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D18#827855

Nov 2020

Administrative Classification
Assessment Report

(Standard Template)

Road / Route Name]

Tier 1 and Tier 2 Criteria

ROADS WITHIN THE METROPOLITAN & PEEL REGION SCHEMES

Document Control

This document has the following amendment history:

|  |  |  |  |
| --- | --- | --- | --- |
| **Version** | **Date** | **Author** | **Amendment** |
| Jan 2019 | 10/01/2019 | Ron Tolliday RCM | To consider roads within Non BUA (Built Up Areas). |
| Rev 1 | Nov 2020 | Joanne Cammack A/RCM | Template and Web links updated; Non BUA roads incorporated into BUA criteria; reference to Main Roads internal document “Lane Change Maps” removed; AMMS (Accredited Mass Management Scheme) added. |

Approvals

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| Position | MANAGING DIRECTOR -MAIN ROADS | Date: |
| **Recommended Action:** | Proclamation of **[route]** between **[location and location]** as a State Road.  |

Contents

[1 Introduction 5](#_Toc57284799)

[1.1 Surrounding Area 5](#_Toc57284800)

[1.2 Key Information 5](#_Toc57284801)

[2 Classification Assessment 5](#_Toc57284802)

[2.1 Tier 1 - Main Roads Act 1930 – Desktop check to determine whether a full assessment should be undertaken. 6](#_Toc57284803)

[2.2 Tier 1 - Main Roads Act 1930 – Scoring the Criteria 8](#_Toc57284804)

[2.2.1 Planning and Statutory Requirements 8](#_Toc57284805)

[2.2.2 Transport Requirements 9](#_Toc57284806)

[2.2.3 Traffic Characteristics 10](#_Toc57284807)

[2.2.4 Summary Comment 11](#_Toc57284808)

[3 Tier 2 – Administrative Road Classification Assessment 12](#_Toc57284809)

[3.1 Scoring the Criteria 12](#_Toc57284810)

[3.1.1 Strategic Role – Alignment with State Planning Documentation 12](#_Toc57284811)

[3.1.2 Network Role – RAV Network Routes 13](#_Toc57284812)

[3.1.3 Network Role - Bus Routes / Rapid Transit 14](#_Toc57284813)

[3.1.4 Network Role - Connectivity 15](#_Toc57284814)

[3.1.5 Network Role - Property Access 15](#_Toc57284815)

[3.1.6 Design Function - Route Capacity 16](#_Toc57284816)

[3.1.7 Design Function – Road Classification 17](#_Toc57284817)

[3.1.8 Traffic Volumes - AAWT 17](#_Toc57284818)

[3.1.9 Traffic Volumes - Heavy vehicle numbers 18](#_Toc57284819)

[3.2 Total Score [See Appendix 2]: 18](#_Toc57284820)

[4 Road Network Function and Service Area 19](#_Toc57284821)

[4.1 Main Roads – Road with Similar Function and Service Area 19](#_Toc57284822)

[4.1.1 Proximity of another suitable Local Government road 19](#_Toc57284823)

[4.1.2 Proximity of an existing State Administered road already performing the network function 19](#_Toc57284824)

[4.1.3 Appropriate Land Tenure 19](#_Toc57284825)

[5 Other Considerations 19](#_Toc57284826)

[5.1 Strategic and Regional Development Factors 19](#_Toc57284827)

[5.2 Main Roads - Programmed Major Road Projects 20](#_Toc57284828)

[6 Conclusions and Recommendations 20](#_Toc57284829)

[7 Appendices 21](#_Toc57284830)

[Appendix 1 – Locality Map 22](#_Toc57284831)

[[Insert appropriate map of the road/route] 22](#_Toc57284832)

[Appendix 2 – Assessment Score Sheet 23](#_Toc57284833)

[[Use for calculations and transfer as below] 23](#_Toc57284834)

List of Tables

[Table 1 - Main roads Act Document Requirements 1 8](#_Toc57285300)

[Table 2 - Main Roads Act Document Requirements 2 8](#_Toc57285301)

[Table 3 - Planning/Statutory Criteria 9](#_Toc57285302)

[Table 4 - Transport Criteria 9](#_Toc57285303)

[Table 5 - Tier 1 - current traffic 10](#_Toc57285304)

[Table 6 - Tier 1 - future traffic 11](#_Toc57285305)

[Table 7 - Strategic Criterion 13](#_Toc57285306)

[Table 8 - Heavy Vehicle Network 14](#_Toc57285307)

[Table 9 - Public Transport 15](#_Toc57285308)

[Table 10 - Road Hierarchy Network Connectivity 15](#_Toc57285309)

[Table 11 - Road Access 16](#_Toc57285310)

[Table 12 - Road Access Scoring 16](#_Toc57285311)

[Table 13 - Road Capacity 17](#_Toc57285312)

[Table 14 - Design Function Road Hierarchy 17](#_Toc57285313)

[Table 15 - Traffic Volume 18](#_Toc57285314)

[Table 16 - Heavy Vehicles 18](#_Toc57285315)

[Table 17 - Total Score 19](#_Toc57285316)

[Table 18 - Summary of Analysis 21](#_Toc57285317)

# Introduction

The Criteria used in this assessment were developed following a review by a Working Group with representation from Main Roads, WALGA and Local Government in 2018. The current criteria were designed to reflect the *Main Roads Act 1930* in a modern light considering the current traffic environment and transport network requirements.

The route consisting of **[Name of Road / Route]** between **[Road / location]** and **[Road / location]** has been submitted for reclassification due to **[reason and background].**

**[Insert any details of a previous assessment and the findings].**

## Surrounding Area

**[Name of Road / Route]** forms a **[directional route]** servicing **[location]**. The **[road /route]** is classified as a **[Primary Distributor / Distributor A / Distributor B / other]** under the Road Network Hierarchy.

**[Background of location, projected population / employment growth, strategic or regional significance, relationship to Perth and Peel @ 3.5million (March 2018) sub-regional frameworks and Perth and Peel @3.5million Transport Network March 2018].**

## Key Information

Route Name:

Name of roads forming route: **[Name and road number]**

Local government/s involved:

Start of Route – Cross Street (or end point):

End of Route – Cross Street (or end point):

Length of Route (km):

Assessment requested by**: [Local Government / Future Roads Project, specify other].**

# Classification Assessment

The criteria aim to deliver transparent and streamlined processes and procedures for the administrative road classification assessment, to determine whether a road should come under the care and control of State or Local Government.

A two tier approach is used to take into account the requirements of the *Main Roads Act 1930* as well as considering the functional requirements of the State Road Network. Tier One is a broad filter, outlining a modern interpretation of the *Main Roads Act 1930*. Passing the Tier One Criteria indicates that the route in question warrants a full assessment against all of the Criteria (Tier Two).

Tier Two is a more detailed assessment, using a point scoring criteria method to determine whether a road should become a State administered road.

The assessment criteria within this report have been aligned to the Western Australian Road Hierarchy. Roads that are administered by the State are Primary Distributors (PD) and are further categorised, when necessary, within the assessment as:

* National Land Transport Network (NLTN) - federally identified and funded routes
* Highways – as identified under Section 13(2) of the *Main Roads Act 1930.*
* Main Roads – as identified under Section 13(3) of the *Main Roads Act 1930*.

Other categories of roads within the Road Hierarchy are administered by local government:

* Distributor A
* Distributor B
* Regional Distributor
* Local Distributor
* Access Road

Refer to the *Road Administrative Classification Guidelines (Process and Procedure for Determining the Administrative Classification of Roads in Western Australia)* for further information on undertaking this assessment.

For the purpose of this assessment, Urban roads comprise those roads within the Perth Metropolitan and Peel Region Schemes (MRS/PRS), both within and outside Built Up Areas in the MRS/PRS.

## Tier 1 - Main Roads Act 1930 – Desktop check to determine whether a full assessment should be undertaken.

Tier 1 assessment is to determine that the request for consideration of a road/route for reclassification can be justified and that a full assessment is warranted.

Note: Assessment requests received from the following areas do not necessarily need to meet Tier 1 and can go straight to Full Assessment:

1. Internally from Main Roads
2. A request from elsewhere within the Portfolio.
3. A request from the HMT, other Minister or their offices.

In this scenario, Tier 1 should be omitted.

Requests from elsewhere should meet the Tier 1 requirements. Failure to meet the Tier 1 Criteria will result in the applicant being advised that a full assessment will not be undertaken and that they can re-apply in two years. The applicant can appeal to the Road Classification Manager to reconsider the need to undertake a full assessment (Tier 2).

Under the requirements of Section 13 of the *Main Roads Act 1930*, any road under the care and jurisdiction of Main Roads must meet the following criteria. Note – a decision was made some years ago that all state roads within the Metro/Peel area would be proclaimed as “Highways” under the *Main Roads Act 1930*.

*(2) In considering whether to make any recommendation to the Governor that a road should be declared to be a highway, the Commissioner shall take into account —*

*(a) the moneys available or likely to be available for highways; and*

*(b) whether the road is or will be the direct connection between the capital of this and any other State; or*

*(c) whether the road is or will be the principal route between the capital and the major producing regions of the State; or*

*(d) whether the road is or will be the principal route between 2 or more of the major producing regions or major centres of population of the State; or*

*(e) whether the road is or will be the principal route for high volume traffic movements within large urban areas.*

To meet the requirements of the *Main Roads Act 1930* the route under assessment needs to meet certain document requirements. The route under consideration also needs to meet current AAWT (Annual Average Weekday Traffic) or predicted AADT (Annual Average Daily Traffic) PCU adjusted requirements.

A selection of documents has been identified to best represent the three categories of assessment. The documentation requirements are outlined in Table 1.

|  |  |
| --- | --- |
| **Category** | **Document** |
| Planning | State Planning Policy 5.4 (SPP5.4): Road and Rail Transport Noise and Freight Considerations in Land Use Planning – Primary Freight Roads and Rail Routes **Schedule 3** - Listed as a Primary Freight Road currently or in the future * Refer to [Schedule 3](https://www.dplh.wa.gov.au/getmedia/d122172e-f1fc-4fd8-a58c-5965cafca21e/SPP_5-4_Schedule_3_Metro_Map) at the link to all SPP 5.4 documents: [SPP 5.4 link](https://www.dplh.wa.gov.au/spp5-4)
 |
|  | Perth & Peel @ 3.5 Million Sub-Regional Structure Plans– Shown in Perth & Peel @ 3.5 Million Sub Regional Structure Plans March 2018 (Central, North-East, North-West, or South Metro/Peel) as either proposed or current Primary Distributors. * Link to North-west Planning Framework (Plan 1, page 15): [North-West\_Sub\_Region\_March2018](https://www.dplh.wa.gov.au/getmedia/0c8b1bf4-5fc7-4bd0-946f-156cb78016d3/FUT-PP-North-West_Sub_Region_March2018)
* Link to North-east Planning Framework (Plan 1, page 17): [North-East\_Sub\_Region\_March2018](https://www.dplh.wa.gov.au/getmedia/0c8b1bf4-5fc7-4bd0-946f-156cb78016d3/FUT-PP-North-West_Sub_Region_March2018)
* Link to South/Peel Planning Framework (Plan 1, page 17): [South\_Metro\_Peel\_Sub\_Region\_March2018](https://www.dplh.wa.gov.au/getmedia/0c8b1bf4-5fc7-4bd0-946f-156cb78016d3/FUT-PP-North-West_Sub_Region_March2018)
* Link to Central: (Plan 8, page 57): [Central Sub-Region Part 2 March2018](https://www.dplh.wa.gov.au/getmedia/7ea08c05-32f1-43dc-8c9b-29184ef5292c/FUT_PP-Central_Sub_Region_March2018_v2_part2)
* Link to Spatial plan: (Go to page 29): <https://www.dplh.wa.gov.au/getmedia/404a6895-f6ec-4829-87df-8de5b80075b8/FUT-PP-Perth_and_Peel_Sub_Region_March2018_v2>
 |
|  | Identified as a ***Location of Strategic Significance*** (Not a document) \*\*\* |
| Statutory | Metropolitan Region Scheme / Peel Region Scheme – Shown as Other Regional Road (ORR) * Link to DPLH Combined MRS/PRS: [Region Scheme Maps](https://www.dplh.wa.gov.au/information-and-services/mapping/region-scheme-maps/)
 |
| Transport | The **Public Transport** Map on each of the above listed Sub Region Plan. (High Priority Transport Corridor Only)Links: As above Sub-Regional Perth & Peel @ 3.5 Million Sub-Regional Structure Plans – Shown in Perth & Peel @ 3.5 Million Sub Regional Structure Plans (Central, North-East, North-West, or South Metro/Peel) – specific pages as below:* Link to Plan 5 Public Transport (page 37): [North-West\_Sub\_Region\_March2018](https://www.dplh.wa.gov.au/getmedia/0c8b1bf4-5fc7-4bd0-946f-156cb78016d3/FUT-PP-North-West_Sub_Region_March2018)
* Link to Plan 5 Public Transport (page 43): [North-East\_Sub\_Region\_March2018](https://www.dplh.wa.gov.au/getmedia/0c8b1bf4-5fc7-4bd0-946f-156cb78016d3/FUT-PP-North-West_Sub_Region_March2018)
* Link to Plan 5 Public Transport (Page 45): [South\_Metro\_Peel\_Sub\_Region\_March2018](https://www.dplh.wa.gov.au/getmedia/0c8b1bf4-5fc7-4bd0-946f-156cb78016d3/FUT-PP-North-West_Sub_Region_March2018)
* Link to Plan 7 Public Transport (Page 55): [Central Sub-Region Part 2 March2018](https://www.dplh.wa.gov.au/getmedia/7ea08c05-32f1-43dc-8c9b-29184ef5292c/FUT_PP-Central_Sub_Region_March2018_v2_part2)
 |
|  | Perth and Peel@3.5million - The Transport NetworkMarch2018* Link: [Perth\_Peel\_3.5million\_Transport Network\_2018.](https://www.transport.wa.gov.au/mediaFiles/projects/PROJ_P_Perth_Peel_3.5million_TransportNetwork.pdf)
 |
|  | RAV Network - Is the route on the RAV Network (Category 2 or higher)? – Map available on the Main Roads website.* Link: [**hvsnetworkmap**](https://mrapps.mainroads.wa.gov.au/hvsnetworkmap)(RAV Network)
* PDF maps also available: Please request this information from the MRWA Road Classification Section
 |
|  | Network Hierarchy - Is the route a Regional Distributor or a Distributor A or B? – Map available as a layer in IMS and also on Main Roads website.* Link: [RIM Mapping](https://mrapps.mainroads.wa.gov.au/publicmaps/rim)
* Also available as a Shape file for GIS mapping: Please request this information from the MRWA Road Classification Section
 |

Table 1 - Main roads Act Document Requirements 1

**\* Note:** If the route connects to a *Location of Strategic Significance* such an airport (high passenger or freight movements) OR public or commercial port (high freight of passenger movements) OR major intermodal freight facility OR other locations as identified by the Road Classification Manager as being of major or State significance, then this is deemed to meet the document criteria with a full score of 4 and the route will be deemed to require a full assessment irrespective of traffic counts.

To meet the document criteria, the route under assessment must meet the following requirements.

|  |  |
| --- | --- |
| Category | Criteria |
| Planning/Statutory | One document / item from either category |
| Transport | Two documents from this category |

Table 2 - Main Roads Act Document Requirements 2

In addition to meeting the document requirements, the route under consideration must meet a minimum PCU adjusted traffic volume criteria of 20,000 vpd (AAWT). This can be measured at any traffic count site on the route under consideration.

## Tier 1 - Main Roads Act 1930 – Scoring the Criteria

This section determines whether the route under consideration meets the requirements of Section 13 of the Main Roads Act 1930.

If the route under consideration meets the criteria outlined in section 2.1 and 2.2, the full road classification assessment will be performed.

### Planning and Statutory Requirements

The criteria in this section reflect the current planning and statutory environment as applied to urban areas in the Perth Metropolitan region.

**Please indicate which documentation the route under assessment is part of.**

|  |  |  |  |
| --- | --- | --- | --- |
| **Category** | **Document** | **Makes an appearance?(YES/NO)** | **Detail (If Applicable)** |
| Planning | State Planning Policy 5.4 - [Schedule 3](https://www.dplh.wa.gov.au/getmedia/d122172e-f1fc-4fd8-a58c-5965cafca21e/SPP_5-4_Schedule_3_Metro_Map)  |  |  |
|  | Perth & Peel @ 3.5 Million Planning Frameworks March 2018 as per Table 1: [Sub\_Regional\_Plans](https://www.dplh.wa.gov.au/perth-and-peel-%40-3-5-million-frameworks) |  |  |
|  | Location of Strategic Significance (not a document) |  | **[Sufficient justification must be provided. If sufficient, mark as ‘Yes’]** |
| Statutory | Link to Combined MRS/PRS: [Region Scheme Maps](https://www.dplh.wa.gov.au/information-and-services/mapping/region-scheme-maps/)Also available as a Shapefile for GIS mapping. |  |  |
|  | Total (Sum of Yes) |  |  |

Table 3 - Planning/Statutory Criteria

If the total number of ‘Yes’ in Table 3 is greater or equal to one, the route under assessment meets this criterion.

Note – Scoring is NOT proportional for Tier 1.

**[Please provide comment] (If required)]**

**Score: [Sum of Yes]**

### Transport Requirements

This criterion is designed to reflect the current transport oriented planning environment as applied to urban areas in the Perth Metropolitan region.

**Please indicate which documentation the route under assessment is part of.**

|  |  |  |  |
| --- | --- | --- | --- |
| **Category** | **Document** | **Appearance (YES/NO)** | **Detail (If Applicable)** |
| Transport | Perth and Peel@3.5million – The Transport Network March 2018 – **2050 Road Networks** - Figure 3, 6, 9 or 12 (page 10,15,21 or 27) Link: [Perth\_Peel\_3.5million\_Transport Network\_2018.](https://www.transport.wa.gov.au/mediaFiles/projects/PROJ_P_Perth_Peel_3.5million_TransportNetwork.pdf)  |  |  |
|  | Perth and Peel@3.5million – The Transport Network March 2018– **2050 Freight Networks** - Figure 4, 7, 10 or 13 (page 11,16,22 or 28). Link: [Perth\_Peel\_3.5million\_Transport Network\_2018.](https://www.transport.wa.gov.au/mediaFiles/projects/PROJ_P_Perth_Peel_3.5million_TransportNetwork.pdf) |  |  |
|  | [RAV Network](https://mrapps.mainroads.wa.gov.au/hvsnetworkmap) - Category 2 or higher. PDF maps are also available. These can be requested from the MRWA Road Classification Section.  |  |  |
|  | [Road Network Hierarchy](https://mrapps.mainroads.wa.gov.au/publicmaps/rim) - Categorised as either Distributor A, Distributor B or Regional Distributor. Shape files for GIS mapping are also available. These can be requested from the MRWA Road Classification Section |  |  |
|  |  |  |  |
|  | Total (SUM of YES) |  |  |

Table 4 - Transport Criteria

If the total number of ‘Yes’ in Table 4 is greater or equal to two, the route under assessment meets this criterion.

**[Please provide comment] (If required)**

**Score: [Sum of Yes]**

### Traffic Characteristics

To meet this requirement, two conditions can occur.

1. Current PCU Adjusted AAWT anywhere along the route in excess of 20 000 vpd

[must be within the two financial years prior to current – e.g. if assessment occurs in Oct 2017 (2017/18 FY) traffic counts must be no older than from the 2015/16 Financial Year – If it is not possible to obtain current counts then older counts from up to five years previous may be used but adjusted by compounding at 5% per annum to the current year as an indication for Tier 1 only. Current traffic counts would need to be obtained for any full assessment.]

1. Predicted PCU Adjusted AADT for 15 years from the current year, anywhere along the route in excess of 20,000 vpd.

The table below should be used to more accurately reflect vehicles on the roads within Western Australia for adjusting the AADT count.

|  |  |  |
| --- | --- | --- |
| **Austroad****Class** | **Max Length in W.A.** | **Passenger Car Unit** |
| 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.

**The procedure for PCU adjustment can also be requested from the MRWA Road Classification Section.**

Traffic counts can be located at [TrafficMap](https://mrapps.mainroads.wa.gov.au/TrafficMap/)

To establish a baseline for this analysis, please fill in Table 5.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Location (distance from, and cross street)** | **AAWT (vpd)** | **% Heavy Vehicles (Austroads class 3 and above)** | **PCU Adjusted AAWT (vpd)** | **Month/Year of Count** | **Site Number** |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
| Maximum |  |  |  |   |  |

Table 5 - Tier 1 - current traffic

If the Maximum current PCU Adjusted AAWT is less than 20,000vpd, a predicted PCU Adjusted AADT is used.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Location** | **AADT** | **% Heavy Vehicles** | **PCU Adjusted AAWT** | **Year of Predicted Count** |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
| Maximum |  |  |  |  |

Table 6 - Tier 1 - future traffic

If the maximum PCU Adjusted AAWT / AADT either current or predicted is greater or equal to 20,000vpd, the route under assessment meets this criterion.

**[Please provide comment] (If required)**

### Summary Comment

The route under assessment **[meets / does not meet]** the Tier 1 requirements, suggesting it **[meets / does not meet]** the requirements of the Main Roads Act 1930 (WA) and therefore **[warrants / does not warrant]** a full administrative road classification assessment.

***Note:*** *If the route connects to a Location of Strategic Significance such an airport (high passenger or freight movements) OR public or commercial port (high freight of passenger movements) OR major intermodal freight facility OR other locations as identified by the Road Classification Manager as being of major or State significance, the route can be considered for a full assessment (irrespective of current or predicted traffic volumes).*

# Tier 2 – Administrative Road Classification Assessment

## Scoring the Criteria

Prior to scoring the Administrative Road Classification Assessment, the route under assessment should meet the criteria specified under Tier 1.

The full administrative road classification assessment provides a point based score system to evaluate whether the route under consideration meets the functional requirements of a road, which should be under the care and jurisdiction of Main Roads.

The criteria are grouped into the following categories

* Strategic Role
* Network Role
* Design Function
* Traffic Volumes

Unless otherwise stated, all scores are awarded proportional to the length of the route.

### Strategic Role – Alignment with State Planning Documentation

To determine the relative importance of a route within the State Road Network the following strategic documents should be checked.

The score for strategic role is the sum of the proportion of the route under assessment as shown on each of the following documents.

* State Planning Policy 5.4: Road and Rail Transport Noise and Freight Considerations in Land Use Planning: Link here: [Schedule 3](https://www.dplh.wa.gov.au/getmedia/d122172e-f1fc-4fd8-a58c-5965cafca21e/SPP_5-4_Schedule_3_Metro_Map)
* Perth & Peel @ 3.5 Million – Sub Regional Planning Frameworks March 2018 – **Regional Roads**. Link here: [**Sub regional plans**](https://www.planning.wa.gov.au/10586.aspx)
* Metropolitan Region Scheme/Peel Region Scheme. Link here: [Region Scheme Maps](https://www.dplh.wa.gov.au/information-and-services/mapping/region-scheme-maps/)
* Perth and Peel@3.5million – The Transport Network March 2018– **2050 Public Transport Network.** *Proposed high-priority or high frequency transit*. Figure 2, 5, 8 or 11 (page 9, 14, 20 or 26). Link here: [Perth\_Peel\_3.5million\_Transport Network\_2018.](https://www.transport.wa.gov.au/mediaFiles/projects/PROJ_P_Perth_Peel_3.5million_TransportNetwork.pdf)
* Perth and Peel@3.5million – The Transport Network March 2018– **2050 Freight Network**. Figure 4, 7, 10 or 13 (page 11, 16, 22 or 28). Link here: [Perth\_Peel\_3.5million\_Transport Network\_2018.](https://www.transport.wa.gov.au/mediaFiles/projects/PROJ_P_Perth_Peel_3.5million_TransportNetwork.pdf)

The score is awarded based on the sum of the proportion of each document the route meets.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Category** | **Total length of route under assessment (km)**  | **Document (and link)** | **Length of route that meets document criteria (km)** | **Proportion of route that meets criteria (*length meets criteria / total length)***  |
| Planning |  | State Planning Policy 5.4: Road and Rail Transport Noise and Freight Considerations in Land Use Planning -[Schedule 3](https://www.dplh.wa.gov.au/getmedia/d122172e-f1fc-4fd8-a58c-5965cafca21e/SPP_5-4_Schedule_3_Metro_Map) |  |  |
|  | Perth & Peel @ 3.5 Million 2018 -– **Regional Roads** - [Sub\_Regional\_Plans](https://www.dplh.wa.gov.au/perth-and-peel-%40-3-5-million-frameworks) |  |  |
|  | Location of Strategic Significance (not a document)\*\* |  |  |
| Statutory | Metropolitan Region Scheme/Peel Region Scheme - [Region Scheme Maps](https://www.dplh.wa.gov.au/information-and-services/mapping/region-scheme-maps/) |  |  |
| Transport | Perth and Peel@3.5million – The Transport Network March 2018– **2050 Public Transport Network.** High Priority Transit Route Or High Frequency Public Transit) - [Perth\_Peel\_3.5million\_Transport Network\_2018.](https://www.transport.wa.gov.au/mediaFiles/projects/PROJ_P_Perth_Peel_3.5million_TransportNetwork.pdf) |  |  |
|  | Perth and Peel@3.5million – The Transport Network March 2018– **2050 Freight Network** - [Perth\_Peel\_3.5million\_Transport Network\_2018.](https://www.transport.wa.gov.au/mediaFiles/projects/PROJ_P_Perth_Peel_3.5million_TransportNetwork.pdf) |  |  |
|  | **[Total Length] \*** |  | **[Sum Lengths Meeting Criteria]\*\*** |  |
| **Cumulative Sum of Proportions****Total Score (based on scoring table above)** | **[Cumulative Sum proportions] \*\*\*** |
| **Max 4.0**  |

Table 7 - Strategic Criterion

##If the route connects to a *Location of Strategic Significance* such an airport (high passenger or freight movements) OR public or commercial port (high freight of passenger movements) OR major intermodal freight facility OR other locations as identified by the Road Classification Manager as being of major or State significance, then this is deemed to meet the document criteria with a full score of 4.

***(Note: Cumulative Sum proportions\*\*\**** *should equal* ***Sum Lengths Meeting Criteria \*\**** *divided**by* ***Total Length \*)***

**[Please provide comment]**

**Score: [0 – 4 based on scoring table]:**

### Network Role – RAV Network Routes

The movement of goods by heavy vehicles is vital to the economy. Main Roads issues permits for vehicles exceeding 19m in length or 42.5 tonnes gross mass. The permit based system is called the Restricted Access Vehicle (RAV) Network. B Doubles and articulated vehicles with one trailer are known as “long vehicles”. Vehicles longer than 30m are known as “road trains”.

If the RAV Network category is not constant over the entire length of the assessed route, a distance average shall be used.

Designated road train and long vehicle routes (refer RAV Network) are scored as follows:

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **RAV Network** | **Score** | **Total length of route (km)** | **Length of each RAV section (km)** | **Proportion of Route *(RAV section / total length)*****[sum of sections – Total = 1.00]** | **Score by Proportion of Route *(Proportion\*Score)*** |
| RAV5/6/7/8 | 3.00 |  |  |  |  |
| RAV 3/4 | 2.00 |  |  |  |
| RAV 2 | 1.00 |  |  |  |
| No RAV Network | 0.00 |  |  |  |
| AMMS Network | 0 to 0.30 |  |  |  |  |
| **Total** |  | [Total length] | [= Total length] | **1.00** | **[Total score:** **0.00 – 3.30]** |

Table 8 - Heavy Vehicle Network

In addition, if the route under assessment is part of the Accredited Mass Management Scheme (AMMS), the following additional points are allocated: AMMS Level 1 - additional 0.1; Level 2 - additional 0.2; Level 3 - additional 0.3

**[Please provide comment]**

**Score: [0 – 3.30]**

### Network Role - Bus Routes / Rapid Transit

The Public Transport Authority (PTA) determine major bus routes with the emphasis on bus mobility and serving important bus terminals. Weekday counts are to be used.

* A high traffic bus route is defined as any section of a route, which provides for 100 or more bus trips per day.
* A medium traffic bus route is defined as any section of a route, which provides for 50 to 100 bus trips per day.
* A low traffic bus route is defined as any section of a route, which provides for 1 to 50 bus trips per day.

The cut off point of 50 bus trips was selected as it reflects 5 bus trips per hour for 3 hours in AM peak and 3 hours in PM peak and 20 bus trips during the remaining 18 hours of the day.

Shapefile available at Transperth website location <http://www.transperth.wa.gov.au/About/Spatial-Data-Access>

Network maps are available: https://www.transperth.wa.gov.au/Journey-Planner/Network-Maps

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Category** | **Score** | **Total length (km)** | **Length of PT section (km)** | **Proportion of route (PT section/total)** | **Score by Proportion of Route**  **(Proportion\*score)** |
| 100+ Buses per day | 3.00 |  |  |  |  |
| 50 – 100 Buses per day | 2.00 |  |  |  |
| 1 – 50 Buses per day | 1.00 |  |  |  |
| 0 – 1 Buses per day | 0.00 |  |  |  |
| Total |  | **[Total length]** | **[=Total length]** | **Sum = 1.00** | **[Total score] [0.00 – 3.00]** |

Table 9 - Public Transport

**[Please provide comment]**

**Score: [0.00 – 3.00]**

### Network Role - Connectivity

Maintaining network connectivity is a key part of the expanding State Road network. To this end, connecting existing State roads is given higher priority than connecting existing State roads with lower order roads.

[Scoring relates to the classification of the ***connecting*** roads at either end of the route, e.g. if the route connects at one end to a Primary Distributor and at the other end to Distributor B, the score would be 2.00]

|  |  |
| --- | --- |
| **Category\*** | **Score** |
| PD – PD | 3.00 |
| PD – DA/DB/RD, DA/DB/RD – DA/DB/RD | 2.00 |
| PD – LD/AR, DA/DB/RD/LD - LD | 1.00 |

Table 10 - Road Hierarchy Network Connectivity

\*Based on The Main Roads Road Hierarchy:

PD Primary Distributor

DA District Distributor A

DB District Distributor B

RD Regional Distributor

LD Local Distributor

AR Access Road

**[Please provide comment]**

**Score: [1 – 3]**

### Network Role - Property Access

Property access gives a strong indication as to the nature of the traffic flow on the route under assessment. More access points interrupt the flow of traffic as vehicles enter and exit. This leads to a reduction is traffic through-flow.

The three categories recorded are:

* 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.

The total number of each category (residential, commercial and intersection) are counted and divided by the length of the route to give average per kilometre over the length of the route. [Note: for this process it is necessary to view the route using aerial imagery using GIS (or similar)].

The following rules are applied when scoring this criterion:

|  |  |
| --- | --- |
| **Category** | **Score** |
| No Access* Number of intersections = 0
* Number of commercial access points = 0 AND
* Number of residential access points = 0
 | 3 |
| Limited Access (1)* Sum of number of intersections and number of commercial access points <=8/km AND
* Number of residential access points < 2/km
 | 2 |
| Limited Access (2)* Sum of number of intersections and number of commercial access points < 10/km AND
* Number of residential access points < 5/km
 | 1 |
| Unlimited Access* All else
 | 0 |

Table 11 - Road Access

**Scoring:**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Count of total access points along full length for each category** | **Total length (km)** | **Number of access****points**  | **Access points / kilometre (*number / total length of route in km)*** | **Score** |
| Intersections |  |  |  |  |
| Commercial access |  |  |
| Residential driveways |  |  |
|  | **[Total length]** |  |  | **[3 OR 2 OR 1 OR 0]** |

Table 12 - Road Access Scoring

**[Please provide comment]**

**Score: [0 – 3]**

### Design Function - Route Capacity

Roads of a higher classification tend to have higher capacities. Capacity has been related to the number of trafficable lanes.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **No of traffic lanes** | **Score** | **Total length of route (km)** | **Length of section (km)** | **Proportion of route (Section / Total length)** | **Score by Proportion of Route (length of section / total length) \* score** |
| 6 lanes | 3.00 |  |  |  |  |
| 5 lanes | 2.50 |  |  |  |
| 4 lanes | 2.00 |  |  |  |
| 3 lanes | 1.50 |  |  |  |
| 2 lanes | 1.00 |  |  |  |
| Less than 2 standard lanes | 0.00 |  |  |  |  |
| **Total** |  | **[Total]** | **[=Total]** | **1.00** | **[Total score] [0 – 3]** |

Table 13 - Road Capacity

**[Please provide comment]**

**Score: [1.00 – 3.00]**

### Design Function – Road Classification

Road Hierarchy systems are used around the world to indicate the operating function of a road within a road network. Lower order roads act as feeder and collector roads, typically collecting neighbourhood and suburban traffic. Higher order roads tend to act as through roads, collecting traffic from lower order roads and facilitating high speed high volume traffic movements.

Higher order Local Government Roads are given priority over lower order Local Government roads and this is reflected in the scoring below.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Road Hierarchy** | **Score** | **Total Length (km)** | **Section length (km)** | **Proportion of total *(Section / total)*** | **Score by Proportion of Route** |
| Regional Distributor | 3.00 |  |  |  |  |
| Distributor A | 3.00 |  |  |  |  |
| Distributor B | 2.00 |  |  |  |
| Local Distributor | 1.00 |  |  |  |
| Access Road | 0.00 |  |  |  |
| **Total Score** |  | **[Total]** | **[=Total]** | **1.00** | **[0.00 – 3.00]** |

Table 14 - Design Function Road Hierarchy

**[Please provide comment]**

**Score: [0.00 – 3.00]**

### Traffic Volumes - AAWT

As an indicator of the more heavily trafficked routes, an AAWT figure of 20,000vpd to 25,000vpd is used.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **AAWT (PCU Adjusted)** | **Score** | **Total Length (km)** | **Section length (km)** | **Proportion of total *(Section / total)*** | **Score by Proportion of Route** |
| 25,000+ vpd | 2.00 |  |  |  |  |
| 20,000 vpd - 25,000 vpd | 1.50 |  |  |  |
| 15,000 vpd – 20,000 vpd | 1.00 |  |  |  |
| 10,000 vpd – 15,000 vpd | 0.50 |  |  |  |
| 0 vpd – 10,000 vpd  | 0.00 |  |  |  |
| Total |  | **[Total]** | **[=Total]** | **1.00** | **[0.00 – 2.00]** |

Table 15 - Traffic Volume

Refer to PCU adjustment table at 2.2.3

**[Please provide comment]**

**Score: [0.00 – 2.00]**

### Traffic Volumes - Heavy vehicle numbers

The more important routes used by commercial vehicle operators are reflected by heavy vehicle numbers.

A “heavy vehicle” is defined as a vehicle over 4.5 tonnes gross mass. The traffic counting system adopted by MRWA uses an Austroads classification system and Class 3 vehicles (2 axle truck or bus equal to or over 4.5 tonnes gross vehicle mass) and above have been adopted as a “heavy vehicle” for the purpose of this criterion score.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| ***Number of Heavy Vehicles*** | ***Score*** | **Total Length (km)** | **Section length (km)** | **Proportion of total *(Section / total)*** | **Score by Proportion of Route** |
| > 1 000 vpd | 2.00 |  |  |  |  |
| 500 vpd – 1,000 vpd | 1.50 |  |  |  |
| 50 vpd - 500 vpd | 1.00 |  |  |  |
| < 50 vpd | 0.00 |  |  |  |  |
| Total |  | **[Total]** | **[=Total]** | **1.00** | **[1.00 – 2.00]** |

Table 16 - Heavy Vehicles

Note: Refer to traffic map download section: <https://trafficmap.mainroads.wa.gov.au/map>

**[Please provide comment]**

**Score: [1.00 – 2.00]**

## Total Score [See Appendix 2]:

|  |  |  |
| --- | --- | --- |
| **Criteria** | **Score** | **Total (Scaled and Weighted)** |
| Strategic |  |  |
| Network |  |  |
| Design |  |  |
| Traffic |  |  |
| **Total** |  |  |

Table 17 - Total Score

The total score for all criteria (Strategic, Network, Design Function and Traffic Volumes) is ***n,*** weighted to ***n*,** which is **above / below** the threshold required for a State Road.

# Road Network Function and Service Area

## Main Roads – Road with Similar Function and Service Area

The intention behind the State road network as outlined in Section 13 of the Main Roads Act 1930 is to connect people to people, regions to regions and freight sources to intermodal or transport hubs. With this in mind, it is important to note whether the route under assessment performs a similar function within a similar area already serviced by a State road. Roads which service the same area as an existing State road will be subject to examination in greater detail and on that basis, the recommendation may be made to not transfer jurisdiction.

### Proximity of another suitable Local Government road

It should be determined that if another Local Government road may perform the State network function in the vicinity, then a determination should be made regarding which road should be considered for assessment to become a State Administered road.

**[Please provide comment]**

### Proximity of an existing State Administered road already performing the network function

A check should also be done to determine if an existing State road performs the network function. If so, then the road under consideration should remain a Local Government road. Unless it can be determined that different functions are performed that still meet the requirements for a road to become State Administered, then a road should not run in parallel to an existing road less than 2 kms from an existing State road.

**[Please provide comment]**

### Appropriate Land Tenure

Land tenure needs to be checked to determine that proclamation is legally made. Usually the land should be a declared road reserve over crown land.

**[Please provide comment]**

# Other Considerations

The purpose of this section is to provide an overview of any other considerations, which need to be taken into account as part of the assessment of this route.

## Strategic and Regional Development Factors

This sub-section contains description, analysis and assessment of the road against strategic and regional development assessment factors. Examples include: regional tourist attractions, strategic resource areas or areas of strategic defence/national security importance.

*Locations of Strategic Significance* include airports (high passenger or freight movements) OR public or commercial port (high freight of passenger movements) OR major intermodal freight facility OR other locations as identified by the road classification assessment as being of major or State significance.

**[Please provide comment]**

## Main Roads - Programmed Major Road Projects

Main Roads has a vested interest in the development and evolution of the State Road Network. This is influenced by numerous factors over the political and economic landscape. As a by-product, Main Roads Planning and Technical Services may have projects in development, which need to be taken into account.

**[Please provide comment]**

# Conclusions and Recommendations

**Summary of Analysis.**

|  |  |
| --- | --- |
| **Consideration** | **Finding** |
| Section 13 of the Main Roads Act 1930 – Modern Interpretation | *Deemed to meet OR Does not meet the requirements of the Main Roads Act 1930 as outlined in the assessment.*  |
| Other Considerations | *[Comments as relevant]* |

Table 18 - Summary of Analysis

**[Please provide comment]**

The route under assessment **[meets / does not meet]** the requirements for both Tier 1 and Tier 2 of the administrative road classification assessment suggesting it **[should / should not]** be proclaimed as a State Road and come under the care and jurisdiction of Main Roads Western Australia.

This is further supported by …..

**RECOMMENDATION**

It is recommended that **[**Road X between (location) and (location)] …..

# Appendices

|  |  |
| --- | --- |
| **Appendix 1** | Locality Map |
| **Appendix 2** | Assessment Score Sheet |
| **Appendix 3** | Supporting Information (if applicable) |

**Appendix 1 – Locality Map**

[Insert appropriate map of the road/route]

**Appendix 2 – Assessment Score Sheet**

Summarises the individual scores, applies the scale and weighting factors and calculates an overall score for the road. [Road name] achieves a classification **assessment score of [n]**, which [puts / does not put] it in the **Primary Distributor** category.

[Use for calculations and transfer as below]

