

City of Stirling
FUNCTIONAL ROAD HIERARCHY
 Road Types and Criteria



Road Types						
No	Criteria	Primary Distributor	District Distributor (A)	District Distributor (B)	Local Distributor	Local Access
Primary Criteria ⁽¹⁾						
1	Responsibility	Main Roads WA	Local Government	Local Government	Local Government	Local Government
2	Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or Distributor roads.	High. Connects to Primary and/or Distributor roads.	Medium. Minor network role. Connects to Distributors and Access roads.	Low. Provides mainly for property access.
3	Predominant Purpose	Major network. Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	Important network. High capacity traffic movements between industrial, commercial and residential areas.	Less important network. Reduced capacity, but high traffic volumes travelling between industrial, commercial and residential areas.	Minor distribution network. Movement of traffic within local areas and connect access roads to higher order Distributors.	Forms part of local distribution network. Provision of vehicle access to abutting properties.
Secondary Criteria ⁽²⁾						
4	Indicative Traffic Volume (WAPC <i>Liveable Neighbourhoods Guidelines</i>)	Over 35,000 vehicles per day.	20,000 to 35,000 vehicles per day.	7,000 to 20,000 vehicles per day.	3,000 to 7,000 vehicles per day.	Maximum desirable volume 3,000 vehicles per day.
5	Recommended Operating Speed	60-110 km/h (depending on design characteristics)	60-80 km/h	60-70 km/h	50-60km/h (desired speed)	40-50km/h (desirable speed)
6	Heavy Vehicles Permitted	Yes	Yes	Yes	Yes, but preferably to only to service properties.	Only to service properties.
7	Truck Route	Yes	Yes	Yes	Discouraged	No
8	Intersection Treatments	Controlled with appropriate measures, e.g. high-speed traffic management measures, signing, line marking, grade separation.	Controlled with appropriate measures, e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with minor Local Area Traffic Management or measurements such as Signing.	Self-controlling with minor measures.
9	Frontage Access Allowed	None on Controlled Access Highways. On other routes, preferably none, but limited access as acceptable to service individual properties.	Prefer not to have residential access. Limited commercial, generally via service roads.	Residential and commercial access due to its historic status. Prefer to limit when and where possible.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes
10	Pedestrians Allowed	Preferably none at grade. Crossing should be controlled where possible.	With positive measures for control and safety, e.g. pedestrian signals	With appropriate measures for control and safety, e.g. median/islands refuges.	Yes, with minor safety measures where necessary	Yes
11	Buses Allowed	Yes	Yes	Yes	Yes	If required, e.g. school buses.
12	On-Road Parking Allowed	No (emergency parking on shoulders only)	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	Yes, where sufficient width and sight distance allow safe passing.	Yes, where sufficient width and sight distance allow safe passing.
13	Signs & Line Marking	Centre lines, speed signs, guide and service signs to highway standard.	Centre lines, speed signs, guide and service signs.	Centre lines, speed signs, guide and service signs.	Speed and guide signs.	Generally not applicable.
14	Rest Areas / Parking Bays	In accordance with MRWA's <i>Roadside Stopping Places</i> Policy.	Not Applicable	Not Applicable	Not Applicable	Not Applicable
15	Road Closure	No	No	No	No	Yes, if justified

Notes:
(1) Primary Criteria - A road, or road section, must meet all of these criteria to qualify for the category
(2) Secondary Criteria - These criteria are provided as indicators of likely characteristics of a road designated under a particular road type. Ideally, a road should have all of these characteristics, but it is recognised that it may not always occur in a number of instances, particularly for traffic volumes.