

FUTURE STATE ADMINISTERED ROADS

Purpose

The purpose of this posting is to inform WALGA members of the findings and recommendations in relation to the amended criteria for determining administration of roads (State or Local Government) within built up areas.

Recommended Action

Provide comment to WALGA.

Background Information

For roads in the Metropolitan Area there are two important designations. Firstly, their Administrative Road Classification as to whether they are managed by the State (i.e. Main Roads) or by Local Government, which reflects the current role and usage of the road. Secondly, the designation of the road as Regional Road or not under the Metropolitan Region Scheme, which reflects the future role and function of the road.

The Future State Administered Roads Project seeks to review and update the Administrative Road Classification Process (i.e. the former designation above) and use the updated methodology to identify roads that meet the road classification criteria to become State roads within the next 20 years. This was considered necessary to give a modern interpretation of the Main Roads Act 1930 and to initiate protection of the corridors for identified roads. The project will give recommendations for those roads to become State roads in the short term (within 5 years), medium term (5 to 10 years) and long term (10 to 20 years). A Working Group was established in 2015 with representation from Main Roads, WALGA and Local Government to guide the project and seek local government input.

A similar review of rural roads will be conducted next.

Given the likely quantum of roads to be transferred Main Roads intend to factor this change into the new State Funds to Local Roads Funding Agreement, which is currently under review.

For information it should be noted that Main Roads will, as a separate action, work with the Department of Planning and with affected Local Government to align the Planning Designation of key roads in the Metropolitan Region Scheme with the outcome of the Future State Administered Roads Project.

Current Situation

The Working Group has now agreed on amended Criteria for determining administration of roads (State or local government) within built up areas.

Key changes to the classification process within built up areas include:

- Introduction of a two tier system to take into account both the requirements of the Main Roads Act 1930 as well as the functional requirements of the State Road Network.
- Tier 1 is a broad filter, outlining a modern interpretation of the Main Roads Act 1930. If the route under assessment meets the requirements outlined in Tier 1, it is deemed to meet the requirements of a modern interpretation of the Main Roads Act 1930. If the route under assessment meets the requirements of Tier 1, it is subject to the Tier 2 assessment.
- Tier 2 is a more detailed assessment, using a point scoring criteria/measure method to determine whether a road should become a part of the State Road Network.

Urban – Tier 1 – Local to State – Criteria/Measures

To pass Tier 1 and be subject to Tier 2 assessment, the following requirements need to be met:

- The road must be mentioned in either Planning or Statutory categories
- The road must be mentioned in two of the Transport Category
- The road must achieve set traffic volume requirements.

TABLE 1: TIER 1 CLASSIFICATION CRITERIA/MEASURES

Category	Document	Requirement
Planning	State Planning Policy 5.4: Road and rail transport Noise and Freight Considerations in Land Use Planning	<ul style="list-style-type: none"> • Part of the route must be classified as a Future Primary Freight Road (Main Roads jurisdiction) OR; • Part of the route must be classified as a Primary Freight Road (Local Government Jurisdiction) OR; • Part of the route must be classified as a Future Primary Freight Road (Local Government Jurisdiction).
	Towards Perth & Peel @ 3.5 Million – Planning Frameworks – Regional Roads	<ul style="list-style-type: none"> • Part of the route must be classified as a Proposed Primary Distributor.
	Location of Strategic Significance (not a document)	<ul style="list-style-type: none"> • The route connects to a Location of Strategic Significance – Airport (high passenger or freight movements), public or commercial port (high freight or passenger movements) or a major intermodal freight facility. Other locations as identified by the Road Classification Manager as being of major State or national significance
Statutory	Metropolitan or Peel Region Scheme	<ul style="list-style-type: none"> • Part of the route must appear as part of a “Primary Regional Road” under the Metropolitan or Peel Region Scheme OR; • Part of the route must appear as part of an “Other Regional Road” under the Metropolitan or Peel Region Scheme.
Transport	Transport @ 3.5 Million – The Public Transport On-Road Network @ 3.5 Million	<ul style="list-style-type: none"> • Part of the route must be classified as a High Priority Transport Corridor.
	Transport @ 3.5 Million – Lane Upgrade Map	<ul style="list-style-type: none"> • Any road lane upgrade planned for the route as shown on the Perth & Peel @ 3.5 Million and Beyond Lane Upgrade Map.
	Transport @ 3.5 Million – The Freight Network @ 3.5 Million	<ul style="list-style-type: none"> • Part of the route must be classified as a Strategic Freight Road OR; • Part of the route must be classified as Major Freight Road.
	Restricted Access Vehicle (RAV) Network	<ul style="list-style-type: none"> • Part of the route must be classified as RAV Network Level 2 or greater.
	Road Network Hierarchy	<ul style="list-style-type: none"> • Part of the route must be classified as a Distributor A OR; • Part of the route must be classified as a Distributor B OR; • Part of the route must be classified as a Regional Distributor. (Note: Where Regional Distributors form the majority of the route being assessed, a hybrid assessment will be performed.)
Traffic Volumes	Main Roads Traffic Data website (current) OR Main Roads Traffic Modelling Section (predictive) OR Independent sourcing e.g.; traffic counts conducted by Local Government Authorities.	<ul style="list-style-type: none"> • Part of the route must have a present PCU adjusted AADT of 20,000vpd or greater. Traffic information can be taken from the Main Roads Traffic Data website or supplied independently e.g.; traffic counts supplied by local government. • Part of the route must have a predicted PCU adjusted AADT of 20,000vpd or greater in 2031. If traffic modelling is done externally of Main Roads, predicted figures will be cross-checked against information provided by Main Roads Traffic Modelling Section.

Note: minimum PCU adjusted AADT of 20 000 vpd either at the time of assessment (or previous 3 financial years) or predicted up to 15 years from year of assessment (e.g.; 2013/2014 → 2016/2017 → 2031). Predictive traffic modelling, if done externally to Main Roads, will be cross-checked by the Main Roads Traffic Modelling section. **Location of Strategic Significance** – Airport (high passenger or freight movements), public or commercial port (high freight or passenger movements) or a major intermodal freight facility. Other locations as identified by the Road Classification Manager as being of major State or national significance.

Urban – Tier 2 – LG to State – Criteria/Measures

The Tier 2 assessment comprises four criteria, Strategic Role, Network Role, Design Function and Traffic Volume, with each criterion consisting of up to four measures. Tier 2 uses a range based assessment method. Detail is shown in Table 4 on the next page. The criteria are scale weighted to ensure all carry equal weighting. The criteria are then multiplied by an additional weighting factor according to their relative importance. The sum of these scores forms the total score.

Criteria score = Sum of measures * Scale factor * Weighting factor

Total score = Sum of criteria scores

The relative importance of Tier 2 classification criteria was discussed by the Working Group, with the general consensus being that Strategic Role is most important followed by Network Role. Design Function is less important, with Traffic Volume having the least importance. The selected weighting factors, as agreed by the working group, are shown in Table 2.

TABLE 2: TIER 2 WEIGHTING FACTORS

Criterion	Weighting Factor
Strategic Role	1.9
Network Role	1.5
Design Function	1.25
Traffic Volumes	1.0

The scoring ranges are shown in Table 3.

TABLE 3: TIER 2 SCORING RANGES

Score Range	Outcome
46 – 68	Pass
41 – 46	Marginal
0 – 41	Does Not Pass

Routes scoring in the marginal range are recommended to be submitted for reassessment two years from the report date or if there are significant changes in the prevailing statutory, planning or transport environment.

Routes scoring within the marginal range may be considered by the Managing Director of Main Roads to be submitted for consideration as a State Administered Road should the strategic and network role be of a significantly high level. Each route within the marginal range will have a further section to show if a case is warranted to be considered to become a State Administered road.

TABLE 4: TIER 2 CLASSIFICATION CRITERIA/MEASURES

Criterion	Measure	Available Score	Scoring approach/comments
Strategic Role	Strategic Role	Points > 4 = 4 pts 3 < 4 = 3 pts 2 < 3 = 2 pts 1 < 2 = 1 pts Points < 1 = 0 pts	Using the documents/requirements outlined in Tier 1 with the exception of RAV Network and Road Network Hierarchy, the sum proportion of each map meeting each requirement is used. Note – if the road connects to a location of strategic significance such as an airport or port then a maximum score of 4 should be given. See definition of location of strategic significance.
Network Role	RAV Network	RAV Network 5/6/7 = 3pts RAV Network 3/4 = 2 pts RAV Network 2 = 1 pts No RAV Network = 0 pts	Proportional
	Public Transport	100+ buses per day = 3 pts 50 – 100 buses per day = 2 pts 1 – 50 buses per day = 1 pts 0 – 1 buses per day = 0 pts	Proportional
	Connectivity	PD – PD = 3 pts PD – DA/DB/RD, DA/DB/RD – DA/DB/RD = 2 pts PD – LD/AR, LD/AR – LD/AR = 1 pts	End to end – taken as highest category road at each terminating intersection.
	Property Access	No Access = 3 pts <ul style="list-style-type: none"> Number of roadway intersections > 0 AND; Number of commercial access points = 0 AND; Number of residential access points = 0. Limited Access = 2 pts <ul style="list-style-type: none"> Sum of number of intersections and number of commercial access points <=8 AND; Number of residential driveways < 2. Restricted Access = 1 pts <ul style="list-style-type: none"> Sum of commercial access points and residential access points < 10 AND; Number of residential access points < 5. Unlimited Access = 0 pts <ul style="list-style-type: none"> All else. 	Average per road kilometre. Definitions: <ul style="list-style-type: none"> Residential Access Points. Access from an individual residential property or a cluster of residential properties. Commercial Access Points. Access from an individual commercial property or a cluster of commercial properties serviced by single entrance to a common car park. Roadway intersections. Access from a formal intersection with another road.
Design Function	Route Capacity – Number of Lanes	6 lanes = 3 pts 5 lanes = 2.5 pts 4 lanes = 2 pts 3 lanes = 1.5 pts 2 lanes = 1 pts	Proportional
	Road Classification	Distributor A = 3 pts Distributor B = 2 pts Regional Distributor = Not assessed for urban Local Distributor = 1 pts Access Road = 0 pts	Proportional. Regional Distributor subject to rural or hybrid analysis.
Traffic Volumes	AADT (PCU adjusted)	25 000 vpd < Traffic = 2 pts 20 000 vpd < Traffic < 25 000vpd = 1.5 pts 15 000 vpd < Traffic < 20 000vpd = 1 pts 10 000 vpd < Traffic < 15 000vpd = 0.5 pts Traffic vpd < 10 000 = 0 pts	Proportional
	Heavy Vehicle Traffic	1000+ vpd = 2 pts 500vpd – 1000vpd = 1.5 pts 50vpd - 500 vpd = 1 pt < 50 vpd = 0.5 pts	Proportional
Location of Strategic Significance – Airport (high passenger or freight movements), public or commercial port (high freight or passenger movements) or a major intermodal freight facility. Other locations as identified by the Road Classification Manager as being of major State or national significance.			

A preliminary assessment using the amended criteria was undertaken for roads within the Perth Metropolitan and Peel regions. The assessment shows that a number of roads may meet the criteria to become State roads, subject to further detailed assessment. Roads that provisionally meet the criteria are shown as green on the map included in Appendix B. Under this assessment the State road network would increase in kilometre length by approximately 30%. Regional Distributors which are shown as red on this map will be further assessed when the review of the rural selection criteria is completed. However, those that are considered likely to become State roads have been shown.

An expanded State road network will have significant ongoing cost implications to State Government, including periodic maintenance and upgrading costs, as well as resourcing implications across many areas within Main Roads.

There will be significant impact with less local roads meaning less maintenance costs to local government but also less funding through the new State Road Funds to Local Government Agreement.

These roads will also represent a significant asset transfer to the State. This value will be only accurately known when full land and asset valuations are undertaken.

Main Roads Contact

Ron Tolliday
Road Classification Manager
93234473
ron.tolliday@mainroads.wa.gov.au

APPENDIX A:

Comparisons – Urban – Tier 1

Future Roads – Urban – Tier 1 has replaced the following sections of the *Guidelines for Determining and Assigning Responsibility for Roads in Western Australia – Part 2 – Administrative Classification Assessment Criteria*.

- Section 5.2 Main Roads Act 1930

Comparisons – Urban – Tier 2

Future Roads – Urban – Tier 2 has updated the following sections of the *Guidelines for Determining and Assigning Responsibility for Roads in Western Australia – Part 2 – Administrative Classification Assessment Criteria*.

Table 0.1 - Urban - Tier 2 - Existing and Proposed Comparison

Criteria	Existing	Proposed	Comment on changes
Strategic Role	4 pts - Long Distance connections between: Perth Central Area and Strategic Regional Centres Strategic Regional Centres 3pts - Connection between: Transport Terminals Strategic Regional Centres and Other Regional Centres	Score awarded based on sum of proportion of route, as per documents used in Tier 1. Excludes the following. RAV Network Road Network Hierarchy 4 pts – Sum of proportions of route as per Tier 1 >= 4. 3 pts – 4>Sum of proportions of route as per Tier 1 >= 3. 2 pts – 3>Sum of proportions of route as per Tier 1 >= 2. 1 pts – 2>Sum of proportions of route as per Tier 1 >= 1.	Strategic role source documentation has been changed to incorporate Tier 1 documents. This is designed to introduce a more rounded approach to defining strategic role compared to the 'suburb serviced' approach adopted in the past. Note – if the road connects to a location of strategic significance such as an airport or port then a maximum score of 4 should be given. See definition of location of strategic significance.
Traffic Volumes	2pts – AADT > 15 000vpd 1pts – 15 000vpd < AADT	2 pts – AADT > 25 000vpd 1.5 pts – 20 000vpd < AADT < 25 000vpd 1 pts – 15 000 < AADT < 20 000vpd 0.5 pts – 10 000 < AADT < 15 000 0 pts – AADT < 10 000	Additional bands inserted to provide more detailed scoring. Scoring thresholds increased to better reflect increased traffic demand.
Road Train and Heavy Vehicle Routes	2 pts – If part of road train and long vehicle routes on form MRWA 1258 1pts – If not part of road train and long vehicle routes on form MRWA 1258. **Main Roads no longer uses form MRWA 1258. RAV Network currently in use.**	3 pts – RAV Network level 5/6/7 2 pts – RAV Network level 3/4 1 pts – RAV Network level 2 0 pts – No RAV Network	Form MRWA 1258 was superseded by the Restricted Access Vehicle (RAV) Network. Proposed updates incorporate the RAV Network. RAV Network point scores broken down by maximum length of vehicle.
Number of Heavy Vehicles	3 pts – 1000vpd > #Heavy Vehicle 2 pts – 500vpd < #Heavy Vehicle < 1000vpd 1 pts – #Heavy Vehicle < 500vpd	2 pts – 1000vpd > #Heavy Vehicle 1.5 pts – 500vpd < #Heavy Vehicle < 1000vpd 1 pts – 50 vpd < #Heavy Vehicle < 500vpd 0 pts - #Heavy Vehicle < 50vpd	Proposed thresholds do not change however scoring is updated to reflect changes in the Road Train and Heavy Vehicle Routes category.
Route Capacity (total lanes)	3 pts – 6 lanes 2 pts – 4 lanes 1 pts – 2 lanes	3 pts – 6 lanes 2.5 pts – 5 lanes 2 pts – 4 lanes 1.5 pts – 3 lanes 1 pts – 2 lanes	Additional breakdown for number of lanes. Point scoring has not changed.
Bus Routes	3 pts – 100 < buses per day 2 pts – 24 < buses per day < 100 1 pts – buses per day < 24	3 pts – 100 < buses per day 2 pts – 50 < buses per day < 100 1 pts – 1 < buses per day < 50 0 pts – 0 < buses per day < 1	Thresholds adjusted on the following basis. 100 bus per day threshold remains the same. 50 bus per day threshold reflects 5 buses per hour for three peak hours in the AM and three peak hours in the PM with 20 buses throughout the off peak periods. No points are awarded for routes which have no bus traffic.
Property Access	No formal guidelines exist. Score at discretion of the Road Classification Manager	3 pts – Number of road intersections >0 AND Number of commercial access points = 0 AND Number of residential access points = 0. 2pts – Sum of number of roadway intersections and number of commercial access points <= 8 AND Number of residential driveways < 2. 1 pts – Sum of commercial access points and residential access points < 10 AND Number of residential access points < 5. 0 pts – All else. PER KILOMETRE BASED.	This category has been formalised with set rules put in place to outline what comes from each category.
Connectivity	3 pts – Class 6 to Class 6 OR Class 1 to Class 6 2 pts – Class 1 to Class 7 OR Class 7 to Class 6 OR Class 7 to Class 7 OR Class 6 to Class 8 1 pts – Class 1 to Class 8 OR Class 8 to Class 7 OR Class 8 to Class 8	3 pts – PD – PD 2 pts – PD – DA/DB/RD, DA/DB/RD – DA/DB/RD 1 pts – PD – LD/AR, LD/AR – LD/AR	Thresholds remain the same. Criteria updated to incorporate the Road Network Hierarchy as opposed to the Austroads Class System.
Pedestrians and Cyclists	4 pts – Cyclists not permitted 3 pts – Poor cycling environment 2 pts – Medium cycling environment 1 pts – Good cycling environment	N/A	Category removed based on feedback from Main Roads WA, WALGA and the South West Working Group prior to the commencement of the Future Roads Project.

APPENDIX B: PRELIMINARY ASSESSMENT OF ROADS IN PERTH AND PEEL

