



Merredin Interim Asset Management Plan

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1 Introduction

The largest asset owned by the Shire of Merredin (SoM) is its roads network, inclusive of kerb and footpath, which is valued at more than \$250 million. One of the main responsibilities for Council is to develop a management plan for its assets in order to provide financial stability, mitigate risks and provide a road map for long term sustainability. Some of the advantages of developing asset management plans are:

- Insights into financial sustainability;
- Provide stakeholders with confidence
- Demonstrate compliance with regulations;
- Prioritise long-term sustainability;
- Mitigate the risk of assets not being able to deliver services;
- Support adaptation to changing circumstances;
- Promote public accountability;

1.1 Purpose

The purpose of this document is to establish a management system for Council, to inspect, maintain repair, and renewal programs for its public roads, based on policy and operational objectives having regard to available resources.

1.2 Scope

The scope of this document covers roads which are listed on SoM public road register. The plan applies to the following road infrastructure:

- Roads;
- Footpath;
- Kerb;

This document will be expanded in the future to cover other road associated assets such as culverts under rural roads and stormwater pipes and pits associated with urban road network.

1.3 Key Stakeholders

A summary of Key stakeholders within SoM is listed below:

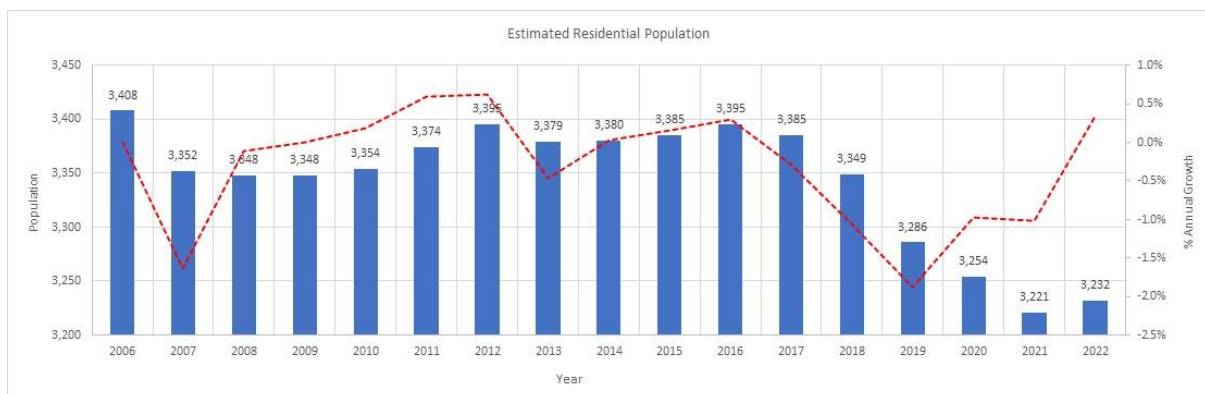
- Federal Government
- State Government

- Main Roads
- Department of Water and Environmental Regulation (DWER)
- Wheatbelt Secondary Freight Network (WSFN)
- Councillors (As representatives of the community);
- Shire residents, rate payers, agricultural sector, and businesses within Council boundaries.
- Road Users;
 - Pedestrians;
 - Other users such as cyclists, mobility scooters, wheel chairs, prams etc.
 - Drivers of cars, buses, commercial vehicles, and motor cycles.
- Tourists and visitors to the area.
- Utilities:
 - Western Power
 - Synergy
 - Telstra
 - Water Corporation
 - Other (Electric Vehicle Charging Stations)
- Private developers;
- Council's Employees;
- Special Interest Groups (e.g. Men's Shed, Merredin Show Committee);
- Contractors and Suppliers

1.4 Demand & Growth

A summary of the estimated residential population for Merredin is depicted below.

Figure 1: Merredin LGA Population & Annual Growth



The above chart shows that Merredin population peaked in 2006 at 3,408 which was followed by increase and decrease from year to year. Comparing 2021 and 2022 population shows annual growth of 0.34%, which is slightly lower than growth in Regional WA of 1.06%. Many factors contribute to this, such as increase urbanisation, automation especially in farming, and lack of housing supply.

Reviewing traffic data, indicates that traffic on the Great Eastern Highway is growing at 3% per annum, and traffic on Merredin – Narembeen Rd is growing at 4.8% per annum. This shows that despite fluctuation in shire population, mining and agricultural activities continue to drive positive traffic growth on road networks within the shire.

1.5 Related Documents

Documents related to this plan include:

- Main Roads - Regional Strategies for Significant Local Government - Roads 2040.
- Main Roads – Road Hierarchy for Western Australia.
- Main Roads - Standard Restricted Access Vehicle Route Assessment Guidelines.
- Main Roads - Guidelines and criteria for the identification of significant local government roads with Regional Importance.
- Walga – Policy Guideline for Assessing Applications to Operate Restricted Access Vehicles on Local Government Roads.

2 Road Functional Classification

Total length of roads included on SoM register at the time of writing this document is 1,308 km, with 410 km sealed, and 898 km unsealed.

SoM road network is mainly utilised for transporting agricultural products and equipment from/ to farms, in addition to haulage of mining ore on part of the network.

In addition to the SoM road network, there is 110 km of Main Roads network within Council's boundaries, namely Great Eastern HWY, Merredin – Nungarin Rd, and Bruce Rock – Merredin Rd.

2.1 Road Hierarchy

Road Hierarchy aims to reflect the preferred movement of vehicles throughout the network and gives guidance to road managers, road users and land developers as to Council's intended road network objectives. The design of a road's physical attributes such as width, pavement strength, surfacing and other design elements are determined by the classification within the road hierarchy. The adopted road hierarchy and classification for council roads is divided into two main groups, namely Urban located within local towns, and Rural located outside built up areas. A summary of the SoM Road Hierarchy is listed below.

Table 1: SoM Road Hierarchy

ID	Road Hierarchy	Role	Description
Rural - Non Built Up Areas			
1	Regional Distributor	Provide Link between major roads and regions	Roads that link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas.
2	Local Distributor	Provides a mixed function that includes traffic mobility and property access	Connect to other Rural Distributors and to Rural Access Roads, and are designed for efficient movement of people and goods within regional areas
3	Access Rd	Provide access to property and residence	Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function.
4	Access Rd (Minor)	Provide access to property and residence	Provide access to one or two rural properties
Urban - Built Up Areas (Local Towns)			
5	Local Distributor	Provides a mixed function that includes traffic mobility and property access	Roads that carry traffic within a cell and link District Distributors or Regional Distributors at the boundary, to access roads. The route of Local Distributors should discourage through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses, but discourage trucks
6	Access Rd	Provide access to property and residence	Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by local government
7	Laneway	Provide access to back of property	Laneway means a narrow local street type without a verge located along the rear and/or side property boundary, typically used in more dense residential areas when smaller lot layouts justify rear garaging, and where alternative vehicle access is needed for lots fronting busy streets or parks.

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2.2 Road Network Length

A summary of the lengths for SoM road network using the above road Hierarchy is listed below.

Table 2: SoM Road Hierarchy Length

ID	Road Hierarchy	Sealed Roads – km	Unsealed Roads – km	Total – km
Rural Roads - (Non Built Up Areas)				
1	Regional Distributor	244	24	268
2	Local Distributor	106	89	195
3	Access Rd	10	663	673
4	Access Rd (Minor)	-	104	104
Total Length – Non Built Up Areas		361	880	1,240
Urban Roads (Built Up Areas)				
5	Local Distributor	16	4	20
6	Access Rd	34	6	40
7	Laneway	-	8	8
Total Length – Non Built Up Areas		50	19	68

The road hierarchy adopted by SoM followed Main Roads criteria for consistency, with two additional classification added to suit shire road network configuration, these are “Access Rd – Minor” for roads outside built up area and “Laneways” for built up area.

2.3 Footpath Network

The footpath network on Council’s asset register is mainly located in Merredin. The footpath surface includes three types, concrete, seal and cobblestone. The footpath classification is divided into two types, high use footpaths, these are located in town centre on Barrack St and Bates St, and moderate use footpath representing all other footpaths in Merredin. A summary of existing footpath network is listed below.

Table 3: SoM Footpath Classification

Footpath Classification	Cobblestone m	Concrete m	Seal m	Total Length m
High Use Footpath	767	1,026		1,793
Medium Use Footpath	669	15,133	14,238	30,040
Total Length - m	1,436	16,159	14,238	31,833

The condition of the existing footpath network varies and depends on the surface type. Most of the concrete footpaths are in reasonable status; however the majority if not all the sealed footpaths require repair and renewal works.

2.4 Street Kerbs

The combined kerb length on Council register is approximately 94 km. The majority of the street kerbs are within Merredin Township, with small quantities located in Muntadgin. The condition of this asset varies, some of the kerb is relatively new with excellent condition, while older kerb especially in the vicinity of trees are pushed out and warped, which will require replacement and renewal.

3 Shire Asset Register

SoM maintains a register of Public Roads within shire boundary. Council has determined that roads and footpaths on the Road Register are those that are considered to be reasonably required for general public use. The Road Register has been adopted by Council and is amended from time to time as required. The Road Register is available for inspection at Council Customer Service or Council website [Engineering / Works Services » Shire of Merredin](#).

3.1 Council's Road Register

SoM Road Register of Public Roads defines the roads for which Council is the responsible road authority. The register also identifies the functional road hierarchy for each road, which forms the basis for all operations and maintenance management activities. A list of roads on shire road register is included as **Appendix A**.

3.2 Criteria for Including Roads on Council's Road Register

From time to time, SoM will receive requests to include or add additional roads to the Council's road register or receive a request to maintain roads that are not currently on the Register.

All requests for the addition of road/s onto the public road register either received from residents or instigated by Council Officers are to be considered by Council. The process for considering such requests is as follows:

- Council Officers acknowledges the request if received by a resident and advises customer of next steps and timing;
- Council Officers investigate the request and develops a report for Council to consider the request and makes a decision at a Council meeting;
- The requestor is advised of the decision by Council; and amendments are made to the road register by Council Officer;

The following criteria will be used to assess whether any section of road is "reasonably required for general public use" and should therefore be included in Council's Road Register.

a) Mandatory Requirements

The road must be a public road, located on an approved Crown Land for road purposes;

b) Non-Mandatory Requirements

The road must satisfy at least seven of the following criteria:

-
- Provides primary access to at least one full-time occupied residence.
 - Is named and signed.
 - Has previously been constructed by and / or maintained by Council.
 - Provides clear benefit to several property owners (not just one).
 - Is required for fire access purposes.
 - Connects into and forms part of the wider network of public roads.
 - Is fenced on both sides.
 - Is required for vehicular use.
 - Is the only means of access to abutting property/properties.

3.3 Landowners Responsibilities - Driveway

Access to properties from Council roads is typically provided via a crossover or driveway. There are two types of crossovers, urban and rural. Council's responsibility and contribution is detailed below:

- Fringe Urban or Rural Residential Entrance
 - This crossover is applicable to access properties located on rural roads outside local towns or located within town boundary with an area that utilise open drain to discharge stormwater.
 - Where landowner require a new culvert crossover, Council will provide one crossover free of charge and where required, necessary pipework to protect the shire's road assets;
 - Should an additional crossover be required, Council will provide the labour to install the culvert where the landowner pays for the culvert.
- Residential Townsite Crossover
 - Council will provide one crossover per lot at 50% of the cost to rate payers.
 - Additional costs involved in wider or additional crossover (less the footpath portion) will be at the cost of the property owner.
 - Where Council undertake roadworks affecting existing crossovers, Council will bear the cost of reinstatement

The crossover construction shall comply with Walga Guideline and Specifications for Residential Crossovers ([WALGA-Crossover-Guidelines-rev1-1.pdf.aspx](#)).



4 Routine Maintenance & Renewal Program

As part of the management of Council’s road assets, officers undertake operational, routine maintenance and renewal activities which typically include the following:

Operational Activities:

- Asset Inspections;
- Administration;
- Linemarking;
- Vegetation control;
- Street sweeping.

Routine Maintenance Activities

- Pothole repairs;
- Surface defect repairs;
- Edge break repairs;
- Corrugation repairs;
- Guidepost replacement;
- Guardrail repairs and maintenance;
- Road shoulder maintenance;
- Sign repair and replacement;
- Maintenance grading (unsealed)
- Surface and shape restoration (unsealed);
- Footpath repairs and
- Emergency works.

Renewal Activities:

- Resealing of sealed pavements;
- Pavement Rehabilitation / Reconstruction of sealed pavements;
- Re-sheeting of unsealed pavements;
- Reconstruction of kerb;
- Reconstruction of footpaths.

4.1 Asset Inspections

Council’s roads and pathways inspections fall into the three broad categories listed below:

Table 4: Asset Inspection Types

Routine Inspections (Proactive)	These inspections are undertaken as outline in Table 5 of this document, to monitor asset conditions and report asset defects.
Reactive Inspections	Undertaken following notification to Council of defects and safety issues by a member of the public or could be initiated following a severe weather event.
Condition Inspections	Conducted to assess the condition and remaining useful life of the road and pathway network in order to prioritise infrastructure renewal works and report financial depreciation figures

The outcome from these inspections will result in the programming of maintenance work where defects are identified that exceed the stated intervention levels or to preserve the asset life. Condition



inspection will inform the need for asset renewals as part of Council’s long term asset management plan.

4.2 Inspection Frequency

Council’s inspections frequency by asset category and class is listed in the following table.

Table 5: Inspection Frequency

Asset Functional Class	Routine Inspection	Reactive Inspection	Condition Inspection
Regional Distributor	Once every 3 Months	Within 5 days	Once every 5 Years
Local Distributor	Once every 4 Months		
Access Rd	Once every 12 Months		
High Use Footpath	Once every 3 months	Within 48 hours	Once every 5 Years
Medium Use Footpath	Once every 12 months		

The inspection frequency above, is designed to provide higher number of inspections for roads with higher traffic movements, with a minimum inspection of once per year for all other road classes. This will ensure that Council’s roads are maintained to the approved level of service. Similar logic is applied to inspecting Council’s footpaths, with higher use footpaths to be inspected once every three months and medium use footpaths to be inspected once per year.

4.3 Maintenance Frequency

Maintenance frequency for Council’s sealed and unsealed road network is listed below.

Table 6: Maintenance Frequency

Functional Class	Shoulder Grading	Slashing & Weed Spraying	Culvert Clearing	Tree Pruning	Maintenance Grading
Sealed Roads	3 Years	Once per Year	3 Years	5 Years	
Unsealed Roads			3 Years	5 Years	Once per Year

The above schedule will be used as a guide with recommended works required to be based on observations from routine maintenance inspections.



4.4 Asset Renewal Frequency

Asset renewal frequency for Council's roads, footpath and kerb is listed below

Table 7: Renewal Frequency

Asset Description	Renewal Period
Road Resurfacing – Seal	15 Years
Road Resurfacing - Asphalt	25 Years
Resheeting Gravelled Road	20 Years
Footpath - Concrete	60 Years
Footpath - Seal	15 Years
Footpath - Cobblestone	50 Years
Kerb	50 Year

The above will be used as a guide with renewal programs to be developed based on asset condition inspections, and funding availability in consideration for other competing priorities.

5 Restricted Access Vehicle Network

A Restricted Access Vehicle (RAV) is a vehicle that exceed any of the following:

- A width of 2.5 m;
- A height of 4.3 m;
- A length of 19 m for a vehicle combination;
- A length of 12.5 m for a rigid vehicle;
- A gross mass of 42.5 tonnes;
- Any other mass or dimension limit prescribed in the Road Traffic (Vehicles) regulations 2014.

5.1 RAV Categories

Standard RAV categories have been grouped into four assessment levels, as follows:

Table 8: RAV Categories

Level	Network	Type of Truck	Maximum Length	Maximum Tonnage
1	RAV 2 – 4	Pocket Rd Train B-Double	27.5 m	88.5 Tonne
2	RAV 5 – 6	A-Double B-Triple	36.5 m	88.5 Tonne
3	RAV 7	AB-Triple BA-Triple	36.5 m	108.5 Tonne
4	RAV 9 - 10	A-Triple AB-Triple Double B-Double	53.5 m	148.5 Tonne

A total of 1,105 km of Council rural roads are classified as RAV 4, this provides access to trucks with maximum length of 27.5 m and maximum load of 88.5 Tonne.

Recently there has been a push to open Council rural network to allow for RAV 7, which will provide access to trucks with maximum length of 36.5 m and maximum load of 108.5 Tonne. Currently of Council 1,308 km network only 411 km are open to RAV 7.

The key difference between RAV 4 (27.5 m) and RAV 7 (36.5 m) network is the sufficient width required at intersections to accommodate the swept path for a longer truck. Specific attention is required when placing road furniture such as signs, kerb, guideposts to accommodate the required Turning path. Additional strengthening will be required to kerbed intersection by providing concrete infills for lateral support and to prevent kerb rollover.

The benefits from increasing RAV rating from 4 to 7, will be reduced number of movements, as operators will be able to cart an extra 20 Tonne with each trip, which will result in less damage to road pavement. However, this increased level of productivity may attract additional trips currently using alternative routes which will be additional burden on Council network.

5.2 RAV 7 Approved Routes

A list of RAV 7 Routes currently approved within the shire is listed below:

Table 9: Council's RAV 7 Approved Roads

Brissenden Rd	Hackling Rd
Bulls Head Rd	Hines Hill - Korbel Rd
Burracoppin - Campion Rd	Hines Hill Rd
Burracoppin S Rd	Hubeck Rd
Burracoppin Siding Rd	Insignia Wy
Chandler - Merredin Rd	Jarvis Rd
Connell Rd	Korbel E Rd
Crooks Rd	Korbel W Rd
Day Rd	Korbelka Rd
Downsborough Rd	Korbrelkulling Rd
Dunlop Rd	Mcgellin Rd
Dunwell Rd	Merredin - Narembeen Rd
Endersbee Rd	Muntadgin Rd
Flockart Rd	Nangeenan N Rd
Gabo Ave	Osborne Rd
Gamenya Ave	Robartson Rd
Goldfields Rd	White St
Mitchell St	Wogarl - Muntadgin Rd
Mackenzie Cres	

5.3 Future RAV 7 Road Upgrades

The existing RAV 7 network within the shire has gaps and disconnected routes which reduce efficiency. Two specific locations, Totadgin Hall Rd, and Dunwell Rd (Muntadgin) require future upgrades.

Totadgin Hall Rd has a RAV 4 rating within Shire boundaries, this changes to RAV 7 once crossing the boundary to Bruce Rock Shire, as the section within Merredin boundaries has marginal horizontal and vertical geometry. WSFN will not support upgrading this road, as it is located between two approved RAV 7 routes, these are Merredin – Narembeen Rd and Merredin – Bruce Rock Rd. Considering this road is included as part of “Roads 2040”, funding could be allocated towards improvements from Regional Road Group.

Dunwell Rd has a RAV 7 rating, however the geometry and the width available for turning manoeuvres from/ to the CBH facility at Muntadgin makes it difficult. Funding can be sourced to upgrade and seal this road through “Heavy Vehicle Safety Productivity Program” provided by Federal Government. Upgrading Dunwell Rd to 9 m sealed road, will improve safety and reduce noise and dust impacts on Muntadgin town residents.



6 Road Cross Sections

The existing cross sections on shire roads vary in width and lack consistency. This is typical for a local government road network that has been developed over many years. The existing configuration includes:

- 8 m wide sealed roads
- 7 m wide sealed roads
- 6 m wide sealed roads
- 4.5 m wide sealed roads

It should be noted that sealed roads less than 7 m wide seal, experience high level of edge breaks and require frequent shoulder grading. Sealed roads with 7 m wide seal can cater safely for the movement of two vehicles in opposite directions.

6.1 Future Road Widening

Merredin – Naremben Rd and sections of Goldfields Rd are the only roads with 8 m wide seal. Other roads such as Chandler - Merredin Rd includes a mixture of 7 m wide seal and 6 m wide seal. Shire is making an effort to upgrade roads from 6 m wide seal to 7 m sealed surface, such as the work that was recently completed on Bulls Head Rd. Future works should be planned to undertake seal widening on the following road sections:

- Chandler – Merredin Rd
- Brissenden Rd
- Knungajin – Merredin Rd

6.2 Design Cross Sections

To provide consistency for shire network considering the variability in seal width and road configurations in terms of formation width, shoulders, and table drains, typical design cross sections are included as [Appendix B](#).

7 Funding Sources

The current funding sources available for the management of SoM road asset infrastructure includes:

Table 10: Annual Funding Sources - Roads & Footpath

Funding Name	Conditions	Estimated \$ per Year	Frequency
State - RRG (Regional Road Group RRG)	This grant can only be allocated to the roads listed in MR – Roads 2040 Strategy <ul style="list-style-type: none"> - Belka Rd - Brissenden Rd - Crossland St - Wogarl – Muntadgin Rd - Bulls Head Rd - Burracoppin – Campion Rd - Burracoppin South Rd - Chandler - Merredin Rd - Crooks Rd - Doodlakine – Bruce Rock Rd - Hackling Rd (Dulyalbin Rd) - Gabo Ave - Goldfields Rd - Booran N Rd - Hines Hill N Rd - Knungajin – Merredin Rd - Merredin – Narembreen Rd 	\$500,000	Annual Funding
State – Direct Grant	Untied Grant for Council to spend on its road infrastructure	\$239,000	Annual Funding
State + Feds - WSNF Wheat Belt Secondary Freight Network	Only to approved WSNF Routes <ul style="list-style-type: none"> - Merredin – Narembreen Rd - Burracoppin - Sidling Rd - Doodlakine – Bruce Rock Rd 	\$1,200,000	Annual Funding Two years remaining on this program 2024-25 and 2025-26
Federal – R2R Road to Recovery	This funding can be allocated to any road on Council's road register	\$675,000	Annual funding, based on ongoing program that operates on a five year period.
Federal – FAG Financial Assistance Program – Roads	Untied Grant for Council to spend on its road infrastructure	\$1,246,000	Annual Funding
Road Contribution Income Private Sector	Untied Grant for Council to spend on its road infrastructure	\$285,900	Annual Funding
Total		\$4,145,900	

In addition to the above recurring annual funding programs, the following is a list of other funding programs that Council can apply for by submitting grant application to be awarded based on merit assessment criteria.

- Federal Government
 - Bridge Renewal Program (BRB)
 - Heavy Vehicle Safety Productivity Program (HVSP)
- State Government
 - Main Roads
 - Blackspot program
 - Commodity Routes Funding
 - Regional Run-off Road Crashes program
 - Low Cost Urban Road Safety Program
 - Road Safety Innovations Spotlight



- Department of Transport (DoT) – Active Transport
 - Connecting Schools Grants
 - WA Bicycle Network Grants Program
 - WA Bike Month Grants
- Private developer funded works

7.1 Maintenance Budget Allocation

The road maintenance and capital works budget is funded from a combination of grants and Council’s own fund generated from rates and fees and charges. Grants such as R2R, FAG, RRG, WSNF are provided to Council every year at predetermined or agreed amount. A summary of a typical maintenance budget allocated by Council to roads and footpath is listed below.

Table 11: Annual Maintenance Budget Allocation – Roads & Footpath

Description	Annual Allocation - \$
Road Maintenance - Built Up Areas	\$335,000
Road Maintenance - Outside Built Up Areas - Sealed	\$122,000
Road Maintenance - Outside Built Up Areas - Gravelled	\$167,000
Road Maintenance - Outside Built Up Areas - Formed	\$430,000
Drainage Maintenance - Built Up Area	\$42,000
Total	\$1,096,000

The above allocation is based on the 2023-24 budget, minor adjustments and modifications will be applied to suit specific issues related to the particular financial year.



7.2 Asset Renewal Plan

Based on condition assessment, and data available on age for existing surface, estimated renewal financial plan for the next 10 years is listed below.

Table 12: Asset Renewal Roads & Footpath - 10 Year Financial Plan

Financial Year	Reseals Rural Roads	Reseals Urban Roads	Footpath Replacement	Kerb Replacement	Rural Roads Reconstruction	Total Annual Budget
2024-25	1,337,595	200,000	200,000	100,000	1,166,810	3,004,405
2025-26	867,000	200,000	200,000	100,000	1,534,140	2,901,140
2026-27	609,000	200,000	200,000	100,000		1,109,000
2027-28	781,000	200,000	200,000	100,000		1,281,000
2028-29	1,029,000	200,000	200,000	100,000		1,529,000
2029-30	736,000	200,000	200,000	100,000		1,236,000
2030-31	634,000	200,000	200,000	100,000		1,134,000
2031-32	1,074,000	200,000	200,000	100,000		1,574,000
2032-33	815,000	200,000	200,000	100,000		1,315,000
2033-34	820,000	200,000	200,000	100,000		1,320,000
2034-35	740,000	200,000	200,000	100,000		1,240,000
Total Program Budget	9,442,595	2,200,000	2,200,000	1,100,000	2,700,950	17,643,545

The above renewal program will be translated to capital budget for the relevant financial year. For example the proposed reseal program details for 24-25 financial year is listed below.

Table 13: Proposed Reseal Program – Rural Roads 2024 – 25

Rd_ID	Rd_Name	Length km	Width m	SLK_Start	SLK_End	Reseal_Y
R004	Brissenden Rd	10.2	6	0	10.2	2024-25
R002	Hines Hill Rd	1.4	6	0	1.4	2024-25
R007	Korbrelkulling Rd	2.4	6	0	2.4	2024-25
R007	Korbrelkulling Rd	1.9	6	2.4	4.3	2024-25

Implementing the above plan will be subject to funding availability and balancing competing priorities.

Appendix A – Council Road Register

Regional Distributor - Rural		
Road Name	Road ID	Length - km
Brissenden Rd	R004	19.0
Bulls Head Rd	R003	25.4
Burracoppin S Rd	R015	49.2
Burracoppin Siding Rd	R215	2.5
Chandler - Merredin Rd	R001	40.1
Crooks Rd	R072	1.5
Doodlakine - Bruce Rock Rd	R238	8.5
Dunwell Rd	R092	1.3
Goldfields Rd	R090	43.6
Hackling Rd	R052	10.4
Hines Hill N Rd	R009	23.1
Hines Hill Rd	R002	19.9
Knungajin - Merredin Rd	R008	14.2
Merredin - Narembreen Rd	R239	36.4
Robertson Rd	R056	8.7
Wogarl - Muntadgin Rd	R043	2.4

Local Distributor - Rural		
Road Name	Road ID	Length - km
Abattoir Rd	R225	1.7
Baandee S Rd	R016	9.7
Barr Rd	R047	6.9
Burracoppin - Champion Rd	R005	32.2
Gabo Ave	R102	1.7
Gamenya Ave	R213	2.3
Hines Hill - Korbel Rd	R021	17.1
Korbel W Rd	R010	5.1
Korbelka Rd	R063	6.6
Korbrelkulling Rd	R007	17.5
Nangeenan N Rd	R006	22.7
Nokaning E Rd	R029	10.1
Nokaning W Rd	R012	8.3
Nukarni E Rd	R013	15.2
Nukarni W Rd	R014	8.5
Totadgin Hall Rd	R011	19.7

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Local Access - Rural					
Road Name	Road ID	Length - km	Road Name	Road ID	Length - km
Adamson Rd	R243	2.0	Hardman Rd	R038	8.9
Allsop Rd	R110	4.7	Hart Rd	R051	10.2
Armstrong Rd	R069	3.3	Hearles Rd	R227	2.5
Arnold Rd	R075	13.4	Hendrick Rd	R083	19.0
Bassula Rd	R091	8.9	Hooper Rd	R020	22.0
Belka East Rd	R089	1.7	Hubeck Rd	R035	13.7
Bennett Rd	R106	4.9	Insignia Wy	R104	0.9
Bick Rd	R045	7.6	Johnston Rd	R057	2.5
Bignell Rd	R101	4.7	Koonadgin Rd	R044	12.9
Booran S Rd	R033	12.2	Koonadgin S Rd	R116	3.5
Briant Rd	R060	14.6	Korbel E Rd	R036	13.2
Burke Rd	R081	10.6	Last Rd	R050	5.5
Burracoppin N-W Rd	R048	13.9	Liebeck Rd	R098	9.6
Clarke Rd	R123	5.1	Main St	R256	0.6
Collgar S Rd	R034	9.2	Mcgellin Rd	R049	6.7
Collgar W Rd	R068	6.6	Muntadgin - Tandegin Rd	R028	9.1
Combes Dr	R234	0.4	Muntadgin Rd	R018	17.3
Connell Rd	R054	5.1	Neening Rd	R022	22.7
Coupar Rd	R065	3.5	Norpa Siding Rd	R093	3.1
Crees Rd	R066	3.7	Nukarni Bin Rd	R259	0.3
Currie Rd	R046	5.0	Ogden Rd	R067	3.0
Davies Rd	R235	11.3	Old Muntadgin Rd	R024	22.6
Day Rd	R100	3.2	Old Nukarni Rd	R080	6.4
Depot Dam Rd	R061	14.9	Pitt Rd	R023	4.8
Dobson Rd	R103	3.5	Potter Rd	R132	2.5
Downsborough Rd	R032	9.5	Pustkuchen Rd	R030	10.8
Dunlop Rd	R042	9.5	Roberts Rd	R079	3.5
Ellery Rd	R246	6.3	Scott Rd	R076	7.2
Endersbee Rd	R026	5.1	Smith Rd	R126	5.1
Fewster Rd	R017	3.2	Snell Rd	R088	4.2
Fisher E Rd	R105	2.9	Southcott Rd	R031	4.0
Fitzpatrick Rd	R087	4.1	Springwell Valley Rd	R027	16.7
Flockart Rd	R049	5.5	Talgomine Reserve Rd	R062	9.7
Fourteen Mile Gate Rd	R073	4.4	Tandegin E Rd	R040	14.6
Giles Rd	R128	2.9	Teasdale Rd	R055	7.4
Giraud Rd	R130	6.4	Ten Mile Gate Rd	R074	4.2
Goldfields Rd W	R090	2.9	Thyne Rd	R111	3.3
Goodier Rd	R025	12.9	Ulva Siding Rd	R096	3.1
Goomarin - Nukarni Rd	R019	18.7	White St	R027	1.1
Goomarin Rd	R037	11.4	Whittleton St	R257	0.4
Growden Rd	R058	13.8	Willis Rd	R059	7.8
			Woodward Rd	R082	8.8



Local Access (Minor) - Rural		
Road Name	Road ID	Length - km
Bailey Rd	R127	1.5
Barnes Rd	R085	4.2
Booran N Rd	R084	5.7
Brown Rd	R107	2.5
Cahill Rd	R086	5.4
Caughey Rd	R041	10.1
Clement Rd	R211	5.7
Coulahan Rd	R095	5.5
Crosthwaite Rd	R120	2.3
Della Rd	R209	3.7
Duffy Rd	R237	2.3
Fagans Folly Rd	R231	3.9
Gebert Rd	R275	1.1
Gigney Rd	R121	3.4
Hicks Rd	R124	1.5
Hodgkiss Rd	R122	5.1
Jarvis Rd	R118	1.5
Legge Rd	R099	2.2
Maughan Rd	R254	4.1
Mcpharlin Rd	R125	2.3
Newport Rd	R236	1.8
Osborne Rd	R053	5.0
Peel Rd	R077	7.6
Perkins Rd	R108	2.4
Pink Rd	R210	4.9
Pontifex Rd	R119	7.8
Rutter Rd	R129	2.4
Samphire Rd	R261	1.4
Spur Rd	R208	0.6
Tandegin W Rd	R039	7.0
Tuppen Rd	R115	2.2
Whistler Rd	R117	0.5



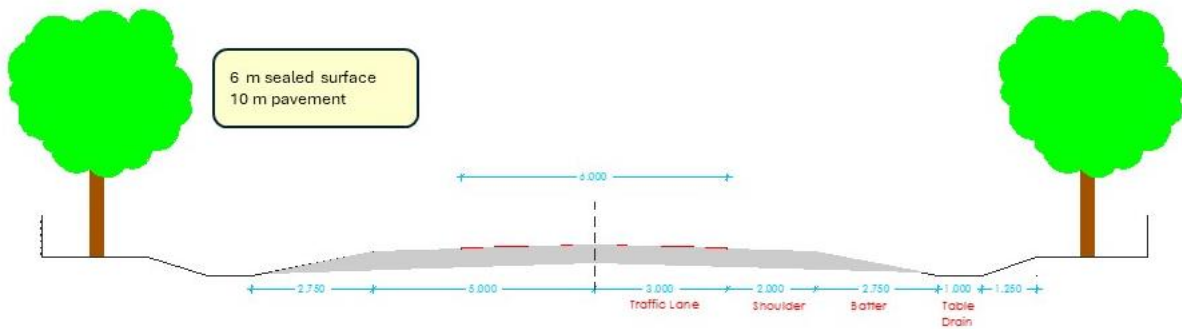
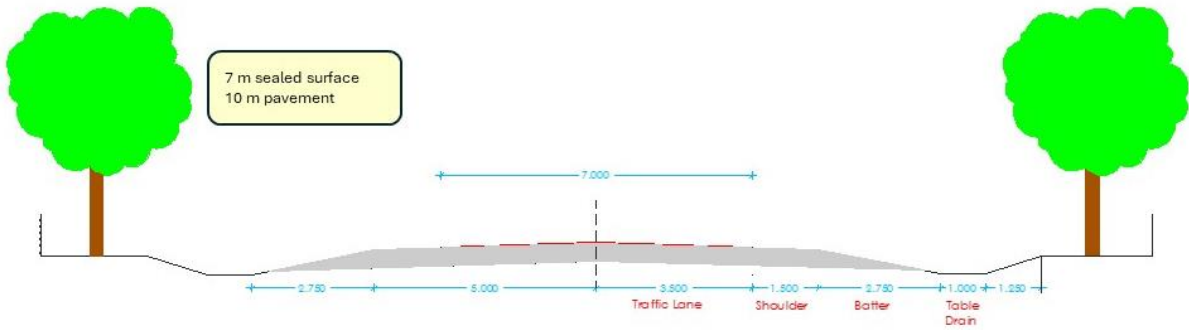
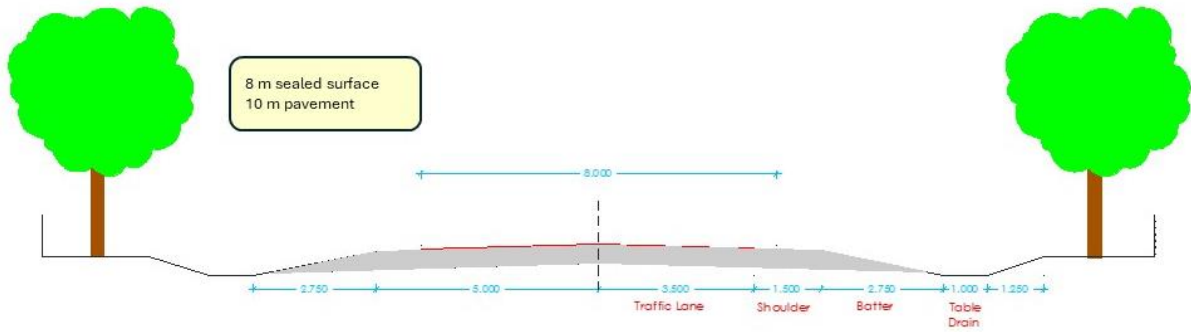
Local Distributor - Urban		
Road Name	Road ID	Length - km
Barrack St	R135	1.1
Bates St	R136	1.5
Caw Street	R148	1.2
Crossland St	R230	1.2
East Barrack St	R244	1.6
Endersbee St	R149	1.2
French Ave	R142	1.6
Golf Rd	R158	0.8
King St	R145	1.0
Kitchener Rd	R150	1.6
Mary St	R154	0.6
Mitchell St	R137	0.8
O'Connor St	R205	4.2
Pollock Ave	R147	1.1
Telfer Ave	R175	1.6
Woolgar Ave	R144	1.1

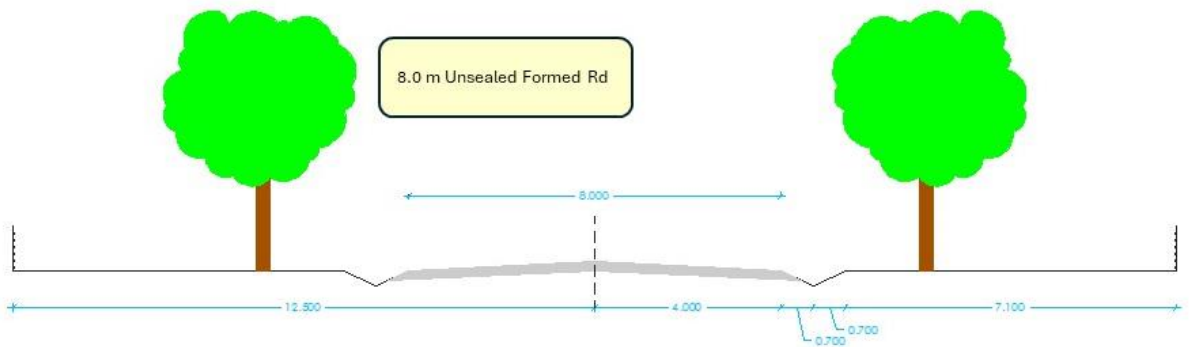
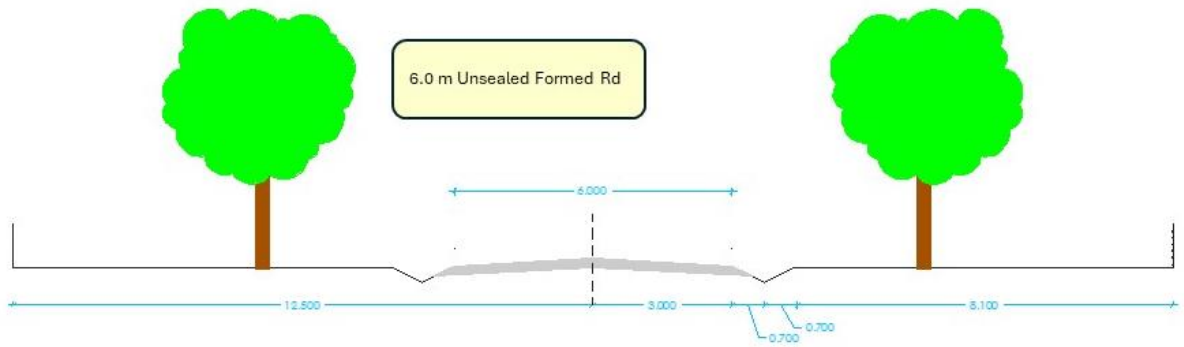
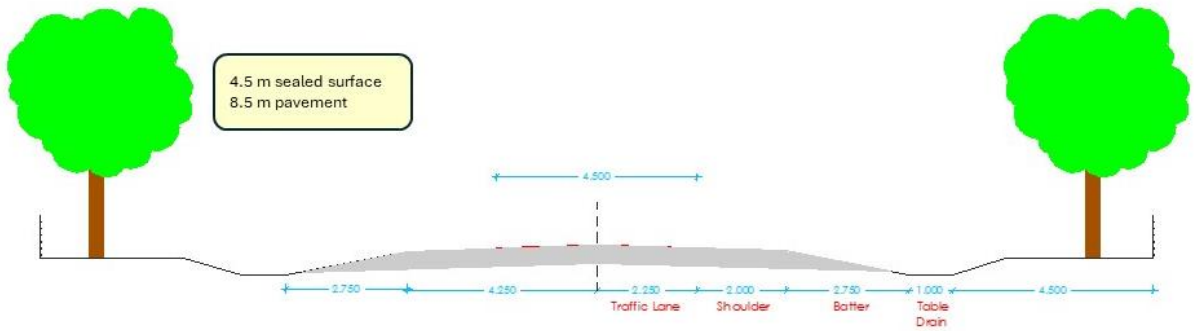


Local Access - Urban					
Road Name	Road ID	Length - km	Road Name	Road ID	Length - km
Acacia Way	R220	0.1	Hobbs Rd	R155	0.2
Alfred St	R174	0.3	Hughes Rd	R134	1.4
Allbeury St	R159	0.5	Hunter Ave	R165	0.5
Allenby St	R184	0.1	Jackson Way	R197	0.4
Aspland St	R180	0.2	Jellicoe Rd	R161	0.3
Barr St	R202	0.2	Jubilee St	R164	0.2
Barrack St Spur	R247	0.1	Junk Rd	R109	2.9
Benson Rd	R200	0.3	Kendall St	R168	0.5
Bower St	R179	0.2	Lefroy St	R185	0.6
Boyd St	R196	0.3	Lewis Wy	R224	0.1
Brewery Rd	R199	0.3	Limbourne St	R202	0.2
Byrne Ln	R292	0.2	Macdonald St	R190	0.7
Camm St	R242	0.1	Maiolo Way	R293	0.6
Caridi Cl	R276	0.1	Marley Cl	R284	0.5
Carrington Way	R253	0.3	McCallum St	R242	0.5
Cassia St	R219	0.1	McGinniss Way	R286	0.3
Chegwidden Ave	R278	0.7	Mckenzie Cr	R226	1.0
Coghill St	R291	0.1	Mill St	R166	0.3
Cohn St	R193	1.0	Morton St	R162	0.3
Colin St	R172	0.4	Muscat St	R181	0.4
Coronation St	R140	1.1	Nolan Wy	R228	0.1
Council St	R167	0.2	Oats St	R218	0.2
Cowan Way	R221	0.3	Parkes St	R133	0.6
Craddock Rd	R160	0.3	Pereira Dr	R182	0.1
Cummings Cr	R223	0.2	Pioneers Rd	R170	0.4
Cummings St	R176	0.6	Pool St	R187	0.2
Cunningham St	R152	1.1	Priestley St	R194	0.3
Dobson Ave	R113	0.3	Princess St	R198	0.5
Dolton Way	R222	0.1	Queen St	R139	0.4
Doyle St	R290	0.2	Rutter St	R285	0.1
Duff St	R141	1.6	Saleyards Rd	R183	0.4
Eaton Wy	R233	0.0	Second Ave	R240	0.2
Edwards St	R207	0.2	Smith St	R232	0.1
Ellis Rd	R186	0.1	Snell St	R169	0.9
Farrar Pde	R163	1.1	Solomon St	R192	0.3
Fifth Ave	R199	0.2	Station St	R282	0.3
Fifth St	R138	0.5	Stephens St	R173	0.3
George St	R146	0.3	Third Ave	R204	0.2
Gilmore Rd	R177	0.2	Throssell Rd	R153	1.0
Growden St	R151	0.5	Tip Rd	R300	0.3
Haig Rd	R157	0.7	Todd W St	R188	0.4
Haines St	R191	0.6	Tomlinson Rd	R178	0.2
Harling St	R203	0.3	Walsh St	R242	0.1
Hart St	R156	0.4	Warne St	R214	0.1
Hawker Wy	R229	0.1	Watson Rd	R201	0.2
Hay St	R171	0.4	Whitfield Way	R250	0.7
Hill St	R195	0.1	Yorrell Wy	R212	0.8
Hines Hill Siding Rd	R094	0.8			
Hines Hill Wheat Bin St	R097	1.3			



Appendix B - Road Cross Sections







Appendix C – Shire Road Map

