







## SLGAAP PHASE 2

# Asset selection criteria

Selection & prioritisation criteria	Description
 <b>Freight &amp; Land Use Connectivity</b>	Linking freight-dependent land uses (e.g. ports, mines, bulk handling facilities, grain receival terminals, industrial estates, rail heads or intermodal, saleyards, feedlots, agricultural, depots or airfields etc.)
 <b>Regional Network Access</b>	Linking towns or cities across Council boundaries or connecting to higher order freight networks including State or National Network corridors
 <b>Heavy Vehicle Demand or Traffic Composition</b>	Carrying moderate traffic volumes or heavy vehicle percentages, and located on identified networks or receiving moderate volumes of permit applications
 <b>Functional Classification or Road Hierarchy</b>	Higher order (primary or secondary) roads with a trunk infrastructure classification (e.g. arterial or sub-arterial, district or regional classification)
 <b>Lifeline Function</b>	Providing a single point of access to communities, lacking reasonably viable alternative routes or roads providing a relief route function during planned or unplanned incidents
 <b>Strategic Alignment</b>	Aligns to broader government or industry strategies for land use planning, asset management or economic development or identified in freight-specific investment programmes