist/local traffic. Shoulder and edge repairs will provide safety benefits.

Ongoing operation of the lime sand pit west of Caves Road have resulted in increased heavy haulage traffic on Redgate Road. DBCA has funding allocated to upgrade the Redgate Beach car park in 2021-22 to cater for increasing visitation.

DEVELOPMENT STRATEGY

Asphalt shape correction is required at various locations to address aquaplaning due to longitudinal rutting.

Complete reconstruction will be required in sections in the long term to rectify substandard geometry. In the longer term, the Caves Road/Redgate Road intersection will require safety improvements to cater for increasing traffic volumes , most likely realignment to form a staggered t-intersection.



RESERVE – COLLINS STREET

**Collins Street (2170003)
Reserve Street (2170001)
Access Roads**

Donnybrook – Balingup Shire

Last Reviewed: June 2021

FUNCTION

Collins Street and Reserve St are Access Roads which are used by a variety of vehicles including heavy vehicles and oversized loads. The roads are used as a bypass route through Donnybrook for heavy vehicles and oversized loads whilst also providing access to several transport/distribution companies that service the regions agriculture industries. The iconic Apple Fun park is also located on Collins Street which attracts visitors from all over the South West. Collins Street is a RAV Network 3 road.

DEVELOPMENT NEED

Within the Donnybrook townsite, South West Highway is restricted by central islands, on-road parking and street trees. Collins and Reserve Street will continue to services business and commuter needs, plus be used as a bypass road for SW Highway going into the future. Collins and Reserve Street are showing signs of pavement failure due to the type of traffic operating on the road, and the upgrade/renewal of Collins and Reserve Street is critical to the operation of the overall transport network in the area.

DEVELOPMENT STRATEGY

The future development strategy for Collins and Reserve Street is a uniform two lane standard road, catering for heavy vehicles and oversized loads, whilst being considerate of the Townsite environment in which it is located. Funding is proposed to be sourced from Road Project Grant or Black Spot Grants.



SANDALWOOD ROAD

Road No. 2110018

Access Road

Harvey Shire

Last Reviewed: April 2021

FUNCTION

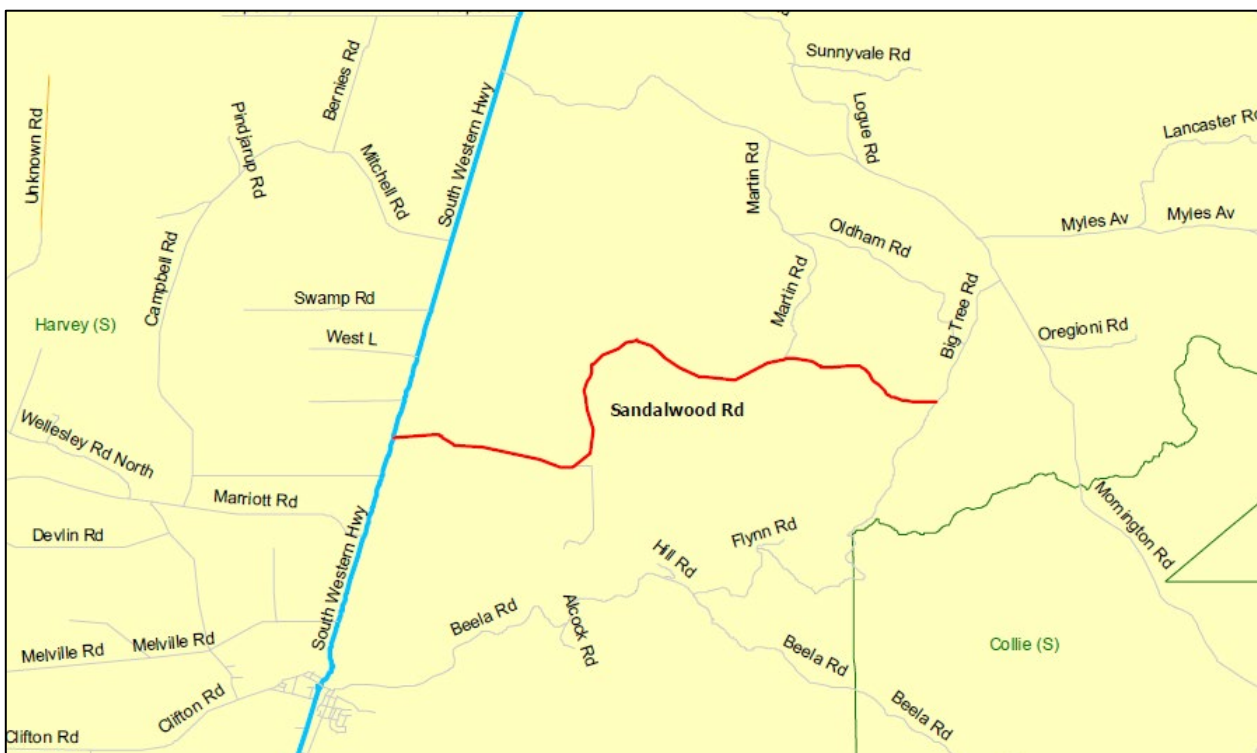
Sandalwood Road is an important access road that links the South West Highway to Martin Road, Big Tree Road and Mornington Road. It provides the major access for heavy haulage vehicles associated with the timber industry and the vast gravel reserves in both private and Department of Environment owned land. The timber cartage route (in particular) is diverted via Mornington Road and Big Tree Road to the South Western Highway. Sandalwood Road is also an approved heavy haulage route and it also serves the dairy industry.

DEVELOPMENT NEED

Sandalwood Road has been constructed to 7m wide seal with 1m wide shoulders from South Western Highway to Martin Road. However, there are some sections of poor geometry within this section. From Martin Road to Big Tree Road it remains unsealed. This section of Sandalwood Road needs to be upgraded to a uniform Type 5 standard to complete the link for commuters, freight and emergency services.

DEVELOPMENT STRATEGY

The standard proposed is a uniform Type 5 sealed road for the full length from South Western Highway to Big Tree Road. There will be some major clearing required to achieve the desired widths from Martin Road to Big Tree Road. It is proposed to include Sandalwood Road in the Road Project Grants Program to ensure sustainable investment in the basic raw materials that exist along the route.



SCOTT RIVER AGRICULTURAL TRANSPORT ROUTE

Fouracres Road (2160069)
Governor Broome Road (2010033, 2160007)
Milyeannup Coast Road (2160005)
Scott River Road (2010024)
Local Distributors

Augusta – Margaret River and Nannup Shires

Last Reviewed: April 2021

FUNCTION

Scott River Road Route extends south from Brockman Highway through Scott Road D2 which continues south to Pericles Street and East Augusta (a remote township on the east side of the Blackwood River). Providing the only access to the community, it is a vital connection. It forms part of regional heavy haulage route and is a school bus route.

The most recent traffic count for Scott River Road of 103 AADT in May 2009.

Scott River Road also provides a connection to Governor Broome Road, which is a primary heavy haulage route for tree plantation harvesting in this area.

Scott River Road is a RAV Network 3 road.

Governor Broome Road is an unsealed road which services the rapidly growing blue gum plantation industry and dairy industry. It is also a school bus route and services other horticulture needs.

Governor Broome Road links Milyeannup Coast Road with East Augusta and various beaches. This makes the road important for both tourist and commercial requirements. Governor Broome Road is a RAV Network 3 road (conditional).

Fouracres Road (Shire of Nannup) provides a vital all year-round link between Milyeannup Coast Road to Stewart Road and Vasse Highway. This road traverses the Scott Coastal Plain and is vital for the harvest and servicing of the blue gum industry. It is also important for the servicing of the cattle (dairy and beef) industry and for the growing horticultural industry.

Fouracres Road provides a link from the Pemberton-Beedelup National Park-Karri Valley region to the East Augusta region.

DEVELOPMENT NEED

Heavy traffic sourced from the plantation logging and dairy/agricultural industries will continue to use the route and cause continuing problems with the pavement condition. The route also services the coastal areas and as such will continue to carry tourist traffic.

The permanent population in East Augusta is growing and Scott River Road (via Scott Road D2 and Pericles Street) provides its only road access. As the community develops it is expected that tourism will also increase in the area, which will cause an added stress on the fragile gravel road surface.

The first 3.5 km of gravel road requires urgent resheeting to cope with increase traffic. The remainder of the gravel road up to East Augusta (including Scott Road D2 and Pericles Street) is constructed from limestone and do not require any improvements in the short term. Widening and upgrading of Scott River Road between 8.0 and 10.74 SLK will ensure an appropriate level of safety and improve traffic flow for the mix of road trains, log trucks and passenger vehicle as well as safer school bus route.

Governor Broome Road traverses a flat, swampy coastal plain which has contributed to large potholes developing along the entire length of this road. The increase in the occurrence of this

problem is a direct result of the increase in traffic and the types of traffic which use the road. Raising the height of the road and sheeting with nonplastic gravel is desirable to overcome these issues. A standard 8m width gravel surface would be adequate at this stage.

The import of any gravel to this remote area is extremely expensive as no local gravel supply exists. Previous development needs for Fouracres Road required improvement to vertical and horizontal alignments along various sections of its length. The development of this road would remove several potentially hazardous areas of concern. It would also provide much needed gravel sheeting of areas that require constant maintenance. The volumes of heavy timber trucks that service this region is increasing and placing greater demands on this road.

DEVELOPMENT STRATEGY

The initial few kilometres of Scott River Road from Brockman Highway were previously upgraded to an 11m wide sealed road standard to allow mineral sand mining. The remaining portion of the route to East Augusta is gravel and limestone, which corrugates in the dry season and potholes in the wet. The upgrade of the section between SLK 8.0 and SLK 10.74 to a 6m seal width Type 4 sealed road standard may be considered if future traffic volumes increase.

Governor Broome Road requires importing a suitable subgrade material followed by gravel sheeting to trafficable width of 6m and a total width of 8m. There is no southern gravel supply available. Drainage will also need to be adequately upgraded to suit this standard of upgrade. Future funding contributions from the TIRES grants will no longer be available. This could hinder the progression of much needed upgrade work to this road. Widen to 8m from Milyeannup Coast Road to shire boundary over two years.

Previous development strategy for Fouracres Road required drainage improvements followed by lowering of crests and re-alignment of corners and gravel sheeting.

Continue to improve unsealed sections by widening, improvements to geometry such as lowering of crests, continued gravel re-sheeting, improvements to formation structure in wet areas and associated drainage improvements.

Repair pavement damage to sealed sections and to edge breaks where applicable.

Funding will be through Road Project Grants.



SOUTH YUNDERUP ROAD

Road No. 2150213
Regional Distributor

Murray Shire

Last Reviewed: April 2021

FUNCTION

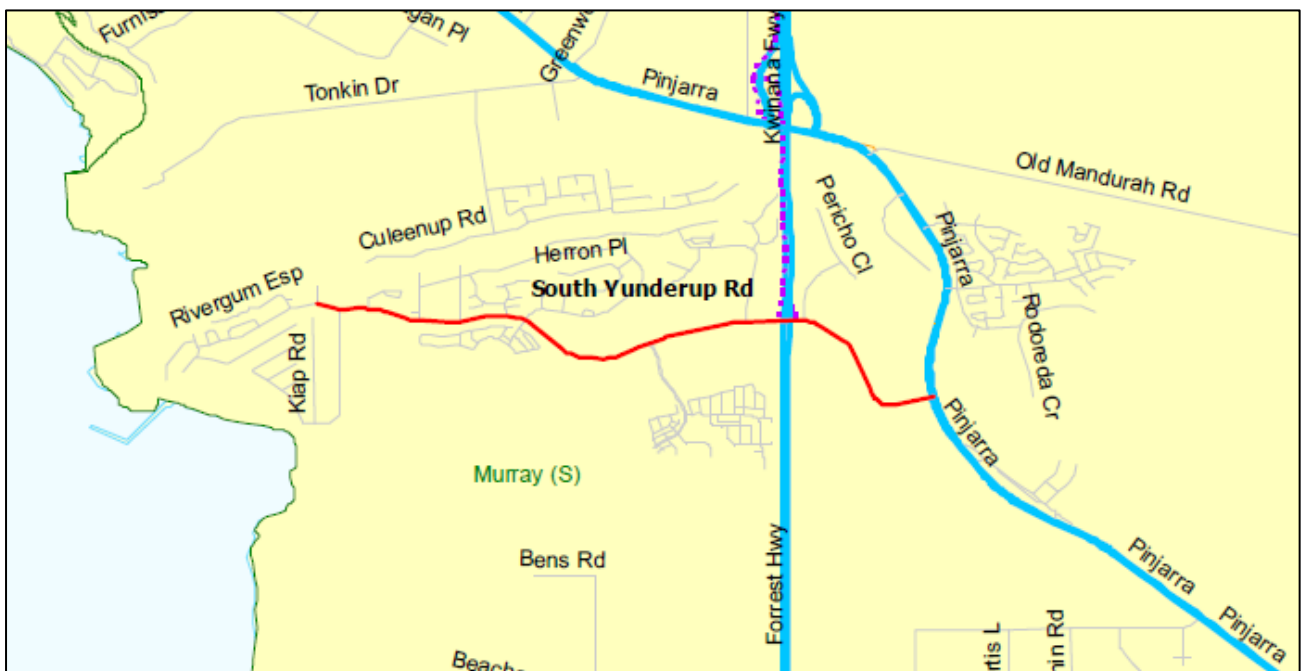
South Yunderup Road is the only road access to South Yunderup, a canal-based residential development of approximately 2,500 people. It provides a direct link to Pinjarra Road that ultimately provides access to the adjacent Kwinana Freeway.

DEVELOPMENT NEED

The rate of development in South Yunderup is high. The Austin Cove and Austin Lakes estates have added significant traffic that now provides school bus and PTA services. Daily traffic on the road now exceeds 3,600 vehicles and consists of a mix of residential, commercial and recreational traffic. The existing rural section of road has been upgraded recently to a Type 5 seal width with the rest to urban standard. Further shoulder rehabilitation and potential bridge improvements with options of the road's realignment on the approach to Pinjarra Road need to be further enhanced.

DEVELOPMENT STRATEGY

The ultimate standard proposed for the road is a Type 6 sealed standard. In the short to midterm ongoing review to best plan for the improvement works through development and RRG funding. In conjunction with Main Roads the upgraded alignment, bridge works and Pinjarra intersection upgrade to meet the growing needs of the South Yunderup Road.



SOUTHAMPTON ROAD

Road No. 2170142

Local Distributor

Donnybrook – Balingup Shire

Last Reviewed: June 2021

FUNCTION

Southampton Road is a local distributor road which starts at South Western Highway in Balingup Townsite and travels south through agricultural areas, Forest Conservation areas and timber plantations. It then mostly travels along the banks of the Blackwood River.

This route services the smaller communities of Southampton and Greenbushes and is a school bus route.

Southampton Road is a Local Distributor for industry and regional access and is listed on the Restricted Access Vehicle Network for Class 3.

DEVELOPMENT NEED

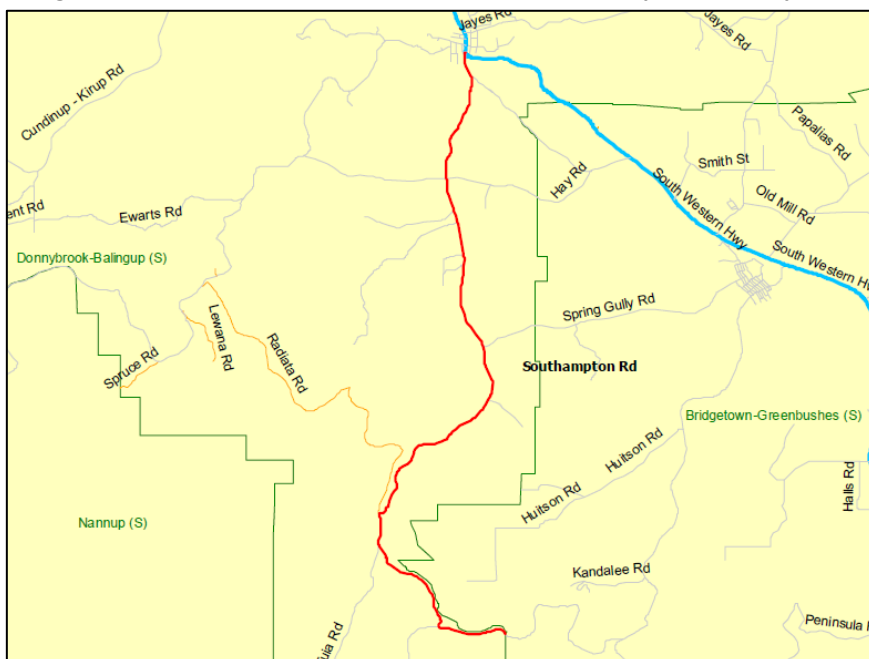
Southampton Road has approximately 6.5km of sealed surface and 14.3km of unsealed gravel surface. A large proportion of the sealed section has a width of only 3.8m which is inadequate for the type of traffic which uses this road. The sealed section suffers severe edge damage from large vehicles used for plantation carting.

The entire length of Southampton Road would be considered inadequate for the existing and forecast traffic volumes and therefore requires an ongoing program to widen the full length to 6.2m, including extending the sealed section.

The traffic data shows the Southampton Road carries 101vpd (2015). The road also has a high traffic mix of industrial traffic and commuter traffic, which justifies the requirement to extend the seal and widen narrow sections.

DEVELOPMENT STRATEGY

This road has a mix of tourism and industrial/commercial traffic and ultimately the standard proposed for the full length of this road is a 6.2m wide sealed pavement (service level type 4). The benefits of improving this route will be to maintain the trafficability and safety for the traffic mix.



SURFERS POINT ACCESS ROUTE

**Rivermouth Road (2010072)
Surfers Point Road (2010522)
Access Roads**

Augusta – Margaret River Shire

Last Reviewed: April 2021

FUNCTION

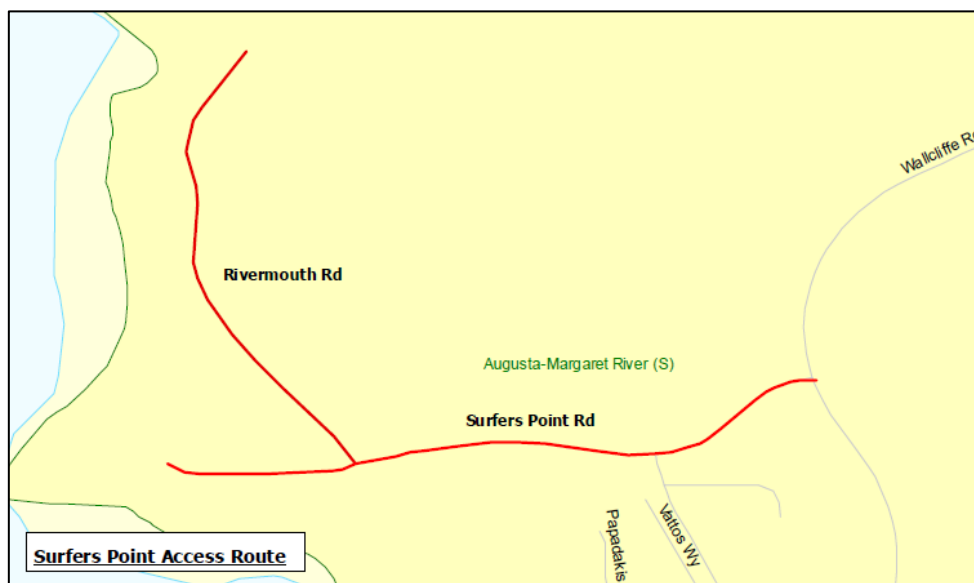
This is an important and strategic route providing access to the world-renowned surfing beaches and popular tourist destinations along the foreshore. The foreshore areas of Surfers Point, Rivermouth and Riflebutts are currently being redeveloped to provide upgraded facilities to cater for surfing competitions and increased usage through summer months. Rivermouth is built to Type 4 road (6.6m wide) standard with section showing severe deterioration and edge break due to increased traffic volumes. The most recent traffic count was 1,353 AADT in January 2011. Surfers Point Road is also built to a Type 4 road (6.6m wide) standard but is in a fair condition. The most recent traffic count was 1,843 AADT in February 2011.

DEVELOPMENT NEED

The Supertown Program has identified the upgrade of the facilities at Surfers Point along Surfers Point Road to Rivermouth car park at the end of Rivermouth Road. The Shire’s Cape Mentelle to Gas Bay Development Concept Plan has also identified upgrades to facilities along this route for future years. These recommendations will result in further increase of tourist traffic to the area and additional pressures on a deteriorating road running through environmentally sensitive areas.

DEVELOPMENT STRATEGY

Staged reconstruction of Rivermouth Road and Surfers Point Road and upgrade of Type 4 (6m) to Type 5 (7m) road, potentially required soon accommodating increase in tourist traffic which plays a significant role in the local and regional economy. Realignments have been proposed for both roads to increase intersection safety and accommodate the movement of tourist busses. Although Supertown Program funding can be accessed for carpark upgrades and installation of a roundabout at intersection Surfers Point Road with Rivermouth Road, funding for further improvements needs to be identified. Asphalt overlay and kerbing will be priorities to address safety and drainage issues in the short term.



TIMS THICKET ROAD

Road No. 2120005

Local Distributor

Mandurah City

Last Reviewed: April 2021

FUNCTION

Tims Thicket Road is servicing waste management facility and district level beach.

The waste management facility is an inert waste disposal, septage waste disposal facility and in 2012 will be improved to be a small waste transfer site which services the Peel Region.

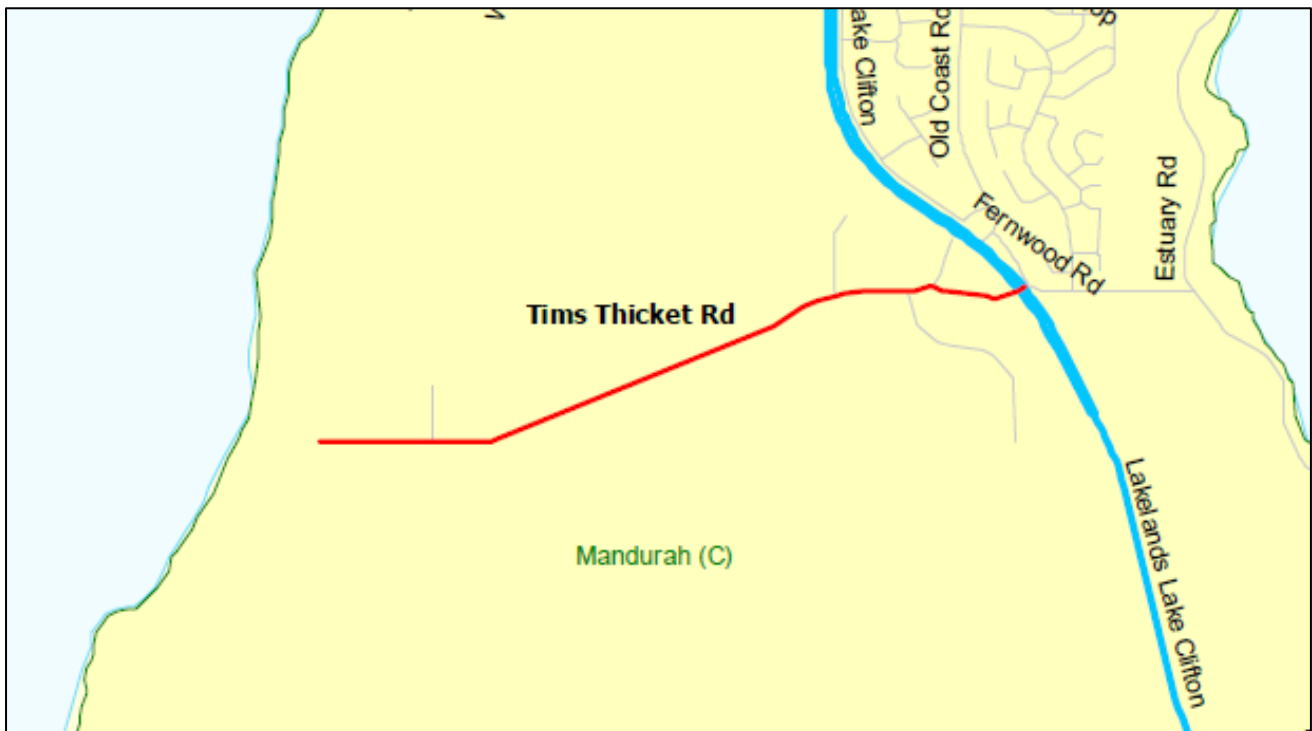
Allows beach access and because 4-wheel drive vehicles are an approved beach use, visitors from outside the region utilise the access (tourism use).

DEVELOPMENT NEED

Road to be industrial standard two lane sealed road.

DEVELOPMENT STRATEGY

Ultimate standard will require asphalt seal to ensure extended life of pavement.



TREETON ROAD

Road No. 2010002

Local Distributor

Augusta – Margaret River Shire

Last Reviewed: April 2021

FUNCTION

Treeton Road is an important east-west rural distributor road from Bussell Highway to Jindong – Treeton Road which links to the City of Busselton via an inland rural route. It provides heavy vehicle access to the Cowaramup light industrial area, regional rural businesses, wineries, holiday accommodation and properties including custom feed lots and abattoir.

The most recent traffic count was 211 AADT in May 2011.

The Regional functional road hierarchy classification for Treeton Road is Local Distributor. It forms an important part of the heavy haulage route and school bus route.

Treeton Road is a RAV network 4 (conditional) road between Bussell Highway and Carburnup Road South.

DEVELOPMENT NEED

Cowaramup's light industrial area has planning approval for expansion to the east. The only access to the LIA is from Treeton Road which is currently under-width to cater for the heavy vehicles now using the route.

The subdivision of land for medium density residential properties to the south of Treeton Road and opposite the light industrial area has received planning approval although development has not commenced. Treeton Road will require upgrading to accommodate the increase of traffic due to these developments and to reduce conflict between local and regional traffic.

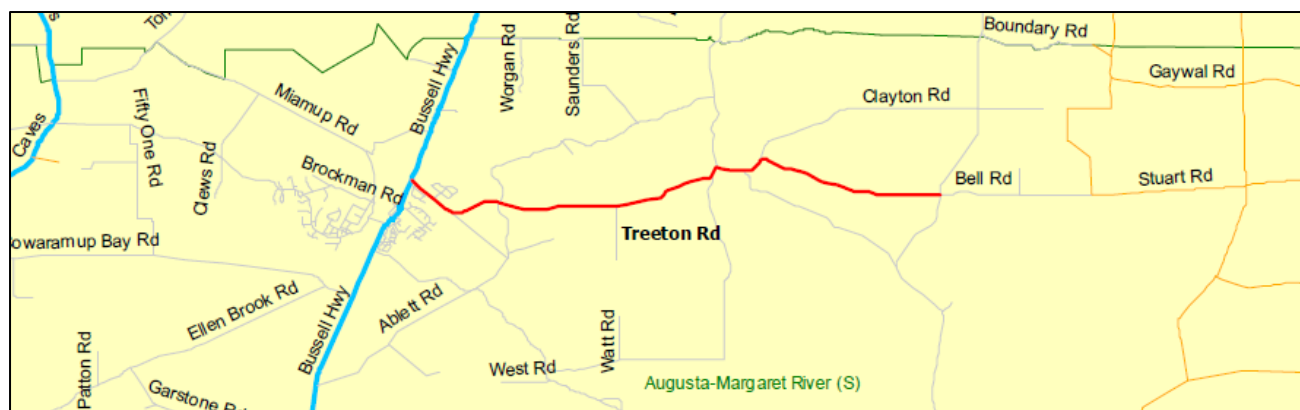
Over the past few years Treeton Road has been progressively upgraded to a Type 4 road together with the upgrade of intersections. The road east of the LIA is sufficiently wide to cope for the foreseeable future but has a sensitive pavement that has become uneven, with heaving in various areas. The pavement will require shape correction works in a medium term.

DEVELOPMENT STRATEGY

Between Bussell Highway and the LIA the seal width is less than adequate for the volume and type of traffic using the road. This section to Wrigglesworth Drive requires reconstruction and widening. There are problems associated with the substandard shoulders and fragile pavement that are causing pavement failures and above average maintenance.

This section needs to be widened to a 9m seal width, Type 6 road. East of the LIA intersection there will be a requirement for shape correction works in various locations.

Continue with upgrade of remainder of route to Type 4 road and improve safety by widening and reconstructing severe deformed sections and rehabilitation of shoulders. Upgrades of intersections with minor roads, such as Clayton Road, are also essential.



UPPER CAPEL ROAD

**Upper Capel Road (2170007)
Capel Street (2170390)
Local Distributors**

Donnybrook – Balingup Shire

Last Reviewed: April 2021

FUNCTION

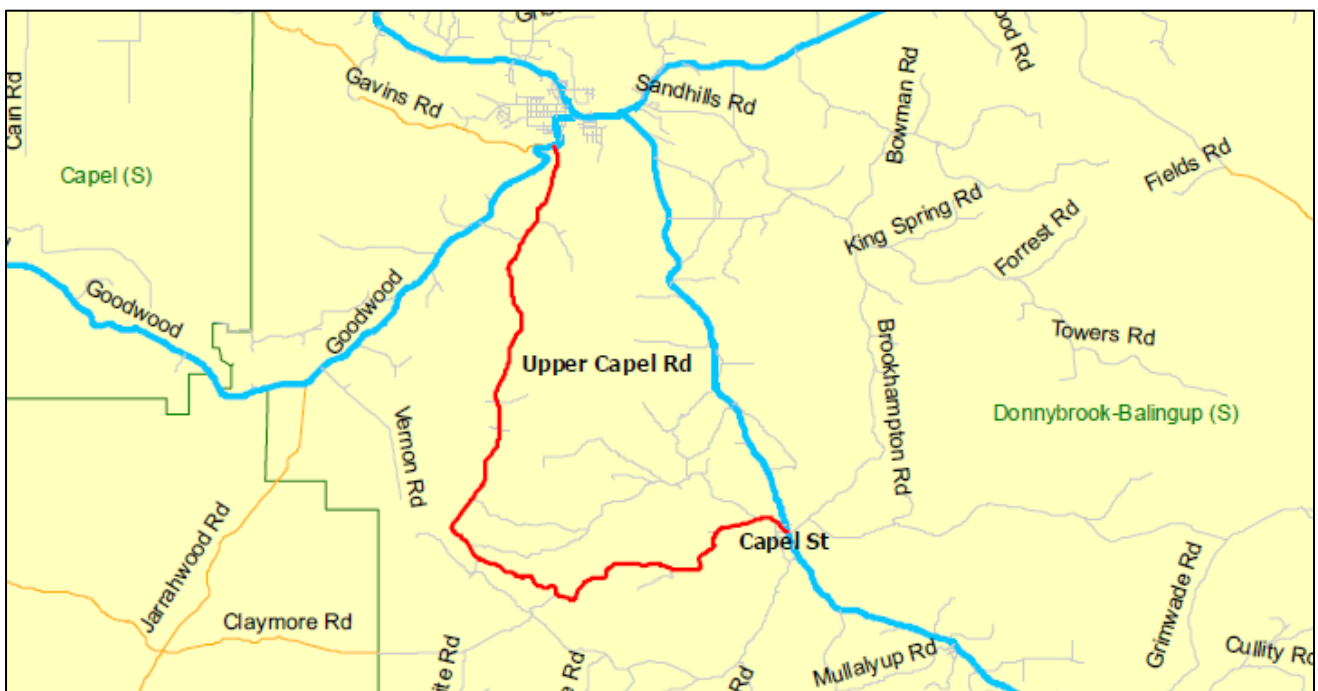
Upper Capel Road starts at Goodwood Road in Donnybrook and terminates at the Kirup townsite where it connects to the South Western Highway. This road is used by many farming properties as the main service route for all major farming activities. This road is also a school bus route and is used by tourist operators.

DEVELOPMENT NEED

The road will continue to be used for farming operations and as it improves in usability and safety it will likely become a more attractive and viable route to and from the Kirup area and areas to the West and North of the Shire and beyond. Nearer to the centres of Kirup and Donnybrook an increase in rural residential type developments will be likely, further adding to traffic volumes. As population increases it is likely that tourism-based businesses will also commence operations.

DEVELOPMENT STRATEGY

With a focus in the short term on the narrower sections, continue to widen the seal to a uniform minimum width of 6.2m with associated improvements to road geometry via full reconstruction. Longer term strategies will see those sections which are wider but do not achieve the desired 6.2m seal width widened either by seal widening or reconstruction. Funding will be via Black Spot where crash data supports an application or otherwise Road Project Grants.



VITTORIA ROAD

Road No. 2040020

Access Road

Bunbury City

Last Reviewed: April 2021

FUNCTION

Vittoria Road provides a connection into and between the Moorlands, Glen Iris and Picton suburbs. It is a District Distributer Road and connects Forrest Highway to South Western Highway. Vittoria Road along with Dodson Road forms a major connection from Forrest Highway into the Picton, Davenport and Halifax industrial areas. It is also the major access for future residential development planned in the adjacent area. It is school bus route and houses the Djidi Aboriginal Primary School and Grace Christian School. It houses the Bunbury Farmers Market, an extremely popular attraction to both regional locals and tourists. Vittoria Road is a RAV Network 4 road from Forrest Highway to the Bunbury Farmers Market. AADT as at 2018 is 9,758. PCU is 11,852.

DEVELOPMENT NEED

Significant residential development is expected in the medium term to the west of Vittoria Road, building out the area between Vittoria Road and the Preston River. Vittoria Road will increase substantially in traffic volume and will continue to provide an important north-south route through this area of Bunbury. There is a developing commercial district in the northern section of Vittoria Road, with the central section of Vittoria Road being zoned Mixed Use, Community Purpose and residential.

DEVELOPMENT STRATEGY

The future residential developments adjacent to Vittoria Road will see the need to upgrade the intersections of Erica Entrance and Woodley Road, and the requirement to urbanise the central and southern sections of the road including kerbing, drainage and upgraded street lighting. There is potential that a single separate carriage way may be required in the future. The intersection with South Western Highway is scheduled to be upgrade to a roundabout by Main Roads.



WAGERUP REFINERY ACCESS ROUTE

Wagerup – Willowdale Road (2090010) – Regional and Local Distributor
Willowdale Road (2090009) – Regional Distributor

Waroona Shire

Last Reviewed: April 2021

FUNCTION

Willowdale Road provides access to Alcoa aluminium refinery from South West Highway. It also provides access through the forest to Mount William, a major site for Police, Department of Biodiversity, Conservation and Attractions, Telstra, Department of Fire and Emergency Services and State Emergency Services repeater stations.

Wagerup – Willowdale Road provides access to Alcoa bauxite mine workshops and Mount William repeater station. It services DBCA and small isolated farming properties. Alcoa recently upgraded to a two-lane sealed standard a long section of this road within state forest (outside of the Shire controlled section) as its main access to new mining areas in the north of the Harvey Shire. This will increase traffic volumes on the Shire controlled section.

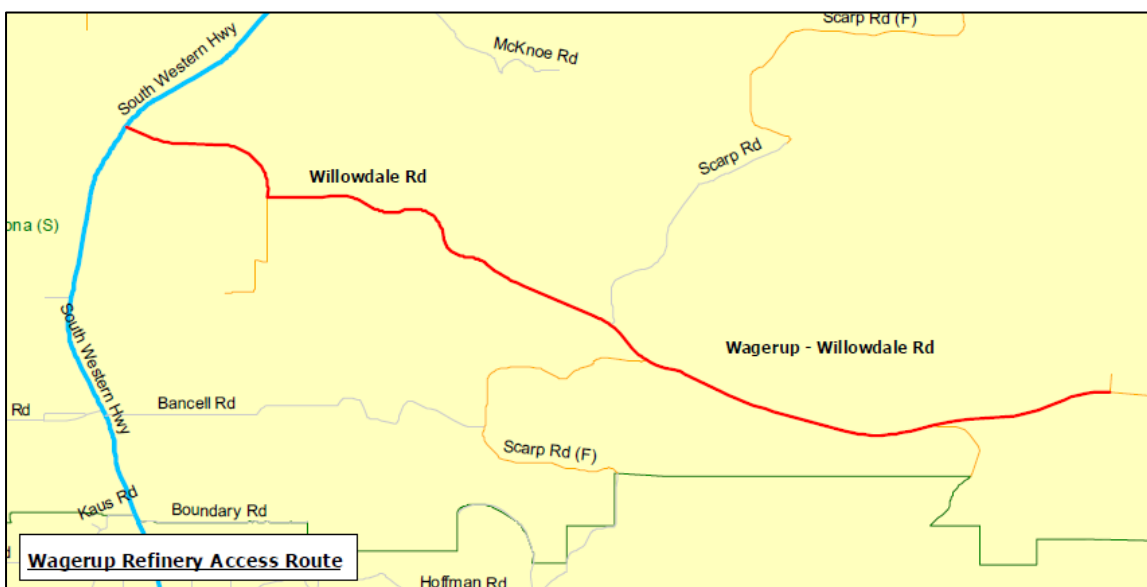
DEVELOPMENT NEED

The route will likely see increases in tourism traffic as the state's population grows and DBCA continues to increase the number of camp sites in the Lane Poole reserve and other camping areas. Logging traffic will remain constant particularly from blue gum and pine plantations. Alcoa's new mining areas will increase traffic on the Shire controlled section.

DEVELOPMENT STRATEGY

The Shire controlled section is currently a type 5 road and will require maintenance and reconstruction to maintain it in an acceptable condition.

Funding source will be Road Project Grant.



WALPOLE – DENMARK NORTH ROUTE

**Bridge Road (2130215)
North Walpole Road (2130211)
Regional Distributors**

Manjimup Shire

Last Reviewed: April 2021

FUNCTION

North Walpole Road and Bridge Road provide a secondary link between Denmark and Walpole and service district and local traffic, industry and tourism and connect many local roads.

DEVELOPMENT NEED

The existing road standard is sealed and generally with a width between 5m and 6m. Road pavements are unsuitable to heavy vehicles and road horizontal and vertical alignment is marginal in places.

The route provides a secondary link between Denmark and Walpole and services district and local traffics, industry and tourism and connects many local roads. The primary objectives of the development need are to improve road safety and capacity and to improve accessibility to industry traffic and reduce travel times.

DEVELOPMENT STRATEGY

Upgrade and preserve road to a Type 4 standard including correct pavement and alignment deficiencies under Roads 2030 Project Grant program.



WAROONA – DWELLINGUP ROUTE

Nanga Road (2090074, 2150060) – Regional and Local Distributor
Nanga Brook Road (2090006) – Regional Distributor

Waroona and Murray Shires

Last Reviewed: April 2021

FUNCTION

Nanga Road is part of the most direct north-south route between Dwellingup and Collie. Together with Nanga Brook Road it forms part of a scenic route between Waroona and Dwellingup via several popular tourist destinations such as Murray River Valley, Lane Poole Reserve, Bibbulmun Track, and Waroona Dam. It carries significant tourism traffic especially during holiday periods and serves camping facilities and holiday resorts. The route is a log haulage route, an important access for people accessing Department of Biosecurity Conservation and Attractions campsites, and access to the Alcoa Mining area of Orion Mine site off Nanga Brook Road.

DEVELOPMENT NEED

The route will likely see increases in tourism traffic as the state’s population grows and DBCA continues to increase the number of camp sites in the Lane Poole reserve and other camping areas. Logging traffic will remain fairly constant particularly from blue gum and pine plantations. Alcoa’s activities will continue for the foreseeable future.

The standard of the roads is a uniform two-lane sealed road and there is a high safety requirement to accommodate traffic growth for tourism and haulage operations. The need for safe and reliable access by DBCA and DFES services vehicles is also essential for the efficient management of the area.

DEVELOPMENT STRATEGY

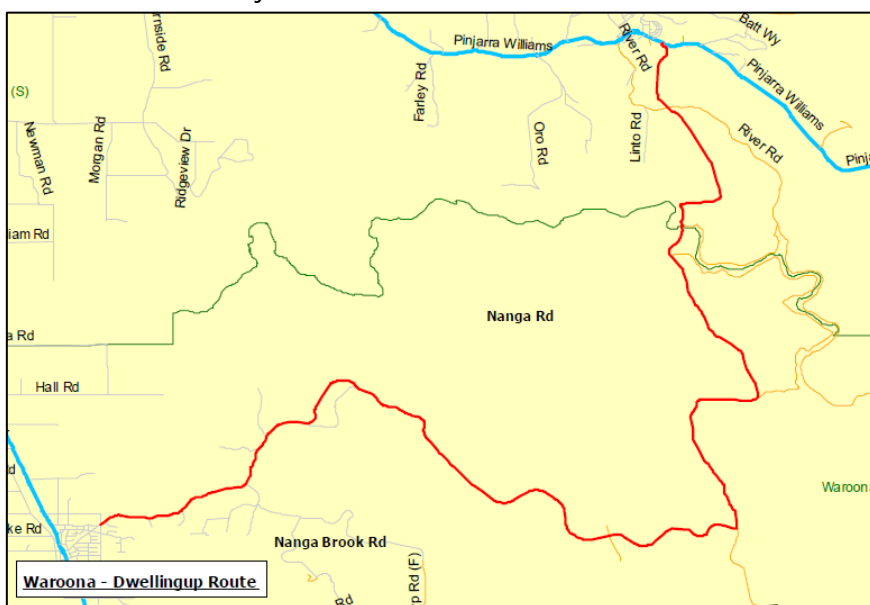
The ultimate standard proposed for the roads is a uniform Type 5 (7m wide) sealed road.

Current traffic and forecast growth support the case for upgrading in the longer term.

Reconstruction of several crests and curves would be required to achieve satisfactory site distance and improved road safety levels.

Nanga Road requires improvements to vertical and horizontal geometry to improve substandard conditions. Crash data will likely support Black Spot applications for this work.

Funding source will be from Road Project Grant.



WELLINGTON DAM ROAD

Wellington Dam Road (2070281)

Regional Distributors

Collie Shire

Last Reviewed: April 2021

FUNCTION

Wellington Dam Road links with Wellington Dam/Falcon Road route to connect Collie and Dardanup Shire. The road is a major tourist route and caters for large traffic volumes at certain times of the year. Numerous tourists camping places are available along the road.

Falcon Road forms a north-south link from Mungilup Road/Pile Road to the Coalfields Highway (via Wellington Dam Road in the Collie Shire) and provides access to the Wellington Dam and several tourist attractions and recreational venues in the area.

DEVELOPMENT NEED

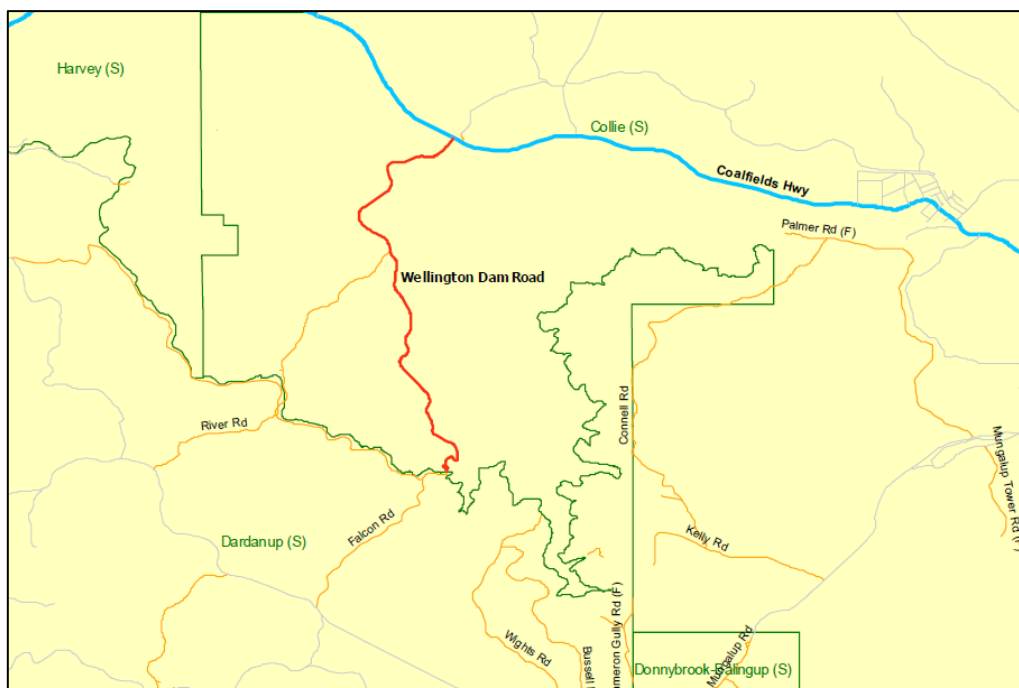
Wellington Dam Road is narrow in places and needs widening to a width of 7m sealed surface. The formation road width in places is very narrow and this needs to be addressed.

Falcon Road provides a significant link through the Wellington Forest area for tourists, regional traffic, and local residents. Falcon Road provides an alternative route to the Coalfields Highway between Dardanup/Bunbury to the Worsley Refinery. The current gravel standard is poor and problematic. The sealing of Falcon Road is required to improve safety and reduce road maintenance costs.

DEVELOPMENT STRATEGY

Currently Wellington Dam Road is being widened for 3km under the State Black Spot. Future widening and resealing have been allowed for in the 5-year Road Project Funding for the years 2015/16, 2016/17, 2017/18.

Continue the upgrade of Falcon Road to a Type 4 sealed road standard. It is proposed to fund the works via the Regional Road Group and funds made available through the Department of Environment and Conservation.



WINNEJUP ROAD

Road No. 2030001, 2180004

Local Distributor

Bridgetown – Greenbushes and Boyup Brook Shires

Last Reviewed: April 2021

FUNCTION

Winnejump Road is a link between the Bridgetown-Boyup Brook Road in the Shire of Bridgetown and the Boyup Brook-Cranbrook Road in the Shire of Boyup Brook, forming part of the link to the Cranbrook area and Great Southern Region.

Winnejump Road carries a mix of traffic including private, tourist, farming and plantation timber heavy vehicles (average of 10,000t p/a over three years). Winnejump Road is also a school bus route.

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

DEVELOPMENT NEED

The majority of the length of Winnejump Road is of narrow formation of 4m width and aged insufficient seal for the volume and type of traffic using that road. Many curves and crests are substandard.

The road verges are heavily covered with excessive remnant vegetation which creates difficulty in maintaining roadside drainage, culverts and adequate shoulder width. Insufficient pavement and shoulder width create a hazard for traffic. Many sections of pavement are deforming due to age, vegetation and/or poor drainage.

Traffic counts indicate a daily average volume of 259 vehicles of which 7% above class 3.

These counts were conducted off peak to timber and grain harvesting and school bus usage within the area.

Reconstruction, shoulders widening and realignment of various sections to a uniform 7m seal width is required to cater for the passenger vehicle, heavy freight, and school bus traffic mix.

DEVELOPMENT STRATEGY

Roadside clearing is a priority to improve sight distance, overhead and side clearance as well as improving run off and recovery clearances.

Roadside clearing may be undertaken as a standalone activity prior to or in conjunction with roadworks.

Widening seal to 7m and formation to 9m is required along most of the carriageway.

Full reconstruction of these sections is required in most instances to also improve vertical and horizontal alignments.

Resumptions will be required along some sections.

Reseal or other preservation treatments could be carried out in conjunction with seal widening on sections widened only.

Reconstruction and realignment of some sections is warranted particularly undulating winding sections.



WORSLEY ACCESS ROUTE

Atkinson Street North (2070074) – Local Distributor and Access Road

Forrest Street (2070042) – Local Distributor

Gastaldo Road (2070218) – Regional and Local Distributor

Harris River Road (2070003) – Local Distributor

Moira Road (2070075) – Local Distributor

Mornington Road (2070015, 2110008) – Regional Distributor

Patstone Road (2070004) – Local Distributor

Collie and Harvey Shires

Last Reviewed: April 2021

FUNCTION

Gastaldo Road provides access to Worsley BHP Alumina and to Mornington Road, which connects to the Shire of Harvey and Collie.

Harris River Road provides access to Mornington Road and is a major tourist route to Harris Dam and the surrounding areas. The road is a heavy haulage route and provides access to the timber and viticultural industry.

Mornington Road links South Western Highway and Coalfields Highway, providing a direct radial connection between the rural communities of Collie and Harvey. It is an important access to Worsley Refinery and Wokalup Research Station. Traffic consists of a mixture of tourist, commuter and timber haulage vehicles. The road is a heavy haulage route and provides for cartage of agricultural products including log haulage.

Forrest Street, Moira Road, Patstone Road and Atkinson Street North within the Collie townsite complete the link to Worsley Refinery.

DEVELOPMENT NEED

Gastaldo Road is currently built to an acceptable standard, but depending on the future industrial works, the road may require widening in the future.

Harris River Road requires widening and resealing in the rural section 1.05-11.74 SLK.

The unsealed section of Mornington Road between Gastaldo Road in the Shire of Collie and Martin Road in the Shire of Harvey restricts its use as a viable alternative for long distance traffic between Perth and Collie. The future expansion of Worsley Refinery and the increasing use of the route by tourists, commuter and long-haul traffic, supports the case for upgrading of this road in the short term.

Redesign and reconstruction of the intersection of Gastaldo Road and Mornington Road is required. In addition, the preservation of the existing road standard is essential.

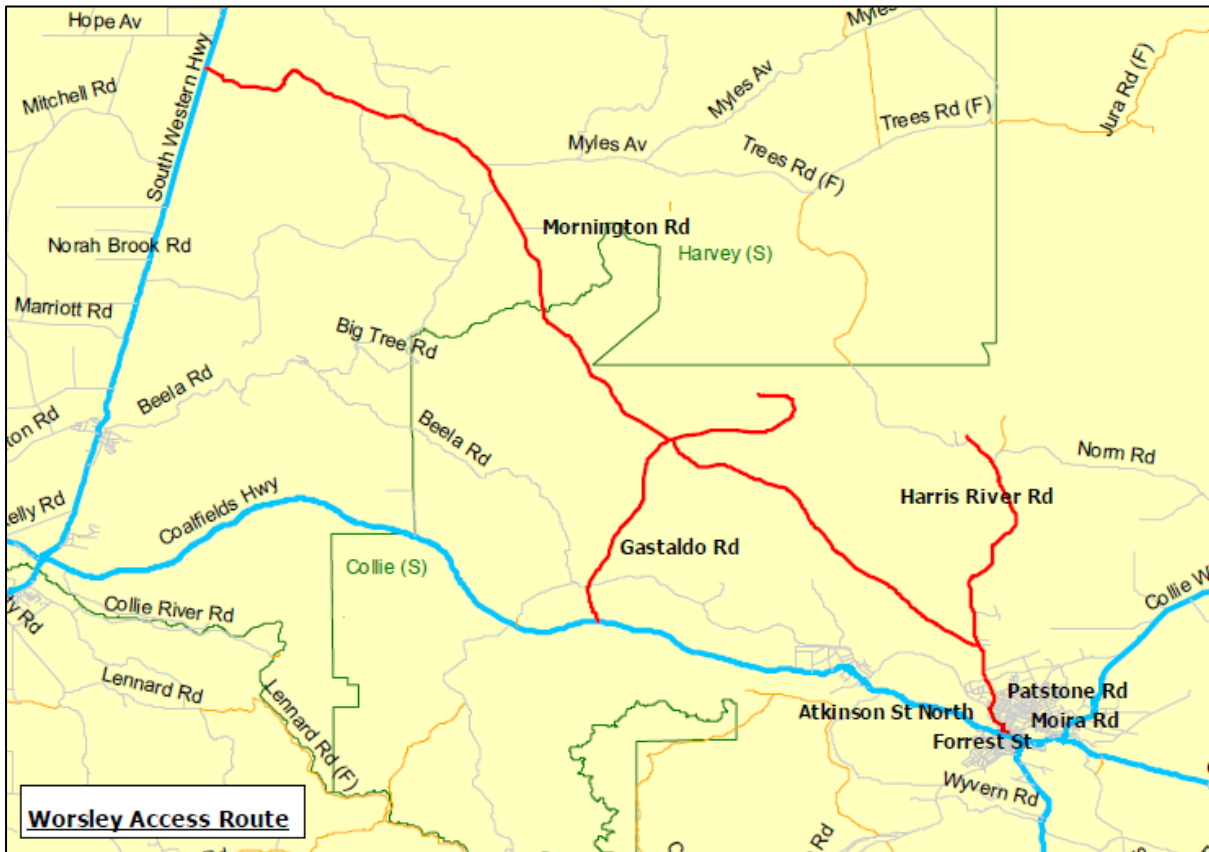
DEVELOPMENT STRATEGY

Widening of Harris River Road is scheduled to commence in the next five-year Road Project Grants, in the year 2014-15.

Mornington Road standard varies from a two-lane seal to a formed gravel surface. The seal width in places is single lane. Upgrading to a uniform two-lane sealed road throughout is recommended in order to properly cater for the volume and type of traffic using the route.

Upgrade the road to a Type 4 sealed road standard with crest and curve realignments where necessary. Reconstruct and seal several failed sections.

Reconstruct intersection of Gastaldo Road and Mornington Road. Reseal various sections.
Roads 2030 Strategies for Significant Local Government Roads – South West Region 116
Funds have been set aside in the 5-year Road Project Program for the resurfacing and restoration in years 2015/16 and future funding will be required within the next 10 years for surface repairs and shoulder work.



YALLINGUP BEACH ROAD

Road No. 2050121
Regional Distributor

Busselton City

Last Reviewed: April 2021

FUNCTION

Yallingup Beach Road carries significant tourism traffic during popular holiday and surfing seasons, and is the only road connecting Yallingup to the south west area. It provides the only service connection for Yallingup townsite, and is also a school and tourist bus route. Yallingup Beach Road is the only connecting road to Yallingup townsite and the Yallingup Beach popular coastline.

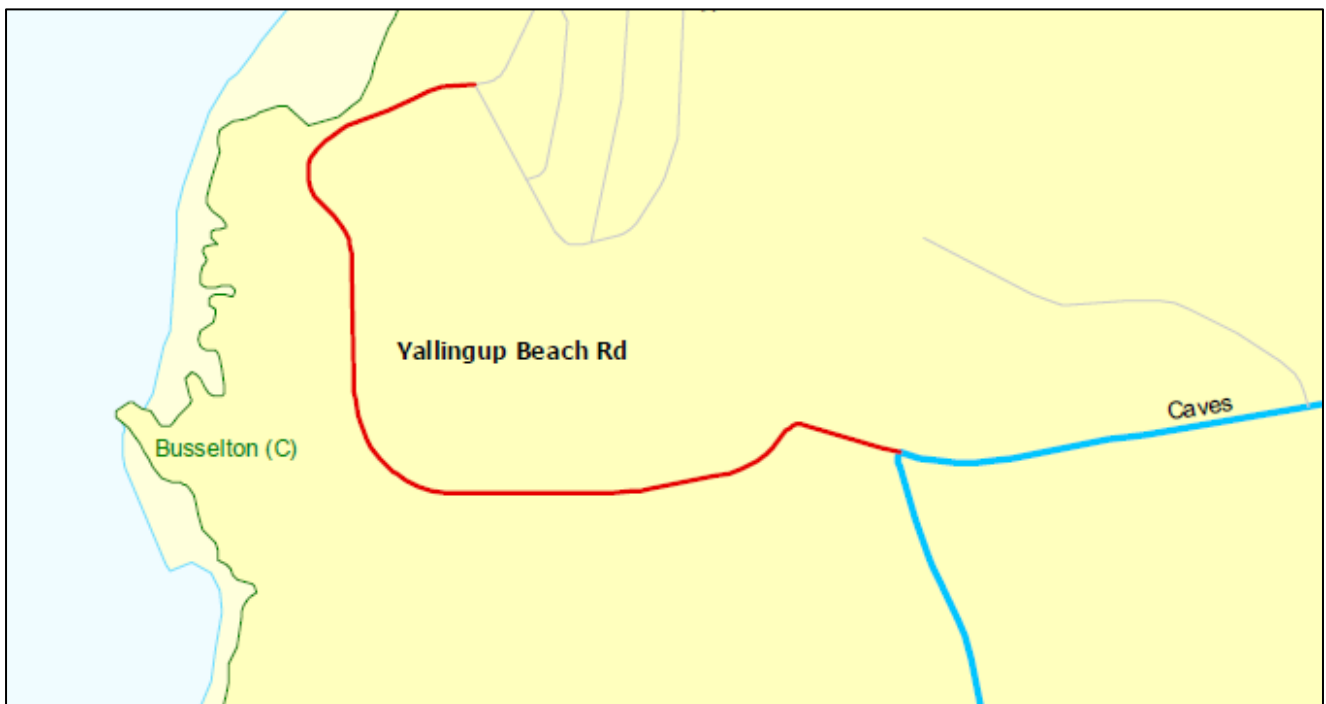
DEVELOPMENT NEED

It is expected that Yallingup Beach Road will require upgrade works such as widening and sealing the road shoulders.

DEVELOPMENT STRATEGY

This road has a mix of residential, tourism and commercial traffic and ultimately the standard proposed for its full length is a 7m wide sealed pavement service level Type 5. The ultimate standard will ensure adequate road capacity and safety and properly cater for the growth in tourism and local population of the area.

It is a winding road which has recently been widened and resurfaced to a 6.8m asphalt surface.



SERVICE LEVELS

Type 1 – Unformed Road

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

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

Type 2 – Formed Road

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

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

Type 3 – Gravel Road

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

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

Type 4 – Sealed Road (6m Seal Width)

(Sealed with no kerbing)

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

Type 5 – Sealed Road (7m Seal Width)

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

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

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

Type 7 – Sealed Road with Overtaking Lane

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

Type 8 – Dual Carriageway

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

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
Augusta – Margaret River	201
Boddington	214
Boyup Brook	218
Bridgetown – Greenbushes	203
Bunbury (C)	204
Busselton (C)	205
Capel	206
Collie	207
Dardanup	208
Donnybrook - Balingup	217
Harvey	211
Mandurah (C)	212
Manjimup	213
Murray	215
Nannup	216
Waroona	209

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".

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

South West RRG Roads					SLKS & LENGTH				ROAD SURFACE KMS	
Route Name	Road Name	Road Number	Road hierarchy	Local Government	SLK FROM	SLK TO	ROAD LENGTH	TOTAL KMS	SEALE D	UN SEALED
AUGUSTA TOWNSITE LEEUWIN LIGHTHOUSE ROUTE	Blackwood Ave	2010137	Regional Distributor	Augusta-Margaret River	1.78	3.09	1.31	8.31		
	Leeuwin Road	2010010	Regional Distributor	Augusta-Margaret River	0.00	7.00	7.00			
AUSTRALIND - BRUNSWICK ROUTE	Clifton Road	2110001	Regional Distributor	Harvey	0.00	8.66	8.66	12.52		
	Paris Road	2110207	Local Distributor	Harvey	0.00	3.86	3.86			
AUSTRALIND - EATON - BUNBURY ROUTE	Estuary Drive	2040169	Access Road	Bunbury	0.00	3.47	3.47	15.12	3.47	
	Old Coast Road	2040651	Distributor B	Bunbury	0.00	2.02	2.02		2.02	
	Old Coast Road	2110535	Regional Distributor	Harvey	0.00	9.63	9.63			
BALINGUP NANNUP ROAD	Balingup Nannup Road	2160107	Regional Distributor	Nannup	0.00	19.49	19.49	41.14		
	Balingup Nannup Road	2170308	Regional Distributor	Donnybrook-Balingup	0.00	21.65	21.65		21.65	
BINNINGUP ROAD	Binningup Road	2110115	Regional Distributor	Harvey	0.00	3.29	3.29	3.29		
BODDINGTON - DWARDA ROUTE	Crossman Road	2140001	Local Distributor	Boddington	0.00	11.85	11.85	18.00		
	Crossman - Dwarda Road	2140002	Local Distributor	Boddington	0.00	6.15	6.15			
BOYANUP WEST ROAD	Boyanup West Road	2060294	Regional Distributor	Capel	0.00	11.09	11.09	11.09	11.09	
BOYS HOME ROAD	Boys Home Road	2070286	Access Road	Collie	0.00	2.98	2.98	2.98		
BOYUP BROOK - ARTHUR RIVER ROAD	Boyup Brook Arthur River Road	2180210	Regional Distributor	Boyup Brook	0.00	36.15	36.15	36.15		
BOYUP BROOK - FRANKLAND - CRANBROOK ROUTE	Boyup Brook - Cranbrook Road	2180148	Regional Distributor	Boyup Brook	0.00	46.53	46.53	49.46		
	Wingebellup Road	2180212	Regional Distributor	Boyup Brook	0.00	2.93	2.93			
BRIDGETOWN - NANNUP-MARGARET RIVER ROUTE	Rosa Brook Road	2010045	Regional Distributor	Augusta-Margaret River	0.00	19.35	19.35	97.08		
	Brockman Highway	2030363	Regional Distributor	Bridgetown-Greenbushes	0.00	21.30	21.30			
	Bridgetown-Nannup Road	2160109	Regional Distributor	Nannup	0.00	23.33	23.33			
	Mowen Road	2160047	Regional Distributor	Nannup	0.00	33.10	33.10			
BROCKMAN - HAMELIN ROUTE	Bushby Road	2010013	Regional Distributor	Augusta-Margaret River	0.00	2.42	2.42	4.69		
	Hamelin Bay Road	2010014	Local Distributor	Augusta-Margaret River	0.00	2.27	2.27			
BUNBURY CBD	Blair Street	2040005	Distributor A	Bunbury City	0.00	3.90	3.90	26.52	3.90	
	Bussell Highway	2040556	Distributor A	Bunbury City	0.00	1.39	1.39		1.39	
	Koombana Drive	2040031	Distributor B	Bunbury City	0.00	3.36	3.36		3.36	
	Ocean Drive	2040008	Local Distributor	Bunbury City	0.00	7.87	7.87		7.87	
	Picton Road	2040092	Distributor B	Bunbury City	0.00	1.68	1.68		1.68	
	Sandridge Road	2040356	Distributor B	Bunbury City	0.00	1.85	1.85		1.85	
	Spencer Street	2040001	Local Distributor	Bunbury City	0.00	2.97	2.97		2.97	
	Victoria Street	2040004	Local Distributor	Bunbury	0.00	0.96	0.96		0.96	
	Stirling Street	2040006	Local Distributor	Bunbury	0.00	0.49	0.49		0.49	
Washington Avenue	2040435	Local Distributor	Bunbury City	0.00	2.05	2.05	2.05			
BUREKUP - DARDANUP ROUTE	Dowdells Line	2080009	Local Distributor	Dardanup	0.00	6.27	6.27	8.57	6.27	
	Ferguson Road	2080001	Regional Distributor	Dardanup	0.00	2.25	2.25		2.25	
	Ferguson Road	2080001	Regional Distributor	Dardanup	3.57	3.62	0.05		0.05	

BUSSELL HIGHWAY	Bussell Highway	2011000	Regional Distributor and Local Distributor	Augusta - Margaret River	0.00	5.65	5.65	5.65	5.65	
BUSSELL HIGHWAY - CAVES ROAD LINK	Commonage Road	2050041	Access Road	Busselton City	0.00	14.90	14.90	56.72		
	Metricup Road	2050013	Access Road	Busselton City	0.00	9.46	9.46			
	Vasse Yallingup Siding Road	2050010	Local Distributor	Busselton City	0.00	15.07	15.07			
	Wildwood Road	2050011	Local Distributor	Busselton City	0.00	17.29	17.29			
BUSSELTON CBD	Strelley Street	2050247	Local Distributor	Busselton	0.00	1.28	1.28	31.64	1.28	
	Peel Terrace	2050208	Local Distributor	Busselton	0.00	1.64	1.64		1.64	
	Barlee Street	2050252	Access Road	Busselton City	0.00	0.53	0.53		0.53	
	West Street	2050215	Access Road	Busselton City	0.00	1.62	1.62		1.62	
	Brown Street	2050212	Access Road	Busselton City	0.00	0.72	0.72		0.72	
	Cammilleri Street	2050211	Access Road	Busselton City	0.00	0.41	0.41		0.41	
	Harris Road	2050253	Access Road	Busselton City	0.99	1.08	0.09		0.09	
	Albert Street	2050207	Distributor A / Local Distributor	Busselton City	0.00	0.56	0.56		0.56	
	Layman Road	2050401	Local Distributor	Busselton City	0.00	11.93	11.93		11.93	
	Bussell Highway	2051104	Distributor A	Busselton City	0.00	7.71	7.71		7.71	
	Causeway Road	2051103	Distributor B	Busselton City	0.00	1.59	1.59		1.59	
	Fairway Drive	2050178	Access Road	Busselton City	0.00	2.62	2.62		2.61	
	Queen Street	2050201	Local Distributor	Busselton City	0.00	0.94	0.94		0.94	
BUSSELTON-MARGARET RIVER AGRICULTURAL ROUTE	Jindong-Treeton Road	2010083	Local Distributor	Augusta-Margaret River	0.00	15.39	15.39	55.71		
	Queen Elizabeth Avenue	2050001	Local Distributor	Busselton City	0.00	10.93	10.93			
	Payne Road	2050022	Local Distributor	Busselton City	0.00	12.22	12.22			
	North Jindong Road	2050020	Local Distributor	Busselton City	0.00	6.71	6.71			
	Jindong-Treeton Road	2050051	Local Distributor	Busselton City	0.00	7.33	7.33			
	Roy Road	2050021	Local Distributor	Busselton City	0.00	3.13	3.13			
CAPE NATURALISTE ROAD	Cape Naturaliste Road	2050776	Regional Distributor	Busselton City	0.00	12.78	12.78	12.78		
CAPEL TO PEPPERMINT GROVE BEACH LINK	Capel Drive	2060273	Regional Distributor	Capel	0.00	0.96	0.96	18.58	0.96	
	Peppermint Grove Road	2060292	Regional Distributor	Capel	0.00	1.27	1.27		1.27	
	Stirling Road	2060016	Regional Distributor	Capel	0.00	4.79	4.79		4.79	
	Ludlow North Road	2060007	Regional Distributor	Capel	0.00	11.56	11.56		11.56	
CASUARINA DRIVE	Casuarina Drive	2040653	Access Road	Bunbury City	0.00	1.41	1.41	1.41	1.41	
CENTENARY ROAD	Centenary Road	2040321	Access Road	Bunbury City	3.92	4.64	0.72	0.72	0.72	
CHANNYBEARUP ROAD	Channybearup Road	2130079	Regional Distributor	Manjimup	0.00	27.88	27.88	27.88		
CLIFTON STREET	Clifton Street	2040037	Access Road	Bunbury City	0.00	0.58	0.58	0.58	0.58	
COLLIE - BOYUP BROOK ROUTE	Bowelling-McAlinden Road	2180026	Local Distributor	Boyup Brook	0.00	5.83	5.83	68.52		
	Boyup Brook North Road	2180002	Local Distributor	Boyup Brook	0.00	27.36	27.36			
	McAlinden Road	2180010	Local Distributor	Boyup Brook	0.00	14.81	14.81			
	Cardif-McAlinden Road	2070002	Local Distributor	Collie	0.00	20.52	20.52			
COLLIE - DARDANUP DONNYBROOK ROUTE	Mungalup Road	2070011	Regional Distributor	Collie	0.00	14.48	14.48	66.40		
	Mungalup Road	2080045	Regional Distributor	Dardanup	0.00	8.38	8.38		8.38	
	Pile Road	2080022	Regional Distributor	Dardanup	0.00	16.78	16.78		16.78	
	Ferguson Road	2080001	Regional Distributor	Dardanup	3.62	25.58	21.96			
	Ferguson Road	2170016	Regional Distributor	Donnybrook-Balingup	0.00	4.80	4.80		4.80	
CORBALUP ROAD	Corbalup Road	2180134	Local Distributor	Boyup Brook	0.00	0.78	0.78	24.39		
	Corbalup Road	2030032	Local Distributor	Bridgetown-Greenbushes	0.00	17.02	17.02			

	Corbalup Road	2130188	Local Distributor	Manjimup	0.00	6.59	6.59			
COWARAMUP BAY ROAD	Cowaramup Bay Road	2010003	Regional Distributor	Augusta-Margaret River	0.00	11.20	11.20	11.2		
DARDANUP BYPASS ROUTE	Banksia Road	2080062	Access Road	Dardanup	0.00	3.15	3.15	16.47	3.15	
	Depiazzi Road	2080233	Access Road	Dardanup	0.00	2.15	2.15		2.15	
	Dillon Road	2080017	Access Road	Dardanup	0.00	1.36	1.36		1.36	
	Ferguson Road	2080001	Regional Distributor	Dardanup	2.25	3.57	1.32		25.28	
	Waterloo Road	2080215	Regional Distributor	Dardanup	0.00	8.49	8.49		8.49	
DODSON ROAD	Dodson Road	2040369	Access Road	Bunbury City	0.00	1.01	1.01	1.01	1.01	
DONNELLY ACCESS ROUTE	Donnelly Mill Road	2030014	Local Distributor	Bridgetown-Greenbushes	9.85	17.65	7.80	40.31		
	Mockerdillup Road	2030006	Local Distributor	Bridgetown-Greenbushes	0.00	13.19	13.19			
	Sears Road	2130062	Local Distributor	Manjimup	0.00	4.77	4.77			
	Donnelly Road	2130001	Local Distributor	Manjimup	0.00	5.55	5.55			
	Yanmah Road	2130020	Local Distributor	Manjimup	0.00	5.49	5.49			
	Ralston Road	2130015	Local Distributor	Manjimup	0.00	3.51	3.51			
DONNYBROOK - BROOKHAMPTON ROUTE	Brookhampton Road	2170018	Local Distributor	Donnybrook-Balingup	0.00	18.22	18.22	24.42	18.22	
	Sandhills Road	2170019	Local Distributor	Donnybrook-Balingup	0.00	6.20	6.20		6.20	
DORSETT ROAD	Dorsett Road	2090027	Local Distributor	Waroona	0.00	10.89	10.89	10.89		
DWELLINGUP - SOUTHWEST HIGHWAY ROUTE	Burnside Road	2150003	Local Distributor	Murray	0.00	4.98	4.98	10.78		
	Coolup East Road	2150002	Local Distributor	Murray	0.00	5.80	5.80			
EATON CBD	Eaton Drive	2080202	Distributor A	Dardanup	0.00	4.35	4.35	6.28	4.35	
	Hamilton Road	2080120	Distributor B	Dardanup	0.00	1.93	1.93		1.93	
EATON - DARDANUP ROUTE	Hynes Road	2080003	Regional Distributor	Dardanup	0.00	2.59	2.59	5.98	2.59	
	Martin Pelusey Road	2080023	Regional Distributor	Dardanup	0.00	3.39	3.39		3.39	
FORREST HIGHWAY - WAROONA ROUTE	Coronation Road	2090001	Local Distributor	Waroona	0.00	16.20	16.20	22.16		
	Peppermint Grove Road	2090002	Local Distributor	Waroona	0.00	5.96	5.96			
GOLD MINE ROAD (FORMERLEY SOLDIERS ROAD)	Gold Mine Road	2140095	Access Road	Boddington	0.00	9.60	9.60	9.6		
GRAPHITE ROAD	Graphite Road	2130543	Regional Distributor	Manjimup	0.00	25.88	25.88	44.20		
	Graphite Road	2160119	Regional Distributor	Nannup	0.00	18.32	18.32			
GREENBUSHES-BOYUP BROOK ROAD	Greenbushes-Boyup Brook Road	2180033	Local Distributor	Boyup Brook	0.00	2.33	2.33	21.05		
	Greenbushes-Boyup Brook Road	2030227	Local Distributor	Bridgetown-Greenbushes	0.00	18.72	18.72			
GWINDINUP - CAPEL ROUTE	Boundary Road	2060004	Local Distributor	Capel	3.38	5.93	2.55	18.40	2.55	
	Gavins Road	2060003	Local Distributor	Capel	0.00	11.06	11.06		11.06	
	Lowrie Road	2060005	Local Distributor	Capel	0.00	4.79	4.79		4.79	
HARRIS ROAD	Harris Road	2040431	Local Distributor	Bunbury City	0.00	1.39	1.39	8.83	1.39	
	Harris Road	2080002	Access Road	Dardanup	0.00	7.44	7.44		7.44	
HARVEY BYPASS ROUTE	Dixon Avenue	2110118	Access Road	Harvey	0.00	0.16	0.16	25.52		
	Eighth Street	2110070	Access Road	Harvey	2.47	3.89	1.42			
	Forestry Road	2110005	Regional Distributor	Harvey	0.00	11.72	11.72			
	Government Road	2110011	Regional Distributor	Harvey	5.42	5.56	0.14			
	Herbert Road	2110019	Local Distributor	Harvey	1.93	2.88	0.95			
	Hocart Road	2110076	Local Distributor	Harvey	0.00	2.90	2.90			
	Korijekup Avenue	2110038	Local Distributor	Harvey	1.43	3.55	2.12			
	Peterson Road	2110046	Local Distributor	Harvey	0.00	0.97	0.97			

	Seventh Street	2110069	Local Distributor	Harvey	0.00	0.71	0.71			
	Third Street	2110030	Local Distributor	Harvey	1.08	3.50	2.42			
	Uduc Road	2110538	Regional Distributor	Harvey	3.44	5.45	2.01			
HARVEY-MYALUP ROUTE	Myalup Beach Road	2110128	Regional Distributor	Harvey	0.00	3.60	3.60	12.54		
	Myalup Road	2110539	Access Road	Harvey	0.00	8.94	8.94			
HARVEY-QUINDANNING ROAD	Harvey-Quindanning Road	2140003	Local Distributor	Boddington	0.00	41.92	41.92	79.55		
	Harvey-Quindanning Road	2110002	Regional Distributor	Harvey	0.00	37.63	37.63			
HENTY ROAD	Henty Road	2080018	Local Distributor	Dardanup	0.00	11.61	11.61	11.61	11.61	
HESTER ROAD	Hester Road	2030002	Regional Distributor	Bridgetown-Greenbushes	0.00	7.05	7.05	7.05		
HOPELAND ROAD	Hopeland Road	2150012	Regional Distributor	Murray	0.00	6.15	6.15	6.15		
JOHNSTON ROAD	Johnston Road	2110006	Local Distributor	Harvey	0.00	10.46	10.46	19.36		
	Johnston Road	2090004	Local Distributor	Waroona	0.00	8.90	8.90			
KEMERTON INDUSTRIAL PARK ACCESS ROAD	Wellesley Road North	2110479	Local Distributor	Harvey	0.00	12.60	12.60	12.6		
KINGSTON DRIVE LINK	Kingston Drive	2110798	Access Road	Harvey	0.00	0.85	0.85	3.53		
	Piggott Drive	2110511	Access Road	Harvey	0.00	0.52	0.52			
	The Boulevard	2110627	Access Road	Harvey	0.76	2.30	1.54			
	The Promenade	2110776	Access Road	Harvey	0.00	0.62	0.62			
KIRKPATRICK DRIVE	Kirkpatrick Drive	2122132	Access Road	Mandurah	0.00	0.69	0.69	0.69	0.69	
KIRUP - NANNUP HAULAGE ROUTE	Cundinup - Kirup Road	2170154	Local Distributor	Donnybrook-Balingup	0.00	15.50	15.50	33.96	15.50	
	Cundinup Road	2160001	Local Distributor	Nannup	0.00	0.57	0.57			
	Cundinup South Road	2160094	Local Distributor	Nannup	0.00	13.03	13.03			
	Kirup Road	2160002	Local Distributor	Nannup	0.00	4.86	4.86			
LAKE CLIFTON ROAD	Lake Clifton Road	2090234	Regional Distributor	Waroona	0.00	5.72	5.72	5.72	5.72	
LESCHENAULT DRIVE	Leschenault Drive	2040376	Access Road	Bunbury	0.00	4.01	4.01	4.01	3.89	0.12
LOWER HOTHAM ROAD	Lower Hotham Road	2140004	Local Distributor	Boddington	0.00	15.49	15.49	15.49		
LUDLOW - BUSSELTON ROUTE	Tuart Drive	2050780	Regional Distributor	Busselton	0.00	9.26	9.26	31.42		
	Ludlow Hitherglen Road	2050005	Local Distributor	Busselton	0.00	16.77	16.77			
	Tuart Drive	2060310	Regional Distributor	Capel	0.00	5.39	5.39		5.39	
MANDURAH CBD	Allnut Street	2120139	Local Distributor	Mandurah	0.00	1.08	1.08	27.20	1.08	
	Anstruther Road	2120137	Local Distributor	Mandurah	0.00	2.13	2.13		2.13	
	Bortolo Drive	2120860	Local Distributor	Mandurah	0.00	2.44	2.44		2.44	
	Dower Street	2120199	Local Distributor	Mandurah	0.00	1.03	1.03		1.03	
	Exchequer Avenue	2120821	Local Distributor	Mandurah	0.00	1.04	1.04		1.04	
	Gibson Street	2120142	Distributor B / Access Road	Mandurah	0.00	1.19	1.19		1.19	
	Leslie Street	2120147	Local Distributor	Mandurah	0.00	1.95	1.95		1.95	
	Mandurah Terrace	2120616	Distributor A	Mandurah	0.00	3.82	3.82		3.82	
	Mandurah Terrace (B)	2121892	Distributor A	Mandurah	0.00	0.47	0.47		0.47	
	Old Coast Road	2120704	Distributor B	Mandurah	0.00	1.77	1.77		1.77	
	Peel Street	2120131	Local Distributor / Access Road	Mandurah	0.00	1.25	1.25		1.25	
	Pinjarra Road	2120703	Distributor A	Mandurah	0.00	2.85	2.85		2.85	
	Sutton Street	2120157	Distributor B / Access Road	Mandurah	0.00	1.15	1.15		1.15	
	Coolibah Avenue	2120189	Local Distributor	Mandurah	0.00	0.55	0.55		0.55	
	Coolibah Avenue	2120503	Local Distributor	Mandurah	0.00	0.95	0.95		0.95	
	Park Road	2120221	Local Distributor and Access Road	Mandurah	0.00	2.16	2.16		2.16	

	McLarty Road	2120254	Local Distributor	Mandurah	1.42	2.79	1.37		1.37	
MANJIMUP - CRANBROOK ROUTE	Mordalup Road	2130171	Regional Distributor	Manjimup	0.00	22.74	22.74	57.30		
	Perup Road	2130034	Regional Distributor	Manjimup	0.00	34.56	34.56			
MANJIMUP - WINDY HARBOUR ROUTE	Wheatley Coast Road	2130156	Regional Distributor	Manjimup	0.00	39.88	39.88	66.90		
	Windy Harbour Road	2130545	Regional Distributor	Manjimup	0.00	27.02	27.02			
MARANUP FORD ROAD, STANIFER STREET, FIVE GATES ROAD ROUTE	Maranup Ford Road	2030010	Local Distributor	Bridgetown - Greenbushes	0.00	17.47	17.47	23.86		
	Stanifer Street	2030270	Local Distributor	Bridgetown - Greenbushes	0.00	1.29	1.29			
	Five Gates Road	2030353	Local Distributor	Bridgetown - Greenbushes	0.00	5.10	5.10			
MARGARET RIVER - BROCKMAN AGRICULTURAL ROUTE	Rosa Glen Road	2010044	Local Distributor	Augusta-Margaret River	0.00	14.97	14.97	34.32		
	Warner Glen Road	2010030	Local Distributor	Augusta-Margaret River	0.00	19.35	19.35			
MARGARET RIVER TO COAST ROUTE	John Archibald Drive	2010174	Access Road	Augusta-Margaret River	0.00	2.23	2.23	26.95		
	Boodjidup Road	2010122	Regional Distributor	Augusta-Margaret River	0.00	7.42	7.42			
	Carters Road	2010116	Regional Distributor	Augusta-Margaret River	0.00	5.89	5.89			
	Wallcliffe Road	2010110	Local Distributor / Regional Distributor	Augusta-Margaret River	0.00	11.41	11.41			
MIDDLETON ROAD	Middleton Road	2130544	Regional Distributor	Manjimup	0.00	25.67	25.67	25.67		
MOORE ROAD	Busher Road	208066	Local Distributor	Dardanup	0.00	0.65	0.65	4.01	0.65	
	Moore Road	2080024	Local Distributor / Regional Distributor	Dardanup	0.00	3.36	3.36		3.36	
MUJA POWER STATION ACCESS ROUTE	Centaur Road	2070010	Regional Distributor	Collie	0.00	7.18	7.18	23.70		
	Piavanini Road	2070285	Local Distributor	Collie	0.00	4.28	4.28			
	Powerhouse Road	2070006	Local Distributor	Collie	0.00	12.24	12.24			
NORTH DANDALUP - DWELLINGUP ROUTE	Del Park Road	2150533	Regional Distributor	Murray	0.00	25.35	25.35	25.56		
	Newton Street	2150058	Regional Distributor / Access Road	Murray	0.00	0.21	0.21			
NORTH DANDALUP - MANDURAH ROUTE	Gordon Road West	2120615	Access Road	Mandurah	0.00	0.47	0.47	26.76		
	Gordon Road East	2120397	Distributor A	Mandurah	0.00	2.78	2.78			
	Lakes Road East	2121717	Regional Distributor	Mandurah	0.00	1.26	1.26			
	Lakes Road	2150009	Regional Distributor	Mandurah	0.00	18.03	18.03			
	South Street	2150064	Regional Distributor	Mandurah	0.00	0.31	0.31			
	Lakes Road South	2120353	Distributor B	Mandurah	0.00	3.91	3.91			
OLD BUNBURY ROAD	Old Bunbury Road	2150536	Regional Distributor	Murray	0.00	17.19	17.19	18.58		
	Old Bunbury Road	2090190	Regional Distributor	Waroona	0.00	1.39	1.39			
OLD MANDURAH ROAD	Old Mandurah Road	2150072	Local Distributor	Murray	0.00	5.31	5.31	5.31		
OLD VASSE ROAD	Old Vasse Road	2130108	Regional Distributor	Manjimup	0.00	9.42	9.42	9.42		
PARADE ROAD	Parade Road	2040018	Access Road	Bunbury	0.00	3.28	3.28	4.69	3.28	
	Parade Road	2060470	Local Distributor	Capel	0.00	1.41	1.41		1.41	
PATERSON ROAD	Paterson Road	2150013	Local Distributor	Murray	0.00	15.12	15.12	15.12		
PEELWOOD PARADE	Peelwood Parade	2120566	Local Distributor	Mandurah	0.00	4.48	4.48	4.48		
PEMBERTON NORTH TO MANJIMUP ROUTE	Diamond Tree Road	2130100	Regional Distributor	Manjimup	0.00	7.80	7.80	21.99		
	Eastbourne Road	2130101	Regional Distributor	Manjimup	0.00	7.07	7.07			
	Pemberton North Road	2130094	Regional Distributor	Manjimup	0.00	7.12	7.12			
PREMIER ROAD	Premier Road	2070289	Access Road	Collie	0.00	2.22	2.22	2.22		
PRESTON BEACH ROAD	Preston Beach Road	2090031	Regional Distributor	Waroona	0.00	7.87	7.87	7.87		
QUARRY SITE ACCESS ROUTE	Allenville Road	2060193	Regional Distributor	Capel	0.73	1.59	0.86	8.90	0.86	

	Hasties Road	2060024	Regional Distributor	Capel	0.00	2.46	2.46		2.46	
	Jules Road North	2060134	Access Road	Capel	0.00	1.95	1.95		1.95	
	Lilydale Road	2060011	Regional Distributor	Capel	0.00	3.63	3.63		3.63	
QUINDANNING - DARKAN ROAD	Quindanning Darkan Road	2140010	Local Distributor	Boddington	0.00	4.34	4.34	4.34		
REDGATE ROAD	Redgate Road	2010057	Local Distributor and Access Road	Augusta - Margaret River	0.00	10.27	10.27	10.27	10.27	
RESERVE - COLLINS STREET	Collins Street	2170003	Access Road	Donnybrook-Balingup	0.00	1.00	1.00	1.11	1.00	
	Reserve Street	2170001	Access Road	Donnybrook-Balingup	0.00	0.11	0.11		0.11	
SANDALWOOD ROAD	Sandalwood Road	2110018	Access Road	Harvey	0.00	13.40	13.40	13.4		
SCOTT RIVER AGRICULTURAL TRANSPORT ROUTE	Governor Broome Road	2010033	Local Distributor	Augusta-Margaret River	0.00	6.34	6.34	73.35		
	Scott River Road	2010024	Local Distributor	Augusta-Margaret River	0.00	22.16	22.16			
	Fouracres Road	2160069	Local Distributor	Nannup	0.00	20.75	20.75			
	Governor Broome Road	2160007	Local Distributor	Nannup	0.00	10.97	10.97			
	Milyeannup Coast Road	2160005	Local Distributor	Nannup	0.00	13.13	13.13			
SOUTH YUNDERUP ROAD	South Yunderup Rd	2150213	Regional Distributor	Murray	0.00	5.04	5.04	5.04		
SOUTHAMPTON ROAD	Southampton Road	2170142	Local Distributor	Donnybrook-Balingup	0.00	20.22	20.22	20.22		
SURFERS POINT ACCESS ROAD	Rivermouth Road	2010072	Access Road	Augusta-Margaret River	0.00	0.73	0.73	1.58		
	Surfers Point Road	2010522	Access Road	Augusta-Margaret River	0.00	0.85	0.85			
TIMS THICKET ROAD	Tims Thickett Road	2120005	Local Distributor	Mandurah	0.00	2.32	2.32	2.32		
TREETON ROAD	Treeton Road	2010002	Local Distributor	Augusta-Margaret River	0.00	10.33	10.33	10.33		
UPPER CAPEL ROAD	Capel Street	2170390	Local Distributor	Donnybrook-Balingup	0.00	0.97	0.97	27.19	0.97	
	Upper Capel Road	2170007	Local Distributor	Donnybrook-Balingup	0.00	26.22	26.22		26.22	
VITTORIA ROAD	Vittoria Road 2040020	2040020	Access Road	Bunbury	0.00	1.56	1.56	1.56	1.56	
WAGERUP REFINERY ACCESS ROUTE	Wagerup Willowdale Road	2090010	Regional Distributor / Local Distributor	Waroona	0.00	4.79	4.79	11.07		
	Willowdale Road	2090009	Regional Distributor	Waroona	0.00	6.28	6.28			
WALPOLE - DENMARK NORTH ROUTE	North Walpole Road	2130211	Regional Distributor and Access Road	Manjimup	0.00	21.79	21.79	28.64		
	Bridge Road	2130215	Regional Distributor	Manjimup	0.00	6.85	6.85			
WAROONA - DWELLINGUP ROUTE	Nanga Road	2150060	Regional Distributor / Local Distributor	Murray	0.00	6.56	6.56	37.49		
	Nanga Road	2090074	Local Distributor	Waroona	0.00	10.78	10.78			
	Nanga Brook Road	2090006	Regional Distributor	Waroona	0.00	20.15	20.15			
WELLINGTON DAM ROAD	Wellington Dam Road	2070281	Regional Distributor	Collie	0.00	12.18	12.18	12.18		
WINNEJUP ROAD	Winnejup Road	2180004	Local Distributor	Boyup Brook	0.00	8.27	8.27	28.01		
	Winnejup Road	2030001	Local Distributor	Bridgetown-Greenbushes	0.00	19.74	19.74			
WORSLEY ACCESS ROUTE	Atkinson Street North	2070074	Local Distributor / Access Road	Collie	0.00	0.19	0.19	63.56		
	Forrest Street	2070042	Local Distributor	Collie	0.15	0.39	0.24			
	Gastaldo Road	2070218	Regional Distributor / Local Distributor	Collie	0.00	13.70	13.70			
	Harris River Road	2070003	Local Distributor	Collie	0.00	11.74	11.74			
	Moir Road	2070075	Local Distributor	Collie	0.00	0.35	0.35			
	Mornington Road	2070015	Regional Distributor	Collie	0.00	20.08	20.08			
	Patstone Road	2070004	Local Distributor	Collie	0.00	0.45	0.45			
Mornington Road	2110008	Regional Distributor	Harvey	0.00	16.81	16.81				

YALLINGUP BEACH ROAD	Yallingup Beach Road	2050121	Regional Distributor	Busselton	0.00	1.90	1.90	1.9		
							2021.05	2021.05	394.93	0.12
			TOTAL KMS SLGR FOR RRG = 2021.05 KMS							
			TOTAL SLKS RRG							
					=		2021.05	2021.05	375.28	12.00

Sealed / Unsealed SLKS not provided where blank

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



mainroads
WESTERN AUSTRALIA

ROADS 2040

*We're working for
Western Australia.*

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

Document Control

Owner	ROAD CLASSIFICATION WORKING GROUP
Custodian	ROAD CLASSIFICATION MANAGER
Document Number	D21#507063 (File 19/5378)
Issue Date	October 2021
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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.

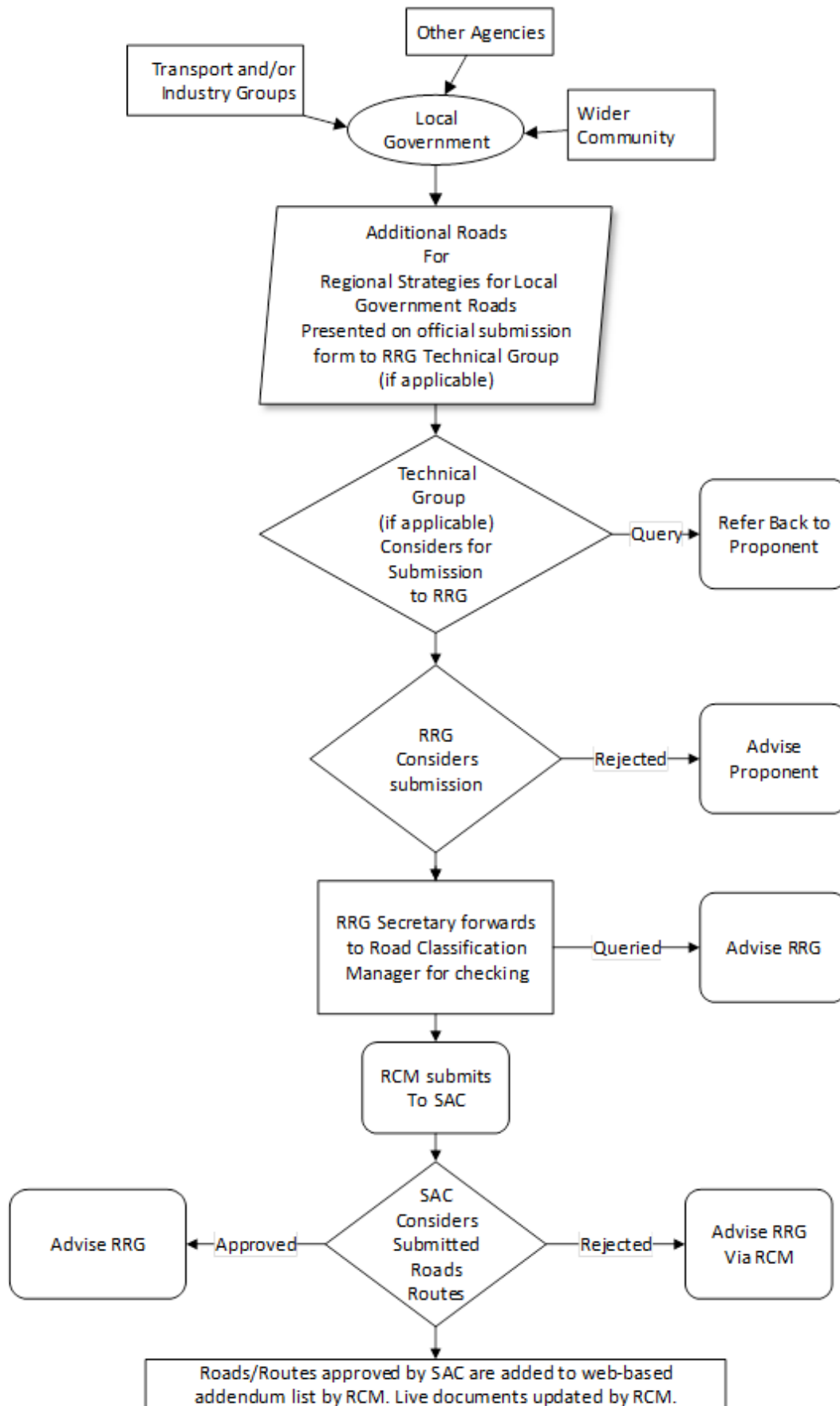
PCU CONVERSION

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

SUBMISSION FORM ROADS 2040

Significant Local Roads with Regional Importance – Route/Road Justification and Development Strategy

Submission/Assessment Form..... Regional Road Group

<p>RRG Determination Office Use Only</p>	<p>Accepted <input type="checkbox"/> Rejected <input type="checkbox"/></p>
-----------------------------------------------------	----------------------------------------------------------------------------

<p>Local Government:</p>

<p>MRWA Road Classification Manager – does the route meet the criteria</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input type="checkbox"/></p>
-----------------------------------------------------------------------------------	-------------------------------------	------------------------------------

<p>Endorsed by SAC. Date.....</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input type="checkbox"/></p>
------------------------------------------	-------------------------------------	------------------------------------

Road Description and Location

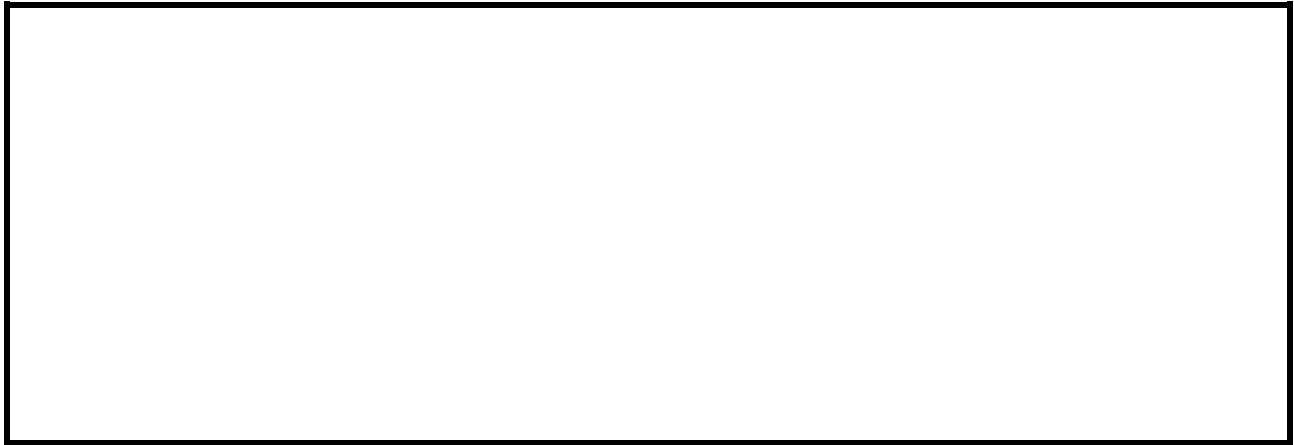
Road/Route Name:

Road Name	Road Number	Road Type (LoS)	Start SLK	Finish SLK	Length (kms)	Un sealed (kms)	Sealed (kms)

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.