

NSW ROAD CLASSIFICATION REVIEW



Review Panel Final Report

August 2007

Forward

(The Review of the classification of State and Regional Roads is a State Government initiative that provides an opportunity to adjust the make up of the networks to ensure that State resources are targeted to the most important and up to date set of roads that best meets the social and economic needs across New South Wales.)

The management of roads is a complex task and involves different levels of government. Network classification is an important tool to guide planning and management between levels of government to achieve the maximum benefits for the road system and the community.

The NSW Road Classification Review Panel's recommended changes to road classifications across the State are proposed as incremental changes to the network of State and Regional Roads which will improve the effective allocation of the State Government's road funds and the division of network responsibility between the RTA and councils.

The task of assessing which roads should be reclassified has been challenging, given the many strong cases put forward for additional roads to be classified, and the Panel's terms of reference that the review be conducted within the framework of existing funding levels and management arrangements.

As a Panel, we have been greatly assisted in our task to identify and assess roads for reclassification, by the many submissions made to us and by subsequent discussions with many of those who made submissions. It was pleasing to find a cooperative attitude among all and we are grateful to the many councillors and council staff, as well as RTA staff from regional offices who gave time and effort to help us understand their road situation.

I thank my fellow Panel members, Steve Carmichael and Lew Laing, for their invaluable contribution based on their vast experience in local government roads matters and their professional approach to considering the issues at hand. I also thank the RTA staff Steve Baker and Deborah Graham for providing splendid secretariat support.

The Panel considers that implementation of the recommended changes in road classifications will refine the road networks to better reflect current function and, through this, will contribute to the ongoing task of improving road safety and road management throughout NSW for the benefit of road users and the wider community.

Mike Montgomery
Chairman
NSW Road Classification Review Panel

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Summary

Road funding and management arrangements between State and Local Government are based on a three tier hierarchy of State, Regional and Local Road classifications.

The classification of a hierarchy of roads as State, Regional or Local is a key mechanism to support effective resource allocation by targeting State resources to the more important roads. The State Government, through the RTA, funds and manages State Roads and provides funding assistance to councils towards their management of Regional Roads. (Note that the Federal Government has an involvement on those State Roads which are defined under Federal legislation as part of the AusLink network). A review of classifications provides an opportunity to make adjustments to ensure an up to date network that meets the social and economic needs of the community and industry.

The Minister for Roads in 2003 announced a classification review to be conducted by a three member Panel. The initiative was in response to requests for review from a number of individual councils and from the Local Government and Shires Associations.

The objective of the review was to identify additions to and deletions from the State and Regional Road networks taking account of changes in the importance and function of roads, arising from changes in population, landuse, economic activity and construction of new roads.

The Panel held initial consultations with councils and the RTA and then distributed an Information Paper to councils in March 2004. The Paper outlined the classification criteria, the review process and invited submissions on road reclassification.

Following analysis of over 380 proposals received from 138 councils and the RTA involving over 5000 km of road, the Panel issued an Interim Report in April 2005. This contained the Panel's initial view on whether to accept or reject each proposal. Responses to the Interim Report were invited and the Panel subsequently received further submissions and met with over 52 councils to discuss specific road proposals.

This final report contains the Panel's recommended list of road reclassifications with a brief comment on each of the recommended reclassifications.

In total the Panel is recommending change to 1,386 km of roads across 77 councils. The net change in classifications is a reduction of 122 km in State Roads, a reduction of 124 km in Regional Roads and a corresponding increase of 246 km in Local Roads. 45 councils have an overall increase in length of State and / or Regional Roads. 31 councils have an overall reduction.

A key term of reference was that the review was to be conducted within the available level of funding. Changes in classification will result in a redistribution of available funding between councils, and between the RTA and councils. Given the relatively small net reduction in Regional Road length, the Panel broadly estimates that the level of Regional Road funding would remain about the same as at present but individual councils will gain or lose funding. In keeping with the funding neutral objective of the review, the Panel considers that any Regional Road funds "saved" through the net reduction in length of Regional Road remain within the block grant funding pool for the benefit of all councils.

The Panel also considers that, given the redistribution between councils, it would be appropriate for the Government to provide a safety net arrangement including some additional short term funding, so that the redistribution of funds between councils can be transitioned over a period of at least three years.

The Panel **RECOMMENDS** that the changes in road classification listed in Table 1 be implemented.

Implementation of these reclassifications at the network margin will benefit road users and the State's economy by ensuring a more effective allocation of the State's limited road resources to a network of roads that better meets the needs of industry, commerce and local communities.

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Table 1
List of Roads Recommended for Change in Classification

Council	Road No	Road Name	From	To	Current Class	Recommended Class	Length (km)
Albury	Local Rd	Trout Farm Rd	Heywoods Bridge Vic Border	Riverina Hwy	Local	Regional	1.4
Albury	MR355	Hume Weir Spur Rd	Riverina Hwy	Hume Dam Wall	Regional	Local	0.5
Armidale Dumaresq	MR75	Kempsey - Armidale Rd	Bellbrook	Wollomombi	Regional	Local	66.5
Auburn	Local Rd	Chisholm Rd, Manchester Rd etc	Wellington Rd	Rawson St	Local	Regional	3.0
Auburn	Local Rd	East St / Weeroona Rd	Georges Ave	Joseph St	Local	Regional	2.6
Auburn	Local Rd	Hill Rd / Holker St	Parramatta Rd HW5	Silverwater Rd	Local	Regional	3.7
Auburn	RR7102	Park / Cumberland Rd etc	Vaughan St	Chisholm Rd	Regional	Local	3.0
Auburn	SR2057	Georges Ave	East St	Joseph St	Regional	Local	0.3
Ballina	MR146	Ballina - Teven Rd	Pacific Hwy Ballina	MR7734 Teven	Regional	Local	7.6
Ballina	MR555	Wardell - Goonellabah Rd	Wardell	Goonellabah	Regional	Local	18.0
Balranald	MR67	Balranald / Kyalite / Tooleybuc rRd	Sturt Hwy Balranald	Kyalite Bridge	Regional	State	32.0
Bankstown	Local St	Bullecourt Ave	Henry Lawson Drive	Ashford Ave	Local	Regional	0.6
Bankstown	RR7129	Wattle St	Roberts Rd	Wiley Ave	Regional	Local	0.2
Bankstown	SR2068	The River Rd	Milperra/Canterbury Rd MR167	M5 Motorway	Regional	State	0.3
Bathurst Regional	MR252	Bathurst - Rockley Rd	Bathurst	Rockley	Regional	Local	30.0
Bathurst Regional	MR255	Great Western Highway - Oberon	Great Western Hwy	Oberon	Regional	Local	10.8
Baulkham Hills	Local Rd	Carrington Rd	Victoria Ave	Showground Road	Local	Regional	1.1
Baulkham Hills	Local Rd	Eastern Ring Rd Terminus St / Cecil Ave	Old Northern Rd	Old Northern Rd	Local	State	0.6
Baulkham Hills	Local Rd	Green and Victoria Roads	Showground Rd	Samantha Riley Rd	Local	Regional	3.2
Baulkham Hills	Local Rd	Norwest Boulevard	Old Windsor Rd	Windsor Rd	Local	State	2.6
Baulkham Hills	Local Rd	Samantha Riley Drive	Old Windsor Rd	Windsor Rd	Local	Regional	0.8
Baulkham Hills	Local Rd	Victoria Ave	Showground Rd	Windsor Road	Local	Regional	1.3
Baulkham Hills	Local Rd	Western Ring Rd, Pennant / McMullen Sts	Showground Rd	Old Northern Rd	Local	State	1.1
Baulkham Hills	MR160	Old Northern Rd	Terminus St	Showground Rd	State	Local	0.4
Baulkham Hills	MR160	Seven Hills Rd	Old Windsor Rd	Windsor Rd	State	Regional	4.1
Bega Valley	Local Rd	Merimbula Drive, Merimbula	Princes Hwy Millingandi	RR7621 Reid St	Local	Regional	4.2
Bellingen	MR118	Macksville - Bellingen Rd	Bowraville	Bellingen	Regional	Local	15.5
Bellingen	MR120	Coramba - Dorrigo Rd	Ulong	Megan	Regional	Local	8.0
Blacktown	Local St	Falmouth Rd	Quakers Rd	Richmond Road	Local	Regional	1.0
Blacktown	Local St	Lamb St	Rooty Hill Rd Nth	Glendenning Rd	Local	Regional	1.0

Council	Road No	Road Name	From	To	Current Class	Recommended Class	Length (km)
Blacktown	Local St	Powers Rd	Old Windsor Rd	Station Rd	Local	Regional	1.8
Blacktown	Local St	Quakers Rd	Quakers Hill Parkway	Davis Road	Local	Regional	2.6
Blacktown	RR7155	Monash Rd	Bungarribee Rd	Lancaster St	Regional	Local	1.2
Blacktown	RR7158	Schofields Rd	Windsor Rd	Hambledon Rd	Regional	State	2.8
Blacktown	RR7159	Power St	Rooty Hill Rd Nth	M7 Motorway	Regional	State	0.5
Blacktown	RR7160	Golding Drive	Richmond Rd	Winten Drive	Regional	Local	0.8
Blacktown	RR7160	Woodstock Ave	Rooty Hill Rd Nth	M7 Motorway	Regional	State	0.7
Bland	Local Rd	West Wyalong Bypass	Newell Hwy	Newell Hwy	Local	Regional	4.9
Blayney	Local Rd	Marshalls Lane / Gerty St, Blayney	Mid Western Hwy	Freight Terminal	Local	Regional	1.6
Blue Mountains	Local Rd	Harley Ave, Mount Victoria	Station St	Great Western Hwy	Local	Regional	0.4
Botany Bay	RR7022	Robey St	O'Riordan St	Botany Rd Mascot	Regional	Local	0.7
Byron	MR306	Lismore - Mullumbimby Rd	Lismore	Mullumbimby	Regional	Local	18.9
Cabonne	MR526	Mt Canobolas Rd	Orange	Mt Canobolas	Regional	Local	7.4
Camden	MR259	Burraborang Rd / Druitt Lane	Camden Bypass	Fosters Lane Ccl boundary	State	Regional	3.9
Campbelltown	Local Rd	Brooks Rd	RR7197	F5 Freeway Ingleburn	Local	Regional	0.6
Campbelltown	Local Rd	Cambridge Rd / Moorebank Ave	MR680 Glenfield	Liverpool Ccl boundary at Georges River	Local	Regional	1.2
Campbelltown	Local Rd	Henderson Rd Extension	RR7198	MR680 Ingleburn	Local	Regional	0.8
Campbelltown	Local Rd	Rose Payton Drive	MR177 Woodbine Rd	MR680	Local	Regional	0.8
Campbelltown	RR7190	Old Leumeah Rd	MR177 Woodbine Rd	MR680	Regional	Local	0.8
Campbelltown	RR7199	Saywell Rd	RR7198	MR680 Macquarie Fields	Regional	Local	1.1
Canterbury	Local Rd	Broad Arrow Rd (shared with Hurstville)	King Georges Rd	Bryant St	Local	Regional	0.3
Central Darling	HW21	Cobb Hwy	Ivanhoe	Barrier Hwy near Wilcannia	State	Regional	162.0
Cobar	Local Rd	Frederick St, Cobar	Marshall St	Kidman Way	Local	Regional	0.4
Coffs Harbour	Local Rd	Arthur St & Hogbin Drive Nth	Mastracolas Rd	Orlando St	Local	Regional	2.0
Coffs Harbour	Local Rd	Stadium Drive	Pacific Hwy at Englands Rd	Hogbin Dr MR540	Local	Regional	1.4
Coffs Harbour	MR120	Coramba - Dorrigo Rd	Ulong	Megan	Regional	Local	13.9
Cootamundra	Local St	Hovell St route	Parker St	Mackay St	Local	State	1.5
Cootamundra	Local St	Temora Rd	Hovell St	Parker St	Local	Regional	0.4
Cootamundra	MR78	Parker / Wallendoon / Sutton Sts	Sutton St (north)	Mackay St	State	Local	2.0
Cootamundra	MR87	Mackay St	Hovell St	Sutton St (south)	Regional	State	0.2
Dubbo	Local St	Thompson St	Newell Hwy	Mitchell Hwy	Local	Regional	1.1
Dubbo	RR7502	Darling St	Mitchell Hwy	Newell Hwy	Regional	Local	1.1

Council	Road No	Road Name	From	To	Current Class	Recommended Class	Length (km)
Fairfield	Local Rd	Gordon St	The Horsley Drive	Vine St	Local	Regional	0.2
Fairfield	Local Rd	Victoria St / Cowpasture Rd	Elizabeth St	The Horsley Drive	Local	Regional	2.8
Fairfield	MR609	The Horsley Drive	Elizabeth St	Cumberland Hwy	State	Regional	4.2
Fairfield	MR646	Hassall St	The Horsley Drive	Victoria St	State	Regional	0.2
Fairfield	RR7232	Bland, Mitchell St	The Horsley Drive	Gordon St	Regional	Local	0.8
Fairfield	RR7232	Elizabeth St	Victoria St	The Horsley Drive	Regional	State	0.6
Fairfield	RR7234	Victoria St	Cumberland Hwy	Elizabeth St	Regional	State	4.0
Gilgandra	Local St	Gilgandra Road Train Route	Newell Hwy	Oxley Hwy	Local	Regional	1.7
Gosford	RR7753	Maitland Bay Dr / Empire Bay Dr	Barrenjoey Rd / Memorial Ave	Avoca Dr Kincumber	Regional	State	11.8
Gosford	RR7754	Scenic Dr / Charles Kay Dr	Avoca Dr	Terrigal Dr	Regional	State	3.9
Gosford	Local Rd	Beach Suburbs Route	Empire Bay Drive	Scenic Hwy	Local	Regional	9.0
Gosford	Local Rd	Wells St / Barralong Rd	Henry Parry Drive	Terrigal Drive	Local	Regional	3.9
Gosford	HW10	Mann St (Pacific Hwy)	Wyoming	West Gosford	State	Regional	1.4
Greater Hume	MR282	Wymah Ferry Rd	Bowna	Wymah Ferry	Regional	Local	24.0
Great Lakes	RR7763	Failford Rd	Pacific Highway	Lakes Way	Regional	State	5.6
Great Lakes	MR111	The Lakes Way	Failford Road	Breese Parade Forster	Regional	State	11.6
Gundagai	Local Rd	Middle St	Mount St	Hume Hwy South Gundagai	Local	State	0.2
Gundagai	Local Rd	South St	Cross St	Hume Hwy South Gundagai	Local	State	0.3
Gundagai	MR279	Gocup Rd	Tumut Ccl boundary	Hume Hwy South Gundagai	Regional	State	17.3
Gundagai	MR279	MR279 through Gundagai	Middle St South Gundagai	Hume Hwy North Gundagai	Regional	Local	3.6
Gundagai	MR280	Tumblong - Adelong Rd	Hume Hwy Tumblong	Adelong	Regional	Local	7.0
Hawkesbury	SR2063	Londonderry Rd	The Driftway (Penrith Ccl bdy)	Lennox St, Richmond	Regional	State	3.3
Holroyd	Local Rd	Darcy / Hawkesbury / Park	Cumberland Hwy	Pitt St	Local	Regional	1.0
Hornsby	HW10	Pacific Hwy	F3 Berowra	Hawkesbury River Bridge	State	Regional	9.7
Hornsby	Local Rd	County Drive	New Line Rd Cherrybrook	Castle Rd Castle Hill	Local	Regional	1.4
Hornsby	Local Rd	Duffy Ave	Pennant Hills Rd	The Esplanade	Local	Regional	0.4
Hurstville	Local St	Broad Arrow Rd (shared with Canterbury)	Hannans Rd	King Georges Rd	Local	Regional	0.3
Kempsey	MR198	Kempsey - South West Rocks Rd	MR556 Gladstone	Plummers Lane Jerseyville	Regional	Local	16.1
Kempsey	MR75	Kempsey - Armidale Rd	Bellbrook	Wollomombi	Regional	Local	21.2
Kempsey	Local Rd	Plummers Lane	Pacific Hwy	South West Rocks Rd Jerseyville	Local	Regional	10.0
Kiama	Local Rd	Crooked River Rd	Bolong Rd Shoalhaven Heads	Crooked River Rd Gerroa	Local	Regional	3.8
Kogarah	Local Rd	Swanns Lane	Tanner Ave	Balfour St	Local	Regional	0.2
Kogarah	RR7004	Augusta / Norman Sts	Norman St	Balfour St	Regional	Local	0.2

Council	Road No	Road Name	From	To	Current Class	Recommended Class	Length (km)
Kyogle	MR622	Mt Lindesay Rd	Legume	Summerland Way	Regional	State	5.2
Lake Macquarie	Local St	Evans St Belmont	Pacific Hwy	Ross St MR527	Local	Regional	0.9
Lake Macquarie	RR7773	Frederick St Glendale	Lake Rd Glendale	Main Rd Edgeworth	Regional	State	0.6
Lismore	Local Rd	Wyrallah Rd	Lismore	Woodburn	Local	Regional	33.0
Lismore	MR306	Lismore - Mullumbimby Rd	Dunoon	Mullumbimby	Regional	Local	14.5
Lismore	MR555	Wardell - Goonellabah Rd	Wardell	Goonellabah	Regional	Local	8.3
Lithgow	MR255	Great Western Highway - Oberon	Great Western Hwy	Oberon	Regional	Local	7.6
Lithgow	MR557	Portland Meadow Flat	Great Western Hwy	MR531 Portland	Regional	Local	10.5
Liverpool	Local St	Bathurst / Macquarie / Pirie Sts	Memorial Ave	Terminus St	Local	Regional	0.4
Liverpool	MR512	Memorial Ave	Hume Hwy	Bathurst St	State	Regional	0.2
Liverpool	MR512	Memorial Ave, Scott St	Bathurst St	Newbridge Rd	State	Local	0.5
Liverpool	RR7262	Benera / Jedda / Joadja Rd	Hoxton Park Rd	M7 at Benera Rd	Regional	State	1.1
Lockhart	Local St	Reid St	MR59 Urana Rd	MR370 Albury Rd	Local	Regional	1.2
Lockhart	MR59	Urana St	Osborne St	Green St	Regional	Local	0.7
Maitland	Local Rd	Church / Ken Tubman Sts	New England Hwy	Belmore Bdg MR195	Local	Regional	1.1
Maitland	Local Rd	Lindsay / Cumberland Sts	High St	Melbourne St	Local	State	0.8
Maitland	MR102	Morpeth Rd (Melbourne St)	New England Hwy	Cumberland St	Regional	State	0.7
Maitland	MR104	High St	Lindesay St	New England Hwy	State	Local	0.8
Mid Western Regional	MR233	Goolma Rd Mudgee - Wellington Route	Guntawang	Mitchell Hwy	Regional	State	32.8
Mid Western Regional	MR565	Guntawang Rd, Mudgee – Wellington Route	Castlereagh Hwy, Mudgee	MR233 Goolma Rd	Regional	State	9.1
Moree Plains	Local St	Bullus Dr / Tycannah St Moree	Newell Hwy	Freight Terminal	Local	Regional	1.1
Mosman	MR400	Bradleys Head Rd	Spit Rd	Athol Wharf	State	Regional	3.4
Nambucca	MR118	Macksville - Bellingen Rd	Bowraville	Bellingen	Regional	Local	14.7
Narromine	MR89	Tomingley – Narromine Rd	Tomingley	Narromine	State	Regional	37.5
Newcastle	Local Rd	Carrington Heavy Vehicle Route	Elizabeth St	Darling St	Local	Regional	0.6
Newcastle	Local Rd	Scenic Drive	Pacific Hwy (City Rd)	Scott St, Newcastle	Local	Regional	7.7
Newcastle	RR7772	Elizabeth St	Parker St	Darling St	Regional	Local	0.4
Newcastle	HW10	Maitland Rd (Pacific Hwy)	Newcastle	Warabrook	State	Regional	6.6
Oberon	Local St	Extension of Abercrombie Rd	Reef Rd	O'Connell Rd	Local	Regional	0.8
Oberon	MR255	Great Western Highway - Oberon	Great Western Hwy	Oberon	Regional	Local	17.2
Oberon	MR256	Abercrombie Rd	Carrington Ave	New Bypass	Regional	Local	0.6
Orange	MR526	Mt Canobolas Rd	Orange	Mt Canobolas	Regional	Local	11.2

Council	Road No	Road Name	From	To	Current Class	Recommended Class	Length (km)
Parkes	Local St	Hartigan Ave	Newell Hwy	MR61	Local	State	3.4
Parkes	MR61	Condobolin Rd	Newell Hwy	Hartigan Ave	State	Local	1.9
Parramatta	Local Rd	Darcy / Hawkesbury / Park	Cumberland Hwy	Pitt St	Local	Regional	2.3
Parramatta	Local Rd	Macarthur / Harris Sts	Victoria St	Parkes St	Local	Regional	1.2
Parramatta	RR7106	Railway Terrace / Randle St	Merrylands Rd	Woodville Rd	Regional	Local	0.8
Penrith	Local St	Christie St, St Marys	Werrington Rd	Forrester Rd	Local	Regional	1.8
Penrith	MR155	Castlereagh Rd	Cranebrook Rd	Springwood Rd	State	Regional	16.6
Penrith	SR2063	Londonderry Rd	The Driftway (Ccl boundary) Lennox St	Lennox St	Regional	State	7.4
Pittwater	MR174	Pittwater Rd / McCarrs Rd	Barrenjoey Rd	Ku-ring-gai NP boundary	State	Regional	7.2
Port Macquarie Hastings	Local Rd	Gannons Creek Rd to Comboyne	Oxley Hwy	Comboyne	Local	Regional	26.0
Port Macquarie Hastings	Local St	Link Rd	Ocean Drive	Oxley Hwy	Local	Regional	2.5
Port Macquarie Hastings	MR538	Kew - Comboyne Rd	Kendall	Comboyne	Regional	Local	30.2
Port Macquarie Hastings	MR600	Ocean Drive / Lake / Gordon Sts	Lochinvar St	Horton St	Regional	Local	3.4
Rockdale	SR2086	Allen St / Wollongong Rd	Princess Hwy Wolli Ck	Forest Rd Arncliffe	Regional	Local	2.3
Ryde	Local Rd	Herring Rd	Epping Rd	Talavera Rd	Local	Regional	1.0
Ryde	Local Rd	Talavera Rd / Christie St	Herring Rd	M2 Ramp	Local	Regional	0.2
Ryde	Local Rd	Talavera Rd	Herring Rd	Lane Cove Rd	Local	Regional	1.2
Shoalhaven	Local Rd	Crooked River Rd	Bolong Rd Shoalhaven Heads	Kiama Ccl boundary	Local	Regional	6.3
Singleton	Local Rd	Ryan Ave	John St (North)	John St (South)	Local	Regional	1.0
Singleton	MR128	John St	Ryan Ave (North)	Ryan Ave (South)	Regional	Local	0.8
Sutherland	Local Rd	Kiora Rd	Kingsway	Port Hacking Rd	Local	Regional	0.5
Sutherland	TR4031	Cape Solander	Captain Cook Drive	End of Rd	Regional	Local	3.0
Tamworth Regional	Local Rd	Jewry / Dampier Sts Tamworth	Oxley Hwy	MR63 Manilla Rd	Local	Regional	3.5
Temora	Local Rd	Waratah St	Loftus St	MR84	Local	Regional	0.8
Temora	MR241	Young Rd / Loftus St	MR57 Hoskins St	Waratah St	Regional	Local	1.4
Tenterfield	MR189	Legume - Woodenbong Rd	MR189 Qld Border	MR622	Regional	State	4.8
Tenterfield	MR622	Legume - Woodenbong Rd	MR189	Woodenbong	Regional	State	43.2
Tenterfield	HW16	Bruxner Hwy west	Tenterfield	Gwydir Ccl boundary	State	Regional	82.4
Tumut	MR279	Gocup Rd	Gundagai Ccl boundary	Snowy Mountains Hwy Tumut	Regional	State	16.4
Tumut	MR280	Adelong – Tumblong Rd	Hume Hwy	Adelong	Regional	Local	13.8
Tweed	MR541	Terranora Rd	Pacific Hwy Banora Point	Tweed Valley Way nr Tumbulgum	Regional	Local	12.2
Upper Lachlan	Local Rd	Off ramps to Gunning (Nth)	Hume Hwy	MR52 Gunning	Local	Regional	1.6
Wakool	Local Rd	Kyalite Rd	MR67, Kyalite	MR296	Local	Regional	26.7

Council	Road No	Road Name	From	To	Current Class	Recommended Class	Length (km)
Wakool	MR222	Tooleybuc - Balranald Rd	Tooleybuc Bridge Vic Border	MR67 Kyalite	Regional	State	13.5
Wakool	MR296	Pretty Pine Yanga Tank	Kyalite Rd / MR296	MR67	Regional	Local	33.0
Wakool	MR67	Tooleybuc - Balranald Rd	MR222 Kyalite	Sturt Hwy	Regional	State	3.8
Wellington	MR233	Goolma Rd Mudgee - Wellington Route	Mitchell Hwy	Mid Western Ccl bdy	Regional	State	31.8
Willoughby	Local St	Albert Ave	Pacific Hwy	Archer St	Local	Regional	0.7
Willoughby	Local St	Archer St	Malvern Ave	Boundary St	Local	Regional	0.8
Willoughby	Local St	Archer St	Mowbray Rd	Albert St	Local	Regional	0.5
Wingecarribee	Local Rd	Station / Funston Sts	Moss Vale Rd	Bong Bong St Bowral	Local	Regional	1.2
Wollondilly	Local Rd	Montpelier Dr	Barkers Lodge Rd	Burraborang Rd	Local	Regional	9.0
Wollondilly	Local Rd	Silverdale Rd	Burraborang Rd	Nepean River, Wallacia	Local	Regional	27.4
Wollondilly	MR259	Burraborang Rd (East)	Silverdale Rd	Camden Ccl boundary Mt Hunter	State	Regional	9.4
Wollondilly	MR259	Burraborang Rd (West)	Silverdale Rd	Nattai Village	State	Local	13.7
Wollondilly	MR612	Barkers Lodge Rd (West)	Montpelier Dr	Burraborang Rd MR259	State	Local	11.4
Wollondilly	MR612	Barkers Lodge Rd (East)	Montpelier Dr	Argyle St	State	Regional	7.3
Wollongong	Local Rd	Gladstone Ave / Bridge St	Crown St	Springhill Rd	Local	Regional	2.1
Wollongong	Local Rd	Pioneer Rd Route	Towradgi Rd	Bourke St	Local	Regional	3.8
Wollongong	Local Rd	Throsby Dr / Denison St	Flinders St	Crown St	Local	Regional	1.0
Wollongong	MR186	Mt Keira Rd / Harry Graham Dr	MR95	O'Briens Drift Coal Facility	State	Local	4.2
Wyong	HW10	Old Pacific Hwy	Ourimbah	Tuggerah	State	Local	6.5
Young	Local St	Iandra St	Henry Lawson Way MR239	Olympic Way	Local	Regional	0.7
Young	MR239	Blackett Ave (Henry Lawson Way)	Iandra St	Olympic Way	Regional	Local	1.5
Total							1,386

NSW Road Classification Review

I Background

I.1 Review Initiation

The process of classifying roads is a mechanism used by the State Government to assist in the effective allocation of State Government road funds, and the allocation of road management responsibility between State and Local Government jurisdictions.

It identifies which roads are to be managed and funded by the Roads and Traffic Authority (RTA) because of their state arterial significance in carrying substantial volumes of traffic over long distances, and which Council managed roads are of sufficient regional significance to be eligible to receive state funding assistance grants towards their management.

A review of road classifications provides an opportunity to make adjustments at the network margins to ensure an up to date network that meets the social and economic needs of the community and industry, within the available levels of funding.

The Minister announced the intention to conduct a review in 2003. This followed representations from the Local Government and Shires Associations for a statewide review and requests from a number of councils seeking reclassification of specific roads. The Review was to be conducted by a three member panel with extensive knowledge and experience in the areas of roads and local government. Marginal rather than wholesale change was expected and the total funding for Regional Roads would remain about the same.

Panel membership:

Mr Mike Montgomery	Panel Chairman. Councillor, Moree Plains Shire Council, former President, NSW Shires Association; and former President, Australian Local Government Association
Mr Steve Carmichael	Consulting Engineer, former President, NSW Division, Institute of Public Works Engineering Australia, and a former Engineering Services Director with a local council.
Mr Lew Laing	Regional Manager, RTA Western Region.

Secretariat support to the Panel was provided by the RTA.

I.2 Review Objective

The objective of the review was to identify additions to, and deletions from, the State and Regional Road network to ensure that the network is meeting the needs of the community and industry, within the available levels of funding.

The identification of changes on classification was to take account of changes in the road's state or regional functional significance and importance, arising from changes in landuse, economic activity, population distribution, and the construction of new roads, and the resulting growth and change in traffic generation and distribution.

I.3 Terms of Reference

The terms of reference given to the Review Panel were:

Identify and recommend changes in road classification to assist in the effective allocation of available road funding and road management responsibilities so as to contribute to the best possible economic and social benefits to the community from the road network.

The review was to be undertaken within the current management and funding framework for State, Regional and Local Road and include:

- Classification criteria for urban and rural State and Regional Roads
- Identification and assessment of candidate roads for reclassification against the criteria
- The appropriateness of the urban / rural boundary
- A balanced distribution of road network density commensurate with the varying levels of economic activity across the State
- Prioritisation of recommended changes
- Process to be consultative
- Distributive impacts of changes on councils.

1.4 Classification Criteria

The Panel adopted the classification review used in the previous review in the early 1990s with slight modification after feedback from councils.

In summary the criteria are:

State Roads:

- Link major commercial, industrial and residential areas and distribution centres and ports within Sydney, Newcastle, Wollongong and Central Coast urban areas
- Link major NSW urban centres with Sydney, Newcastle and Wollongong
- Link these major centres with each other where there is significant interaction
- Link major regions throughout the State with each other.

Regional Roads

- Link smaller towns with the State Road network
- Connect smaller towns with each other
- Perform sub arterial function in major urban centres by
 - Supplementing State Roads for significant intra-urban flows
 - Providing access for significant flows to other commercial and industrial centres
- Provide access from State Roads to major recreation and tourist areas of State significance
- Provide town centre relief routes
- Provide access for significant freight flows to major inter-modal interchanges.

Appendix B provides more comment on the classification criteria.

The identification of State and Regional Roads is based on road function and be independent of funding. Functional classification groups roads into classes or systems according to their function or the character of the service they are intended to provide so as to encourage travel to move within the network in a logical and efficient manner.

Functional consideration gives priority to the commercial importance of routes, that is the extent to which the routes are used for movement of freight and services traffic, with consideration also of social and recreational traffic.

Functional classification can be used as a basis for allocating jurisdictional responsibility for roads. The primary, long distance, high traffic routes have strategic importance for the wider economy and by their nature are more expensive to construct and maintain. Central Governments acknowledge this by taking responsibility for the high order roads while lower order roads remain under responsibility of local councils.

The development of a strongly differentiated hierarchy of roads on a functional basis is essential to support broad State economic objectives, to maximise the effectiveness and efficiency in the spending of road funds by the differing jurisdictions, to support economic objectives, to support appropriate traffic management regimes and efficient traffic flow and to promote road safety.

A generic hierarchy comprises freeways, primary arterial roads, secondary or sub arterial roads, collector roads and local access roads. The NSW State, Regional and Local Road administrative system of road classification forms a hierarchy which generally aligns to the model hierarchy as follows:

State Roads	Freeways and Primary Arterials
Regional Roads	Secondary or sub arterials
Local Roads	Collector and local access roads.

In addition, there are roads for which the State Government may take responsibility because the road serves a special purpose or function rather than because of its general arterial function, for example, a major tourist access road within a National Park.

2 Review Process

2.1 Initial Consultation

The Panel introduced the review to councils via a series of presentations at Regional Consultative Committee meetings in late 2003. These meetings flagged the proposed classification criteria. The Panel also met with a sub committee of Sydney local government engineers to further refine the classification criteria applicable to roads within major urban areas. The Panel also met with the Roads Committee of the Local Government and Shires Associations.

2.2 Information Paper

In May 2004, the Panel distributed an Information Paper to Councils and RTA Regions. The Paper outlined the road classification criteria, current road funding and management arrangements between the RTA and councils, and set out the review process. The Paper included answers to frequently asked questions that had been raised in the initial round of consultations.

The Paper invited all councils to put submissions to the Panel on road reclassification. The Panel also requested the RTA to invite its Regional Managers to make submissions on road classification within each Region.

The Information Paper is available at www.rta.nsw.gov.au/roadclassificationreview.

2.3 Interim Report

At the outset of the review, the Panel agreed that it would publish an initial assessment decision against each reclassification proposal, either proposing its acceptance or rejection to allow for councils feedback.

The Panel received submissions from 138 councils and the RTA Regions. After receiving the RTA submissions, the Panel identified a number of roads for consideration for reclassification that were not raised by councils.

The Panel undertook an initial assessment of all proposals and in May 2005 distributed an Interim Report to all councils.

The Interim Report is available at www.rta.nsw.gov.au/roadclassificationreview.

The purpose of the Interim Report was to outline the road classification review process to date, to list all the road classification proposals put forward by councils and identified by the Panel, and to provide the Panel's initial assessment of each of the proposals in order to focus further discussion. The Report aimed to give councils and the RTA an opportunity to gain an insight into the Panel's current thinking on the submissions and road classification issues raised with the Panel and, more importantly, give councils and RTA Regional staff the opportunity for further consultation on individual reclassification proposals prior to the Panel determining its final reclassification recommendations.

The interim assessment focussed on identifying the appropriate functional classification of the roads irrespective of administrative/political boundaries and financial impacts.

The Panel took a firm approach in arriving at its initial assessment. Proposals, particularly those seeking to raise the classification of a road, needed to have demonstrated compelling arguments that the road met the classification criteria.

The Panel undertook an initial assessment of all proposals based on the published criteria and consultation with RTA staff. To assist in deliberations, Sydney local government representatives formed by a subcommittee from the Sydney Regional Consultative Forum, and with representatives of three Sydney Regional Organisations of Councils. These discussions were by no means exhaustive but enabled the Panel to broaden its understanding of the issues surrounding particular roads, and the initial views of councils.

There were some proposals for which the Panel considered it was not able to form a view based on the information currently available to it. Accordingly, a limited number of proposals were assessed as warranting further consideration.

There were also a number of situations where the council and the RTA had put forward alternative proposals to alter the route of an existing road. In these situations the Panel has either proposed agreement and expressed a preference for a particular option, or noted that it agrees with the general concept subject to further investigation and discussion to determine the preferred option.

2.4 Process after Interim Report

The Panel received responses from over 60 councils to its Interim Report. Several councils submitted new proposals or modified earlier proposals. The Panel had noted a number of roads mainly in the Sydney Region as “Warrant further consideration”. The Panel held discussions with RTA Sydney Region to discuss these and took account of additional information provided by councils. The Panel then took a position on each of these roads, advised the Sydney councils, and offered to meet with them.

Several councils accepted some of the Panel’s initial assessments. A number of councils sought reconsideration of specific roads, and other councils sought meetings with the Panel to consult further on particular roads.

The Panel subsequently held discussions with representatives of 52 councils throughout the State, and inspected a number of roads. The Panel also asked the RTA and several councils to discuss particular proposals to identify a preferred option.

A number of council in responding to the Panel’s Interim Report requested reconsideration of the Panel’s Interim views of particular reclassification proposals. Where requested, the Panel has reviewed these proposals.

Following responses to the Interim Report, the Panel revisited the councils’ original submissions, and took into account additional comments from councils in their responses to the Interim report, discussions at meetings with councils, discussion with the RTA, and additional material provided by councils at the meetings or subsequently provided. In arriving at its recommended reclassifications, the Panel has relied primarily on information provided by councils and the RTA Regions.

2.5 Submissions received

The Panel considered over 420 proposals affecting 114 councils. Submissions were received from 102 councils proposing changes in road classification and additional proposals were considered affecting a further 12 councils. The total length of roads put forward for review was approximately 5,124 km. This compares with the current length of State and Regional Roads of approximately 36,500 km.

A list of all road proposals considered by the Panel is contained in Appendix B – List of Road Reclassification Proposals Considered by Panel. This shows the assessment of the road contained in the Panel’s Interim Report as well as the Panel’s final position.

2.6 Discussion of Panel's Approach

In considering the road reclassification proposals against the criteria, the Panel sought to place as many proposals as possible into a number of categories based on the context and character of the proposals. This was done to assist in ensuring that roads of a similar situation could be dealt with in a reasonably consistent way across the State.

The Panel has sought to provide an equitable and consistent approach in regards to the functional classification. To assist in this analysis the Panel developed a number of groupings of similar road situations and has discussed how it has dealt with each grouping.

2.6.1 Access to major centres

The classification criteria provides for all major rural centres to be linked by a State Road, with major centres being those generally having a population of over 10,000, or a slightly lesser population but having a significant service function to a surrounding hinterland. The Panel considered several centres not linked by State Roads and determined that State Roads should be provided in those situations where the Panel considered the criteria was met.

2.6.2 Emergency bypass roads

A number of councils sought to justify roads on the basis that they provided for “emergency” use including flood relief routes, roads used as a temporary alternative route due to closure of an adjacent section of roadway, and heavy and or high vehicle detour routes to avoid network restrictions such as load limited bridges and low clearance bridges. The Panel took the view that the State and Regional Roads should be classified to reflect their regular use for commercial and social intercourse rather than on the basis of infrequent emergency use. Accordingly, the Panel has not recommended classification of such roads, due to the normally infrequent nature of the use of the bypass road, and the ability of the proponent to be able to seek emergency funding for repairs if sustained emergency use creates significant damage.

2.6.3 Town routes / bypasses

The criteria provide for consideration of town relief routes to supplement the existing road through the town centre, or for heavy vehicle bypass routes to avoid the town centre. The Panel has accommodated most of the proposals serving this function. In busy locations, the provision of a second route to provide additional capacity for through traffic or to improve the urban environment by removing heavy vehicles from the high street is justifiable. In some cases the relief route has been recommended as an additional route, in other cases, the proposed alternative route has been recommended as the main route with the existing route through the town centre to be declassified.

2.6.4 Gravel roads

While there are many unsealed roads in NSW, over the years the more important of these have been sealed, particularly in the Eastern and Central Divisions of the State. The Panel took a simple view that if a Local Road proposed for reclassification to Regional Road was substantially gravel, there was a prima facie case that the road was not of sufficient functional importance, and did not meet Regional Road criteria. Unless councils could demonstrate significant land use change and traffic growth, proposals to reclassify gravel roads were rejected.

2.6.5 Road proposals stopping at council boundaries

A number of councils proposed reclassification of roads that crossed into adjoining council areas. The Panel took the view that if the adjoining council had not also proposed the route, then it would reject the proposal, in the absence of any compelling justification generated from within the proposing council's area. The failure of adjoining councils to both make the proposal was taken as a prima facie case that the road did not have the significance to justify a

higher classification. Where a road proposal was supported by adjoining councils, it was assessed on its merits.

2.6.6 Low volume / difficult terrain roads

A number of roads brought to the Panel's attention have low traffic usage and generally pass through difficult terrain and/or sparsely settled areas. Where councils proposed that such roads be reclassified from Local to Regional Road, the proposals generally have been rejected.

The RTA drew attention to a number of existing Regional Roads that fell within this category. While these roads appear to provide an interregional link, the low traffic usage demonstrates that the roads have only limited significance for interregional interaction. Furthermore, the inhospitable terrain through which such roads pass means that, in many cases, the low level of traffic using the road reflects the low amount of traffic generated by the economic activity along the route, rather than being through traffic. While the Panel is mindful of the economic costs to maintain such roads, a key factor in the State funding for roads is that it support and foster economic and social interaction that contributes to the wider state and regional interests. In some cases, Councils cited tourist use of such roads as a reason for them to be retained as Regional Roads. However, the Panel gave this "tourist drive" function a low priority in its assessment when compared against the importance of the road for commerce and social interaction.

This approach to low volume roads was not applied to the Western Division of the State. The Panel acknowledges that in this sparsely settled, but economically productive area, key roads will still carry relatively low traffic flows.

2.6.7 Tourist access to isolated locations

The classification criteria recognise the importance of state and regional tourist features as a consideration. However, this does not mean that the last few kilometres to the "front gate" of a tourist facility or feature needs to be classified. The State supports access to tourist areas and isolated specific sites by virtue of the State Roads which provide the major link from the populous cities and the State's tourist entry points. The State further contributes to the Regional Roads which provide a further linkage towards tourist destinations with the final distribution and access to specific sites being a local road function. On this basis, the Panel rejected proposals for higher classifications for roads which provide local access off State or Regional Roads to specific local tourist sites.

2.6.8 Roads declassified in the previous review

Some councils proposed that roads declassified in the last classification review in the 1990s, be reinstated. Where councils demonstrated reasonable changes in land use, traffic generation and traffic usage, the Panel supported reinstating the road. In most cases, the Panel considered that no significant change since the last review had been demonstrated.

2.6.9 Coastal town access / loop roads

A number of proposals sought the classification of roads to coastal settlements either as spur roads or coastal loops.

Such roads serve a local population and may also serve tourism by providing seaside access as reflected in increased activity in peak holiday times. The Panel used an urban centre population figure of around 2000 as a guide. For towns with a population of less than 2000, the proposals were generally rejected. The Panel appreciated that peak holiday populations would exceed this and if this was considered then many more localities would need to be provided with Regional Road access. The Panel also felt that census data used to determine population was more reliable than estimates of peak holiday population.

There were examples of coastal towns having been bypassed in recent years and only one leg of the former main route through the town remaining classified to provide access to the town centre. In some of these cases, councils have sought to have both legs of the former main

route classified. The Panel's interim assessment of such roads took account of the proximity of the town to the bypass, the direction of the dominant traffic flows, and the direction of travel to both the adjoining higher order service centre and to Sydney.

The Panel also considered proposals for higher classifications for several spur roads in coastal districts that provided access to residential areas in what might be called lifestyle living areas such as lakesides rather than beachside residential areas. The Panel generally rejected these roads as providing local collector functions to these lakeside residential areas. These areas had limited service function for the surrounding areas, and did not have the additional function of providing beach access for tourists which many of the coastal centres provide.

2.6.10 Offset proposals

A number of proposals sought the rerouting of a road to avoid a shopping centre or to provide better through traffic functionality. Where councils were seeking a straight diversion of traffic to an alternative route, these offset proposals generally were accepted, even if the revised route resulted in a slightly longer length of travel for through traffic.

In other cases, councils proposed the reduction in classification of a road in one part of its area and proposed a upgrading in classification for a road serving another part of council's area. In these cases, each road performed entirely different functions, and the Panel considered them individually on their merits in terms of the criteria.

2.6.11 Population Centres

A key consideration in identifying a road's function, is the extent to which it is the main connection between populations centres. The generation of traffic is closely related to the size of population centres and their spacing and distribution. The larger the centre and the closer the spacing, the greater the traffic that will be generated, providing there are no major terrain constraints.

The classification criteria refer to the size and importance of population centres as a consideration. The Panel adopted the following definitions as a guide and sought to take account of the importance of the centres as service centres supporting a surrounding rural area with a range of goods and services:

- Major urban centres were those with a population of 100,000 or more as defined by the Bureau of Statistics, namely Sydney, Newcastle, Wollongong and Central Coast.
- Regional centres / provincial cities being those with populations of 10,000 or more and which had a broad economic base as a service centre to their hinterland.
- Population centres / smaller towns were defined as

Coastal strip: resident populations greater than 2000

Tablelands and slopes: populations greater than 1000

Far West (generally west of the Newell Highway): greater than 500.

2.6.12 Proposals involving road development

Many proposals from councils for higher classifications involved some degree of road development and are therefore subject to considerable funding and planning issues. The Panel noted a number of proposals that have merit but are dependant on detailed consideration of funding, planning and prioritisation issues. Because of this, the Panel does not recommend reclassification but notes such proposals for future consideration. For example, councils put forward a number of proposals for higher classifications in the south west of Sydney on the basis of potential development including the proposed South West growth sector. The Panel has not made recommendations in relation to reclassification proposals in this area as they are appropriately part of the detailed consideration for the development of the southwest sector.

2.7 Proposals outside the Panel's Scope

A number of proposals and other issues raised by councils were outside the Panel's scope. The Panel noted these in the Interim Report for information and appropriate follow up by the RTA. They included:

- Proposals based on potential future road development. The proposed changes in road classification were to be justifiable on the basis of current or committed usage at current service levels, not on the basis of potential usage if substantial investment was made.
- Project specific proposals. These were proposals related to specific road construction projects currently being planned or built in which any road reclassification would be resolved as part of the project planning.
- Proposals involving other agencies. Some proposals involved other State Agencies such as potential transfers of roads between RTA and State Forests and the National Parks and Wildlife Service. The Panel considered these were a matter for discussion between RTA and the Agencies.
- Handover issues. These were proposals where the RTA and council needed to finalise the handover of a piece of road where new links had been built and the future responsibility arrangements for the replaced road had not been completely resolved.

The Panel considers that the RTA could resolve the project specific proposals and the handover issues directly with the relevant councils, and implement reclassifications accordingly.

The Panel considers that the proposals involving other agencies could be dealt with by the RTA in negotiation with the relevant agencies.

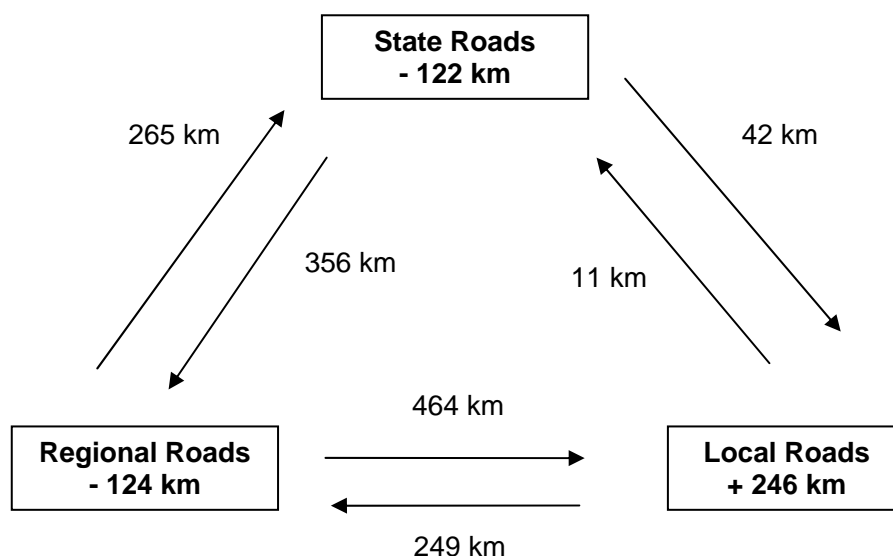
3 Recommended Reclassifications

3.1 Overall Network Change

The shifts between each class of road if the Panel's recommended reclassifications are implemented are shown in Figure 1:

Figure 1

Net change in road lengths if *Panel's Final Recommendations adopted*



The roads recommended for reclassification are listed in sections 3 and 4 below under a number of group headings based on similar functional characteristics.

A brief commentary on each road is contained in Appendix C.

The Panel's recommended reclassifications have been arrived at after careful reconsideration of the material and having regard for the review's terms of reference.

The recommended reclassifications affect 77 councils (24 metropolitan and 53 rural councils). The changes affect 1,386 km kilometres of road. This compares with a total of approximately 5,500 km of roads put forward for review.

Implementation of the recommended reclassifications would result in the length of State Road reducing by 122 km or less 1% of the current length of State Road.

The length of Regional Road would reduce by 124 km, a reduction of less than 1% of the current length of Regional Road.

The corresponding increase of 246 km of Local Road represents an increase of less than on half of one percent of the currently estimated 140,000 km of council managed Local Road.

3.2 Benefits of Reclassifications

The reclassifications, if implemented will strengthen the performance of the State and Regional Road networks as the revised network will cater for more of the key commercial and long distance travel.

The Panel has sought to strengthen the State Road network by adding several new links which provide connections to important regional traffic generators and regional centres and provide cross border links. The addition of new State Roads will mean that there will be more State Road connections to, and between major traffic generating centres, and an increase in the proportion of long distance travel occurring on the State network, even though there will be a slight reduction in the total length of State Roads.

The overall length of State Road falls largely due to the several new roads being offset by the long length of Cobb Highway proposed as Regional road between Ivanhoe and Wilcannia. Implementation of the changes in State Roads will require the transfer of responsibility for the road between Council and RTA. This will need to be negotiated between the parties.

The functional importance of the Regional Road network will be strengthened by a focus on more routes that support the daily flow of commerce and social interaction. This includes not only the farm to market movement of rural production but the daily movements of distribution and service businesses, wholesale delivery circuits and the distribution throughout the State of goods and services, with a focus on linking service centres. The Panel has sought to improve the effectiveness of distribution of available funding by ensuring these commercially important routes are part of the network. A consequence of this is that a number of routes that have a low commercial function, demonstrate low traffic usage, and, in some cases, have sections of unsealed pavement, have been recommended for declassification. Implementation of some of these reclassifications will result in several spur roads from larger to smaller service centres. The changes to the Regional Road network will mean that well used connections between smaller centres and their higher order service centres will be supported with State funding assistance even though there is a slight reduction in the overall length of Regional Roads.

Many of the recommended reclassifications reflect the growth in heavy vehicle usage and the impact of trucks in the urban environment. The Panel has recommended a number of reclassifications that acknowledge the development of heavy vehicle bypass routes in urban areas. Classification of such bypass routes will assist in targeting funds to these routes which have higher costs due to greater usage by high vehicle mass while at the same time improving environmental amenity for the community as fewer trucks use the traditional routes through urban shopping strips. The Panel has also supported movement of general freight by rail by recommending the classification of a number of spur roads to regionally significant inter-modal facilities. This supports the use of rail for line haul operation with road transport providing a supporting collection and distribution role.

There will be a slight reduction in the length of unsealed roads in the State and Regional Road network. A number of the roads recommended for declassification are unsealed while all the roads that come into the system are sealed. This will benefit councils overall because the State will be contributing assistance to the long term rebuilding of sealed roads which generally are more expensive to build and maintain because they generally are carrying more traffic and higher mass vehicles.

The reclassifications will benefit road users overall as more of the State's important commercial and social traffic will be catered for by the revised network with resulting improvement in the State's overall economic and social interests. Thus the revised State and Regional Road networks will carry more of the traffic that generates the State's economic and social wealth.

Because road funding is administered through council areas, a consequence of the implementation of the reclassifications will be that there will be some redistribution of available funding between council areas.

3.3 Distribution of changes between Metropolitan and Rural areas.

The distribution of changes in road length between metropolitan and rural councils is shown in Table 2:

Table 2						
	State Road			Regional Road		
	Increase	Decrease	Net Change	Increase	Decrease	Net Change
	km	km	km	km	km	km
Sydney	25.0	-50.4	-25.4	92.9	-32.8	60.1
Rural	250.4	-347.1	-96.7	512.0	-696.0	-184.1
Total	275.4	-397.5	-122.0	604.9	-728.9	-124.0

In the metropolitan area, (defined as the RTA Sydney Region), there is a slight increase in the length of State and Regional Roads. In rural areas there is a reduction in length of State and Regional Roads and a corresponding slight net increase in Local Roads. This difference between metropolitan and rural areas could be expected given the traffic and population growth with the Sydney area, relative to many country areas, and the increasing focus of economic wealth generation of high value services and elaborately transformed manufactures in the metropolitan area.

The minor contraction of the rural network will mean that available funds are more focused on a well used network connecting all important service centres. This will benefit most rural producers and residents as State and Regional Roads provide for the largest component of trips for the transport to market of rural products and for the import of supplies and services into rural areas from the major manufacturing, port and distribution centres, irrespective of administrative council boundaries.

3.4 Recommended Reclassifications within Sydney Metropolitan Area

3.4.1 *New significant State Roads*

- Schofields Rd in Baulkham Hills
- Norwest Boulevard in Baulkham Hills.

3.4.2 *Major swaps of State and Regional Road route*

- MR155 Castlereagh Rd and Secondary Rd 2063 Londonderry Rd
- MR609 The Horsley Drive and RR7234 Victoria St, Fairfield.

3.4.3 *Adjustments to motorway connections.*

- Secondary Rd 2068 The River Rd, connection to M5 to State Road
- Power St and Woodstock Ave at Blacktown, connection to M7 to State Road
- Brooks Rd, Liverpool, connection to M5 to Regional Road
- Bernera Rd / Joadja Rd, Liverpool, connection to M7 to State Road
- Seven Hills Rd, Baulkham Hills from State to Regional associated with M7
- Golding Drive, Blacktown, from Regional to Local Road associated with M7
- Talavera Rd / Herring Road, connection to M2 at Macquarie Park from Local to Regional Road.

3.4.4 Other State Roads reclassified to Regional or Local

- MR400 Bradleys Head Rd, Mosman LGA
- MR174 McCarrs Creek Rd, Pittwater LGA
- MR259 Druitt Lane / Burragorang Rd, Camden LGA
- “Old” Pacific Highway, Berowra – Hawkesbury River, Hornsby LGA.

3.4.5 Other Reclassifications from Local to Regional Roads due to regional significance

- Bullecourt St, Bankstown
- Green St, Victoria Rd, Victoria Ave, Carrington St in Baulkham Hills LGA
- Lamb St, Quakers Rd, Falmouth Rd in Blacktown LGA
- Harley Ave in Blue Mountains LGA
- Broad Arrow Rd in Canterbury and Hurstville LGAs.
- Duffy Avenue in Hornsby LGA.
- County Drive in Hornsby LGA
- Christie Street, St Marys.

3.4.6 Additional Regional Roads serving major regional centres

- Kiora Road, Miranda in Sutherland LGA
- Archer St, Albert St, Chatswood in Willoughby LGA
- Talavera Rd and Herring St, Macquarie Park in Ryde LGA
- Macarthur/ Harris Sts in Parramatta CBD
- Darcy St etc access to Westmead Hospital
- Hill / Holker Sts – access to Olympic Park area, recreational area of State significance.

3.4.7 Minor rerouting of roads

- RR7004 at Kogarah
- RR7190 at Campbelltown
- RR7199 at Campbelltown
- RR7232 in Fairfield
- RR7102 in Auburn
- Secondary Rd 2057 in Auburn
- MR160 in Baulkham Hills CBD
- MR512 reclassified and rerouted at Liverpool CBD.

3.4.8 Reclassifications from Regional to Local Roads due to lack of regional significance

- RR 7129 Wattle St in Bankstown LGA
- Monash Rd in Blacktown LGA
- RR7106 Railway Terrace / Randle St in Parramatta LGA
- SR2086 Allen St / Wollongong Rd in Rockdale.
- RR7022 Robey St in Botany.

3.4.9 Growth on Sydney Urban Fringe

The Panel is conscious of growth proposals on Sydney's fringe and a number of proposals from councils reflected these pressures. The Panel considers that these are complex issues which are more appropriately dealt with through other processes already in place between the RTA, planning agencies and councils.

The Panel therefore has not made any recommendations for change in the growth areas around Camden and Campbelltown although clearly adjustments to State and Regional roads will be required as the development process moves forward. Proposals were also put to the Panel to downgrade some existing State Roads to Regional Roads in this south west fringe. Even though these roads are not located within the growth areas, the Panel considered it would be premature to change their status at this time given the potential impact on them from growth in adjoining areas.

In the Rouse Hill growth area, the Panel has recommended that part of Schofields Road become State Road to allow RTA to take a greater role in its development. The Panel understands that funding sources for the development of this road have been identified whereas such sources have not been identified for proposed arterial roads in the growth areas to the south west.

The Panel considers that identification of future State and Regional Roads in and around the growth centre areas of Camden and Campbelltown could be considered by the RTA in consultation with the relevant planning agencies as part of the planning and development process for the growth centres.

3.4.10 Roads with the Sydney City LGA.

The Panel noted that for many years prior to the State Roads Act of 1986, the City of Sydney was exempted from the provisions of the Main Roads legislation with the result that classified roads existed in the City of Sydney.

With the adoption of the State and Regional Road system in the early 1990s and the removal of the exemption of the city from the main roads legislation, many roads within the City were identified as Regional Road. As a consequence, Sydney City Council received a significant and ongoing windfall of funding payments from the RTA. In 2005/06 the Council received block grants of \$928,000, one of the highest grant payments in Sydney Region plus \$362,000 in bus tax payments, the highest individual council payment under this program.

Sydney City Council sought the reclassification of two State Roads to Regional Road in the Review. The Panel considered that these were project specific proposals related to the Cross City Tunnel and as such were outside the Panel's scope. The Panel also noted that if the roads were reclassified, additional Regional Road payments would be made to Sydney City Council.

The Panel questions the classification of Regional Roads within the Sydney CBD and the windfall funding being received by council may be an unintended consequence of the changes in road legislation. The RTA would still retain power to influence traffic within the CBD.

The Panel considers that the identification of Regional Roads within the Sydney CBD and the consequent provision of funding assistance to Sydney City Council could be reviewed.

3.5 Recommended Reclassifications in the Rural Area

3.5.1 *New State Roads reclassified from Regional Roads*

- MR279 Gundagai – Tumut Road (Gocup Road) provides access between Hume Highway and the major industrial development associated with the Visy Mill at Tumut
- Lakes Way / Failford Road, provides the fastest, high standard connection between the Pacific Highway and the significant population centre of Forster Tuncurry (population 17,996 in 2001), the largest population centre in NSW not currently served by a State Road
- MR189 / MR622 Legume – Woodenbong Road provides a more direct connection between the far North Coast and the Toowoomba / Warwick region of Queensland. However, the route is of a low speed standard which would require significant funding to upgrade
- MR222 / MR67 Tooleybuc – Balranald, provides an interstate link between Balranald and the Sturt Highway to northern Victoria, and South Australia
- MR233 / MR565 Wellington – Mudgee route provides a missing State Road connection between Dubbo and Mudgee, two major regional centres. Consideration was also given to an alternative route option between Dubbo and Mudgee via Goolma, Gollin and Ballimore to the Golden Highway.
- RR7753 / RR7754 Maitland Bay Dr / Empire Bay Dr / Scenic Dr / Charles Kay Dr between Ettalong, Kincumber and Terrigal providing a new State Road connection between growing centres on the central coast.

3.5.2 *Roads to revert from State Road to Regional or Local*

- Pacific Highway – Newcastle to Warabrook, proposed for Regional Road status noting that Industrial Highway is increasingly used as the access to Newcastle
- Pacific Highway Tuggerah – Ourimbah in Wyong LGA, reclassification to Local Road long overdue since bypassed by the F3 Freeway
- Pacific Highway, Gosford, reclassification to Regional Road
- HW16 Bruxner Highway - Tenterfield to Council boundary, reclassification to Regional Road – has been proposed by RTA since 1990s due to lack of State significance of route
- MR259 Burragorang Rd. Part to Regional and part to Local Road due to elimination of coal traffic with closure of Burragorang Valley mines
- MR612 to Regional Road due to elimination of coal traffic with closure of Burragorang Valley mines
- MR186 to Local Road due to elimination of coal traffic with closure of coal drift at O'Briens Drift
- MR89 Narromine – Tomingley due to relative decline in significance
- HW22 Cobb Highway between Ivanhoe and Wilcannia, to Regional Road due to lack of State significance and usage. Panel considered but rejected at this time a reduction in status between Hay and Ivanhoe.

3.5.3 *Other Minor State Road changes*

- Rerouting MR104 through East Maitland
- Addition of Frederick St at Glendale
- Rerouting of MR61 through Parkes allowing servicing of intermodal facilities
- Rerouting of Olympic Highway in Cootamundra to incorporate part of the heavy vehicle bypass, and servicing of intermodal facilities.

3.5.4 New Regional Roads reclassified from Local Roads

- Beach Suburbs Route, Gosford, provides access between Gosford and the growing coastal urban areas at Avoca and Copacabana
- Silverdale Rd, Wollondilly, some regional significance as a long distance connection on the western edge of the Sydney Basin
- Wyrallah Rd, Lismore, provided the most direct link between Lismore and Pacific Highway south
- Plimmers Lane, Kempsey, provides most direct link between Pacific Highway and South West Rocks
- Crooked River Rd provides connection between Gerroa and Nowra via Shoalhaven Heads, including additional light vehicle capacity for parallel, low capacity Princes Highway
- Kyalite Road, Wakool LGA.

3.5.5 Minor Rerouting of Regional Roads in Urban Areas

- Carrington Port access route, Newcastle
- MR128 through Singleton
- MR600 through Port Macquarie – new route under construction
- MR241 in Temora
- MR239 in Young
- MR256 in Oberon
- Switch between MR355 to Hume Weir and road to Heywoods Bridge, east of Albury
- MR59 in Lockhart to accommodate the heavy vehicle bypass.

3.5.6 Addition of relief routes in urban areas (Regional Roads).

- Wells St / Barralong St Gosford
- Scenic Drive Newcastle
- Jewry St / Dampier St Tamworth
- Station / Fusion Sts, Bowral, Wingecarribee LGA
- Throsby Drive / Denison St, Wollongong
- Gladstone Avenue / Bridge St, Wollongong
- Pioneer Road etc, Wollongong
- West Wyalong heavy vehicle bypass
- Cootamundra heavy vehicle route via Hovell Street (State Road)
- Cobar heavy vehicle route via Frederick Street
- Gilgandra heavy vehicle route via Hargraves Lane
- Church St / Ken Tubman St in Maitland
- Stadium Drive / Arthur St / Hogbin Avenue, Coffs Harbour
- Southern access into Merimbula from Princes Highway
- Northern access into Gunning from Hume Highway
- Evans St, Belmont, Lake Macquarie LGA.

3.5.7 Freight access routes to multimodal freight facilities (Regional Roads)

- At Moree via Bullus Drive and Tycannah Street
- At Blayney via Marshalls Lane and Gerty Street

3.5.8 Reclassification of Regional Roads to Local Roads due to lack of regional significance.

- MR146 Teven Road, Ballina LGA
- MR120 Dorrigo – Coramba Road, section between Ulong and Megan in Coffs Harbour and Bellingen LGAs. Mainly gravel section through mountain pass. Panel considered declassification of this section as an alternative to declassification of the full route between Coramba and Dorrigo.
- MR118 Bellingen – Bowraville, gravel road through mountain pass.
- MR75 Bellbrook – Wollomombi, mainly gravel road through mountain pass.
- MR306 Dunoon – Mullumbimby, mainly gravel road through mountain pass.
- MR541 Terranora Rd in Tweed LGA
- MR282 Wymah Ferry Road, in Greater Hume LGA, mainly gravel road to minor ferry crossing.
- MR280 Adelong to Hume Highway, local route parallel to MR279 proposed as State Road
- MR296 gravel section in Wakool LGA
- MR252 Bathurst - Rockley Rd, local collector function.
- MR255 Tarana - Oberon Route, local collector function
- MR526 Mt Canobolas Rd, local access road and local tourist function.
- MR555 Wardell - Goonellabah Rd, local access function
- MR557 Portland -Meadow Flat Rd, local access, alternative available
- MR198 between Gladstone and Jerseyville. Although providing a well used connection between Kempsey and South West Rocks, it parallels the recommended Plummers Lane route which is proposed as the Regional Road connection between Pacific Highway and South West Rocks.

4 Implications of Recommended Reclassifications

4.1 Distributive Impacts on Individual Councils

4.1.1 Councils Affected

The Review has sought to identify marginal changes to the network, but it is inevitable that any reclassifications across the State will result in some redistribution of State and Regional Roads between councils and consequently some redistribution of existing funding between the RTA and councils, and between councils.

77 Councils are affected by the recommended changes, 24 in the metropolitan area and 53 rural councils.

4.1.2 State Road Changes

Changes to State Roads involve movements in classification between State and Regional Roads, and between State and Local Roads.

Figure 2 below shows the councils with significant a change in length of State Road.

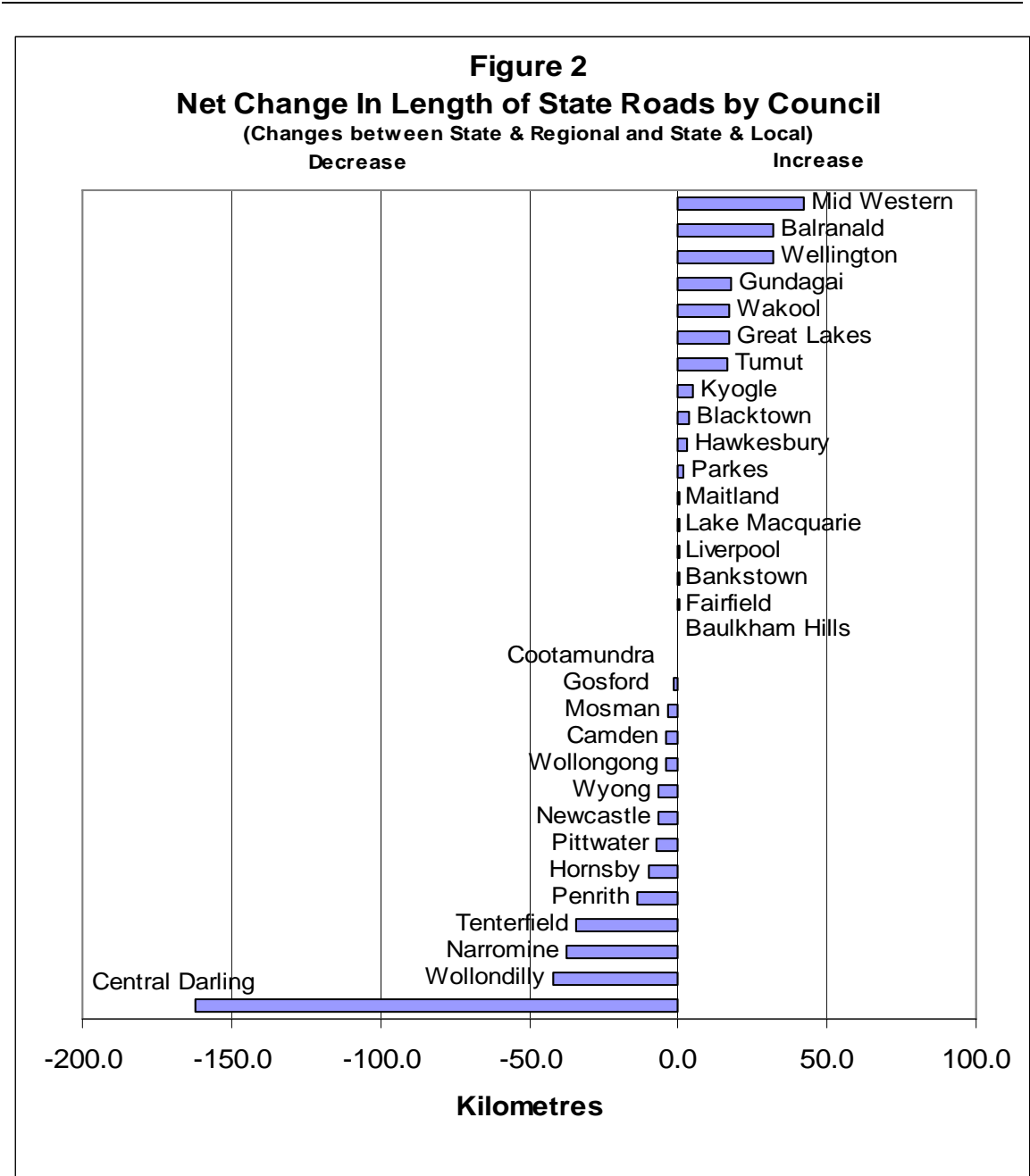
Nine councils have significant net increases in State Roads, that is, a net increase of more than 5 km or 5 % (Midwestern, Balranald, Wellington, Gundagai, Wakool, Great Lakes, Tumut, Gosford and Kyogle).

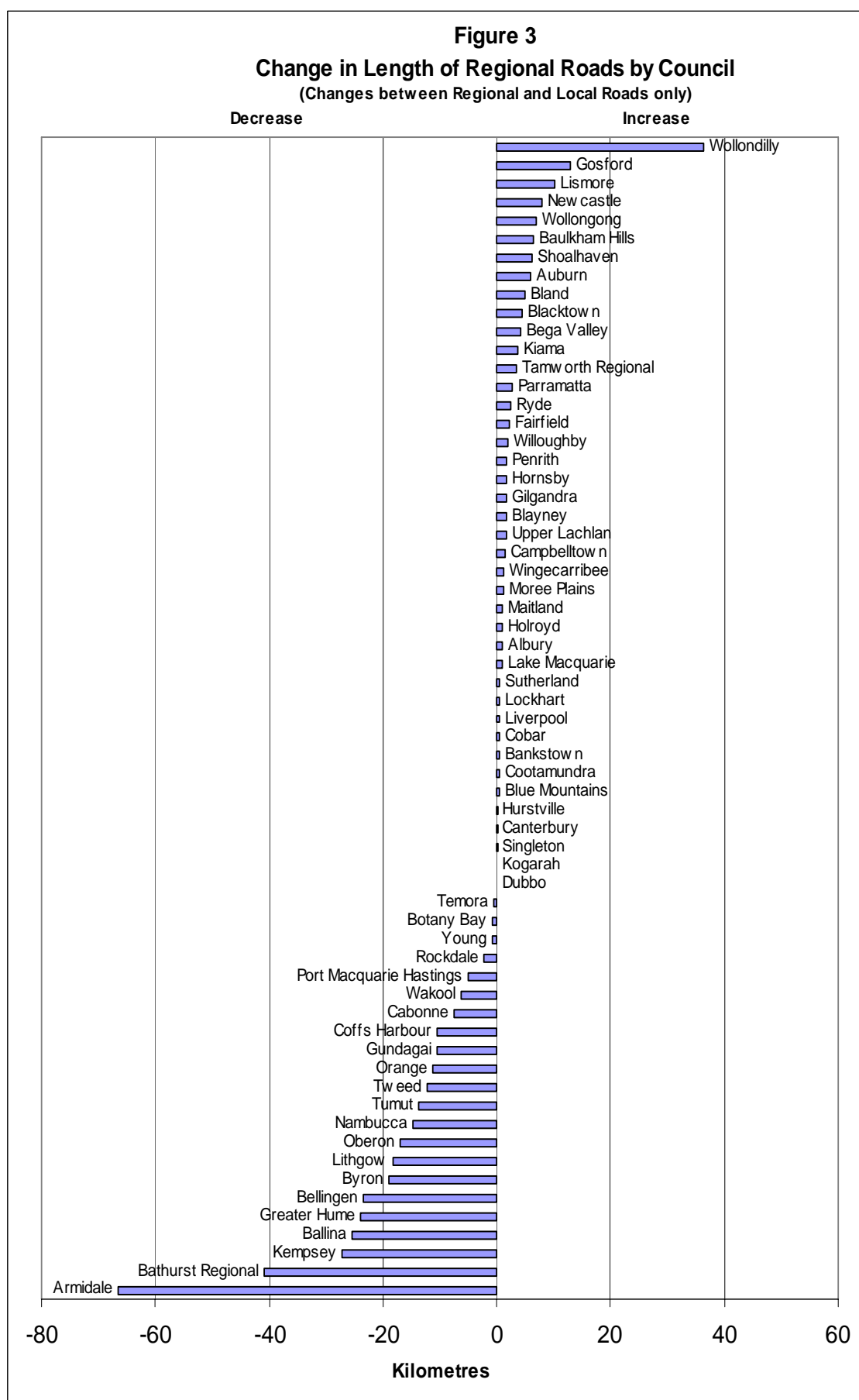
Nine councils have a significant net reduction in State Roads (that is, a decrease of more than 5km or 5% (Central Darling, Wollondilly, Narromine, Tenterfield, Penrith, Hornsby, Pittwater, Newcastle and Wyong).

Note that in some cases an increase or decrease in length of one classification may be partially or fully offset by an increase or decrease in length of the other classification.

Some councils have proposals where the route of an exiting State Road is altered. In such cases there is either no change or very minor change in the length of State Road. This includes rerouting of the State Roads through Cootamundra, Parkes, Fairfield, Baulkham Hills Shopping Centre and East Maitland. The existing route of the State Road through Liverpool City CBD is rerouted and reclassified as Regional Road.

In most cases, these are shifts between State and Regional Road. Only one Council has a significant shift from Local to State Road, this being Baulkham Hills (Norwest Boulevard) which is offset by other adjustments between State and Regional Roads. Only two Councils have significant shifts from State Road to Local Road, these being Wollongong (Keira Road / Harry Graham Drive) and Wyong (Old Pacific Highway at Tuggerah).





Several councils have changes that involve a minor altering of the route of an existing Regional Road or minor changes that cancel out and result in there being no significant net change in length of road within the Council area. Councils with this situation are Kogarah, Liverpool, Temora, Singleton, Dubbo, and Young.

4.1.4 Net Length Impacts

When State Road and Regional Road changes are considered concurrently, the net impact on Regional Road length may be affected. For example, a council may lose a Regional Road that is reclassified as Local Road and may also gain a Regional Road if a State Road has been reclassified to Regional Road. The result is that the changes may cancel out so that the council may have no net change in length of Regional Road.

Table 3 shows the net impact on Regional Roads after inclusion of reclassifications involving both State and Regional Roads and also shows these changes as a percentage of the current length of State and Regional Road.

Table 3
Estimated change in road length in each affected council area due to recommended reclassifications

Council	Existing length		Total Length of Road to Reclassify	Net Change			Percentage Change	
	State Road *	Regional Road		State Road	Regional Road	Local Road	State Road	Change Regional Road
	km	km	km	km	km	km	%	%
Albury	*	8	2		1	-1		11%
Armidale Dumaresq	*	103	66		-66	66		-65%
Auburn	*	17	13		6	-6		35%
Ballina	*	63	26		-26	26		-41%
Balranald	106	288	32	32	-32		30%	-11%
Bankstown	59	54	1	0.3	0.1	-0.4	1%	0%
Bathurst Regional	*	85	41		-41	41		-48%
Baulkham Hills	113	99	15	-0.2	10	-10	0%	11%
Bega Valley	*	249	4		4	-4		2%
Bellingen	*	58	24		-24	24		-41%
Blacktown	107	90	12	4	1	-4	4%	1%
Bland	*	148	5		5	-5		3%
Blayney	*	44	2		2	-2		4%
Blue Mountains	*	20	0		0.4	-0.4		2%
Botany Bay	*	8	1		-1	1		-9%
Byron	*	49	19		-19	19		-39%
Cabonne	*	217	7		-7	7		-3%
Camden	50	13	4	-4	4		-8%	30%
Campbelltown	*	42	5		2	-2		4%
Canterbury	*	31	0		0.3	-0.3		1%
Central Darling	383	790	162	-162	162		-42%	21%
Cobar	*	620	0		0.4	-0.4		0%
Coffs Harbour	*	79	17		-11	11		-13%
Cootamundra	86	41	4	-0.3	0.2	0.1	0%	0%
Dubbo	*	63	2		0.0	0.0		0%
Fairfield	60	69	13	0.2	2	-2	0%	3%
Gilgandra	*	60	2		2	-2		3%
Gosford	95	178	30	14	-1	-13	15%	-1%
Great Lakes	76	157	17	17	-17		23%	-11%
Greater Hume	*	309	24		-24	24		-8%
Gundagai	78	85	28	18	-28	10	23%	-33%
Hawkesbury	163	138	3	3	-3		2%	-2%
Holroyd	*	24	1		1	-1		4%
Hornsby	100	38	2	-10	11	-2	-10%	30%
Hurstville	*	17	0		0.3	-0.3		2%
Kempsey	*	142	47		-27	27		-19%
Kiama	*	37	4		4	-4		10%
Kogarah	*	11	0		0.1	-0.1		0%
Kyogle	112	127	5	5	-5		5%	-4%
Lake Macquarie	163	38	1	1	0.3	-1	0%	1%
Lismore	*	108	56		10	-10		10%
Lithgow	*	42	18		-18	18		-43%
Liverpool	101	36	2	0.4	-1	0.1	0%	-1%

Council	Existing length		Total Length of Road to Reclassify	Net Change			Percentage Change	
	State Road *	Regional Road		State Road	Regional Road	Local Road	State Road	Change Regional Road
Lockhart	*	122	2		1	-1		0%
Maitland	49	20	3	1	0.4	-1	1%	2%
Mid Western Regional	165	374	42	42	-42		25%	-11%
Moree Plains	*	233	1		1	-1		0%
Mosman	7	2	3	-3	3		-49%	162%
Nambucca	*	53	15		-15	15		-28%
Narromine	137	153	38	-38	38		-27%	25%
Newcastle	90	29	15	-7	14	-8	-7%	50%
Oberon	*	121	19		-17	17		-14%
Orange	*	43	11		-11	11		-26%
Parkes	166	233	5	1		-1	1%	0%
Parramatta	*	30	4		3	-3		9%
Penrith	134	57	26	-9	11	-2	-7%	19%
Pittwater	49	6	7	-7	7		-15%	129%
Port Macquarie Hastings	*	84	62		-5	5		-6%
Rockdale	*	22	2		-2	2		-10%
Ryde	*	8	2		2	-2		30%
Shoalhaven	*	145	6		6	-6		4%
Singleton	*	83	2		0.3	-0.3		0%
Sutherland	*	21	1		1	-1		2%
Tamworth Regional	*	242	4		4	-4		1%
Temora	*	92	2		-1	1		-1%
Tenterfield	222	154	130	-34	34		-15%	22%
Tumut	167	80	30	16	-30	14	10%	-38%
Tweed	*	159	12		-12	12		-8%
Upper Lachlan	*	250	2		2	-2		1%
Wakool	43	313	77	17	-24	6	40%	-8%
Wellington	98	212	32	32	-32		32%	-15%
Willoughby	*	11	2		2	-2		19%
Wingecarribee	*	133	1		1	-1		1%
Wollondilly	107	73	78	-42	53	-11	-39%	73%
Wollongong	164	40	11	-4	7	-3	-3%	17%
Wyong	127	19	7	-7		7	-5%	0%
Young	*	113	2		-1	1		-1%
Total	*		1,376	-122	-124	246		

* Existing State Road length only shown where there is a proposed change to State Roads

Care needs to be taken in interpreting Table 3. For example a large net increase in Regional Road could be due to large transfers from State Road (usually seen as undesirable from council's point of view) or from Local Roads (usually seen as desirable from council's point of view).

Councils that have significant changes between State and Regional or Local Roads as well as between Regional and Local Roads are shown in Table 4.

Table 4									
Council	Total length of Road to reclassify	State to Reg	State to Local	Reg to State	Reg to Local	Local to State	Local to Reg	Net Change in State	Net Change in Reg
	km	km	km	km	km	km	km	km	km
Baulkham Hills	15.3	4.1	0.4			4.4	6.4	-0.2	10.5
Blacktown	12.4			4.0	2.0		6.4	4.0	0.5
Cootamundra	4.1		2.0	0.2		1.5	0.4	-0.3	0.2
Fairfield	12.8	4.4		4.6	0.8		3.0	0.2	1.9
Gosford	30.0	1.4		15.7			12.9	14.3	-1.4
Gundagai	28.3			17.3	10.6	0.5		17.8	-27.9
Hornsby	11.5	9.7					1.8	-9.7	11.5
Maitland	3.4		0.8	0.7		0.8	1.1	0.7	0.4
Newcastle	15.3	6.6			0.4		8.3	-6.6	14.5
Parkes	5.3		1.9			3.4		1.5	0.0
Penrith	25.8	16.6		7.4			1.8	-9.2	10.9
Tumut	30.2			16.4	13.8			16.4	-30.2
Wakool	77.0			17.3	33.0		26.7	17.3	-23.6
Wollondilly	78.1	16.7	25.1				36.4	-41.8	53.0
Wollongong	11.1		4.2				6.9	-4.2	6.9
Wyong	6.5		6.5					-6.5	0.0

Tumut, Gundagai and Wakool Councils all have significant reductions in Regional Road length, but part of this reduction is due to roads being reclassified to State Roads.

Wollondilly and Penrith Councils have significant reductions in State Road length but the reduction is more that offset by increased length of Regional Road. Wollongong and Newcastle Councils also have reductions in State Road length which are offset by a larger increase in Regional Road length.

4.2 Potential Funding Implications

Changes to State Roads involve movements in classification between State and Regional Road, and between State and Local Roads. Reclassification will also require a transfer of accountability of the roads between the RTA and council. In some cases this may mean that the physical maintenance of the road will be transferred between the RTA and councils. In other cases, a council may continue to carry out maintenance on a road, but the nature of the management / funding arrangement may change between a Single Invitation Maintenance Contract in the case of State Roads and a Block Grant Agreement in the case of Regional Roads.

The Government provides a committed level of funding assistance to councils for Regional Roads. The amount budgeted for 2006/07 is \$143 million. The bulk of this funding (83%) is distributed to councils under the block grant formula with the balance under the Repair Program.

To help identify the way in which the recommended reclassifications would impact the level of Regional Road funding to councils and the distribution of funding between council roads and State Roads, the Panel took account of the principles that the RTA applies when adjusting Regional Road block grant funding to councils when one off road reclassifications have been made in the past. These principles are set out below:

Classification Change	Funding Implication
From State to Regional	Funds equivalent to the block grant formula amount for the road are to be transferred from the State Road Program to the Block grant pool.
From State to Local	No impact on the block grant pool
From Regional to State	Funds equivalent to the block grant formula amount for the road are transferred from the block grant pool to the State Road Program
From Regional to Local	No impact on block grant pool
From Local to State	No impact on block grant pool
From Local to Regional	Additional funds equivalent to the block grant formula amount for the road to be transferred into the block grant pool.

To achieve the “funding neutral” objective of the review, the level of the block grant pool would need to be varied to take account of shifts between State and Regional Roads and any net shift of Local to Regional Roads.

If a road shifts between State and Regional classes, the block grant pool would be adjusted by the theoretical formula amount for that road. This ensures all other councils are not disadvantaged or advantaged because of a decision to change a classification involving a State Road in one particular area of the State.

A shift from Local to Regional Road would require extra funds equivalent to the theoretical block grant formula amount to be added to the block grant pool to ensure that all other councils are not disadvantaged by a decision affecting one council.

For a shift from Regional to Local Road, no change would be made to the pool. This principle applies to meet the Government’s commitment to maintain the level of funding for Regional Roads. The individual council losing the Regional Road would have a reduction in grant and all other councils would receive a slight gain. Proportionate changes would be made to the REPAIR Program pool.

For shifts between State and Local Roads there would be no impacts on the Regional Road funding other than a very small requirement in relation to the traffic facilities component of the block grant with respect to Local Roads.

4.2.1 State Road Impacts

If the Panel’s recommended reclassifications are implemented, the RTA would takeover responsibility for 275 km of State Road (from both Regional and Local Roads) and devolve 397 km of existing State Road to councils as Regional or Local Roads (after netting out changes within individual council areas), making a net reduction in State Road of 122 km.

For roads reclassified from Regional to State Road, councils would no longer receive block grant funding for these roads and the block grant pool would be reduced by the block grant formula entitlement generated by those roads.

For roads being reclassified from State to Regional Road, councils would receive additional funding according to the block grant formula. The Panel estimates that this would generate a small net reduction in the block grant pool attributable to changes between State and Regional Roads.

For roads being reclassified from Local to State Road, councils would lose a small amount of block grant under the traffic facilities component. For roads being reclassified from State to Local Road, councils would receive a small increase in block grant under the traffic facilities component. This would generate a very small net increase in the block grant pool attributable to changes between State and Local Roads.

The net result of shifts to and from State Roads would be that there would be a slight reduction in the block grant pool.

The RTA is likely to incur additional routine maintenance on roads taken over as State Roads and will avoid current maintenance costs on roads transferred from State to Regional Road. The Panel estimates that the RTA will make a net saving in routine maintenance. However, the RTA would incur upgrade costs on a number of proposed State Roads which could vary significantly depending on standards adopted.

Councils with a net transfer of roads from State to Local Road would become liable for maintenance costs of these roads. There are only nine councils in this category. In five councils, the changes are only very small and associated with rerouting which have been supported by councils. (Liverpool, Cootamundra, Maitland, Parkes and Baulkham Hills). The impacts in three councils (Gundagai, Wollondilly and Wollongong) are largely offset by gains to councils in having other roads increased in classification. Wyong Council is the only council with a significant reclassification from State to Local with no offsetting changes elsewhere.

Where roads are reclassified from State to Regional Road, councils will receive funding calculated according to the block grant formula which may be more or less than what the RTA is currently spending on the road.

4.2.2 Regional Road Impacts

Under the Panel's recommended reclassifications, the 249 km of new Regional Roads would be reclassified from existing Local Roads while 464 km of existing Regional Road would revert to Local Roads after netting out changes within individual council areas giving a net reduction in Regional Roads of 215 km (this excludes shifts between State and Regional Roads).

For roads being reclassified from Local to Regional Road, councils would receive additional block grant funding according to the block grant formula. For roads being reclassified from Regional to Local Road, councils would receive reduced block grant funding. The Panel estimates that there would be a net reduction in the block grant funding pool attributable to shifts between Regional and Local Roads.

However, given the "funding neutral" objective of the Review and applying the principles that the RTA has used to adjust block grants in the past, the amount of the reduction in block grant funding would not be withdrawn from Local Government but would remain in the block grant pool for distribution across all councils on the formula basis. The consequence of this would be that the councils with a net reduction in Regional Roads would lose some funds but all other councils would receive increased grants under the formula commensurate with their revised Regional Road lengths. Even those councils that have no change in road classification in their area would receive some small increase in block grant.

The Panel estimates that 36 councils that have a net increase in roads reclassified from Local to Regional will receive increases in block grant. The Panel further estimates that around 50% of the value of the increases is received by six councils, Wollondilly, Gosford, Lismore, Newcastle, Wollongong, and Baulkham Hills.

The Panel estimates that 24 councils that have net reduction in block grant due to reclassification from Regional to Local Road will receive reduced block grants. The bulk of the funding reduction will be for 22 rural councils. Around 56% of this reduction in value of grants would be borne by six councils, Armidale Dumaresq, Bathurst, Kempsey, Ballina, Greater Hume and Bellingen.

4.2.3 Timber Bridges

Councils raised a concern at the outset of the Review regarding the eligibility of timber bridges for assistance under any future timber bridge replacement program. The Review Information Paper contained a note under Frequently Asked Questions that it was expected that where a Regional Road containing an eligible timber bridge becomes a Local Road as a result of the Review, that bridge would remain eligible for assistance under any future timber bridge program.

There are 34 timber bridges on nine Regional Roads that are recommended for reclassification to Local Road, affecting 11 councils:

Council	Road	No of timber bridges
Armidale	MR75	9
Ballina	MR555	1
Bellingen	MR118	2
Bellingen	MR120	6
Byron	MR306	1
Coffs Harbour	MR120	3
Kempsey	MR198	1
Lismore	MR306	1
Lithgow	MR255	1
Nambucca	MR118	3
Port Macquarie Hastings	MR538	4
Tumut	MR280	2
Total		34

One Regional Road (Legume - Woodenbong Road) recommended for reclassification to State Road has four timber bridges in two council areas:

Council	Road	No of timber bridges
Kyogle	MR622	1
Tenterfield	MR622	3
Total		4

The Panel considers that timber bridges on Regional Roads recommended for declassification could remain eligible for assistance, on a merit basis, under any future funding program that specifically targets Regional Road timber bridges.

4.2.4 Other Significant Bridges

There are several other significant bridges which are the responsibility of the RTA and are located on roads recommended for reclassification to Regional or Local Road. One example is the Hawkesbury River Bridge at Mooney Mooney.

Ongoing responsibility for such bridges will be a matter for consideration by the RTA but it would be expected that in most cases the RTA would retain responsibility for the structures.

4.3 Potential Safety Net

Many councils that were faced with the prospect of having roads reduced in classification, raised the issue of what compensation or safety net arrangement would be provided to offset any reduction in funding that might arise from road reclassification.

One option to estimate the required level of a safety net would be to estimate the total loss in funding of the 24 councils that have a net reduction in block grant. This would give an indication of the value of a minimum safety net that would be required to ensure that there is no adverse impact on the other councils that have no changes in road reclassification.

The Panel considers that the Government could consider a safety net arrangement such that councils that would receive a reduction in block grant would transition to their new formula based entitlement over a period of at least three years in order to redistribute the available level of funding. Any other change to the overall level of funding is a matter for the Government.

Some councils acknowledged the appropriateness of some proposed reclassifications but raised funding implications such as seeking additional funding, or requiring work to be done before they would accept any reclassification. In this regard, specific arrangements would be a matter for negotiation between the RTA and individual councils concerned. Any additional funding over and above and ongoing funding which a council could expect under Regional or local road funding arrangements would be a matter for negotiation between RTA and individual councils.

For roads recommended for reclassification from State Road, the transfer of these roads including timing, works delivery and any handover arrangements, would be a matter for negotiation between RTA and individual councils.

The Panel notes that there would be some flow through impact of reclassifications on the Federal Financial Assistance Grants. The State Grants Commission does not include Regional Roads in its calculation of councils' road component entitlement as part of the Federal Financial Assistance Grants.

The Panel also notes that another option available to Government to address the loss of roads by some councils is to provide more flexibility for councils to seek a special rate increase to fund roads.

The Federal Government's Roads to Recovery Strategic Program also provides an opportunity for some councils to seek additional funding for specific roads that may meet the Federal Government's criteria.

5 Conclusion

5.1 Qualification on the Panel's Recommended Reclassifications

In undertaking this Review, the Panel has relied on information provided to it by councils and the RTA.

Where roads are recommended for reclassification to State Road, any decision to implement the reclassification would need to be conditional on any necessary consideration of environmental, traffic or other road investigation studies being dealt with by the RTA and councils.

Any proposals by councils to reclassify roads from Local to Regional are taken to reflect community views and accordingly, responsibility for the resolution of any environmental, traffic or other planning issues will be a matter for councils.

5.2 Conclusion and Recommendation

The current review has sought to be funding neutral and consider marginal rather than wholesale change to the network. This principle has meant that the Panel has adopted a tight interpretation of the classification guidelines and has limited the number of new Regional Roads it is recommending. This should allow the overall level of funding to Local Government to be at least maintained, although inevitably there will be some redistribution of the available funding between individual councils.

Accordingly, the Panel RECOMMENDS that the changes in road classification listed in Table I be implemented.

The Panel also notes its considered view on a number of related issues and brings these to the Government's attention for further consideration.

The Panel considers that:

1. The RTA could resolve the project specific proposals and the handover issues directly with the relevant councils (see item 2.7), and implement reclassifications accordingly,
2. The proposals involving other agencies (item 2.7) could be dealt with by the RTA in negotiation with the relevant agencies,
3. Identification of future State and Regional Roads in and around the growth centre areas of Camden and Campbelltown (item 3.4.9) could be considered by the RTA in consultation with the relevant planning agencies as part of the planning and development process for the growth centres,
4. Identification of Regional Roads within the Sydney CBD and the consequent provision of funding assistance to the Sydney City Council could be reviewed (item 3.4.10),
5. Timber bridges on Regional Roads recommended for declassification could remain eligible for funding assistance, on a merit basis, under any future funding program specifically targeting timber bridges on Regional Roads (item 4.2),
6. Any Regional Road funds "saved" through the net reduction in Regional Roads could remain within the block grant funding pool for the benefit of all councils, and
7. In implementing the classification changes, the Government could provide a safety net arrangement including additional short term, funding so that the redistribution of funds between councils can be transitioned over a period of at least three years.

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Appendix A

Road Classification Criteria

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APPENDIX A

Road Classification Criteria

State Roads

(For the purpose of these guidelines, the roads identified under Federal Government legislation as forming the Auslink network are considered part of the State Road network).

It is envisaged that the State Road network will be managed in a way that the roads will generally exhibit the following characteristics:

- Form a critical network link - closure to through traffic is not an option
- Priority to safety and efficiency of through traffic movement
- High flows of general traffic over long distances and high capacity relative to surrounding roads
- Continuous and regularly spaced in relation to traffic generating density
- Access to property and on street parking restricted as far as practicable
- Access available to all general access vehicle types as far as practicable.

Definition

The State Road network (including the Auslink network) is formed by the primary network of principal traffic carrying and linking routes for the movement of people and goods within the urban centres of Sydney, Newcastle, Wollongong and Central Coast, and throughout the State.

Criteria

A road may be a State Road if its primary function meets at least one of the following criteria:

1. Links major commercial, industrial and residential areas and distribution centres and ports within the Sydney, Newcastle, Wollongong and Central Coast urban centres

- Urban centres as defined by the Australian Bureau of Statistics and
- Primary through traffic route carrying significant volumes of traffic, or
- Major public transport corridor, or
- Major freight corridors, or
- Connection between major rural arterials and major ports, freight terminals and distribution centres, or
- Significant and essential supplementary route for through traffic parallel to a primary route as defined by the above, in critical, strategic locations only.

2a. Links major NSW towns with the Sydney, Newcastle, Central Coast and Wollongong urban centres

2b. Links these major NSW towns with each other where there is significant interaction.

- Major towns population generally in the range 10,000 to 100,000 but may include slightly smaller centres which provide a wide range of commercial, community and administrative functions to an extensive hinterland and
- Primary route exhibiting best operational features and an intention to manage as the major route, and

- Significant economic and social interaction exhibited.
- Generally carry a minimum AADT greater than 1000, or at least greater than 500 and growing at a faster rate than on surrounding roads.
- May include cross border links to interstate major centres.

3. Links major regions throughout the State with each other

- Provides a long distance connection between regions not already provided for in the network defined by the above criteria or "missing links" that complete long distance connections between the network already defined by the above, and
- Sustains a high flow of general traffic (generally AADT greater than 500) over long distances (100km), or
- Significant long distance freight or coach route.
- May include cross border links to interstate regions.

Regional Roads

Definition

Regional Roads comprise the secondary network which together with State Roads provide for travel between smaller towns and districts and perform a sub arterial function within major urban centres.

Criteria

A road may be a Regional Road if its primary function meets at least one of the following Criteria:

1. Links smaller towns with the State Road network
2. Connects smaller towns with each other
3. Performs a sub arterial function in major urban centres by:
 - Supplementing the State Road network for significant intra-urban flows
 - Providing access for significant flows to other commercial and industrial centres
4. Provides access from the State Road network to major recreation and tourist areas of State significance
5. Provides a town or suburban centre relief route for significant flows of through traffic, especially freight vehicles
6. Provides access for significant flows of freight vehicles to major rural intermodal interchanges and urban distribution areas.

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Appendix B

List of Road Reclassification Proposals Considered by Panel

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Appendix B - List of Reclassification Proposals Considered by Panel

Council	Road No	Road Name	From	To	Current Class	Proposed Class	Length	Interim Report Assessment	Final Report Recommendation
Albury	Local Rd	Trout Farm Rd	Heywoods Brdg Vic Brd	Riverina Highway	Local	Regional	1.4	Accept	RECLASSIFY
Albury	MR355	Hume Weir Spur Rd	Riverina Hwy	Hume Dam Wall	Regional	Local	0.5	Accept	RECLASSIFY
Armidale Dumaresq	MR75	Kempsey - Armidale Rd	Bellbrook	Wollomombi	Regional	Local	66.5	Accept	RECLASSIFY
Armidale Dumaresq	SR93	Point Lookout Rd	MR76 (Waterfall Way)	Point Lookout	Local	Regional	15.3	Reject	no change
Auburn	Local Rd	Chisholm / Manchester Rd etc	Wellington Rd	Rawson St	Local	Regional	3.0	Accept concept	RECLASSIFY
Auburn	Local Rd	East St / Weeroona Rd	Georges Ave	Joseph St	Local	Regional	2.6	Late proposal	RECLASSIFY
Auburn	Local Rd	Hill Rd / Holker St	Parramatta Rd	Silverwater Rd	Local	Regional	3.7	Consider further	RECLASSIFY
Auburn	RR7102	Park / Cumberland Rd etc	Vaughan St	Chisholm Rd	Regional	Local	3.0	Accept	RECLASSIFY
Auburn	SR2057	Georges Ave	East St	Joseph St	Regional	Local	0.3	Late proposal	RECLASSIFY
Ballina	MR146	Ballina Teven Rd	Pacific Hwy Ballina	RR7734 Teven	Regional	Local	7.6	Accept	RECLASSIFY
Ballina	MR555	Wardell Goonellabah	Wardell	Goonellabah	Regional	Local	18.0	Accept	RECLASSIFY
Balranald	MR67	Balranald / Kyalite / Tooleybuc Rd	Sturt Hwy Balranald	Kyalite Bridge	Regional	State	32.0	Accept	RECLASSIFY
Bankstown	Local St	Bullecourt Ave	Henry Lawson Drv	Ashford Ave	Local	Regional	0.6	Accept	RECLASSIFY
Bankstown	Local St	Rawson Rd	Hume Hwy	Waterloo Rd	Local	Regional	1.2	Consider further	no change
Bankstown	RR7129	Wattle St	Roberts Rd	Wiley Ave	Regional	Local	0.2	Accept	RECLASSIFY
Bankstown	SR2068	The River Rd	Milperra / Canterbury Rd MR167	M5 Motorway	Regional	State	0.3	Accept	RECLASSIFY
Bathurst Regional	Local Rd	Burruga Rd	Burruga	Rockley	Local	Regional	32.9	Reject	no change
Bathurst Regional	Local Rd	Great Western Hwy - Oberon Route	Great Western Hwy	Oberon	Regional	Local	10.8	Late proposal	RECLASSIFY
Bathurst Regional	MR252	Bathurst Rockley Rd	Bathurst	Rockley	Regional	Local	30.0	Accept	RECLASSIFY
Baulkham Hills	Local Rd	Carrington Rd	Victoria Ave	Showground Rd	Local	Regional	1.1	Accept	RECLASSIFY
Baulkham Hills	Local Rd	Commercial Rd	Windsor Rd	Withers Rd	Local	Regional	1.2	Consider further	no change
Baulkham Hills	Local Rd	Eastern Ring Rd Terminus St / Cecil Ave	Old Northern Rd	Old Northern Rd	Local	State	0.6	Consider further	RECLASSIFY
Baulkham Hills	Local Rd	Green and Victoria Rds	Showground Rd	Samantha Riley Rd	Local	Regional	3.2	Accept	RECLASSIFY

Council	Road No	Road Name	From	To	Current Class	Proposed Class	Length	Interim Report Assessment	Final Report Recommendation
Baulkham Hills	Local Rd	Mile End Rd	Windsor Rd	Withers Rd	Local	Regional	1.1	Consider further	no change
Baulkham Hills	Local Rd	Norwest Boulevarde	Old Windsor Rd	Windsor Rd	Local	State	2.6	Consider further	RECLASSIFY
Baulkham Hills	Local Rd	Samantha Riley Drive	Old Windsor Rd	Windsor Rd	Local	Regional	0.8	Accept	RECLASSIFY
Baulkham Hills	Local Rd	Victoria Ave	Showground Rd	Windsor Rd	Local	Regional	1.3	Consider further	RECLASSIFY
Baulkham Hills	Local Rd	Western Ring Rd, Pennant / McMullen Sts	Showground Rd	Old Northern Rd	Local	State	1.1	Consider further	RECLASSIFY
Baulkham Hills	Local Rd	Withers and Hezlett Rds	Samantha Riley Drive	Annangrove Rd	Local	Regional	6.2	Consider further	no change
Baulkham Hills	MR160 Pt	Old Northern Rd	Terminus St	Showground Rd	State	Local	0.4	Accept concept	RECLASSIFY
Baulkham Hills	MR160 Pt	Seven Hills Rd	Old Windsor Rd	Windsor Rd	State	Regional	4.1	Project specific	RECLASSIFY
Baulkum Hills	MR181	McGraths Hill - Maroota	McGraths Hill, Windsor Rd	Old Northern Rd	State	Regional	23.5	Reject	no change
Bega Valley	Forestry	Edrom Rd	Princess Hwy	Wharf	Forestry Rd	State	16.7	Accept concept as Regional Rd	RTA / Forestry Issue
Bega Valley	MR272	Bega Tathra	Carp St Bega	Beach Hill Tathra	Regional	State	17.8	Reject	no change
Bega Valley	SR276	Eden Wyndham Rd	Princess Hwy	MR91 near Wyndham	Local	Regional	47.0	Reject	no change
Bega Valley	Local Rd	Merimbula Drive	HW1 Millingandi	RR7621 Reid St	Local	Regional	4.2	Accept	RECLASSIFY
Bega Valley	Local Rd	Doctor George Mountain Rd	Bega Tathra Rd	MR272 at Tanja	Local	Regional	16.6	Reject	no change
Bellingen	Local Rd	Mylestom Old Pacific Hwy	Pacific Hwy	Mylestom	Local	Regional	15.8	Reject	no change
Bellingen	MR118	Macksville Bellingen Rd	Bowraville	Bellingen	Regional	Local	15.5	Accept	RECLASSIFY
Bellingen	MR120	Coramba Dorriggo Rd	Coramba	Dorriggo	Regional	Local	55.6	Accept	RECLASSIFY 8km Megan - Ulong
Blacktown	Local St	Clunies Ross St	GWHwy	Council Bdy	Local	Regional	0.6	Reject	no change
Blacktown	Local St	Durham St	Carlisle Ave	Council Bdy	Local	Regional	1.5	Reject	no change
Blacktown	Local St	Falmouth Rd	Quakers Rd	Richmond Rd	Local	Regional	1.0	Accept	RECLASSIFY
Blacktown	Local St	Lamb St	Rooty Hill Rd Nth	Glendenning Rd	Local	Regional	1.0	Accept	RECLASSIFY
Blacktown	Local St	Leabons Lane / Cornelia Rd	Blacktown Rd	Portia Rd	Local	Regional	2.6	Reject	no change
Blacktown	Local St	Powers Rd	Old Windsor Rd	Station Rd	Local	Regional	1.8	Consider further	RECLASSIFY
Blacktown	Local St	Quakers Rd	Quakers Hill Pwy	Davis Rd	Local	Regional	2.6	Accept	RECLASSIFY
Blacktown	RR7155	Monash Rd	Bungarribee Rd	Lancaster St	Regional	Local	1.2	Accept	RECLASSIFY

Council	Road No	Road Name	From	To	Current Class	Proposed Class	Length	Interim Report Assessment	Final Report Recommendation
Blacktown	RR7158	Schofields Rd	Windsor Rd	Railway Terrace	Regional	State	4.8	Accept	RECLASSIFY 2.8 km to Hambledon Rd
Blacktown	RR7159	Power St	Rooty Hill Rd Nth	M7	Regional	State	0.5	Project specific	RECLASSIFY
Blacktown	RR7160	Golding Drive	Richmond Rd	Winten Drv	Regional	Local	0.8	Accept	RECLASSIFY
Blacktown	RR7160	Woodstock Ave	Rooty Hill Rd Nth	M7	Regional	State	0.7	Project specific	RECLASSIFY
Bland	Local Rd	West Wyalong Bypass	Newell Hwy	Newell Hwy	Local	State	4.9	Late proposal	RECLASSIFY as Regional
Blayney	MR245/MR559	Blayney Orange	Blarney	Orange	State	Regional	21.0	Reject	no change
Blayney	SR16 & 336	Marshalls Lane / Gerty St, Blayney	HW6 Mid Western Hwy	Freight Terminal	Local	Regional	1.6	Accept	RECLASSIFY
Blue Mountains	Local Rd	Cliff Drive	Narrow Neck Rd	Narrow Neck Rd	Local	Regional	1.8	Reject	no change
Blue Mountains	Local Rd	Govetts Leap Rd	Great Western Hwy	End	Local	Regional	2.4	Reject	no change
Blue Mountains	Local Rd	Harley Ave, Mt Victoria	Station St	Great Western Hwy	Local	Regional	0.4	Accept	RECLASSIFY
Blue Mountains	Local Rd	Lurline St	Gang Gang St	Echo Point Rd	Local	Regional	1.7	Consider further	no change
Blue Mountains	RR7299	Narrow Neck Drive	Cliff Drive	Cliff Drive	Regional	Local	0.3	Reject	no change
Bogan	MR70	Coolabah – Brewarrina	Coolabah	Brewarrina	State	Regional	133.0	Accept	no change
Botany Bay	Local St	Bourke St	Coward St	Gardeners Rd	Local	State	0.5	Consider further	no change
Botany Bay	RR7022	Robey St	O'Riordan St	Botany Rd Mascot	Regional	Local	0.7	Accept	RECLASSIFY
Brewarrina	MR70	Coolabah – Brewarrina	Coolabah	Brewarrina	State	Regional	133.0	Accept	no change
Brewarrina	SR6	Goodooga Lanyboyd	MR70 Goodooga	Lanyboyd	Local	Regional	52.1	Reject	no change
Brewarrina	SR7	Gongolgon Byrock	MR70 Gongolgon	Bourke Shr Bdy	Local	Regional	54.3	Reject	no change
Broken Hill	SR5630	Creedon / Gaffney Sts	Ryan St	South Rd SH22	Local	Regional	1.5	Reject	no change
Byron	MR306	Lismore Mullumbimby	Lismore	Mullumbimby	Regional	Local	18.9	Accept	RECLASSIFY
Byron	HW10	Old Pac Hwy Brunswick Heads – Yelgin			State	Regional		Late proposal	Project specific
Cabonne	Local Rd	Obley Rd	MR233 Yeoval	HW17 Dubbo Zoo	Local	Regional	20.4	Reject	no change
Cabonne	MR526	Mt Canobolas	Orange	Mt Canobolas	Regional	Local	7.4	Accept	RECLASSIFY
Camden	Local Rd	Cobbitty Rd	Werombi Rd	The Northern Rd	Local	Regional	6.5	Consider further	no change
Camden	Local Rd	Cobbitty Rd	The Northern Rd	Camden Valley Way	Local	Regional	3.8	Reject	no change

Council	Road No	Road Name	From	To	Current Class	Proposed Class	Length	Interim Report Assessment	Final Report Recommendation
Camden	Local Rd	Deepfields Rd / Allenby Rd	Camden Valley Way	Bringelly Rd	Local	Regional	7.4	Consider further	no change
Camden	Local Rd	Macquarie Grove Rd	Cobbitty Rd	Exeter St	Local	Regional	4.4	Reject	no change
Camden	Local Rd	Raby Rd	Camden Valley Way	Ccl boundary	Regional	State	1.5	Reject	no change
Camden	Local Rd	Werombi Rd / Sheathers Ln	Cawdor Rd	Ccl boundary	Local	Regional	4.0	Consider further	no change
Camden	MR259	Burrangorang Rd / Druitt Lane	Camden Bypass	Fosters Ln Ccl boundary	State	Regional	3.9	Accept	Reclassify
Camden	MR620	Remembrance D'way	Burrangorang Rd	Wire Ln Ccl boundary	State	Regional	1.6	Accept	no change
Campbelltown	Local Rd	Brooks Rd	RR7197	F5 Freeway Ingleburn	Local	Regional	0.6	Accept	RECLASSIFY
Campbelltown	Local Rd	Cambridge / Moorebank Ave	MR680 Glenfield	MR657 / M5	Local	Regional	1.2	Consider further	RECLASSIFY
Campbelltown	Local Rd	Henderson Rd Extension	RR7198	MR680 Ingleburn	Local	Regional	0.8	Accept	RECLASSIFY
Campbelltown	Local Rd	Macdonald Rd	MR177	RR7197	Local	Regional	0.3	Reject	no change
Campbelltown	Local Rd	Rose Payton Drive	MR177 Woodbine	MR680	Local	Regional	0.8	Accept	RECLASSIFY
Campbelltown	Local Rd	St Andrews Rd	MR177 St Andrews	MR620 Leppington	Local	Regional	5.0	Reject	no change
Campbelltown	MR177	Campbelltown Rd	M5	Williamson Rd	State	Regional	6.0	Reject	no change
Campbelltown	MR179	Menangle Rd	Narellan Rd	Nepean River	State	Regional	9.5	Accept	no change
Campbelltown	Private Rd	Badgally Rd Extension	RR7192 Blairmount	MR920 Narellan	Local	Regional	1.6	Consider further	no change
Campbelltown	RR	Raby Rd	MR177 St Andrews	MR620 Leppington	Regional	State	5.2	Reject	no change
Campbelltown	RR7190	Old Leumeah Rd	MR177 Woodbine	MR680	Regional	Local	0.8	Accept	RECLASSIFY
Campbelltown	RR7195	Denham Court Rd	MR177 Denham Court	MR620 Leppington	Regional	State	4.2	Reject	no change
Campbelltown	RR7199	Saywell Rd	RR7198	MR680 Macquarie Fields	Regional	Local	1.1	Accept	RECLASSIFY
Canterbury	Local Rd	Broadarrow Road (shared with Hurstville)	King Georges Road	Bryant St	Local	Regional	0.3	Consider further	RECLASSIFY
Carrathool	HW21	Cobb Highway	Hay	Mossgiel	State	Regional	153.8	Accept	no change
Central Darling	HW21	Cobb Highway	Mossgiel	Wilcannia	State	Regional	216.9	Accept	RECLASSIFY 162km Ivanhoe - Wilcannia
Cessnock	Local Rd	Duffie Drive	Aberdare	Neath	Local	Regional	2.4	Accept	no change
Cessnock	Local Rd	Neath Kearsley Rd	MR588 Neath	MR220 Kearsley	Local	Regional	4.5	Reject	no change

Council	Road No	Road Name	From	To	Current Class	Proposed Class	Length	Interim Report Assessment	Final Report Recommendation
Cessnock	Local Rd	Paynes Crossing Rd	Wollombi Rd	Singleton Shire Bdy	Local	Regional	13.1	Reject	no change
Cessnock	RR7767	Broke Rd	MR220	Singleton Shire Bdy	Regional	State	13.1	Reject	no change
Clarence Valley	Local Rd	Centenary Drive	HW10 Pacific Hwy	HW10 Pacific Hwy	Local	Regional	4.3	Reject	no change
Clarence Valley	Local Rd	Coaldale Rd	MR150 Clifden	Baryulgil	Local	Regional	58.0	Accept	no change
Clarence Valley	Local Rd	Six Mile Ln / Aerodrome Rd	HW10 Pacific Hwy	Grafton Airport	Local	Regional	3.2	Reject	no change
Clarence Valley	MR150	Junction Hill -Tabulam Rd	Copmanhurst	HW16 Bruxner Hwy	Regional	Local	98.1	Accept	no change
Cobar	Local Rd	Frederick St	Marshall St	Kidman Way	Local	Regional	0.4	Accept	RECLASSIFY
Coffs Harbour	Local Rd	Arthur St / Hogbin Drv Nth	Mastracolas Rd	Orlando St	Local	Regional	2.0	Accept concept	RECLASSIFY
Coffs Harbour	Local Rd	Stadium Drive	Englands Rd	Hogbin Dr	Local	Regional	1.4	Accept	RECLASSIFY
Coffs Harbour	MR120	Coramba - Dorriggo Rd	Coramba	Dorriggo	Regional	Local	55.6	Accept	RECLASSIFY 13.9km Megan - Ulong
Cooma-Monaro	Local Rd	Bolaro / Bobeyan Rd	Snowy Mtns Hwy	ACT Border	Local	Regional	22.0	Reject	no change
Cooma-Monaro	Local Rd	Jerangle Rd	Monaro Hwy at Bredbo	MR270 at Captains Flat	Local	Regional	60.0	Reject	no change
Cooma-Monaro	Local Rd	Springfields Rd	Monaro Hwy at Nimmitabel	Snowy River Way	Local	Regional	28.0	Reject	no change
Cootamundra	Local Rds	Dirnaseer, Suttons etc	Olympic Hwy MR78	Stockinbingal Rd MR235	Local	Regional	12.1	Reject	no change
Cootamundra	Local St	Hovell St route	Parker St	Mackay St	Local	State	1.5	Accept concept	RECLASSIFY
Cootamundra	Local St	Mackay St	Hovell St	Sutton St (south)	Local	State	0.2	Accept concept	RECLASSIFY
Cootamundra	Local St	Parker / Wallendoon / Sutton Sts	Sutton St (north)	Mackay St	State	Local	2.0	Late proposal	RECLASSIFY
Cootamundra	Local St	Temora Rd	Hovell St	Parker St	Local	Regional	0.4	Accept concept	RECLASSIFY
Corowa	Local Rd	Corowa - Lowesdale	Corowa	Riverina Hwy	Local	Regional	32.0	Reject	no change
Corowa	Local Rd	Hopefield Rd			Local	Regional	26.0	Reject	no change
Corowa	Local/Reg	New Bridge Proposals at Corowa			Local/Regional	Local/Regional	0.0	Project specific	Project specific
Cowra	Local Rd	Merriganowry Billimari Rds	MR56 North	MR310	Local	Regional	16.1	Reject	no change
Cowra	Local Rd	Reg Hailstone Way	HW6 Mid Western Hwy	Wyangla Dam	Local	Regional	33.1	Reject	no change
Cowra	HW6	Midwestern Highway	Cowra	Marsden	State	Regional	113.0	Accept	no change

Council	Road No	Road Name	From	To	Current Class	Proposed Class	Length	Interim Report Assessment	Final Report Recommendation
Dubbo	Local St	Thompson St	Newell Hwy	Mitchell Hwy	Local	Regional	1.1	Accept	RECLASSIFY
Dubbo	RR7502	Darling St	Mitchell Hwy	Newell Hwy	Regional	Local	1.1	Accept	RECLASSIFY
Dubbo	SR 430	Burraway	HW17 Brocklehurst	HW11 Warren	Local	Regional	20.5	Reject	no change
Dubbo	SR1560	Obley Rd	HW17 Dubbo Zoo	MR233 Yeoval	Local	Regional	43.8	Reject	no change
Dubbo	SR544	Collie	HW17	HW11	Local	Regional	14.8	Reject	no change
Dungog	Local Rd	Limeburners Creek Rd	Clarence Town	Buckets Way	Local	Regional	13.7	Reject	no change
Dungog	MR101	Tocal Rd etc	Maitland Shr Bdy	Great Lakes Shr Bdy	Regional	State	47.9	Reject	no change
Fairfield	Local Rd	Gordon St	The Horsley Drive	Vine St	Local	Regional	0.2	Accept	RECLASSIFY
Fairfield	Local Rd	Polding St	Lily St	Mimosa Rd	Local	Regional	1.2	Reject	no change
Fairfield	Local Rd	Victoria / Cowpasture Rd	Elizabeth St	The Horsley	Local	State	2.8	Consider further	RECLASSIFY as Regional
Fairfield	MR609	The Horsley Drive	Elizabeth St	Cumberland Highway	State	Regional	4.2	Consider further	RECLASSIFY
Fairfield	MR646	Hassall St	The Horsley Drive	Victoria St	State	Regional	0.2	Reject	RECLASSIFY
Fairfield	RR7232	Bland / Mitchell Sts	The Horsley	Gordon St	Regional	Local	0.8	Accept	RECLASSIFY
Fairfield	RR7232	Elizabeth St	Victoria St	The Horsley	Regional	State	0.6	Consider further	RECLASSIFY to Regional
Fairfield	RR7234	Victoria St	Cumberland Hwy	Elizabeth St	Regional	State	4.0	Consider further	RECLASSIFY
Forbes	Local	Lima Daroobalgie	HW17 Newell Hwy	MR350	Local	Regional	5.0	Reject	no change
Gilgandra	Local St	Gilgandra Road Train Route	HW17	HW18	Local	Regional	5.0	Reject	RECLASSIFY 1.7km Hargraves Lane only
Glen Innes Severn	Local Rd	Bald Nob Rd	HW9 New England Hwy	HW12 Gwydir Hwy	Local	Regional	12.0	Reject	no change
Glen Innes Severn	Local Rd	Rangers Valley Rd	HW9 New England Hwy	Emmaville Rd	Local	Regional	21.0	Reject	no change
Glen Innes Severn	Local Rd	Strathbogie & Gordon Rds	Moore St	Emmaville	Local	Regional	13.7	Reject	no change
Gloucester	Local Rd	Moonan Flat Gloucester Rd	Nat Park East Bdy	Gloucester	Local	Regional	59.1	Reject	no change
Gosford	Local Rd	Beach Suburbs Route	Empire Bay Drive	Scenic Hwy	Local	Regional	9.0	Reject	RECLASSIFY
Gosford	Local Rd	Davistown Rd	Avoca Drive	High St	Local	Regional	1.7	Reject	no change
Gosford	Local Rd	Showground Rd	Donnison St	Racecourse Rd	Local	Regional	1.3	Reject	no change

Council	Road No	Road Name	From	To	Current Class	Proposed Class	Length	Interim Report Assessment	Final Report Recommendation
Gosford	Local Rd	Old Pacific Highway	Calga	Kariong I/C Somersby Ind Estate	Local	Regional	11.1	Reject	no change
Gosford	Local Rd	Strategic City Bypass Route	The Entrance Rd	Pacific Hwy	Local	Regional	17.5	Reject	no change
Gosford	Local Rd	The Ridgeway	Paroo Rd	LGA Bdy	Local	Regional	1.6	Reject	no change
Gosford	Local Rd	Wards Hill	Empire Bay Drive	Scenic Hwy	Local	Regional	2.9	Reject	no change
Gosford	Local Rd	Wells St Barralong Rd	Henry Parry Drive	Terrigal Drive	Local	Regional	3.9	Accept	RECLASSIFY
Gosford	MR349	Woy Woy / Ettalong Beach / Blackwall Rd	Woy Woy	Ettalong Beach	State	Regional	3.0	Accept	no change
Gosford	MR504	Avoca Drive	Empire Bay Drive	Scenic Hwy	State	Regional	2.0	Reject	no change
Gosford	MR505	Terrigal Drive	Ocean View Drive	Charles Kay Drive	State	Regional	1.3	Reject	no change
Gosford	RR7752	Railway St / Ocean Beach Rd	MR349 Woy Woy	Umina	Regional	State		Late proposal	no change
Gosford	RR7753	Brisbane Water East Route	Memorial Ave	Avoca Dr	Regional	State	11.8	Reject	RECLASSIFY
Gosford	RR7754/7755	New Coastal Route	Empire Bay	The Entrance Rd	Regional	State	6.4	Reject	RECLASSIFY Kincumber - Terrigal
Gosford	RR7756	Tumbi Rd	The Entrance Rd	Wyong Rd	Regional	State	2.6	Reject	no change
Gosford	RR7760	Narara Valley Drive	Narara Valley Dr	Pacific Hwy	Regional	State	4.6	Reject	no change
Gosford	HW10	Mann St (Pacific Hwy)	Wyoming	West Gosford	State	Regional	1.4	Accept	RECLASSIFY
Gosford	HW10	Old Pacific Highway	Hawkesbury River	Peats Ridge Rd	Regional	State	16.7	Reject	no change
Goulburn Mulwaree	MR676	Old Hume Highway	HW2 (North)	HW2 (South)	State	Regional	10.0	Accept concept	No change
Great Lakes	Local Rd	Clarencetown Rd (Limeburners Creek Rd)	Bucketts Way MR90	Council Bdy	Local	Regional	3.7	Reject	no change
Great Lakes	Local Rd	Mungo Brush Rd	Kingfisher Ave	Myall Lakes Nat Park	Local	Regional	4.9	Reject	no change
Great Lakes	Local Rd	Myall / Kingfisher	Maxwell St Tea Gardens	Mungo Bush Rd Hawks	Local	Regional	1.9	Reject	no change
Great Lakes	MR101	MR101 Dungog - Stroud	Dungog Ccl Bdy	Bucketts Way at Stroud	Regional	State		Late proposal	no change
Great Lakes	MR111	The Lakes Way	Breese Pde Forster	Blackhead Rd	Regional	State	11.6	Accept concept	RECLASSIFY via Failford Rd
Great Lakes	RR7763	Failford Rd	Pacific Hwy	Lakes Way	Regional	State	5.6	Accept concept	RECLASSIFY via Failford Rd
Greater Hume	Local Rd	Henty Walla Rd	MR331 Walla Walla	MR78 Henty	Local	Regional	21.1	Reject	no change
Greater Hume	MR282	Wymah Ferry Rd	Bowna	Wymah Ferry	Regional	Local	24.0	Accept	RECLASSIFY

Council	Road No	Road Name	From	To	Current Class	Proposed Class	Length	Interim Report Assessment	Final Report Recommendation
Greater Hume	MR547	Jindera Walla Walla	MR125 Jindera	MR331 Walla Walla	Regional	Local	29.5	Accept	no change
Greater Taree	Local Rd	Bucketts Way	Purfleet	Burrell Creek	Local	Regional	18.4	Reject	no change
Greater Taree	Local Rd	Bulga Rd	Farquhar St Wingham	Elands	Local	Regional	39.0	Reject	no change
Greater Taree	Local Rd	Comboyne Rd	Farquhar St Wingham	Hastings Shr Bdy	Local	Regional	29.7	Reject	no change
Greater Taree	Local Rd	Nowendoc Rd	MR192	Walcha Shr Bdy	Local	Regional	81.8	Reject	no change
Greater Taree	Regional Rd	Lakes Way (northern leg)	Taree	Ccl Bdy	Regional	State	7.6	Late proposal	no change
Griffith	Local Rd	Brown, Brogden and Bringagee	MR80	Carrathool Shire Bdy	Local	Regional	37.4	Reject	no change
Griffith	Local Rd	North Kooba Settlers Route	MR321	Leeton Shire Bdy	Local	Regional	12.3	Reject	no change
Gundagai	Local Rd	Middle St	Mount St	Hume Hwy, South Gundagai	Local	State	0.2	Accept	RECLASSIFY
Gundagai	Local Rd	South St	Cross St	Hume Hwy, South Gundagai	Local	Regional	0.3	Accept	RECLASSIFY
Gundagai	MR279	Gocup Rd	Tumut Ccl bdy	Hume Hwy, South Gundagai	Regional	State	17.3	Accept	RECLASSIFY
Gundagai	MR279	MR279 through Gundagai	Middle St, Sth Gundagai	HW2 North Gundagai	Regional	Local	3.6	Accept	RECLASSIFY
Gundagai	MR280	Adelong Tumblong	Hume Highway	Adelong	Regional	Local	7.0	Accept	RECLASSIFY
Gundagai	MR87	Coolac Cootamundra	HW2 Coolac	MR78 Olympic Hwy	Regional	State	19.1	Reject	no change
Gunnedah	MR357	Manilla Boggabri Rd	Manilla	HW29 Boggabri	Regional	Local	18.0	Accept	no change
Gunnedah	MR55	Craboon Mullaley Rd	HW29 Craboon	HW11 Mullaley	Regional	State	32.6	Reject	no change
Gunnedah	RR7709	Mullaley Boggabri Rd	Mullaley	HW29 Boggabri	Regional	Local	37.6	Reject	no change
Gwydir	SR 4 & 7	Croppa Creek - North Star Rd	Warialda Yetman Rd	SR9 at North Star	Local	Regional	45.0	Reject	no change
Gwydir	SR1 & 2	Bingara - Copeton Dam - Inverell Rd	MR63 Bingara	HW12 West of Inverell	Local	Regional	55.0	Reject	no change
Gwydir	SR11 & 21	Upper Horton / Terry Hei Hei Rd	MR63 at Cobbadah	HW12 East of Moree	Local	Regional	42.0	Reject	no change
Gwydir	SR3	Gravesend Bingara Rd	HW12 east of Gravesend	MR63 at Bingara	Local	Regional	43.0	Reject	no change
Hawkesbury	MR181	McGraths Hill - Maroota	McGraths Hill, Windsor Rd	Old Northern Rd	State	Regional	23.5	Reject	no change
Hawkesbury	SR2063	Londonderry Rd	The Driftway (Penrith Ccl bdy)	Lennox St, Richmond	Regional	State	3.3	Accept concept	RECLASSIFY
Hay	HW21	Cobb Highway	Hay	Mossgiel	State	Regional	153.8	Accept	no change
Holroyd	Local Rd	Darcy / Hawkesbury /	Cumberland Hwy	Pitt St	Local	Regional	1.0	Consider	RECLASSIFY

Park

further

Council	Road No	Road Name	From	To	Current Class	Proposed Class	Length	Interim Report Assessment	Final Report Recommendation
Holroyd	MR	Gipps Rd	Merrylands Rd	Hassall St	State	Regional	1.9	Reject	no change
Holroyd	MR	Greystanes Rd	Gipps Rd	GWHwy	State	Regional	2.2	Reject	no change
Holroyd	RR	Centenary Rd	Old Prospect Rd	Merrylands Rd	Regional	State	1.6	Reject	no change
Holroyd	RR	Sherwood Rd	Merrylands Rd	Woodpark Rd	Regional	State	1.1	Reject	no change
Hornsby	Local Rd	Cambridge St	Oxford St	Railway Station	Local	Regional	0.2	Reject	no change
Hornsby	Local Rd	County Drive	New Line Rd Cherrybrook	Castle Rd Castle Hill	Local	Regional	1.4	Consider further	RECLASSIFY
Hornsby	Local Rd	Duffy Ave	Pennant Hills Rd	The Esplanade	Local	Regional	0.4	Accept	RECLASSIFY
Hornsby	Local Rd	Hastings Rd	New Line Rd Dural	Old Northern Rd Dural	Local	Regional	0.9	Consider further	no change
Hornsby	Local Rd	Pembroke St	Epping Rd	Oxford St	Local	Regional	0.6	Reject	no change
Hornsby	MR332	Arcadia / Bay Rds	Galston Rd Galston	Berowra Waters	Regional	State	13.7	Reject	no change
Hornsby	MR332	Berowra Waters Rd	Pacific Hwy Berowra	Berowra Waters	Regional	State	6.0	Reject	no change
Hornsby	HW10	Pacific Hwy	F3 Berowra	Hawkesbury River Bdg	State	Regional	9.7	Accept	RECLASSIFY
Hurstville	Local St	Belmore Rd	Henry Lawson Drive	Isaac	Local	Regional	0.7	Reject	no change
Hurstville	Local St	Broad Arrow Rd	Hannans Rd	King Georges Rd	Local	Regional	0.3	Consider further	RECLASSIFY
Hurstville	Local St	Isaac	Belmore Rd	Lorraine Street	Local	Regional	0.8	Reject	no change
Hurstville	Local St	Lorraine St	Roberts Ave	Stanley St	Local	Regional	0.6	Reject	no change
Hurstville	Local St	Roberts Ave	Lorraine St	Boundary Rd	Local	Regional	1.3	Reject	no change
Hurstville	Local St	Stanley St	Lorraine St	Boundary Rd	Local	Regional	0.5	Reject	no change
Inverell	SR128 & 59	Delungra Graman Rds	Gwydir Hwy HW12	Ely St Ashford	Local	Regional	49.2	Reject	no change
Inverell	SR192	Copeton Dam Rd	Gwydir Hwy	Bingara Shr Bdy	Local	Regional	32.1	Reject	no change
Inverell	SR35 36 & 54	Coolati, -Wallangra - Emmaville	Shr Bdy East Coolatai	Shr Bdy West Emmaville	Local	Regional	70.1	Reject	no change
Kempsey	MR198	Kempsey - South West Rocks	MR556 Gladstone	Plummers Lane, Jerseyville	Regional	Local	16.1	Accept	RECLASSIFY
Kempsey	MR75	Kempsey - Armidale Rd	Bellbrook	Wollomombi	Regional	Local	21.2	Accept	RECLASSIFY
Kempsey	SR121	Plummers Lane	HW10 Pacific Hwy	SW Rocks Rd Jerseyville	Local	Regional	10.0	Accept	RECLASSIFY
Kempsey	SR141	Maria River Rd	Hastings Bdy Kempsey	Crescent Head Rd	Local	Regional	16.8	Reject	no change
Kempsey	SR64	Hickeys Creek Rd	Armidale Rd	Taylors Arm Rd	Local	Regional	29.8	Reject	no change

Council	Road No	Road Name	From	To	Current Class	Proposed Class	Length	Interim Report Assessment	Final Report Recommendation
Kiama	Local Rd	Crooked River Rd	Boolong Rd Shoalhaven	Crooked River Rd Gerroa	Local	Regional	3.8	Accept concept	RECLASSIFY
Kogarah	Local Rd	Gray / Kensington Sts	Railway Parade	Princess Highway	Local	Regional	0.7	Reject	no change
Kogarah	Local Rd	Swanns Lane	Tanner Ave	Balfour St	Local	Regional	0.2	Accept	RECLASSIFY
Kogarah	Local Rd	Woniora / Connells Point Rds	Hillcrest Ave	King Georges Rd	Local	Regional	1.2	Reject	no change
Kogarah	RR7004	Augusta / Norman Sts	Norman St	Balfour St	Regional	Local	0.2	Accept	RECLASSIFY
Kogarah	RR7010	Railway Pde / Regent St	Gray St	Princess Hwy	Regional	Local	0.9	Consider further	no change
Kyogle	Local Rd	Gradys Ck / Lions Rd	Summerland Way	Qld Border Richmond Gap	Local	Regional	24.0	Reject	no change
Kyogle	MR150	Junction Hill Tabulam Rd	Copmanhurst	HW16 Bruxner Hwy	Regional	Local	98.1	Accept	no change
Kyogle	MR622	Mt Lindesay Rd	Legume	Summerland Way	Regional	State	5.2	Reject	RECLASSIFY
Lake Macquarie	Local St	Charlestown Rd	Hillsborough Rd	Newcastle LG Bdy	Local	Regional	1.0	Reject	no change
Lake Macquarie	Local St	Evans St Belmont	Pacific Hwy	Ross St MR527	Local	Regional	0.9	Accept	RECLASSIFY
Lake Macquarie	Local St	Fishery Point	Macquarie Rd MR217	Mather Drive	Local	Regional	3.8	Reject	no change
Lake Macquarie	Local St	Kahibah Rd	Pacific Hwy HW10	Burwood St	Local	Regional	1.1	Reject	no change
Lake Macquarie	RR7773	Frederick St Glendale	Lake Rd Glendale	Main Rd Edgeworth	Regional	State	0.6	Reject	RECLASSIFY
Leeton	Local Rd	Uroly Rd / Innisvale Lane	MR80	HW14 Sturt Hwy	Local	Regional	13.4	Reject	no change
Leeton	Local Rd	Vance / Collinroobie Rd	MR80	RR7608	Local	Regional	14.4	Reject	no change
Leeton	Local Rd	Wilga Rd	MR80	Kidman Way	Local	Regional	6.0	Reject	no change
Leeton	MR539	MR80 to Kidman Way	MR80	Kidman Way	Regional	State	24.9	Reject	no change
Leichhardt	MR650	Lilyfield Rd	Hawthorn Canal	James St	State	Local	0.4	Handover Issue	Handover issue
Leichhardt	MR652	Tebbutt - Darling Sts	Parramatta Rd	Victoria Rd	State	Regional	4.0	Consider further	no change
Lismore	Local Rd	Wyrallah Rd	Lismore	Woodburn	Local	Regional	33.0	Accept	RECLASSIFY
Lismore	MR306	Lismore - Mullumbimby	Lismore	Mullumbimby	Regional	Local	30.1	Accept	RECLASSIFY 14.5km Dunoon - Mullumbimby
Lismore	MR555	Wardell - Goonellabah	Wardell	Goonellabah	Regional	Local	8.3	Accept	RECLASSIFY
Lithgow	MR255	Great Western Hwy - Oberon Route	Great Western Hwy	Oberon	Regional	Local	7.6	Accept	RECLASSIFY

Council	Road No	Road Name	From	To	Current Class	Proposed Class	Length	Interim Report Assessment	Final Report Recommendation
Lithgow	MR557	Portland - Meadow Flat	Great Western Hwy	MR531 Portland	Regional	Local	10.5	Accept concept	RECLASSIFY
Liverpool	Local St	Bathurst / Macquarie / Pirie Sts	Memorial Ave	Terminus St	Local	Regional	0.4	Accept	RECLASSIFY
Liverpool	Local St	Fifteenth Ave	Devonshire Rd	Cowpasture Rd	Local	Regional	5.9	Reject	no change
Liverpool	MR512	Memorial Ave, Scott St	Bathurst St	Newbridge Rd	State	Regional	0.5	Accept concept	RECLASSIFY
Liverpool	MR512	Memorial Ave	Hume Hwy	Bathurst St	State	Regional	0.2	Accept concept	RECLASSIFY
Liverpool	RR7262	Bernera / Jedda / Joadja Rd	Hoxton Park Rd	Camden Valley Way	Regional	State	2.6	Project specific	RECLASSIFY 1.1km to M7 Junc
Liverpool	RR7264	Beech Rd	Kurrajong Rd	Camden Valley Way	Regional	State	1.4	Project specific	Implemented Jan 2005
Liverpool	RR7268	Governor Macquarie Drive	Newbridge Rd	Hume Hwy	Regional	State	3.7	Reject	no change
Liverpool	RR7269	Nuwarra Rd	Newbridge Rd	Heathcote Rd	Regional	State	2.1	Reject	no change
Liverpool	Local Rd	Cambridge / Moorebank Ave route			Local	Regional		Late proposal	no change
Liverpool Plains	MR358	Merriwa - Willow Tree	Merriwa	Willow Tree	Regional	Local	35.1	Reject	no change
Lockhart	Local Rd	The Rock - Bullenbung Rd	MR78 The Rock	MR59 Urana Rd	Local	Regional	23.0	Reject	no change
Lockhart	Local St	Reid St	MR59 Urana Rd	MR370 Albury Rd	Local	Regional	1.2	Accept concept	RECLASSIFY
Lockhart	MR59	Urana St	Osborne St	Green St	Regional	Local	0.7	Late proposal	RECLASSIFY
Maitland	Local	Metford Rd	New England Hwy		Local	Regional		Late proposal	no change
Maitland	Local Rd	Church / Ken Tubman Sts	New England Hwy	Belmore Bdg MR195	Local	State	1.3	Reject	no change
Maitland	Local Rd	Church / Ken Tubman Sts	New England Hwy	Belmore Bdg MR195	Local	Regional	1.1	Accept	RECLASSIFY
Maitland	Local Rd	Lindsay / Cumberland St	High St	Melbourne St	Local	State	0.8	Accept	RECLASSIFY
Maitland	Local Rd	Thorton Rd / Haussman Drive	New England Hwy	MR104	Local	Regional	3.6	Reject	no change
Maitland	MR101	High St etc	New England Hwy	Dungog Shire Bdy	Regional	State	14.5	Reject	no change
Maitland	MR101	High St etc	New England Hwy	Belmore St	Regional	Local	1.1	Accept	no change
Maitland	MR102	Morpeth Rd	New England Hwy	Morpeth Bridge	Regional	State	5.2	Reject	no change
Maitland	MR102	Morpeth Rd (Melbourne St)	New England Hwy	Cumberland St	Regional	State	0.7	Accept	RECLASSIFY
Maitland	MR104	High St	Lindesay St	New England Hwy	State	Local	0.8	Accept	RECLASSIFY

Council	Road No	Road Name	From	To	Current Class	Proposed Class	Length	Interim Report Assessment	Final Report Recommendation
Mid Western Regional	Local Rd	Lue Rd	MR208 North Mudgee	MR215 Rylstone	Local	Regional	46.3	Reject	no change
Mid Western Regional	MR233	Goolma Rd Mudgee - Wellington Route	Castlereagh Hwy, Gulgong	Mitchell Hwy, Wellington	Regional	State	41.4	Reject	RECLASSIFY 32.8km to MR565 at Guntawang
Mid Western Regional	MR565	Guntawang Rd	Castlereagh Hwy	MR233 Goolma Rd	Regional	State	9.1	Accept	RECLASSIFY
Mid Western Regional	RR7512 / MR233	Dubbo - Mudgee Route	Dubbo	Mudgee	Regional	State	79.0	Accept concept	no change
Moree Plains	Local St	Bullus Dr / Tycannah St, Moree	Newell Hwy	Freight Terminal	Local	Regional	1.1	Late proposal	RECLASSIFY
Moree Plains	Local St	Gwydir / Coolibah Sts	Newell Hwy	Gwydir Hwy	Local	Regional	3.3	Project specific	Project specific
Moree Plains	Local St	Jones Ave / Edward St	Newell Hwy	Gwydir Hwy	Local	Regional	2.6	Project specific	Project specific
Moree Plains	Local/Reg	Moree Bypass - various					0.0	Project specific	Project specific
Moree Plains	SR101	Moree -Terry Hie Hie - Rocky Creek	Gwydir Hwy	Gwydir Shr Bdy	Local	Regional	65.0	Reject	no change
Mosman	MR400	Bradleys Head Rd	Spit Rd	Athol Wharf	State	Regional	3.4	Accept	RECLASSIFY
Nambucca	Local St	Bowra St Link Rd	Fraser St	Pacific Highway	Local	Regional	3.0	Reject	no change
Nambucca	Local St	Taylor's Arm Rd	Pacific Hwy Macksville	Kempsey Bdy	Local	Regional	32.0	Reject	no change
Nambucca	MR118	Macksville - Bellingen Rd	Bowraville	Bellingen	Regional	Local	14.7	Accept	RECLASSIFY
Nambucca	SR661	Valla Beach Rd	Pacific Highway	Thompson St Valla Beach	Local	Regional	1.4	Reject	no change
Nambucca	SR693	Grassy Head	Scotts Head Rd	Nambucca Bdy	Local	Regional	2.1	Reject	no change
Narrabri	MR357	Manilla Boggabri	Manilla	HW29 near Boggabri	Regional	Local	23.7	Accept	no change
Narrabri	RR7709	Mullaley Boggabri Rd	Mullaley	HW29 Boggabri	Regional	Local	11.3	Reject	no change
Narromine	Local Rd	Dubbo Burroway Rd			Local	Regional	18.8	Reject	no change
Narromine	Local Rd	Narromine Dandaloo Rd			Local	Regional	48.3	Reject	no change
Narromine	Local Rd	Wambianna / Warren / Jefferies			Local	Regional	9.1	Reject	no change
Narromine	MR89	Tomingley - Narromine	Tomingley	Narromine	State	Regional	37.5	Accept	RECLASSIFY
Newcastle	Local Rd	Charleston Rd	Park Ave	Lake Macquarie Bdy	Local	Regional	0.3	Reject	Already Regional Rd
Newcastle	Local Rd	Minmi - Wallsend Route	F3 Freeway	Wallsend	Local	Regional	10.3	Reject	no change
Newcastle	Local Rds	Broadmeadow Rd	MR82 (Griffiths Rd)	HW10 (Maitland Rd)	Local	Regional	1.9	Reject	no change
Newcastle	Local Rds	Carrington Heavy Vehicle Route	Elizabeth St	Darling St	Local	Regional	0.6	Accept	RECLASSIFY

Council	Road No	Road Name	From	To	Current Class	Proposed Class	Length	Interim Report Assessment	Final Report Recommendation
Newcastle	Local Rds	Darby St	King St	Hunter St	Local	Regional	0.1	Reject	no change
Newcastle	Local Rds	Hunter St	Stewart Ave	Watt St	Local	Regional	2.2	Reject	no change
Newcastle	Local Rds	Scenic Drive	Pacific Hwy (City Rd)	Scott S, Newcastle	Local	Regional	7.7	Accept concept	RECLASSIFY
Newcastle	RR7772	Elizabeth St	Parker St	Darling St	Regional	Local	0.4	Accept	RECLASSIFY
Newcastle	HW10	Maitland Rd (Pacific Hwy)	Newcastle	Warrabrook	State	Regional	6.6	Accept	RECLASSIFY
North Sydney	Local St	Alexander St	Albany St	Chandos St	Local	Regional	0.2	late proposal	no change
North Sydney	Local St	Earnest / Alexander / Albany Sts	Miller St	Pacific Hwy	Local	Regional	1.4	late proposal	no change
North Sydney	Local St	Willoughby Rd	Albany St	Chandos St	Local	Regional	0.2	late proposal	no change
Oberon	Local Rd	Campbells River / Arkstone Rds	MR256 Black Springs	Burruga	Local	Regional	25.9	Reject	no change
Oberon	Local St	Extension of Abercrombie Rd	Reef Rd	O'Connell Rd	Local	Regional	0.8	Accept	RECLASSIFY
Oberon	MR255	Great Western Hwy - Oberon Route	Great Western Hwy	Oberon	Regional	Local	17.2	Accept	RECLASSIFY
Oberon	Pt MR256	Abercrombie Road	Carrington Ave	New Bypass	Regional	Local	0.6	Accept	RECLASSIFY
Orange	Local Rd	Cadia	Orange	Cadia Gold Mine	Local	Regional	7.3	Reject	no change
Orange	MR245 & 559	Blayney - Orange Rd	Blarney	Orange	State	Regional	21.0	Reject	no change
Orange	MR526	Mt Canobolas Rd	Orange	Mt Canobolas	Regional	Local	11.2	Accept	RECLASSIFY
Parkes	Local	Hartigan Ave	HW17 Newell Hwy	MR61	Local	State	3.4	Accept	RECLASSIFY
Parkes	MR233	Gulgong - Parkes Rd			Regional	State	32.3	Reject	no change
Parkes	MR61	Condobolin Rd	HW17 Newell Hwy	Hartigan Ave	State	Local	1.9	Accept	RECLASSIFY
Parramatta	Local Rd	Darcy / Hawkesbury / Park	Cumberland Hwy	Pitt St	Local	Regional	2.3	Consider further	RECLASSIFY
Parramatta	Local Rd	Macarthur / Harris St	Victoria St	Parkes St	Local	Regional	1.2	Consider further	RECLASSIFY
Parramatta	RR7106	Railway Tce / Randle St	Merrylands Rd	Woodville Rd	Regional	Local	0.8	Consider further	RECLASSIFY
Parramatta	SR2066/RR7	Pitt / Macquarie etc	Great Western Hwy	Church St	Regional	State	2.3	Consider further	no change
Penrith	Local St	Christie St, St Marys	Werrington Rd	Forrester Rd	Local	Regional	1.8	Consider further	RECLASSIFY
Penrith	MR155	Castlereagh Rd	Cranebrook Rd	Springwood Rd	State	Regional	16.6	Accept concept	RECLASSIFY
Penrith	MR155	Mulgoa Rd	Northern Rd	M4	State	Regional	12.7	Reject	no change
Penrith	SR2063	Londonderry Rd	The Northern Rd	Lennox St	Regional	State	7.4	Accept concept	RECLASSIFY

Council	Road No	Road Name	From	To	Current Class	Proposed Class	Length	Interim Report Assessment	Final Report Recommendation
Penrith	HW5	Great Western Hwy / Russell St	MR155 Mulgoa Rd	M4	State	Regional	4.5	Accept	no change
Pittwater	MR174	Pittwater Rd / McCarrs Rd	Barrenjoey Rd	Ku-ring-gai NP Bdy	State	Regional	7.2	Accept	RECLASSIFY
Port Macquarie Hastings	Local Rd	Bago / King Creek Rd	Pacific Hwy	Oxley Hwy	Local	Regional	15.2	Reject	no change
Port Macquarie Hastings	Local Rd	Gannons Creek Comboyne	Comboyne	Oxley Hwy	Local	Regional	26.0	Accept	RECLASSIFY
Port Macquarie Hastings	Local Rd	Houston Mitchell Drive	Pacific Hwy	Ocean Drive	Local	Regional	6.0	Reject	no change
Port Macquarie Hastings	Local St	Link Rd	Ocean Drive	Oxley Hwy	Local	Regional	2.5	Accept	RECLASSIFY
Port Macquarie Hastings	MR600	Ocean Dr / Lake / Gordon Sts	Lochinvar St	Horton St	Regional	Local	3.4	Accept	RECLASSIFY
Port Macquarie Hastings	Pt MR538	Kew - Comboyne Rd	Kendall	Comboyne	Regional	Local	30.2	Accept	RECLASSIFY
Port Stephens	Local Rd	Adelaide St	Masonite Rd	William Bailey St	Local	Regional	2.8	Reject	no change
Port Stephens	Local Rd	Port Stephens Drive	MR108	MR108	Local	Regional	7.9	Reject	no change
Queanbeyan City	Local Rd	Old Cooma Rd	End MR584	Monaro Hwy	Local	Regional	6.9	Reject	no change
Queanbeyan City	MR584	Main Road584	Monaro St Queanbeyan	0.9 South Burra Rd	Regional	Local	8.0	Accept	no change
Randwick	Local Rd	Coogee Bay Rd	Mount St Coogee	Arden St Coogee	Local	Regional	0.4	Reject	Withdrawn by council
Randwick	Local Rd	Doncaster Ave	Anzac Parade	Todman Ave Kensington	Local	Regional	0.3	Reject	Withdrawn by council
Randwick	Local Rd	High St	Anzac Parade	Avoca St Randwick	Local	Regional	1.5	Reject	Withdrawn by council
Randwick	Local Rd	Lenthall St	Southern Cross Drive	Todman Ave Kensington	Local	Regional	0.7	Reject	Withdrawn by council
Rockdale	Local Rd	Gertrude St			Local	Regional	0.0	Accept concept	no change
Rockdale	RR7038	Flora St	Marsh St	West Botany St	Regional	Local	0.3	Project specific	no change
Rockdale	SR2032	West Botany St	Princess Hwy Wolli Ck	President Ave Brighton Le	Regional	State	3.5	Consider further	no change
Rockdale	SR2086	Allen St / Wollongong Rd	Princess Hwy Wolli Ck	Forest Rd Arncliffe	Regional	Local	2.3	Accept	RECLASSIFY
Ryde	Local Rd	Herring Rd	Epping Rd	Talavera Rd	Local	Regional	1.0	Accept	RECLASSIFY
Ryde	Local Rd	Talavera Rd / Christie St	Herring Rd	M2 Ramp	Local	Regional	0.2	Consider further	RECLASSIFY
Ryde	Local Rd	Talavera Rd	Herring Rd	Lane Cove Rd	Local	Regional	1.2	Consider further	RECLASSIFY
Ryde	Local Rd	Waterloo Rd	Herring Rd	Lane Cove Rd	Local	Regional	1.2	Consider further	no change

Council	Road No	Road Name	From	To	Current Class	Proposed Class	Length	Interim Report Assessment	Final Report Recommendation
Shellharbour	Local Rd	East West Link	Princess Hwy	Jamberoo Rd	Local	Regional	4.7	Reject	no change
Shoalhaven	SR 877	Lake Conjola Access Rd	Princess Hwy	Lake Conjola	Local	Regional	7.0	Reject	no change
Shoalhaven	SR142	Bendalong Rd	Princess Hwy	Bendalong	Local	Regional	12.6	Reject	no change
Shoalhaven	SR1580	Turpentine Rd	Princess Hwy	Braidwood Point	Local	Regional	13.0	Reject	no change
Shoalhaven	SR1865	Crooked River Rd	Bolong Rd Shoalhaven	Kiama Bdy	Local	Regional	6.3	Accept concept	RECLASSIFY
Shoalhaven	SR597	Forest Rd	Princess Hwy	Coonemia Rd Callala Beach	Local	Regional	12.4	Reject	no change
Shoalhaven	SR757	Illaroo Rd	Princess Hwy	Bundanoon Rd	Local	Regional	14.3	Reject	no change
Singleton	Local Rd	Bridgman Rd	New England Hwy	Retreat Rd	Local	Regional	4.6	Reject	no change
Singleton	Local Rd	Ryan Ave	John St (North)	John St (South)	Local	Regional	1.0	Accept	RECLASSIFY
Singleton	MR128	John St	Ryan Ave (North)	Ryan Ave (South)	Regional	Local	0.8	Accept	RECLASSIFY
Singleton	SR127	Wollombi Rd	Singleton St	Paynes Crossing Bridge	Local	Regional	17.3	Reject	no change
Snowy River	Local Rd	Barry Way	Barry Way MR4056	Jindabyne/Dalgety RR7626	Local	Regional	33.0	Reject	no change
Snowy River	Local Rd	Bolaro/Bobeyan Rd	Adaminaby	Cooma Monaro	Local	Regional	5.6	Reject	no change
Snowy River	TR4016	Smiggin Holes - Guthega Rd	Smiggin Holes	Guthega	Regional	Local	4.8	Accept concept	RTA / NPWS issue
Snowy River	TR4056	Barry Way	Vic Border Willis	KNP Bdy	Regional	Local	35.0	Accept concept	RTA / NPWS issue
Sutherland	Local Rd	Anzac Ave	Princess Hwy	Cambrai Ave Engadine	Local	Regional	0.8	Reject	no change
Sutherland	Local Rd	Kiora Rd	President Ave	Port Hacking Rd	Local	Regional	1.2	Consider further	RECLASSIFY 0.5km Port Hacking Rd to Kingsway
Sutherland	MR662	Captain Cook Drv	Tarren Point Rd	Gannons Rd	State	Regional	1.8	Reject	no change
Sutherland	RR7001	The Boulevarde	Princess Hwy Kirrawee	Tarren Pt Rd Carringbah	Regional	State	3.2	Reject	no change
Sutherland	MR663	Menai and River Rd	Woronora River Bridge	Woronora River	State	Local	1.3	Handover Issue	Handover issue
Sutherland	SR2075/RR7	Captain Cook Drive	Gannons Rd	Solander St	Regional	State	8.9	Reject	no change
Sutherland	TR4031	Cape Solander	Captain Cook Drive	End of Rd	Regional	Local	3.0	Accept	RECLASSIFY
Sydney	MR172	Oxford St	Crown St	Flinders St	State	Regional		Late proposal	Project specific
Sydney	MR173	William St	Crown St	Kings Cross Tunnel	State	Regional		Late Proposal	Project specific

Council	Road No	Road Name	From	To	Current Class	Proposed Class	Length	Interim Report Assessment	Final Report Recommendation
Tamworth Regional	Local Rd	Ebsworth St	Bridge St	Jewry St	Local	Regional	1.7	Reject	no change
Tamworth Regional	Local Rd	Jewry / Dampier Std, Tamworth	Oxley Hwy	MR63 Manilla Rd	Local	Regional	3.5	Accept	RECLASSIFY
Tamworth Regional	MR357	Manilla - Boggabri Rd	Manilla	HW29 Boggabri	Regional	Local	28.2	Accept	no change
Temora	Local Rd	Waratah St	Loftus St	MR84	Local	Regional	0.8	Accept	RECLASSIFY
Temora	MR241	Young Rd / Loftus St	MR57 Hoskins St	Waratah St	Regional	Local	1.4	Accept	RECLASSIFY
Tenterfield	MR189	Legume - Woodenbong Rd	MR189 Qld Border	MR622	Regional	State	4.8	Reject	RECLASSIFY
Tenterfield	MR622	Legume - Woodenbong Rd	MR189	Kyogle Shr Bdy	Regional	State	43.2	Reject	RECLASSIFY
Tenterfield	HW16	Bruxner Highway west	Tenterfield	Gwydir Shr Bdy	State	Regional	82.4	Accept	RECLASSIFY
Tumbarumba	MR627	Alpine Way	Victorian Bdy	KNP boundary (west)	Regional	State	15.6	Reject	no change
Tumut	MR279	Gocup Rd	Gundagai Shr Bdy	HW4 Tumut	Regional	State	16.4	Accept	RECLASSIFY
Tumut	MR280	Adelong Tumblong	Hume Highway	Adelong	Regional	Local	13.8	Accept	RECLASSIFY
Tweed	Local Rd	Clothiers Creek Rd	Tweed Valley Way MR679	Gold Coast Rd MR450	Local	Regional	15.9	Reject	no change
Tweed	MR541	Terranora Rd	Pacific Hwy, Banora Point	Tweed Valley Way near Tumbulgum	Regional	Local	12.2	Accept	RECLASSIFY
Upper Hunter	Local Rd	Moonan Flat Gloucester Rd	Moonan Flat MR105	Nat Park West Bdy	Local	Regional	15.5	Reject	no change
Upper Hunter	MR105	Scone Moonan Flat Rd	Scone	Moonan Flat	Regional	Local	51.6	Reject	no change
Upper Lachlan	Local Rd	Off ramps to Gunning (Nth)	Hume Highway	MR52 Gunning	Local	Regional	1.6	Accept	RECLASSIFY
Upper Lachlan	Local Rd	Old Hume Highway	MR52 Gunning	Hume Hwy, Breadalbane	Local	Regional	25.0	Handover Issue	Handover issue
Wakool	Local Rd	Kyalite Rd	MR67, Kyalite	MR296	Local	Regional	26.7	Accept	RECLASSIFY
Wakool	Local Rd	Noorong Rd	MR67	MR319	Local	Regional	56.4	Reject	no change
Wakool	Local Rd	Tulla Rd	MR319	MR94	Local	Regional	9.9	Reject	no change
Wakool	MR222	Tooleybuc – Balranald	Tooleybuc Bridge Vic Brd	MR67, Kyalite	Regional	State	13.5	Accept	RECLASSIFY
Wakool	MR296	Pretty Pine - Yanga Tank	Kyalite Rd/ MR296	MR67	Regional	Local	33.0	Accept	RECLASSIFY
Wakool	MR67	Swan Hill - Kyalite	MR386	MR222	Regional	Local	3.8	Accept	no change
Wakool	MR67	Tooleybuc – Balranald	MR222, Kyalite	Sturt Hwy, Balranald	Regional	State	3.8	Accept	RECLASSIFY
Wakool	MR94	Deniliquin - Swan Hill	MR319	Tulla/Hollins Rd	Regional	Local	6.7	Reject	no change

Council	Road No	Road Name	From	To	Current Class	Proposed Class	Length	Interim Report Assessment	Final Report Recommendation
Walgett	SR103	Burren Junction Pilliga Rd	Kamilaroi Hwy	RR7716 at Pilliga	Local	Regional	36.8	Reject	no change
Warren	Local Rd	Collie Dubbo Rd	Collie	Dubbo	Local	Regional	6.1	Reject	no change
Warren	Local Rd	Wambiana Rd	Warren	Burroway Rd	Local	Regional	32.0	Reject	no change
Weddin	HW6	Midwestern Highway	Cowra	Marsden	State	Regional	113.0	Accept	no change
Wellington	Local Rd	Burrendong Dam / Fashions Mt	MR573	Lake Burrendong State	Local	Regional	5.1	Reject	no change
Wellington	Local Rd	Caves Rd	Mitchell Hwy	Caves complex	Local	Regional	1.2	Reject	no change
Wellington	MR233	Goolma Rd, Mudgee - Wellington Route	Mitchell Hwy, Wellington	Castlereagh Hwy, Gulgong	Regional	State	31.8	Reject	RECLASSIFY
Wellington	RR7512/MR233	Dubbo/Mudgee Route	Dubbo	Mudgee	Regional	State	79.0	Accept concept	no change
Willoughby	Local St	Albert Ave	Pacific Hwy	Archer St	Local	Regional	0.7	Accept	RECLASSIFY
Willoughby	Local St	Archer St	Malvern Ave	Boundary St	Local	Regional	0.8	Accept	RECLASSIFY
Willoughby	Local St	Archer St	Mowbray Rd	Albert St	Local	Regional	0.5	Accept	RECLASSIFY
Willoughby	Local St	High St	Victoria Ave	Smith St	Local	Regional	0.5	Reject	no change
Willoughby	Local St	Smith St	High St	Eastern Valley Way	Local	Regional	0.4	Reject	no change
Willoughby	Local St	Victoria Ave	Havilah St	Penshurst St	Local	Regional	0.8	Consider further	no change
Willoughby	Local St	Victoria Ave	Penshurst St	High St	Local	Regional	0.3	Reject	no change
Wingecarribee	Local Rd	Station / Funston Sts	Moss Vale Rd	Bong Bong St Bowral	Local	Regional	1.2	Accept	RECLASSIFY
Wollondilly	Local Rd	Montpelier Dr	Barkers Lodge Rd	Burrarorang Rd MR259	Local	Regional	9.0	Accept	RECLASSIFY
Wollondilly	Local Rd	Silverdale Rd	Burrarorang Rd MR259	Nepean River, Wallacia	Local	Regional	27.4	Accept	RECLASSIFY
Wollondilly	Local Rd	Werombi Rd	Camden Shr Bdy	Silverdale Rd	Local	Regional	13.5	Reject	no change
Wollondilly	MR259	Burrarorang Rd (East)	Silverdale Rd	Shire Bdy, Mt Hunter	State	Regional	9.4	Accept	RECLASSIFY
Wollondilly	MR259	Burrarorang Rd (West)	Silverdale Rd	Nattai Village	State	Local	13.7	Accept	RECLASSIFY
Wollondilly	MR612	Barkers Lodge Rd (East)	Montpelier Dr	Argyle St	State	Regional	7.3	Accept	RECLASSIFY
Wollondilly	MR612	Barkers Lodge Rd (West)	Montpelier Drive	Burrarorang Rd MR259	State	Local	11.4	Accept	RECLASSIFY
Wollongong	Local Rd	Gladstone Ave / Bridge St	Crown St	Springhill Rd	Local	Regional	2.1	Accept	RECLASSIFY
Wollongong	Local Rd	Glastonbury Ave etc	Five Islands Rd	Princess Hwy	Local	Regional	3.2	Reject	no change
Wollongong	Local Rd	Mount Keira Rd	Clive Bissell Drv	Princess Hwy	Local	Regional	7.5	Reject	no change

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Wollongong	Local Rd	Pioneer Rd etc	Bellambi Lane	Bourke St	Local	Regional	6.2	Reject	RECLASSIFY 3.8km to Towradgie Rd
Wollongong	Local Rd	Throsby Dr / Denison St	Flinders St	Crown St	Local	State	1.0	Accept concept	RECLASSIFY as Regional
Wollongong	MR186	Mt Keira Rd / Harry Graham Dr	MR95	O'Briens Drift Coal Facility	State	Local	4.2	Accept	RECLASSIFY
Wollongong	HW1	Keira / Crown Sts	Throsley Drive	Gladstone Ave	State	Regional	1.7	Accept concept	no change
Wyong	Local Rd	Anzac Ave / Sparks Rd	Start Anzac Ave	MR509	Local	Regional	8.8	Reject	no change
Wyong	Local Rd	Eastern Rd			Local	Regional	2.7	Reject	no change
Wyong	Local Rd	Hue Hue Rd	Sparks Rd	Lake Macquarie Ccl boundary	Local	Regional	4.5	Reject	no change
Wyong	Local Rd	Kanangra Drive	Pacific Hwy	Summerland Rd	Local	Regional	5.8	Reject	no change
Wyong	Local Rd	Rutleys Rd	Pacific Hwy	Lake Macquarie Ccl boundary	Local	Regional	3.6	Reject	no change
Wyong	Local Rd	Yarramalong / Old Maitland Rd	Allison Rd	F3 Freeway	Local	Regional	4.7	Reject	no change
Wyong	HW10	Old Pacific Highway	Ourimbah	Tuggerah	State	Local	6.5	Accept	RECLASSIFY
Yass Valley	Local Rd	Gundaroo Rd	Sutton Rd	ACT boundary	Local	Regional	9.0	Reject	no change
Yass Valley	TR4033	Burrinjuck Dam	HW2 Bookham	Burrinjuck Dam	Regional	Local	23.8	Accept	no change
Young	Local St	landra St	Henry Lawson Way MR239	Olympic Way	Local	Regional	0.7	Accept	RECLASSIFY
Young	MR239	Blackett Ave (Henry Lawson Way)	landra St	Olympic Way	Regional	Local	1.5	Accept	RECLASSIFY
