



ROAD STRATEGY

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Glossary of Terms and Acronyms

Term / Acronym	Definition
Asset Preservation	Activities undertaken to maintain the condition of an asset and extend its service life before major renewal or reconstruction is required.
BCR	Benefit Cost Ratio – An economic assessment used to evaluate the value for money of proposed infrastructure projects. Commonly required for road funding applications.
Bridge Management Plan	The Shire's strategic document for managing bridge inspections, maintenance, renewal and replacement.
Capital Works	Construction, renewal or upgrade projects that improve or extend the life of infrastructure assets.
CBA	Cost Benefit Analysis – An economic assessment comparing the costs and benefits of a proposed project to determine its overall value.
Condition Assessment	An inspection undertaken to assess the physical condition and performance of an asset.
Council	The Shire of Cranbrook Council.
CRF	Commodity Route Funding – A State funding program supporting roads that service significant commodity freight movements, including grain, timber and agricultural products.
DBCA	Department of Biodiversity, Conservation and Attractions.
DFES	Department of Fire and Emergency Services.
Direct Grants (DG)	Annual State Road funding provided directly to Local Governments under the State Road Funds to Local Government Agreement (SRFLGA) to support road preservation and maintenance.
DRF	Disaster Ready Fund – Australian Government funding program supporting projects that improve disaster resilience and reduce future disaster risk.
DRFAWA	Disaster Recovery Funding Arrangements Western Australia – Funding arrangements that assist with the restoration of essential public assets following eligible natural disaster events.
DWER	Department of Water and Environmental Regulation.
FAGs	Federal Assistance Grants – Untied Australian Government funding allocated annually to Local Governments through the Western Australian Local Government Grants Commission.
Forward Works Program	A planned schedule of maintenance, renewal and capital works projects over a defined period.
GSRRG	Great Southern Regional Road Group.
Heavy Vehicle	Vehicles including rigid trucks, articulated vehicles, road trains and other commercial freight vehicles.
HVS	Heavy Vehicle Services – The Main Roads Western Australia business unit responsible for managing Restricted Access Vehicle (RAV) access and permits.
LG	Local Government.
LOS	Level of Service – The standard of service the Shire aims to provide for a road based on its function, traffic demand, safety, condition and community expectations.

Term / Acronym	Definition
Main Roads WA (MRWA)	The Western Australian Government agency responsible for managing the State road network and administering a range of local government road funding programs.
NAASRA	National Association of Australian State Road Authorities – The former functional road classification system that forms the basis of Western Australia's road hierarchy.
Network Resilience	The ability of the road network to withstand, respond to and recover from natural disasters, climate impacts and increasing transport demands.
Pavement	The structural layers of a road that support traffic loads, including both sealed and unsealed road surfaces.
RAV	Restricted Access Vehicle – Heavy vehicles that require approved access to operate on designated roads.
Rehabilitation	Major works undertaken to restore the structural condition of an existing road without full reconstruction.
Reseal	The application of a new bituminous seal to an existing sealed road to protect the pavement and extend its service life.
Resheeting	The replacement of the gravel wearing course on an unsealed road to restore pavement shape, strength and ride quality.
Road Hierarchy	A classification system that groups roads according to their primary function and guides maintenance standards, Levels of Service and investment priorities.
Road User	Any person using the road network, including motorists, freight operators, cyclists, pedestrians, agricultural machinery, school buses and emergency services.
Roads 2040	Regional Strategies for Significant Local Government Roads (Roads 2040) – The strategic regional planning framework identifying roads of regional significance that are eligible for Regional Road Group Road Project Grant funding.
Road Project Grant (RPG)	Regional Road Group funding available under the State Road Funds to Local Government Agreement for eligible Roads 2040 projects.
RSA	Road Safety Audit – An independent assessment undertaken to identify existing or potential road safety issues and recommend improvements.
RRG	Regional Road Group – A regional committee responsible for prioritising and recommending local road funding under the State Road Funds to Local Government Agreement.
R2R	Roads to Recovery – Australian Government funding program supporting the maintenance, renewal and upgrade of local roads.
RRDS	Regional Road Development Strategy – The former name of the regional planning document now known as Roads 2040.
Routine Maintenance	Planned maintenance activities undertaken to preserve the road network, including grading, patching, drainage maintenance and vegetation management.
SAC	State Advisory Committee – Committee established under the State Road Funds to Local Government Agreement that oversees the Regional Road Group framework and funding recommendations.
SLRIP	Safer Local Roads and Infrastructure Program – Australian Government funding program supporting road safety and transport infrastructure improvements on local roads.

Term / Acronym	Definition
SRFLGA	State Road Funds to Local Government Agreement – The agreement between the State Government, Main Roads Western Australia and Local Government governing the distribution of State Road funding.
Traffic Count	The collection of traffic volume and vehicle classification data used for road planning, road classification and funding applications.
WALGA	Western Australian Local Government Association.
WALGGC	Western Australian Local Government Grants Commission – The statutory authority responsible for distributing Federal Assistance Grants to local governments in Western Australia and administering elements of State bridge funding programs.

1. Executive Summary

The Shire of Cranbrook's road network plays a critical role in supporting community connectivity, economic activity, freight efficiency, emergency access, and regional development. Roads provide the essential transport links that enable the safe and efficient movement of people, goods and services throughout the shire and beyond.

Across Western Australia, the road network operates within a functional hierarchy. At the regional level, highways and major freight routes facilitate the movement of high traffic volumes over longer distances and are generally managed by the State Government through Main Roads Western Australia. In contrast, local roads and rural access roads primarily provide property access, connectivity between local districts, and links to the broader regional transport network. These roads are typically managed by Local Government and are characterised by lower traffic volumes, greater direct property access, and varying service demands.

As the custodian of an extensive local road network, the Shire is responsible for managing these assets in a safe, sustainable and financially responsible manner. Contemporary asset management legislation and integrated planning requirements place increasing emphasis on evidence-based decision making, long-term financial planning, and the implementation of structured Asset Management Plans to support sustainable service delivery.

This Road Strategy has been developed to provide a strategic framework for the planning, management, maintenance and renewal of the Shire's road infrastructure assets. The strategy establishes a clear road hierarchy, defines the functional role of different road categories, and outlines appropriate levels of service based on road function, traffic demand, risk, safety, and community expectations.

Through this strategy, the Shire aims to support informed decision making, improve transparency in infrastructure investment, align service levels with available resources, and guide the sustainable management of the road network into the future.

2. Objectives

The purpose of the road hierarchy is to establish a consistent framework for the classification, management and prioritisation of roads throughout the Shire of Cranbrook. The hierarchy recognises that roads perform different functions within the transport network and therefore require different levels of investment, maintenance standards and service delivery outcomes.

The road hierarchy supports the development and implementation of appropriate Levels of Service (LOS) for each road category, ensuring that maintenance and construction activities are undertaken in a manner that is practical, financially sustainable and aligned with community needs and network function. Specifically, the road hierarchy aims to:

- a) Provide guidance to Council and Shire staff in the preparation of annual budgets, works programs and the allocation of resources for road maintenance, renewal and upgrade activities.
- b) Establish consistent and fit-for-purpose standards for road construction and maintenance that balance whole-of-life costs, network function, risk, safety and community expectations.
- c) Support transparent and evidence-based decision making in relation to road investment priorities and service delivery.
- d) Assist in the long-term preservation and sustainability of the Shire's road network through planned and prioritised maintenance practices.
- e) Support the Shire in identifying and advocating for external funding opportunities to improve and preserve critical transport infrastructure.

3. Road Hierarchy

The Shire of Cranbrook manages approximately 1,096 kilometres of road network infrastructure (refer Appendix E), of which approximately 773 kilometres are unsealed. Given the size and diversity of the network, a structured road hierarchy has been developed to classify roads according to their primary function within the transport network and to support the sustainable delivery of maintenance, renewal and upgrade programs.

The road hierarchy adopted by the Shire is based on the Main Roads Western Australia adaptation of the former National Association of Australian State Road Authorities (NAASRA) Functional Classification System, as outlined in the Guidelines for Determining and Assigning Responsibility for Roads in Western Australia.

The classification framework identifies roads according to their predominant transport function, including factors such as connectivity, access, traffic volumes, freight significance, and regional importance. Supporting assessment criteria are used to assist in determining the functional role performed by each road (refer Appendix A). This process enables roads to be grouped into defined classifications, providing a consistent basis for network planning, maintenance prioritisation, investment decisions and administrative responsibility.

The establishment of a road hierarchy also supports the development of appropriate Levels of Service (LOS) across the network. These Levels of Service provide guidance on the desired standard of maintenance and operational performance for different road categories, recognising that not all roads require the same level of investment or intervention.

Levels of Service are influenced by a range of factors including road function, traffic demand, safety, freight requirements, community expectations, available funding and overall network condition. The Shire undertakes ongoing inspections and condition assessments to monitor network performance, identify maintenance and renewal priorities, and support informed decision making regarding future investment and service delivery.

The road hierarchy and associated Levels of Service framework also provide important input into the Shire's broader asset management and long-term financial planning processes, helping to support the sustainable management and preservation of the road network over time.

4. Road Users

The Shire of Cranbrook's road network supports the movement of people, goods and services throughout the district and is important for community access, agriculture, freight transport and regional connectivity.

Traffic volumes and vehicle types vary across the network depending on local land use, industry and access requirements. While most roads are designed to accommodate regular light vehicle traffic, many also support heavy vehicles, agricultural machinery and freight movements associated with the region's primary industries.

Road users within the Shire generally include:

- Light vehicles (passenger vehicles, utilities and four-wheel drives)
- Heavy vehicles (rigid trucks and semi-trailers)
- Restricted Access Vehicles (RAVs), including road trains and oversized agricultural machinery
- School buses

These user groups place different demands on the road network and require varying standards of access, safety and pavement strength. The road hierarchy and associated Levels of Service have therefore been developed to reflect the function and usage of different roads across the network.

Unless otherwise restricted, light vehicles and standard heavy vehicles are generally permitted to use all Shire roads. Certain roads also form part of the approved Restricted Access Vehicle (RAV) network managed by Main Roads Western Australia. Information relating to approved RAV routes, school bus routes and access restrictions is maintained and updated as required.

5. Road Level of Service (LOS)

The road hierarchy defines the function of each road within the Shire's network and helps determine the appropriate Level of Service (LOS) to be provided for each road category. Levels of Service establish the standard to which roads are maintained, renewed and upgraded based on factors such as road function, traffic volumes, freight use, safety and community expectations.

To provide consistency across the network, minimum service standards and typical maintenance criteria have been developed for each road classification. These standards assist the Shire in prioritising works programs, allocating resources and managing the road network in a practical and financially sustainable manner.

Due to the size of the network, ageing infrastructure and funding constraints, not all roads currently meet the desired Level of Service identified within this strategy. The Shire will continue to progressively improve the network over time through planned maintenance, renewal and upgrade works, supported by long-term financial planning and external funding opportunities where available.

The Levels of Service for each road classification are outlined in Appendices A and B. These service levels may be reviewed and adjusted over time to reflect changes in road use, community expectations, network priorities and available funding.

6. Funding Opportunities

The Shire of Cranbrook relies on a combination of internally generated revenue and external funding programs to maintain, preserve and upgrade its road infrastructure network. Due to the size of the network and the significant cost associated with maintaining regional road assets, external grant funding plays an essential role in delivering road improvement projects and maintaining acceptable Levels of Service across the network.

Funding availability and allocation methodologies vary between programs and may be influenced by factors such as asset condition, traffic volumes, freight significance, road classification, local government size, strategic importance, demonstrated asset management practices and State or Federal Government priorities.

Increasingly, State and Federal funding bodies require local governments to demonstrate sound asset management practices, long-term planning and evidence-based project prioritisation when seeking grant funding. As a result, the preparation of robust strategies, asset management documentation and supporting technical data has become critical to securing ongoing infrastructure investment.

The primary funding sources available to the Shire for road maintenance, renewal and upgrade works include:

- **Shire Rates**
Council allocate a small portion of revenue generated through rates provides an important local contribution toward the maintenance, renewal and upgrade of the Shire's road infrastructure network.
- **Federal Assistance Grants (FAGs)**
United Federal Government funding allocated annually through the Western Australian Local Government Grants Commission (WALGGC). A significant portion of these funds is typically allocated toward road maintenance and renewal activities.

- **Direct Grants**
Annual road funding provided through Main Roads Western Australia under the State Road Funds to Local Government Agreement (SRFLGA). Funding allocations are generally determined using the Asset Preservation Model and are intended to support local road preservation and maintenance activities.
- **Regional Road Group (RRG) Funding**
Administered through the Great Southern Regional Road Group under the State Road Funds to Local Government Agreement (SRFLGA) framework. Funding supports preservation and upgrade projects on eligible roads identified as significant within the Roads 2040 Strategy. Projects are generally funded on a two-thirds State and one-third Local Government contribution basis.
- **National Black Spot Program**
Federally funded road safety improvement program administered in consultation with Main Roads Western Australia. Funding is targeted toward locations with a demonstrated history or risk of crashes and typically requires supporting Benefit Cost Ratio (BCR) or Road Safety Audit (RSA). Eligible projects are generally fully funded by the Federal Government.
- **State Black Spot Program**
State-funded road safety improvement program that complements the National Black Spot Program. Projects are administered through Regional Road Groups and Main Roads Western Australia and generally require supporting Road Safety Audit (RSA) and a demonstrated safety benefit. Funding is typically provided on a two-thirds State and one-third Local Government basis.
- **Commodity Route Funding (CRF)**
Funding aimed at roads that support significant commodity transport tasks, including grain, timber, livestock and other agricultural or resource-based freight movements. Funding supports road upgrades and heavy vehicle access improvements on key freight routes not included within the Roads 2040 network. Projects are generally funded on a two-thirds State and one-third Local Government contribution basis with projects limited to a maximum of \$400,000.
- **Roads to Recovery (R2R)**
Federal Government funding program allocated directly to local governments over a fixed funding period of five years, drawn annually. Funding may be used for road maintenance, renewal or upgrade projects on the local road network.
From time to time, the Australian Government may also provide additional targeted Roads to Recovery allocations for specific infrastructure priorities, including bridge replacement and Aboriginal access road projects.
- **Safer Local Roads and Infrastructure Program (SLRIP)**
Federal Government funding program that supports road infrastructure projects aimed at improving road safety, freight productivity, network resilience, bridge infrastructure and heavy vehicle facilities on local roads. Funding is generally provided on an 80% Australian Government and 20% Local Government contribution basis for regional local governments, subject to funding round requirements.
- **Disaster Ready Fund (DRF)**
Federal Government funding program that supports infrastructure and resilience projects aimed at reducing the impacts of natural disasters on communities and public assets. Eligible projects may include flood mitigation, road and bridge resilience improvements, emergency access upgrades and other initiatives that improve preparedness for future disaster events. Funding is provided through competitive funding rounds and generally requires a State or Local Government contribution.
- **Disaster Recovery Funding Arrangements Western Australia (DRFAWA)**
Administered by the Western Australian Department of Fire and Emergency Services (DFES), DRFAWA provides financial assistance for the restoration of essential public assets damaged by eligible natural disaster events such as bushfires, floods and severe storms where damages exceed \$240,000. Funding arrangements and Local Government contribution requirements are determined in accordance with State and Commonwealth disaster recovery guidelines.

- **Bridge Funding Program**

Funding administered by Main Roads Western Australia in partnership with the Western Australian Local Government Grants Commission (WALGGC) to support the maintenance, rehabilitation and replacement of local government bridge assets. Funding may be provided through various program categories, with Special Project bridge works generally funded on a two-thirds WALGGC and one-third Main Roads basis. Projects are prioritised through State-wide bridge inspection and asset management programs.

7. Regional Road Group

Regional Road Groups (RRGs) play a key role in the planning, prioritisation and funding of local road infrastructure across Western Australia. Established under the State Road Funds to Local Government Agreement (SRFLGA), RRGs assess regional road funding needs, prioritise road preservation, upgrade and road safety projects, and provide recommendations on the allocation of State Road funding within their region.

There are ten Regional Road Groups across Western Australia, each comprising elected representatives from participating local governments and supported by technical committees of local government officers. Administrative support is provided by Main Roads Western Australia. Through this structure, local governments have direct input into regional road funding priorities and investment decisions.

The Shire of Cranbrook is a member of the Great Southern Regional Road Group (GSRRG), which works collaboratively to identify and prioritise projects that deliver the greatest benefit to road users, freight operators and local communities throughout the region.

The Great Southern Regional Strategies for Significant Local Government Roads (Roads 2040) identifies roads of regional significance and establishes a long-term strategic framework for their development and preservation. Roads 2040 represents a collaborative regional approach to managing limited road funding and responding to changing transport demands, freight movements and community needs across the Great Southern region. Only projects on local roads included within Roads 2040 are eligible for Road Project Grant funding under the SRFLGA.

Roads 2040 is a living strategy that allows amendments were justified and is generally reviewed every five years to ensure it continues to reflect changing regional priorities, economic development opportunities, freight requirements and network demands.

The inclusion of a road within Roads 2040 recognises its regional importance and assists the Shire in advocating for future funding to preserve, renew and upgrade critical transport links that support community connectivity, agricultural production, freight efficiency and economic growth.

7.1 Roads 2040 Regional Road Development Strategy

The Roads 2040 Regional Road Development Strategy is the current long-term planning framework used by Regional Road Groups across Western Australia to identify and prioritise local government roads of regional significance. Building upon the earlier Roads 2020 and Roads 2030 strategies, Roads 2040 provides a coordinated approach to managing and developing the regional road network in response to changing freight demands, economic development opportunities, community needs and available funding.

The Great Southern Roads 2040 Strategy was developed through collaboration between the Great Southern Regional Road Group, participating local governments and key stakeholders. The strategy identifies roads that provide important regional connectivity and support the movement of people, agricultural products, freight and services throughout the region.

Inclusion within Roads 2040 recognises the regional significance of a road and enables local governments to seek Regional Road Group funding for eligible preservation, renewal and upgrade projects. Each road included in the strategy is assigned a road function, identifies key development needs, and outlines a long-term development strategy to guide future investment and funding applications.

The roads identified within the Roads 2040 Strategy for the Shire of Cranbrook are:

- Salt River Road (3040003)
- Nunijup Road (3040006)
- Shamrock Road (3040007)
- Stockyard Road (3040008)
- Martagallup Road (3040010)
- Poorrarecup Road (3040011)
- Unicap Road (3040012)
- Johnson Street (3040200)
- Wingebellup Road (3040523)
- Cranbrook–Frankland East Road (3040530)
- Cranbrook–Frankland Road (3040531)
- Frankland–Rocky Gully Road (3040532)
- Kojonup–Frankland Road (3040560)

The Roads 2040 Strategy assists the Shire in identifying long-term infrastructure priorities and advocating for investment in roads that deliver significant regional, freight and community benefits. It also provides an important link between the Shire’s road hierarchy, asset management objectives and external funding opportunities.

8. Road Construction Materials

The Shire of Cranbrook relies on a range of construction materials to maintain, preserve and upgrade its road network. The responsible sourcing and management of these materials is essential to ensuring the long-term sustainability, quality and cost-effectiveness of the Shire's road infrastructure.

Construction materials are procured and managed in accordance with relevant legislation, Council policies, environmental requirements and applicable Main Roads Western Australia specifications.

8.1 Gravel

Gravel is the primary material used in the construction, maintenance and rehabilitation of the Shire's unsealed road network and is also used in pavement reconstruction and shoulder maintenance on sealed roads.

The majority of gravel is sourced from private land through negotiated landholder agreements. The acquisition of gravel is undertaken in accordance with the Shire's Road Material Acquisition – Gravel, Sand and Water Policy (Policy 5.1), which establishes a consistent framework for negotiating access, compensating landholders, obtaining approvals and managing pit rehabilitation.

Where practical, the Shire seeks to source gravel from previously disturbed areas to minimise environmental impacts. All gravel extraction activities are undertaken in accordance with relevant environmental legislation and any conditions agreed with the landholder. Following extraction, gravel pits are rehabilitated unless alternative arrangements have been agreed.

Gravel quality is assessed to ensure materials are suitable for their intended purpose and provide durable pavement performance.

8.2 Water

Water is an essential resource for road construction, gravel resheeting, pavement stabilisation and dust suppression activities.

Water is sourced from a combination of approved public and private supplies, with private water obtained through agreement with landholders in accordance with the Shire's Road Material Acquisition – Gravel, Sand and Water Policy (Policy 5.1). The policy outlines the process for negotiating access, compensating landholders and ensuring water extraction is undertaken responsibly.

The Shire aims to utilise water efficiently throughout construction and maintenance activities while minimising impacts on surrounding landholders and the environment.

8.3 Bitumen & Aggregate

Bitumen and aggregate are used in the construction, renewal and preservation of the Shire's sealed road network. These materials are generally supplied by specialist contractors and suppliers external to the Shire.

All bituminous surfacing works are undertaken in accordance with the relevant Main Roads Western Australia specifications and standards to ensure consistent quality, safety and long-term pavement performance.

The Shire uses seal treatments that are appropriate for the road function, traffic volumes, heavy vehicle usage and geotechnical conditions, with the objective of maximising asset life and achieving the best value from available funding.

9. Road Maintenance Activities

The Shire of Cranbrook undertakes a comprehensive road maintenance program to preserve the condition, safety and functionality of its road network. Maintenance activities are prioritised according to the road hierarchy, network condition, traffic data, available resources and identified safety risks, with the objective of maximising the service life of road assets and providing a safe, fit-for-purpose network for all road users.

The majority of maintenance works are delivered by the Shire's Works Team, with support from the Parks and Gardens Team where appropriate and external contractors where specialised equipment or trained personnel is required. Activities are planned through annual works programs, routine inspections, customer requests and post-weather event assessments.

Key maintenance activities include:

- Maintenance grading (winter and summer)
- Gravel resheeting and pavement rehabilitation
- Sealed pavement patching and repairs
- Drainage maintenance, including culvert and table drain cleaning
- Floodway and drainage structure maintenance
- Roadside vegetation management, including slashing, spraying and pruning
- Signage and guidepost inspection, maintenance and replacement
- Shoulder maintenance and edge repairs
- Minor pavement repairs and hazard rectification

9.1 Gravel Road Maintenance

With approximately 70% of the Shire's road network being unsealed, gravel road maintenance forms a significant component of the annual maintenance program. Routine maintenance grading is undertaken to restore the road surface, maintain appropriate crossfall, improve ride quality and preserve drainage.

As gravel pavements deteriorate over time, grading alone becomes less effective. Roads with insufficient gravel depth or deteriorated pavement structure are prioritised for resheeting or pavement rehabilitation to restore structural integrity and reduce ongoing maintenance costs.

9.2 Sealed Road Maintenance

Maintenance of the sealed road network focuses on preserving pavement condition, extending asset life and maintaining safe operating conditions. Works include pothole repairs, edge repairs, shoulder maintenance and other preventative treatments where appropriate.

Where pavement failures become widespread or exceed the effectiveness of routine maintenance, preservation, renewal or reconstruction works are considered through the Shire's capital works program.

9.3 Roadside and Drainage Maintenance

Effective drainage is critical to the long-term performance of both sealed and unsealed roads. Routine maintenance includes cleaning culverts, table drains, floodways and other drainage infrastructure to ensure surface water is effectively managed and pavement deterioration is minimised.

Roadside vegetation is managed to maintain safe sight distances, improve drainage performance, preserve roadside assets and reduce bushfire risk. Maintenance activities include slashing, selective vegetation control, pruning/mulching and removal of hazardous vegetation where required.

9.4 Bridge Maintenance

The ongoing maintenance and preservation of bridge structures is essential to ensuring the resilience and connectivity of the Shire's transport network.

Bridge maintenance is undertaken in accordance with the Shire's Bridge Management Plan and relevant Main Roads Western Australia standards. The Shire conducts routine Level 1 inspections to monitor bridge condition, identify maintenance requirements and detect emerging defects. Detailed Level 2 inspections are undertaken periodically by Main Roads Western Australia to assess structural condition and inform long-term maintenance and renewal planning.

Maintenance activities include routine repairs, vegetation control, drainage maintenance, deck and approach maintenance, replacement of damaged bridge components and other preventative works required to preserve the structural integrity and serviceability of each bridge.

Inspection outcomes are used to prioritise maintenance and renewal works, support funding applications and ensure bridge assets continue to provide safe and reliable access. Where significant rehabilitation or replacement is required, projects may be delivered through dedicated bridge funding programs administered by Main Roads Western Australia and the Western Australian Local Government Grants Commission.

9.5 Asset Inspections

Routine inspections of the road network are undertaken throughout the year to identify defects, monitor asset condition and prioritise maintenance activities. Inspections include pavement condition, drainage infrastructure, signage, guideposts and roadside safety features.

Inspection outcomes assist the Shire in allocating maintenance resources, identifying renewal priorities and supporting long-term asset management and funding decisions.

10. Environmental Considerations

The Shire of Cranbrook is committed to managing its road network in an environmentally responsible manner while balancing the need to provide safe, reliable and efficient transport infrastructure. Environmental considerations are incorporated into the planning, construction, maintenance and renewal of road assets to minimise impacts on native vegetation, biodiversity, waterways and surrounding land.

Road works are undertaken in accordance with relevant environmental legislation, approvals and Council policies. Where required, environmental assessments, including flora and fauna surveys, are completed to identify and manage potential impacts on environmentally sensitive areas and threatened species.

The Shire recognises the importance of conserving native roadside vegetation and maintaining designated Flora Roads. Maintenance activities within these areas are carefully planned to minimise disturbance while ensuring roads remain safe and functional for all road users. Roadside maintenance is undertaken in accordance with approved maintenance practices and any environmental conditions or management requirements applicable to the site.

The Shire also seeks to minimise environmental impacts through the responsible sourcing of construction materials, rehabilitation of gravel pits following extraction, effective drainage management and the implementation of sustainable maintenance practices wherever practical.

11. Network Planning and Investment

The Shire of Cranbrook is committed to adopting a long-term, data-driven approach to the planning and management of its road network. Forward works programs will be progressively developed to ensure available resources are invested where they deliver the greatest benefit in terms of road safety, asset preservation, freight efficiency and community access.

As part of this strategy, the Shire intends to develop long-term capital works, gravel resheeting and roadside verge maintenance programs. These programs will support proactive asset management and assist Council in planning future investment, budgeting and funding applications. The programs will be reviewed and updated regularly to reflect changes in road condition, traffic demand, community priorities, funding opportunities and emerging network risks.

Traffic data is a key component of effective road planning and investment. The Shire currently owns ten traffic counters that are used to collect traffic volume and vehicle classification data across both sealed and unsealed roads. To improve the quality and consistency of this information, the Shire will develop a rolling traffic count program to ensure all roads are monitored on a regular basis. This data will strengthen road classifications, improve project prioritisation and provide robust evidence to support external funding applications.

Routine inspections and condition assessments will continue to be undertaken to monitor the performance of the road network and identify maintenance and renewal priorities. Information collected through inspections, traffic monitoring, customer requests and asset condition assessments will be used to develop future works programs that align with the Shire's road hierarchy, adopted Levels of Service and available funding.

By continually improving the quality of its asset data and long-term planning processes, the Shire aims to make informed investment decisions that maximise the life of its road assets while delivering a safe, resilient and financially sustainable road network for future generations.

12. Action Plan

Strategic Action	Responsible Officer	Timeframe	Success Measure / Deliverable	Status	Comments
Develop a rolling Traffic Count Program	Manager of Works	2026/27	All Shire roads programmed for regular traffic counts with peak and off-peak data collected.	Ongoing	
Develop a Long-Term RRG Capital Works Program	Manager of Works	2025/26	Rolling 10-year RRG road renewal and upgrade program adopted by Council.	Completed	Program adopted by Council May 2026
Develop Forward Works Programs including Gravel Resheeting, Aggregate Resurfacing & Rehabilitation	Manager of Works	2026/27	Annual maintenance, renewal and capital works programs aligned with Budget and Levels of Service.	Ongoing	
Develop a Roadside Vegetation Maintenance Program	Manager of Works	2027/28	Annual slashing, spraying and pruning program	Ongoing	
Develop a Road and Drainage Asset Management Plan	Manager of Works	2027/28	Annual maintenance and renewal works aligned with Budget and Levels of Service.	Ongoing	
Develop a Gravel Pit Register	Manager of Works	2026/27	Register of active, proposed and historic gravel pits, including rehabilitation status.	Ongoing	
Maintain Roads 2040 Priorities	Manager of Works	2026/27	Roads 2040 submissions reviewed and updated as funding opportunities arise.	Ongoing	
Level 1 - Bridge Inspections	Manager of Works	Annually	Level 1 bridge inspections to be completed annually with inspections sheets sent to MRWA	Ongoing	Completed for 2025/26
Bridge Management Program (Maintenance and Preservation)	Manager of Works	2025/26	Five-year bridge management program adopted by Council	Completed for 2025/26	Program adopted by Council April 2026
Update Asset Data	Manager of Works	2026/27	Road inventory, condition data and traffic information maintained within RAMM.	Ongoing	
Review Levels of Service	Manager of Works	Annually	Levels of Service reviewed to reflect funding, community expectations and network performance.	Ongoing	
Review Road Strategy	Manager of Works	Annually	Strategy reviewed and updated following review of Roads 2040 and major policy changes.	Ongoing	

APPENDIX A

Shire of Cranbrook Hierarchy Network Road Types and Criteria

Criteria	Primary Distributor * (PD)	District Distributor A * Urban (DA)	District Distributor B * Urban (DB)	Regional Distributor * Rural (RD)	Local Distributor* Urban (LD)	Local Distributor* Rural (LD)	Access * Urban (A)	Local Access Rural (LA)	Minor Access Rural (MA)
Description	Provide for major regional and inter-regional traffic movement and carry large volumes of generally fast-moving traffic.	Carry traffic between industrial, commercial and residential areas connect to primary Dist.	These roads have reduced capacity due to flow restrictions from access to and roadside.	These roads link significant destinations and are designed for efficient movement of traffic.	Roads that carry traffic within a cell and link District or Regional Distributors.	Roads that carry traffic within a cell and link Rural District and to Rural Access roads.	Provide access to abutting properties with amenity, safety and aesthetic aspects given priority	Provide access to abutting rural properties and connecting to distributor roads	Provide access to abutting rural properties <i>(usually no through roads)</i>
Primary Criteria*									
1. Location	All of WA, incl. BUA	Only Built Up Area (BUA)	Only BUA	Only BUA	All of WA incl. BUA	All of WA incl. BUA	All of WA incl. BUA	Shire of Cranbrook	Shire of Cranbrook
2. Responsibility	Main Roads WA	Local Govt	Local Govt	Local Govt	Local Govt	Local Govt	Local Govt	Local Govt	Local Govt
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads	High. Connects to Primary and/or other Distributor roads	High. Connects to Primary and/or other Distributor roads	High. Connects to Primary and/or other Distributor roads	Medium. Minor Network Role. Connects to Distributors and Access Roads	Medium. Minor Network Role. Connects to Distributors and Access Roads	Low Provides mainly for property access.	Low Provides mainly for property access. Connect to local Distributor.	None, generally dead end
4. Predominant Purpose	Movement of inter - regional and/or crosstown/city traffic, e.g., freeways, highways, and main roads.	High-capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of traffic within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Movement of traffic within local areas and connect accessroads to higher order districts.	Provision of vehicleaccess to abutting properties.	Provision of vehicle access toabutting properties.	Provision of vehicle access toabutting properties.
Secondary Criteria*									
5. Indicative Traffic Volume (AADT)	In accordance with Classification Asses. Guidelines.	Above 8 000 vpd	Above 6 000 vpd	Above 100 vpd	<u>BUA</u> – Max. 6 000 vpd. <u>Non-BUA</u> - < 100	50 – 100 vpd	<u>BUA</u> – Max 3 000 vpd. <u>Non-BUA</u> – < 75	< 50 vpd	< 10 vpd
6. Recommended Operating Speed	60-110km/h	60-80km/h	60-70 km/h	60-110 km/h	<u>BUA</u> – 50-60 km/h <u>Non-BUA</u> – 60-110	< 80 km/h	<u>BUA</u> – 50 km/h <u>non-BUA</u> – 50-110	< 80 km/h	<60 km/h
7. Heavy Vehicles permitted (RAV)	Yes	Yes	Yes	Yes	Yes,	Only to service properties.	Only to service properties.	Only to service properties.	N/R

*Roads Classification as per Main Roads

Criteria	Primary Distributor * (PD)	District Distributor A * Urban (DA)	District Distributor B * Urban (DB)	Regional Distributor * Rural (RD)	Local Distributor* Urban (LD)	Local Distributor* Rural (LD)	Access * Urban (A)	Access Rural (LA)	Minor Access Rural (MA)
8. Intersection treatments	Controlled with appropriate measures	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of inter ^s .	Controlled with minor Local Area Traffic Management	No	Self-controlling with minor measurements.	Self-controlling with minor measurements.	No
9. Frontage Access	None on Controlled Access Roads.	Prefer not to have residential access. Limited commercial.	Residential and commercial access due to its historic status.	Prefer not to have property access.	Yes, for property and commercial.	Yes	Yes.	Yes	Yes
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety	With appropriate measures for control and safety	With appropriate measures for control and safety	Yes, with minor safety measures where necessary.	Yes	Yes.	No	No
11. Buses	Yes	Yes	Yes	Yes	Yes	School buses.	School buses.	School buses.	No
12. On-Road Parking	No. (emergency parking on shoulders only)	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No. Emergency parking on shoulders.	<u>BUA</u> – yes, where sufficient width, etc <u>Non-BUA</u> – No. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.	Yes, where sufficient width and sight distance allow safe passing.	Yes, where sufficient width and sight distance allow safe passing.	N/R
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Rural areas – guide signs.	Urban areas – generally not applicable.	Rural areas – guide signs.	Guide signs as required
14. Rest Areas & Parking Bays	In accordance with “Roadside Stopping Places Policy”.	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.	Not Applicable.	Not Applicable.	Not Applicable.

APPENDIX B

Council's Road Hierarchy Level of Service (LOS)

Criteria	Primary Distributor * (PD)	District Distributor A *Urban (DA)	District Distributor B * Urban (DB)	Regional Distributor * Rural (RD)	Local Distributor* Urban (LD)	Local Distributor* Rural (LD)	Access * Urban (A)	Access* Rural (LA)	Minor Access Rural (MA)
1. Funding Source	Not Required	2030/R2R	2030/R2R	2030/ R2R	2030/R2R	2030/R2R	Council	Council	Council
2. Road Pavement Width minimum		7.4m seal	7.4m seal	10m formation 7.0m seal	7.0m seal	10.0m formation 7.0m surface	6.0m seal	8.0m formation 6.0m width	6.0m formation
3. Surface Type		Asphalt, Bitumen/ Stone	Asphalt, Bitumen / Stone	Bitumen/Stone, Gravel	Asphalt Bitumen/ Stone	Bitumen/ Stone, Gravel	Bitumen/ Stone	Gravel	Earth/Gravel
4. Verge Treatments		Kerbing	Kerbing	Gravel Shoulders, grade back-slopes, weed spraying	Kerbing	Gravel Shoulders, Slash back-slopes, weed spraying	Kerbing – Gravel shoulders	Earth shoulders,	Not Applicable.
5. Drainage		Pipe	Pipe	Pipe / Open drains	Pipe	Open drains	Pipe / Table drains	Open drains	Not Applicable.
6. Road Inspections		Bi-Annual or as requested via road complaint	Bi-Annual or as requested via road complaint	Annual or as requested via road complaint	Annual or as requested via road complaint	Annual or as requested via road complaint	Annual or as requested via road complaint	Annual or as requested via road complaint	Annual or as requested via road complaint
7. Required Routine - Grading		Not Applicable.	Not Applicable.	Grade 2 times / year	Not Applicable.	Grade 2 times / year	Not Applicable.	Grade once per year.	Grade once per year.
8. Required Routine - Pavement Surface		Pothole patching, cracking sealing	Pothole patching, cracking sealing	Pothole patching, cracking sealing, gravel re-sheeting	Pothole patching, cracking sealing	Pothole patching, cracking sealing, gravel re-sheeting	Pothole patching, cracking sealing	Minor gravel patching	Not Applicable.
9. Required Routine – Verges		Mowing of Council reserve Verges	Mowing of Council reserve Verges	Vegetation mulching, weed spraying when required	Mowing of Council reserve verges as per schedule	Vegetation mulching, shoulder and back-slope grading (annually)	N/A	Vegetation mulching shoulders and back-slope grading when required	N/A

APPENDIX C**Councils Road Maintenance Levels of Service**

Road Resealing	20 years or as funding permits
Unsealed Road Re-Sheeting	To be determined by Council based on condition assessment, traffic volumes and funding availability. 15 years is generally when a road will require to be re-sheeted.
Maintenance Grading	As per table above but at least once per year in winter/spring as conditions allow. At other times as determined by MOW based on condition assessment. I.e., School Bus Routes, Unsealed local distributor roads of significance etc
Shoulder Grading	Prior to drop off reaching a depth of 65mm
Potholes/ Edge Break	Pothole or Edge Break patching as notified and as required, based on size, location, and hazard. Large Potholes generally exceeding 200mm which are in a vehicle wheel path is to be repaired within 5 days of notification. Warning signage is to be in place within 4 hours.
Vegetation Management	Spraying/ slashing / mechanical removal when required or as per schedule.
Drainage	Clear known problems annually. Respond to culvert pipe blockages causing road flooding within 1 day of notification. Town site gully pits to be cleared once per annum. Town site open drainage channels to be cleared once per annum.
Guideposts	As per Australian Standards within 4 weeks of notification
Signage	As per Australian Standards within 4 weeks of notification, regulatory signage to be referred to MRWA within 4 hours of notification.
Trees over Road	Attend/ make safe within 4 hours of notification, removed from road within 3 days (subject to weather & emergency response).
Other Infrastructure - Street Sweeping	Sweeping of town streets up to 2 times per annum.

Appendix D - References and Supporting Documents

The Shire's Road Strategy has been developed with reference to a range of legislation, policies, technical standards and strategic planning documents that guide the planning, management and funding of local road infrastructure.

Key Reference Documents include:

Australian Government

- Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts
 - Federal road funding programs and guidelines
 - Roads to Recovery (R2R)
 - Safer Local Roads and Infrastructure Program (SLRIP)
 - Disaster Ready Fund (DRF)

Main Roads Western Australia

- Road hierarchy and functional classification guidelines
- Restricted Access Vehicle (RAV) network
- State Road Funds to Local Government Agreement (SRFLGA)
- Technical standards and specifications
- State road funding programs

Department of Fire and Emergency Services (DFES)

- Disaster Recovery Funding Arrangements Western Australia (DRFAWA)

Western Australian Local Government Association (WALGA)

- Roads 2040 – Regional Strategies for Significant Local Government Roads
- Asset management guidance
- Local government road funding resources

The planning, construction and management of the Shire's road network is undertaken in accordance with applicable Commonwealth and Western Australian legislation, including:

- Local Government Act 1995
- Main Roads Act 1930
- Planning and Development Act 2005
- Environmental Protection Act 1986
- Biodiversity Conservation Act 2016 (WA)
- Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)
- Soil and Land Conservation Act 1945
- Bush Fires Act 1954

Appendix E - Road Hierarchy

- Regional Distributer Roads within the Shire Cranbrook as Attachment A
- Local Distributer Roads within the Shire Cranbrook as Attachment B
- Access Roads within the Shire Cranbrook as Attachment C