



mainroads
WESTERN AUSTRALIA

ROADS 2040

Goldfields - Esperance

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Western Australia.*

Regional Strategies for Significant Local Government Roads

2022



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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 GOLDFIELDS-ESPERANCE REGION

The Goldfields–Esperance Region comprises nine individual Local Governments and occupies an area of 948,045 square kilometres, which is 38% of the total land area of Western Australia. The population based on the 2016 Census in the Region is 55 806.

The Goldfields –Esperance Region has approximately 3,100 kilometres of sealed road and 16,000 kilometres of unsealed road. This road network currently accommodates some of the largest vehicle configurations in the world, carrying enormous tonnages of predominantly mining related produce. Due to the vastness of the Region, there is very high reliance on road transport to support the mining industry; the exception to this is the key link between the iron ore deposits at Koolyanobbing and the port facility at Esperance.

The City of Kalgoorlie–Boulder is home to half of the entire Goldfields–Esperance Regions population. With a history built on the discovery of gold in the late nineteenth century, people flocked to the area to discover their fortune. This gold fever spread to surrounding areas and many of the other towns owe their existence to this precious metal. Many of the towns in the Region still maintain some of the architectural history of the period, while other towns now lay abandoned. In recent times some of the residual gold, left at these old towns, has been extracted as more efficient processes have been developed.

The Goldfields provided a harsh taste of reality for many European migrants during the first half of the twentieth century. Many of these migrants spent years cutting timber for the burgeoning local rail network as well as for tunnel supports used in underground mining operations.

While this Region is equal to, if not richer than, any other mining region in the world in variety and concentration of product it also has product diversity in other areas. This Region also supports grain, timber, wool, livestock and fishing industries.

Tourism is well supported, with as many as 500,000 domestic and international visitors per year to the Region, as many sites of historical significance have been well preserved. Recognition of other historical events is also highlighted at several museums in some of the towns. Kalgoorlie also has the annual Race Round, the Mining Expo, the Saint Barbara’s festival and the Balzano Barrow Race.

Many thousands of tourists also try their luck at finding gold using metal detectors and going over old workings in their holidays or upon retirement. Similarly, many people go to the lookout at the Super-Pit to be amazed at the scale of operation.

The Region is well serviced by the road network albeit now most of the pavement age is relatively high. Some major upgrades will be required as well as regular maintenance as the demand for mined products continues to grow and the reliance on road transport continues.

One area of key importance is to seal the section of Goldfields Highway between Meekatharra and Wiluna, or to determine another alignment from Wiluna, northbound, to Great Northern Highway and construct and seal this new alignment. The current status of this section is very poor and is subject to closure during periods of moderate rainfall.

This results in some freight being stranded or significant delays to delivery schedules.

This Region has most of the main east-west road link of Eyre Highway, Coolgardie – Esperance Highway and Great Eastern Highway. It also has the east west rail link (both freight and passenger) and the Prospector (Perth to Kalgoorlie passenger service) rail link.

The south–west section of this Region represents the south-east part of the Wheatbelt, an area rich in agricultural use with various crops produced. The largest production is still concentrated on wheat but others such as legumes, canola and barley are also successfully grown. Off the coast of Esperance there is a thriving fishing industry that centres on abalone, scallops, rock lobster, shark, snapper and pilchards (as bait fish).

On shore there are the beginnings of an aquaculture industry at Bandy Creek.



ALBION DOWNS – YEELIRRIE ROAD

Road No. 6080009
Local Distributor

Leonora Shire

Last Reviewed: April 2021

FUNCTION

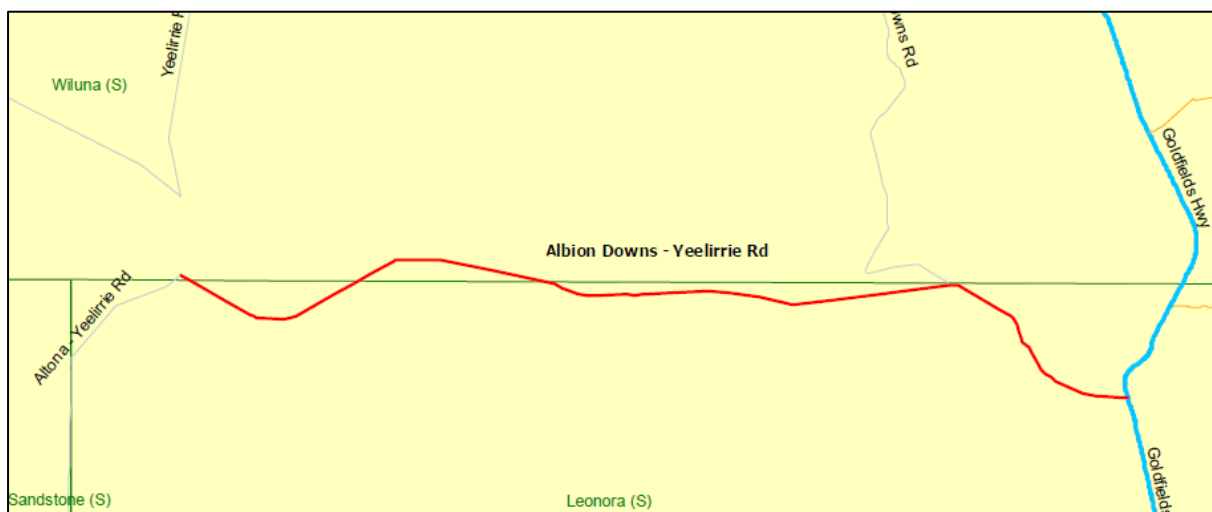
This road links Albion Downs and Yeelirrie stations with Goldfields Highway and provides access to the Leinster – Mt Magnet Rd. It is the preferred route for BHP Billiton's Yeelirrie Uranium Project vehicles.

DEVELOPMENT NEED

Upgrade road to provide better access to BHP Yeelirrie Uranium Project.

DEVELOPMENT STRATEGY

Replacement of six grids with suitable width structures. Locate suitable gravel material. Improve road formation and gravel sheet. Install three seal stabilised flood ways. Seek funding contribution for road upgrade from BHP Billiton.



BANDYA – BANJAWARN ROUTE

Bandya Road (6070009)
Bandya – Banjawarn Road (6070025)
Banjawarn Road (6080011)
Barwidgee Road (7060012)
Barwidgee – Yandal Road (6080010, 7060054)
Local Distributors

Laverton, Leonora, and Wiluna Shires

Last Reviewed: April 2021

FUNCTION

This route provides access to several operational mines to the north of Laverton, mainly Gold although there are some Wolfram deposits in this area. The route also provides access for a number of pastoral stations and links up via Yandal and Barwidgee to Wiluna. Bandya Road is a RAV Network 10 road.

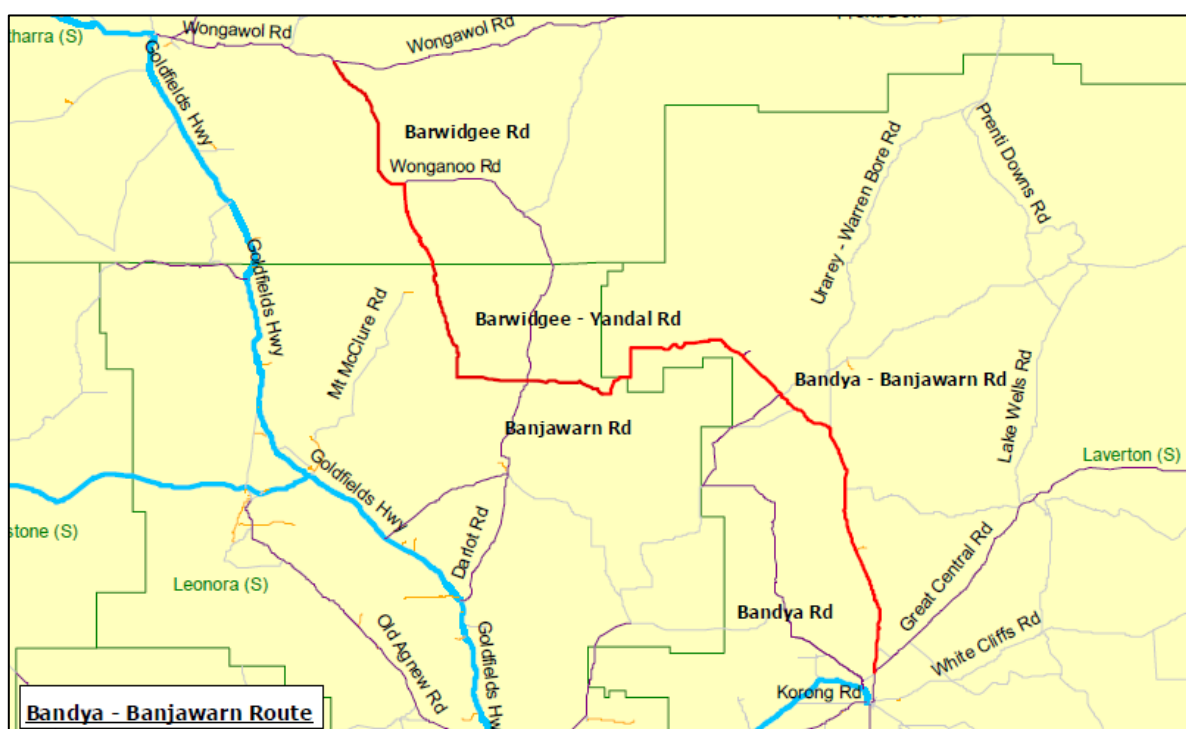
DEVELOPMENT NEED

The present road status is a combination of Type 1 and Type 2 standard formations, with some sections being unformed and narrow. These roads are subject to closure in fairly light rainfall, and during dry periods dust can be a hazard. These problems can cause long delays that become costly for transport operators.

This route should be upgraded to a uniform Type 3 standard as a minimum, ensuring adequate drainage so that road closures are kept to a minimum.

DEVELOPMENT STRATEGY

Bring this road up to a uniform Type 3 standard progressively, with drainage improvements and more suitable road geometry.



BAYLEY STREET

Road No. 6020153
Local Distributor

Coolgardie Shire

Last Reviewed: June 2021

FUNCTION

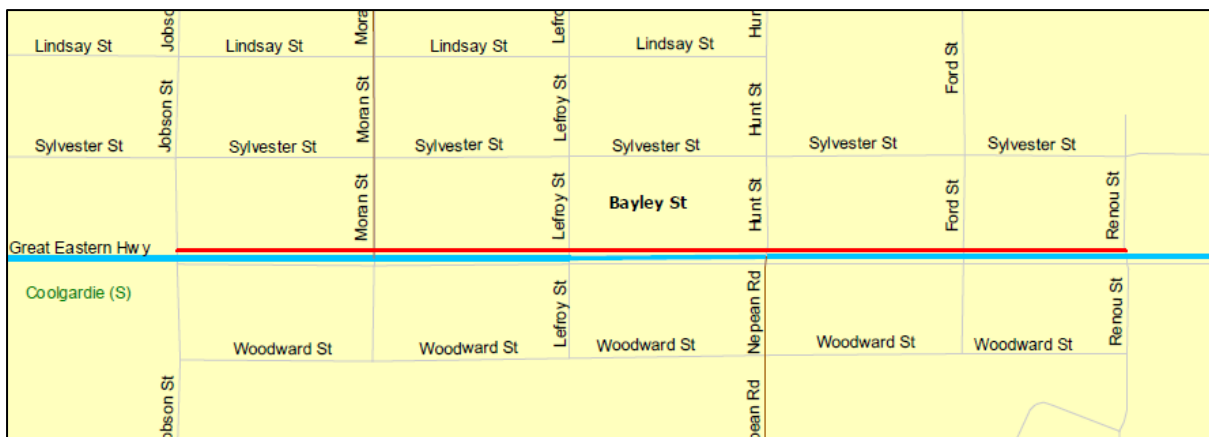
Bayley Street is the main street extending 1.5 kilometres from Ladyloch Road to Lyon Street through the Coolgardie townsite. The road reserve through this section is 40 metres with the Great Eastern Highway (State Road) extending through the centre leaving significant areas on both sides of the highway being Bayley Street. The sections on both sides of the highway are used to carry traffic of all classes including RAV combinations, school buses and tourist traffic as well as parking areas and footpaths on the outer sides of the road. There are also major drainage structures on the outer perimeter within the road reserve that require maintenance and upgrading to reduce the impact of flooding and protect the integrity of the main roads asset during and following major rain events.

DEVELOPMENT NEED

Bayley Street and the Great Eastern Highway form part of the main East-West route carrying a high number of all classes of vehicles including RAV combinations, school buses and through traffic. A high percentage of vehicles deviate from the 14m wide designated highway carriageway onto Bayley Street. There needs to be provision for a high standard of access to a number of tourist attractions, local services and shops. There is also the need for a high standard of maintenance and upgrades to Bayley Street carriageway sections and drainage structures.

DEVELOPMENT STRATEGY

Upgrade and formalise Bayley Street including drainage structures and implement an ongoing maintenance plan to offer a high standard of road and drainage structures and intersections.



BINNERINGIE ROAD

Road No. 6020011
Local Distributor

Coolgardie Shire

Last Reviewed: June 2021

FUNCTION

Binneringie Road runs from the Coolgardie-Esperance Highway to Madoonia Station that services several mining operations and the station. It provides for a high number of large RAV combinations that require access to the Coolgardie-Esperance Highway and processing facilities.

Binneringie Road is a RAV Network 7 from the Coolgardie-Esperance Highway at SLK 0.00 to SLK 28.91, and RAV Network 10 from 38.91 to 37.86, with a current application with Main Roads Heavy Vehicle Operations for RAV Network 7 from 37.86 to 65.00.

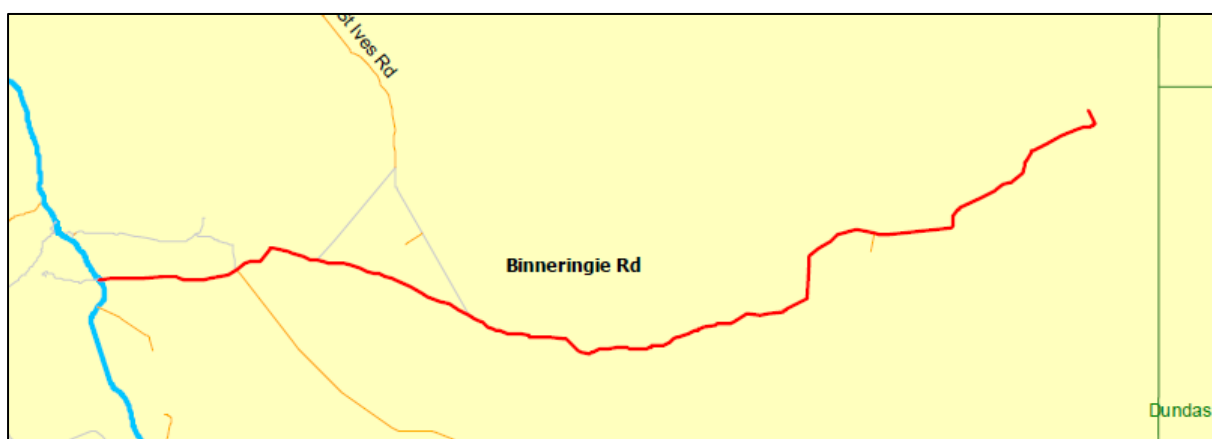
DEVELOPMENT NEED

Given the size of the combinations using this road there is a need for a program of works to bring this road up to Type 3 with a minimum width of 8m.

DEVELOPMENT STRATEGY

To improve the current road status as the minimum service level and work towards upgrading the road to offer a minimum standard of an 8m wide gravel surface through the full length of the road to improve road safety for all users.

In the short term as gravel pavement sections deteriorate the pavement will be formed and widened to a minimum of 8m. In the long term all sections of the gravel pavements would be upgraded and widened to offer an 8m wide carriageway.



BROAD ARROW – CARBINE ROUTE

Broad Arrow - Ora Banda Road (6055046)

Carbine - Ora Banda Road (6020006)

Ora Banda - Carbine Road (6055063)

Regional Distributors

Kalgoorlie-Boulder City, Coolgardie Shire

Last Reviewed: April 2021

FUNCTION

The route provides access to major mining operations, including the Cawse Nickel Project, and is also part of a popular tourist loop. Major resources in this area are Gold, Nickel and Cobalt. Traffic is increasing with a high proportion of heavy vehicles.

Broad Arrow-Ora Banda Road is a RAV Network 4 road (conditional).

Carbine-Ora Banda Road is a RAV Network 5 road (conditional).

DEVELOPMENT NEED

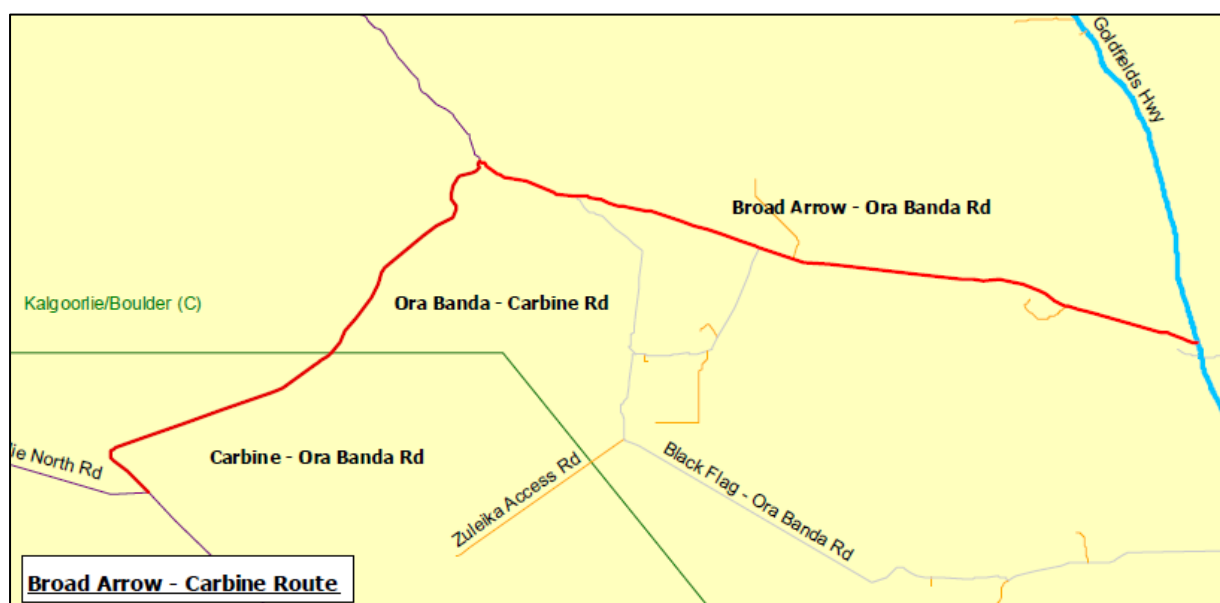
The route is a popular and existing well-used tourist loop with the freshwater Rowles Lagoon near Carbine being a principal attraction. Increasing traffic volumes provide justification for upgrading to a sealed standard.

Conflict between heavy vehicles and tourist traffic is exacerbated by dust and becomes a safety concern. The Cawse Nickel project near Ora Banda is a large operation which has created significant additional vehicle usage for this route.

The Broad Arrow – Ora Banda Road is sealed to a Type 4 standard for the first 15 km (approximately half its length), while the rest of the route is basically a combination of Type 2 and Type 3 standard.

DEVELOPMENT STRATEGY

Continue upgrading the unsealed sections to a minimum Type 3 standard. Extend the seal on Broad Arrow – Ora Banda Road to encompass the entire road. As usage demands increase, consider a Type 4 standard for the remainder of this route, in line with the possible sealing of Coolgardie North Road.



BULONG ROAD

Road No. 6055005
Regional Distributor and Local Distributor

Kalgoorlie-Boulder City

Last Reviewed: April 2021

FUNCTION

This road provides access to several mining operations in the area east of Kalgoorlie, including the large Bulong Nickel Operation. The major mined commodities in this area include Gold, Nickel, Copper, Silver and Cobalt. This road also provides direct access to the Hampton Hill pastoral station.

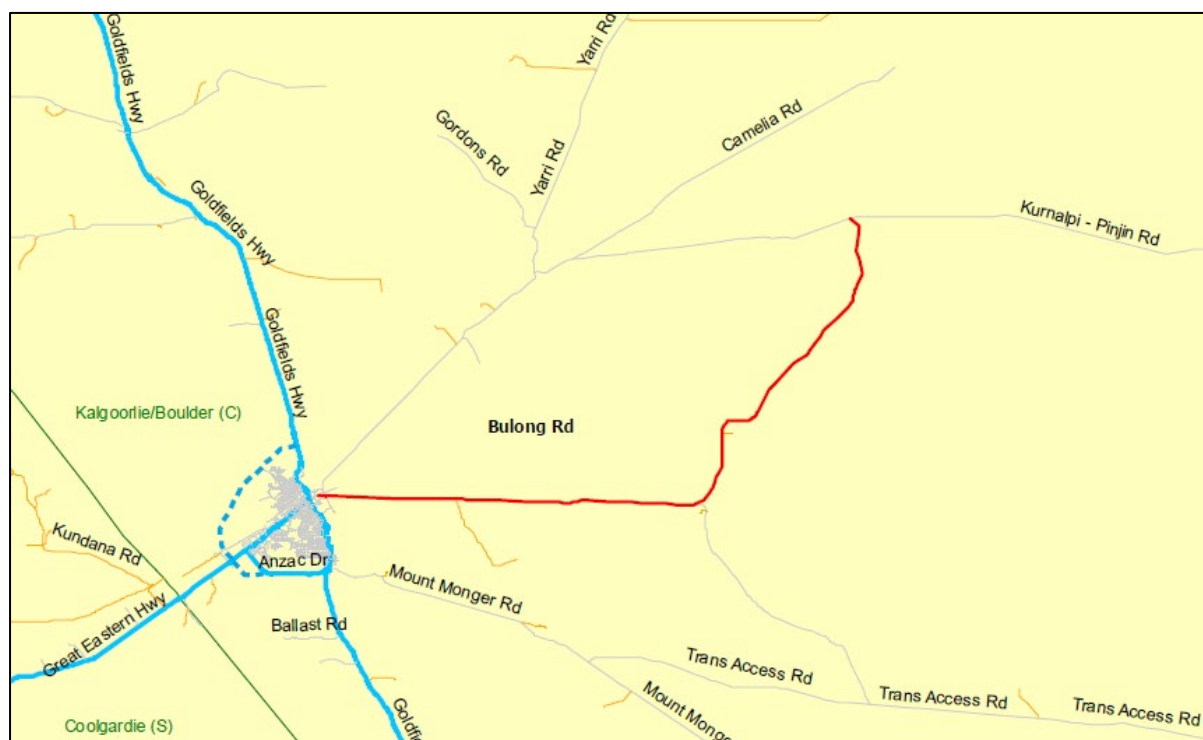
Bulong Road is a RAV Network 10 road (conditional).

DEVELOPMENT NEED

The mining operations along this road generate significant traffic consisting of large RAV combinations as well as many Oversize loads. The road currently is sealed to a Type 5 standard between SLK 0.62 and SLK 35.98. This covers the section used for travel between Kalgoorlie and the Bulong Nickel Operation.

DEVELOPMENT STRATEGY

The road needs to be maintained as a minimum Type 5 standard between Kalgoorlie and Bulong. Consideration should also be given to providing suitable overtaking opportunities and upgrading the rest of the road to accommodate all types of traffic and possible future increase in traffic volumes. This will provide for improved safety and an increase in efficiency for vehicle operators.



BURRA ROCK ROAD SOUTHERN SECTION

Road No. 6020010
Access Road

Coolgardie Shire

Last Reviewed: April 2021

FUNCTION

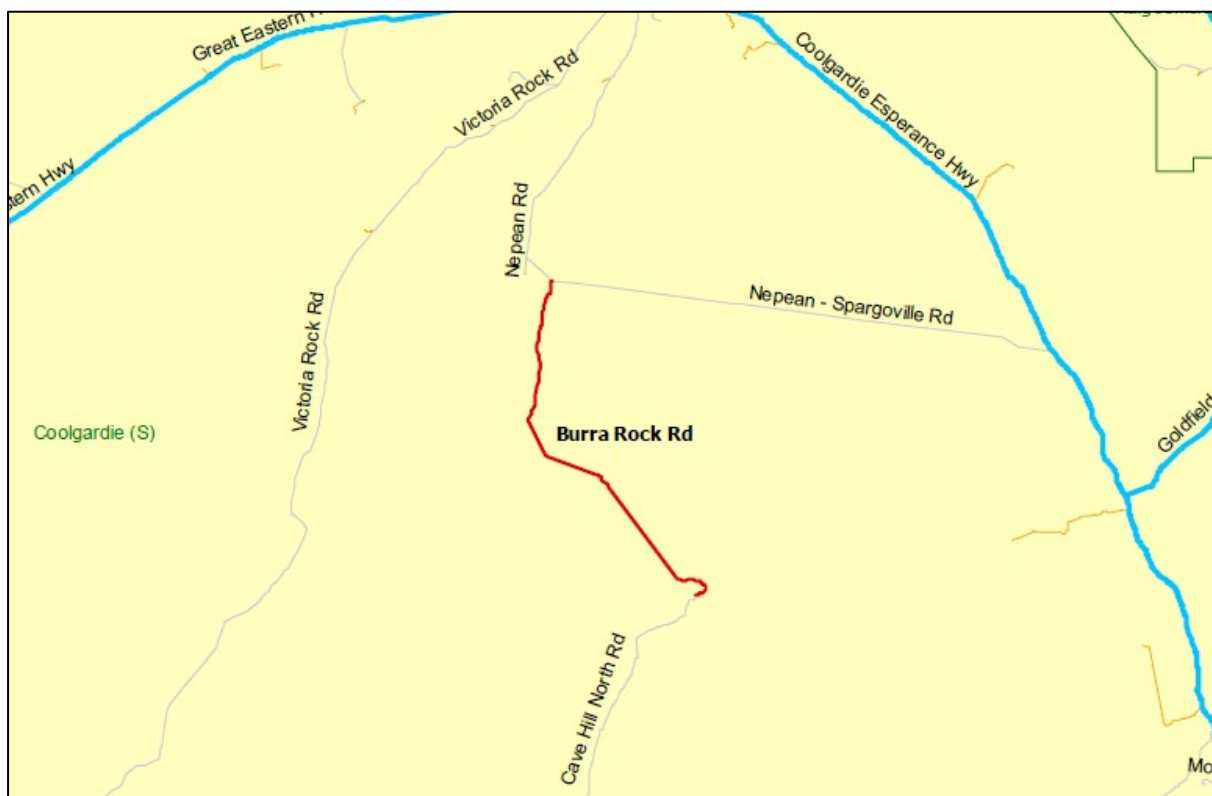
This road provides access for tourists who are looking to get off the highway and explore parts of the central goldfields. When linked with Victoria Rock Road, this will create a loop connecting several places of interest.

DEVELOPMENT NEED

Some sections of this road are not fully formed and can be quite treacherous. As an aid to travellers, these sections require upgrading. This will avoid people being stranded due to the terrain and surface.

DEVELOPMENT STRATEGY

Upgrade the road to a uniform Type 3 standard, ensuring adequate drainage is in place.



CAPE LE GRAND ROAD

Road No. 6040069
Local Distributor

Esperance Shire

Last Reviewed: April 2021

FUNCTION

This road provides access for people visiting the Cape Le Grand National Park and the surrounding tourist points of interest, including the bird sanctuary. It also services agricultural areas and is a school bus route.

Cape Le Grand Road is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

The road is a Type 5 standard. Increasing tourist traffic on the road sections warrants the provision of sealed shoulder.

DEVELOPMENT STRATEGY

Upgrade the entire length to a Type 6 sealed standard to cater for the growth in recreation and tourist traffic. These upgrades will increase transport efficiency, improve road safety and reduce road maintenance costs.



CARINS ROAD

Road No. 6020156
Local Distributor

Coolgardie Shire

Last Reviewed: April 2021

FUNCTION

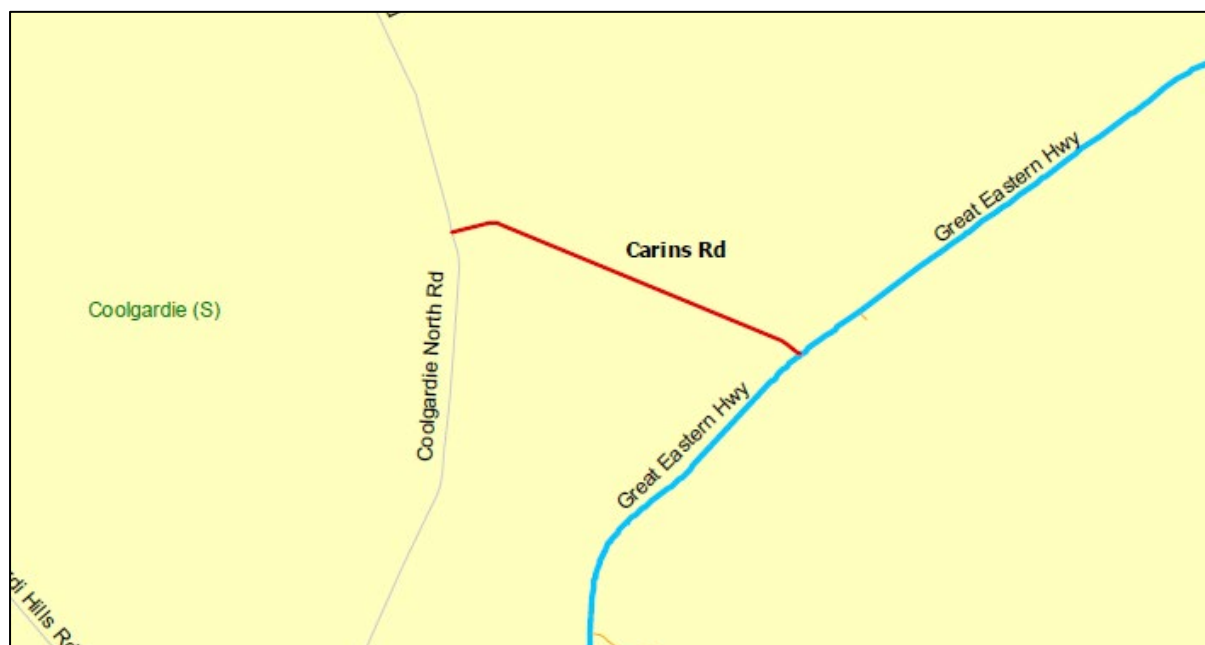
Carins Road provides heavy mining access from Coolgardie North Road to Great Eastern Highway. This road acts as a northern bypass for heavy traffic around Coolgardie townsite. While there are some known Gold, Nickel and Copper deposits to the north of Coolgardie, there are several large-scale ore mining operations currently underway that would use Carins Road as access and bypass.
Road Network RAV 8 conditional.

DEVELOPMENT NEED

The steady increase in mineral resource development and exploration in this region will see a corresponding increase in traffic on alternative routes such as this. There is a need to ensure an adequate level of safety and reliability for users of this route.

DEVELOPMENT STRATEGY

Widening of the formation and development to a uniform Type 3 standard formed gravel road is recommended.



CASCADES ROAD

Road No. 6040103
Regional Distributor

Esperance Shire

Last Reviewed: April 2021

FUNCTION

The road provides a major grain and livestock transport service to the agricultural areas north-west of Esperance. It also serves as a tourist route and short-cut between Lake King and Esperance as well as a school bus route. This road is utilised as a detour when flooding closes South Coast Highway.

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

DEVELOPMENT NEED

This road is currently sealed to a Type 5 Standard for the first 65 km from the Esperance end. For the rest of its length the road is a Type 3 standard. Given the traffic volume on the road, the road should be upgraded to a Type 6 standard to the end of the farming land for road safety. Consideration should be given to upgrading the whole length of Cascade Road to a Type 6 standard in conjunction with upgrading Norseman Road in the Shire of Lake Grace to provide a shorter alternative link to Esperance.

DEVELOPMENT STRATEGY

Maintain the unsealed sections of this road to a Type 3 standard and upgrade the sealed sections to a Type 6 standard when reconstruction of areas is required. As the traffic numbers increase, and the demand warrants it, bring the whole road up to a Type 6 standard on a progressive basis. These upgrades will increase transport efficiency, improve road safety and reduce road maintenance costs.



CAVE HILL ROAD

Road No. 6020155
Access Road

Coolgardie Shire

Last Reviewed: April 2021

FUNCTION

The road provides access to the Cave Hill and Burra Rock Nature Reserves. A proposed new link from Burra Rock to Victoria Rock will establish a convenient tourist drive linking several places of interest and provide an alternative route, mainly for tourists who wish to depart from the main highway system.

While there are some known Gold, Nickel and Copper deposits to the west of Widgiemooltha, there are no large-scale mining operations currently underway that would use Cave Hill Road as access.

DEVELOPMENT NEED

The road standard is a concern considering the isolated and arid nature of the area. There is a high risk of enforced delay for motorists and the problem of attending to any road crashes or breakdowns that might occur. As there is a level of interest, particularly among Eastern States tourists in visiting this area, an improved standard of road is needed.

DEVELOPMENT STRATEGY

Develop the road to a uniform Type 3 standard progressively. Should mining operations to the west of Widgiemooltha come on-line, then a rethink may be required regarding possible sealing of the pavement.



COOLGARDIE – MENZIES ROUTE

Coolgardie North Road (6020002, 6090037) – Regional and Local Distributor

Davyhurst Road (6090010) – Local Distributor

Evanston - Menzies Road (6090008) – Local Distributor

Moran Street (6020031) Regional Distributor

Coolgardie and Menzies Shires

Last Reviewed: April 2021

FUNCTION

The route provides access for tourism, pastoral operations and mineral resource exploration and development. It is a convenient alternative route into the mining region for supplies and equipment sourced from Perth. It forms part of the Golden Quest Heritage Trail.

The section between Coolgardie and Carbine carries a significantly higher volume of traffic than the other sections of the route, due to the concentration of mining activity around the Carbine and Ora Banda areas (predominantly Gold, but the large Cawse Nickel operation is in this area too).

North from Carbine, the road forms part of the link between Ora Banda and the abandoned mining town of Davyhurst and then has an east-west link that runs from Evanston back into Menzies.

This road also acts as a back-up for Portman Mining if their iron-ore operation is affected by road closures in Yilgarn Shire.

Coolgardie North Road (6020002) is a RAV Network 8 road (conditional).

Davyhurst Road is a RAV Network 5 road.

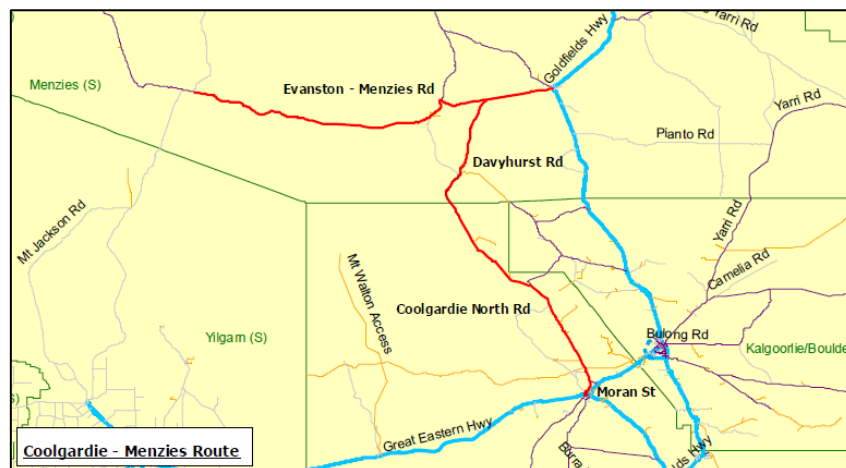
Evanston-Menzies Road is a RAV Network 5 road.

DEVELOPMENT NEED

The steady increase in mineral resource development and exploration in this region will see a corresponding increase in traffic on alternative routes such as this. There is a need to ensure an adequate level of safety and reliability for users of this route.

DEVELOPMENT STRATEGY

Widening of the formation and development to a uniform Type 3 standard formed gravel road is recommended. The section between Coolgardie and Carbine should be considered for a Type 4 standard as usage levels increase.



COOLINUP ROAD

Road No. 6040024 Local Distributor and Access Road

Esperance Shire

Last Reviewed: April 2021

FUNCTION

Coolinup Road primarily services heavy transport associated with the farming area to the north-east of Esperance Township. It also provides a link from the wheat production areas to the Esperance CBH grain storage facility and the Esperance Port via Fisheries Road. Coolinup Road is a RAV Network 7 road (conditional) and a school bus route.

DEVELOPMENT NEED

Coolinup Road is constructed to a Type 5 standard to Howick Road and then a Type 3 standard for the remainder of the road. The sealed section of the road should be upgraded to a Type 6 standard for road safety.

DEVELOPMENT STRATEGY

Maintain the road to the current condition and upgrade the sealed sections to a Type 6 standard when reconstruction of areas is required. The upgrade will increase transport efficiency, improve road safety and reduce road maintenance costs.



DARLOT ROAD

Road No. 6080062
Local Distributor

Leonora Shire

Last Reviewed: April 2021

FUNCTION

The road provides access for the ongoing mineral exploration and development in the Yandal area and is the principal access for the Darlot gold mine situated a short distance north on Wongaroo Road. It forms part of a general north-south route into the Yandal area where there is extensive exploration and numerous small gold mining operations. The route also provides access to pastoral stations, such as Melrose Homestead, in the area.

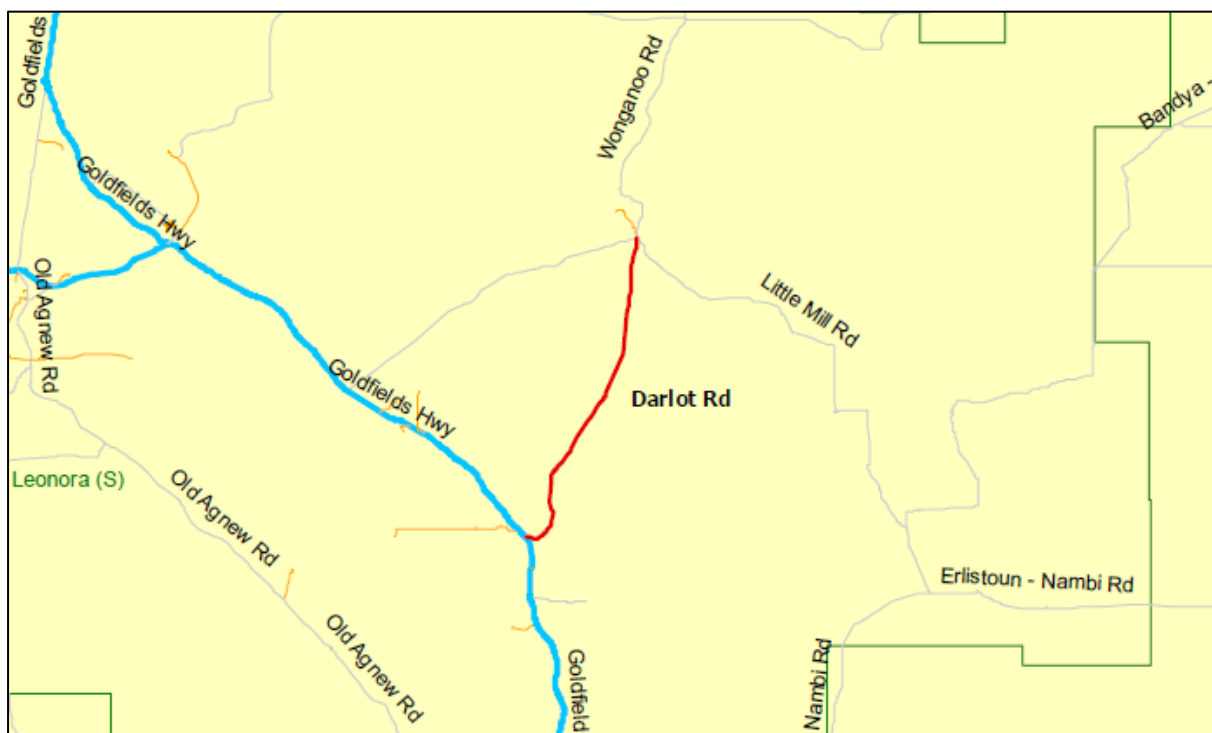
DEVELOPMENT NEED

The road is subject to heavy traffic supplying fuel and chemicals to the Darlot gold mine. There is a constant volume of traffic associated with mineral resource development in the area and the traffic associated with the pastoral activity also. Safety is a major issue with the heavy vehicle/lighter passenger vehicle mix.

Dust makes overtaking manoeuvres particularly hazardous. Sealing of the road should be considered in the short to medium term if growth in this area continues at the current rate.

DEVELOPMENT STRATEGY

Widen the formation and strengthen the pavement in preparation for sealing to a Type 5 standard. Undertake a program of sealing the road in the short to medium term. Sealing the road will greatly reduce the risk of accidents and transport costs associated with the mineral resource development and pastoral needs in the area.



DALYUP ROAD

Road No. 6040041 – Local Distributor and Access Road

Esperance Shire

Last Reviewed: April 2021

FUNCTION

Dalyup Road primarily services heavy transport associated with the farming area to the north of Esperance Township. It also provides a link from the Scaddan wheat production areas to the Esperance CBH grain storage facility and the Esperance Port via the South Coast Highway.

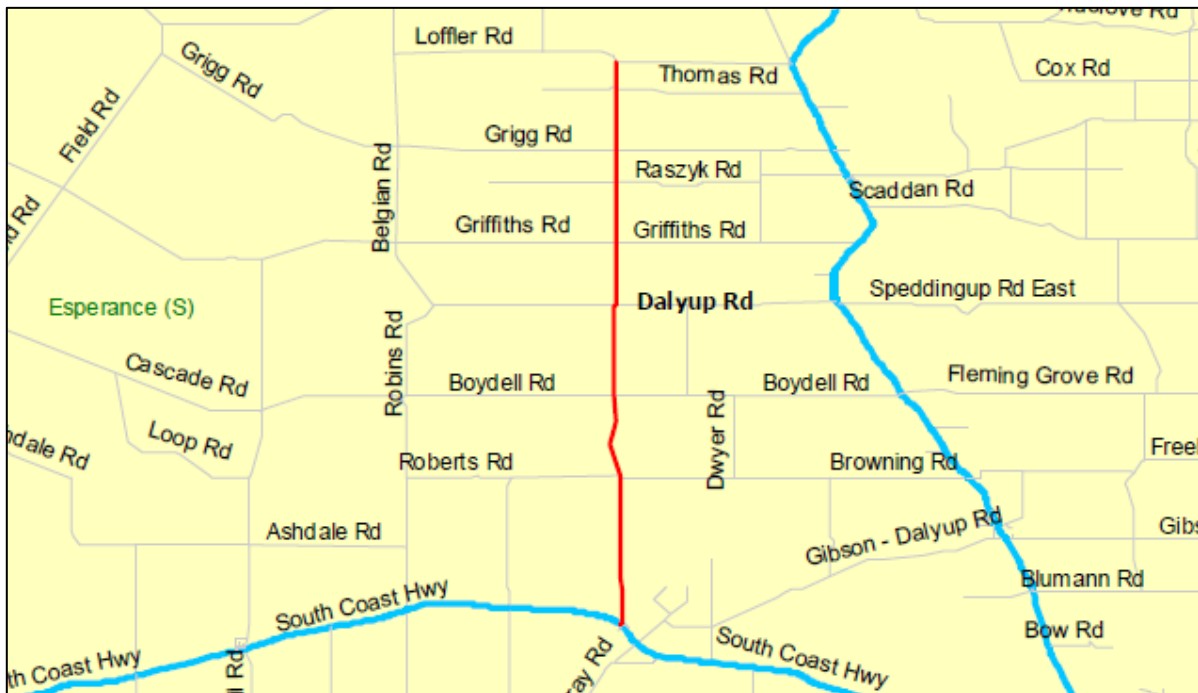
This road is a RAV Network 7 road (conditional) and a school bus route.

DEVELOPMENT NEED

Dalyup Road services a high grain producing area and is subject to significant heavy transport numbers particularly during the harvest period. The road should be progressively upgraded to a Type 6 standard from the South Coast Highway as usage warrants.

DEVELOPMENT STRATEGY

Maintain the current road standard as the minimum service level and work towards progressively upgrading Type 3 road sections to a Type 6 standard as ongoing pavement deterioration warrants. These upgrades will increase transport efficiency, improve road safety and reduce road maintenance costs.



DUMP ROAD (Tip Road)

Road No. 6020132
Local Distributor

Coolgardie Shire

Last Reviewed: June 2021

FUNCTION

Dump Road / Tip Road runs from the Goldfields Highway to the Waste Disposal Site (WDS) and primarily provides access to the Kambalda WDS. Approximately 10,000 cubic metres of waste is received per annum at the Kambalda WDS.

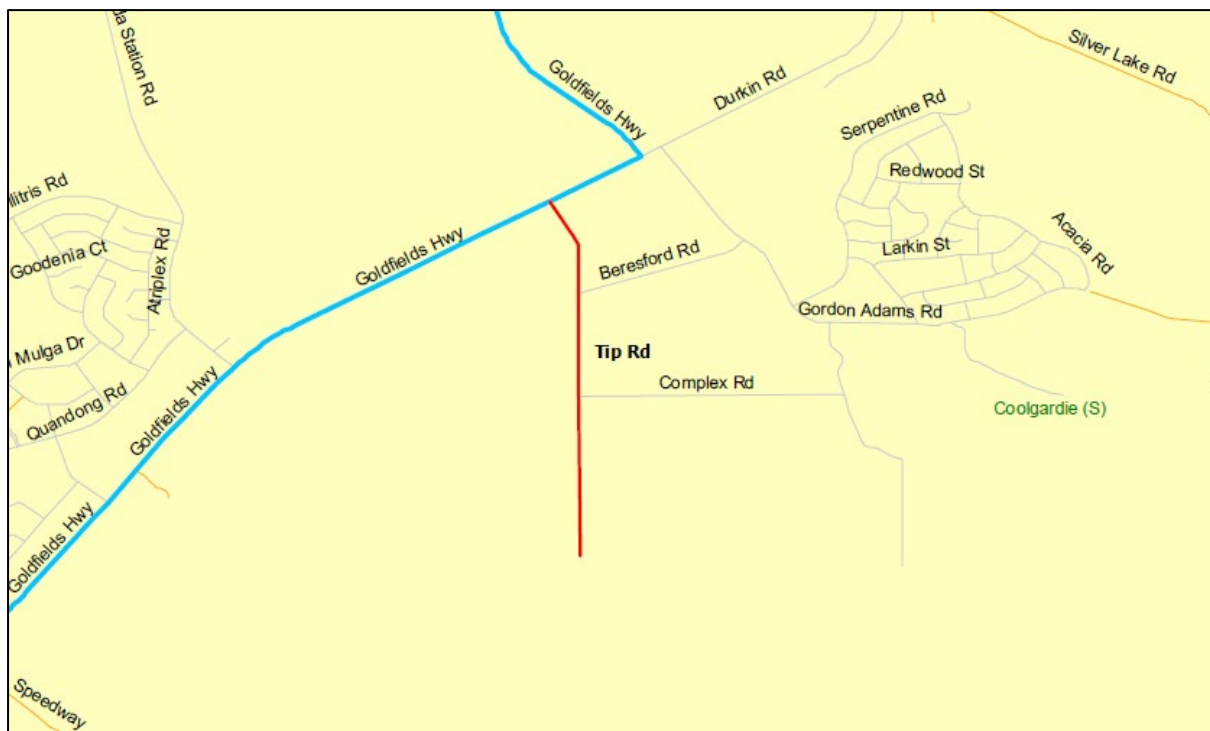
The junction of Dump Road and the Goldfields Highway is currently being upgraded to a RAV Network 7 standard.

DEVELOPMENT NEED

The Shire of Coolgardie is currently planning for the receipt of waste material from other areas of the Goldfields Region. At present this road is an aging Type 4 with a 6m wide bitumen surface and requires a 7m seal to facilitate increasing traffic movements.

DEVELOPMENT STRATEGY

To improve safety for all road users and efficiency of waste disposal, the existing road formation and bitumen seal should be upgraded from a Type 4 road to a Type 5 road with a 7m sealed surface.



DURKIN ROAD

Road No. 6020039
Local Distributor and Access Road

Coolgardie Shire

Last Reviewed: April 2021

FUNCTION

Durkin Road runs from the Goldfields Highway through to the Kambalda mill and out to the industrial area. It provides for a high proportion of large RAV combinations that require access to and from the mill and the industrial area.

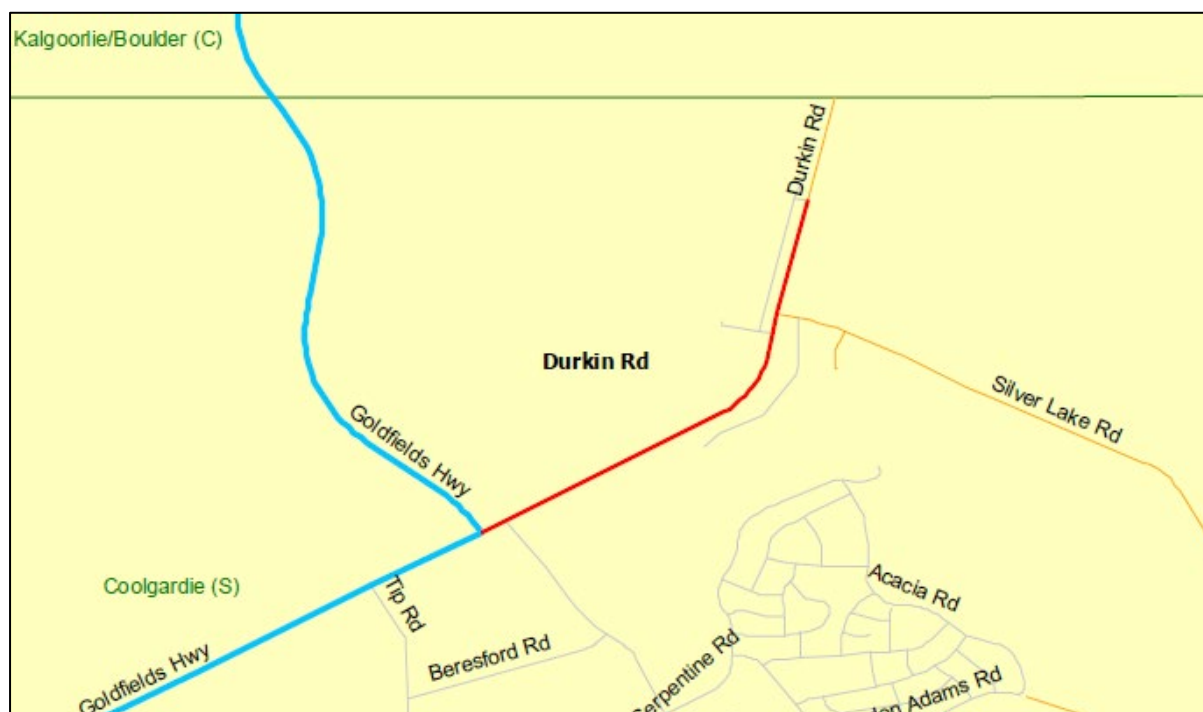
Durkin Road is a RAV Network 10 road.

DEVELOPMENT NEED

Consistent with the size of combinations on this road there should be a program to bring this road up to a Type 5 standard. At present, this road is sealed to a width of 7 m.

DEVELOPMENT STRATEGY

To improve the safety and efficiency for users of this road, the existing road formation should be upgraded to a consistent Type 5 standard and ensure an adequate maintenance program is in place.



ELEVEN MILE BEACH ROAD

Road No. 6040114
Local Distributor

Esperance Shire

Last Reviewed: April 2021

FUNCTION

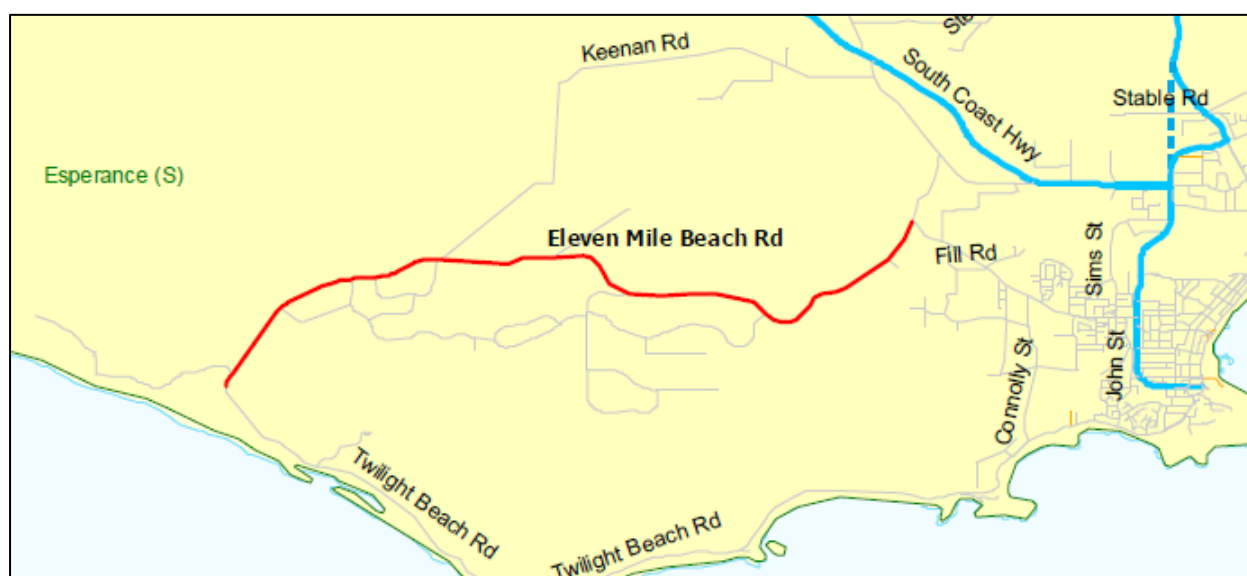
This road is part of the Great Ocean Drive Tourist Loop providing a connection between Twilight Beach Road and Pink Lake Road. The road also provides the shortest route between several western semirural subdivisions (Helms Estate, Southern Ocean Estate, Eleven Mile Beach Estate, etc.) and the Esperance Township. Eleven Mile Beach Road is a school bus route.

DEVELOPMENT NEED

Given traffic volumes on Eleven Mile Beach Road, that it forms part of the Great Ocean Drive Tourist Loop and is recognised as a cycling route, the road requires upgrading in the form of shoulder sealing to a Type 6 standard road.

DEVELOPMENT STRATEGY

Maintain the current road status as the minimum service level and work towards upgrading type 4 road sections to a type 6 standard. These upgrades will increase transport efficiency, improve road safety and reduce road maintenance costs.



ELORA – MT WELD ROAD

Road No. 6070013
Access Road

Laverton Shire

Last Reviewed: April 2021

FUNCTION

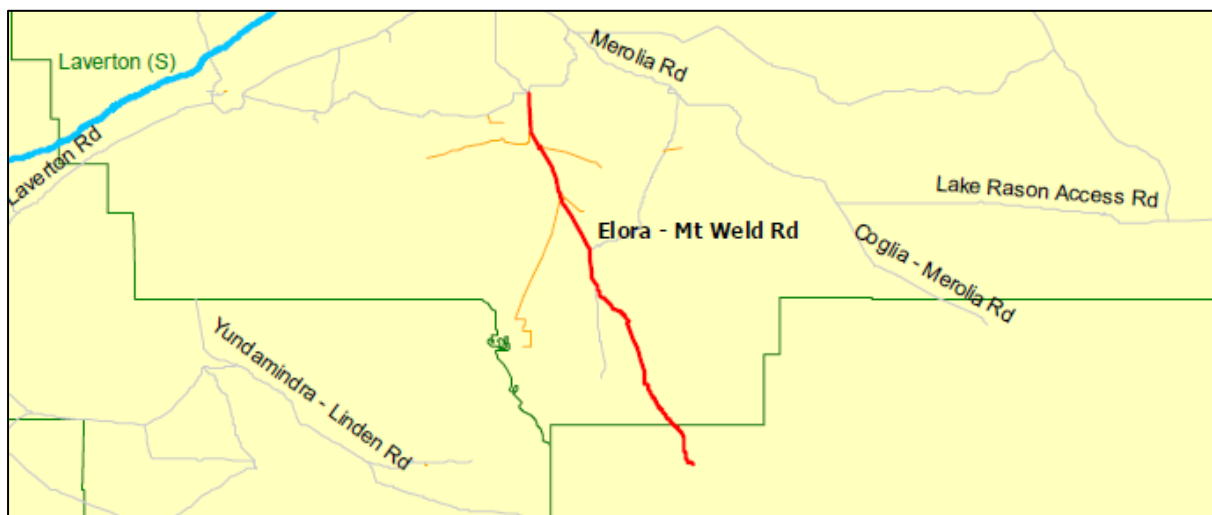
This road services two large gold operations in Sunrise Dam and Granny Smith, the Lynas Corporation Rare Earth Operations, as well as smaller operations dealing with Manganese and Mineral Sands. This road has a high proportion of heavy vehicles as a result of the mining operations.

DEVELOPMENT NEED

To ensure safety for vehicle operators this road should be a minimum Type 3 standard. Currently sections of this road are of a clay base and become treacherous during periods of rain.

DEVELOPMENT STRATEGY

Upgrade this road to a minimum Type 3 standard, using material that is less susceptible to rain than the existing clay-based material. Ensure road geometry is suitable for the type of vehicle using the road.



ERLISTOUN ROAD

Road No. 6070008
Access Road

Laverton Shire

Last Reviewed: April 2021

FUNCTION

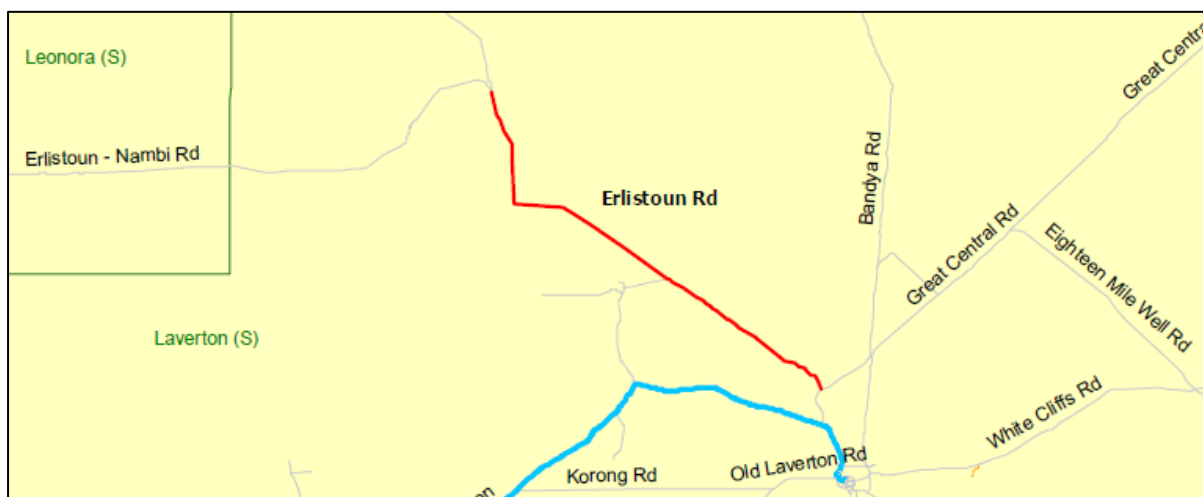
This road leads directly to the pastoral station of Eristoun, north-west of Laverton. It also provides access to the old Windarra mine site. It appears that this mine will again become operational as a Nickel mine. Access is also provided for the Lancefield Gold mine. Eristoun Road is a RAV Network 10 road.

DEVELOPMENT NEED

This road is currently a combination of Type 4 standard and Type 2 standard. With the large RAV combinations granted approval to use this road and the tourist traffic mixing with mineral exploration vehicles, the present state of this road is creating a hazardous situation. When the mining operation re-commences additional strain will be placed on this piece of infrastructure.

DEVELOPMENT STRATEGY

Widen formation and reconstruct pavement where necessary, and seal to a Type 4 standard to facilitate safe and efficient vehicle operations on this road.



ESPERANCE TOWN ROADS

Andrew Street (6040117)
Dempster Road (6040118)
Goldfields Road (6040229)
Norseman Road (6040228)
Pink Lake Road (6040120)
Shelden Road (6040144)
Local Distributors

Esperance Shire

Last Reviewed: April 2021

FUNCTION

These roads perform a traffic distribution function for normal vehicular traffic, school buses and RAV combinations, in and around the Esperance town site. They link up with major routes such as Fisheries Road, Coolgardie – Esperance Highway and South Coast Highway. Their importance can clearly be seen in the volume and type of traffic they cater for. These roads link the residential, commercial, educational, industrial and recreational areas of Esperance.

DEVELOPMENT NEED

With expected traffic growth patterns there will be a need to make modifications to the roads as well as the need to possibly reconfigure the overall road layout. Timing of these changes is entirely dependent on the growth of the town through developments in mining and agriculture as well as the growth in tourism.

DEVELOPMENT STRATEGY

Continue to maintain a minimum service level and monitor the traffic growth rates and patterns as well as accident statistics to ensure timely improvements are carried out, maximising the safety and efficiency of the road network.



FISHERIES ROAD

Road No. 6040608
Regional Distributor and Local Distributor

Esperance Shire

Last Reviewed: April 2021

FUNCTION

Within the Esperance Shire, this road is the major access for all development and agricultural activity in the eastern region of the Shire. It is an important route for grain cartage and tourism. With Parmango Road and Balladonia Road, it has the potential to provide an alternative link between Esperance and Balladonia on Eyre Highway for east west interstate travellers. This is also a school bus route.

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

DEVELOPMENT NEED

The road is a significant link for everything east of the Esperance. The total length of the road is 196 km and sealed only to 116 km. The road is a Type 5 standard to Parmango Road from Parmango Road to end of the seal it is a mixture of Type 4 and 5 standards. From the end of the seal to the end of the farming land the road is generally a Type 3 standard. From the end of the farming land to Israelite Bay the road is a mixture of Type 1 and 2 standard that goes through Cape Arid.

Given the significance of the road and the volume of traffic upgrade of the sealed sections of road to a Type 6 is required for road safety. Maintaining the gravel road section to a uniform Type 3 standard to the end of the farming land and upgrading the remaining road to a uniform Type 2 standard.

DEVELOPMENT STRATEGY

Maintain the current level of service as a minimum. Progressively upgrade the sealed road to a Type 6 standard for improved road safety and efficiency. Upgrade the road past the farming land to a uniform Type 2 standard. These upgrades will increase transport efficiency, improve road safety and reduce road maintenance costs.



GLENORN – YUNDAMINDRA ROAD

Road No. 6080007
Local Distributor

Leonora Shire

Last Reviewed: April 2021

FUNCTION

This road links Glenorn Station, Yundamindra Station and Mt Remarkable Station with the Leonora – Laverton Road (M022).

Glenorn – Yundamindra Road also provides access to the Red October gold mine site for Leonora based service providers and general mine traffic.

The road is utilised by prospectors and tourists during the winter months.

Road formation is predominately Type 2 natural form with an average driving surface of 8 metres, well drained. Some areas are sheeted to 10 metres in width.

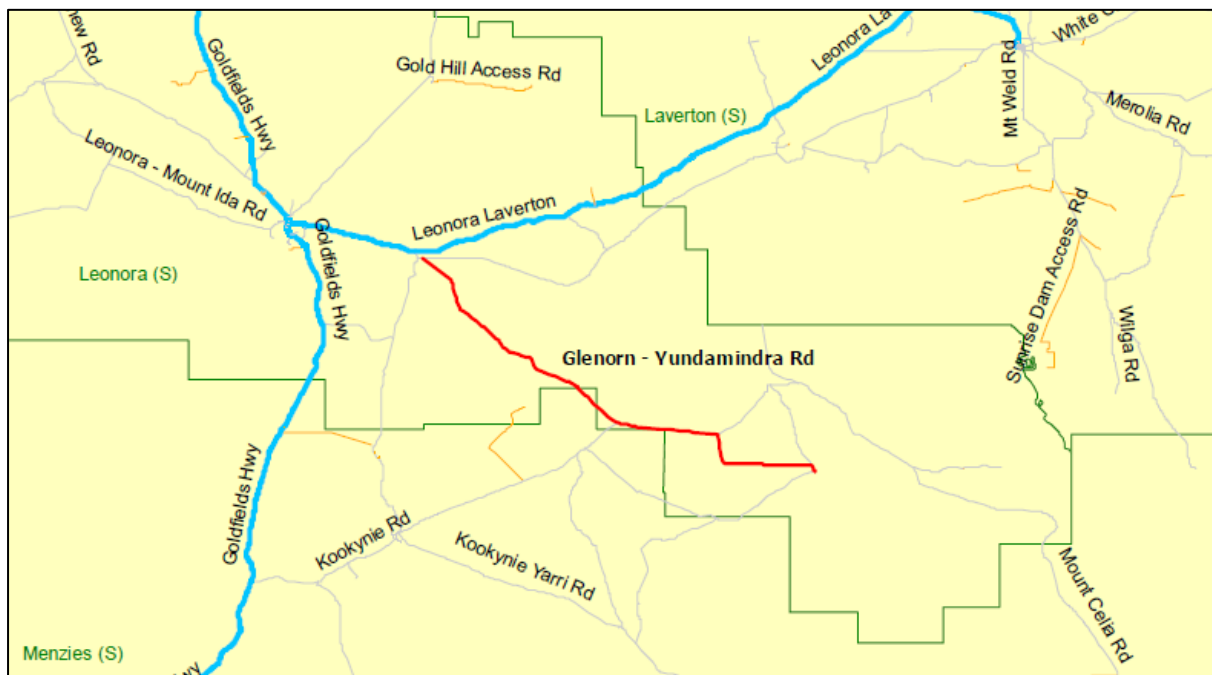
Glenorn – Yundamindra Road is a RAV Network 7.

DEVELOPMENT NEED

Improve natural formation and gravel sheet.

DEVELOPMENT STRATEGY

For the whole road length of 74 km initially gravel sheet areas prone to blow outs and bog holes.



GREAT CENTRAL ROAD

Road No. 6070087, 6120015
Regional Distributor

Laverton and Ngaanyatjarraku Shires

Last Reviewed: April 2021

FUNCTION

This route commences in Laverton and heads out, north-east, to the Northern Territory. This route services the Cosmo Newberry Aboriginal Community in the Shire of Laverton and the nine remote Aboriginal communities in the Shire of Ngaanyatjarraku. There are approximately 1,500 residents in the communities within the Shire of Ngaanyatjarraku. The first 47km of the road out of Laverton has been considerably upgraded to serve the Jindalee Operational Radar Network (JORN) TX facility near Adam Range. At the eastern end it provides the access for the Giles Meteorological Station.

As this road forms part of an almost direct route from Perth via the north – eastern goldfields to Alice Springs and passes through a very isolated and picturesque section of the central part of Australia, it attracts considerable tourist traffic during the winter months. It is also used to transport mining equipment and general freight from Queensland to the Eastern Goldfields.

Great Central Road, both sections, is a RAV Network 10 road (conditional).

DEVELOPMENT NEED

The road is generally a Type 2 formed road. However, minor and isolated sections have been constructed from imported materials, in particular the first 47km section. The road needs improved geometric alignment with careful attention being applied to road drainage requirements. Sections of this road requiring this upgrading work are located between 90-443km and 800-890km.

The road becomes not trafficable during periods of heavy rain and this poses a particular problem to communities within the Shire of Ngaanyatjarraku which obtain from Perth all their supplies, including perishable items, general food and grocery lines and building materials.

Fuel for Warburton is sourced from Kalgoorlie whilst the other communities obtain their fuel from Alice Springs. Whichever fuel supply source is used, the Great Central Road forms the most important section of the delivery route.

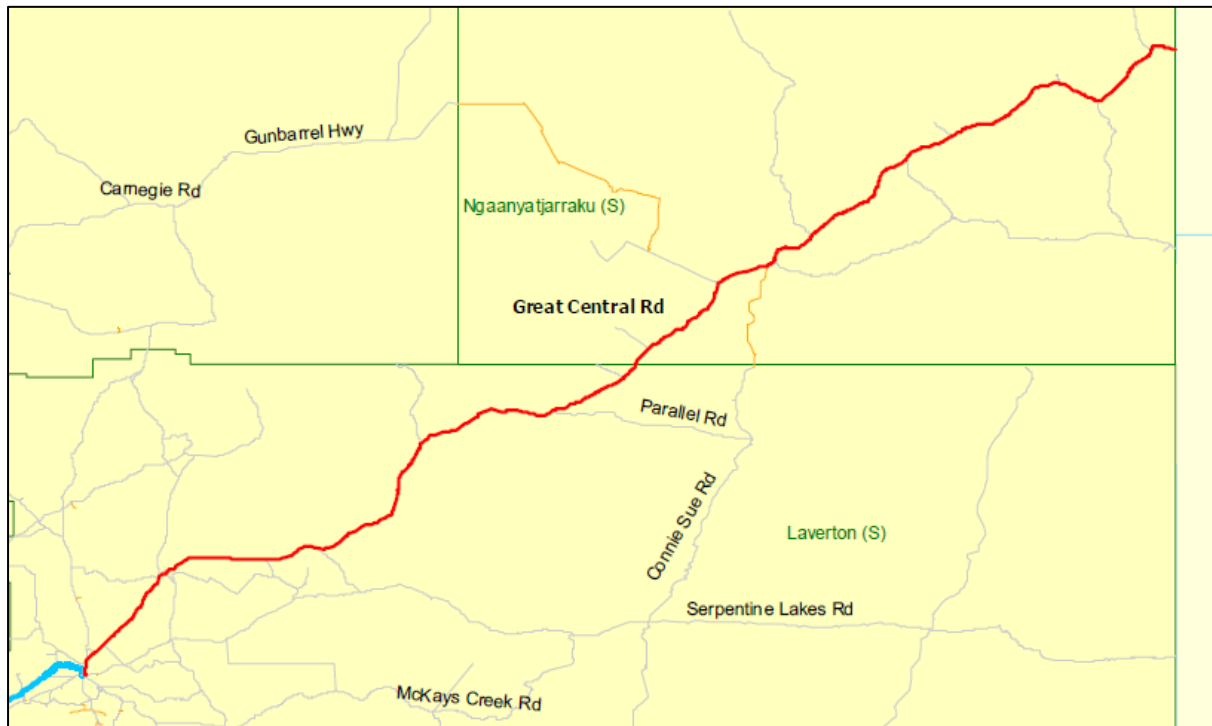
Benefits of upgrading the road include:

- facilitating an exchange of overseas and local tourists between Yulara and Kalgoorlie-Boulder, thereby supporting several major tourist proposals in Kalgoorlie-Boulder which are being encouraged by the Goldfields-Esperance Development Commission.
- the road may serve as a direct freight route between Queensland and the Goldfields and Perth in WA.
- the road may become a major eco-tourism route; and
- increased opportunity to visit the proposed Cultural Centre at Warburton encouraging tourists to experience Aboriginal culture in a natural environment.

DEVELOPMENT STRATEGY

The entire length of the road from Laverton to the Northern Territory Border is being upgraded to 8m bitumen seal as part of the Outback Way project (Laverton WA to Winton Qld), funded 80% Federal Government and 20% State Government. Works are proceeding and it is anticipated will be completed 2026.

The Northern Territory Department of Transport and Works should be encouraged to adopt a similar development strategy for that section of the road located in the Northern Territory.



HOWICK ROAD – HENKES ROAD ROUTE

Howick Road (6040031) – Access Road
Henkes Road (6040029) – Local Distributor

Esperance Shire

Last Reviewed: April 2021

FUNCTION

Howick Road primarily services heavy transport associated with the farming area to the east of Esperance townsite.

Howick Road provides a link from the wheat production areas to the Beaumont CBH grain storage facility. A short section of Henke Road connects Howick Road to Fisheries Road and as such is included in this strategy.

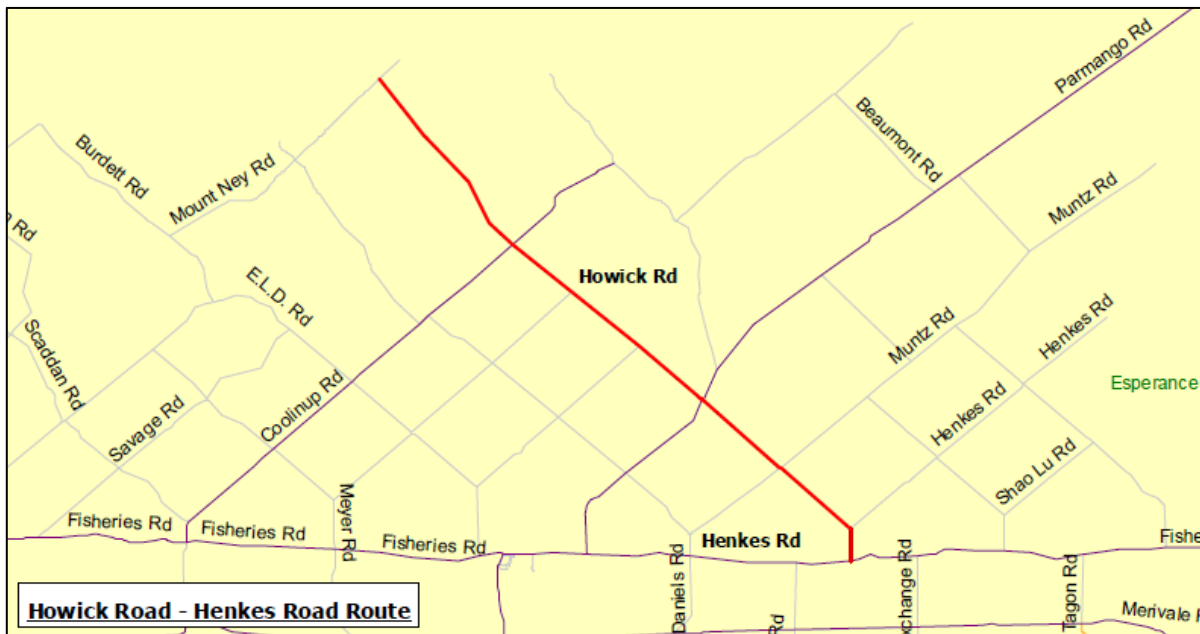
This road is a RAV Network 7 road (conditional) and a school bus route.

DEVELOPMENT NEED

Howick Road – Henke Road Route provides access to the Beaumont CBH bin, given the amount of grain the travels this route warrants the upgrade to the route to a Type 6 standard to Coolinup Road. The Howick Road – Henke Road route from Fisheries Road to Parmango Road is currently sealed to a Type 5 standard, from Parmango Road to the end the road is generally to a Type 3 standard.

DEVELOPMENT STRATEGY

Maintain the current road status as the minimum service level and in the longer-term work towards upgrading the route to a Type 6 standard to Coolingup Road. These upgrades will increase transport efficiency, improve road safety and reduce road maintenance costs.



HYDEN – NORSEMAN ROAD

Road No. 6030034
Regional Distributor

Dundas Shire

Last Reviewed: April 2021

FUNCTION

The route provides a shorter east-west link into Hyden for tourists. The first section, to Lake Johnston, also provides access for RAV combinations to the Maggie Hays and Emily Ann nickel projects and tourist access to nearby McDermid Rock, an increasingly popular attraction.

Hyden-Norseman Road is a RAV Network 7 road (conditional). The road is not a through route for heavy vehicles

DEVELOPMENT NEED

The road becomes impassable after even moderate rainfall. Access into the area is vital for the development of rich mineral resources. The opportunity for tourists to access this unique wilderness area should be made available by the provision of a better standard road. This road is likely to see an increase in heavy vehicle numbers as mineral exploration and development in the area continues.

During Covid-19 the road was used extensively by livestock carriers without permission as this road is shorter most using this without permission causing significant damage which will be a difficult cost to repair for the Shire of Dundas ratepayers.

DEVELOPMENT STRATEGY

The Shire of Dundas has commenced to upgrade the route to a formed gravel standard. It should be a uniform Type 3 standard which is consistent with the development proposal in the Wheatbelt South Region.



IRRUNYTJU ROAD

Road No. 6120002
Local Distributor

Ngaanyatjarraku Shire

Last Reviewed: April 2021

FUNCTION

The road services the Wingellina Aboriginal Community and allows interaction with neighbouring communities. The route is also used by a small number of tourists, equipped for remote travelling as it links directly with the Northern Territory.

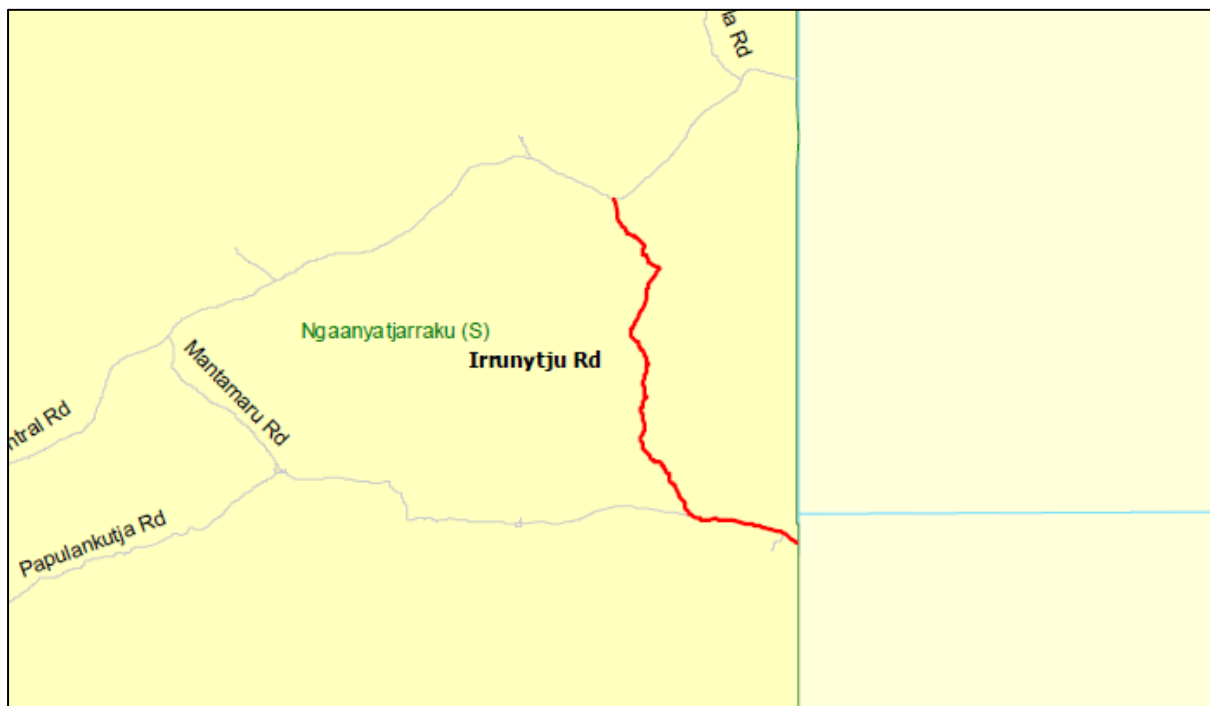
DEVELOPMENT NEED

At best, the road would currently be described as a Type 1 or Type 2 standard, which becomes impassable in wet weather, disrupting essential services for the remote Aboriginal communities.

DEVELOPMENT STRATEGY

Upgrade the road to a uniform Type 3 formed standard to improve drainage and accessibility in the medium term.

Improved access and reliability of service for Aboriginal communities will provide tourism opportunities should the communities wish to encourage visitors to the area and reduce the incidence of isolation due to poor weather.



Jaurdi Hills Road

Road No. 6020052
Local Distributor and Access Road

Coolgardie Shire

Last Reviewed: June 2021

FUNCTION

Jaurdi Hills Road provides access for tourism, pastoral operations, mineral resource exploration development and heavy haulage vehicles, and to the Perth – Kalgoorlie Rail Network.

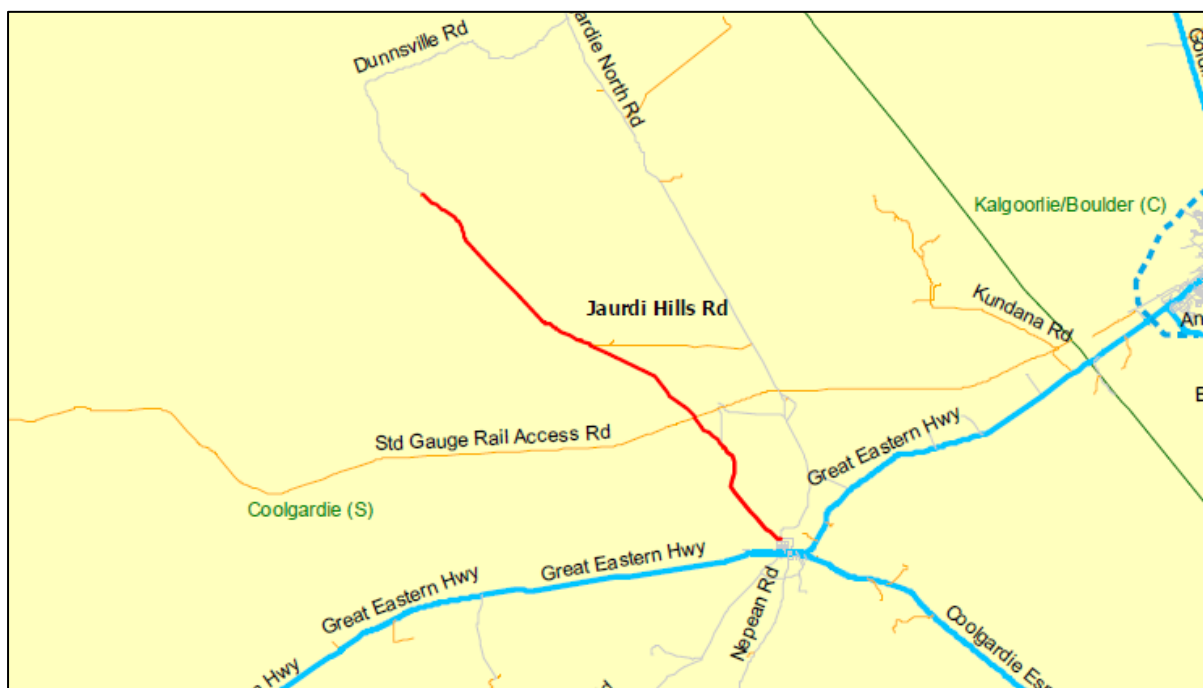
Jaurdi Hills Road is a RAV 5 combination for the full length with the need to be upgraded to RAV 10, to facilitate future mining ventures.

DEVELOPMENT NEED

Some sections of this road are not fully formed and are well below a Type 3 road. There is a need to formalise the full length of the road and upgrade it to a Type 4 road for the first 800m and a Type 3 road for the remaining distance.

DEVELOPMENT STRATEGY

Upgrade the first 800m to a Type 4 and the remaining to a Type 3 to cater for growth in recreation/tourist and mining traffic and to offer a higher standard of safety for all road users.



JUNDEE ROAD

Road No. 7060014
Local Distributor

Wiluna Shire

Last Reviewed: April 2021

FUNCTION

This road services the large gold mining operation of Jundee as well as providing access for the pastoral activities at Jundee Station.

Jundee Road is a RAV Network 9 road (conditional).

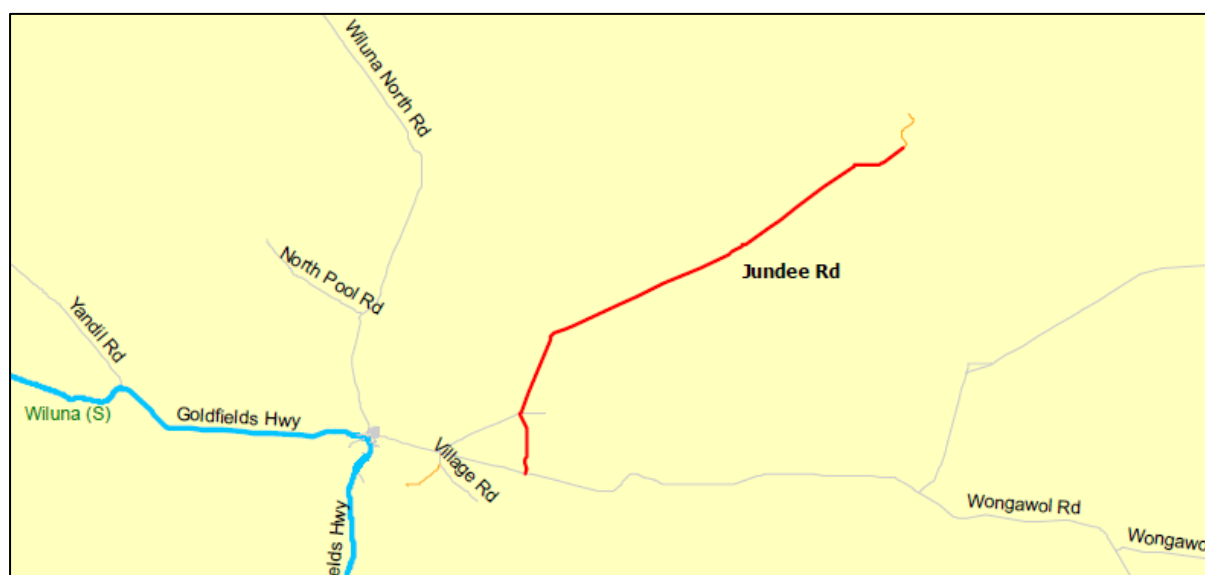
DEVELOPMENT NEED

There is a high proportion of heavy vehicle traffic associated with the mining and pastoral activity along this road, including the movement of some very large loads. In its present form the road varies between being a Type 2, 3 and 4 standard. With the large RAV combinations and oversize loads, travel on the narrow, unsealed sections can be hazardous.

An improved road will facilitate the development of major mineral resources and the associated transportation of goods and services, thereby reducing the transportation costs associated with pastoral and mining operations.

DEVELOPMENT STRATEGY

Upgrade the link between Wiluna and Jundee to a consistent Type 4 standard, with some geometric improvements, as a minimum with a view to further upgrading to Type 5 as the traffic needs dictate.



KALGOORLIE – BOULDER TOWN ROADS

Black Street (6055040) – Access Road
Boorara Road (6055012) – Access Road
Boulder Road (6055013) – Distributor A
Burt Street (6054002) – Local Distributor
Federal Street (6055087) – Distributor A
Gatacre Street (6052057) – Local Distributor
Graeme Street (6051001, 6051094) – Local Distributor
Johnston Street (6053017) – Local Distributor
Lane Street (6055086) – Distributor A and Distributor B
Lionel Street (6052039) – Local Distributor
Maritana Street (6051000) – Distributor A and Local Distributor
Piccadilly Street (6051002) – Local Distributor
Throssell Street (6052043) – Local Distributor
Vivian Street (6054010) – Local Distributor
Williamstown Road (6055008) – Access Road
Broadwood Street. (6055026) – Access Road

Kalgoorlie – Boulder City

Last Reviewed: April 2021

FUNCTION

These roads perform a traffic distribution function for normal vehicular traffic, school buses and RAV combinations, in and around the Kalgoorlie – Boulder town site. These roads link with major roads such as Great Eastern Highway, Anzac Drive and Goldfields Highway. These roads carry large volumes of traffic and connect the residential, commercial, educational, industrial, and recreational areas of the town.

DEVELOPMENT NEED

With continued growth in this mining region there will be more vehicles utilising this network of roads. It is expected that this will lead to future development and modifications to ensure suitable service levels are maintained.

The timing of this work is dependent on the rate of change in the traffic usage patterns and growth in numbers to service this area and its industry.

DEVELOPMENT STRATEGY

Continue to monitor the traffic growth rates and patterns as well as accident statistics to ensure timely improvements are carried out, thereby maximising the safety and efficiency of the road network.



KOOKYNIE – MALCOLM ROUTE

Kookynie Road (6090025)
Kookynie-Malcolm Road (6080005, 6090038)
Malcolm Rail Head Road (6080064)
Local Distributors

Menzies and Leonora Shires

Last Reviewed: April 2021

FUNCTION

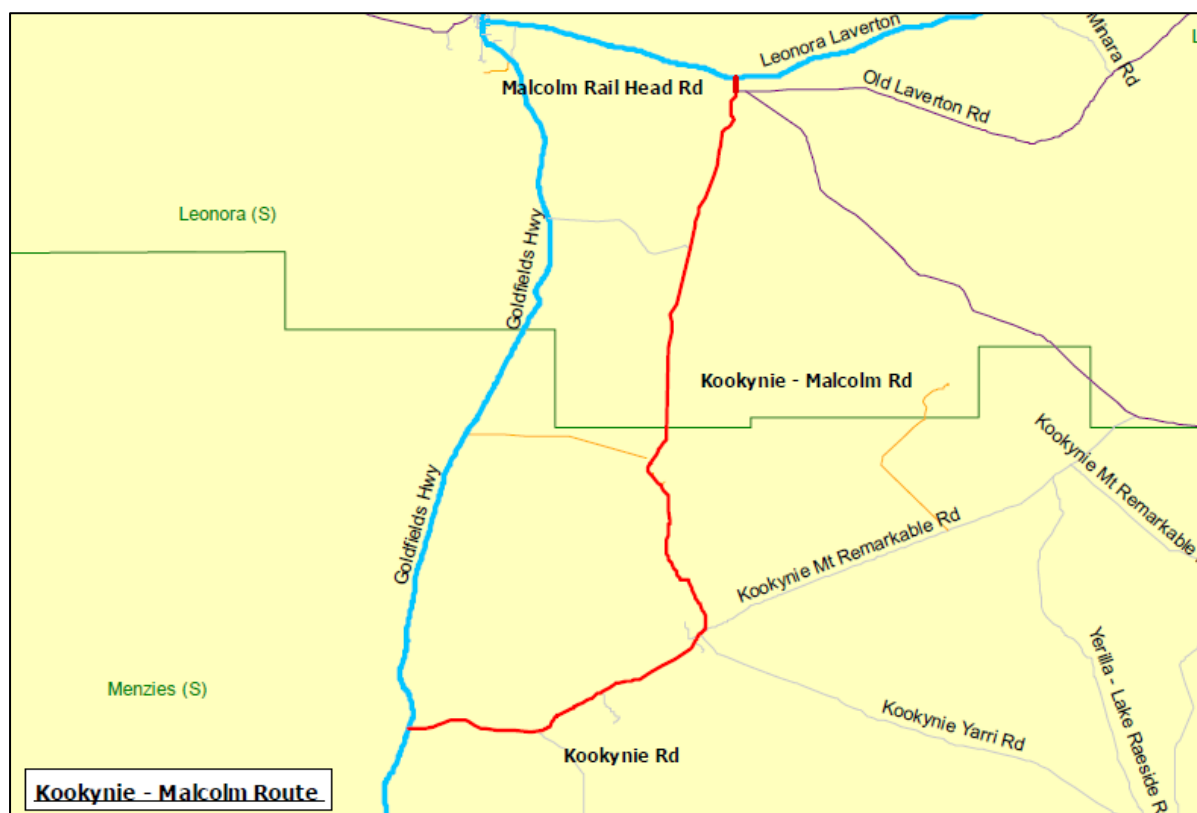
This road provides access to the Niagara Dam and to the town site of Kookynie from the Kalgoorlie-Meekatharra Road. It also combines with the Kookynie-Malcolm Road to form an alternative route from Kalgoorlie to Laverton.

DEVELOPMENT NEED

The road may have considerable tourist value in the future as it provides access to the old mining town of Kookynie and to the dam. If these sites are developed for tourism the road may need to be sealed soon. However current traffic growth projections do not justify immediate sealing. The road should not be encouraged as a freight alternative between Kalgoorlie and Laverton as it duplicates a section of the Goldfields Highway, saving only 8km over a 358km distance.

DEVELOPMENT STRATEGY

The roads should be maintained as a minimum Type 3 gravel road. Kookynie Road is currently sealed to Type 4. Traffic numbers should be monitored and eventually, if usage demands warrant it, the road should be sealed to Type 4 standard for tourist traffic and access to mining operations such as Orient Well.



KURNALPI – PINJIN ROAD

Road No. 6055058, 6090040
Access Road

Kalgoorlie – Boulder City and Menzies Shire

Last Reviewed: November 2012

FUNCTION

From Yarri Road to the Tropicana Mine Site Access Road the road services the supply needs and contractor access for the Tropicana Mine with an on-site work force of between 400 and 600. The road also services several other smaller mine developments including the Mulga Rocks Uranium site. The road provides the main access for the Yindi and Pinjin Stations.

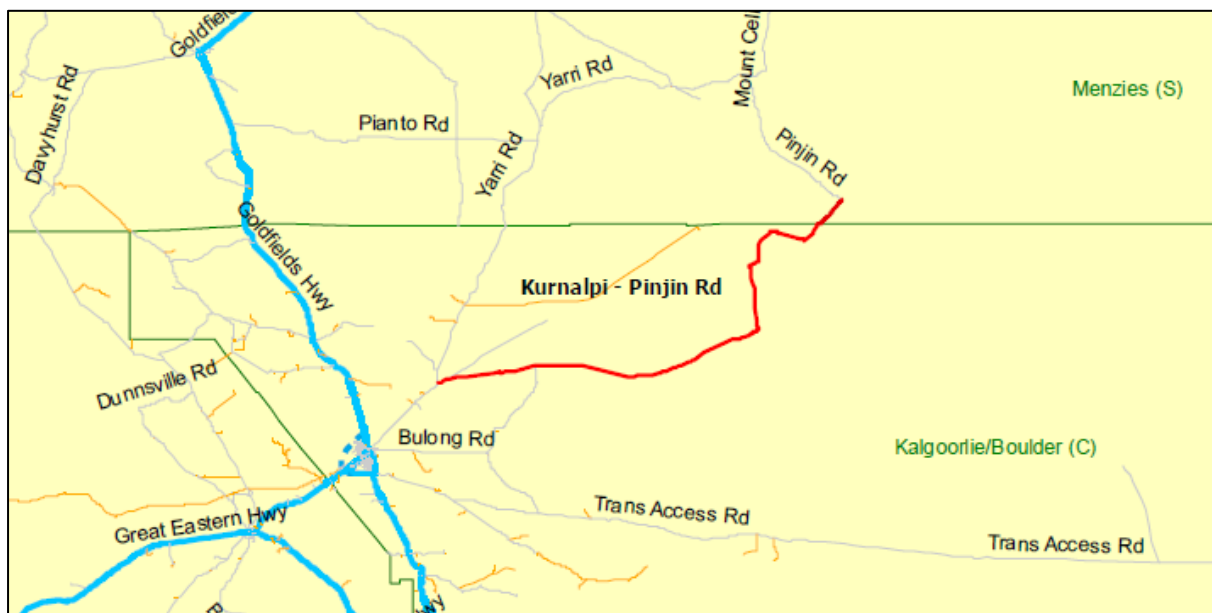
DEVELOPMENT NEED

The road needs to be a uniform Type 3 standard from Yarri Road to the Tropicana Mine Site Access Road to cater for the activity on the road.

Realignment, crest removal, grid widening and upgrading of drainage in certain sections need to be undertaken as a part of gravel re-sheeting works to improve safety and reduce road closures due to wet weather.

DEVELOPMENT STRATEGY

Upgrade this road as a staged program to a uniform Type 3 standard, addressing road



LADYLOCH ROAD

Road No. 6020053
Access Road

Coolgardie Shire

Last Reviewed: April 2021

FUNCTION

Ladyloch Road is the major industrial route in Coolgardie town site. It functions, and is promoted as, a southern bypass for heavy vehicle around the town site.

There currently are large scale mining operations using this route, which include all the service and workforce type traffic for these mines and the area.

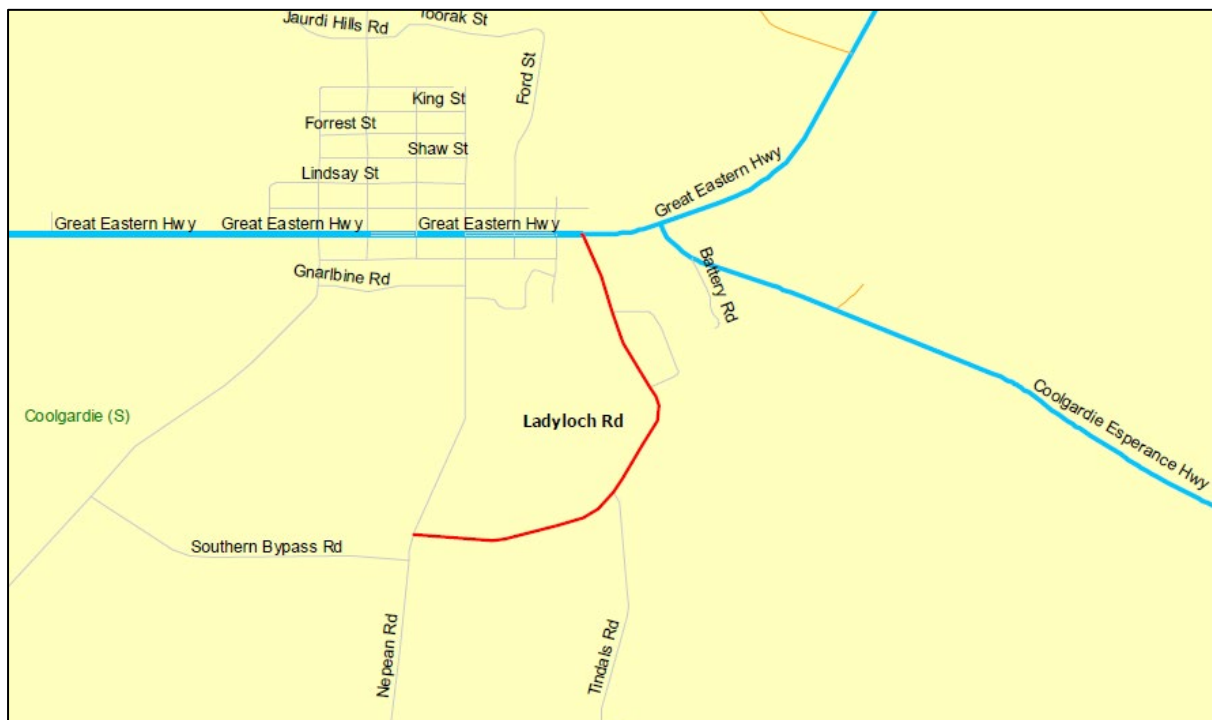
Road Network RAV 8 conditional.

DEVELOPMENT NEED

The steady increase in mineral resource development and exploration in this region will see a corresponding increase in traffic on alternative routes such as this. There is a need to ensure an adequate level of safety and reliability for users of this route.

DEVELOPMENT STRATEGY

Develop the road to a uniform Type 6 standard from Great Eastern Highway until the boundary of the current industrial land (approximately 850m), then Type 4 standard until junction with Nepean Road at 1.53km.



LAKE KING – NORSEMAN ROAD

Road No. 6040517
Regional Distributor

Esperance Shire

Last Reviewed: April 2021

FUNCTION

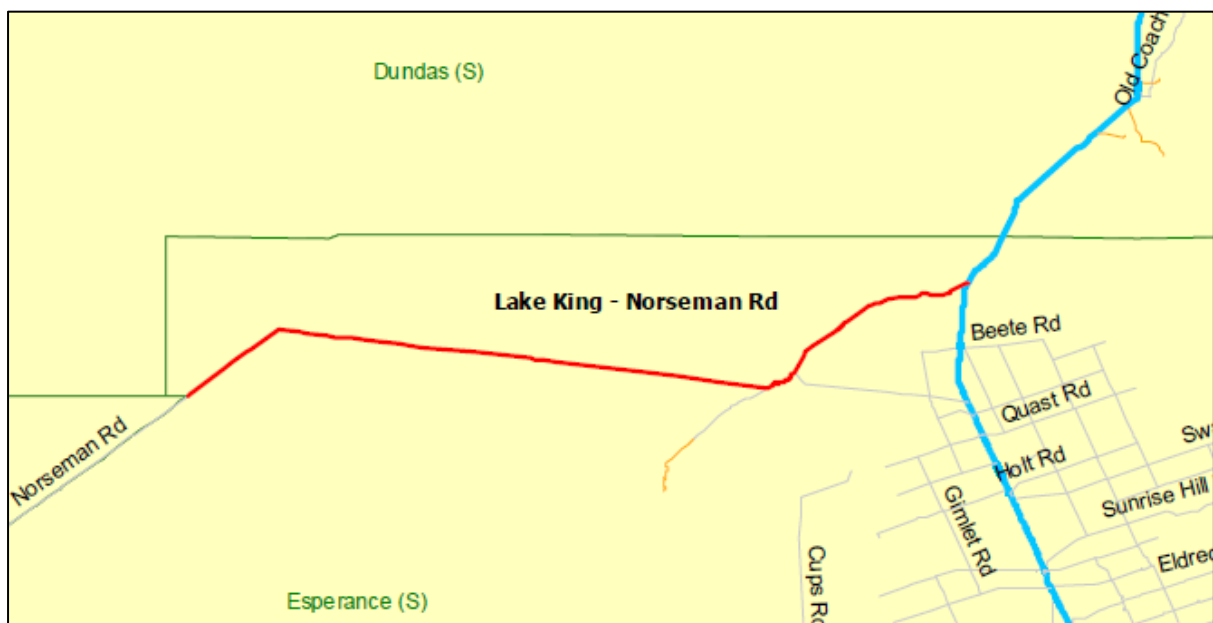
This road provides a link to two National Parks and forms a tourist trail.

DEVELOPMENT NEED

Places of interest for tourists such as Frank Hann NP and Peak Charles NP are located along this route. The Road is generally a mixture of Type 1 and 2 Standard.

DEVELOPMENT STRATEGY

Maintain current minimal level of service. Consider upgrading sections of the road to a Type 2 or 3 standard for access into Peak Charles NP.



LAVERTON – MT MARGARET ROAD

Road No. 6070003
Access Road

Laverton Shire

Last Reviewed: April 2021

FUNCTION

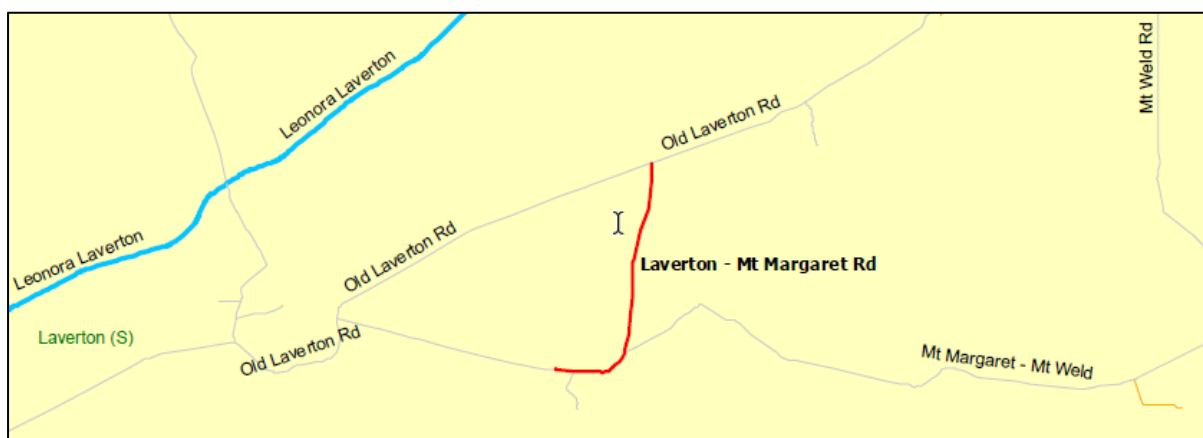
This road provides the link between Laverton and the Mt Margaret Aboriginal Community. Residents, goods and service vehicles and school buses use the road.

DEVELOPMENT NEED

At present this road is a mix of Type 1 and Type 2 standard. This road passes over a low, flat area and can therefore be subject to flooding even in a moderate rainfall occurrence, thereby isolating the community. Traffic volume of 51 vehicles per day suggests the road should be of a uniform Type 3 standard in order to provide an adequate service to the community.

DEVELOPMENT STRATEGY

Upgrading to a uniform Type 3 standard, with particular attention to the drainage needs, would be appropriate to provide better access to and from the community.



LAVERTON – RX SITE JORN PROJECT LINK

Bandya Nambi Road (6070024) – Access Road
Erlistoun Woolshed Road (6070034) – Access Road
Erlistoun Road (6070008) – Access Road
Lancefield Diversion Road (6070110) – Regional Distributor
Great Central Road (6070087) – Regional and Local Distributor

Laverton Shire

Last Reviewed: April 2021

FUNCTION

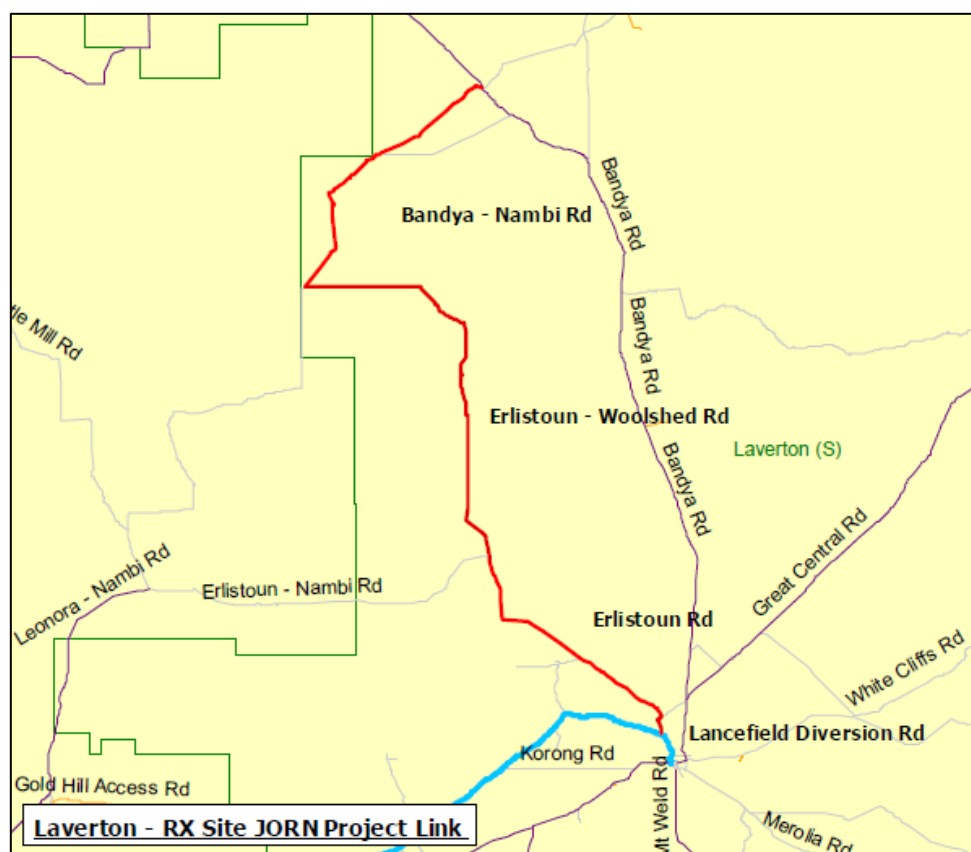
Forms part of the access route to the Receiving Exchange (RX) site of the Jindalee Operational Radar Network (JORN) Project and part of the route between the RX and Transmission Exchange (TX) sites on the JORN Project. The link is significant to the Department of Defence as a key part of the 'Over the Horizon Radar' (OTHR). It also provides access to the Erlistoun Station homestead.

DEVELOPMENT NEED

A high level of service is required between the JORN Project RX and TX sites.

DEVELOPMENT STRATEGY

The road needs to be upgraded to accommodate a number of different vehicle types.



LEONORA – MT IDA ROAD

Road No. 6080004 and 6090015
Access Road

Leonora and Menzies Shires

Last Reviewed: April 2021

FUNCTION

This road forms a major part of the Golden Quest Discovery Trail and serves some mining and pastoral activity.

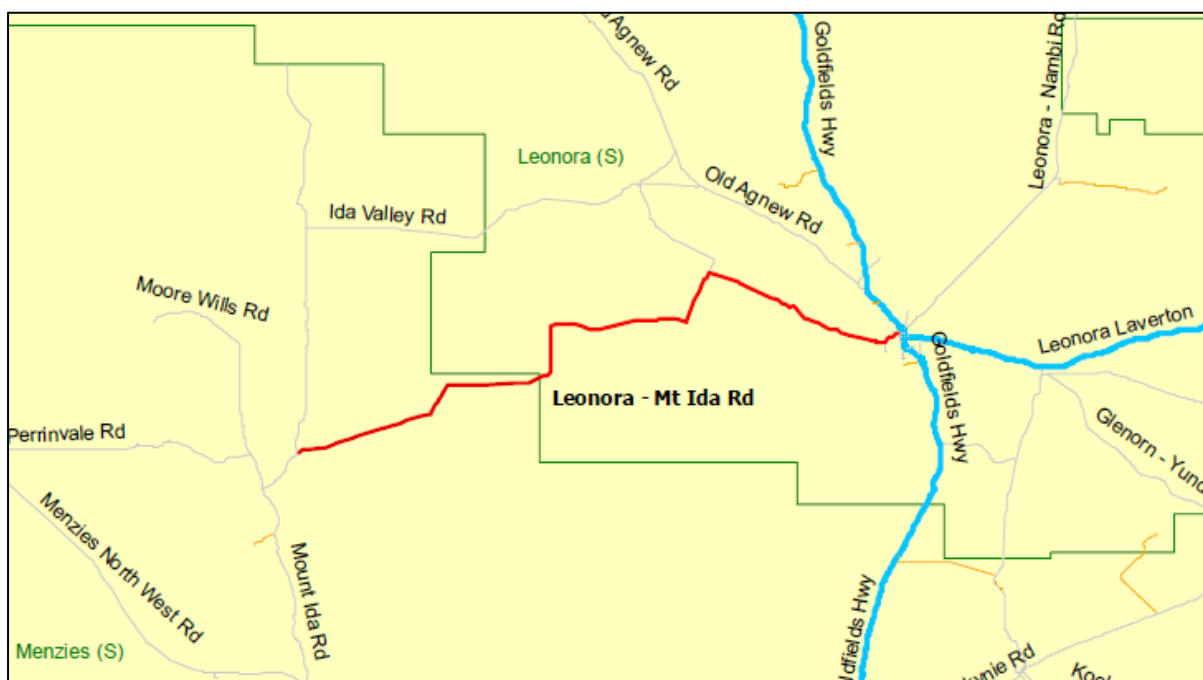
Leonora-Mt Ida Road, in both shires, is a RAV Network 10 road.

DEVELOPMENT NEED

The road should be a Type 3 standard; however, a lot of work is required to bring it up to this standard as this road traverses Lake Raeside. A few parts of this road have a sub-standard formation width.

DEVELOPMENT STRATEGY

Widen and form the 1.5 km section of this road through Lake Raeside initially and then follow up with a program that brings the remainder of the road up to a type 3 standard.



LEONORA – NAMBI ROAD

Road No. 6080003
Access Road

Leonora Shire

Last Reviewed: April 2021

FUNCTION

This road provides access for mining freight, tourism and general transport needs within the area. There are several operational mines that rely on this road to provide access, such as Mertondale. The predominant activity in this area is gold mining, however there is also some pastoral activity and tourist interest.

DEVELOPMENT NEED

This road should be a Type 3 standard to cater for the mix of heavy mining and pastoral traffic as well as the tourist traffic. Upgrade the sections where the formation is narrow.

DEVELOPMENT STRATEGY

Upgrade the road formation in the areas of most need then bring it up to a Type 3 standard.



MANTAMARU ROAD

Road No. 6120014

Local Distributor

Ngaanyatjarraku Shire

Last Reviewed: April 2021

FUNCTION

This road services the Jameson Aboriginal Community and allows interaction with neighbouring communities along the Great Central Road. The route is also used by a small number of tourists, equipped for remote travelling as it links directly to other communities such as Blackstone and Wingellina and into South Australia.

The road is a general supplies and fuel route to the Jameson Community and two mining camps in the final stages of exploration (Jameson West Musgrave Project, and Wingellina Nickel-Cobalt Project).

This road is an approved RAV3-4 network route.

DEVELOPMENT NEED

The road is impassable after heavy rain. The resultant disruption to the programmed movement of essential stores and fuel causes inconvenience, isolation, and hardship to the communities of the area. Upgrading of the road ensures a basic level of safety for the road user and reliability of access during periods of heavy rainfall.

At present this route is predominantly a combination of Type 1 and Type 2 standard formations; given the usage and mix of traffic on these roads it is appropriate to consider a major upgrade in road standard.

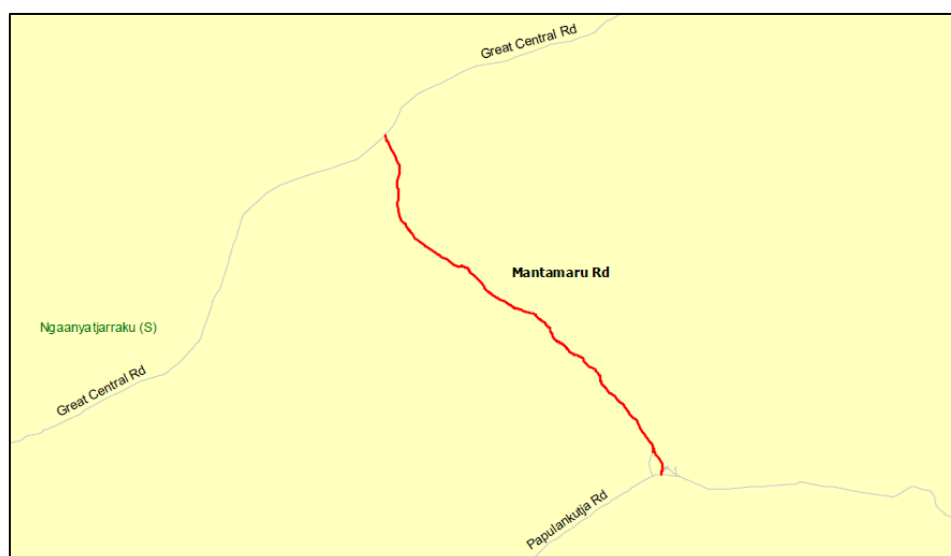
DEVELOPMENT STRATEGY

The steady increase in mineral resource development and exploration in this region will see a corresponding increase in traffic on alternative routes such as this. There is a need to ensure an adequate level of safety and reliability for users of this route.

Upgrade to a uniform Type 3 standard to reduce the periods of closure and subsequent isolation, and to improve the overall amenity of this road.

The development strategy should provide an acceptable level of service.

Should affected communities decide to promote the road as a tourist route, particularly an eco-tourism route, it would become heavily used because it provides an alternative route from the Great Central Road into Northern Territory and South Australia.



MENZIES NORTH WEST ROAD

Road No. 6090007
Local Distributor

Menzies Shire

Last Reviewed: April 2021

FUNCTION

This road provides access to mining tenements in the area between Menzies and Sandstone as well as providing access to pastoral operations. There is some tourist traffic on this road for those who chose to travel off the “beaten track”. In dry times it is used as a short-cut between the Goldfields and Sandstone, Mt Magnet and other places to the north west. Menzies North West Road is a RAV Network 10 road (conditional).

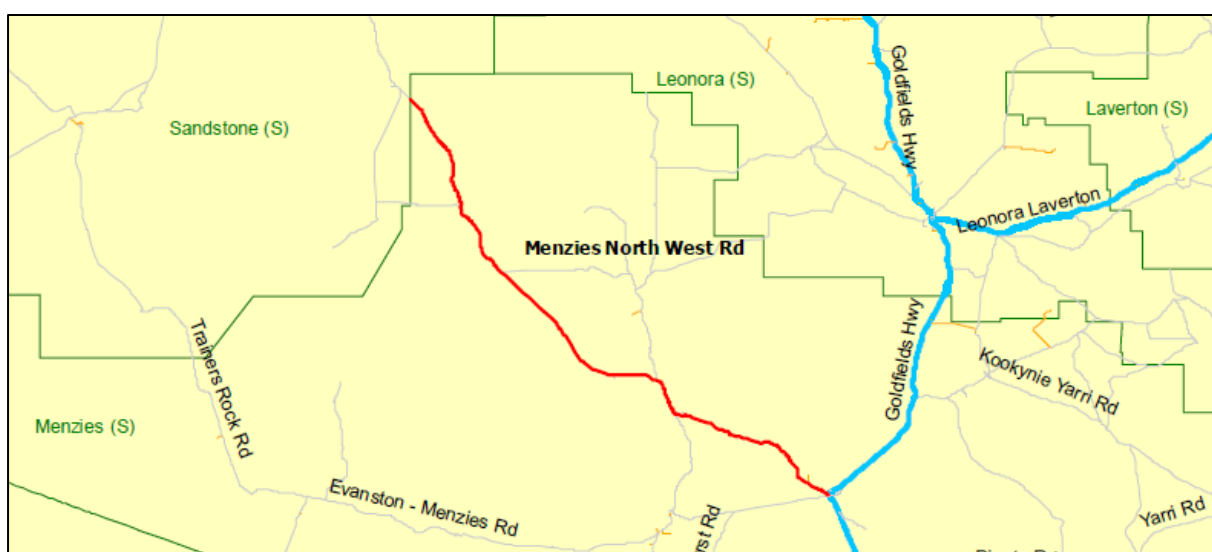
DEVELOPMENT NEED

In its current status this road is a mix of Type 2 and 3 standard. The last 60 km of this road has a narrow formation. With the large RAV combinations and other heavy vehicle traffic, dust is an issue and overtaking is hazardous due to the surface being narrow in places. The road is susceptible to closure during periods of moderate rainfall as the drainage is inefficient in some sections.

As exploration, and re-working of old mines, continues this road will be subject to heavier traffic use. Consideration for future improvements works is required.

DEVELOPMENT STRATEGY

To maintain the current service level provided by this road, there needs to be a program of works that will bring the formation and pavement up to a uniform Type 3 standard. SLK 0.0 to SLK 32.9 is sealed to Type 4 with further sealing to SLK 42.9 planned for FY 21/22. Drainage improvements need to be considered as a part of this work.



MENZIES – TRAINERS ROCK ROUTE

Evanston - Menzies Road (6090008) – Local Distributor and Access Road
Trainers Rock Road (6090023) – Access Road

Menzies Shire

Last Reviewed: April 2013

FUNCTION

The road provides access for tourism, pastoral operations and extensive mineral resource exploration and development. It is a convenient alternative route into the mining region for supplies and equipment sourced from Perth, Koolyanobbing, Coolgardie, Sandstone and Southern Cross. A section of the route is recognised as the Golden Quest Heritage Trail. The section between Riverina and Menzies carries a significantly higher volume of traffic than the other sections of the route, due to the concentration of mining activity between Sandstone Shire and Goldfields Highway (predominantly Gold and ore operation). Gold and ore processing plants are in the Kalgoorlie and Coolgardie areas, so many mining companies in the western area of the Shire are now transporting via this route to access Goldfields Highway.

The section of road from Riverina to the Shire boundary with Sandstone Shire is prominently haulage and service traffic for the mining in the area.

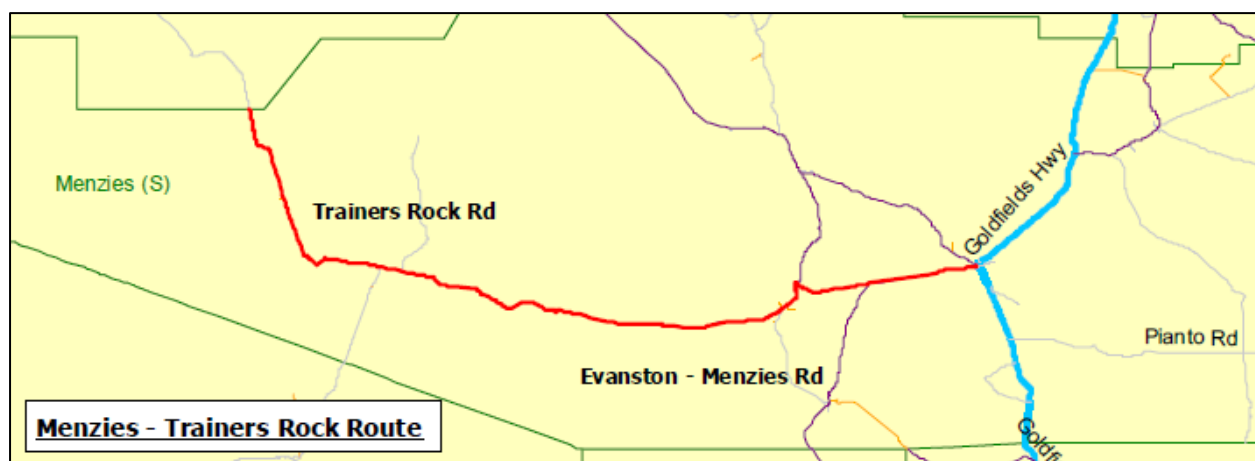
Evanston-Menzies Road is a RAV Network 5 road, however, is likely to need update to RAV 8 soon.

DEVELOPMENT NEED

The sharp increase in mineral resource development and exploration in this area of the Shire has already seen a corresponding increase in traffic. There is a need to ensure an adequate level of safety and reliability for users of this route.

DEVELOPMENT STRATEGY

Widening of the formation and development to a uniform Type 3 standard formed gravel road is recommended. The section between Riverina and Menzies should be considered for a Type 4 standard as usage levels increase.



MERIVALE ROAD

Road No. 6040001
Local Distributor

Esperance Shire

Last Reviewed: April 2021

FUNCTION

This road provides access to farming properties east of Esperance. It is also important for tourism as it links two major National Parks (Cape Le Grand NP and Cape Arid NP) and numerous coastal beaches and reserves used for recreation. This is also used by school buses. It is an important link for livestock and timber cartage.

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

DEVELOPMENT NEED

The road is currently sealed to Jim Ovens Road and a mixture of Type 4 and 5 standards. The rest of this road is unsealed. The road sees a significant amount of tourist traffic, between Fisheries Road and Orleans Bay Road for access into Cape Le Grand NP and the Duke of Orleans / Wharton Beach. This section of road requires upgrading to a sealed standard. The remaining unsealed road, whilst generally adequate for the current usage, requires upgrading in places to reduce periods of wet weather closure and for improved traffic safety.

DEVELOPMENT STRATEGY

Upgrade Merivale Road to a Type 6 standard from Fisheries Road to Orleans Bay Road. The remaining unsealed section of this road is to be maintained to a Type 3 standard. The upgrade will increase transport efficiency, improve road safety and reduce road maintenance costs. It will provide better access for tourists to the coastal attractions and National parks and encourage more visitors to these areas.



MORT HARSLETT DRIVE

Road No. 6030152
Regional Distributor

Dundas Shire

Last Reviewed: December 2013

FUNCTION

This road was previously the first 13 kilometres of the Hyden-Norseman Road. This portion of the road was renamed Mort Harslett Drive in October 2006.

Gem Road (6030042) Heavy Haulage Bypass was renamed Hyden-Norseman Road in October 2006.

The route provides a shorter east-west link to Hyden for tourists.

DEVELOPMENT NEED

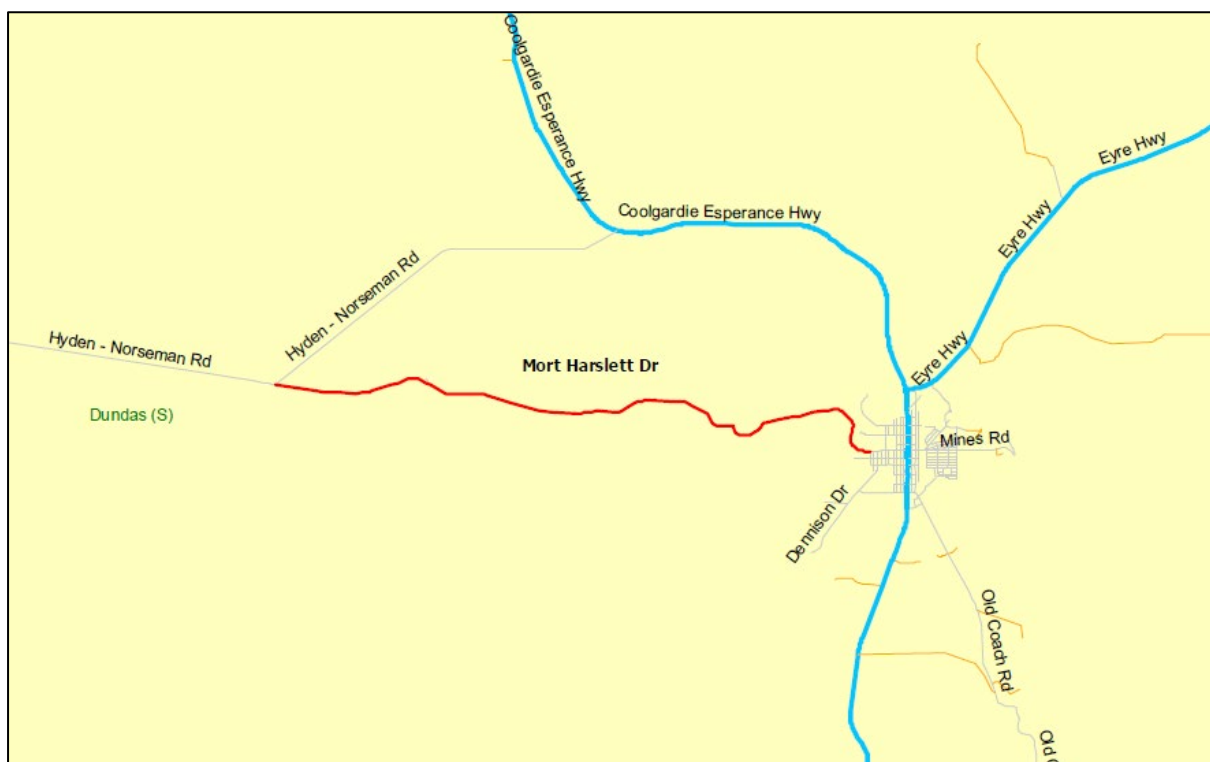
The road becomes impassable after even moderate rainfall. Access into the area is vital for the development of rich mineral resources. The opportunity for tourists to access this unique wilderness area should be made available by the provision of a better standard road. This road is likely to see an increase in heavy vehicle numbers as mineral exploration and development in the area continues.

Realign several winding sharp bends to increase the standard of the road.

DEVELOPMENT STRATEGY

The Shire of Dundas has commenced to upgrade the route to a formed gravel standard with an extension of the bitumen sealed surface.

It should be a uniform Type 3 standard which is consistent with the development proposal in the Wheatbelt South Region.



MT MONGER ROAD

Road No. 6055028
Access Road

Kalgoorlie-Boulder City

Last Reviewed: April 2021

FUNCTION

Primarily Mt Monger Road acts as the connection to the Trans Access Road. It then links several Aboriginal communities and pastoral stations with Kalgoorlie. This road also services a few current mining operations with the main products being Gold, Silver, Copper, Tin, Nickel and Talc.

Mt Monger Road is a RAV Network 6 road.

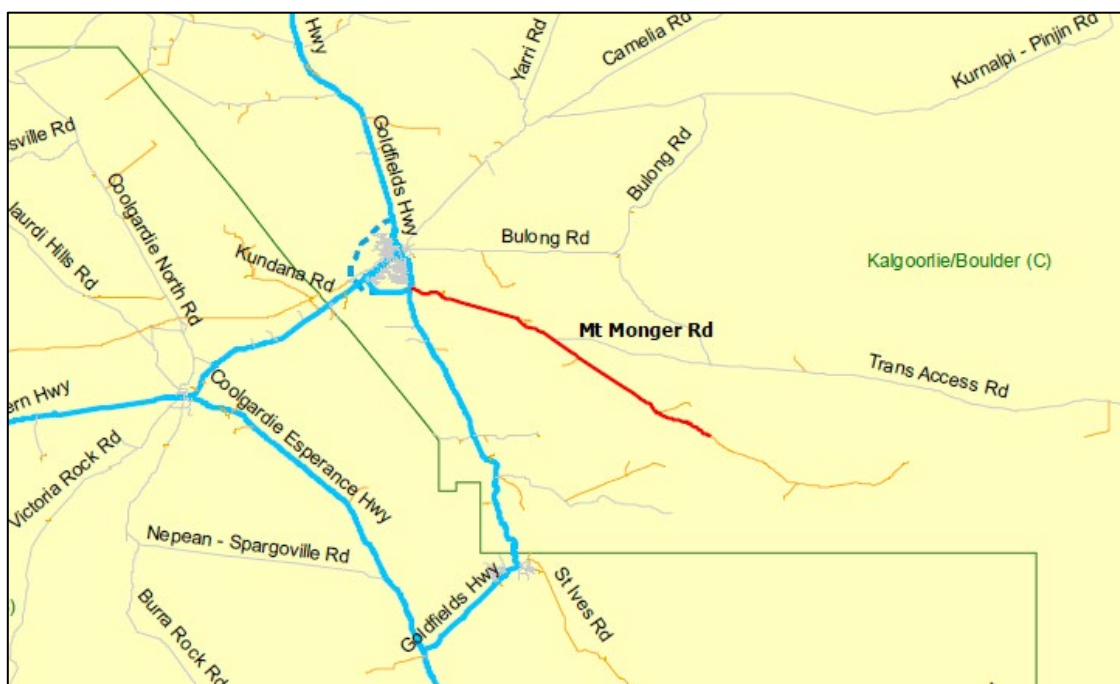
DEVELOPMENT NEED

The first section of this road, SLK 0.00 to SLK 4.01 is currently a Type 5 standard. With the expected growth in ore cartage and exploration as well as the current traffic usage, the section of this road between Kalgoorlie and the Trans Access Road (SLK 20.41) should be considered for upgrading to a uniform Type 5 standard too.

Beyond the Trans Access Road the formation should be maintained as a Type 3 standard until traffic warrants a further upgrade.

DEVELOPMENT STRATEGY

Maintain the first section of this road, SLK 0.00 to SLK 4.01, in its present Type 5 standard and upgrade the section between SLK 4.01 to SLK 20.41 (Trans Access Road) to a Type 5 standard. Upgrade the section beyond the Trans Access Road to a Type 3 standard with a view to sealing if future traffic demands warrant it.



MT WELD ROAD

Road No. 6070006
Local Distributor

Laverton Shire

Last Reviewed: April 2021

FUNCTION

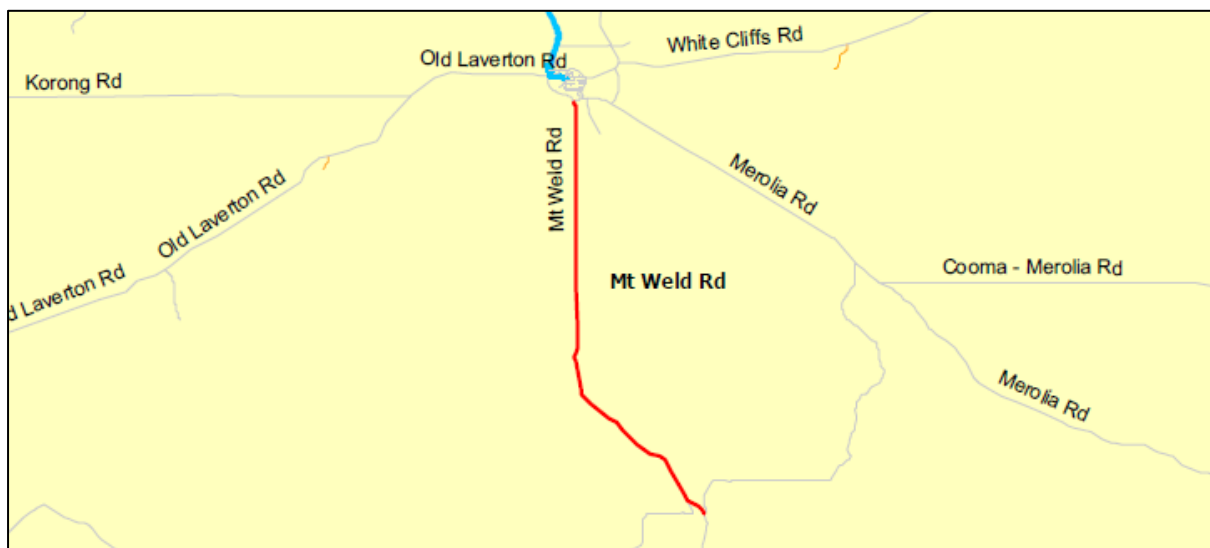
This road provides access to the Mt Weld pastoral lease and a rich mining resource area. The road intersects with the Granny Smith and Acacia Mine access roads, providing traffic access to these mine sites as well as providing access to the Sunrise Dam mine. Mt Weld Road is a RAV Network 10 road.

DEVELOPMENT NEED

The road is subject to flooding and closure during wet weather. Vehicle count of 188 vehicles per day with a 38% heavy vehicle component suggests upgrading to an acceptable standard. Long RAV combinations, up to 53.5 m length are permitted to operate on this road. When mixed with very large oversize loads and normal traffic this creates a hazardous situation.

DEVELOPMENT STRATEGY

The road has recently been upgraded to 8m bitumen seal, however due to size and type of traffic will require ongoing maintenance and bitumen reseal on regular basis.



MULGA QUEEN ROAD

Road No. 6070097
Access Road

Laverton Shire

Last Reviewed: April 2021

FUNCTION

This road provides access to the remote Mulga Queen Aboriginal Community.

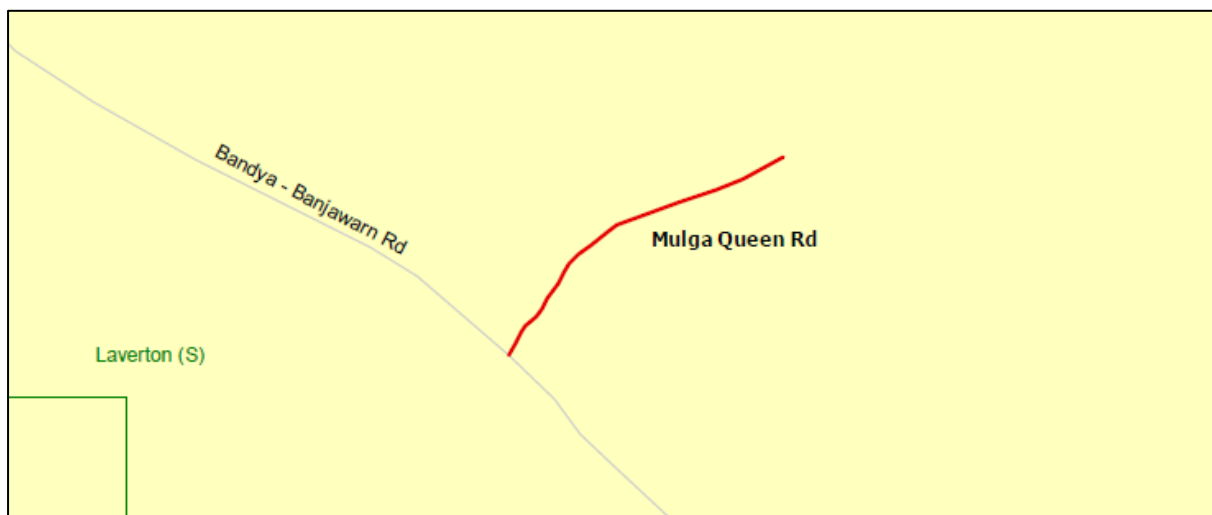
DEVELOPMENT NEED

This road is subject to flooding and damage during wet weather. The Mulga Queen Aboriginal Community does not have an emergency airstrip and as the community has a high number of aged occupants and Laverton Hospital is the nearest medical centre, closure of the road makes the evacuation of medical patients difficult.

Mining exploration and the potential for new mining operations in the area will bring about a need to improve the serviceability of the road. There are a few known Gold deposits in the area.

DEVELOPMENT STRATEGY

Upgrade the route to a uniform Type 3 standard to provide access to the Mulga Queen Aboriginal Community and the mining sites.



MURRAY ROAD – CHARTWELL LANE ROUTE

**Murray Road (6040060)
Chartwell Lane (6040458)
Access Roads**

Esperance Shire

Last Reviewed: April 2021

FUNCTION

Murray Road and Chartwell Lane primarily service a mix of heavy transport and tourist traffic. These roads provide the only access to a lime sand mine, Lake Quallilup water-ski lake, general farmland, and coastal recreational ocean beaches. Murray Road and Chartwell Lane are a RAV Network 4 road (conditional).

DEVELOPMENT NEED

The Murray Road Chartwell Lane Route is constructed to a Type 5 standard until the end of the farming land, from here until the end of the route it is constructed to a Type 3 standard. This standard is adequate for its current usage.

DEVELOPMENT STRATEGY

Maintain the current road status as the minimum service level. Upgrading sealed section of the route when reconstruction is required to a Type 6 will increase transport efficiency, improve road safety and reduce road maintenance costs.



MYRUP ROAD

Road No. 6040019
Local Distributor

Esperance Shire

Last Reviewed: April 2021

FUNCTION

This road is utilised by a hard rock quarry and locally based agriculture operators predominantly accessing the CBH Shark Lake site or as a short-cut between the South Coast Highway, Coolgardie-Esperance Road, and Fisheries Road, as it avoids the need to go into Esperance. This is also a school bus route and road cycling route.

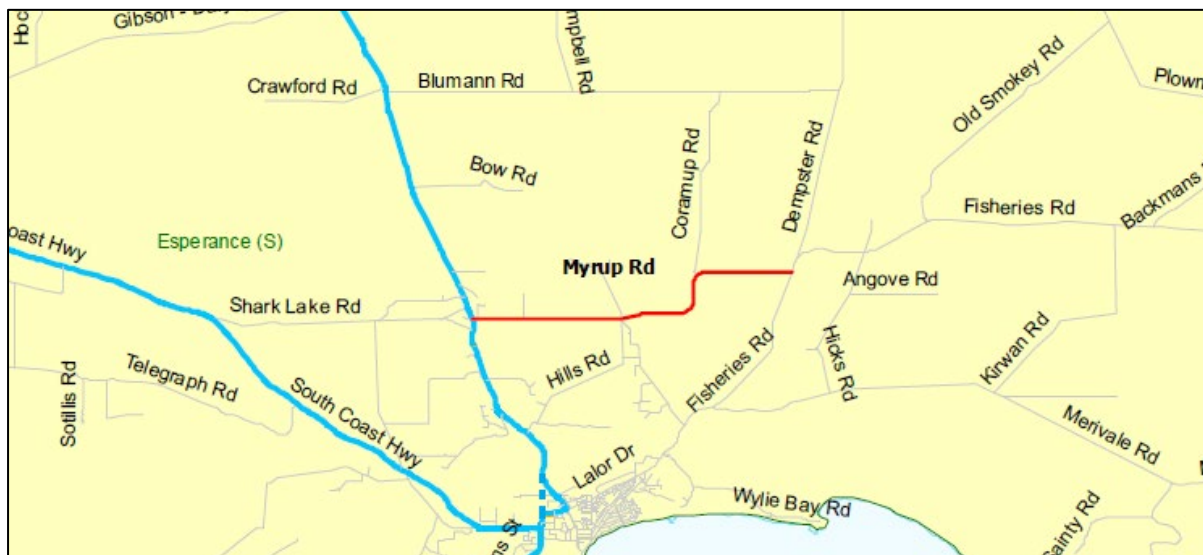
Myrup Road is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

Currently this road is a Type 4 standard with approximately 200 vehicles per day. There is a mix of RAV combinations as well as seasonal peaks that include large mobile agricultural plant. This can create a hazardous situation on a relatively narrow seal. Upgrading the road to a Type 6 standard is warranted.

DEVELOPMENT STRATEGY

Upgrade the road to a Type 6 standard will increase transport efficiency, improve road safety and reduce road maintenance costs.



NEDS CORNER ROAD

Road No. 6040043
Local Distributor

Esperance Shire

Last Reviewed: April 2021

FUNCTION

Neds Corner Road primarily services heavy transport associated with the farming area to the west of Esperance Township. Neds Corner Road provides a link from the wheat production areas to the Cascade CBH grain storage facility and the Esperance Port via the South Coast Highway.

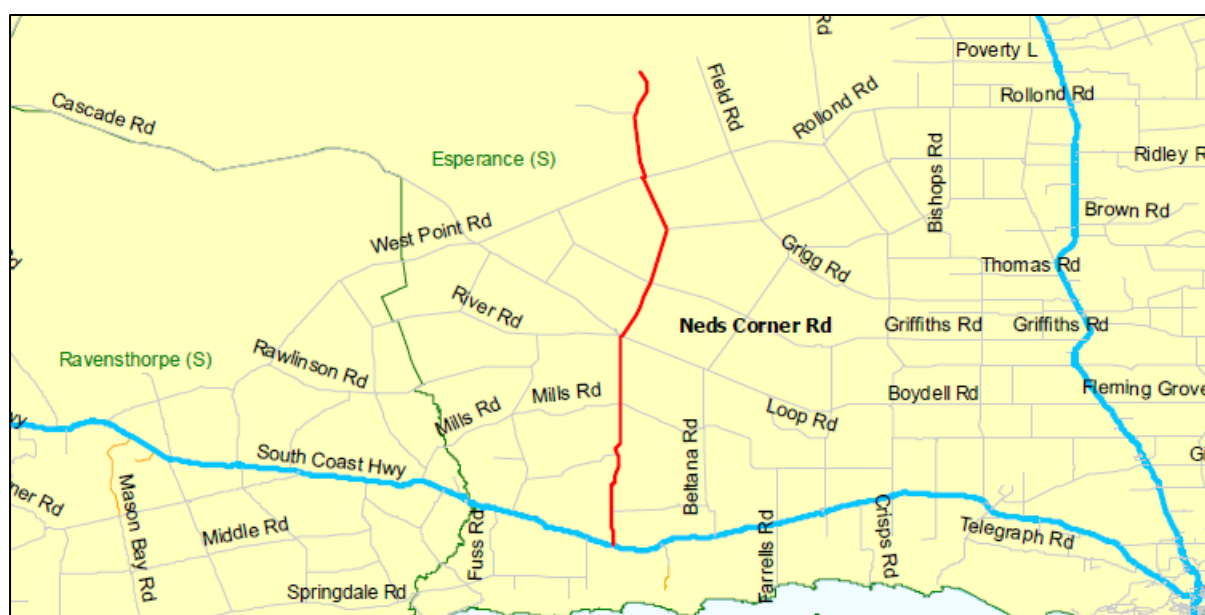
This road is a RAV Network 7 road (conditional) and a school bus route.

DEVELOPMENT NEED

The sealed sections of Neds Corner Road currently vary from a single lane sealed road to a Type 5 standard road. The gravel sections of Neds Corner Road currently vary from 6 metres to 8 metres in width. Sections of the road should be upgraded to a Type 6 standard when traffic volumes warrant, the remaining unsealed sections should be upgraded or maintained to a uniform Type 3 standard.

DEVELOPMENT STRATEGY

Maintain the current road status as the minimum service level and work towards upgrading Type 4 and 5 road sections to a Type 6 standard as ongoing pavement deterioration dictates. As gravel pavement sections deteriorate the pavement will be formed and re-sheeted to a uniform 8 metre width. When traffic volumes warrant section of the unsealed road should be upgraded to Type 6 standard. These upgrades will increase transport efficiency, improve road safety and reduce road maintenance costs.



NEPEAN ROUTE

Nepean Road (6020004)
Nepean - Spargoville Road (6020116)
Local Distributors

Coolgardie Shire

Last Reviewed: April 2021

FUNCTION

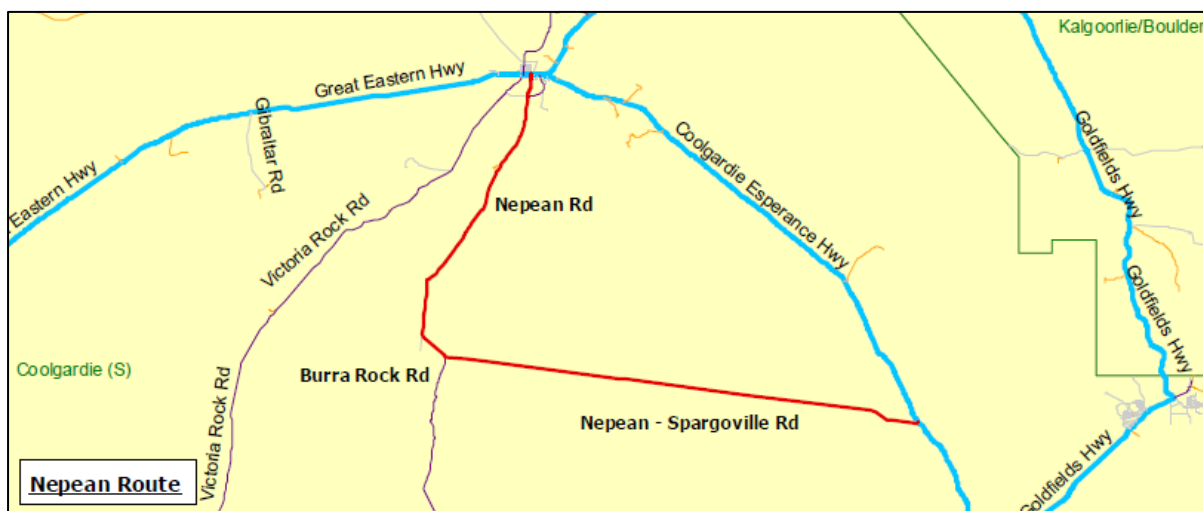
This route serves as access for mining operations to the south of Coolgardie, predominantly Gold, however Copper and Nickel deposits have also been identified. This route is also traversed by tourists as it links with Burra Rock Road and Cave Hill Road to form a route that runs between Widgiemooltha and Coolgardie, with several points of interest along the way. Nepean Road is a RAV Network 8 road (conditional).

DEVELOPMENT NEED

Nepean Road is below a Type 4 standard at present, with a 9m wide gravel surface. The section of Nepean-Spargoville Road that forms part of this route is presently a Type 2 standard.

DEVELOPMENT STRATEGY

Improve the seal width on Nepean Road to facilitate an improvement in safety and in the efficiency levels for all operators on this road. The short-term development for this road is to be a Type 5 standard which will then cater for the demands on this road for many years. Nepean-Spargoville Road is to be formed and paved to a Type 3 standard.



NYINNGA ROAD

Road No. 6120090

Local Distributor

Ngaanyatjarraku Shire

Last Reviewed: November 2021

FUNCTION

Nyinnga Road was constructed from Mantamaru Road to Papulankutja Road to enable heavy traffic from the Oz Minerals mine development to bypass Jameson township. This road is a RAV 4, Local Distributor Road, as it carries through traffic connecting communities and local freight transport.

Nyinnga Road also reduces road user costs, for mining vehicles, freight vehicles and local traffic as it reduces the travel distance of these vehicles to get to their destination. Reduced mining and freight costs are critical to the local, regional, state and national economies. Nyinnga Road also enhances local amenity by enable heavy vehicles to bypass the residential community of Jameson.

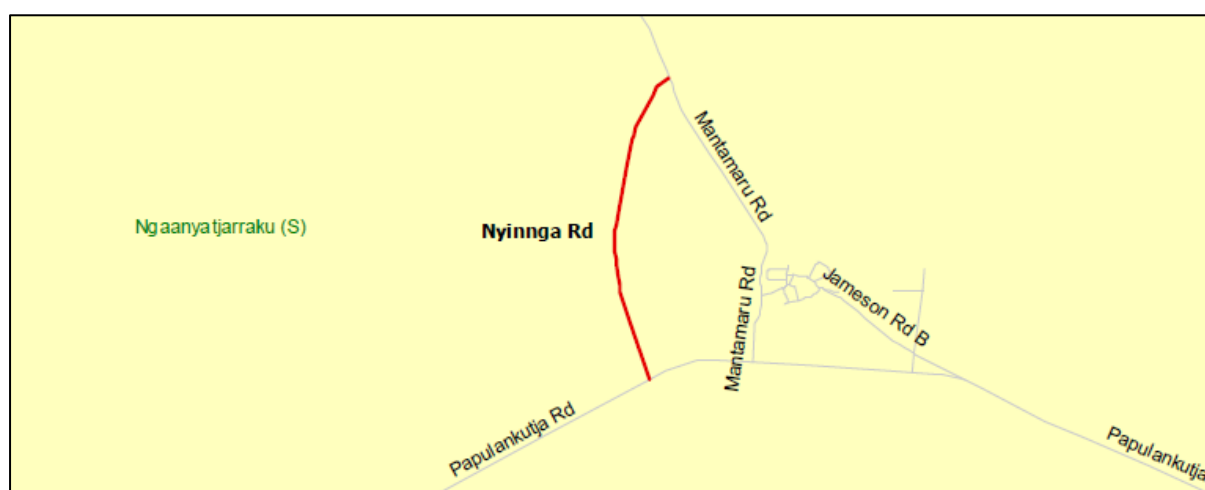
DEVELOPMENT NEED

The level of use of Nyinnga Road will increase significantly as the Oz Minerals mine continues to swing into full operation.

DEVELOPMENT STRATEGY

The Shire of Ngaanyatjarraku will periodically grade the unsealed wearing surface of the road and gravel resheet (renew) the pavement to maximise ride comfort for motorists. Using a combination of local, state and federal funding.

In the medium to long term, funding avenues such as Blackspot, Roads to Recovery, Federal Stimulus grants and Road Project Grants will be explored to facilitate the sealing of the road. However, in line with the Shire's strategic asset management approach, this sealing will only take if predictive analysis shows that it will reduce life-cycle costs, enhance the Shire's overall sustainability and not place a burden on future generations.



OLD AGNEW ROAD

Road No. 6080088
Local Distributor

Leonora Shire

Last Reviewed: April 2021

FUNCTION

The northern most section of this road (SLK 112 to SLK 125) provides access for some large mining operations just to the south of Agnew. Predominant activity in mining revolves around Gold and Copper. Very large RAV combinations use this road. Old Agnew Road is a RAV Network 10 road.

DEVELOPMENT NEED

The top 13 km needs to be brought up to a minimum Type 3 standard as a priority to ensure safety for the existing users. The rest of the road can also be brought up to this standard, however it is not the same priority.

DEVELOPMENT STRATEGY

Reconstruct this road to a Type 3 standard primarily between SLK 112 and SLK 125. Undertake to upgrade the rest of the road to a Type 3 standard on a progressive basis.



OLD COACH ROAD

Road No. 6030124
Access Road

Dundas Shire

Last Reviewed: April 2021

FUNCTION

The road is primarily a Tourist destination starting at the intersection of Roberts Street with 330 m of bitumen surface then changing to gravel structure. The road start point is (SLK 1.25 to SLK 25.94K ending at the Coolgardie/Esperance Hwy. There is some mining use, generally prospectors and exploration companies.

DEVELOPMENT NEED

The first 7.0 km has been re-gravelled to a 5.5m wide road. The remainder is a single track with assorted pull off sections for passing traffic. The road must be closed after rain as it becomes impassable along the track section, taking several days before opening is possible.

DEVELOPMENT STRATEGY

Reconstruct this road to a Type 2 standard primarily between SLK 7.50 and SLK 25.94. Undertake to upgrade the rest of the road to a Type 2 standard on a progressive ongoing basis.



OLD LAVERTON ROAD

Road No. 6070070, 6080063
Local Distributor

Laverton and Leonora Shires

Last Reviewed: April 2021

FUNCTION

This road provides access for heavy mining activity in and around the Murrin Murrin and Mt Morgans sites.

This area is mined for Nickel, Gold, Silver, Zinc, Copper and Cobalt. It also provides access to the Mt Margaret Mission. Old Laverton Road runs between the Malcolm siding and Laverton. There are pastoral activities to the south of this road that also utilise it, together with some tourist traffic.

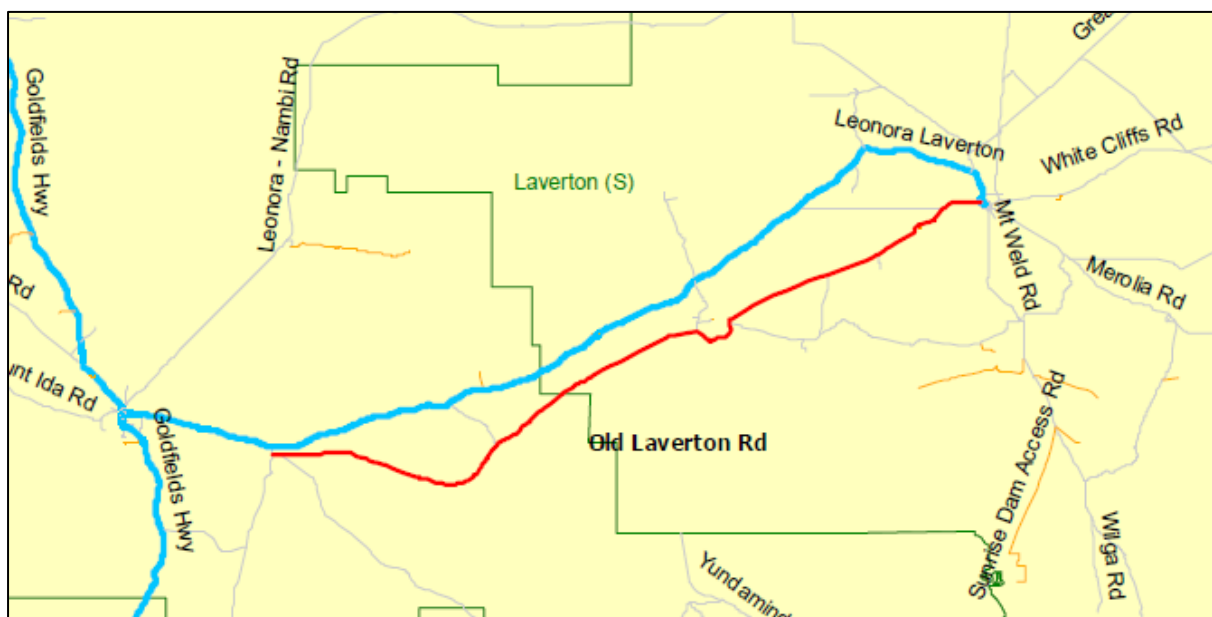
Old Laverton Road (6070070) is a RAV Network 10 road.

DEVELOPMENT NEED

This road should be developed to a Type 3 standard as a minimum requirement with a view to further upgrade when, and if, traffic demands warrant it.

DEVELOPMENT STRATEGY

Bring the formation up to a suitable standard then form the pavement into a minimum Type 3 standard, ensuring suitable drainage exists.



ORA BANDA – DAVYHURST ROAD

Road No. 6055064
Access Road

Kalgoorlie-Boulder City

Last Reviewed: April 2021

FUNCTION

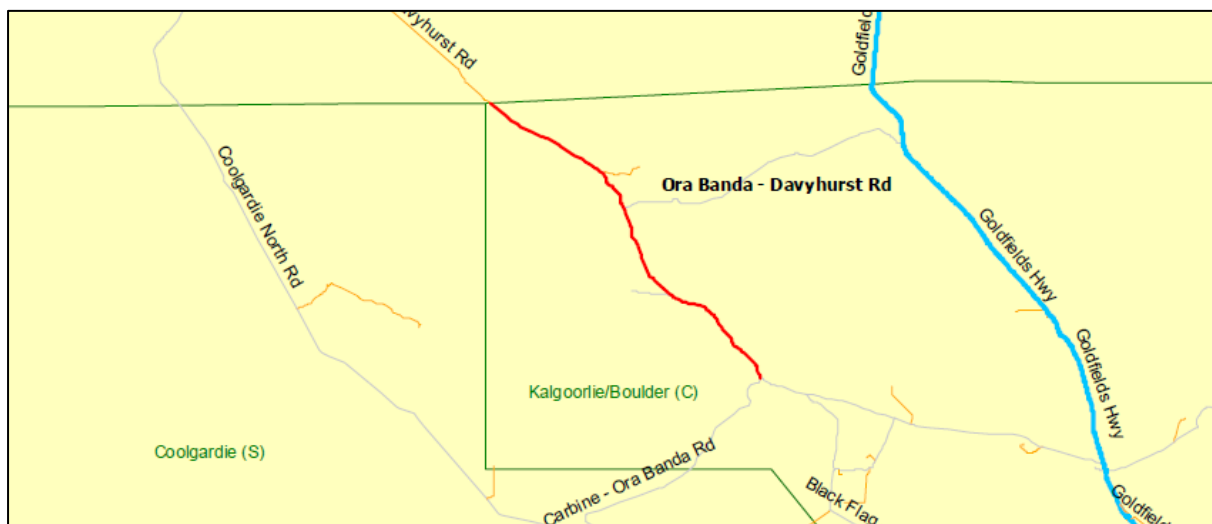
This road services smaller mining operations mainly involving Gold, Nickel and Cobalt, although there is still Silica sand at Siberia which is at the northern end of the road. It provides access further north to the Davyhurst mining operation. This road is also a part of the Golden Quest Trail which is a significant tourist destination in this area.

DEVELOPMENT NEED

In order to safely accommodate a mix of tourist and heavy vehicle traffic the road needs to be brought up to a minimum Type 3 standard. There is also a need to upgrade some of the existing drainage to reduce the impact of small rainfall occurrences.

DEVELOPMENT STRATEGY

Upgrade the existing road formation, including some drainage upgrades and improvements in the alignment, to a Type 3 standard. Consider a Type 4 standard should there be a sufficient increase in traffic usage.



ORLEANS BAY ROAD – WHARTON ROAD ROUTE

Orleans Bay Road (6040023) – Local Distributor
Wharton Road (6040251) – Access Road

Esperance Shire

Last Reviewed: April 2021

FUNCTION

The Orleans Bay Road primarily services tourist traffic associated with the Orleans Bay Caravan Park, Orleans Bay, Wharton Bay and the Cape Le Grand National Park at the eastern end. Orleans Bay Road provides a link between Condingup and the Orleans Bay Caravan Park.

Orleans Bay Road is a RAV Network 7 road (conditional) servicing coastal farmland and is a school bus route.

DEVELOPMENT NEED

The Orleans Bay Road and Wharton Road route currently varies in seal width from single lane seal to a Type 6 standard. Given the significant increasing tourist traffic volumes the route see, upgrade of the route to a Type 6 standard is required.

DEVELOPMENT STRATEGY

Maintain the current road status as the minimum service level and work towards upgrading the road from a type 4 to a Type 6 standard. This will improve the safety and efficiency of the road with a reduction in transport costs associated with the movement of agricultural produce and commodities.



PAPULANKUTJA ROAD

Road No. 6120003

Local Distributor

Ngaanyatjarraku Shire

Last Reviewed: April 2021

FUNCTION

The road provides access to several Aboriginal communities and allows interaction between them. The road is a general supplies and fuel route to the Blackstone and Jameson Communities, and provides access to those communities from both the east and the west. The volume of traffic would be relatively heavy because of the interaction between the Warburton, Jameson, Blackstone and Wingellina Communities. Communities south-east of Wingellina, north and north-west of Warakurna and west and north-west of Warburton also use the road when interacting with communities along its route. The frequency with which the road must be maintained indicates a significant traffic volume.

Access is provided for large RAV3-4 combinations and this can create a dangerous situation with visibility due to dust on this road. While it is not a heavily trafficked road further delays are caused due to rainfall and subsequent road closures.

DEVELOPMENT NEED

The road is impassable after heavy rain. The resultant disruption to the programmed movement of essential stores and fuel causes inconvenience, isolation and hardship to the communities of the area.

Upgrading of the road ensures a basic level of safety for the road user and reliability of access during periods of heavy rainfall. There is no wish on the part of the communities to have the road developed as part of a major route into South Australia, however there is potential for such a development because the road meets the Giles-Mulga Park Road west of the South Australian/Western Australian Border. This would serve traffic from Warburton and areas to the west and north-west of the community. Should affected communities decide to promote the road as a tourist route, particularly an eco-tourism route, it would become heavily used because it accesses South Australia from Warburton.

DEVELOPMENT STRATEGY

Upgrade to a uniform Type 3 standard to reduce the periods of closure and subsequent isolation, and to improve the overall amenity of this road.



PARMANGO ROAD

Road No. 6040027
Local Distributor

Esperance Shire

Last Reviewed: April 2021

FUNCTION

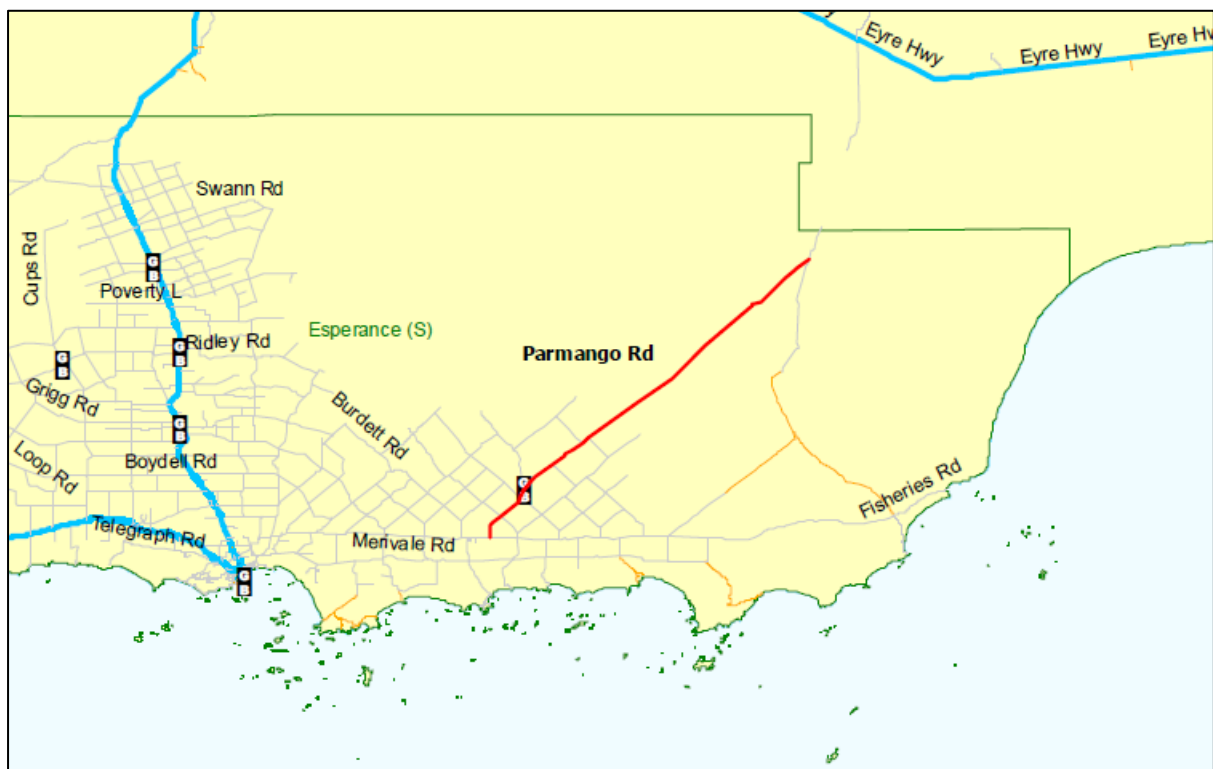
This road is utilised to service the farming community in the region north-east of Esperance, providing access to the CBH Beaumont Bin and gypsum mine north of the farming land. There is some tourism traffic, however this is minimal. There is the potential to link between this road and Balladonia Road which would represent an alternative, shorter route from the border to Esperance. School buses use this road. Parmango Road is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

This road is sealed for the first 42 km to a mixture of Type 4 to 6 standard. Beyond the sealed section it is to a Type 3 standard to the 13km past the end of the farming land (access to the gypsum mine), beyond this the road is generally to a Type 2 standard. Upgrading the sealed section to Type 6 standard is required to improve safety of the route.

DEVELOPMENT STRATEGY

Upgrade the sealed section to a minimum Type 6 standard and maintain the unsealed section to a uniform Type 3 standard to the gypsum mine access. This upgrade will increase transport efficiency, improve road safety and reduce road maintenance costs.



PERCY – EPIS – CARNEGIE ROUTE

Percy Road (6056015)
Epis Street (6056044)
Carnegie Street (6056046)
Access Roads

Kalgoorlie – Boulder City

Last Reviewed: September 2021

FUNCTION

Percy Road/Epis Street/Carnegie Street link to Broadwood Street provides access for heavy vehicles to the only accessible and licensed heavy vehicle weight facility (Sykes Transport (16 Epis Street, Broadwood)) in City of Kalgoorlie-Boulder. The route also provide access to some major industrial businesses.

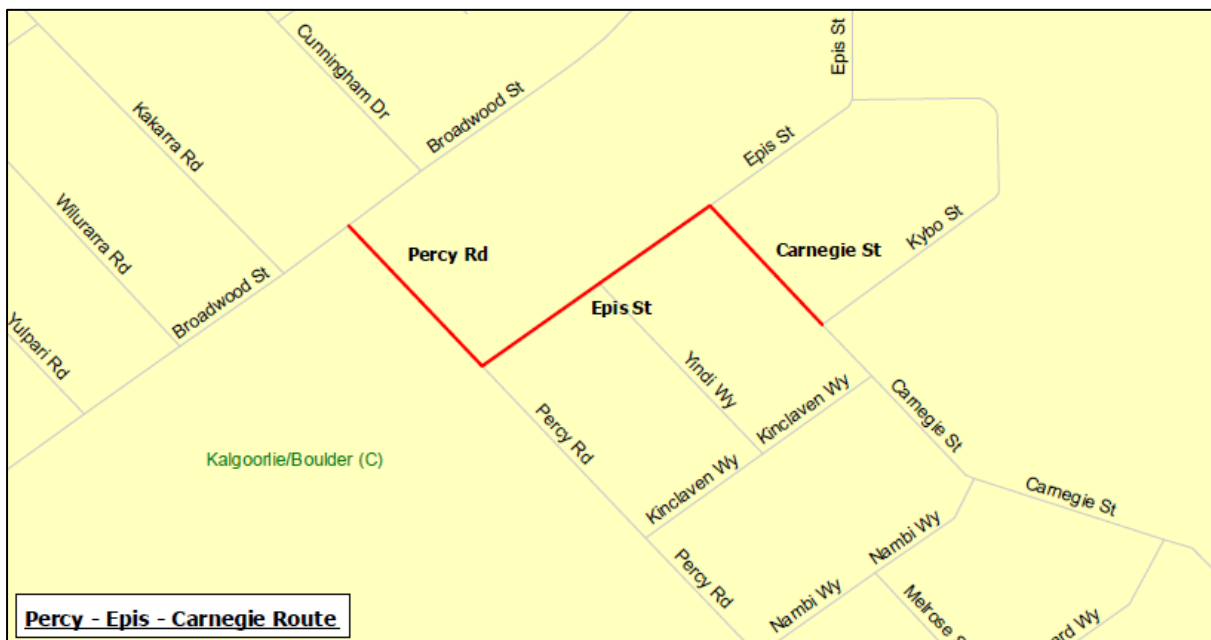
The route forms part of the RAV notice Tri-Drive Network 5.3. The road provides access to the only accessible licensed facility at CKB, at Sykes Transport (16 Epis Street, Broadwood).

DEVELOPMENT NEED

The road surface needs to be renewed (resurfaced) as a high priority. In addition, some intersections need to be upgraded to cater for the heavy vehicle network requirements.

DEVELOPMENT STRATEGY

The intention is to fund this road from Road Project Grant and other sources of funding.



RESEARCH STATION ROAD

Road No. 7060008
Local Distributor

Wiluna Shire

Last Reviewed: April 2021

FUNCTION

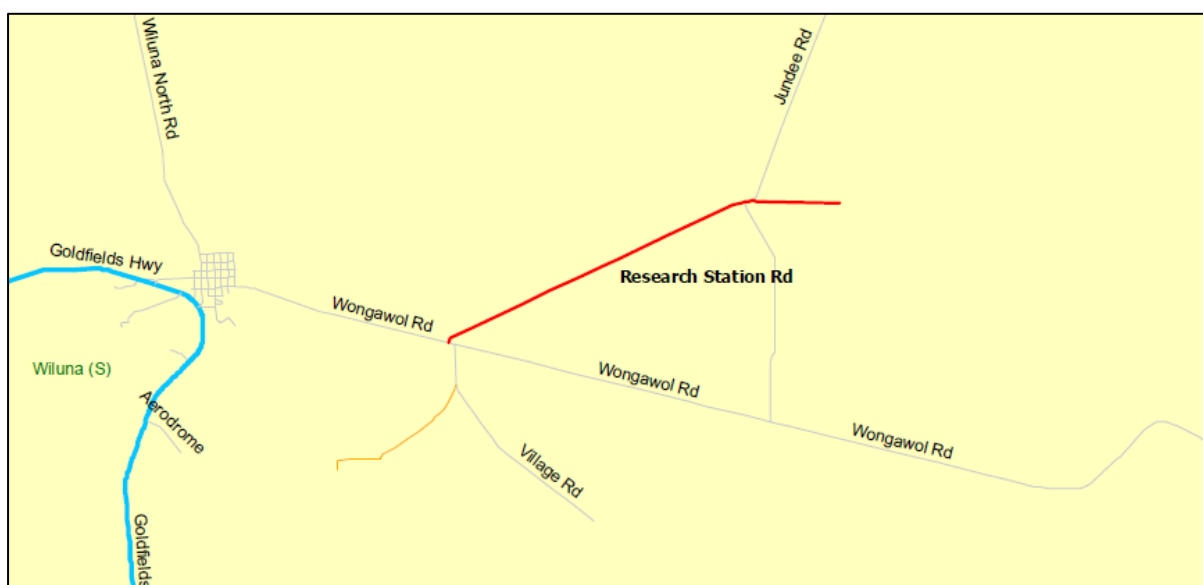
This road provides access for some mining operations and pastoral activity in the north-eastern Goldfields. There is some tourist activity, but this is to a lesser extent. Research Station Road is a RAV Network 9 road (conditional).

DEVELOPMENT NEED

The current status of this road is as a Type 2 formation. Access is provided for large RAV combinations and this can create a dangerous situation with visibility due to dust on this road. While it is not a heavily trafficked road further delays are caused due to rainfall and subsequent road closures.

DEVELOPMENT STRATEGY

Provide improvements to the pavement and drainage up to a Type 3 standard, as a minimum requirement, with a view to upgrading to a Type 4 standard as the future traffic demands warrant it.



RIVERINA - SNAKE HILL ROAD

Road No. 6090013
Access Road

Menzies Shire

Last Reviewed: April 2021

FUNCTION

The route provides access for tourism, pastoral operations and mineral resource exploration and development. It is a convenient alternative route into the mining region for supplies and equipment sourced from Perth, and for transport of materials from the North Western area of the Shire to Menzies or to Coolgardie and Southern Cross.

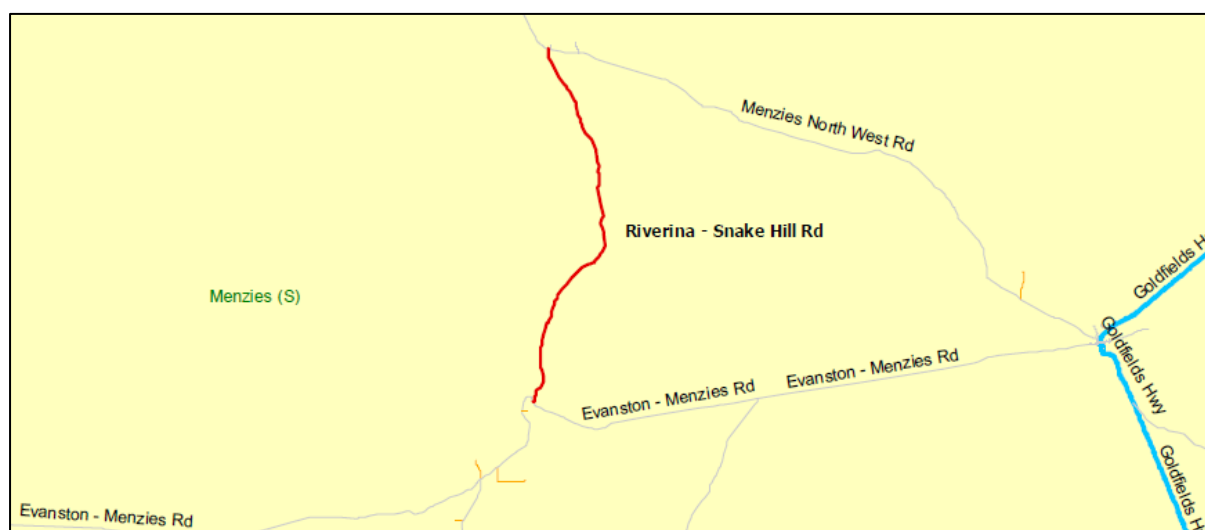
This route carries a high volume of traffic due to the concentration of mining activity around Youanmi, Sandstone and Mount Ida areas. (Predominantly Gold, but the large ore operations are in this area also).

DEVELOPMENT NEED

The steady increase in mineral resource development and exploration in this region will see a corresponding increase in traffic on alternative routes such as this. There is a need to ensure an adequate level of safety and reliability for users of this route.

DEVELOPMENT STRATEGY

Widening of the formation and development to a uniform Type 3 standard formed gravel road is recommended. The section between Coolgardie and Carbine should be considered for a Type 4 standard as usage levels increase.



ROLLAND ROAD

Road No. 6040240
Local Distributor

Esperance Shire

Last Reviewed: April 2021

FUNCTION

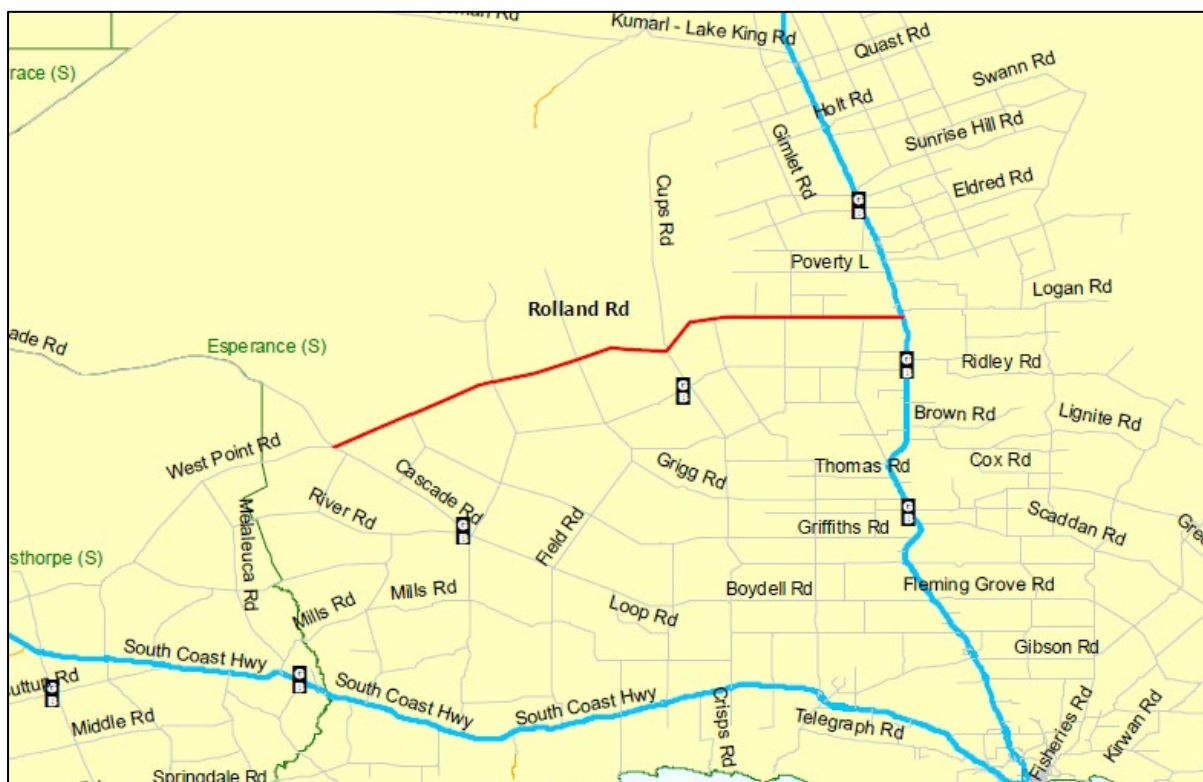
Rolland Road primarily services heavy transport and some east/west tourist movements. It provides a link from local wheat production areas to the Coolgardie – Esperance Highway (to the east) and the Cascade CBH grain storage facility (to the west). This road is a RAV Network 7 road (conditional) and a school bus route.

DEVELOPMENT NEED

The road is currently a Type 3 road with the limestone pavement varying in width from 6.2 metres to 9 metres. The road should be upgraded to a minimum of 8 metres Type 3 road.

DEVELOPMENT STRATEGY

Maintain the current road status as the minimum service level and work towards upgrading the road to a uniform Type 3 standard, with a minimum width of 8 metres, as ongoing pavement deterioration dictates. This will improve the safety and efficiency of the road with a reduction in transport costs associated with the movement of agricultural produce and commodities.



SHARK LAKE ROAD

Road No. 6040005
Local Distributor

Esperance Shire

Last Reviewed: April 2021

FUNCTION

This road is utilised by industry accessing the Shark Lake Industrial Park and agriculture operators predominantly accessing the CBH Shark Lake site or as a short-cut between the South Coast Highway, Coolgardie-Esperance Road, and Fisheries Road, as it avoids the need to go into Esperance. This is also a school bus route and road cycling route. Myrup Road is a RAV Network 7 road (conditional).

DEVELOPMENT NEED

With a mix of RAV combinations, seasonal mobile agricultural plant and normal vehicular traffic, this road is too narrow to facilitate a desired level of safety and efficiency of operation. The present status of this road is as a mixture of Type 4 and 6 standard and with approximately 180 vehicles per day, this creates potentially hazardous situations. Upgrading this road to a Type 6 standard is warranted.

DEVELOPMENT STRATEGY

Upgrade the road to a Type 6 standard will increase transport efficiency, improve road safety and reduce road maintenance costs.



SIBERIA – CANEGRASS ROAD

Road No. 6056118
Access Road

Kalgoorlie – Boulder City

Last Reviewed: April 2021

FUNCTION

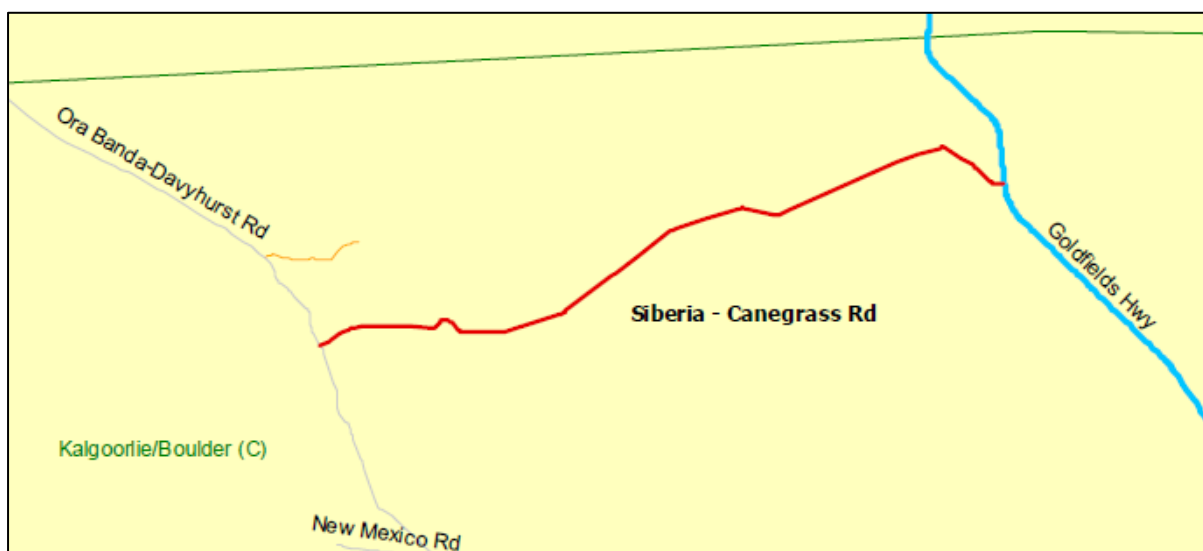
From Canegrass (Goldfields Highway) to Siberia the road services the supply needs and staff transport for the Siberia and Davyhurst Mines and forms part of the Golden Quest Trail, which is a significant local tourist route in the region.

DEVELOPMENT NEED

The road needs to be a uniform Type 3 standard from Canegrass to Siberia. Realignment and upgrading of drainage in certain small sections needs to be undertaken as a part of gravel re-sheeting works to improve safety and reduce road closures due to wet weather.

DEVELOPMENT STRATEGY

Upgrade this road as a staged program to a uniform Type 3 standard, addressing road geometry issues and drainage problems.



TJIRRKARLI ROAD

Road No. 6120007
Access Road

Ngaanyatjarraku Shire

Last Reviewed: April 2021

FUNCTION

This road provides access to Tjirrkarli Aboriginal community off Great Central Road and allows interaction between residents of this community to other aboriginal communities within the shire and allows access to the Heather / Gunbarrel Highway.

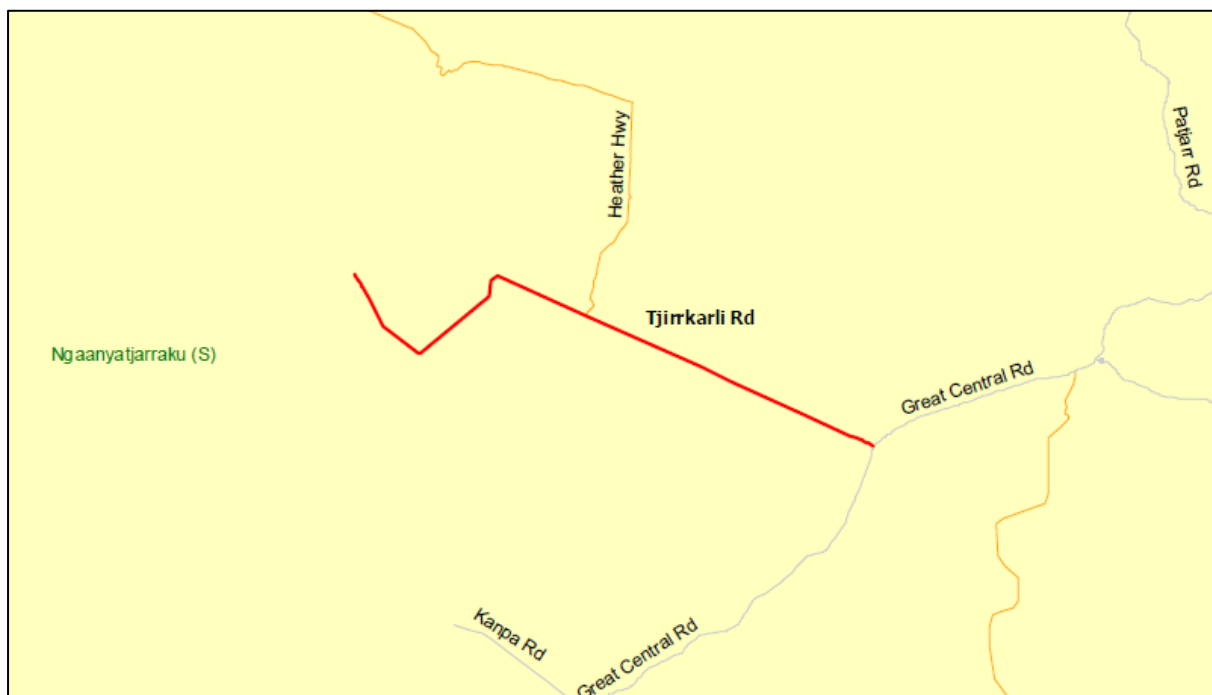
DEVELOPMENT NEED

The current status of this road is a combination of Type 1 and Type 2 road formation. While it is not a heavily trafficked road, delays are caused due to rainfall and subsequent road closures.

DEVELOPMENT STRATEGY

Bring the formation up to a suitable standard then form the pavement into a minimum Type 3 standard, ensuring suitable drainage exists.

The development strategy should provide an acceptable level of service.



TRANS ACCESS ROAD

Road No. 6055072
Access Road

Kalgoorlie-Boulder City

Last Reviewed: April 2021

FUNCTION

The road provides access to Aboriginal communities, pastoral stations and some limited mining activities. It is used by several agencies (e.g., Telstra) and is the essential service road for the maintenance of the east-west rail link.

DEVELOPMENT NEED

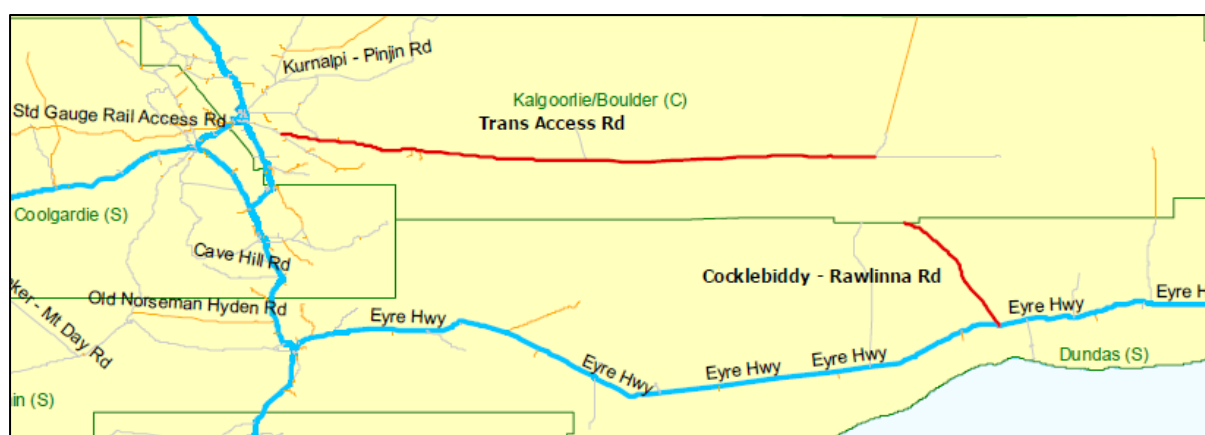
The section from Mt Monger Road to Coonana provides access to Cundeelee Aboriginal Community and to pastoral stations which are now no longer serviced by rail.

Improvement to a uniform Type 3 standard for reliable access is required in the short term. Beyond Coonana a lesser standard Type 2 road will be acceptable for the short term only. Reliable access to Forrest airstrip and the road's potential as a future tourist link is also important considerations.

Upgrading this road will provide better service levels for the Aboriginal communities that become isolated during periods of rainfall which bring about the need for this road to be closed.

DEVELOPMENT STRATEGY

The length of this road is the main factor limiting effective upgrading. Improvements should be carried out to those sections affected or closed by wet weather as a priority. The ultimate standard proposed for the road is Type 3 apart from the section from Mt Monger Road to Coonana which should be considered for sealing should the traffic usage warrant it.



TWILIGHT BEACH ROAD

Road No. 6040180
Local Distributor

Esperance Shire

Last Reviewed: April 2021

FUNCTION

The road provides major tourist access to the panoramic beach destinations west of Esperance as it winds around this section of coastline and forms part of the Great Ocean Drive Tourist Loop. This road is identified as a cycling route.

DEVELOPMENT NEED

Given traffic volumes on Twilight Beach Road, that it forms part of the Great Ocean Drive Tourist Loop and is recognised as a cycling route, the road requires upgrading in the form of shoulder sealing to a Type 6 standard road.

DEVELOPMENT STRATEGY

Maintain the current road status as the minimum service level and work towards upgrading the road to a type 6 standard.



VICTORIA ROCK ROUTE

Queen Victoria Road (6030035)
Victoria Rock Road (6020005)
Local Distributors

Coolgardie and Dundas Shires

Last Reviewed: April 2021

FUNCTION

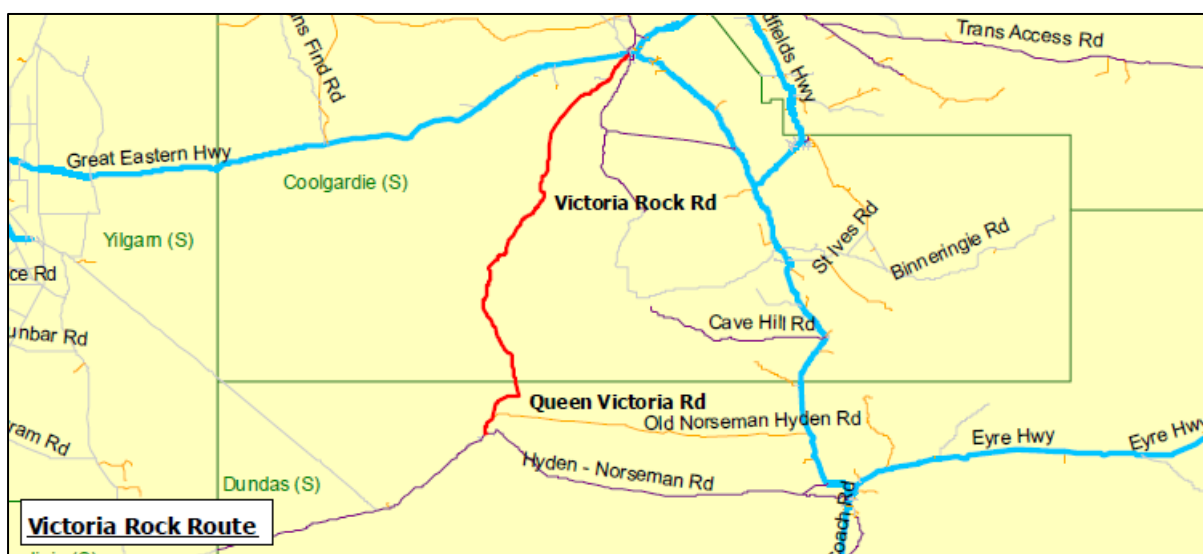
This section of road currently forms part of the Victoria Rock Road in the Shire of Dundas which links the Hyden-Norseman Road to the remainder of the road in the Shire of Coolgardie. The road is utilised by tourist and light traffic to gain alternative access to Coolgardie from the south-west.

DEVELOPMENT NEED

The Victoria Rock Road provides an alternative tourist route from Lake Johnson to Coolgardie enabling access to tourist sites along the road. The road is also used by light traffic gaining access from Coolgardie to the Nickel mine sites in the area (Emily Ann, Maggie Hays and Forrestania). The road needs to be upgraded and maintained to uniform Type 3 road to maintain consistency with the portion of Victoria Rock Road (6020005) located in the Shire of Coolgardie.

DEVELOPMENT STRATEGY

Ensure that suitable upgrade and maintenance levels are provided to maintain the consistent level of service for existing users. The road is seen as an alternative access for tourist and light traffic to Coolgardie with heavy haulage being directed along the Hyden-Norseman Road.



WEEBO - WILDARRA – DARLOT ROUTE

Weebo-Wildarra Road (6080014)
Darlot-Weebo Road (6080013)
Access Roads

Leonora Shire

Last Reviewed: April 2021

FUNCTION

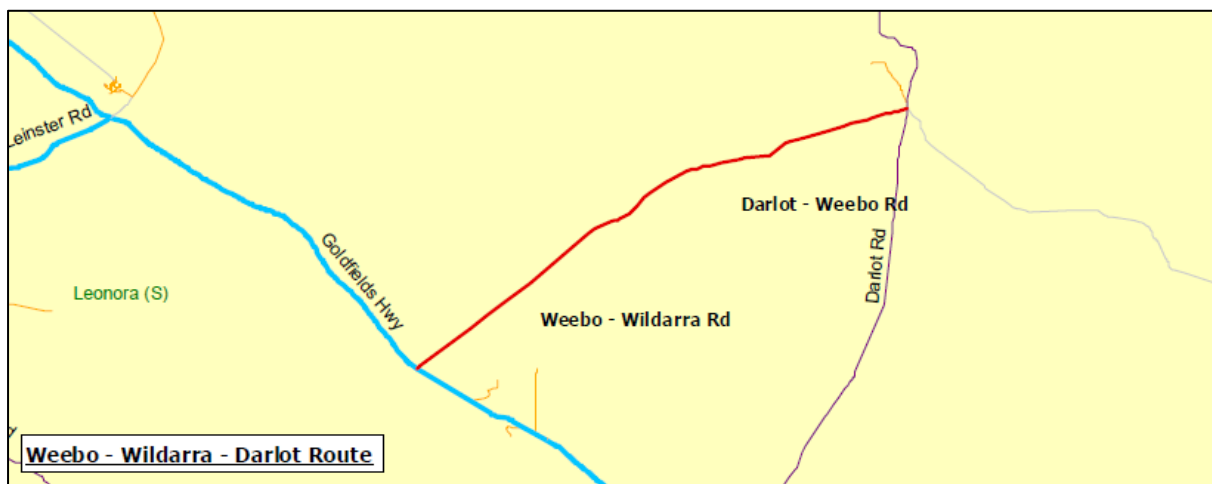
This is a major access route to the Barrick-Darlot Gold mine. The route forms part of the Leonora Loop Trails. Local pastoralists from Yandal, Wonganoo, Banjawarn, and Melrose utilise this route to access Goldfields Highway for Leinster, Wiluna and Mt Magnet. Weebo - Wildarra – Darlot route is a RAV Network 10.

DEVELOPMENT NEED

The roads listed are well formed and drained. Gravel sheeting works are required as well as culverts works to three areas of the route.

DEVELOPMENT STRATEGY

Locate suitable sheeting material. Gravel sheet priority areas initially and then target the remaining route for sheeting including the installation of culverts where required.



WILUNA NORTH ROAD

Road No. (7060001)

Local Distributor

Wiluna Shire

Last Reviewed: December 2021

FUNCTION

This road provides essential connectivity to numerous mining operations, the indigenous community of Kutkabubba, numerous pastoral stations and the Great Northern Hwy via the Shire of Meekatharra. The major mined commodities in this area include gold, iron ore and other industrial metals. The road is also a popular route with tourists either accessing the start of the Canning Stock Route or travelling through to the Great Northern Hwy. The road is currently part of the RAV 9 vehicle network (concessional).

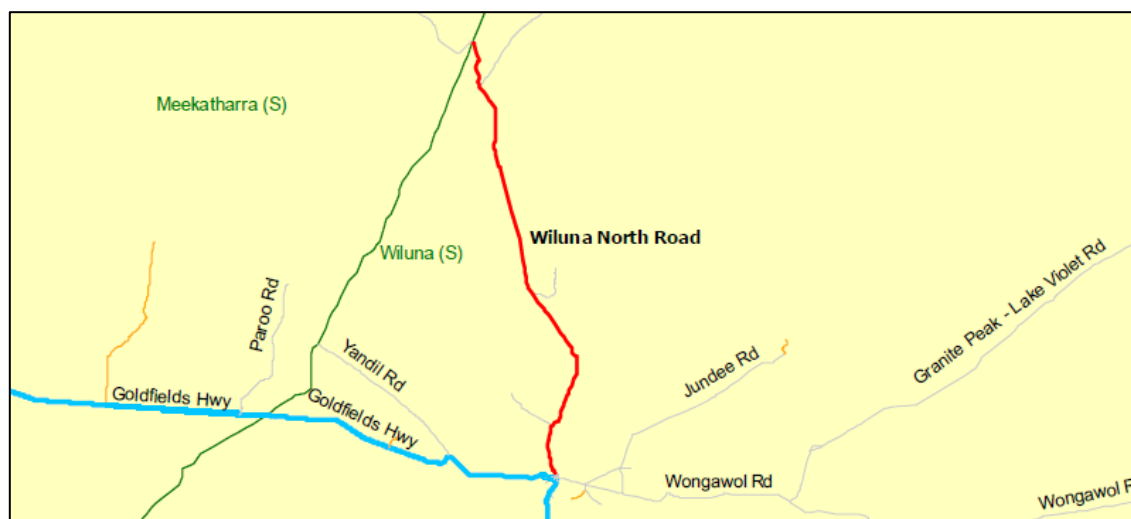
DEVELOPMENT NEED

The mining operations along this road generate significant traffic consisting of large RAV combinations as well as many oversize loads. Road trains carting cattle, fuel and other supplies for the pastoral industry also use this road on a regular basis. The road is currently comprised of discontinuous segments of type 2 and type 3 standard segments. During and after mining trucking campaigns, this road can become heavily corrugated. Due to the lack of drainage in some areas, even small volumes of rain can cause scouring and other hazards causing the road to be closed. Given the expected continuation of mining in the area, anticipated growth in the pastoral industry and the popularity of tourism, there is a need to develop and upgrade this road to a standard suitable for current and future traffic demands.

DEVELOPMENT STRATEGY

Upgrade the full length of this road from its current type 2 / type 3 standard to a consistent type 3 standard including constructing suitable drainage. The Shire aims to complete forming and gravel sheeting of approx. 5 – 10km per year using Regional Road Group and Aboriginal Access Road funding.

Given the significant heavy and frequent traffic between SLK 0 – 38 (Wiluna townsite to Canning Stock Route intersection), upgrade this segment to a Type 5 sealed standard. The Shire plans to use a combination of Regional Road Group and Roads to Recovery Funding and complete 2 – 3km per year.



WONGANOO ROAD

Road No. 6080002, 7060016
Local Distributor and Access Road

Leonora and Wiluna Shires

Last Reviewed: April 2021

FUNCTION

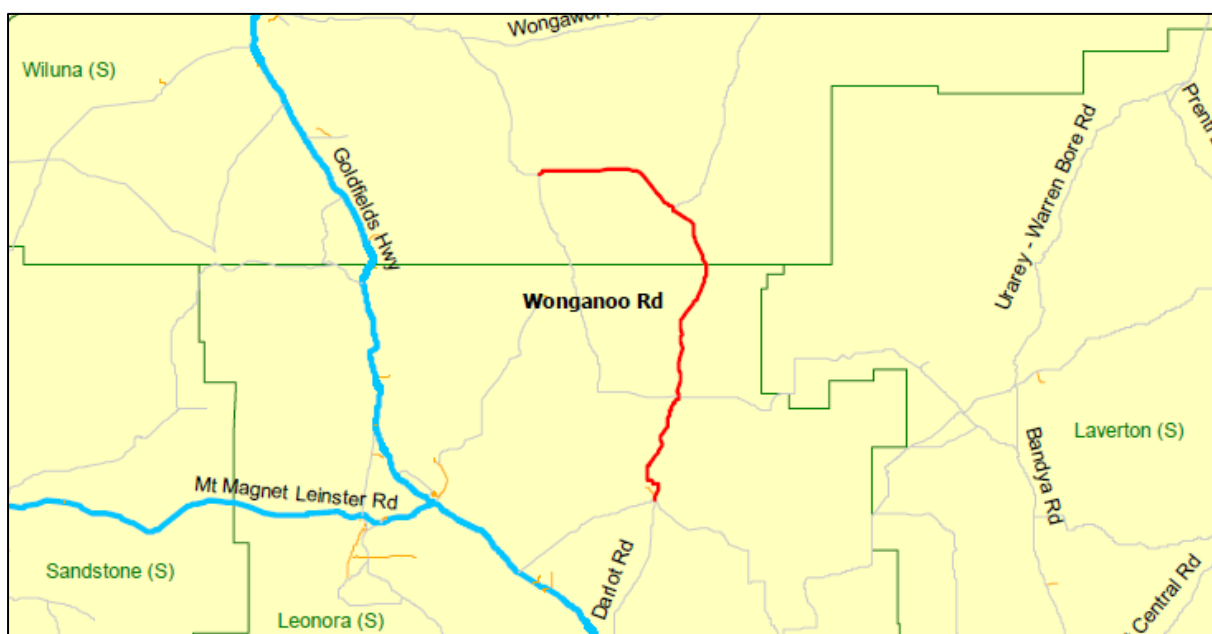
The road provides access to several pastoral properties and a major Gold mining operation at Darlot. It is also important as an alternative route to the Yandal area where the major operations of Mount McClure and Bronzewing are situated. It is one of the many roads used by mining companies working in this area of intense exploration activity and mineral resource development. The 35km section from Melrose to the Barwidgee-Yandal Road is the most important section.

DEVELOPMENT NEED

The road is subject to a mix of both heavy and light vehicle traffic associated with the mineral resource exploration and production in the area as well as pastoral activity. There is also a requirement for the transport of oversize loads on this road. A good standard paved gravel road is considered adequate for the short term; however, this may need reviewing as traffic demand increases.

DEVELOPMENT STRATEGY

Upgrade to a uniform Type 3 standard to maintain the current service levels, with a view to sealing the road as possible increased future usage may warrant.



WONGAWOL – CARNEGIE – GUNBARREL ROUTE

Wongawol Road (7060003) – Regional Distributor

Carnegie Road (7060009) – Regional Distributor

Gunbarrel Highway (7060027) – Local Distributor

Wiluna Shire

Last Reviewed: April 2021

FUNCTION

This route services pastoral stations, Aboriginal communities and is also a tourist adventure trail to Uluru (Ayers Rock) via Warburton. A significant volume of mining traffic also utilises this route for either exploration or to service the existing mining operations east of Wiluna.

Wongawol Road is a RAV Network 9 road (conditional).

Carnegie Road is a RAV Network 9 road (conditional).

DEVELOPMENT NEED

With growth of tourism and mining traffic is expected to continue to rise over the next few years. The first 50km services mineral resource developments and a better standard of road is required over this section. With current large RAV combinations operating, predominantly servicing the mines, dust is a problem as it creates a hazardous situation for road users.

This route also attracts four-wheel-drive travellers because of its “pioneering” adventure appeal. Most of the route, therefore, should only receive essential and minimal improvement to preserve this aspect.

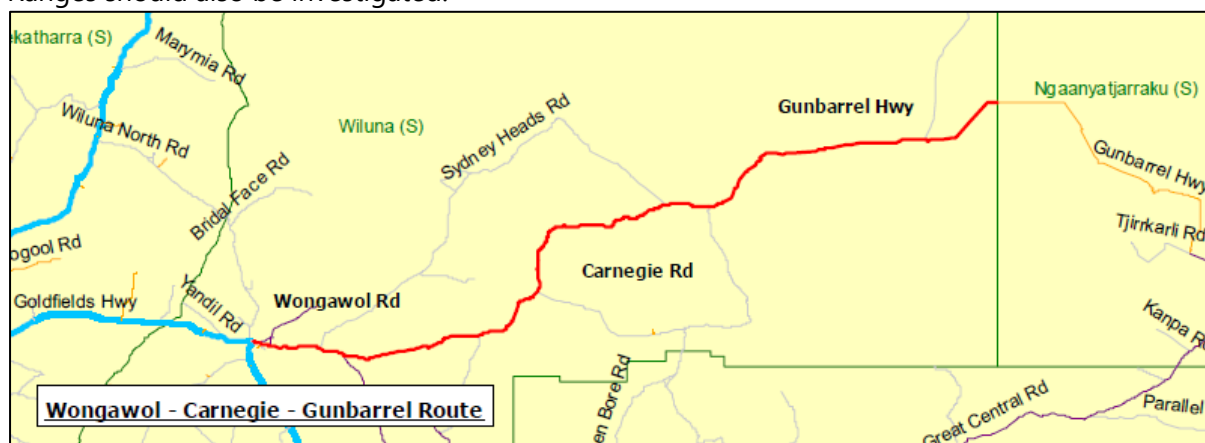
Improved road safety and reduced periods of closure and isolation are a necessity for this route. Some improvement to the route will attract and facilitate travel by tourists, attracted to a sense of outback adventure while offering the reassurance of a reasonable level of safety and limited risk of serious trouble.

DEVELOPMENT STRATEGY

Widening of the formation and construction to a uniform Type 3 standard is generally required over the first 50km to ensure an adequate level of safety for the road user.

Some consideration should be given to sealing the heavily trafficked sections as a method of long-term pavement protection and dust suppression.

Beyond that point, upgrading to a uniform Type 2 standard is considered adequate for the volume and type of traffic. The building and improvement of flood ways to reduce periods of road closure and isolation for Aboriginal communities, pastoralists, tourists, and mining operators is also required. The need for re-alignment of sections through the Princess Ranges should also be investigated.



YARRI ROAD

Road No. 6055001, 6090039
Regional Distributor and Local Distributor

Menzies Shire, Kalgoorlie-Boulder City

Last Reviewed: April 2021

FUNCTION

This road services operational mines to the north-east of Kalgoorlie, including the large Kanowna Belle operation. Other operational mines include Gordon Sidar, Porphyry, Lindsay Find, Black Swan, Silver Swan and Gindalbie. A large part of servicing these mining operations is the transport of oversize loads.

There are also drilling and exploration projects occurring in the areas serviced by this road. This road forms part of a route that leads directly into Laverton and the large-scale mining operation of Sunrise Dam. This road also services three major pastoral stations: Gindalbie, Menangina and Edjudina.

Yarri Road (6055001) is a RAV Network 10 road (conditional).

DEVELOPMENT NEED

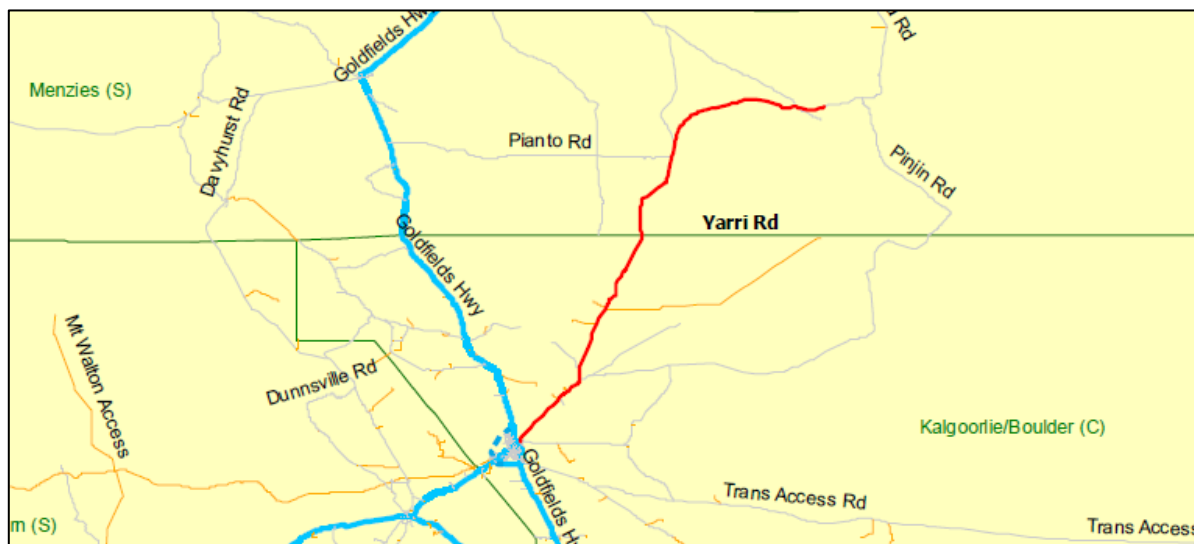
This road has a high proportion of heavy vehicle usage from Kalgoorlie to the Gindalbie station. Beyond that there is a reduction in total traffic numbers, however it is used to access areas right through to Laverton. North-east of the Kanowna Belle Mine are other operational mines and the continued exploration of surrounding areas.

Gold and Nickel are the most sought-after products along this route, although Cobalt and Gypsum are also mined here.

With the increased intensity in the mining operations this road should be a Type 6 standard to the Kanowna Belle mine and a Type 4 standard at least to Gindalbie, to cater for the heavy vehicle usage on this road.

DEVELOPMENT STRATEGY

Upgrade the road from Kalgoorlie to Kanowna Belle mine to a Type 6 standard. Between Kanowna Belle mine and Gindalbie, provide a minimum Type 6 standard as mining operations increase over time and more heavy vehicles will use the route. Beyond Gindalbie ensure suitable maintenance levels are employed for the remainder of the road, thereby improving the level of safety and increasing the efficiency of the transport task on this road.



SERVICE LEVELS

Type 1 – Unformed Road

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

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

Type 2 – Formed Road

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

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

Type 3 – Gravel Road

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

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

Type 4 – Sealed Road (6m Seal Width)

(Sealed with no kerbing)

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

Type 5 – Sealed Road (7m Seal Width)

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

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

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

Type 7 – Sealed Road with Overtaking Lane

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

Type 8 – Dual Carriageway

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

ROAD NUMBERING SYSTEM

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

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 Goldfields Esperance Region.

Local Government Authority	Code
Coolgardie	602
Dundas	603
Esperance	604
Kalgoorlie-Boulder (C)	605
Laverton	607
Leonora	608
Menzies	609
Ngaanyatjarraku	612
Wiluna	706

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

GOLDFIELDS ESPERANCE RRG ROADS						SLKS & LENGTH				SURFACE KMS	
Route Name	Road Name	Road Number	Road Hierarchy	Local Government	RRG	SLK FROM	SLK TO	ROAD LENGTH	TOTAL KMS	SEALED	UNSEALED
ALBION DOWNS YEELIRRIE ROAD	Albion Downs Yeelirrie Road	6080009	Local Distributor	Leonora	Goldfields Esperance	0.00	43.99	43.99	43.99		
BANDYA - BARWIDGEE ROUTE	Bandya Road	6070009	Local Distributor	Laverton	Goldfields Esperance	0.00	105.60	105.60	351.33		
	Bandya Banjawarn Road	6070025	Local Distributor	Laverton	Goldfields Esperance	0.00	79.02	79.02			
	Banjawarn Road	6080011	Local Distributor	Leonora	Goldfields Esperance	0.00	24.06	24.06			
	Barwidgee Yandal Road	6080010	Local Distributor	Leonora	Goldfields Esperance	0.00	62.32	62.32			
	Barwidgee Road	7060012	Local Distributor	Wiluna	Goldfields Esperance	0.00	44.60	44.60			
	Barwidgee Yandal Road	7060054	Local Distributor	Wiluna	Goldfields Esperance	0.00	35.73	35.73			
BAYLEY STREET	Bayley Street	6020153	Local Distributor	Coolgardie	Goldfields Esperance	0.00	1.18	1.18	1.18		
BINNERINGIE ROAD	Binneringie Road	6020011	Local Distributor	Coolgardie	Goldfields Esperance	0.00	84.95	84.95	84.95		
PAPULANKUTJA ROAD	Papulankutja Road	6120003	Local Distributor	Ngaanyatjarraku	Goldfields Esperance	0.00	247.64	247.64	247.64		247.64
BROADARROW - CARBINE ROUTE	Carbine Ora Banda Road	6020006	Regional Distributor	Coolgardie	Goldfields Esperance	0.00	11.03	11.03	49.51		
	Broad Arrow Ora Banda Road	6055046	Regional Distributor	Kalgoorlie Boulder	Goldfields Esperance	0.00	27.70	27.70			
	Ora Banda Carbine Road	6055063	Regional Distributor	Kalgoorlie Boulder	Goldfields Esperance	0.00	10.78	10.78			
BROADWOOD STREET	Broadwood Street	6055026	Access Road	Kalgoorlie Boulder	Goldfields Esperance	0.00	2.25	2.25	2.25	2.25	
BULONG ROAD	Bulong Road	6055005	Regional Distributor / Local Distributor	Kalgoorlie Boulder	Goldfields Esperance	0.00	60.09	60.09	60.09		
BURRRA ROCK ROAD SOUTHERN SECTION	Burra Rock Road	6020010	Access Road	Coolgardie	Goldfields Esperance	2.58	35.18	32.60	32.60		
CAPE LE GRAND ROAD	Cape Le Grand Road	6040069	Local Distributor	Esperance	Goldfields Esperance	0.00	10.84	10.84	10.84	10.84	
CARINS ROAD	Carins Road	6020156	Local Distributor	Coolgardie	Goldfields Esperance	0.00	3.06	3.06	3.06		
CASCADES ROAD	Cascades Road	6040103	Regional Distributor	Esperance	Goldfields Esperance	0.00	160.67	160.67	160.67	64.90	95.77
CAVE HILL ROAD	Cave Hill Road	6020155	Access Road	Coolgardie	Goldfields Esperance	0.00	53.19	53.19	53.19		
COOLGARDIE - MENZIES ROUTE	Coolgardie North Road	6020002	Regional Distributor / Local Distributor	Coolgardie	Goldfields Esperance	0.00	110.17	110.17	320.92		
	Moran Street	6020031	Regional Distributor	Coolgardie	Goldfields Esperance	0.14	0.84	0.70			
	Coolgardie North Road	6090037	Regional Distributor / Local Distributor	Menzies	Goldfields Esperance	0.00	15.89	15.89			
	Davyhurst Road	6090010	Local Distributor	Menzies	Goldfields Esperance	0.00	37.55	37.55			
	Evanston Menzies Road	6090008	Local Distributor	Menzies	Goldfields Esperance	0.00	156.61	156.61			
COOLINUP ROAD	Coolinup Road	6040024	Local Distributor / Access Road	Esperance	Goldfields Esperance	0.00	43.47	43.47	43.47	33.60	9.87
DARLOT ROAD	Darlot Road	6080062	Local Distributor	Leonora	Goldfields Esperance	0.00	47.62	47.62	47.62		
DAYLUP ROAD	Daylup Road	6040041	Local Distributor / Access Road	Esperance	Goldfields Esperance	0.00	37.25	37.25	37.25	0.51	36.74
DUMP ROAD / TIP ROAD	Tip Road	6020132	Local Distributor	Coolgardie	Goldfields Esperance	0.00	1.94	1.94	1.94		
DURKIN ROAD	Durkin Road	6020039	Local Distributor / Access Road	Coolgardie	Goldfields Esperance	0.00	2.13	2.13	2.13		

ELEVEN MILE BEACH ROAD	Eleven Mile Beach Road	6040114	Local Distributor	Esperance	Goldfields Esperance	0.00	12.23	12.23	12.23	12.23	
ELORA MT WELD ROAD	Elora Mt Weld Road	6070013	Access Road	Laverton	Goldfields Esperance	0.00	58.76	58.76	58.76		
ERLISTOUN ROAD	Erlistoun Road	6070008	Access Road	Laverton	Goldfields Esperance	0.00	36.35	36.35	36.35		
ESPERANCE TOWN ROADS	Andrew Street	6040117	Local Distributor	Esperance	Goldfields Esperance	0.00	0.62	0.62	14.52	0.62	
	Dempster Road	6040118	Local Distributor	Esperance	Goldfields Esperance	0.00	2.22	2.22		2.26	
	Goldfields Road	6040229	Local Distributor	Esperance	Goldfields Esperance	0.00	3.77	3.77		3.77	
	Norseman Road	6040228	Local Distributor	Esperance	Goldfields Esperance	0.00	2.36	2.36		2.36	
	Pink Lake Road	6040120	Local Distributor	Esperance	Goldfields Esperance	0.00	4.38	4.38		4.37	0.01
	Sheldon Road	6040144	Local Distributor	Esperance	Goldfields Esperance	0.00	1.17	1.17	1.17		
FISHERIES ROAD	Fisheries Road	6040608	Regional Distributor / Local Distributor	Esperance	Goldfields Esperance	0.00	131.92	131.92	131.92	115.90	79.89
GLENORN YUNDAMINDRA ROAD	Glenorn Yundamindra Road	6080007	Local Distributor	Leonora	Goldfields Esperance	0.00	73.73	73.73	73.73		
GREAT CENTRAL ROAD	Great Central Road	6070087	Regional Distributor	Laverton	Goldfields Esperance	0.00	435.91	435.91	873.00		
	Great Central Road	6120015	Regional Distributor	Ngaanyatjarraku	Goldfields Esperance	0.00	437.09	437.09		26.52	410.57
HOWICK ROAD - HENKE ROAD ROUTE	Henke Road	6040029	Local Distributor	Esperance	Goldfields Esperance	0.00	2.64	2.64	51.65	2.64	
	Howick Road	6040031	Access Road	Esperance	Goldfields Esperance	0.00	49.01	49.01		14.90	34.11
HYDEN NORSEMAN ROAD	Hyden Norseman Road	6030034	Regional Distributor	Dundas	Goldfields Esperance	0.00	182.41	182.41	182.41		
IRRUNYTJU ROAD	Irrunytju Road	6120002	Local Distributor	Ngaanyatjarraku	Goldfields Esperance	0.00	137.63	137.63	137.63		137.63
JAURDI HILLS ROAD	Jaurdi Hills Road	6020052	Local Distributor and Access Road	Coolgardie	Goldfields Esperance	0.00	38.02	38.02	38.02		
JUNDEE ROAD	Jundee Road	7060014	Local Distributor	Wiluna	Goldfields Esperance	0.00	42.16	42.16	42.16		
KALGOORLIE BOULDER TOWN ROADS	Black Street	6055040	Access Road	Kalgoorlie Boulder	Goldfields Esperance	0.00	1.51	1.51	37.75		
	Boorara Street	6055012	Access Road	Kalgoorlie Boulder	Goldfields Esperance	0.00	1.22	1.22			
	Boulder Road	6055013	Distributor A	Kalgoorlie Boulder	Goldfields Esperance	0.00	1.85	1.85			
	Burt Street	6054002	Local Distributor	Kalgoorlie Boulder	Goldfields Esperance	0.00	2.94	2.94			
	Federal Street	6055087	Distributor A	Kalgoorlie Boulder	Goldfields Esperance	0.00	1.14	1.14			
	Gatacre Street	6052057	Local Distributor	Kalgoorlie Boulder	Goldfields Esperance	0.00	3.16	3.16			
	Graeme Street	6051001	Local Distributor	Kalgoorlie Boulder	Goldfields Esperance	0.00	1.11	1.11			
	Graeme Street	6051094	Local Distributor	Kalgoorlie Boulder	Goldfields Esperance	0.00	2.36	2.36			
	Johnson Street	6053017	Local Distributor	Kalgoorlie Boulder	Goldfields Esperance	0.00	2.77	2.77			
	Lane Street	6055086	Distributor A / Distributor B	Kalgoorlie Boulder	Goldfields Esperance	0.00	3.58	3.58			
	Lionel Street	6052039	Local Distributor	Kalgoorlie Boulder	Goldfields Esperance	0.00	5.38	5.38			
	Maritana Street	6051000	Distributor A / Local Distributor	Kalgoorlie Boulder	Goldfields Esperance	0.00	1.21	1.21			
	Piccadilly Street	6051002	Local Distributor	Kalgoorlie Boulder	Goldfields Esperance	0.00	4.24	4.24			
	Throssell Street	6052043	Local Distributor	Kalgoorlie Boulder	Goldfields Esperance	0.00	1.22	1.22			
	Vivian Street	6054010	Local Distributor	Kalgoorlie Boulder	Goldfields Esperance	0.00	2.65	2.65			
Williamstown Road	6055008	Access Road	Kalgoorlie Boulder	Goldfields Esperance	0.00	1.41	1.41				
KOOKYNIE - MALCOLM ROUTE	Kookynie Malcolm Road	6080005	Local Distributor	Leonora	Goldfields Esperance	0.00	28.61	28.61	73.82		
	Malcolm Rail Head Road	6080064	Local Distributor	Leonora	Goldfields Esperance	0.00	1.13	1.13			
	Kookynie Road	6090025	Local Distributor	Menzies	Goldfields Esperance	0.00	25.13	25.13			
	Kookynie Malcolm Road	6090038	Local Distributor	Menzies	Goldfields Esperance	0.00	18.95	18.95			
KURNALPI PINJIN ROUTE	Kurnalpi Pinjin Road	6055058	Access Road	Kalgoorlie Boulder	Goldfields Esperance	0.00	134.00	134.00	144.05		
	Kurnalpi Pinjin Road	6090040	Access Road	Menzies	Goldfields Esperance	0.00	10.05	10.05			

LADYLOCH ROAD	Ladyloch Road	6020053	Access Road	Coolgardie	Goldfields Esperance	0.00	2.69	2.69	2.69		
LAKE KING NORSEMAN ROAD	Lake King Norsemen Road	6040517	Regional Distributor	Esperance	Goldfields Esperance	0.00	100.93	100.93	100.93		100.93
LAVERTON MT MARGARET ROAD	Laverton Mt Margaret Road	6070003	Access Road	Laverton	Goldfields Esperance	0.00	11.54	11.54	11.54		
LAVERTON RX SITE JORN PROJECT LINK	Bandya Nambi Road	6070024	Access Road	Laverton	Goldfields Esperance	0.00	43.72	43.72	145.98		
	Erlistoun Road	6070008	Access Road	Laverton	Goldfields Esperance	0.00	36.35	36.35			
	Erlistoun Woolshed Road	6070034	Access Road	Laverton	Goldfields Esperance	0.00	62.86	62.86			
	Lancefield Diversion Road	6070110	Regional Distributor	Laverton	Goldfields Esperance	0.00	3.05	3.05			
LEONORA MT IDA ROAD	Leonora Mt Ida Road	6080004	Access Road	Leonora	Goldfields Esperance	0.00	64.34	64.34	100.64		
	Leonora Mt Ida Road	6090015	Access Road	Menzies	Goldfields Esperance	0.00	36.30	36.30			
LEONORA NAMBI ROAD	Leonora Nambi Road	6080003	Access Road	Leonora	Goldfields Esperance	0.00	70.39	70.39	70.39		
MANTAMARU ROAD	Mantamaru Road	6120014	Access Road	Ngaanyatjarraku	Goldfields Esperance	0.00	52.71	52.71	52.71		52.71
MENZIES NORTH WEST ROAD	Menzies North West Road	6090007	Local Distributor	Menzies	Goldfields Esperance	0.00	191.42	191.42	191.42		
MENZIES - TRAINERS ROCK ROUTE	Evanston Menzies Road	6090008	Local Distributor / Access Road	Menzies	Goldfields Esperance	0.00	156.61	156.61	228.44		
	Trainers Rock Road	6090023	Access Road	Menzies	Goldfields Esperance	0.00	71.83	71.83			
MERIVALE ROAD	Merivale Road	6040001	Local Distributor	Esperance	Goldfields Esperance	0.00	118.84	118.84	118.84	35.63	83.21
MORT HASLETT DRIVE	Mort Harslett Drive	6030152	Regional Distributor	Dundas	Goldfields Esperance	0.00	13.03	13.03	13.03		
MT MONGER ROAD	Mt Monger Road	6055028	Access Road	Kalgoorlie	Goldfields Esperance	0.00	49.28	49.28	49.28		
MT WELD ROAD	Mt Weld Road	6070006	Local Distributor	Laverton	Goldfields Esperance	0.00	17.45	17.45	17.45		
MULGA QUEEN ROAD	Mulga Queen Road	6070097	Access Road	Laverton	Goldfields Esperance	0.00	3.14	3.14	3.14		
MURRAY ROAD - CHARTWELL LANE ROUTE	Chartwell Lane	6040458	Access Road	Esperance	Goldfields Esperance	0.00	2.575	2.575	17.238	2.58	
	Murray Road	6040060	Access Road	Esperance	Goldfields Esperance	0.00	14.663	14.663		5.85	8.82
MYRUP ROAD	Myrup Road	6040019	Local Distributor	Esperance	Goldfields Esperance	0.00	11.50	11.50	11.50	11.50	
NEDS CORNER ROAD	Neds Corner Road	6040043	Local Distributor	Esperance	Goldfields Esperance	0.00	76.505	76.505	76.505	12.45	64.05
NEPEAN ROUTE	Burra Rock Road	6020010	Local Distributor	Coolgardie	Goldfields Esperance	0.00	2.58	2.58	61.57		
	Nepean Road	6020004	Local Distributor	Coolgardie	Goldfields Esperance	0.00	24.24	24.24			
	Nepean Spargoville Road	6020116	Local Distributor	Coolgardie	Goldfields Esperance	0.00	34.75	34.75			
NYINNGA ROAD	Nyinnga Road	6120090	Local Distributor	Ngaanyatjarraku	Goldfields Esperance	0.00	2.95	2.95	2.95		
OLD AGNEW ROAD	Old Agnew Road	6080088	Local Distributor	Leonora	Goldfields Esperance	0.00	125.10	125.10	125.10		
OLD COACH ROAD	Old Coach Road	6030124	Access Road	Dundas	Goldfields Esperance	0.00	23.49	23.49	23.49		
OLD LAVERTON ROAD	Old Laverton Road	6070070	Local Distributor	Laverton	Goldfields Esperance	0.00	60.90	60.90	102.69		
	Old Laverton Road	6080063	Local Distributor	Leonora	Goldfields Esperance	0.00	41.79	41.79			
ORA BANDA DAVYHURST ROAD	Ora Banda Davyhurst Road	6055064	Access Road	Kalgoorlie Boulder	Goldfields Esperance	0.00	34.40	34.40	34.40		
ORLEANS BAY ROAD - WHARTON ROAD ROUTE	Orleans Bay Road	6040023	Local Distributor	Esperance	Goldfields Esperance	0.00	20.02	20.02	26.07	19.33	0.69
	Wharton Road	6040251	Access Road	Esperance	Goldfields Esperance	0.00	6.05	6.05		5.47	0.58
PARMANGO ROAD	Parmango Road	6040027	Local Distributor	Esperance	Goldfields Esperance	0.00	122.60	122.60	122.60	39.52	83.08
PERCY - EPIS - CARNEGIE ROUTE	Percy Road	6056015	Access Road	Kalgoorlie Boulder	Goldfields Esperance	0.00	0.23	0.23	0.76	0.23	
	Epis Street	6056044	Access Road	Kalgoorlie Boulder	Goldfields Esperance	0.00	0.33	0.33		0.33	
	Carnegie Street	6056046	Access Road	Kalgoorlie Boulder	Goldfields Esperance	0.00	0.20	0.20		0.20	
RESEARCH STATION ROAD	Research Station Road	7060008	Local Distributor	Wiluna	Goldfields Esperance	0.00	8.70	8.70	8.70		
RIVERINA SNAKE HILL ROAD	Riverina Snake Hill Road	6090013	Access Road	Menzies	Goldfields Esperance	0.00	35.71	35.71	35.71		
ROLLAND ROAD	Rolland Road	6040240	Local Distributor	Esperance	Goldfields Esperance	0.00	83.45	83.45	83.45	1.49	81.96
SHARK LAKE ROAD	Shark Lake Road	6040005	Local Distributor	Esperance	Goldfields Esperance	0.00	8.60	8.60	8.60	8.60	
SIBERIA CANEGRASS ROAD	Siberia Canegrass Road	6056118	Access Road	Kalgoorlie Boulder	Goldfields Esperance	0.00	24.13	24.13	24.13		

TJIRRKARLI ROAD	Tjirrkarli Road	6120007	Access Road	Ngaanyatjarraku	Goldfields Esperance	0.00	47.68	47.68	47.68		47.68			
TRANS ACCESS ROAD	Cocklebidy Rawlinna Road	6030038	Access Road	Dundas	Goldfields Esperance	0.00	90.12	90.12	443.55					
	Trans Access Road	6055072	Access Road	Kalgoorlie Boulder	Goldfields Esperance	0.00	353.43	353.43						
TWILIGHT BEACH ROAD	Twilight Beach Road	6040180	Local Distributor	Esperance	Goldfields Esperance	0.00	18.21	18.21	18.21	17.76				
VICTORIA ROCK ROUTE	Queen Victoria Road	6030035	Local Distributor	Dundas	Goldfields Esperance	0.00	21.54	21.54	140.56					
	Victoria Rock Road	6020005	Local Distributor	Coolgardie	Goldfields Esperance	0.00	119.02	119.02						
WEEBO WILDARA - DARLOT ROUTE	Darlot Weebo Road	6080013	Access Road	Leonora	Goldfields Esperance	0.00	24.56	24.56	44.33					
	Weebo Wildara Road	6080014	Access Road	Leonora	Goldfields Esperance	0.00	19.77	19.77						
WILUNA NORTH ROAD	Wiluna North Road	7060001	Local Distributor	Wiluna	Goldfields Esperance	0.00	88.26	88.26	88.26		88.26			
WONGANOO ROAD	Wonganoo Road	6080002	Local Distributor / Access Road	Leonora	Goldfields Esperance	0.00	77.55	77.55	139.17					
	Wonganoo Road	7060016	Local Distributor / Access Road	Wiluna	Goldfields Esperance	0.00	61.62	61.62						
WONGAWOL - CARNEGIE - GUNBARREL ROUTE	Carnegie Road	7060009	Regional Distributor	Wiluna	Goldfields Esperance	0.00	124.44	124.44	542.13					
	Gunbarrel Highway	7060027	Local Distributor	Wiluna	Goldfields Esperance	0.00	203.50	203.50						
	Wongawol Road	7060003	Regional Distributor	Wiluna	Goldfields Esperance	0.00	214.19	214.19						
YARRI ROAD	Yarri Road	6055001	Regional Distributor / Local Distributor	Kalgoorlie Boulder	Goldfields Esperance	0.00	78.60	78.60	160.81					
	Yarri Road	6090039	Regional Distributor / Local Distributor	Menzies	Goldfields Esperance	0.00	82.21	82.21						
								6959.28	6959.28	459.78	1664.20			
			TOTAL KMS SLGR FOR RRG = 6959.28 KMS											
			TOTAL SLKS RRG							=	6959.28	6959.28	459.78	1664.20

Sealed / Unsealed SLKS not provided where blank.

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



mainroads
WESTERN AUSTRALIA

ROADS 2040

*We're working for
Western Australia.*

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

Document Control

Owner	ROAD CLASSIFICATION WORKING GROUP
Custodian	ROAD CLASSIFICATION MANAGER
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Amendments

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

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Background

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

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

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

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

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

Intent of these Guidelines

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

Strategy Principles

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

Roads Maintenance

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

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

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

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

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

Routine Maintenance

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

Periodic Maintenance

Planned maintenance is more often referred to as Periodic Maintenance.

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

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

Reconstruction

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

Roads Forming Routes

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

ROADS 2040 Amendments

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

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

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

Criteria

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

CRITERIA FOR SIGNIFICANT LOCAL ROADS/ROUTES

SECTION 1: NETWORK / SIGNIFICANT

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

SECTION 2: ROAD FUNCTION/FREIGHT

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

SECTION 3: TRAFFIC VOLUME

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

SECTION 4: TOURISM

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

SECTION 5: REGIONAL ROAD GROUP CRITERIA

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

OTHER CONSIDERATIONS

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

DEFINITIONS

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

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

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

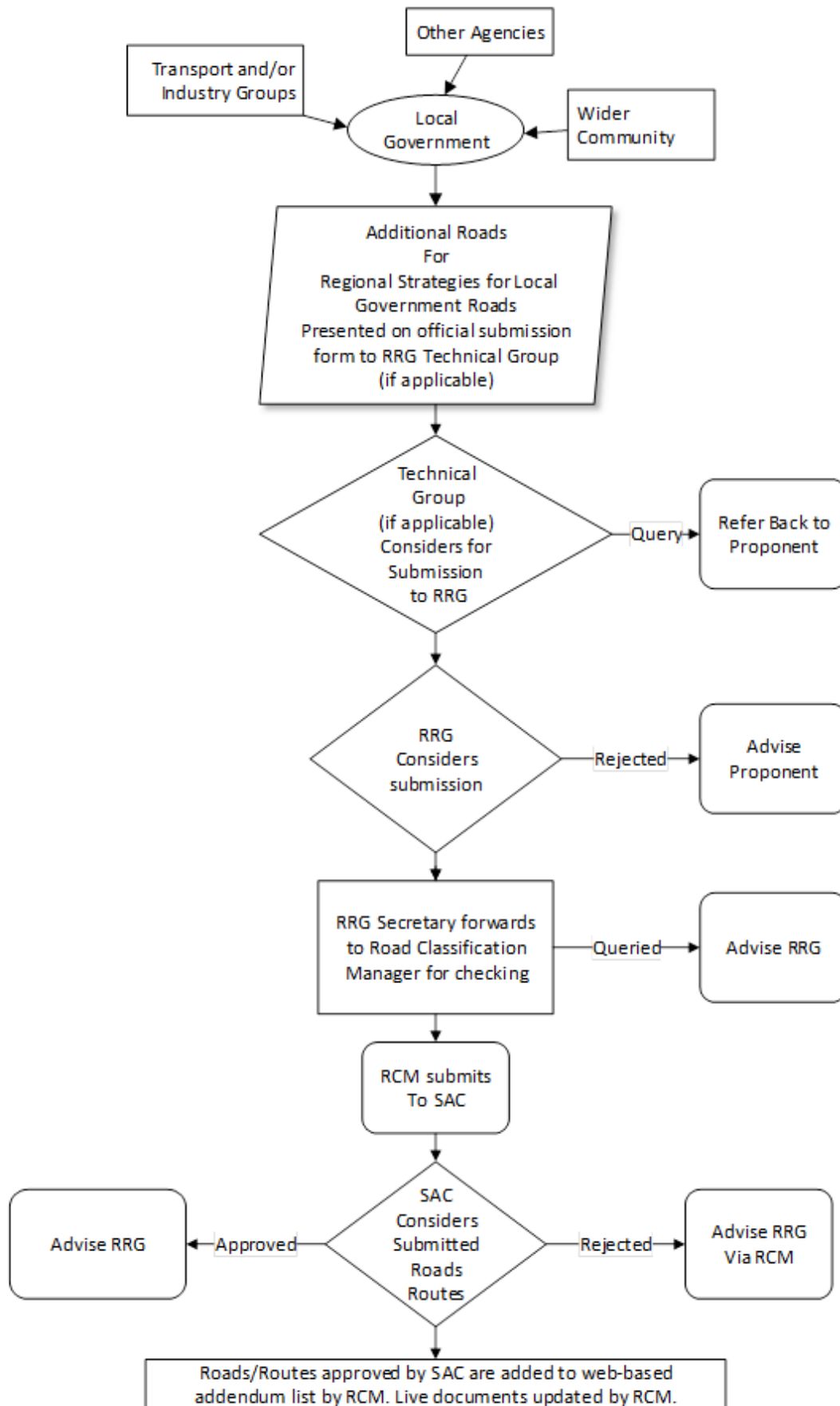
PCU CONVERSION

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

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

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

ONGOING REVIEW AND UPDATE PROCESS



N.B. Local Government includes Council Approval

USEFUL LINKS

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

[ABS population data by region](#)

[Aboriginal Community Maps](#)

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

[Tourist Spot Map WA](#)

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

[Secondary Road Freight Network Map](#)

[MRWA Traffic Map](#)

[RAV Map](#)

[Main Roads Portal Mapping](#)

CONTACT AT MAIN ROADS:

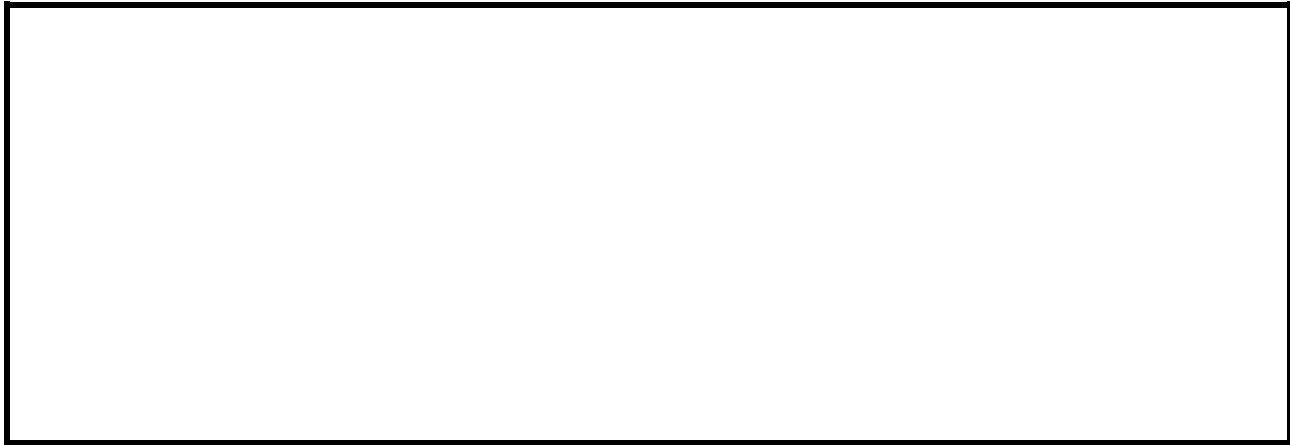
ROAD Classification Manager – RoadClassification@mainroads.wa.gov.au

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

If Route Name nominated provide details of all roads forming the route otherwise enter details of above road on the first line below
Note – **Location map MUST be attached**

Road Justification

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



SERVICE LEVELS

Type 1 – Unformed Road

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

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

Type 2 – Formed Road

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

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

Type 3 – Gravel Road

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

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

Type 4 – Sealed Road (6 m Seal Width)

(Sealed with no kerbing)

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

Type 5 – Sealed Road (7 m Seal Width)

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

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

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

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

Type 7 – Sealed Road with Overtaking Lane

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

Type 8 – Dual Carriageway

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