



# **State Road Funds to Local Government Advisory Committee**

## **AGENDA**

Meeting No 02/2022

Friday, 2<sup>nd</sup> September 2022

**State Road Funds to Local Government  
Advisory Committee  
Meeting**

**Agenda**

Meeting 02/2022 to be held from 10:00am to 12:00pm  
Friday, 2<sup>nd</sup> September 2022  
at  
Main Roads  
Don Aitken Centre, Waterloo Crescent, East Perth

Item		Presenter	Time (approx.)
1	<b>Apologies</b>	Secretariat	10:00 – 10:05
2	<b>Correspondence</b>	Secretariat	10:05 – 10:10
3	<b>Minutes of previous meetings</b>	Managing Director (MD)	10:10 – 10:15
	3.1 – (01/2022) held on 29 April 2022		
4	<b>Business arising from previous meeting</b>		
	4.1 – (01/2022) held on 29 April 2022	Director Budget & Investment Planning (DBIP)	10:15 – 10:20
5	<b>Local Government Roads Program</b>		
	5.1 – Expenditure Profiles (2021/22)	DBIP	10:20 – 10:30
	5.2 – Expenditure Profiles (2022/23)	DBIP	10:30 – 10:40
	5.3 – Financial Report MINDER	Executive Manager (EM)	10:40 – 10:45
	5.4 – 2019/20 Report on LG Road Assets and Expenditure	EM	10:45 – 10:50
	5.5 – Local Roads Program Manager Report	LRPM	10:50 – 10:55
6	<b>State Black Spot Program</b>		
	6.1 - Summary & Financial reports (as at 30 <sup>th</sup> June 2022)	DBIP	10:55 – 11:00
7	<b>Australian Government Program (Black Spot)</b>		
	7.1 - Summary & Financial reports (as at 30 <sup>th</sup> June 2022)	DBIP	11:00 – 11:05
8	<b>Regional Road Group</b>		
	8.1 - RRG	EM	11:05 – 11:10
9	<b>Road Classification</b>		
	9.1 - Classifications and Proclamations	Executive Director Planning & Technical Services (EDPTS)	11:10 – 11:15
	9.2 – Report on Future State Roads Review	EDPTS	11:15 – 11:20

<b>10</b>	<b>State Road Funds To Local Government Agreement</b>		
	10.1 – Commitments List	DBIP	11:20 -11:30
<b>11</b>	<b>General Business</b>		
	11.1 - Heavy Vehicle Services Information	MD	11:30 – 11:40
	11.2 – South West Regional Road Group Project Prioritisation Guidelines	EM	11:40 - 11:45
	11.3 – Multi-Criteria Assessment Model for Road Project Grant Prioritisation	EM	11:45 - 11:50
	11.4 – Roundtable / General Business	MD	11:50 – 11:55
<b>12</b>	<b>Next Meeting</b>		
	Friday, December 9 2022 at WALGA	MD	
<b>13</b>	<b>Meeting Close</b>	MD	
For further information concerning the Agenda, contact Andy Chew at Main Roads on (08) 9323 6118.			





Good morning Michael,

Over the last 18 months or so, the SWR RRG, in collaboration with WALGA, has been undertaking a review of our Road Project Prioritisation model and guidelines with a view to putting more emphasis on the consideration of safety when ranking projects. This review has now been finalised with the updated Guidelines (attached) being endorsed by the SWR Elected Members RRG at our meeting on Monday 2<sup>nd</sup> May.

We are hoping that the updated Guidelines can now be endorsed by SAC, either Out of Session or at their next meeting, whichever is more suitable.

If you need any further information please let me know. Thanks a lot.

Regards,

**Hayley Frontino**

Asset Management Officer

Metropolitan and Southern Regions Directorate / South West Region

p: 08 9323 4248

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*I work part-time Mon, Wed & Thur*





STATE & LOCAL GOVERNMENTS WORKING TOGETHER FOR BETTER ROADS

**State Road Funds to  
Local Government  
Advisory Committee**

Our Ref: SAC Meeting 01/2022 29Apr22

Mayor Peter Long  
[mayor@karratha.wa.gov.au](mailto:mayor@karratha.wa.gov.au)

Dear Mayor Long

**PILBARA ROAD PROJECT GRANTS 2022-23**

I am writing to you on behalf of the State Road Funds to Local Government Advisory Committee (SAC), in your capacity as Regional Road Group Chair, seeking additional information regarding the 2022-23 Road Project Grant (RPG) funding allocation for the Pilbara region.

At the SAC meeting on 29 April 2022, The Local Roads Program for 2022-23 was endorsed. However, it was noted by SAC members that RPGs for 2022-23 in the Pilbara region were proposed to be equally distributed between the four Local Governments in the Region.

As stated in the current State Road Funds to Local Government Agreement 2018/19 to 2022/23, under section 6.2.1 *Road Project Grants*, RPGs should be prioritised by the Regional Road Groups and the funds should be distributed to projects on a priority basis.

Therefore, it is requested that the Pilbara Regional Road Group provide information to show that the distribution of the RPG funds for 2022-23 are distributed to projects on a priority basis.

Please provide relevant supporting documentation to SAC Secretariat, attention Andy Chew ([andy.chew@mainroads.wa.gov.au](mailto:andy.chew@mainroads.wa.gov.au)) by 31 July 2022.

Yours sincerely

Des Snook  
CHAIR

STATE ROAD FUNDS TO LOCAL GOVERNMENT ADVISORY COMMITTEE

Karen Chappel  
President  
WA Local Government Association

Pilbara Regional Road Group Secretariat  
Main Roads WA



STATE & LOCAL GOVERNMENTS WORKING TOGETHER FOR BETTER ROADS

**State Road Funds to  
Local Government  
Advisory Committee**

Our Ref: SAC Meeting 01/2022 29Apr22

Cr Chris Mitchell  
[councillor.mitchell@broome.wa.gov.au](mailto:councillor.mitchell@broome.wa.gov.au)  
PO Box 653 Broome WA 6725

Dear Cr Mitchell

**KIMBERLEY ROAD PROJECT GRANTS 2022-23**

I am writing to you on behalf of the State Road Funds to Local Government Advisory Committee (SAC), in your capacity as Regional Road Group Chair, seeking additional information regarding the 2022-23 Road Project Grant (RPG) funding allocation for the Kimberley region.

At the SAC meeting on 29 April 2022, the Local Roads Program for 2022-23 was endorsed. However, it was noted by SAC members that RPGs for 2022-23 in the Kimberley region were proposed to be equally distributed between the four Local Governments in the Region.

As stated in the current State Road Funds to Local Government Agreement 2018/19 to 2022/23, under section 6.2.1 Road Project Grants, RPGs should be prioritised by the Regional Road Groups and the funds should be distributed to projects on a priority basis.

Therefore, it is requested that the Kimberley Region Road Group provide information to show that the distribution of the RPG funds for 2022-23 are distributed to projects on a priority basis.

Please provide relevant supporting documentation to SAC Secretariat, attention Andy Chew ([andy.chew@mainroads.wa.gov.au](mailto:andy.chew@mainroads.wa.gov.au)) by 31 July 2022.

Yours sincerely

Des Snook  
CHAIR  
STATE ROAD FUNDS TO LOCAL GOVERNMENT ADVISORY COMMITTEE

Karen Chappel  
President  
WA Local Government Association

Kimberley Regional Road Group Secretariat  
Main Roads WA



Thank you for your email and attachments below, Cassandra.

Section 6.2.1 of the State Road Funds to Local Government Agreement 2018/19 to 2022/23 is not particularly specific but notes that Road Project grants are to be used for Projects and funds distributed on a priority basis. Unfortunately, it does not define “priority” so I presume this is to be agreed by the individual RRG.

In these northern desert areas, where there are very long, very lightly trafficked roads “in the bush” and quite heavily trafficked roads in urban areas, it is difficult to define a priority system which is rational. The construction and maintenance expense per vehicle on remote roads is huge, but enabling access to these remote areas can be considered important for various reasons. Roads in built-up areas are the site for more fatalities, however – and impact the important liveability conditions in those areas. So we need to balance totally different priorities.

The various model procedures used across WA are highly qualitative and I have never seen any rationality behind decisions on the weightings or the criteria; it is not an exact science to say the least, so is subject to argument.

However, I am sure we can come up with some model or formula for the Pilbara. For a start, the voting members need to communicate with the technical groups: it would be good to arrange a common meeting.

Peter

**Peter Long**

Mayor – City of Karratha



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# STATE ROAD FUNDS TO LOCAL GOVERNMENT ADVISORY COMMITTEE

## MINUTES (Meeting 01/2022)

Held at WALGA on  
Friday, 29<sup>th</sup> April 2022 10:00am

### Committee Members Present:

Mr D Snook	MRWA	(Chair)
Cr K Chappel	WALGA	
Cr M Rich	WALGA	
Cr C Pavlovich	WALGA	
Cr H Sadler	WALGA	
Mr N Sloan	WALGA	
Mr D Morgan	MRWA	
Mr M Cammack	MRWA	
Mr J Erceg	MRWA	

### Others in Attendance:

Mr I Duncan	WALGA	
Mr K Pethick	MRWA	
Mr S Purdy	IPWEA	(Observer)
Mr G Eves	WALGA	
Mr M Hoare	MRWA	(Secretariat)
Mr A Chew	MRWA	

### Apologies: N/A

#### 1. WELCOME AND APOLOGIES

The Chairman welcomed the Committee members introducing Cr Helen Sadler replacing outgoing Cr Julie Brown who has retired. Motion was passed thanking Julie for her contributions and time served to the Advisory Committee over the past 6 years from November 2015 to October 2021.

#### 2. CORRESPONDENCE

No items of correspondence that require noting

#### 3. MINUTES OF PREVIOUS MEETINGS (03/2021)

The minutes of the Meeting number 03/2021, held on 10 December 2021, as attached to the Agenda were accepted as a true record of proceedings.

### ROAD SAFETY AND NEXT AGREEMENT

Delegates discussed potential changes in the next agreement, specifically the social outcomes raised by the Minister (Aboriginal Employment, Recycled Materials and Road Safety). To help further discussions it was asked if some information could be put together around current thinking on the Road Safety issue. Whilst this is part of the discussions between WALGA and MRWA some draft of current discussions can be presented.

**\*ACTION 01/2022-1:**

A document will be prepared and circulated to delegates offline summarising current discussions around the topic of Road Safety and how it may be strengthened in the next agreement.

**4. BUSINESS ARISING FROM PREVIOUS MEETINGS**

**4.1 Summary of Outstanding Actions**

<b>Reference Item No/Officer</b>	<b>Action Required / Taken</b>
2021-22 SBS Projects 03/2021-1 MC	29/04/2022 - ONGOING An extraordinary meeting/workshop will be arranged when a paper has been prepared to determine options for implementation to stabilise the SBS  10/12/2021 Follow up with RRGs to provide a list of State Black Spot projects that will not be fully delivered this year and what the specific reasons are. Organise an offline out of session meeting to examine resolutions and the approach for next year
Flow of information 03/2021-3 ID	29/04/2022 - COMPLETE Operational issues are being worked through and options proposed surrounding Secretariat functions.  10/12/2021 WALGA to discuss offline issues relating to checks and balances between elected members, individual Local Governments, and the flow of information.
New LRPM contract 03/2021-4 KP	29/04/2022 - COMPLETE Completed - Following discussion there has been a refocus of the Local Roads Program Manager role and a new contract engagement with WALGA. Geoff Eves commenced this new arrangement effective Monday 21 March 2022 (refer also 5.4).  10/12/2021 Discuss offline and decide out of session before the beginning of February 2022 who is best placed to engage the LRPM (WALGA or Main Roads) providing a more focussed support function for Local Government to help manage and deliver approved projects.
Review Road Funding Distribution Methodology 03/2021-2 ID / MC	29/04/2022 - ONGOING Refer Agenda Item 10.2 ACIL Allen appointed as consultants and are currently analysing the data to be reviewed at yet to be confirmed workshop with SAC  10/12/2021 Ian Duncan to come back before Xmas with a recommendation for one of the two suppliers for commissioning in early January 2022 and then meet with SAC mid-February 2022 to organise a workshop.  13/08/2021 Ongoing – The separate workshop for SAC to be held after 31 August 2021 to discuss the Assessment Framework deliverables under Items 6.1 and 6.2 from the paper included with the 01/2021 meeting's agenda has been reset to during September 2021.  16/04/2021 Dependent on the progress of the consultant, a separate workshop for SAC will be held after 31 August 2021 to discuss the Assessment Framework deliverables under Items 6.1 and 6.2 from the paper included with the previous meeting's agenda.  16/04/2021 Refer item 10.2 for a draft scope of work to a review the current Road Project Grant funding split between Metropolitan and Rural RRGs  01/12/20

	<p>Maurice Cammack and Ian Duncan to update progress to report back to SAC at the next SAC meeting on 16 April 2021</p> <p>13/08/2020</p> <p>Maurice Cammack and Ian Duncan to develop a potential scope of work for a review of the current Road Project Grant funding split between Metropolitan and Rural RRGs</p>
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Maurice Cammack spoke to the business arising and elaborated on the following items:

#### State Black Spot (SBS)

- An analysis was conducted into the reasons for non-delivery of withdrawn projects regarding the SBS and out of 109 projects, 29 had been identified as being unable to be delivered by financial year end. A variety of reasons were identified, although there was a focus on Project Development challenges that resulted in non-delivery for 15 of the 29 projects.
- Some options are being reviewed by MRWA with also a view at utilising the monies differently and reviewing the structure. Communication with WALGA via Ian Duncan will commence imminently and Delegates are also able to flow questions through Ian Duncan to MRWA for comment.
- A paper will be prepared together for SAC and how to stabilise the SBS program and possibly re-allocate the funding or consider a structural change to the SBS
- **ACTION 03/2021-1:** An extraordinary meeting/workshop will be arranged when a paper has been prepared to determine options for implementation.

## 5. LOCAL GOVERNMENT ROADS PROGRAM

### 5.1 Indicative 2022/23 Local Roads Program

Maurice Cammack provided a summary of the allocation of the 2022/23 Indicative Program:

\$228.921m Program for 2022/23 which represents an increase of \$15m from last year. Direct Grants are \$30.2m for 2022/23 and only two Local Governments had small reductions to their allocation from the previous year derived from their respective area's Asset Preservation Value (Cottesloe \$1,400 & Broome \$52,000)

Road Project Grants increased from \$99.6m last year to \$106.6m

State Black Spot is \$12.59m which increased from \$11.76m in 2021-22.

Remote Aboriginal Access Roads (\$2.289m) Currently finalising the information received from remote access committee before allocating accordingly. Bridge Works & Inspections (\$11.446m) awaiting finalised information on priorities and capacity to deliver.

State Initiatives has \$32m allocated 2022/23 which includes an allocation of \$500K for a pilot Local Government Transport Roads and Research Innovation Program. The detail for allocation of \$6m that provides the State contribution to Commonwealth funded projects on Local Government roads will be finalised once negotiations with the Federal Government regarding project delivery timing are completed.

It was noted that State Initiatives funding is being strategically used to leverage additional Commonwealth funding for projects on Local Government roads. These are projects where Local Governments have successfully advocated to the Commonwealth to fund large, strategic improvement projects including Wheatbelt Secondary Freight Network, Abernethy Road (City of Kalamunda) and Lloyd Street bridge (City of Swan).

Question raised on the RPG allocation for Kimberley/Pilbara funding and why it is split across evenly across each LGA and whether it reflected the Region's roads needs of highest priority and strategic importance.

The Committee endorsed the 2022/23 Indicative program with a requirement that the Pilbara and Kimberley Regional Road Groups provide additional information and demonstrate their allocation of Road Project Grant funding demonstrably reflects the highest priority needs for investment in the Regions' roads of strategic importance and provides maximum benefit for the community.

**\*ACTION 01/2022-2:** SAC to review the Kimberley & Pilbara RRG supporting information that demonstrates their program allocation reflects the strategic needs of the region (information put together by Ian Duncan and Maurice Cammack)

## 5.2 Expenditure Profile - State Road Funds to Local Government Agreement program

The Committee noted the report on the Summary of Expenditure of State Funding on Local Roads for the period ending 31<sup>st</sup> March 2022.

2021/22 Budget	\$259,608 M (including \$45.68 m funds carried forward from 20/21)
YTD Expenditure	\$ 162.89 M
Forecast	\$ 230.62 M
Forecast overall result	\$ 28.99 M (under expenditure)

Just under \$163 million of the budget has been spent which represents around 62% of the budget with 75% of the year elapsed.

The 2021/22 \$28.98 million forecast under expenditure represents around 11% of the total budget and is comprised of \$13.45 million in programs delivered by Local Government and an estimated \$15.53 million in programs delivered by Main Roads.

At the same time last year, actual expenditure to date was 63% of the total budget. It appears that the forecast total expenditure for the year is more realistic in 2021/22 than in 2020/21. The forecasts are providing improved transparency and clarity although the underlying issues constraining project delivery remain.

State Black Spot – previously discussed as a program of concern

Road Project Grants – forecasting \$6.5m under-expenditure (including additional \$14m carried over from 2020-21)

Bridge Works & Inspections – Whist having experienced challenges in contractor availability and market price escalation, efforts will focus on this program over the remaining months of this FY.

State Initiatives – \$8.4m under-expenditure expected although it is solely related to one project. The Abernethy Road Duplication project, delivered by MRWA as part of a large Alliance Project which includes Lloyd Street Crossing, is currently experiencing issues upgrading a section of the network on airport land. Planning issues surrounding property access have resulted in unanticipated delays in delivery of the project

## 5.3 MINDER (Financial Report)

The Committee noted the report included in the agenda.

Noted strong support from Regional Road Group Chairs to further develop the MCA model framework and explore how that framework can be applied across all regions

Delegates discussed whether it would be advantageous to mandate an MCA model in the next Agreement. Noted that this level of detail is probably not suitable for the Agreement, but it is appropriate for the procedures for each Regional Road Group.

#### 5.4 **Local Roads Program Manager (LRPM) November 2021 Report**

The Committee endorsed the report included in the agenda.

Geoff Eves spoke to the report and commented on the major activities undertaken this period.

### 6. **STATE BLACK SPOT PROGRAM**

#### 6.1 Summary and Financial Reports

The Committee noted the Summary and Financial Reports for the period – 2021/22 (as at the end of March 2022) and that the delivery outcomes have been discussed earlier.

##### **Overall**

- Total expenditure to date is \$15.65M being 37% of the approved budget
- Current forecasts are predicting a final expenditure of \$31.52M being 74% of budget

##### **State**

- Current expenditure is \$10.29M being 48% of the approved budget
- Current forecasts are predicting a \$4.62M underspend

##### **Local**

- Current expenditure is \$5.35M being 25% of the approved budget
- Current forecasts are predicting a \$6.42M underspend

### 7. **AUSTRALIAN GOVERNMENT BLACK SPOT PROGRAM**

#### 7.1 Summary and Financial Reports

The Committee noted the Summary and Financial Reports for the period – 2021/22 (as at the end of March 2022). Delivery is better than State Black Spot

##### **Overall**

- Total expenditure to date is \$10.12M being 52% of the approved budget
- Current forecasts are predicting a final expenditure of \$22.14M being over programmed

##### **State**

- Current expenditure is \$2.98M being 50% of the approved budget
- Current forecasts are predicting a \$1.96M underspend

##### **Local**

- Current expenditure is \$7.13M being 37% of the approved budget
- Current forecasts are predicting a \$1.37M underspend

### 8. **REGIONAL ROAD GROUP ATTENDANCE**

The Committee noted the report attached to the Agenda.

Most meetings over the last quarter were held virtually rather than in person, which it was noted was challenging. Also noted that two new Chairs have been appointed since the last SAC meeting.

Cr Gary Cosgrove – Mid West

Cr Grant Robbins – Wheatbelt South

## 9. ROAD CLASSIFICATION REVIEW

### 9.1 Classifications & Proclamations

The Committee noted the attached table of classifications and proclamation actions.

Discussed whether there an opportunity to resolve land tenure prior to reclassification actions?  
Delegates were advised that there are a significant number of roads with land tenure issues and to resolve these is an exhaustive process that may require additional resources

### 9.2 Future State Roads Project

The report was noted.

### 9.3 Local Government Roads of Strategic Importance

The report was noted.

## 10 STATE ROAD FUNDS TO LOCAL GOVERNMENT AGREEMENT

### 10.1 Actions arising

Maurice Cammack provided an update on active items (2) from the Agreement. 6 out of the 8 items have been completed

- 1) Local Government Road Safety Project  
WALGA and Main Roads are working towards the establishment of a Road Safety Management System to suit the needs of Local Government. Work has started and ongoing
- 2) Review Road Funding Distribution Methodology (refer Item 10.2)

### 10.2 Review Road Funding Distribution Methodology

Ian Duncan provided an update on progress to date. ACIL Allen have been selected as consultants and currently reviewing the data and could possibly meet over the next several weeks with SAC to present findings on whether the split between metropolitan and non-metropolitan RRGs for Road Project Grant funding was appropriate

### 10.3 New SRFLGA Agreement

The current Agreement expires at the end of 2022/23.

Kevin Pethick provided an update on latest discussions of the WALGA and MRWA working group surrounding the new agreement and commented that the next agreement aims to achieve greater clarity in definitions and certain areas that could be introduced and effectively measured (Aboriginal Employment, Road Safety and Recycled Materials).

Noted that WALGA is the conduit for the communications with LGAs regarding the next Agreement and has established several other working groups to assist with the flow of information.



## 11 GENERAL BUSINESS

### 11.1 Heavy Vehicle Issues - Over Size, Over Mass Unit, National Heavy Vehicle Regulator and Harvest Management Scheme

The Committee noted the report included in the agenda.

MRWA was invited to give an overview of the decision to bring regional maintenance back in-house. General comment was currently, network contracts in regions that undertake maintenance and minor construction works will come across directly to MRWA. These crews will complete all re-seal and pavement constructions, with the intention of having one small construction crew in every region. This presents an opportunity for Local Governments to be involved in some of the works.

11.2 Main Roads was asked to consider whether time-limited access arrangements could be offered on 'last mile' roads where industry is seeking additional axle loading (typically AMMS 3) rather than the current addition of the road to the AMMS 3 network using a Notice.

**\*ACTION 01/2022-3:** A/MD to have out-of-session discussion with Director, Heavy Vehicle Safety with regards to 'last mile' local roads and related permits

### 11.2 Roundtable/ General Business

Members endorsed the Line Marking Process Review Recommendations, see paper attached. This paper was first tabled at the Metropolitan Regional Road Group Meeting on 25 November 2021 where it was endorsed and be progressed to SAC for approval.

## 12 NEXT MEETING

22 September 2022 at Main Roads

## 13 MEETING CLOSE

There being no further business the meeting closed at 11:55am.

**APPENDIX A**

**Action List**

Reference Item No/Officer	Action Required / Taken
2021-22 SBS Projects 03/2021-1 MC	<p>29/04/2022 - ONGOING An extraordinary meeting/workshop will be arranged when a paper has been prepared to determine options for implementation to stabilise the SBS</p> <p>10/12/2021 Follow up with RRGs to provide a list of State Black Spot projects that will not be fully delivered this year and what the specific reasons are. Organise an offline out of session meeting to examine resolutions and the approach for next year</p>
Review Road Funding Distribution Methodology 03/2021-2 ID / MC	<p>29/04/2022 - ONGOING Refer Agenda Item 10.2 ACIL Allen appointed as consultants and are currently analysing the data to be reviewed at yet to be confirmed workshop with SAC</p> <p>10/12/2021 Ian Duncan to come back before Xmas with a recommendation for one of the two suppliers for commissioning in early January 2022 and then meet with SAC mid-February 2022 to organise a workshop.</p> <p>13/08/2021 Ongoing – The separate workshop for SAC to be held after 31 August 2021 to discuss the Assessment Framework deliverables under Items 6.1 and 6.2 from the paper included with the 01/2021 meeting's agenda has been reset to during September 2021.</p> <p>16/04/2021 Dependent on the progress of the consultant, a separate workshop for SAC will be held after 31 August 2021 to discuss the Assessment Framework deliverables under Items 6.1 and 6.2 from the paper included with the previous meeting's agenda.</p> <p>16/04/2021 Refer item 10.2 for a draft scope of work to a review the current Road Project Grant funding split between Metropolitan and Rural RRGs</p> <p>01/12/20 Maurice Cammack and Ian Duncan to update progress to report back to SAC at the next SAC meeting on 16 April 2021</p> <p>13/08/2020 Maurice Cammack and Ian Duncan to develop a potential scope of work for a review of the current Road Project Grant funding split between Metropolitan and Rural RRGs</p>
Road Safety and Next Agreement 01/2022-1 KP	<p>29/04/2022 A document will be prepared and circulated to delegates offline summarising current discussions around the topic of Road Safety and how it may be strengthened in the next agreement.</p>
2022/23 Road Project Grant Program Allocation 01/2022-2 ID/MC	<p>29/04/2022 SAC to review the Kimberley &amp; Pilbara RRG supporting information that demonstrates their program allocation reflects the strategic needs of the region</p>
Heavy Vehicle Permits 01/2022-3 DS	<p>29/04/2022 A/MD to have out-of-session discussion with Director, Heavy Vehicle Safety with regards to 'last mile' local roads and related permits</p>

## 4.1 Refers to Summary of Actions from minutes for meeting (01/2022) 29th April 2022.

Reference Item No/Officer	Action Required / Taken
2021-22 SBS Projects 03/2021-1 MC	<p>02/09/2022 COMPLETE - Discussion was held at Workshop that occurred on 08/08/2022 – refer to item 6.1</p> <p>29/04/2022 An extraordinary meeting/workshop will be arranged when a paper has been prepared to determine options for implementation to stabilise the SBS</p> <p>10/12/2021 Follow up with RRGs to provide a list of State Black Spot projects that will not be fully delivered this year and what the specific reasons are. Organise an offline out of session meeting to examine resolutions and the approach for next year</p>
Review Road Funding Distribution Methodology 03/2021-2 ID / MC	<p>02/09/2022 Workshop occurred 08/08/2022 to discuss and analyse the data</p> <p>29/04/2022 Refer Agenda Item 10.2 ACIL Allen appointed as consultants and are currently analysing the data to be reviewed at yet to be confirmed workshop with SAC</p> <p>10/12/2021 Ian Duncan to come back before Xmas with a recommendation for one of the two suppliers for commissioning in early January 2022 and then meet with SAC mid-February 2022 to organise a workshop.</p> <p>13/08/2021 Ongoing – The separate workshop for SAC to be held after 31 August 2021 to discuss the Assessment Framework deliverables under Items 6.1 and 6.2 from the paper included with the 01/2021 meeting's agenda has been reset to during September 2021.</p> <p>16/04/2021 Dependent on the progress of the consultant, a separate workshop for SAC will be held after 31 August 2021 to discuss the Assessment Framework deliverables under Items 6.1 and 6.2 from the paper included with the previous meeting's agenda.</p> <p>16/04/2021 Refer item 10.2 for a draft scope of work to a review the current Road Project Grant funding split between Metropolitan and Rural RRGs</p> <p>01/12/20 Maurice Cammack and Ian Duncan to update progress to report back to SAC at the next SAC meeting on 16 April 2021</p> <p>13/08/2020 Maurice Cammack and Ian Duncan to develop a potential scope of work for a review of the current Road Project Grant funding split between Metropolitan and Rural RRGs</p>
Road Safety and Next Agreement 01/2022-1 KP	<p>29/04/2022 A document will be prepared and circulated to delegates offline summarising current discussions around the topic of Road Safety and how it may be strengthened in the next agreement.</p>
2022/23 Road Project Grant Program Allocation 01/2022-2 ID/MC	<p>29/04/2022 SAC to review the Kimberley &amp; Pilbara RRG supporting information that demonstrates their program allocation reflects the strategic needs of the region</p>
Heavy Vehicle Permits 01/2022-3 DS	<p>02/09/2022 COMPLETE - Refer to Item 11.1</p> <p>29/04/2022 A/MD to have out-of-session discussion with Director, Heavy Vehicle Safety with regards to 'last mile' local roads and related permits</p>













# Financial Reports (MINDER)

*Ian Duncan, Executive Manager Infrastructure*

## **RECOMMENDATION:**

**That the September 2022 Report for MINDER be noted.**

Major activities undertaken since the last meeting include:

- Condition Assessment of Roads of Regional Significance – Funding has been provided through the *State Road Funds to Local Government Agreement* to perform visual condition surveys and video of Significant sealed roads (ROADS 2040). Surveys, data analysis and reporting have been completed in the Mid West, Great Southern and Goldfields - Esperance regions. Australian Road Research Board (ARRB) have been appointed for the next phase covering the Wheatbelt region and work has commenced. Regular project management meetings are occurring.
- Local Government Transport and Roads Research and Innovation Program – WALGA and Main Roads are developing a research program that will deliver practical guidance for Local Governments to enhance productivity and identify best practice initiatives. An operations team of Local Government and Main Roads practitioners have identified and prioritised projects for the program. WALGA and Main Roads are developing the scope of works for the selected projects and project work will commence in the next quarter.
- WALGA Road Visual Condition Assessment Manual Update – WALGA is working with the IPWEA WA Asset Management Committee to review and update the Road Visual Condition Assessment Manual, originally published in 2016. The Manual provides the guidelines for the manual collection of visual surface condition data and has been used widely across WA. The update is forecast to be completed by November/December 2022.
- Completed data analysis and reporting for the 2020/21 Local Government Road Assets and Expenditure Report including a dashboard to provide Local Governments and Regional Road Groups the opportunity to explore the data. Information summaries have been delivered to Regional Road Groups where meetings have been held.
- Level 1 Bridge Inspection training course was arranged and delivered by ARRB in the Great Southern region but cancelled in the Wheatbelt South Region due to inadequate enrolments. There are many technical staff vacancies in the region.
- Further developed and evaluated options for enhancing the multi-criteria analysis models used by Regional Road Groups to prioritise Road Project Grant funded project proposals.
- Commenced planning for the next Transport and Roads Forum. It is intended that the Forum take place in March 2023 and will be run as a joint event with the WALGA Field Day, at which industry suppliers will be invited to display machinery and equipment. The event is planned to be held at Cannington Exhibition Centre and Show Grounds.
- Undertook research and analysis to support development of a State Road Funds to Local Government Agreement 2023/24 including working with consultants to review

the allocation of Road Project Grant funding between the metropolitan and non-metropolitan regions.

- Continued to support the Wheatbelt Secondary Freight Network Steering Committee to address concerns about governance processes and decision-making raised by Local Governments. Revised governance document to be considered by the Regional Road Groups in early September. The 2022/23 works program is waiting on the Project Proposal Report (PPR) to be signed by the Commonwealth Government.

	<b>2021/22 Budget to end June</b>	<b>2021/22 Actual to end June</b>
Grant Funds	875,000	855,000
Road Condition Survey	625,000	118,896
Other	0	191
<b>TOTAL INCOME</b>	<b>1,500,000</b>	<b>974,087</b>
Staff Costs	580,733	572,328
Overheads	47,891	48,699
Variable Costs	47,350	28,271
Project Costs	824,000	447,471
<b>TOTAL EXPENDITURE</b>	<b>1,499,974</b>	<b>1,096,769</b>
<b>SURPLUS / (DEFICIT)</b>	<b>26</b>	<b>(122,682)</b>

Delivery of the Road Condition Survey undertaken by Talis Consulting in the Great Southern and Goldfields Esperance Regions was significantly delayed. Consequently, payments were not made as budgeted, and costs not recovered from Main Roads WA. A progress payment invoice (\$130,240) received in late June was accrued, but not recovered from Main Roads WA resulting in the deficit as shown.

Unbudgeted costs for the Local Roads Program Manager have been included since the beginning of April.

#### 5.4 **2020/21 Report on Local Government Road Assets and Expenditure**

Executive Manager Infrastructure | WALGA

Attached is the Local Government Road Assets and Expenditure Report (2020/21).

**Recommendation:**  
For the Committee to note.

Notes:

Lined area for notes, consisting of 25 horizontal dashed lines.

# Report on Local Government Road Assets & Expenditure 2020-2021

*Ian Duncan, Executive Manager Infrastructure*

## **RECOMMENDATION:**

**That the 2020-2021 Report on Local Government Road Assets & Expenditure be noted.**

The Report on Local Government Road Assets and Expenditure for the year ending June 2021 identified:

- Total expenditure by Local Governments on roads and paths was \$942.2 million, \$16.3 million more than in 2019-20.
- Grants from the Commonwealth totaling \$236.2 million provided 25.1% of road expenditure by Local Governments. This was an increase of \$28.6 million compared with 2019-20, largely due to the new Local Roads and Community Infrastructure program.
- Expenditure of grants from the State Government totaled \$204.3 million, or 21.7% of total expenditure. This was a decrease of \$11.3 million compared with 2019-20. Although an increase in funding was available, the decrease in expenditure likely reflects the difficulty in procuring and acquitting works in the COVID environment.
- In response to requests from the freight industry, access to the local road network for restricted access vehicles continued to expand during 2020-21 with a further:
  - 1,199 km added to the RAV7 network.
  - 764 km added to the RAV4 network.
  - 739 km added to the RAV3 network.
  - 343 km added to the AMMS Level 3 network.
- Local Governments spent \$263.6 million on road renewal (excluding flood damage expenditure) in 2020-21, which represents 0.81% of the current replacement value of the road infrastructure (excluding land under roads).
- The gap between expenditure on road maintenance and renewal (preservation) and the amount estimated to maintain the road network at a constant condition amounted to around \$246 million per year. A significant increase of \$53 million from 2019-20.
- Road condition surveys indicate that greater than 15% of the sealed road network has a poor surface condition, amounting to more than 6000 km of road.

The full report is available [here](#).

5.5 **2021/22 Local Roads Program Manager Summary**

Local Roads Program Manager | WALGA

Attached is the 2021/22 Local Roads Program Manager Summary.

**Recommendation:**  
For the Committee to note.

Notes:

Lined area for notes, consisting of multiple horizontal dashed lines.

## State Advisory Committee Meeting – Local Roads Program Manager Report 02 Sept 2022

### Metropolitan Regional Road Group Program Delivery

As at the 30 June 2022:

- \$1.17 million (5%) of the \$23.3 Road Project Grant Budget for 2021/22 approved projects was not recouped, with a further nett balance in the Re-allocation Account of \$1.64 million (7%), from projects delivered under budget or withdrawn.
- Including Road Project Grants approved in all financial years, \$34.8 million (79%) of the \$44.2 million budget was recouped as of 30 June 2022. Approximately half of the funds carried forward into 2022-23 are associated with just 7 multi-year projects in 4 Local Government areas.
- Funding acquittal for 2021-22 approved State and Australian Government BlackSpot Program projects was 42% and 54% respectively. Including projects approved in previous years, 34% of the State Black Spot Program budget was recouped in 2021/22.

### Activities

In the past six months the Local Roads Program Manager (LRPM) has focused on:

1. liaison with Local Government officers;
2. mentoring where invited;
3. working with stakeholders on options for the 2021-22 'At Risk' or 'stalled' projects;
4. reviewing the WIP 2022-23 Road Improvement Program projects; and
5. risk assessment for deliverability of the 2023-24 Road Improvement Program submissions.

The "At Risk" 2021-22 FY projects that continue to be monitored are:

City of Cockburn – 1 IMP, 2 SBS, 1 AGBS projects with a 21-22 budget of \$5,118,969.

City of Bayswater – 1 SBS project with a current 21/22 budget of \$421,200 has and EoT.

City of Gosnells – 1 IMP project with a current 21/22 budget of \$240,000.

City of Canning – 2 Imp projects (Southern Link and Jandakot East Link) resubmitted.

City of Canning – 2 Imp project designs affected by Metronet will need to be monitored.

A watching brief is being maintained with a further three Local Governments (Serpentine-Jarrahdale, Nedlands, Cambridge) with staffing and project challenges; seeking to offer suggestions and support where possible.

### BlackSpot Programs

Continuing deterioration in timely delivery of Blackspot projects in 2021-22 was observed. Again, inadequate project planning is evident. Applications being rushed to meet program deadlines. Resulting in deliverability delay and/or withdrawal due to inadequately scoped, estimated and developed projects. Some now magnified by rapidly escalating costs that mean some projects are no longer viable in the current market conditions.

### Project Delivery

Contractor and materials supply shortages, coupled with COVID related staff absences had an impact on project delivery in the last quarter of FY21-22. Those Local Governments that heeded the warnings and got in early (July to Sept 2021) delivered their projects.

6.1 **Summary & Financial reports**

Director Budget and Investment Planning | Main Roads WA

Attached are summary and financial reports in relation to the State Black Spot Program for the following period:

FY 2021/22 - as at end of June 2022

**Recommendation:**  
For the Committee to note.

Notes:

Dotted lines for notes input

The current market constraints are continuing. Feedback from Local Government officers and contractors suggests that asphalt contractors are fully booked through to the end of December 2022. Those Local Governments that have not been able to book contractors have been urged to check with suppliers regularly as delays in some project's present opportunities for others. Again, it will be lack of advanced planning and approvals of the Blackspot program that will be the Achilles heel of the grant funded program.

### **Planned Activities**

1. A review of the continuing and pending Improvement projects has highlighted a few manageable risk factors. Assessment of deliverability of the 2023-24 Improvement Project applications is currently being done for the planned September 2022 workshop with project managers and Technical Committee representatives.
2. A further review and analysis of Metropolitan Black Spot project delivery will be undertaken.
3. Liaison will continue with a focus on Armadale, Canning, Cockburn, Gosnells, Joondalup, and Wanneroo that all have large WIP Improvement Projects.

### **Issues**

Stakeholder meetings have highlighted that high staff turnover remains a key constraint with experienced staff lost to retirement, other industries, and even other Local Governments, where time is required for them to gather detailed knowledge of the specific projects.



**MANAGING DIRECTOR MAIN ROADS**  
**State Black Spot Programs**  
**Summary Report**  
**Period 1 - 12 (As at 30 June 2022)**

**2021/22 State Black Spot Program (State and Local) – Overall Program**

- ♦ With 100% of the financial year elapsed, expenditure on the State Black Spot Program for 2021/22 is \$ 24.51m or 58% of the approved budget, including carryovers, of \$ 42.40m.

**2021/22 State Black Spot Program (for State Roads)**

- ♦ Total expenditure for 2021/22 including reprogrammed projects is \$ 15.29m. The total budget including carryovers is \$21.14m.

**2021/22 State Black Spot Program (for Local Roads)**

- ♦ Total expenditure for 2021/22 including reprogrammed projects is \$9.23m. The total budget including carryovers is \$21.26m.

**2021/22 State Black Spot Program (includes carryovers from previous years)**

	Budget (\$M)	Expenditure (\$M)	AFYE (\$M)	Total No Projects	No Projects in progress or completed
State Roads	\$21.14	\$15.29	\$15.29	37	13
Local Roads	\$21.26	\$9.23	\$9.23	114	83
<b>Total</b>	<b>\$42.40</b>	<b>\$24.51</b>	<b>\$24.51</b>	<b>151</b>	<b>96</b>

Note : Total number of Projects increased by 2 due to funding of two reserve projects

SBS on Local Roads :Funds for reallocation in Metro Region is \$1.77m & in Rural regions is \$1.80m. There are no further reserve projects that could be funded in 2021/22.

## Other Business – State Black Spot Programme

SAC Meeting 2 September 2022

### Recommendations

It is recommended the State Road Funds to Local Government Advisory Committee endorse:

1. that as a single occurrence, an amount of \$10.864 million (m) from the State Funded Black Spot Programme (SBS) funding pool be made available for allocation to road safety projects or road safety enabling actions outside of the SBS;
2. amend the SBS Guidelines to leverage project phases to enhance management of funding available within the programme by introducing funding gates;
3. a shortlist of agreed options as programmes and projects for allocation of the available funds; and
4. that the \$10.864 m be allocated based on the funding timeline needs of the agreed options from the 2022/23 and 2023/24 SBS allocation.

### Background

#### State Black Spot Programme Funds

Under expenditure for 2021/22 resulted in a carryover into 2022/23 of \$12.031 m. This is about 50% of the program value to be delivered in 2022/23. A funding pool of \$3.2 m to \$12.031 m could be allocated to other road safety projects without impacting upon approved SBS projects. Table One of Attachment One provides annual funding and expenditure. This presents an opportunity to progress additional road safety projects and initiatives outside of the SBS; however, can assist with road trauma reductions on local roads.

#### Current State Black Spot Programme Review

A review of the SBS is being undertaken to determine if the programme is still meeting the original objectives and to determine if it requires refocussing or reforming. The review may bring about change; however, this will not result in an immediate impact. Review outcomes will be about future direction.

### Problem Statement

Road trauma is matter of concern to all local governments and the State government. Every opportunity to improve road safety and reduce road trauma needs to be taken in a timely manner. The capacity to deliver projects within the SBS in a timely manner is not always optimal.

### Proposal

#### Funding Allocation

It is proposed to support road trauma reduction objectives by:

- maintaining funding for black spot projects already approved, under development or being delivered;
- identifying alternative road safety projects, for which there is capacity to deliver;
- allocating SBS funding to identified alternative road safety projects; and
- establishing a regime that manages funding for SBS projects to minimise opportunity cost.

Preferably, alternative projects would consider the aspects of:

- road trauma reduction potential;
- local road network investment; and
- feasible delivery.

Tables Two and Three of Attachment One illustrate the proposed approach for managing funding allocations.

### Mitigating Potential for Opportunity Cost

Funding for project phases has been a feature of the SBS for many years. It is proposed to leverage this approach to incorporate stage gates for funding allocations within the SBS. The proposal is to link funding allocations to phases and completion, reducing funds for which there is an opportunity cost.

Each gate would be the point for funds to be allocated for the next stage (phase), noting that approval for the project and a commitment to fund has been made. The funds would be allocated from the annual SBS fund when each stage was planned to occur within that funding period, and delivery was certain. This approach enables funding to be allocated to other projects within the relevant year rather than being held and then being carried forward from one year to the next.

### Options for Available Funds

Attachment Two provides several options for discussion. Other options may also be devised, or a combination of options could be appropriate. The extent to which options will reduce road trauma on the local road network and can be delivered varies considerably. It is not proposed that funds allocated to projects outside the SBS be reimbursed. The options for discussion are organised in order of meeting the three aspects of:

- road trauma reduction potential;
- local road network investment; and
- feasible delivery.

**EXPENDITURE TABLES<sup>1</sup>**

**TABLE ONE: EXPENDITURE 2018 – 2022**

Year	Budget	Prior Year Carryovers	Total Budget	Final Expenditure	Carryover
2018/19	\$10.000m	\$4.701m	\$14.701m	\$9.065m	\$5.636m
2019/20	\$10.780m	\$5.636m	\$16.416m	\$9.430m	\$6.986m
2020/21	\$11.052m	\$6.986m	\$18.038m	\$8.544m	\$9.493m
2021/22	\$11.766m	\$9.493m	\$21.257m	\$9.226	\$12.031m
2022/23	\$11.424m	\$12.031	\$23.455		

**TABLE TWO: PROPOSED FUNDING SCENARIO**

Year	New Funds	Prior Year/s Commitments	Uncommitted Funds	Total Funds for Expenditure	2022/23 Commitments	Funds Reallocated	Forecasted Commitments
2022/23	\$12.591m	\$8.8m (\$ carry forward)	\$3.2m (2021-22 carry forward)	\$23.455m	\$12.591m	\$10.864m	\$5.902m
2023/24	\$12.86m	\$5.902m	\$6.958m	\$12.86m	\$5.902m	\$0	\$2.572m (Design and Development)
2024/25	\$12.86m	Projects Developed 2023/24	\$12.86m less Prior Year Commitments	\$12.86m			
2025/26	\$12.86m	Projects Developed 2024/25	\$12.86m less Prior Year Commitments	\$12.86m			

From 2023/24 'Prior Year/s Commitments' are projects designed and developed in the previous year and staged for delivery in the following year.

If projects are staged for delivery over multiple years, 'Prior Year/s Commitments' will include those commitments.

Of 'Uncommitted Funds' the first \$2.572 million will be allocated to design and development. For example, for 2023/24 of the \$6.958m 'Uncommitted Funds' \$2.572 million will be allocated to design and development and the remaining \$4.386m will be available for delivery in the same year, in addition to the delivery of prior year commitments.

<sup>1</sup> *Rounding may result in minor calculation variances*

TABLE THREE: PROPOSED STAGE GATE FUNDING SCENARIO

Year Projects Approved	2021/22	2022/23	2023/24	2024/25	2025/26
<b>Funding Allocation Year</b>					
Stage Gated Allocation	Not applicable	\$12.591m	\$12.86m	\$12.86m	\$12.86m
2022/23					
Design and development		\$2.572m			
Projects with 1 <sup>st</sup> Year Delivery		\$1.219m			
Projects in 2 <sup>nd</sup> Year Delivery		\$8.800m			
2023/24					
Design and development (~20%)			\$2.572m		
Projects with 1 <sup>st</sup> Year Delivery			\$10.288m		
Projects in 2 <sup>nd</sup> Year Delivery					
2024/25					
Design and development (~20%)				\$2.572m	
Projects with 1 <sup>st</sup> Year Delivery				\$10.288m	
Projects in 2 <sup>nd</sup> Year Delivery					
2025/26					
Design and development (~20%)					\$2.572m
Projects with 1 <sup>st</sup> Year Delivery					\$10.288
Projects in 2 <sup>nd</sup> Year Delivery					
<b>Total Funds for Expenditure</b>		<b>\$12.591m</b>	<b>\$12.86m</b>	<b>\$12.86m</b>	<b>\$12.86m</b>

Approximately (~) 20% of annual funding assigned for projects approved in the same year for design and development.

Projects with 1<sup>st</sup> Year Delivery are projects to be delivered that were designed and developed in the previous year or can be designed, developed, and delivered in a single year. As shown in Table Two, there are 2022/23 projects that are staged which will require funding in 2023/24.

Projects in 2<sup>nd</sup> Year Delivery are projects that were proposed to be completed in the previous year, or at design and development stage are identified as needing two years of delivery. Currently, the only such projects are those carried forward from 2021/22 with \$8.8 million funding allocated.

**Key Principle** The amount of funding to be expended each year will be capped by the funding amount identified as “Total Funding Expended for Year”. Therefore, projects that are identified as having two years of delivery will be included in the cap, not additional to the cap.

**OPTIONS FOR USE OF AVAILABLE FUNDS**

**ATTACHMENT TWO**

ALIGNMENT KEY	STRONG		MODERATE		WEAK	
Title and Description	Deliverability	Improves Road Safety	Local Roads			
<p><i>Business Case – High Speed Local Roads</i> Develop a business case for submission to the Australian Government. The Business Case will seek funding for treatments such as sealing roads, audible – tactile lines, wide centre lines.</p>	<p>Delivery does not complete with road building capacity/resources. Relevant expertise is unlikely to be involved in road building or maintenance projects.  2022/23 \$200,000</p>	<p>According to World Bank research, the replacement of low quality unsealed roads with high quality sealed road surfaces needs to be done with other infrastructure improvements. These improvements include but are not limited to signs and line markings, barrier systems.</p>	<p>Primary objective is to improve the safety of local roads</p>			
<p><i>Road Safety Leadership - Enabling Action</i> Invest for the delivery in WA of programmes such as the Monash University Road Safety Management Leadership Programme or the Graduate Certificate of Road Safety, or the University of South Australia Road Safety Engineering course. Alternatively, invest in the WA Centre for Road Safety Research to develop a local course.</p>	<p>Delivery does not complete with road building capacity/resources. Relevant expertise is unlikely to be involved in road projects.  Two occasions for 40 people each time:  2022/23 \$250,000  2023/24 \$250,000</p>	<p>Stakeholder input for the review of the State funded Black Spot Programme highlighted a need for more support to access or gain road safety knowledge and expertise for local governments.</p>	<p>Participants for the programmes would be recruited from local governments.</p>			
<p><i>Crash Map Tool Development</i> Allocate \$1 million to development of the Crash Map Tool to provide:</p> <ul style="list-style-type: none"> <li>▪ intuitive, smart online Black Spot nomination, monitoring and reporting;</li> <li>▪ intelligence within the system to assist local governments with identification of crash problems and appropriate treatments; and</li> <li>▪ better programme administration.</li> </ul>	<p>Lead time required for specification development and procurement of expertise. Not competing for road building capacity/resources.  2022/23 \$250,000 – analysis and design  2023/24 \$750,000 – delivery and operation</p>	<p>A supporting or enabling initiative to assist local governments with their administration and decision making.</p>	<p>Primary objective is to better enable local governments, particularly by reducing administrative burden and providing system intelligence to understand and make decisions regarding road safety for their network.</p>			
<p><i>Local Run Off Road Mass Action Treatments</i> Invest funds into the existing run-off road mass action treatment programme</p>	<p>Capacity required will compete with some road projects.  2022/23 ≤ \$10.864 – subject to other options  2023/24 ≤ \$10.864 – subject to 2022/23 spend</p>	<p>2016 evaluation found the WA run-off-road programme had reduced crashes of all severity levels by 35.5% and run-off-road KSI crashes by 25.5% during a three year period.</p>	<p>Funding will remain allocated to local roads.</p>			

Title and Description	Deliverability	Improves Road Safety	Local Roads
<p><i>Local Intersection Mass Action Treatments</i> Invest funds into existing safe intersection mass action treatment programmes</p>	<p>Capacity required will compete with some road projects. 2022/23 ≤ \$10.864 – subject to other options 2023/24 ≤ \$10.864 – subject to 2022/23 spend</p>	<p>The Road Safety Commission reports a 23% reduction of all crashes due to intersection treatments, with reductions of casualty crashes by 44% and killed or seriously injured crashes by 66% compared to untreated sites.</p>	<p>Funding will remain allocated to local roads.</p>
<p><i>Line marking equipment</i> Invest in the purchase of line marking equipment and the establishment of new service delivery options. For example, the equipment may then be the asset of a public-private partnership/s with Aboriginal Peoples business/es.</p>	<p>Subject to availability of required assets and practicality of operation / models for operation.  Road marking machine prices range from \$1,000 to \$120,000, mainly depended on the types and configuration. Assume 2022/23 funding of \$120,000 plus implementation costs.  This estimate excludes purchase of a vehicle if the machine is not self-propelled.</p>	<p>Austrroads and the World Bank state that road markings change the motorist's perception of the environment and assist roads to be self-explaining, moderate speed and in some settings can reduce crashes by 60%.</p>	<p>Anecdotally local governments have experienced difficulties and delays with access to line marking resources. This programme could focus on delivery of services to local governments. Supporting establishment of Aboriginal Business will assist local governments increase Aboriginal employment/participation.</p>
<p><i>National Road Safety Strategy (NRSS)</i> Invest in works which will make progress towards NRSS performance indicators and actions, for example:</p> <ul style="list-style-type: none"> <li>▪ on designated motorcycle routes , install or retrofit motorcycle friendly crash barriers;</li> <li>▪ high pedestrian CBD/town centre areas under Movement and Place or equivalent having posted speed limits ≤ 40 km/h;</li> <li>▪ local council road safety risk assessments using the Austrroads framework, and develop a road network safety plans; and</li> <li>▪ reduce speed limits for roads, particularly undivided roads, and where infrastructure improvements may not occur prior to 2030.</li> </ul> <p>Many of these points will require investment in community engagement. One or two could be selected for the programme.</p>	<p>Some of the options from the NRSS, delivery does not complete with road building capacity/resources. Relevant expertise may be involved in other projects; however, required consultants are more likely to be available.  Other options may compete for road building capacity; however, smaller works may be achievable by local governments and small contractors.  Community engagement requires expertise from a non-road building sector and therefore unlikely to compete for capacity.  Cost subject to planned action/s. 2022/23 ≤ \$10.864 – subject to other options 2023/24 ≤ \$10.864 – subject to 2022/23 spend</p>	<p>Whilst about 6% of WA's road users, motorcyclists and their passengers account for more than 20% of serious injuries and fatalities in WA. Previous WA research has recommended road safety treatments for motorcycle routes, including barriers on some routes.  Austrroads identifies a range of treatments for high pedestrian areas, such as road markings, signage and pinch points to slow traffic down and create a visual difference upon entry. Treatments can reduce fatal and serious injury by ≥40%.  Speed, its energy, has a significant role in the causes and severity of road trauma. Reducing speed is an effective road safety solution.</p>	<p>Presently the Western Australian Centre for Road Safety Research has been engaged by WALGA to investigate various tools and systems that could be scalable for local governments for the development of Network Safety Plans. There is a high level group overseeing this work. This work could incorporate plans to address the specific performance indicators and actions as identified from the NRSS.</p>

Title and Description	Deliverability	Improves Road Safety	Local Roads
<p><i>Rural Intersection Active Warning System (RIAWS)</i></p> <p>Fully fund identification of locations and install speed reduction or warning systems, particularly for local roads intersecting with regional highways and rural and remote local road intersections.</p>	<p>Programme would be delivered by Main Roads. Capacity required may compete with some road projects. Delays are being experienced with supply of materials for existing RIAWAS sites.</p> <p>RIAWS currently being implemented on State roads with intersecting local road using speed reducing variable speed signage. Cost per site is ~\$300,000.</p> <p>Option for lower cost option of active warning system, not speed reducing, for local road intersections. Cost per site is ~\$120,000. This option requires some development, analysis, and testing; 2022/23 \$250,000. Thereafter:</p> <p>2023/24 ≤ \$10.614 – subject to other options selected and 2022/23 spend</p>	<p>Research has shown a decrease in speed and a significant reduction in serious injuries occurs as a result of RIAWS. Results specific for WA are not available.</p>	<p>Improve the safety of local roads that intersect with roads of regional significance and State roads.</p> <p>Improve the safety of rural and remote local road intersections.</p>
<p><i>Fund Reallocation</i></p> <p>Reallocate funds to other road programmes, no specific projects identified or being developed, and/or road projects being developed which are not Black Spot projects, including projects which may not have a road safety component.</p>	<p>Funding would be allocated to programmes or projects based on deliverability.</p> <p>2022/23 ≤ \$10.864 – subject to other options</p> <p>2023/24 ≤ \$10.864 – subject to 2022/23 spend</p>	<p>Unknown</p>	<p>State or local roads</p>



## 2021/22 State Black Spot Programs

### Financial and Delivery Summary

Region	Carried forward from previous years (\$M)	Current 21/22 Budget including carryovers (\$M)	No. of Projects	Project Status					Expenditure to date (\$M)	AFYE (\$M)
				To Commence	In Progress	Withdrawn	Delayed	Complete		
<b>State Program (for State roads)</b>										
Great Southern	\$0.00	\$0.10	1	1	0	0	0	0	\$0.07	\$0.07
South West (***)	\$0.69	\$1.69	4	3	0	0	0	1	\$0.84	\$0.84
Mid West-Gascoyne	\$0.95	\$1.46	3	2	0	0	0	1	\$1.37	\$1.37
Goldfields - Esperance	\$0.17	\$0.27	2	2	0	0	0	0	\$0.14	\$0.14
Kimberley	\$1.24	\$2.07	1	0	0	0	0	1	\$2.07	\$2.07
Wheatbelt	\$0.07	\$2.47	2	0	0	0	0	2	\$2.47	\$2.47
Pilbara	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Metro (**)	\$8.10	\$13.10	24	10	2	6	0	6	\$8.31	\$8.31
Funds for Reallocation - Rural	\$0.07	-\$0.02								
Funds for Reallocation - Metro		\$0.00								
<b>2021/22 Total</b>	<b>\$11.30</b>	<b>\$21.14</b>	<b>37</b>	<b>18</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>\$15.29</b>	<b>\$15.29</b>
<b>State Program (for Local roads) – excludes LGA funding</b>										
Great Southern	\$0.13	\$0.32	7	0	2	0	0	5	\$0.35	\$0.35
South West	\$1.31	\$3.25	17	3	4	0	0	10	\$2.29	\$2.29
Gascoyne (*)	-\$0.03	-\$0.06	2	0	0	1	0	1	-\$0.06	-\$0.06
Mid West	\$0.83	\$0.71	4	1	1	1	0	1	\$0.05	\$0.05
Goldfields - Esperance	\$0.68	\$0.82	5	2	1	0	0	2	\$0.68	\$0.68
Kimberley	\$0.00	\$0.57	5	1	1	0	0	3	\$0.49	\$0.49
Wheatbelt South	\$0.32	\$1.11	8	3	4	0	0	1	\$0.66	\$0.66
Wheatbelt North	\$0.58	\$1.01	9	1	7	0	0	1	\$0.71	\$0.71
Pilbara	\$0.34	\$0.34	4	0	3	1	0	0	\$0.22	\$0.22
Metro	\$5.67	\$9.60	53	13	14	4	0	22	\$3.83	\$3.83
Funds for Reallocation - Rural	-\$0.34	\$1.80								
Funds for Reallocation - Metro		\$1.77								
<b>Total</b>	<b>\$9.49</b>	<b>\$21.26</b>	<b>114</b>	<b>24</b>	<b>37</b>	<b>7</b>	<b>0</b>	<b>46</b>	<b>\$9.23</b>	<b>\$9.23</b>
<b>Total State Black Spot Program (State Roads and Local Roads)</b>										
<b>Grand total</b>	<b>\$20.80</b>	<b>\$42.40</b>	<b>151</b>	<b>42</b>	<b>39</b>	<b>13</b>	<b>0</b>	<b>57</b>	<b>\$24.51</b>	<b>\$24.51</b>

Gascoyne (\*) Negative Actual expenditure is due to financial adjustment only

Metro (\*\*) 1 Project transferred from AGBS Program.

South West (\*\*\*) 1 Project co-funding AGBS Program

**Metropolitan Region By Sub Group**

Sub Group	Carried forward from previous years (\$M)	Current 21/22 Budget including carryovers (\$M)	No. of Projects	Project Status					Expenditure to date (\$M)	AFYE (\$M)
				To Commence	In Progress	Withdrawn	Delayed	Complete		
<b>Metropolitan Region (only)</b>										
North West	\$0.23	\$0.16	4	0	0	0	0	4	\$0.14	\$0.14
West	\$0.01	\$0.01	1	0	0	0	0	1	\$0.01	\$0.01
Central	\$0.26	\$0.26	6	1	1	1	0	3	\$0.19	\$0.19
East	\$0.59	\$0.64	6	2	1	0	0	3	\$0.26	\$0.26
South East	\$2.13	\$3.98	24	6	9	1	0	8	\$2.09	\$2.09
South West	\$1.49	\$4.55	12	4	3	2	0	3	\$1.15	\$1.15
Funds for Reallocation	\$0.95	\$1.77								
<b>Total</b>	<b>\$5.67</b>	<b>\$11.38</b>	<b>53</b>	<b>13</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>\$3.83</b>	<b>\$3.83</b>

**Sub Group**

<b>North West</b>	Joondalup, Stirling & Wanneroo
<b>West</b>	Cambridge, Claremont, Cottesloe, Mosman Park, Nedlands & Peppermint Grove
<b>Central</b>	Perth, Subiaco & Vincent
<b>East</b>	Bassendean, Bayswater, Kalamunda, Mundaring & Swan
<b>South East</b>	Armadale, Belmont, Canning, Gosnells, Serpentine-Jarrahdale, South Perth & Victoria Park
<b>South West</b>	Cockburn, East Fremantle, Fremantle, Kwinana, Melville & Rockingham

\* Note: To commence - No claim or first 40% claimed.

**2022/23 State Black Spot Program (includes carryovers from previous years)**

State Program (for State roads)		
	New Budget (\$M)	Current Budget (\$M)
Rural	4.80	5.89
Metropolitan	4.80	9.59
Funds for Reallocation - Rural	0.20	0.18
Funds for Reallocation- Metro	0.20	0.20
<b>Total</b>	<b>\$10.00</b>	<b>\$15.86</b>
State Program (for Local roads) – excludes LGA funding		
	New Budget (\$M)	Current Budget (\$M)
Rural	5.35	8.03
Metropolitan	7.24	13.01
Funds for Reallocation- Rural	0.27	2.07
Funds for Reallocation- Metro	0.00	1.77
<b>Total</b>	<b>\$12.86</b>	<b>\$24.89</b>
<b>Grand total</b>	<b>\$22.86</b>	<b>\$40.75</b>



**MANAGING DIRECTOR MAIN ROADS**  
**Australian Government Black Spot Program**  
**Summary Report**  
**Period 1 - 12 (As at 30 June 2022)**

**2021/22 Australian Government Black Spot Program - Overall Program**

- With 100% of the financial year elapsed, expenditure on the Australian Government Program for 2021/22 is \$14.59m or 75% of the approved budget, including carryovers, of \$19.44m.

**2021/22 State Roads**

- Total expenditure for 2021/22 including reprogrammed projects is \$4.01m. The total budget including carryovers is \$5.99m.

**2021/22 Local Roads**

- Total expenditure for 2021/22 including reprogrammed projects is \$10.59m. The total budget including carryovers is \$18.74m.

**2021/22 Australian Government Black Spot Program (includes carryovers from previous years)**

	Budget (\$M)	Expenditure (\$M)	AFYE (\$M)	Total No Projects	No Projects in progress or completed
State Roads	\$5.99	\$4.01	\$4.01	12	10
Local Roads	\$18.74	\$10.59	\$10.59	61	36
Contingency	-\$5.29				
<b>Total</b>	<b>\$19.44</b>	<b>\$14.59</b>	<b>\$14.59</b>	<b>73</b>	<b>46</b>

**2021/22 Australian Government Black Spot Program  
Financial and Delivery Summary**

Region	Carried forward from previous years (\$M)	Current 21/22 Budget including carryovers (\$M)	No. of Projects	Project Status					Expenditure to date (\$M)	AFYE (\$M)	
				To Commence	In Progress	Withdrawn	Delayed	Complete			
<b>Australian Government Program (State Roads)</b>											
Great Southern	\$0.94	\$0.95	2	0	1	0	0	1	\$0.96	\$0.96	
South West	\$0.15	\$2.66	3	1	0	0	0	2	\$0.91	\$0.91	
Mid-West	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00	
Goldfields - Esperance	\$0.24	\$0.32	1	0	0	0	0	1	\$0.32	\$0.32	
Wheatbelt Region	\$1.80	\$2.10	5	0	3	0	0	2	\$1.86	\$1.86	
Metropolitan(*)	\$0.43	-\$0.04	1	0	0	1	0	0	-\$0.04	-\$0.04	
<b>Total</b>	<b>\$3.56</b>	<b>\$5.99</b>	<b>12</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>\$4.01</b>	<b>\$4.01</b>	
<b>Australian Government Program (Local Roads)</b>											
Great Southern	\$0.00	\$0.10	3	1	1	0	0	1	\$0.08	\$0.08	
South West	\$0.60	\$3.26	10	0	4	2	0	4	\$2.91	\$2.91	
Mid West(**)	\$0.00	-\$0.04	1	0	0	0	0	1	-\$0.04	-\$0.04	
Gascoyne	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00	
Goldfields - Esperance	\$0.92	\$1.58	4	3	1	0	0	0	\$0.25	\$0.25	
Kimberley	\$0.09	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00	
Wheatbelt South	\$0.67	\$1.29	2	0	2	0	0	0	\$0.98	\$0.98	
Wheatbelt North	\$0.36	\$1.79	5	3	1	0	0	1	\$0.69	\$0.69	
Metropolitan	\$4.14	\$10.77	36	12	13	4	0	7	\$5.72	\$5.72	
<b>Total</b>	<b>\$6.77</b>	<b>\$18.74</b>	<b>61</b>	<b>19</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>\$10.59</b>	<b>\$10.59</b>	
<b>Contingency</b>											
Contingency	-\$4.08	-\$5.29	Over-Programming								
<b>Total Australian Government Black Spot (State and Local Roads)</b>											
<b>Grand Total</b>	<b>\$6.24</b>	<b>\$19.44</b>	<b>73</b>	<b>20</b>	<b>26</b>	<b>7</b>	<b>0</b>	<b>20</b>	<b>\$14.59</b>	<b>\$14.59</b>	

Metropolitan(\*) Negative Actual expenditure is due to financial adjustment only

Mid West(\*\*) Negative Actual expenditure is due to financial adjustment only

\* Note: To commence - No claim or first 40% claimed.

**2022/23 Australian Government Black Spot Program (includes carryovers from previous years)**

	New Budget (\$M)	Current Budget (\$M)
Rural	3.97	9.07
Metropolitan	8.93	13.98
Contingency	0.29	-5.00
<b>Total</b>	<b>\$13.19</b>	<b>\$18.05</b>



# Regional Road Groups

*Ian Duncan, Executive Manager Infrastructure*

## RECOMMENDATION:

**That the September 2022 Report for Regional Road Groups be noted.**

Three of the Regional Road Groups met in the eighteen-week period since the last meeting on 29 April 2022, plus a Technical Group workshop. Details of meetings held are summarised below.

Month	Date	Region	Venue	WALGA
May	2	South West (Elected)	Dardanup	Max Bushell Katherine Celenza
June	24	Gascoyne	Denham	Mark Bondiotti Sam Adams (virtual)
July	18	South West (Technical)	Bunbury	Max Bushell Katherine Celenza
August	1	South West (Elected)	Eaton	Max Bushell Katherine Celenza
	12	Goldfields-Esperance (Out of Session Technical Working Group Meeting)	Boulder / Virtual	Mark Bondiotti (virtual)
September	2	Wheatbelt South	Wickepin	Mark Bondiotti Rodney Thornton

Key matters for discussion included:

- 2022-23 program of works
- Availability of contractors and escalating prices
- Road Safety Planning
- State Road Funds to Local Government Agreement 2023 onwards

The current Regional Road Group Chairpersons are:

Region	Chairperson
Gascoyne	Cr Burke Maslen
Goldfields Esperance	Cr Mal Cullen
Great Southern	Cr Len Handasyde
Kimberley	Cr Chris Mitchell
Metropolitan	Cr Serena Williamson
Mid West	Cr Gary Cosgrove
Pilbara	Mayor Peter Long
South West	Cr Michael Bennett
Wheatbelt North	Cr Wayne Gibson
Wheatbelt South	Cr Grant Robins





## Item 9.1

August 2022  
MRWA 04/11055  
D22#865340

### 1. Classification

#### Summary of current classification actions.

Changes since the last report are:

#### Additions

- Nil

#### Deletions

- Thomas Road (Tonkin Hwy to South Western Hwy) – Transferred to Main Roads 30 May 2022
- Marriott Road (Between Forrest Highway and South Western Highway) – Transferred to Main Roads 1 July 2022

Road	Status

### 2. Proclamation

#### Summary of current proclamation actions.

Changes since the last report are:

#### Additions:

- 

#### Deleted due to completion of action:

- Nil

#### Amended Status comment:

- Amendments to various comments.

#### Deleted:

- Nil

Road	Action	Status
Kwinana Beach / Rockingham Beach Road	Reclassification as a State road is finalised with handover from Local to State (Main Roads) complete as of January 2020.	Land tenure resolved and proclamation is anticipated for batch early 2023..
Ocean Reef / Gnangara Road (Marmion Av to Tonkin Hwy)	Reclassification as a State road has finalised with handover from Local to State (Main Roads) complete Cities of Wanneroo and Swan 7 May 2021 and City of Joondalup 21 June 2021.	Proclamation is currently on hold until land tenure issues are resolved, proclamation anticipated for batch in 2023.

Curtin Avenue	Reclassification as a State road has finalised with handover from Local to State (Main Roads) complete, 7 May 2021.	Proclamation is currently on hold until land tenure issues are resolved, proclamation anticipated for batch in 2023.
Marmion Avenue (Ocean Reef Road to Yanchep Beach Road)	Reclassification as a State road has finalised with handover from Local to State (Main Roads) complete, City of Wanneroo 7 May 2021 and City of Joondalup 21 June 2021.	Proclamation is currently on hold until land tenure issues are resolved, proclamation anticipated for batch in 2023.
Broome Cape Leveque Road 0 - 205 SLK (Broome Highway to Ardyaloon - One Arm Point)	Reclassification as a State road has finalised with handover from Local to State (Main Roads) complete, Shire of Broome 28 June 2021.	Proclamation is currently on hold until land tenure issues are resolved. Construction is still in progress of roundabout of Broome Road and Broome Cape Leveque Road.
Armadale Road to North Lake Road at Kwinana Freeway & Beeliar Drive	Realignment and extension of Armadale Road to North Lake Road via a new bridge	Construction began late 2019 to provide direct link between Armadale Road and North Lake Road with an additional bridge over Kwinana Freeway. New section named 'Armadale Road'. Due for completion late 2021. Project mostly complete, proclamation pending due to land tenure issues.
Collie Lake King Road (Coalfields Road)	Road realignment at Bowelling Curves, west of Darkan.	Construction completed January 2020. Handover agreement between Main Roads & West Arthur still pending. Proclamation Plans will be drafted upon handover completion. Awaiting land tenure issues to be rectified. Proclamation anticipated 2023.
Great Northern Highway	Various realignments from Muchea North to Wubin (in different stages of award / construction).	Includes Muchea North, Bindoon Bypass, New Norcia Bypass, Walebing, Miling Bypass and Straight, Pithara and Dalwallinu to Wubin sections. In progress and many sections have been completed with handover arrangements being progressed. Wubin and Walebing due for completion end of 2020. Proclamation anticipated for 2023. Proclamation of completed sections pending due to a delay in asset responsibility negotiations with Local Government Authority.
Great Northern Highway - Roy Hill Bridge	Recently opened with 1.9km of realignment to Great Northern Highway.	Land tenure pending. Progression stalled due to land tenure issues.

Marble Bar Road – Coongan Gorge Realignment	Realignment and upgrade of 4 km section of Marble Bar Road through Coongan Gorge.	Officially opened August 2019. Proclamation plans have been endorsed by the Shire of East Pilbara proclamation anticipated early 2023.
Marble Bar Road – Roy Hill Mine deviation	Major realignment to allow mining. Work by third party.	Initial stage opened April 2014; Stage 2 completed August 2018. Will proclaim all with Stage 2. Progression pending due to land tenure issues.
Midlands Road – Yandanooka	Proclamation of realignment.	Recent identification of historical realignments outside road reserve. Land tenure issues (A Class Reserve) Progression pending due to land tenure issues.
Mitchell Freeway Hester to Romeo Road	Proclaim new sections of Freeway.	Estimated completion of project works end of 2022.
Murdoch Drive connection to Roe Highway and Kwinana Freeway	Realignment at Kwinana Freeway / Roe Highway interchange to connect to Murdoch Activity Centre and Fiona Stanley Hospital.	Negotiations for asset management responsibility handover pending. Proclamation stalled due to delayed asset responsibility handover.
Northlink WA (Tonkin Highway Extension)	3 sections: Southern (Guildford Road to Reid Highway upgrade) - ramps and roundabout at Collier Road and Morley Drive to be proclaimed. Central and Northern sections (Reid Highway to Muchea) will require proclamation on completion.	All three stages complete, asset responsibility plans completed and obtained for all three sections. Proclamation Plans completed and awaiting endorsement. Proclamation pending due to a delay in asset responsibility negotiations with Local Government Authority.
North West Coastal Highway – south of Roebourne	Realignment of road at Robe River's expense to accommodate road-over-rail bridge. (Warrndamayaga Bridge)	Completed Dec 2013. Pending land dealings as partly outside existing road reservation. Update from DPLH, area is linked to State Agreement Lease variations and native title process, likely to be several months before progression with road dedication. Progression pending due to land tenure issues. Possible proclamation anticipated 2023.
Warrirra Road - Formerly known as ANSIA (Ashburton North Strategic Industrial Access) Road, Onslow	Proclamation of privately constructed road from Onslow Road to the Ashburton Port.	Handover occurred in April 2019. Proclamation plans returned endorsed by Shire of Ashburton. Progression of proclamation pending due to land tenure issues.

Great Northern Highway	Buttweld Road to Bypass Realignment - Port Hedland Deviation, MRWA and BHPIO to fund project over 2 years	Construction commenced September 2021 anticipated construction will be completed towards the end of 2022.
Great Northern Highway near Auski Roadhouse Shire of Ashburton	Realignment road over rail – previously known as Koodaideri (now <u>Bahd-Jarding-Ngu</u> ) Bridge RioTinto Iron Ore	Construction complete. Progression of proclamation pending due to land tenure issues.
Great Eastern Highway realignment, Wooroloo	Realigning a 2km section of Great Eastern Highway to improve safety and visibility. Wooroloo.	Project completed – Progression of proclamation pending land tenure resolution.
Coolgardie Esperance Highway H010 Emu Rocks	Coolgardie-Esperance Highway at Emu Rocks upgraded between Widgiemooltha and Kambalda, upgrades, and realignments.	2021: Construction commencement, 2022: Construction complete Proclamation anticipated late 2023.
Wanneroo Road and Joondalup Drive Interchange	Grade separation and new roundabout at intersection	Construction complete, proclamation Plans currently being drafted. Proclamation anticipated early 2023.
Wanneroo Road and Ocean Reef Road interchange.	Grade separation and new roundabout at intersection	Proclamation Plans currently being drafted. Proclamation anticipated early 2022. Holding proclamation plans to coincide with Ocean Reef Road proclamation.
Stirling Highway and High Street Intersection upgrade, Fremantle	Improve safety, freight efficiency and traffic flow between Stirling Highway and Carrington Street, in Fremantle. Including new Rotary	Construction progressing, the permanent roundabout is expected to be opened to traffic later in 2021. Completed Feb 2022 Handover progressing. Land dedication process currently progressing. Proclamation anticipated early 2023.
South Western Highway Brookhampton Road to Tassone Road	A 3 km section of South Western Highway south of Donnybrook is being realigned to improve road safety and efficiency for road users.	Construction is expected to be complete by April 2022. Possible proclamation late 2022. Handover progressing Proclamation anticipated early 2023.
Roe Highway and Armadale Road intersection upgrade	The new grade-separated intersection at the Roe Highway and Kalamunda Road intersection including a new bridge, two roundabouts and on and off ramps.	Project complete, land tenure issues pending – proclamation to be commenced upon completion of land tenure issues. Proclamation anticipated early 2023.

Great Eastern Highway Bypass	Upgrading two major interchanges on Great Eastern Highway Bypass at Roe Highway and Abernethy Road, extending to Lloyd St, and constructing a new bridge over Helena River	Project to commenced early 2022 expected completion in 2025.
Albany Ring Road	Albany Ring Road (ARR) is a proposed heavy haulage freight route around the City of Albany for the transport of goods to and from the Port of Albany	Construction commenced November 2020 proposed project completion is 2024.
Leach Highway and Welshpool Road Interchange	A new bridge taking Leach Highway over Welshpool a new roundabout at the current Leach Highway and Welshpool Road intersection duplication of the existing Leach Highway bridge over the Armadale passenger rail line, Railway Parade and Sevenoaks Street	Construction commenced mid 2021 with Construction proposed to be completed late 2023.
Great Northern Highway	Construction of a roundabout at the Intersection with Great Northern Highway, Apple Street and Coondaree Parade.	Construction commenced July 2021 anticipated completion of September 2022.
Stephenson Avenue Extension Stage 2	Construction of new bridge over the Mitchell Freeway and PSP's and exit and entry ramps to Mitchell Freeway	Construction commenced March 2022 proposed construction completion date Late 2023.
Toodyay Road Upgrades Aspen Road to Goomalling Toodyay Road	Road safety improvements	Construction commencement 2020 Completion proposed Late 2022.
Bunbury Outer Ring Road	27-kilometre free-flowing highway, linking Forrest Highway to Bussell Highway. It will provide an alternative route around Bunbury and separate local and regional traffic	Construction commenced 2020 Proposed completion of project 2024.

**Recommendation:**

The Advisory Committee notes the status of the above classification and proclamation actions.

**Provided by Nicole Coaker – Network Development Officer**  
PLANNING AND TECHNICAL SERVICES DIRECTORATE

26 August 2022

9.2 **Future Roads Project**

Executive Director Planning & Technical Services | Main Roads WA

Attached is a progress report in relation to the review of possible future State Roads for the Metropolitan area.

**Recommendation:**

For the Committee to note.

Notes:

[Lined area for notes]

## **Item 9.2**

August 2022  
MRWA 04/11055  
D22#900607

### **FUTURE STATE ROADS PROJECT**

#### **Update on the project progress**

The Future Roads Project (Metro) continues to inform ongoing reclassification actions within the Metropolitan area.

Main Roads meets annually to consider potential timing of transfers. In April 2022 Main Roads again reviewed the priority list and anticipated timing of potential road reclassifications and transfers. At the 2022 meeting, a slightly different approach was taken based on potential triggers, including construction of major state infrastructure. No changes have been made to the list of roads, only to potential indicative timeframes.

Thomas Road (East) between Tonkin Highway and South Western Highway, in the Shire of Serpentine-Jarrahdale, transferred to Main Roads on 30 May 2022.

The next likely Metropolitan transfer will occur in 2023/24, pending completion of a detailed classification assessment, discussion with the relevant Local Governments and available funding.

The Future Roads Project (Rural) is progressing.

Marriott Road between Forrest Highway and Southwestern Highway in the Shire of Harvey transferred to Main Roads on 1 July 2022.

There are around 10 possible rural roads continuing to undergo further classification assessment. Subject to meeting the criteria under the full assessments, a list of the remaining possible Future State Administered Rural Roads will be released, and subject to Treasury approval, these roads will be transferred to State Administration gradually over the next 10-15 years or so, taking into account the transfer timeframes for the Future Roads Project (Urban) which is still progressing.

Roads that will cease to be State Administered and transfer to Local Government responsibility for urban and rural areas are currently being considered.

#### **Recommendation**

No action required of the Advisory Committee – for information only.

**Provided by Joanne Cammack  
A / Road Classification Manager**

PLANNING AND TECHNICAL SERVICES DIRECTORATE

19 August 2022







## State Road Funds to Local Government Advisory Committee – September 2022

Heavy Vehicle Services (HVS) information

### Wheatbelt Restricted Access Vehicle (RAV) Route Assessments – assessment of local roads for RAV access

Main Roads Heavy Vehicle Services Branch (HVS) is responsible for conducting route assessments and approving RAV access on all roads within Western Australia. HVS endeavours to finalise all route assessment applications within three months of date of receipt. This allows four weeks for confirmation of road owner support and up to eight weeks to conduct and process the assessment.

When roads are approved for RAV access they are published on the RAV Mapping Tool, which is updated each week on Wednesday.

RAV assessments in the Wheatbelt Region have been a particular focus. The following table provides an overview of the outstanding road assessments within the Wheatbelt Region.

	Total Roads Outstanding	Total Roads Completed for the Month	Total Received for the Month	Roads Awaiting Road Owner Support	Roads Awaiting Onsite Assessment	Roads Awaiting Review (including sign off and network updates)
October 2021	28	29	16	18	7	3
November 2021	32	10	13	15	17	-
December 2021	30	4	2	14	16	-
January 2022	40	-	10	23	17	-
February 2022	39	11	10	17	20	2
March 2022	33	12	6	5	25	3
April 2022	62	15	44	41	21	-
May 2022	49	32	19	28	21	
June 2022	49	8	8	17	15	17
July 2022	59	22	32	22	26	11

Due to ongoing resourcing issues, HVS has again recently agreed to assist the Wheatbelt Region by completing all Wheatbelt route assessment applications for the next few months, including conducting the onsite assessments.

## **'Last mile' local roads and related permits**

Following discussion at the Committee meeting in April, an action was raised for Main Roads consideration:

*“11.2 Main Roads was asked to consider whether time-limited access arrangements could be offered on 'last mile' roads where industry is seeking additional axle loading (typically AMMS3) rather than the current addition of the road to the AMMS3 network using a Notice.*

*ACTION 01/2022-3: out-of-session discussion with Director Heavy Vehicle Services with regards to 'last mile' local roads and related permits.”*

Main Roads provides the following response:

Yes, Main Roads can issue a Restricted Local Access Permit (RLAP) for time-limited access onto 'last mile' roads, provided issuing the permits does not result in an unreasonable administrative burden on HVS or the applicant. Where the request is for larger operations, such as access to a quarry or mine site, there will be a significant number of applications, which will result in an administrative burden. In these instances, an RLAP would not be a suitable access mechanism. However, where the operation has a limited number of vehicles, such as vehicles used to transport logs from a forestry plantation, or delivering building materials to a new local hospital, the RLAP is an appropriate approval mechanism.

For the larger operations, if the Local Government advises Main Roads at the time of approval, Main Roads can add the roads to the relevant RAV Network for a temporary period. This will still limit the access, while reducing the administrative burden.

## **Harvest Mass Management Scheme (HMMS)**

The HMMS was developed to assist the grain industry with the difficulties experienced loading grain from a paddock into a truck and complying with standard axle load limits. This is not a concessional loading scheme.

The scheme commences each year on the first day of October and finishes on the last day of February.

Grain Receivers and transport operators must comply with the HMMS Business Rules.

The Order, Business Rules and Grain Receiver Registration Forms are available via the Main Roads website at [Harvest Mass Management Scheme \(HMMS\) | Main Roads Western Australia](#)

The 2021/22 HMMS season finished without any issues. Only two companies (CBH and Bunge) registered as receivers for the season. Compliance with the mass requirements was very good with only five vehicles reaching five strikes and excluded from the Scheme.

2021/22 statistics for the HMMS are as follows:

#### CBH

HMMS arrivals (loads)	349,102
Forfeited loads	1,128 (0.32%)
Rejected loads	246 (0.07%)
Average tonnes per truck	51.02 (this has been increasing every year since 2011, when the average was 39 tonnes)
AMMS loads	67,844
Total tonnes (both schemes)	21,328,788 tonnes

#### BUNGE

HMMS arrivals (loads)	4,353
Forfeited loads	6 (0.13%)
Rejected loads	Nil
Average tonnes per truck	Unknown (Bunge do not provide this as receivers are not required to)
AMMS loads	Nil
Total tonnes	188,258

Total tonnage received through the scheme for season 2021/22 was 21,517,046 tonnes.

\$400,000 has been donated to various charities from the forfeited grain.

#### Rest Area improvements for truck drivers

A number of truck rest areas are being constructed or upgraded to provide better access and facilities for the heavy vehicle industry. Important upgrades to rest area facilities are now underway across 13 locations in Western Australia, as part of the \$50 million Freight Vehicle Productivity Improvement Program. This includes improvements that will allow for safer turning movements, improvements to parking and breakdown areas for combination vehicles reducing noise and dust, and the construction of ablution blocks at some locations.

These areas have been prioritised through extensive consultation with key industry groups including the Transport Workers Union, Livestock and Rural Transport Association and Western Roads Federation. Phase 1 of the program includes a \$20 million investment across 13 locations in the Pilbara, Mid West-Gascoyne, Wheatbelt, Goldfields-Esperance and South West regions.

Work recently commenced at the heavy vehicle rest area in Munjina adjacent to the Auski-Munjina Roadhouse and Accommodation and includes the sealing of the rest of the area and improved access for heavy vehicles.

Work will progressively commence on each of the 13 locations below, with all improvements due for completion in late 2022:

#### Pilbara

- Marble Bar Road - Minor rest area improvements, construct ablution block (\$170,000)
- Great Northern Highway at Karijini Drive - Upgrade rest area, construct ablution block (\$1.2 million)
- Great Northern Highway at Bell Street - Minor Road Train Assembly Area improvements, construct ablution block (\$280,000)
- Great Northern Highway, Newman - Construct new Road Train Assembly Area and ablution block (\$12.2 million)
- Great Northern Highway, Munjina - Construct new rest area (\$3.4 million)
- Great Northern Highway, Redmont - Minor rest area improvements, construct ablution block (\$170,000)

#### Mid-West and Gascoyne

- Great Northern Highway, Wubin - Minor rest area improvements, construct ablution block (\$200,000)
- Great Northern Highway 115 kilometres north of Wubin - Minor rest area improvements, construct ablution block (\$200,000)
- North West Coastal Highway, Northampton - Minor rest area improvements, construct ablution block (\$200,000)
- Minilya Exmouth Road - Minor rest area improvements, construct shower and ablution block (\$400,000)

#### Wheatbelt

- Great Eastern Highway, Northam - Minor Road Train Assembly Area improvements, construct ablution block (\$100,000)

#### Goldfields-Esperance

- Main Reef Road (Goldfields Highway), Leonora - Extend Road Train Assembly Area, construct ablution block (\$1.6 million)

#### South West

- Willinge Drive, Bunbury - Minor Road Train Assembly Area improvements, construct ablution block (\$200,000)

A review of the State's Rest Area Strategy is also underway, which includes an audit of the current facilities and development of a comprehensive database which details roadhouses, towns and service stations to better identify gaps in the network.

11.2 **South West Regional Road Group Project Prioritisation Guidelines**

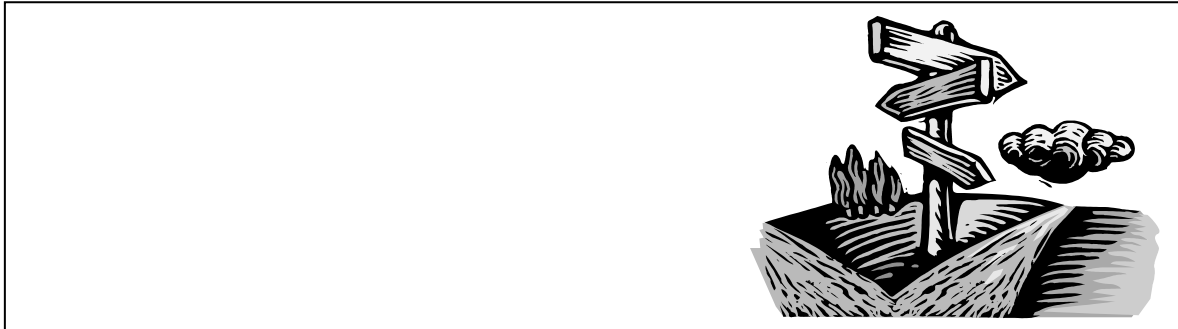
Executive Manager | WALGA

**Recommendation:**  
For the Committee to endorse.

Notes:

A series of horizontal dashed lines provided for taking notes.

## South West Region Regional Road Group



# ROAD PROJECT PRIORITISATION GUIDELINES

Issue Date: 2 May 2022

This document is owned and authorised by the South West Regional Road Group. Please submit all comments and requests for revision to the Secretariat Main Roads South West Region.

Authorised by:

Cr Michael Bennett

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Chairperson South West Regional Road Group

Signature :

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2 May 2022



### REVISION STATUS RECORD

PAGE	DATE	STEP No.	REVISION DESCRIPTION / REFERENCE
	24 May 2010		Update reference to Roads 2030 document, inclusion of Appendices 1, 2, 3, updated forms 9.1 and 9.2 and inclusion of forms 9.3 and 9.4
5	24 October 2011	3	Update reference to new SRFLG Agreement – New Term of Agreement
9	24 October 2011	6.2	Inclusion of clause to allow retention of Ongoing Stage Project with relation to 2 stage final seal
35 & 36	24 October 2011	9.1 & 9.2	Updated forms 9.1 and 9.2
38	12 June 2013	Appendix 3 Attachment 4	Replace 1742.2(1994) with 1742.2(2009)
	12 June 2013	Various	Replace reference to Roads 2025 with Roads 2030
10	12 June 2013	6.3	Replace TIRES with CRSF and include new definition for CRSF
20 Add pages 45 - 50	10 February 2017	6.4.2, 9.5 Attachment 5 & 6.5.1.2	Amend Section 6.4.2 to allow use of the new WALGA Road Visual Condition Assessment Manual, include Section 9.5, Attachment No.5 for the Binder, Stone and Asphalt Condition Assessment and amend Section 6.5.1.2 Road Geometry and/or condition.
43 & 44	10 February 2017	Attachment 4	Updated to remove reference to Traffic Control Signals
5	10 February 2017	3 - References	Include reference to Austroads Guide to Road Design Part 6
7	10 February 2017	5.2.3	New clause detailing sub groups
All	October 2021		Review and updates to document

**Note: Formatting and typographical errors are not recorded.**

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## 1. PURPOSE

The purpose of these Road Prioritisation Guidelines is to assist Regional Road Groups to determine road project priorities for funding recommendations.

## 2. SCOPE

These guidelines provide the process within which the South West Regional Road Group shall determine their road project priorities on an annual basis.

The guidelines also set out a standardised approach to developing a five-year program for funding to assist the State Advisory Committee with distribution decisions.

## 3. REFERENCES

- State Road Funds to Local Government Agreement
- State Road Funds to Local Government Agreement Procedures
- WALGA Road Visual Condition Assessment Manual
- Roman Data Collection Procedure Manual
- Regional Strategies for Significant Local Government Roads (South West), (current version)
- Local Government Road Safety Management Guidance, Austroads, January 2020
- Safe System Assessment Framework, Austroads, February 2016
- Guide to Road Design Part 6 Roadside Design, Safety and Barriers, Austroads, August 2020
- Occupational Safety and Health Regulations 1996 (regulation 3.140)

## 4. DEFINITIONS

**New Road Project** – A new road project is an eligible preservation, improvement, or expansion project which was not funded in the previous financial year.

**Preservation Project** – Preservation projects are those proposed for existing roads where a link is to be brought back to the pre-existing physical conditions by resealing, reconstruction, re-sheeting and reconditioning or replacement of road drainage. The opportunity may be taken to make safety improvements, for example, widening the existing seal from 5.6m to 6.0m or slightly improving the geometry.

**Improvement Project** – Improvement projects are those that involve upgrading of an existing road to an improved and safer standard than currently exists. For example, improving the geometry, widening the seal from 3.7m to 6.0m, providing new overtaking /passing lanes, or traffic control measures.

**Expansion Project** – Expansion projects are new works where a road pavement does not currently exist at the proposed standard. The road reserve may or may not have been gazetted. The emphasis is on the creation of a road pavement, either as increased length of road, or as additional lanes added to an existing road. It includes a major change to pavement standard, e.g. from unformed road to formed road, from gravel road to sealed road.

**RRG** – Regional Road Group

**SAC** – State Advisory Committee

**CRSF** – Commodity Route Supplementary Fund

## **5. ROLES AND RESPONSIBILITIES**

### **5.1 STATE ADVISORY COMMITTEE**

The State Advisory Committee (SAC) is a collegiate body of MRWA and WALGA representatives, which has oversight of issues that come under the State Roads Funds to Local Government Agreement.

The SAC oversees and monitors the distribution of State funds as provided under the Agreement. SAC monitors expenditure of the overall program and where appropriate, may redistribute funds to ensure the timely and most effective use of available resources.

Refer to State Road Funds to Local Government Procedures – Section 7 Regional Road Groups – Terms of Reference.

### **5.2 REGIONAL ROAD GROUP**

#### **5.2.1 Scope**

Within the policies and guidelines established by the SAC, the Regional Road Group (RRG) shall be responsible for assessing road funding submissions from its members, the annual distribution of funds to Local Government roads, and monitoring and reporting on the effectiveness of the application of the funds to Local Government roads in its region.

The RRG shall apply funds made available by the State to the road network to:

- Maximise capacity and resources through joint purchasing and resource sharing.
- Maximise benefits to the community.
- Preserve, improve and extend the road system.
- Comply with the obligations of the Commissioner of Main Roads under legislation.

#### **5.2.2 Responsibilities**

The RRG is responsible for:

- Developing and recommending to SAC an annual Local Government roads program for the South West region.
- Monitoring the implementation of the program in their region.
- Developing and recommending to SAC Regional Strategies for Significant Local Government Roads.
- Developing and recommending to SAC five year works projections.
- Regularly reviewing project prioritisation methodologies for annual distribution of road funds to Local Government roads within the region.
- Developing regional specific policies and procedures to suit local circumstances.
- Providing updates of regional specific procedures to SAC for approval prior to formal introduction.
- Providing funding information to Local Governments to facilitate expenditure of road funds.
- Assisting SAC with Local Government priorities at the regional level.
- Advising SAC of any likely under expenditure with an explanation as to the cause and proposed solutions.
- Monitoring and responding to the safety performance of the Local Government road network in the region.
- Dealing with any other business relevant to the transport needs of the region.

### 5.2.3 RRG Technical Committee

The Technical Committee is an advisory group with no voting rights at the RRG. The Technical Committee consists of 1 member from each Council with an Elected Chairperson. A minimum of three (3) meetings to be convened per year.

The RRG Technical Committee assists with:

- Identifying road-funding priorities.
- Assist with the management and consideration of local road issues to inform decision making by the RRG.
- Provide technical advice to the RRG.
- Convene to deal with specific issues on an as required basis.

## 6. PROCEDURE

### 6.1 PROJECT EVALUATION

Regional Road Project Grants fund only projects for roads identified in the current version of the Regional Strategies for Significant Local Government Roads (South West).

The RRG may identify projects on specific categories of roads for special consideration, which may include log haul roads, mining roads and the road needs of community based and special interest groups.

Projects shall be:

- Preservation projects; or
- Improvement / expansion projects.

Preservation projects involve assessing the current road condition with consideration given to the volume of traffic and safety risks of the road.

Improvement or Expansion projects aim to achieve the development strategies identified in the Regional Strategies for Significant Local Government Roads (South West). Projects are assessed on four major outcome areas: safety, transport efficiency, environment and social.

Project details are to be provided for each project. Use standard work descriptions as identified in Part 8.2 Appendix 2.

Any changes to approved road projects, new or existing, need RRG approval.

The following information is required for each project:

- Road Project Assessment Form (see Parts 9.1 & 9.2 Attachments 1 & 2).
- Approval in Principle Form (if project alters asset under MRWA responsibility i.e. regulatory signs and pavement markings) (see Part 9.4 Attachment 4).
- Evidence of optimising the opportunity to improve safety of the road.
- Other relevant supporting documentation.
- For each financial year provide the start and finish SLK's, the amount of funding sought from the RRG Pool and the LGA contribution (Total Amount automatically calculated). Also provide a brief description of the work to be carried out in that year.
- There is an opportunity to review and update the financial and SLK range in subsequent yearly submissions as required. The project life period cannot be changed without approval from the RRG, as it will be fixed to the period on the original submission.

**WHEN ENTERING THE POOL CONTRIBUTION FUNDING AMOUNT PLEASE ROUND UP TO NEAREST THOUSAND DOLLAR**

In addition to the Road Project Assessment Forms, each Local Government shall provide a proposed 5-year program. See Part 9.3 Attachment 3 for the preferred 5-year program format.

Identify Preservation and Improvement works as separate projects even if on the same section of road.

The following criteria applies to determine the order of road project funding allocation:

1. Staged projects funded in the previous financial year.
2. New projects in highest to lowest rating order achieved through the project assessment process.
3. All Local Governments shall receive project funding to a minimum of \$50,000.
4. An individual project allocation shall not exceed \$500,000 in any one financial year. In special circumstances projects may exceed this allocation but will be assessed on a case-by-case basis and approved by RRG.
5. Overall funding ratio of funding of Improvement / Expansion to Preservation shall be merit based determined by the assessment ratings achieved and improvements to safety of the road.

## **6.2 MAINTAINING STAGED PROJECT STATUS**

For a project to maintain staged project status for consideration of funding under point one above, the following criteria apply:

- The community expectation rating shall remain unchanged or increased during the life of the project.
- A reduction of the community expectation rating will automatically remove the projects staged project status.
- Improved safety of the road.
- No amendment to the work activity, Straight Line Kilometre (SLK) range and approved funding years carried out under the project.
- A project may retain its staged project status with a maximum break in ongoing funding of twelve (12) months to complete the final seal of a two-stage seal.

## **6.3 APPOINTMENT AND ROLE OF THE INDEPENDENT AUDITOR**

MRWA shall engage an independent auditor with the responsibility to perform the following duties.

### **Annual Audits**

Conduct an audit of all new Road Project Assessments submitted. The audit shall include site inspection and an assessment of:

- The project ratings as submitted on the Road Project Assessment form.
- The safety performance of the road and whether the submission includes initiatives to mitigate safety risks.

### **Biennial Audits**

Conduct an audit every two years of all current (staged) and new Road Project Assessments submitted. The audit shall include site inspection and an assessment of:

- The project ratings as submitted on the Road Project Assessment form.
- The safety performance of the road and whether the submission includes initiatives to mitigate safety risks.

In addition to the above responsibilities, the MRWA appointed independent auditor may be engaged to assess an application to include an additional road in the Regional Strategies for Significant Local Government Roads (South West).

The appointment of the auditor for this task is subject to the following:

- Submissions to include an additional road in the Regional Strategies for Significant Local Government Roads (South West) may be submitted through the yearly review process.

Audits may include interviews with the respective Local Government representatives, onsite inspections and any other means determined appropriate by all parties.

The engagement of the auditor is limited to the assessment of Road Project Grants and additional roads for inclusion in the Regional Strategies for Significant Local Government Roads (South West).

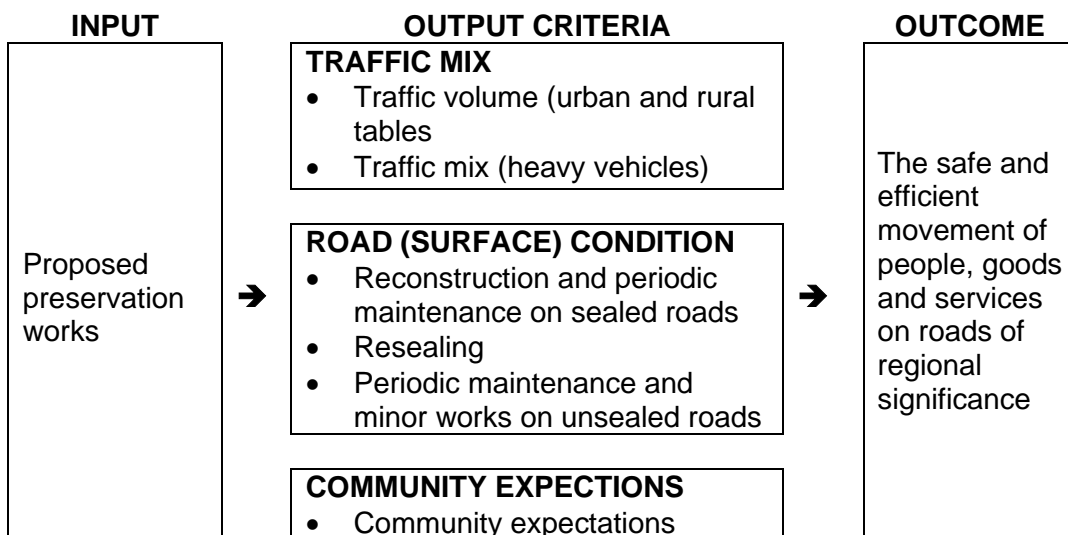
The engagement of the independent auditor shall include a requirement for prospective auditors to declare any involvement with the preparation of submissions for Road Project Grants or roads for inclusion in the Regional Strategies for Significant Local Government Roads (South West) for any Local Governments of the South West Regional Road Group.

**6.4 PRESERVATION PROJECT**

A preservation project returns an existing road to its pre-existing condition. Project proposals are evaluated against four criteria: safety, traffic mix, road condition and community expectations. Each criterion comprises evaluation factors (see diagram below). A Criteria Weighting is applied to ensure that the relative importance of each Factor in relation to the other Factors within the Criteria is established.

Rate the criterion evaluation factors within the range of one to five – a rating of five indicates the proposed outcome is highly beneficial while a rating of one indicates the proposed outcome may be highly detrimental. The raw rating of the evaluation factors establishes the relative importance (rating) of each criterion.

Use the Road Project Preservation Assessment Form (Part 9.1 Attachment 1).

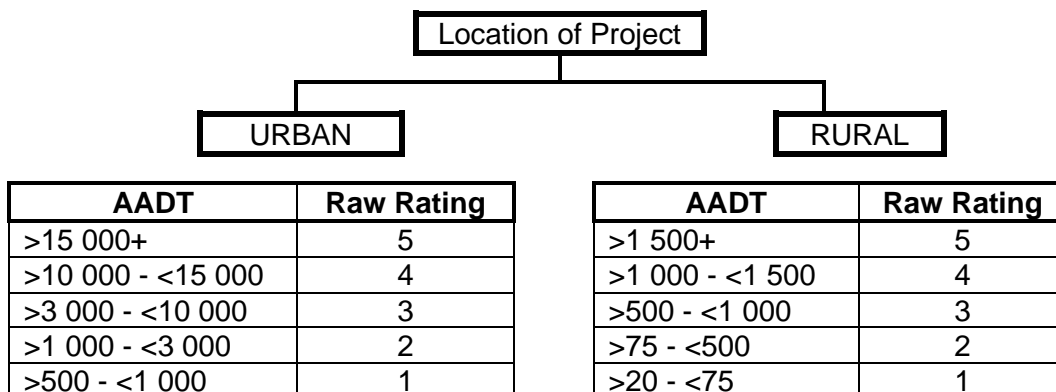




### 6.4.1 TRAFFIC MIX

#### 6.4.1.1 Traffic Volume (Urban and Rural Tables)

This factor is influenced by the location (and thereby principal use) of the road. Traffic volumes within urban areas would significantly outweigh those in rural areas. To account for this, a discounted domestic travel component provides an assumed equivalent rural count in the following tables:



Calculate the AADT (Annual Average Daily Traffic) in accordance with the specification provided at Part 8.1 Appendix 1.

Determine the raw rating for Traffic Volume from the tables above. Record the raw rating on the Road Project Assessment Form – Preservation Project at “1 Traffic Volume” under the Traffic criteria. Indicate whether the project is Urban or Rural based on the raw count figures and calculated AADT, location of the count on the road, and the date(s) of the count.

#### 6.4.1.2 Traffic Mix (heavy vehicles)

The number of heavy vehicles using a road has a direct correlation to the:

- Safety of road users, particularly vulnerable road users.
- Level of economic activity associated with the road, be it of regional, state or national importance.
- Rate of deterioration of the road asset.

The Austroads Vehicle Classification System Class 3 defines heavy vehicles as a two-axle truck or bus and above.

Recommended are classifier counts to determine the traffic mix.

Determine the raw rating for Traffic Mix using the following table.

Number of Heavy Vehicles	Raw Rating
>500+	5
>100 - <500	4
>20 <100	3
>5 - <20	2
<5	1

Record the raw rating on the Road Project Assessment Form – Preservation Project at “2 Traffic Mix” under the Traffic Criteria.

Indicate:

- Actual number of heavy vehicles and method of determining the number (classifier count, manual count, etc.).
- Estimated gross annual tonnage carried over the road.
- Major industries or activities serviced by the road.

This will enable the RRG to differentiate between projects with similar ratings, but which contribute in varying degrees to economic activity within the Region.

## 6.4.2 ROAD (SURFACE) CONDITION

### 6.4.2.1 Reconstruction and Periodic Maintenance on Sealed Roads

Road surface condition relates to the safety of the road. Use the WALGA Road Visual Condition Assessment Manual to evaluate road condition for reconstruction projects and periodic maintenance projects. The following tables in the manual provide condition rating descriptions and corresponding condition ratings out of five.

Table No	Description
Table 2.1	Local surface defects measurements (assume area affected > 20% ratings 5)
Table 4.1	Patches extent
Table 6.2	Rutting severity measurements
Table 7.2	Crack severity measurements
Section 12.4; or Table 11.2	Unsealed shoulder condition Kerb height measurements
Table 9.2; or Table 11.3	Edge break extent Kerb condition extent
Table 13.1	Table drain measurements or Underground drainage condition

Note: Local Government engineering staff shall assess condition of underground drainage and give an appropriate rating.

Record the raw rating for each item on the Road Project Assessment Form – Preservation Project at “Reconstruction”.

### 6.4.2.2 Resealing Project

Use Attachment 5 (Binder, Stone and Asphalt Condition Assessment) of these guidelines to evaluate road surface condition for a Resealing Project. Attachment 5 provides condition descriptions and corresponding ratings out of five.

Use also Table 7.2 (Crack severity measurements) in the WALGA Road Visual Condition Assessment Manual, which provides a condition description and corresponding rating out of five.

Determine the raw rating for age of a seal or reseal using the following table.

Above 26 years old	5
> 23 - < 26	4
> 20 - < 23	3
> 15 - < 20	2
Less than 15 years old	1

Record the raw rating for each item on the Road Project Assessment Form – Preservation Project at “Resealing”.

### 6.4.2.3 Periodic Maintenance and Minor Works on Unsealed Roads

Use the WALGA Road Visual Condition Assessment Manual to evaluate the road condition for periodic maintenance and minor works on unsealed roads, which provides condition descriptions and ratings (out of five) for the following:

- Shape
- Dust
- Depth of Base
- Table Drains

Record the raw rating for each item on the Road Project Assessment Form – Preservation Project at “Unsealed Roads”.

### 6.4.3 COMMUNITY EXPECTATION CRITERION

#### 6.4.3.1 Community Expectations

Local Governments are able to assess and assign preservation roadwork priorities within their boundaries through contact with local communities. Key to roadwork priorities is the safety of the road network.

As part of the development of an ongoing 5-year road strategy, Local Governments should attach a descending order of priority for these works. This factor supports that order of priority by attaching a maximum rating to the project of highest priority, with decreasing ratings for projects of lesser priority.

Determine the raw rating for Community Expectations using the following table.

Priority set by Council	Raw Rating
First	5
Second	4
Third	3
Fourth	2
Fifth or greater	1

Record the raw rating on the Road Project Assessment Form – Preservation Project at “Community Expectation”.

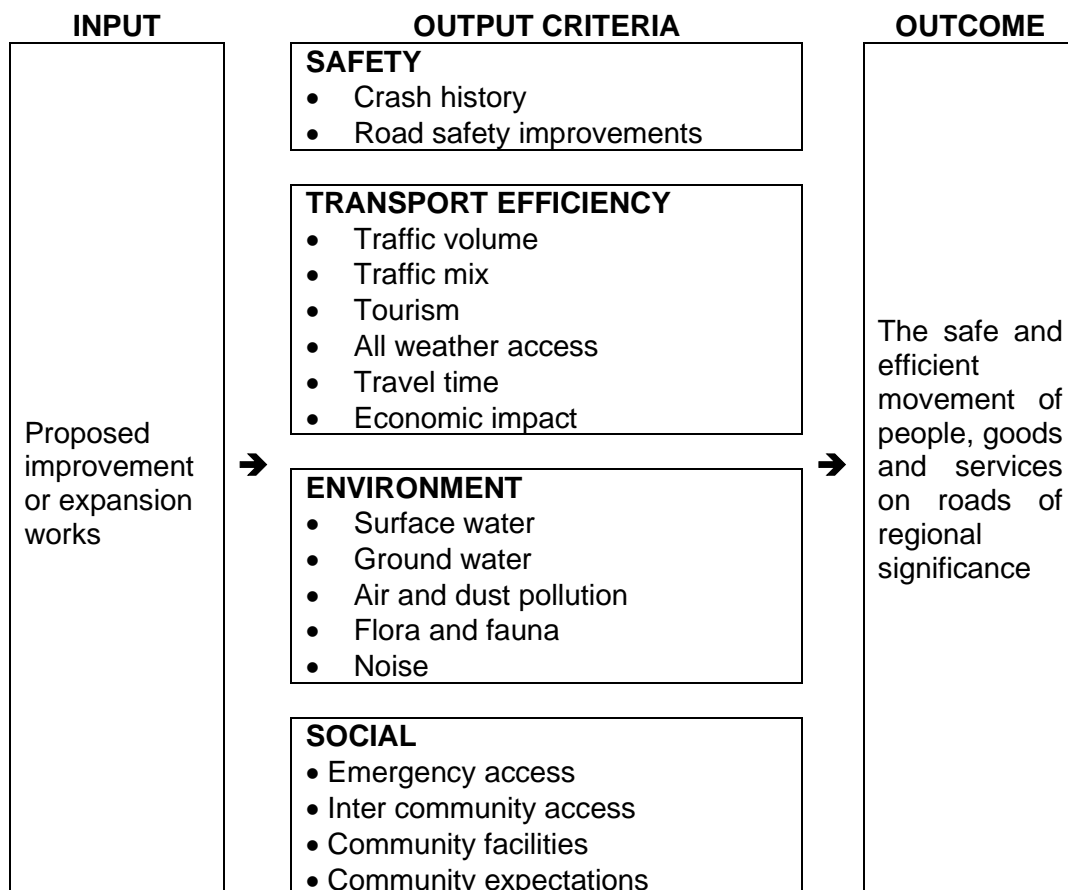
### 6.5 IMPROVEMENT / EXPANSION PROJECT

An improvement project upgrades an existing road to an improved and safer standard, and an expansion project expands a road, for example increasing its length or adding an additional lane(s).

Project proposals are evaluated against four criteria: safety, transport efficiency, environment and social. Each criterion comprises evaluation factors (see diagram below). A Criteria Weighting is applied to ensure that the relative importance of each Factor in relation to the other Factors within the Criteria is established.

Rate the evaluation factors within the range of one to five – a rating of five indicates the proposed outcome is highly beneficial while a rating of one indicates the proposed outcome may be highly detrimental. The raw rating of the evaluation factors establishes the relative importance (rating) of each criterion.

Evaluate projects using the Road Projects Assessment Form – Improvement / Expansion (Part 9.2 Attachment 2).



#### 6.5.1 SAFETY CRITERION

Improvements to safety is an important consideration by a proponent of an improvement or expansion project. This criterion is designed to measure the improvements the proposed project will have on the existing road to reduce risks or improve the safety performance of a road length or intersection.

Consider also using the Australian Government or State Blackspot Program if the primary purpose of the proposed road works is to eliminate an identified safety problem.

See Part 3 Appendix 3 for examples of safety treatments to the road network for improvement or expansion projects.

### 6.5.1.1 Crash History

This factor relates to the recorded frequency and severity of crashes for a section of road or intersection.

A Benefit Cost Ratio (BCR) shall be calculated for all improvement / expansion projects using the most recent criteria for crash costs, significant crash identification matrix and typical financial periods for treatments.

Use Crash Map provided by MRWA to calculate the BCR for the project over a five-year period. Once calculated, determine the raw rating using the following table.

BCR	Effect	Rating
Above 1.5	Improvements will address the previous history of significantly high number of crashes and reduce crash costs	5
1.0 to 1.5	Improvements will reduce the high number of crashes and reduce crash costs.	4
0.5 to 1.0	Improvement will reduce the number of crashes.	3
0.2 to 0.5	Will have little discernible impact on the number of crashes.	2
Less than 0.2	Unlikely to decrease the number of crashes.	1

### 6.5.1.2 Road Safety Improvements

A Local Government has a primary responsibility for the safety of the roads it owns and manages. Every road project proposed by a Local Government is an opportunity to improve the safety of a road length or intersection.

This criterion is a measure of the impact a proposed road project has on the safety on a road length or intersection.

Part 3 Appendix 3 contains examples of:

- Run-off road crash (to left or right) treatments
- Head-on crash treatments
- Intersection treatments
- Pedestrian treatments
- Cyclist treatments

References to guide Local Government include:

- Local Government Road Safety Management Guidance, Austroads, January 2020
- Safe System Assessment Framework, Austroads, February 2016
- Guide to Road Design Part 4 Intersections and Crossings, Austroads, February 2021
- Guide to Road Design Part 6 Roadside Design, Safety and Barriers, Austroads, November 2020
- The Blackspot Crash Reduction Factors for intersections and road sections can be accessed via the Crash Map resources tab.

Determine the raw rating for Road Safety Improvements using the following table.

Effect	Description of Effect	Rating
Highly Beneficial	Examples are major improvement(s) to the road vertical and horizontal geometry, install divided dual carriageway or raised median, widen single lane seal to two lanes, seal gravel road (minimum 6m), remove roadside hazards from entire section, roundabouts, traffic lights, grade separation, street closures, staggered T and indented left turn slip that reduce crash risk particularly right angle crashes.	5
Beneficial	Examples are minor improvement(s) to the road vertical and horizontal geometry, reduce roadside hazards, widen road or seal both shoulders by minimum of 1.0m, improving sight lines, improving street lighting (night time crashes only), mini roundabouts, advance warning flashing lights and sealing gravel road fishtails to reduce crash risk.	4
Neutral	No change to existing road safety.	3
Detrimental	Some reduction to existing road safety.	2
Highly Detrimental	A significant reduction to existing road safety.	1

Note: 'remove traffic hazards from entire section' widths should generally comply with the requirements of Austroads Guide to Road Design Part 6 -Table 4.1.

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion Project at “2 Road Safety Improvements” under the Safety criterion and indicate the nature of the improvements to the road geometry or condition.

### 6.5.2 TRANSPORT EFFICIENCY CRITERION

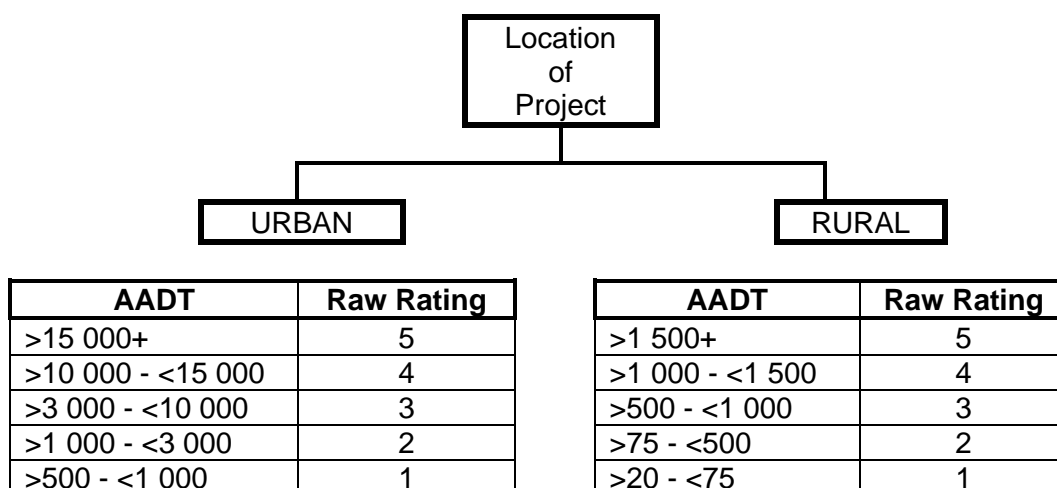
This criterion addresses road user and economic issues.

Road improvement works can benefit the economy by providing savings in vehicle operating costs, travel time, and stimulate new activities such as tourism by enabling safe access to places of interest.

This evaluation process takes into consideration five factors to determine the importance of the works to the efficient and safe operation of the road transport network in the Region.

#### 6.5.2.1 Traffic Volume (Urban & Rural Tables)

This factor is influenced by the location and principal use of the road. Traffic volumes within urban areas would significantly outweigh those in rural areas. To account for this, a discounted domestic travel component provides an assumed equivalent rural count in the following table.



Calculate the AADT (Annual Average Daily Traffic) in accordance with the specification provided at Part 8.1 Appendix 1.

Calculated automatically is the raw rating for traffic volume on the Road Project Assessment Form – Improvement / Expansion Project at “1 Traffic Volume” under the Transport Efficiency criteria. Indicate if the project is Urban or Rural based on the raw count figures and calculated AADT, location of the count on the road, and the date(s) of the count.

Calculate estimated AADT in accordance with Industry Standard Traffic Forecasting models or similar and include appropriate supporting documentation.

### 6.5.2.2 Traffic Mix (heavy vehicles)

The number of heavy vehicles using a road has a direct correlation to the:

- Safety risks, particularly to vulnerable road users.
- Level of economic activity associated with the road, be it of regional, state or national importance.
- Rate of deterioration of the road asset.

The Austroads Vehicle Classification System Class 3 defines heavy vehicles as a two-axle truck or bus and above.

Recommended are classifier counts to determine the traffic mix.

Determine the raw rating for Traffic Mix using the following table.

Number of Heavy Traffic	Raw Rating
>500+	5
>100 - <500	4
>20 <100	3
>5 - <20	2
<5	1

The Road Project Assessment Form – Improvement / Expansion Project at “2 Traffic Mix” under the Transport Efficiency criteria automatically calculates the raw rating for traffic mix on entering the following data in the appropriate shaded fields:

- Actual number of heavy vehicles.
- The estimated gross annual tonnage carried over the road.

Comments regarding the main cartage tasks are also required, which will enable the RRG to differentiate between projects with similar ratings that contribute to varying degrees to economic activity within the Region.

### 6.5.2.3 Tourism

Road proposals contribute to tourism by providing safe access to areas of interest thereby generating tourist demand and facilitating safe movement of goods and services that support tourism. Whilst the other Transport Efficiency factors have addressed traffic volumes and mix, a separate factor is included to identify the additional benefits that safe roads provide to the tourist industry.

For ease of interpretation, the evaluation process is qualitative than quantitative; however, additional information is required to support the rating for this factor.

Effect	Description of Effect	Rating
Highly Beneficial	Significant increase in tourist activity in a region e.g. the provision of a good standard sealed road to a very popular tourist attraction or tourist region.	5
Beneficial	Some increase in tourist activity or provides improved services to tourism e.g. the provision of rest areas (and public amenities) to reduce driver fatigue; provision of a scenic lookout; or reducing safety risks by widening a single lane seal on a tourist road or upgrading a tourist road, which enhances the scenic outlook of the road.	4
Neutral	No change the level of tourist activity or services to tourism e.g. upgrading a road that does not have any tourist traffic; upgrading of a road that is already adequate for tourists.	3
Detrimental	Some decrease in tourist activity or tourist services e.g. the proposal results in an increase in heavy vehicles on a tourist road; a town bypass that deters tourists from visiting that town.	2
Highly Detrimental	Significant decrease in tourist activity or tourist services in a region.	1

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion Project at “3 Tourism” under the Transport Efficiency criteria and list the:

- Scenic attractions/facilities directly serviced by the route.
- Benefits obtained from proposed works.

### 6.5.2.4 Travel Time

A reduction in travel time is usually a benefit, however the amount of benefit can depend on the road function. A reduction in travel time on a predominant freight route or commuter route is highly beneficial, while a reduction in travel time for a tourist route may provide smaller benefits.

Travel time, whilst influenced by, need not depend on travel length. A town bypass which increases the length of travel, may also enable traffic to travel closer to the posted speed limit thereby reducing travel time.



Some of the safety treatments for consideration under this factor are:

- Bypasses
- Realignment
- Passing Lanes
- Improvements to substandard curves
- Improvements to vertical alignment
- Sealing an existing unsealed road

<b>Effect</b>	<b>Description of Effect</b>	<b>Rating</b>
Highly Beneficial	The travel time on an important freight / commuter route is significantly reduced and safety increased e.g. a realignment resulting in a substantial shortening of the route, or a realignment or bypass which avoids an area that caused significant delays.	5
Beneficial	Some improvement in travel times on route where travel time is important and safety increased e.g. provision of passing lanes where slower vehicles are causing delays; minor realignment to improve substandard curves; sealing an unsealed road; improved vertical alignment.	4
Neutral	Road project does not affect travel time or changes occur on a road where travel time is not important; however, safety risks are reduced e.g. widening a narrow two lane seal to a wide two lane seal.	3
Detrimental	Road project results in some increase in travel times on a freight / commuter route.	2
Highly Detrimental	Road project results in a significant increase in overall travel times on an important freight / commuter route.	1

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion Project at “4 Travel Time” under the Transport Efficiency criterion and indicate the factors taken into consideration to determine the rating.

#### 6.5.2.5 Economic Activity

This factor seeks to measure the direct impact the proposed road project will have on existing or proposed commercial activities.

A project significantly benefiting a new or existing commercial activity would attract a rating of five and a project improving the level of service to an existing commercial activity would attract a rating of four.

<b>EFFECT</b>	<b>DESCRIPTION</b>	<b>Rating</b>
Highly Beneficial	Significant improvement to level of service to new or existing commercial activity(s) of regional importance.	5
Beneficial	Improves level of service to commercial activity(s).	4
Neutral	No impact on commercial activity.	3
Detrimental	Increased costs associated with existing industry or commercial activity.	2
Highly Detrimental	Significant increase to cost of establishing new industries or commercial activities.	1

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion Project at “5 Economic Activity” under the Transport Efficiency criterion and indicate the industry or commercial activity serviced by the road.

### 6.5.3 ENVIRONMENT CRITERION

The environment of Western Australia is under significant threat. Issues include salinity, aesthetics, conservation, air quality, water quality and noise.

It is likely the negative impact of road projects on the environment will continue, therefore a viable response is required to minimise the impact.

This criterion addresses five factors to measure and weigh the impact and actions taken to minimise the environmental impact of a road project.

#### 6.5.3.1 Surface Water

Road projects may affect wetlands, watercourses and natural drainage patterns. The effect is the degree to which surface water flow is:

- Constrained by the concentration and redirection of surface water to specific crossing points along the road.
- Restricted by the road.
- Influenced to supply local and regional flora and fauna.
- Able to erode soils due to influence by drainage structures and concentrated flows.
- Polluted by runoff from the road surface.
- Altered by natural landforms and drainage lines.

The influence of a road project may result in:

- Erosion and scouring increasing the sediment load in surface water and its downstream environment (e.g. scouring of road embankments or cuttings, scouring of table drains, erosion downstream of culverts).
- Pollution of surface water by accidental spills and road runoff.
- Death of plants and loss of animal habitat by changes in surface water levels and infiltration rates.
- Ponding of water on productive or vegetated land leading to water logging and loss of production or natural plant growth thus reducing the effectiveness of land drainage systems within a catchment.

Effect	Description of Effect	Rating
Highly Beneficial	Examples are road drainage integrated with the catchment drainage plan where it previously was not; or where the quality of the water entering the natural drainage is significantly improved.	5
Beneficial	Examples are correction of an existing drainage problem e.g. upgrading an unformed road that acted as a 'river' to restore the natural drainage patterns; or elimination of ponding alongside the road.	4
Neutral	No effect on wetlands, watercourses or drainage patterns.	3
Detrimental	Potential loss of vegetation due to alteration of sheet water flow.	2
Highly Detrimental	Filling wetlands.	1

Indicate the impact of the works on the surface water to justify the raw rating.

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion at “1 Surface Water” under the Environment criterion and indicate the impact of the works on surface water.

### 6.5.3.2 Ground Water

Road projects potentially affect the flow, level and purity of ground water. It is important to recognise regional and local ground water movement by examining various hydrological influences on ground water associated with the site of a road project.

Road cuttings or soil consolidation can influence ground water flow i.e. the compaction of soft layers of ground. This can result in a general lowering of the water table by cutting off ground water flow (or drawdown through deep drainage and bore location) or a rise in the water table upstream of consolidated ground. These usually affect landholders and vegetation beyond the road reserve.

Ground water contamination can result from contaminated road runoff entering the ground water recharge areas and is an important consideration where ground water is used for domestic consumption and production (e.g. livestock, irrigation, industry) or supports a natural habitat. Protection of ground water is essential to ensure the long-term viability of water supplies.

In ground water recharge areas in agricultural areas, road projects may create runoff, which adds to ground water recharge and affects ground water levels and salinity within the catchment.

Effect	Description of Effect	Rating
Highly Beneficial	Realignment of a major road away from a ground water extraction area.	5
Beneficial	Reduces risk of contamination of a ground water extraction area (e.g. by containing the drainage off the road); or reduces or eliminates subsoil consolidation thereby improving shallow ground water flow.	4
Neutral	No effect on ground water and/or no change to the risk of contaminating ground water extraction area.	3
Detrimental	Lowering the water table affects domestic water bores and / or local vegetation; road drainage recharges a saline water table.	2
Highly Detrimental	New major road over a protected ground water extraction area with a potentially high risk of contamination.	1

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion at “2 Ground Water” under the Environment criterion and indicate the impact of the works on ground water.

### 6.5.3.3 Air and Dust Pollution

Vehicle emissions and dust from unsealed roads contributes to air pollution. The emissions and dust enter the atmosphere where they may be harmful to the general health of people. It is desirable to reduce the level of air pollution and any reduction in vehicle emissions and dust would be beneficial. Vehicle emissions also contribute to the greenhouse effect and governments are committed to reducing greenhouse emissions.

The amount of vehicle emissions entering the atmosphere is dependent on several factors including the total vehicle usage and efficiency of vehicles.

The total vehicle usage is an obvious impact as vehicle emissions will increase if there are more vehicles on the road or if vehicles must travel a longer distance to get to their destination.

Vehicle efficiency is a measure of the amount of exhaust emissions generated for every kilometre of travel and can be affected by the following factors:

- Travel speed – optimum travel speeds will reduce exhaust emissions.
- Uniformity of speed – excessive acceleration and decelerating, stopping and starting will increase exhaust emissions.
- Number and steepness of hills – a level road will reduce exhaust emissions.

Vehicle emissions are generally more of a problem in urban areas than in rural areas because of the concentration of vehicle use.

Dust generated from unsealed roads contributes to air pollution and also creates hazardous conditions for vehicles trying to overtake or pass other vehicles. The volume of traffic using an unsealed road and the amount of moisture in the road surface (i.e. time since the last rain) effects the amount of dust generated. Dust is also a major source of distress to animals moved by road transport.

<b>Effect</b>	<b>Description of Effect</b>	<b>Rating</b>
Highly Beneficial	Significant reduction in air pollution and road safety risks e.g. sealing an unsealed road that was generating a lot of dust due to traffic usage (road has more than 100 vehicles per day).	5
Beneficial	Some reduction in air pollution and road safety risks e.g. a reduction in the stop-start operation of a congested road resulting in lower exhaust emissions; sealing an unsealed road (road has less than 100 vehicles per day); or a proposal (e.g. a bus lane) that results in some reduction in vehicle usage.	4
Neutral	No change in the amount of vehicle emissions or dust e.g. no increase in traffic; no unsealed roads are sealed.	3
Detrimental	Some increase in air pollution e.g. road project encourages more vehicle use resulting in increased exhaust emissions; major upgrading of a road encourages additional traffic to use a nearby unsealed road resulting in additional dust.	2
Highly Detrimental	A significant increase in air pollution e.g. an unsealed road project that generates a significant amount of additional traffic on the road, or a road project resulting in a significant increase in vehicle usage.	1

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion at “3 Air and Dust Pollution” under the Environment criterion and indicate the impact of the works on air and dust pollution.

### 6.5.3.4 Noise Pollution

This factor relates to the change in noise experienced by people due to road usage.

Several factors can affect the level of noise generated by road traffic such as:

- Total traffic volume
- Number of heavy vehicles
- Number of stop/starts e.g. at stop signs
- Steepness of hills (particularly for heavy vehicles)
- Speed of traffic
- Road surface

In general, more traffic, more heavy vehicles and more stop/starts result in increased noise as do steeper hills, faster traffic and rougher roads.

The level of noise experienced by people relates to their proximity to a road. Consider incorporating noise reduction measures (e.g. earth mounds, walls or special road surfaces) into a road project to reduce the impact of a new road or increased traffic.

Effect	Description of Effect	Rating
Highly Beneficial	A significant reduction in noise for a large number of houses and reducing road safety risks e.g. bypassing a residential area to remove a large amount of traffic (especially heavy vehicles) from that area with noise reduction measures along the new route.	5
Beneficial	Some decrease in noise for a number of houses and reducing road safety risks e.g. by reducing the traffic near the houses; improving intersections; diverting heavy vehicles away from houses.	4
Neutral	No increase in noise levels e.g. increase in traffic may be offset by noise reduction measures; no people near the proposed works.	3
Detrimental	Some increase in noise for a number of houses due to increased traffic (especially heavy vehicles) or increased stopping points.	2
Highly Detrimental	A significant increase in noise for a large number of houses e.g. a new road through a residential area.	1

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion at “4 Noise” under the Environment criterion and indicate the impact of the works on noise.

### 6.5.3.5 Flora and Fauna

The net loss of quantity and quality of flora and fauna in the environment is a measure of the impact of a road project on the natural environment.

Assess a road project in terms of the following:

- Fragmentation of remnant patches of natural habitat or division of a conservation reserve.
- Loss of representative habitats both locally and regionally.
- Presence or absence of rare and endangered species or habitat.
- Introduction of weeds, pests and diseases (such as dieback).

Local Governments are bound by the Environmental Protection Act 1986, which provides for the conservation, preservation, protection, enhancement and

management of the environment. In addition, MRWA policy is to conserve roadside vegetation and enhance the roadside by widening the vegetation where viable populations of flora and fauna can be established to link existing remnant bush areas of local or regional significance i.e. create biological corridors.

Flora and fauna should also be considered with respect to their role in regional land management.

Effect	Description of Effect	Rating
Highly Beneficial	Conservation initiative of regional significance e.g. development of a sustainable roadside corridor linking remnant reserves of regional significance; realignment of a major road from within to outside of a nature reserve.	5
Beneficial	Conservation initiative of local significance e.g. conservation of locally rare species or species.	4
Neutral	No clearing or net loss of habitat e.g. widening roadside to replace natural vegetation cleared for roadworks.	3
Detrimental	Clearing of vegetation with loss of habitat or land conservation value e.g. widening a road in bushland area.	2
Highly Detrimental	Road severs a conservation reserve; results in loss of habitat of rare and endangered species, high probability of introduction of pest species or plant diseases.	1

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion at “5 Flora and Fauna” under the Environment criterion and indicate the impact of the works on flora and fauna.

#### 6.5.4 SOCIAL CRITERION

Meeting the social needs and aspirations of the community is essential for improving the quality of life for the residents of the South West Region. This includes addressing issues such as accessibility and mobility. The costs and resulting benefits need to be shared equitably amongst the regions’ communities.

##### 6.5.4.1 Emergency Access

This factor measures the impact the road project will have on the safe ingress and egress of emergency service vehicles (ambulance, fire, police, etc.) at facilities such as hospitals, airports, fire stations, etc.

Road projects that reduce travel time of emergency service vehicles rate as beneficial or highly beneficial. Traffic calming measures outside a hospital may adversely affect travel time thereby incurring a detrimental rating.

In assessing this factor, consider alternative an access route(s) to these facilities.

Effect	Description of Effect	Rating
Highly Beneficial	A significant improvement in the safe ingress and egress at an emergency facility e.g. hospital.	5
Beneficial	Some improvement in the safe ingress and egress at emergency facility.	4
Neutral	No impact on the ingress and egress at an emergency facility.	3
Detrimental	Some reduction in the safe ingress and egress at an emergency facility.	2
Highly Detrimental	Significant reduction in the safe ingress and egress at an emergency facility.	1

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion at “1 Emergency Access Route” under the Social criterion and indicate the service and base location.

#### 6.5.4.2 Inter Community Access

This factor addresses the need to provide communities with safe road access to other communities and/or regional cultural facilities either directly or by connecting to the major road network. The level of service provided (sealed versus unsealed), size of the community and nature of the cultural facility are issues to be considered in determining the rating for this factor together with the availability and length of alternate access.

Effect	Description of Effect	Rating
Highly Beneficial	A significant improvement in access (e.g. sealed road) to a large community or Regional cultural facility.	5
Beneficial	Some improvement in access to a community or cultural facility.	4
Neutral	No impact on access to a community or cultural facility.	3
Detrimental	Some reduction in access to a community or cultural facility.	2
Highly Detrimental	Significant reduction in access to a community or cultural facility.	1

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion at “2 Inter Community Access Route” under the Social criterion and indicate the communities, populations and/or community facilities serviced.

Indicate whether alternate access routes are available and their standard of construction.

#### 6.5.4.3 School Bus Route/Pedestrian/Cyclist Facilities

This factor addresses the level of impact the road project will have on school bus routes, pedestrian facilities or cyclist facilities and safety.

Road projects that improve the level of amenity and safety for all three would rating the maximum 5 points. Road projects that significantly improve at least one facility would rate 4 points.

While not directly relating to providing dual use paths, use this factor to measure improvements to address conflicts between vehicular traffic and other road users (e.g. median islands). This factor also relates to widening and providing a painted lane to cater for cyclists. Road projects that do not affect these facilities would rate 3 points.

<b>Effect</b>	<b>Description of Effect</b>	<b>Rating</b>
Highly Beneficial	A significant improvement in school bus routes, and/or pedestrian facilities/safety and/or cyclist facilities/safety.	5
Beneficial	Some improvement in school bus routes, and/or pedestrian facilities/safety and/or cyclist facilities/safety.	4
Neutral	No impact on school bus routes, and/or pedestrian facilities/safety and/or cyclist facilities/safety.	3
Detrimental	Some negative impact (reduced) on school bus routes, and/or pedestrian facilities/safety and/or cyclist facilities/safety.	2
Highly Detrimental	Significant negative impact (reduction) to (all three) school bus routes, pedestrian facilities/safety, and cyclist facilities/safety.	1

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion at “3 School/Pedestrian/Cyclist facilities” under the Social criterion and indicate the type/nature of facilities impacted by the works.

#### **6.5.4.4 Community Expectations**

Local Governments are able to assess and assign improvement and expansion roadwork priorities within their boundaries through contact with local communities. Key to the roadwork priorities is the safety of the road network.

As part of the development of an ongoing 5 year road strategy, Local Governments should attach a descending order of priority for these works. This factor supports that order of priority by attaching a maximum rating to the project of highest priority with decreasing ratings for projects of lesser priority.

Use the following table to determine the raw rating for Community Expectations.

<b>Priority set by Council</b>	<b>Raw Rating</b>
First	5
Second	4
Third	3
Fourth	2
Fifth or greater	1

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion at “4 Community Expectations” under the Social criterion and provide comments to support the rating.



**7. PROCESS FLOWCHART**  
Under development

**8. APPENDICES**  
**8.1 APPENDIX 1 - SPECIFICATION FOR DETERMINING AADT**

**8.1.1 GENERAL**

From past statistical data it has been determined that the most desirable periods during the year to take traffic counts in order to determine the average daily traffic (ADT) is during late January / early February, late April / early May and late September / early October.

A reasonably accurate estimation of the annual average daily traffic (AADT) can then be established by taking the mean of the traffic counts of one week's duration taken during each of these periods.

**8.1.2 DETAILS OF COUNTING PROCEDURE**

**8.1.2.1 Data Collection**

The traffic count should be conducted within 5 years of the funding year.

**8.1.2.2 Location of Count Station**

Generally, the location of the count station should be midway within the section covered by the proposed works. For simplicity the location should not be an intersection or junction unless the works specifically relate to the junction or intersection.

**8.1.2.3 Traffic Classifier**

The use of vehicle classifiers is the recommended method of capturing traffic use data as they provide the added benefit of classifying the type of traffic using the road.

The classifier is to be positioned for a seven day period, not to coincide with any abnormal event in the area. The unit should be checked on a regular basis to ensure that there has not been any malfunction.

**8.1.2.4 Mechanical Counter and Manual Count**

If a mechanical counter is used, a manual count should also be undertaken over two consecutive days (only one of which should be a weekend day) during the count period. The manual counts are to be of 12 hours duration each day. The vehicle class is to be recorded during the manual count.

**8.1.2.5 Determining AADT from Classifier Count**

**Calculate the ADT for each count period:**

$$ADT = \frac{\text{Total Number Vehicles Counted}}{\text{Number of Count Days}}$$

**Calculate the AADT by:**

$$AADT = \frac{\sum (\text{Sum of}) ADT}{\text{Number of Count Periods}}$$

### 8.1.2.2 Determining AADT from Mechanical/Manual Count

Determine the average number of vehicles per day recorded during the two day manual count.

Determine the average number of vehicles per day recorded by the mechanical counter for the same two day period as the manual count.

**Calculate the AADT by:**

$$\text{ADT} = \text{Average for two day manual count} \times \frac{\text{Average for two day mechanical count}}{\text{Average for seven day mechanical count}}$$

**Calculate the AADT by:**

$$\text{AADT} = \frac{\sum (\text{Sum of}) \text{ADT}}{\text{Number of Count Periods}}$$

## 8.2 APPENDIX 2 – TYPICAL PRESERVATION, IMPROVEMENT AND EXPANSION PROJECTS

### 8.2.1 PRESERVATION PROJECTS

#### Periodic Maintenance

- Upgrade formation/drainage/gravel
- Construct asphalt/gravel overlay
- Stabilise pavement
- Re-deck/resurface bridge
- Repair bridge/expansion joints/approaches
- Concrete overlay bridge
- Repair floodway/culvert
- Recondition shoulders/drainage/formation/gravel/median
- Aggregate/asphalt/sand/enrichment seal

#### Reconstruction

- Reconstruct pavement/shoulders
- Reconstruct bridges/approaches
- Reconstruct floodway (includes sealing)
- Replace bridge with culverts
- Reconstruct grid
- Reconstruct/replace culvert

*Where the primary reason for reconstruction is attributable to road failure take the opportunity to make minor improvements such as shoulder sealing to offset excessive maintenance costs and upgrading the horizontal and vertical geometry to improve safety.*

### 8.2.2 Improvement Projects

#### Roadworks

- Construct bridge/culvert/flood crossing over river/creek (existing roads)
- Construct bridge over road/railway (existing roads)
- Construct passing, climbing, overtaking or auxiliary lanes
- Widen existing road or bridge by less than an additional lane
- Widen crests and curves
- Construct grid and approaches

#### Reconstruction

- Reconstruct pavement/shoulders (includes sealing)
- Reconstruct bridges/approaches
- Reconstruct floodway (includes sealing)
- Replace bridge with culverts
- Reconstruct grid
- Reconstruct culvert

*Where the reason for reconstruction is attributable to the need for safety improvement, minor or major horizontal and vertical geometric improvements may be undertaken.*

**Traffic Management**

- Construct median
- Improve intersection (including kerbing)
- Improve channelization
- Improve road geometry
- Install traffic control signals
- Construct roundabout

**8.2.3 Expansion Projects****Roadworks**

- Construct and gravel
- Construct pavement primer seal and seal
- Construct bridge/culvert/flood crossing (new roads)
- Widen an existing link to provide additional continuous lane(s)
- All improvement work done in conjunction with new road construction

**Traffic Management**

- Construct/erect traffic control devices (new roads)

### 8.3 APPENDIX 3 – EXAMPLES OF SAFETY TREATMENTS FOR PRESERVATION, IMPROVEMENT AND EXPANSION PROJECTS

Following are examples of safety treatments to the road network for Preservation, Improvement or Expansion projects (sources: Safe System Assessment Framework, Austroads, February 2016; and Local Government Road Safety Management Guidance, Austroads, January 2020).

#### Run-off road crash (to left or right) treatments:

- Flexible roadside and median barriers
- Very high quality compacted roadside surface, very gentle to flat side slopes and exceptionally wide run-off areas
- Very low speed environment/speed limit
- Wide run-off areas with well-maintained shallow drainage and gentle side slopes
- Wide sealed shoulders with audio-tactile edge line
- Audio-tactile centre line
- Lane marking
- Painted median/wide centrelines
- Vehicle activated signs
- Skid resistance improvement
- Remove roadside hazards
- Guideposts
- Overtaking lane

#### Head-on crash treatments:

- One-way traffic
- Flexible median barrier
- Non-flexible barrier
- Wide median (constructed)
- Median painted/wide centrelines
- Low speed environment/speed limit
- Ban overtaking
- Skid resistance improvement
- Audio-tactile centre line
- Audio-tactile edge line
- Consistent design along the route
- Consistent delineation for route
- Overtaking lanes
- Lane marking
- Improved superelevation

#### Intersection treatments:

- Grade separation
- Close intersection
- Low speed environment
- Raised platform
- Left in/left out, with protected acceleration and deceleration lanes where required
- Ban selected movements
- Reduce speed environment/speed limit
- Redirect traffic to higher quality intersection
- Turning lanes

- Vehicle activated signs
- Improved intersection conspicuity
- Advanced direction signage and warning
- Improved sight distance
- Traffic signals with fully controlled right turns
- Roundabouts
- Skid resistance improvement
- Improved street lighting

Pedestrian treatments:

- Separation (footpath)
- Separation (crossing point)
- Very low speed environment, especially at intersections or crossing points
- Reduce speed environment/speed limit
- Pedestrian refuge
- Reduce traffic volume
- Pedestrian signals
- Skid resistant improvement
- Improved sight distance to pedestrians
- Improved lighting
- Rest-on-red signals
- Speed enforcement

Cyclist treatments:

- Separation (separate cycle path)
- Very low speed environment, especially at intersections
- Shared pedestrian/cyclist path
- Cycle lane
- Reduce traffic volume
- Separate cyclist signals at intersections
- Cyclist box at intersections
- Skid resistance improvement
- Speed enforcement

**9. FORMS**  
**9.1 ATTACHMENT 1 – ROAD PROJECT PRESERVATION ASSESSMENT FORM**

**South West Regional Road Group Funding Submission  
 PRESERVATION PROJECT 2022 - 2023**

The shaded boxes of this form to be completed in full and included with the standard Project Assessment Form

**LOCAL AUTHORITY**

**ROAD NAME**  **ROAD No**

**DETAILED DESCRIPTION PROJECT SCOPE AND OUTCOMES**

**PROJECT SLK RAI** Start  Finish  Total Length

**PROJECT STAGING** Is submission seeking staged multi year funding status (Yes / No)

If yes total number of years  from July  to June

If this submission is the first for a project enter proposed years above. If an ongoing previously funded project enter the years previously approved

This submission is year  of  years

**HERITAGE AND ENVIRONMENTAL CLEARANCES OBTAINED (Y / N / NA)**

Heritage clearance required? Y/N  Heritage clearance obtained? Y/N

Environmental clearance required? Y/N  Environmental clearance obtained? Y/N

Other clearance/permit required? Y/N  Other clearance/permit obtained? Y/N

Specify Other Clearance required

**SERVICE UTILITY PROVIDERS - WORKS REQUIRED (Y / N)**

Power  Telecommunications

Water  Gas

Transport (Rail)  Other

Specify Other

**LAND ACQUISITION (Y / N / NA)**

Private  State Forest National Park

**PROJECT READIN** Is this project ready for construction to commence unimpeded (Y/N)

If not please clarify below the issues

**SUPPORTING DOCUMENTATION**

Has the following supporting documentation been attached to the Project Assessment Form

Traffic Count by Vehicle Class (Y/N)

I confirm the above information is correct and that I will be available during the submission evaluation period to discuss the submission

Authorising Officer

Mobile

Email Address

**MRWA Office Use only:**

Have the following project details as per previous and approved submissions remain unchanged (Y / N)

Project Scope  SLK Range  Year Range

Community Score

NOTE: For a project to retain ongoing funding to the project scope, SLK range and total years MUST remain unchanged from initial submission

**Instructions and Notes for Form Completion**

Enter your Council Name in the format of either Shire of XXXX or City of XXXX

Enter Road Name and Number as it appears in the Road 2030 Regional Strategy for Significant Local Government Road document

Provide a detailed description of the proposed treatment for the submission, which should reflect the "Development Strategy" as detailed in Road 2030. For example Widening road to 7.0m wide with 1.0m shoulder and improvements to roadside drains and verges, road delineation and install centreline and edge line pavement markings

Enter the full SLK range for the life of the project. Do not enter the SLK range for the first financial year of the project this must be provided below.

Important that Start and Finish SLK's have been entered in cells shaded blue for rate calculations

Approved stage project receiving pre-construction funds will receive priority status for future years based on the agreed project funding schedule. Provide answers to all questions. Please note that the project funding **ONGOING STATUS** will expire at the completion of the number of years entered under the initial submission.

Complete all questions on progress to achieving all necessary approvals and service relocation  
 Please consider whether or not to further stage your project to ensure that all clearances, service relocations and land acquisition are finalised prior to requesting funds for construction

Indicate if the project is ready for construction. If the submission relates to requests for funding to commence planning activities please provide comments in the "If not please clarify below the issues field". If the project is not ready for construction please provide details of the approvals yet to be received.

Attach documentation to the submission supporting data provided.

Provide contact details of authorising officer.

Main Road Use only



**ROAD PROJECT ASSESSMENT FORM  
PRESERVATION PROJECT 2021 - 2022**

**PROJECT SLK RANGE BY FINANCIAL YEAR**

YEAR	Start SLK	Finish SLK	Section Length	Funding		
				RRG Pool	LGA	Total
2022 / 2023						
2023 / 2024						
2024 / 2025						
2025 / 2026						
2026 / 2027						
2027+						

For each financial year provide the start and finish SLK's, the amount of funding sought from the RRG Pool and the LGA contribution (Total Amount automatically calculated). Also provide a brief description of the work to be carried out in that year.  
The following financial years for the full life of the project (i.e. number of years or provided "Project Start/finish period (years)") are completed with indicative SLK ranges, planned work and funding. There is an opportunity to review and update the financial and SLK range in subsequent yearly submissions as required. The project life period cannot be changed as it will be fixed to the period on the original submission.

**WHEN ENTERING THE POOL CONTRIBUTION FUNDING AMOUNT PLEASE ROUND UP TO NEAREST THOUSAND DOLLAR**

**ROAD STANDARD**

	Existing	Proposed
Formation Width (Metres)		
Seal Width (Metres)		
Sealed Shoulder Width (Metres)		
Unsealed Shoulder Width (Metres)		
Speed Zoning		

Provide details of existing and proposed road standards

**EVALUATION**

Enter one of the following work categories (RC / RS / UR)

Information required to automatically allocate scores into correct category below

	Reconstruction (RC)	Resealing (RS)	Unsealed Roads
Traffic			
Road Condition			
Community Expectation			
<b>Total Score</b>			

Scores in this section are automatically calculated. The table in which they appear is dependant on the value entered in cell shaded

**If any cells in this row contain the words \$VALUE or \$N/A check data in cells shaded**

Calculated field with data from Page 3 or 4 dependant on the value entered in cell shaded

Calculated field with data from Page 4

Calculated field

*Only one category is taken for each project*

ROAD PROJECT ASSESSMENT FORM PRESERVATION PROJECT 2022 - 2023			
TRAFFIC	Raw Score	Factor Weight	Net Score
<b>1. Traffic Volume</b>	Data Missing	0.50	#VALUE!
Urban / Rural			
AA DT	Location of Count	Month / Year	
<b>2. Traffic Mix</b>	Data Missing	0.50	#VALUE!
Road Train Route ( Y / N )		AA DT Heavy Traffic:	
Derived from :	Classifier / Manual Count		
Estimated gross annual tonnage:			
Amplifying comments on main cartage tasks:			
Total the net scores for Traffic Factors above		#VALUE!	
Traffic Criteria Weighting		2.00	
Traffic Score ( multiply total net score by criteria weighting )		#VALUE!	
<b>RECONSTRUCTION</b>			
	Raw Score	Factor Weight	Net Score
<b>1. Local surface defects</b> (Table 2.1)		0.10	
<b>2. Patches extent</b> (Table 4.1)		0.10	
<b>3. Rutting severity</b> (Table 5.2)		0.20	
<b>4. Cracking severity</b> (Table 7.2)		0.20	
<b>5. Edge Break Extent</b> (Table 9.2) or <b>Kerb Condition Extent</b> (Table 11.3)		0.10	
<b>6. Unsealed shoulder condition</b> (Table 12.4) or <b>Kerb Height</b> (Table 11.2)		0.10	
<b>7. Table drains or Underground Drainage</b> (Table 13.1)		0.20	
Total the net scores for the Road Conditions Factors above			
Road Conditions Criteria Weighting		6.00	
Road Conditions Score ( multiply total net score by criteria weighting )			
<i>Road Conditions Efficiency score automatically transferred to Evaluation section</i>			

**Please attach copy of latest traffic count data sheets to support traffic volume and vehicle class mix. See "Sample Form"**

The traffic score is used for all preservation categories

This score is a calculated score from data entered in cells shaded if the word "Data Missing" or "N/A" appear check data in cells shaded

Scores are determined depending on project location. Enter "R" for Rural (parted speed limit < 80kmph) or "U" for Urban (Parted speed limit < 80kmph).

Enter data for all classes from latest Classifier Traffic Count Reports. Refer to section 6.4.1.1 Traffic Volume of the SWRRG Road Project Prioritisation Guideline

Calculate score. If the word "Data Missing" or "N/A" appear in this row check data entered in cells shaded

Enter information from Traffic Counter for Vehicle Class 3 and above in cells shaded. Refer to section 6.4.1.2 Traffic Mix of the South West Regional Road Group Road Project Prioritisation Guideline

Enter method used to collect traffic count data. Use of Classifier is preferred

**Required field - Support the percentage of heavy vehicles utilizing road**

Support submission with details of industries supported by road

Calculated field

Fixed value field

Calculated field which is automatically transferred to the appropriate section at the top of this page

**Use this section if the Preservation works are reconstruction ensuring "RC" has been entered in cells shaded**

Refer to section 6.4.2.1 Reconstruction and Period Maintenance on Sealed Roads of the South West Regional Road Group Road Project Prioritisation Guideline and the WALGA Road Visual Condition Assessment Manual to determine an appropriate score between 1 and 5 for this criteria

Calculated field

Fixed value field

Calculated field which is automatically transferred to the appropriate section on page 2

**ROAD PROJECT ASSESSMENT FORM  
PRESERVATION PROJECT 2022 - 2023**

**RESEALING**

	<b>Raw Score</b>	<b>Factor Weight</b>	<b>Net Score</b>
<b>1. Binder/Asphalt Condition</b> (Sections 6.4.2.2 and 9.5 attachment 5 S/W/R RRG Prioritisation Guidelines)	<input type="text"/>	0.20	
<b>2. Binder / Stone</b> (Sections 6.4.2.2 and 9.5 attachment 5 S/W/R RRG Prioritisation Guidelines)	<input type="text"/>	0.20	
<b>3. Cracking severity</b> (Table 7.2 WALGA Road Visual Condition Assessment Manual)	<input type="text"/>	0.20	
<b>4. Seal / Reseal Age</b> (Sections 6.4.2.2 and 9.5 attachment 5 S/W/R RRG Prioritisation Guidelines)	<input type="text"/>	0.40	
Total the net scores for the Road Conditions Factors above			<input type="text"/>
Road Conditions Criteria Weighting		6.00	
Road Conditions Score (multiply total net score by criteria weighting)			<input type="text"/>

**UNSEALED ROADS**

	<b>Raw Score</b>	<b>Factor Weight</b>	<b>Net Score</b>
1. Shape	<input type="text"/>	0.25	
2. Dust	<input type="text"/>	0.25	
3. Depth of Base	<input type="text"/>	0.25	
4. Table Drains	<input type="text"/>	0.25	
Total the net scores for the Road Conditions Factors above			<input type="text"/>
Road Conditions Criteria Weighting		6.00	
Road Conditions Score (multiply total net score by criteria weighting)			<input type="text"/>

**COMMUNITY EXPECTATION**

	<b>Raw Score</b>	<b>Factor Weight</b>	<b>Net Score</b>
<b>1. Community Expectations</b>	<input type="text"/>	1.00	
Total the net scores for the Community Expectation Factor above			<input type="text"/>
Community Expectation Criteria Weighting		2.00	
Community Expectation Score (multiply total net score by criteria weighting)			<input type="text"/>

**Use this section if the Preservation works are resealing paving "RS" has been entered in cell shaded**

For Resealing Projects refer to section 6.4.2.2 and section 9.5 Attachment 5 of the South West Regional Road Group Road Project Prioritisation Guidelines to determine an appropriate score between 1 and 5 for Binder / Asphalt condition, Binder Stone condition and Seal Age and the WALGA Road Visual Condition Assessment Manual to determine an appropriate score between 1 and 5 for Cracking severity (Table 7.2)

Calculated field

Fixed value field

Calculated field which is automatically transferred to the appropriate section on page 2

**Use this section if the Preservation works are on unsealed roads paving "UR" has been entered in cell shaded**

Refer to section 6.4.2.3 Periodic Maintenance and Minor Works on Unsealed Roads of the South West Regional Road Group Road Project Prioritisation Guidelines and the WALGA Road Visual Condition Assessment Manual to determine an appropriate score between 1 and 5 for this criteria

Calculated field

Fixed value field

Calculated field which is automatically transferred to the appropriate section on page 2

Refer to section 6.4.3.1 Community Expectations of the South West Regional Road Group Road Project Prioritisation Guidelines to determine an appropriate score between 1 and 5 for this criteria. It should be noted that the community score of 5/3/2 can only be used once under the Improvement Expansion submission category with the score of 1 used when submission numbers exceed 4 in total. Where a project is classed as ongoing (i.e. stage 4) then the community score allocated in previous year submission must remain the same until the project is completed otherwise it will have its ongoing funding status and will compete for funding with all other non funded projects.

Calculated field

Fixed value field

Calculated field which is automatically transferred to the appropriate section on page 2

## 9.2 ATTACHMENT 2 – IMPROVEMENT / EXPANSION ASSESSMENT FORM

South West Regional Road Group Funding Submission IMPROVEMENT / EXPANSION PROJECT 2022 - 2023	Instructions How to complete form <b>Only enter information in shaded cells</b>
The shaded boxes of this form to be completed in full and included with the standard Project Assessment form.	
<b>LOCAL AUTHORITY</b> <input style="width: 100%;" type="text"/> <b>ROAD NAME</b> <input style="width: 100%;" type="text"/> <b>ROAD No</b> <input style="width: 100%;" type="text"/>	Enter your Council Name in the format of either Shire of XXXX or City of XXXX Enter the Road Name and Road Number as it appears in the <b>Roads 2030 Regional Strategies for Significant Local Government Roads</b> document
<b>DETAILED DESCRIPTION PROJECT SCOPE AND OUTCOMES</b> <div style="background-color: #ffffcc; height: 100px; width: 100%;"></div>	Provide a detailed description of the proposed treatment for the submission which should reflect the "Development Strategy" as detailed in Roads 2030.
<b>PROJECT SLK RAN</b> Start <input style="width: 50px;" type="text"/> Finish <input style="width: 50px;" type="text"/> Total Length <input style="width: 50px;" type="text"/> <b>0</b>	Enter the full SLK range for the life of the project. Do not enter the SLK range for the first financial year of the project this must be provided below. <b>Important that Start and Finish SLK's have been entered in cells shaded blue for score calculations</b>
<b>PROJECT STAGING</b> Is submission seeking staged multi year funding status (Yes / No) <input style="width: 50px;" type="text"/> If yes total number of years <input style="width: 50px;" type="text"/> from July <input style="width: 50px;" type="text"/> to June <input style="width: 50px;" type="text"/> <div style="background-color: #ffffcc; font-size: x-small; padding: 2px;">If this submission is the first for a project enter proposed years above. If an ongoing previously funded project enter the years previously approved.</div> This submission is year <input style="width: 50px;" type="text"/> of <input style="width: 50px;" type="text"/> years	Approve staged projects receiving pre-construction funds will receive priority status for future years based on the agreed project funding schedule. Provide answers to all questions. Please note that the projects funding <b>ONGOING STATUS</b> will expire at the completion of the number of years entered under this section.
<b>HERITAGE AND ENVIRONMENTAL CLEARANCES OBTAINED (Y / N / NA)</b> Heritage clearance require: Y/N <input style="width: 50px;" type="text"/> Heritage clearance obtained: Y/N <input style="width: 50px;" type="text"/> Environmental clearance require: Y/N <input style="width: 50px;" type="text"/> Environmental clearance obtained: Y/N <input style="width: 50px;" type="text"/> Other clearance/permits require: Y/N <input style="width: 50px;" type="text"/> Other clearance/permits obtained: Y/N <input style="width: 50px;" type="text"/> Specify Other Clearance required: <input style="width: 100%;" type="text"/>	<b>Complete all questions on progress to achieving all necessary approvals and service relocations</b> Please consider whether or not to further stage your project to ensure that all clearances, service relocations and land acquisitions are finalised prior to requesting funds for construction
<b>SERVICE UTILITY PROVIDERS - WORKS REQUIRED (Y / N)</b> Power <input style="width: 50px;" type="text"/> Telecommunications: <input style="width: 50px;" type="text"/> Water <input style="width: 50px;" type="text"/> Gas <input style="width: 50px;" type="text"/> Transport (Rail) <input style="width: 50px;" type="text"/> Other <input style="width: 50px;" type="text"/> Specify Other: <input style="width: 100%;" type="text"/>	
<b>LAND ACQUISITION (Y / N / NA)</b> Private <input style="width: 50px;" type="text"/> State Forest National Park <input style="width: 50px;" type="text"/>	
<b>PROJECT READIN</b> Is this project ready for construction to commence unimpeded (Y/N) <input style="width: 50px;" type="text"/> If not please clarify below the issues: <div style="background-color: #ffffcc; height: 50px; width: 100%;"></div>	<b>Indicate if the project is ready for construction. If the submission relates to requests for funding to commence planning activities please provide comments in the "If not please clarify below the issues" field. If the project is not ready for construction please provide details of the approvals yet to be received.</b>
<b>SUPPORTING DOCUMENTATION</b> Has the following supporting documentation been attached to the Project Assessment Form Traffic Count by Vehicle Class (Y/N) <input style="width: 50px;" type="text"/> CAPS Crash Data Report (Y/N) <input style="width: 50px;" type="text"/> I confirm the above information is correct and that I will be available during the submission evaluation period Authorizing Officer: <input style="width: 100%;" type="text"/> Mobile: <input style="width: 100%;" type="text"/> Email Address: <input style="width: 100%;" type="text"/>	Attach documentation to the submission supporting data provided.  Provide contact details of authorising officer.
<b>MRWA Office Use only:</b> Have the following project details as per previous and approved submissions remain unchanged (Y / N) Project Scope <input style="width: 50px;" type="text"/> SLK Range <input style="width: 50px;" type="text"/> Year Range <input style="width: 50px;" type="text"/> Community Score <input style="width: 50px;" type="text"/>	<b>Main Roads Use only</b>
<b>NOTE: For a project to retain ongoing funding status the project scope, SLK range and total years MUST remain unchanged.</b>	

**ROAD PROJECT ASSESSMENT FORM  
IMPROVEMENT / EXPANSION PROJECT 2022 - 2023**

**PROJECT SLK RANGE BY FINANCIAL YEAR**

YEAR	Start SLK	Finish SLK	Section Length	Funding		
				Pool	LGA	Total
2022 / 2023			0.00			\$0
2023 / 2024			0.00			\$0
2024 / 2025			0.00			\$0
2025 / 2026			0.00			\$0
2026 / 2027			0.00			\$0
2027+			0.00			\$0

**ROAD STANDARD**

	Existing	Proposed
Formation Width (Metres)		
Seal Width (Metres)		
Sealed Shoulder Width (Metres)		
Unsealed Shoulder Width (Metres)		
Speed Zoning		

**EVALUATION - TOTAL PROJECT SCORE**

Safety	2.80
Transport Efficiency	#VALUE!
Environment	0.00
Social	0.00
<b>Total Score</b>	#VALUE!

For each financial year provide the start and finish SLK's, the amount of funding sought from the RRG Pool and the LGA contribution (Total Amount automatically calculated). Also provide a brief description of the work to be carried out in that year.  
The following financial years for the full life of the project (i.e. number of years as provided *"State the proposed staged delivery period (years)"*) are completed with indicative SLK ranges, planned work and funding. There is an opportunity to review and update the financial and SLK range in subsequent yearly submissions as required. The project life period cannot be changed as it will be fixed to the period on the original submission.

**WHEN ENTERING THE POOL CONTRIBUTION FUNDING AMOUNT PLEASE ROUND UP TO NEAREST THOUSAND DOLLAR**

**When entering scope of works - please amend the comments to reflect the works that is being proposed for that specific year (do not leave blank).**

Provide details of existing and proposed road standards

The figures in this section are copied from information provided below.

**Calculated field - Figure transferred from this page. If \$VALUE appears check data has been entered in cells shaded**

**Calculated field - Figure transferred from Page 3. If \$VALUE appears check data has been entered in cells shaded**

Calculated field - Figure transferred from Page 3

Calculated field - Figure transferred from Page 4

Calculated field

**ROAD PROJECT ASSESSMENT FORM  
IMPROVEMENT / EXPANSION PROJECT 2022 - 2023**

SAFETY	Raw Score	Factor Weight	Net Score
1. Crash History	1	0.70	0.70
<b>For All Projects Calculate and enter BCR (Use CARS)</b>			
2. Road Safety Improvements		0.30	0.00

Indicate the nature of the improvements to the road geometry or condition:

Total the net scores for the Safety Factors above	0.70
Safety Criteria Weighting	4.00
Safety Score (multiply total net score by criteria weighting)	2.80

**Please attach copy of CARS Reports to support BCR**

If the words "Data Missing" or "N/A" appear then check that values have been entered in cells shaded

Calculate the BCR using CARS and enter the result in cell shaded

Refer to section 6.5.1.2 Road Safety Improvements of the South West Regional Road Group Road Project Prioritisation Guidelines to determine an appropriate score between 1 and 5 for this criteria and support your score with comments. Note: The inclusion of safety improvements as listed in section 6.5.1.2 will assist in achieving a higher score under this section. Please indicate which safety improvements will form a part of the upgrade works.

Calculated field
Fixed value field
Calculated field which is automatically transferred to the appropriate section at the top of page 2.

## ROAD PROJECT ASSESSMENT FORM IMPROVEMENT / EXPANSION PROJECT 2022 - 2023

### TRANSPORT EFFICIENCY

	Raw Score	Factor Weight	Net Score
<b>1. Traffic Volume</b>	Data Missing	0.30	#VALUE!
Urban / Rural			
ADT			
Location of Count			
Month / Year			
<b>2. Traffic Mix</b>	Data Missing	0.25	#VALUE!
Road Train Route ( Y / N )	Y		
ADT Heavy Traffic:			
Derived from: Classifier / Manual Count			
Estimated gross annual tonnage:			
Amplifying comments on main cartage tasks:			
<b>3. Tourism</b>		0.20	0.00
List the scenic attractions/facilities directly serviced by the route and benefits obtained from proposed works:			
Estimated Annual Number of visitors			
<b>4. Travel Time</b>		0.15	0.00
Indicate the factors for selecting the score:			
<b>5. Economic Activity</b>		0.10	0.00
Indicate the industry or commercial activity serviced by the road:			
Total the net scores for the Transport Efficiency Factors above			#VALUE!
Transport Efficiency Criteria Weighting			3.00
Transport Efficiency Score ( multiply total net score by criteria weighting )			#VALUE!

Please attach copy of latest traffic count data sheets to support traffic volume and vehicle class mix. See "Sample Form TAB"

This score is calculated from data entered in collzhaded. If the word "Data Missing" or "N/A" appear in this row check data has been entered in collzhaded

Scores are allocated depending on project location. Enter "R" for Rural (parted speed limit > 80kmph) or "U" for Urban (Parted speed limit < 80kmph).

Enter data from latest Classifier Traffic Count Reports in collzhaded. Refer to section 6.5.2.1 Traffic Volume of the SW RRG Road Project Prioritisation Guideline

This score is a calculated score from data entered in collzhaded. If the word "Data Missing" or "N/A" appear in check data has been entered in collzhaded

Enter data from Traffic Counts for Vehicle Classes 3 and above in collzhaded. Refer to section 6.5.2.2 Traffic Mix of the SW RRG Road Project Prioritisation Guideline

Enter method used to collect traffic count data. Use of Classifiers is preferred

Required field - Support the percentage of heavy vehicle utilising a road

Support submission with details of industries supported by road

Refer to section 6.5.2.3 Tourism of the South West Regional Road Group Road Project Prioritisation Guideline to determine an appropriate score between 1 and 5 for this criteria and support your score with comments

Refer to section 6.5.2.4 Travel Time of the South West Regional Road Group Road Project Prioritisation Guideline to determine an appropriate score between 1 and 5 for this criteria and support your score with comments

Refer to section 6.5.2.5 Economic Activity of the South West Regional Road Group Road Project Prioritisation Guideline to determine an appropriate score between 1 and 5 for this criteria and support your score with comments.  
Exclude activities relating to Tourism as this activity is included in point 3 above.

Calculated field

Fixed value field

Calculated field which is automatically transferred to the appropriate section at the top of this page

ROAD PROJECT ASSESSMENT FORM			
IMPROVEMENT / EXPANSION PROJECT 2022 - 2023			
ENVIRONMENT	Raw Score	Factor Weight	Net Score
1. Surface Water	<input type="text"/>	0.25	0.00
Indicate impact of works on surface waters:			
<input type="text"/>			
2. Ground Water	<input type="text"/>	0.15	0.00
Indicate impact of works on ground water:			
<input type="text"/>			
3. Air and Dust Pollution	<input type="text"/>	0.15	0.00
Indicate impact of works on air and dust pollution:			
<input type="text"/>			
4. Noise	<input type="text"/>	0.15	0.00
Indicate impact of works on noise:			
<input type="text"/>			
5. Flora & Fauna	<input type="text"/>	0.30	0.00
Indicate impact of works on flora & fauna:			
<input type="text"/>			
Total the net scores for the Environment Factors above			0.00
Environment Criteria Weighting			1.00
Environment Score (multiply total net score by criteria weighting)			0.00
<b>SOCIAL</b>			
1. Emergency Access Route	<input type="text"/>	0.10	0.00
Indicate service (e.g. Hospital, Ambulance etc.) and base location:			
<input type="text"/>			
2. Inter Community Access Route	<input type="text"/>	0.10	0.00
Indicate communities and populations and or community facilities serviced:			
<input type="text"/>			
3. School/Pedestrian/Cyclist Facilities	<input type="text"/>	0.10	0.00
Indicate type/nature of facilities impacted by works:			
<input type="text"/>			
4. Community Expectations	<input type="text"/>	0.70	0.00
<input type="text"/>			
Total the net scores for the Social Factors above			0.00
Social Criteria Weighting			2.00
Social Score (multiply total net score by criteria weighting)			0.00

Refer to section 6.5.3.1 Surface Water of the South West Regional Road Group Road Project Prioritisation Guidelines to determine an appropriate score between 1 and 5 for this criteria and support your score with comments
Refer to section 6.5.3.2 Ground Water of the South West Regional Road Group Road Project Prioritisation Guidelines to determine an appropriate score between 1 and 5 for this criteria and support your score with comments
Refer to section 6.5.3.3 Air and Dust Pollution of the South West Regional Road Group Road Project Prioritisation Guidelines to determine an appropriate score between 1 and 5 for this criteria and support your score with comments
Refer to section 6.5.3.4 Noise Pollution of the South West Regional Road Group Road Project Prioritisation Guidelines to determine an appropriate score between 1 and 5 for this criteria and support your score with comments
Refer to section 6.5.3.5 Flora and Fauna of the South West Regional Road Group Road Project Prioritisation Guidelines to determine an appropriate score between 1 and 5 for this criteria and support your score with comments
Calculated field
Fixed value field
Calculated field which is automatically transferred to the appropriate section at the top of page 2.
Refer to section 6.5.4.1 Emergency Access of the South West Regional Road Group Road Project Prioritisation Guidelines to determine an appropriate score between 1 and 5 for this criteria and support your score with comments
Refer to section 6.5.4.2 Inter Community Access Route of the South West Regional Road Group Road Project Prioritisation Guidelines to determine an appropriate score between 1 and 5 for this criteria and support your score with comments
Refer to section 6.5.4.3 School/Pedestrian/Cyclist Facilities of the South West Regional Road Group Road Project Prioritisation Guidelines to determine an appropriate score between 1 and 5 for this criteria and support your score with comments. If the proposed works improve access to only one of the categories then a score of 3 is appropriate, two of the categories then a score of 4 is appropriate and all three categories achieve a score of 5.
Refer to section 6.5.4.4 Community Expectations of the South West Regional Road Group Road Project Prioritisation Guidelines to determine an appropriate score between 1 and 5 for this criteria and support your score with comments. It should be noted that the community scores of 5 & 3 & 2 can only be used once under the Improvement/Expansion submission category with the score of 1 used when submission numbers exceed 4 in total. Where a project is classed as an ongoing (i.e. stage 4) then the community score allocated in previous year's submission must remain the same until the project is completed otherwise it will have its ongoing funding status and will compete for funding with all other non-funded projects.
Calculated field
Fixed value field
Calculated field which is automatically transferred to the appropriate section at the top of page 2.



### 9.3 ATTACHMENT 3 – FIVE YEAR PROGRAM

#### Regional Road Group 5-Year Program 2009/2010 to 2013/2014

Last Updated: Wednesday, 21 May 2008

Road Name	LGA Number	Road Number	SLK		Work Description	Work Type**	Preservation***					Improvement / Expansion***								
			Start	Finish			2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014				
West End Road	201	1223	0.01	3.45	Reseal 6.2m wide	P	10,000													
West End Road	201	1223	4.80	11.46	Reconstruct and Seal to 6.2m wide	I							56,000	100,000	100,000	100,000	40,000			
West End Road	201	1223	12.85	15.32	Reseal 6.2m wide	P				22,000										
East End Road	201	1228	0.05	11.65	Reseal 6.2m wide	P		62,000	40,000											
Upper Left Road	201	0456	5.36	7.10	Reconstruct and Seal to 6.2m wide	I							60,000	120,000	25,000					
Nowhere Road	201	0120	2.36	4.25	Reseal 5.6m wide	P						35,000								
Nowhere Road	201	0120	8.56	15.26	Reconstruct and Seal to 6.2m wide	I									50,000	120,000	120,000			
<b>Financial Year Total RRG Pool Contribution</b>							10,000	62,000	40,000	22,000	35,000	116,000	220,000	175,000	220,000	160,000				
<b>Financial Year Total LGA Contribution</b>							5,000	31,000	20,000	11,000	17,500	58,000	110,000	87,500	110,000	80,000				
<b>Grand Total</b>							15,000	93,000	60,000	33,000	52,500	174,000	330,000	262,500	330,000	240,000				

	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014
<b>Total Annual LGA Funding Request</b>	189,000	423,000	322,500	363,000	292,500

<b>Preservation as % of Total Program</b>	7.94%	21.99%	18.60%	9.09%	17.95%
<b>Improvement/Expansion as % of Total Program</b>	92.06%	78.01%	81.40%	90.91%	82.05%

\*\*P Preservation  
 \*\*I Improvement  
 \*\*\* Enter \$ amounts as RRG Pool Contribution  
  Calculated Cells

## 9.4 ATTACHMENT 4 – APPROVAL IN PRINCIPLE

### REQUEST FOR APPROVAL IN PRINCIPLE LOCAL GOVERNMENT PROJECTS

#### **PROCESS**

Main Roads WA “Approval in Principle” is required if the scope of a project includes the installation on a local road under the control of a Local Authority of any of the following:

- All “R Series” regulatory signs as defined in Australian Standard 1742.2 – 2009 – Manual of uniform traffic control devices.
- All road pavement markings as defined in Australian Standard 1742.2 – 2009 – Manual of uniform traffic control devices.

The exception to the above is where a Local Authority has approved delegation of authority to install regulatory signs. Currently the delegated authority to install regulatory signs is limited to “parking signs” and “keep left signs” on local roads only and excludes roads under the control of Main Roads.

In applying for Approval in Principle the following staged process applies:

#### **Stage 1 – Initial application (Request for funding)**

- Submit enclosed project information form with proposed funding program nomination form (Federal / State Black Spot or Regional Road Project).
- Provide a concept drawing (can be hand drawn) of project site indicating location and type of signs and or pavement marking.

#### **Stage 2 – Formal Application (Funding Secured)**

- Submit enclosed project information form.
- Provide final design drawings.
- Provide additional supporting information.

#### **GENERAL NOTES**

##### **General**

All signs and pavement markings shall be installed in accordance with Australian Standard 1742.2 – 2009.

##### **Pavement Markings**

Generally Main Roads will not approve of the installation of longitudinal lines unless the AADT is more than 300 vehicles for rural roads and 2500 vehicles for urban roads and the pavement width is greater than 5.5m.

The exception to this is the installation of both a centreline and edgelines on substandard curves where the pavement width is greater than 5.5m but the AADT may be less than required. In this situation Main Roads would expect that where edgelines are installed Reflectorised Raised Pavement Markers and a double up of the curve warning signs would also be included. Please note that edgelines should be restricted to the curve section only.

##### **Traffic Control Signals – New Installation and Modification of Existing**

Approval in Principle for the installation or modification of existing Traffic Control Signals requires the approval of the Traffic Management Services section located in Main Roads Head Office East Perth. For further information on the requirements please contact the Traffic Services Manager located in the Main Roads South West Office.

# REQUEST FOR APPROVAL IN PRINCIPLE LOCAL GOVERNMENT PROJECTS

## APPLICATION STAGE

- Stage 1 – Initial application (Request for funding)** (include concept drawing)
- Stage 2 – Formal Application (Funding Secured)** (include final design drawings)

## LOCAL AUTHORITY DETAILS

**Local Authority**

**Contact Person**

**Contact Details**

**Email**

**Telephone No**

**Facsimile No**

**Mobile No**

## PROJECT DETAILS

### FUNDING

**National Black Spot**       **State Black Spot**       **RRG Road Project Grant**

(Select both if applying under both programs)

### LOCATION

**Road Name**  **Number**

**Road Section (SLK's)** **From**  **To**  **Various**

### SCOPE

**Scope of Works**  
(Detailed Description of proposed works)

### APPROVAL IN PRINCIPLE REQUIRED

**Regulatory Sign 'R' Series**       **Pavement Markings**

(May select one or more category)

.....  
**Authorised Officer**

.....  
**Date**

**9.5 ATTACHMENT 5 – BINDER, STONE AND ASPHALT CONDITION ASSESSMENT.**

**1 BINDER CONDITION (SPRAY SEALS)**

**1.1 Description**



Binder condition is a measure of how well the bitumen binder, in seals adheres the stone to the surface. As binder ages, it loses its viscoelasticity and consistency, and when exposed to air for a long period it becomes brittle as it oxidises. As this occurs the binder’s ability to bind the stone decreases.




**1.2 Possible causes**

- Age of seal.

**1.3 Method of Measurement**

To assess binder condition, it is necessary to remove a few stones using a screwdriver or similar probe and visually compare the binder with the rating diagrams and descriptions. As binder condition is temperature affected, it is important to assess at temperatures as close to 20 degrees Celsius as possible. Where temperatures are significantly higher or lower, adjustment must be made to compensate for the changing nature of the binder.

Characteristics	Example	Rating
<ul style="list-style-type: none"> <li>• Binder is black and shiny;</li> <li>• Slight smell of bitumen;</li> <li>• Binder adheres to stone and screwdriver;</li> <li>• Forms long thin tails;</li> <li>• Stones relatively easy to remove.</li> </ul>		<p>Record value as 1</p>
<ul style="list-style-type: none"> <li>• Binder is black and shiny;</li> <li>• Slight smell of bitumen;</li> <li>• Sticky;</li> <li>• Stains fingers and screwdriver;</li> <li>• Forms thin tails;</li> <li>• Stones ease out when removed.</li> </ul>		<p>Record value as 2</p>

Characteristics	Example	Rating
<ul style="list-style-type: none"> <li>• Binder is black and shiny;</li> <li>• Tacky;</li> <li>• Slightly stains fingers and screwdriver;</li> <li>• May form short tails</li> </ul>		<p>Record value as 3</p>
<ul style="list-style-type: none"> <li>• Binder has little shine and forms hard black coating on stones;</li> <li>• Slightly tacky;</li> <li>• Consistency of cheese;</li> <li>• No tails formed.</li> </ul>		<p>Record value as 4</p>
<ul style="list-style-type: none"> <li>• Binder is black and dull;</li> <li>• May form black-brown powder;</li> <li>• Hard and lacking ductility;</li> <li>• Some cracking may be evident;</li> <li>• Stones will “pop” out after some effort.</li> </ul>		<p>Record value as 5</p>

## 2 BINDER / STONE (SPRAY SEALS)

### 2.1 Description



Binder / Stone condition is assessed to determine the extent of defects in the wearing surface of spray seals. Distress is usually measured in terms of the “smoothness” of the wearing surface.

### 2.2 Method of Measurement



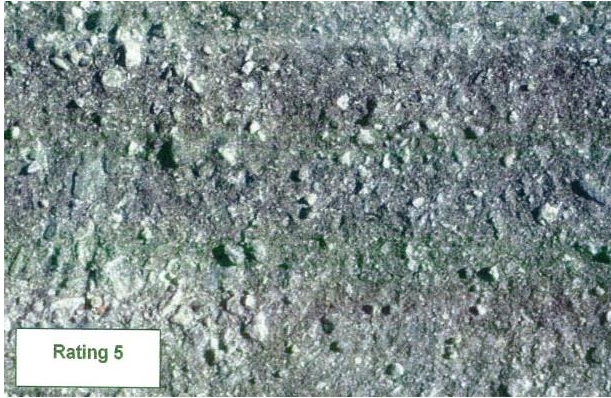
To assess binder / stone condition, it is usual to undertake an initial assessment from a slow-moving vehicle over the full length of the segment being assessed. A representative area is then inspected more closely and the surface texture assessed for suitability. A suitable texture is one that is rough to the feel under hand and will provide adequate skid resistance to vehicles. An inadequate surface texture is one that is smooth to the feel under hand and is unlikely to provide adequate resistance to skidding.

The rating of the binder / stone is based on the extent of pavement affected by inadequate surface texture. To ascertain this:

- Determine the area of the segment being assessed by multiplying length by average segment width.
- Determine the area of pavement exhibiting unsuitable surface texture.
- Express this as a percentage of the total segment area.
- Determine the appropriate rating from the following:

Characteristics	Example	Rating
<ul style="list-style-type: none"> <li>• Less than 1% of the area affected</li> </ul>		Record value as 1
<ul style="list-style-type: none"> <li>• Between 1% to &lt; 5% of the area affected</li> </ul>		Record value as 2



Characteristics	Example	Rating
<ul style="list-style-type: none"> <li>Between 5% to &lt; 10% of the area affected</li> </ul>		Record value as 3
<ul style="list-style-type: none"> <li>Between 10% to &lt; 20% of the area affected.</li> </ul>		Record value as 4
<ul style="list-style-type: none"> <li>Greater than 20% of the area affected.</li> </ul>		Record value as 5

### 3 ASPHALT CONDITION



#### 3.1 Description

Asphalt defects are typically manifested in conditions such as:

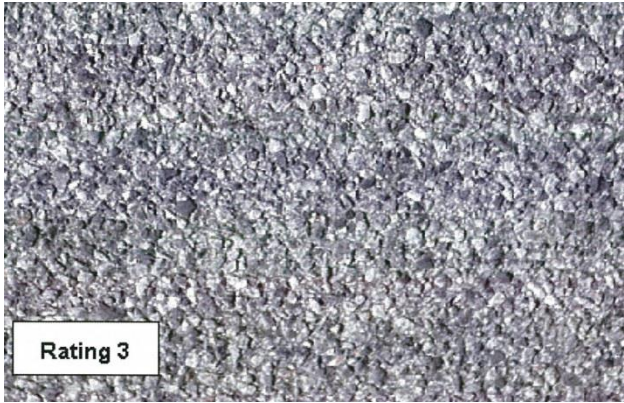
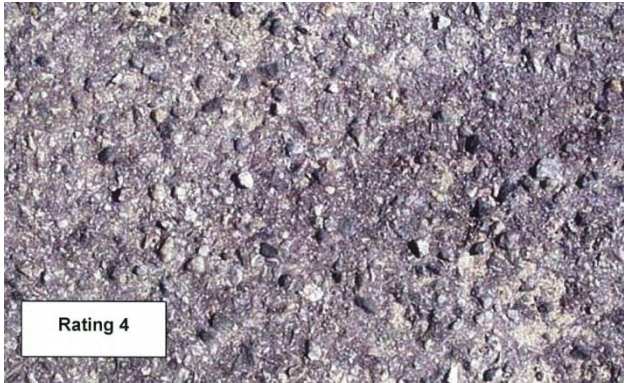

- Stone wear and deterioration.
- Surface smoothness.
- Binder deterioration.
- Binder excess, bleeding, slickness.
- Shoving, heaving and slipping.
- Ravelling.
- Delamination.

#### 3.2 Method of Measurement

To assess asphalt condition, it is necessary to carefully inspect a segment of road 50 metres each side of a rating point. The 100 metre length of road being rated is to be examined carefully and a representative area chosen. This area shall be the basis of assessment and should typically represent the 100 metre section. The rating assigned is based on how the representative section best corresponds with the conditions summarised below.

Characteristics	Example of Asphalt condition	Rating
<ul style="list-style-type: none"> <li>• Even surface rough to touch.</li> <li>• The tops of stones are angular and visible.</li> <li>• No excess bitumen oil contamination in cracks.</li> </ul>		<p style="text-align: center;">Record value as 1</p>
<ul style="list-style-type: none"> <li>• Even surface with no loss of stone.</li> <li>• No excess bitumen visible.</li> <li>• Some polishing of stone tops.</li> </ul>		<p style="text-align: center;">Record value as 2</p>



Characteristics	Example of Asphalt condition	Rating
<ul style="list-style-type: none"> <li>• General even surface with some minor irregularities</li> <li>• Some stones missing or broken (0 to 1%).</li> </ul>	 <p style="text-align: center;">Rating 3</p>	<p style="text-align: center;">Record value as 3</p>
<ul style="list-style-type: none"> <li>• Slight surface irregularities.</li> <li>• Some stones worn, broken or missing (2 to 5%).</li> <li>• Excess bitumen over 0 to 3% of the area.</li> <li>• Delamination of up to 0.2 square metres of the surface.</li> <li>• Shoving or slipping over between 0 to 5% of the area.</li> </ul>	 <p style="text-align: center;">Rating 4</p>	<p style="text-align: center;">Record value as 4</p>
<ul style="list-style-type: none"> <li>• Surface irregularities.</li> <li>• Stones worn, broken or missing over more than 5% of the area.</li> <li>• Excess bitumen over more than 3% of the area.</li> <li>• Binder crumbles when crushed by hand.</li> <li>• Delamination extends over more than 0.2 square metres.</li> <li>• Shoving or slipping over more than 6% of the area.</li> </ul>	 <p style="text-align: center;">Rating 5</p>	<p style="text-align: center;">Record value as 5</p>



# Multi-criteria Assessment Model for Road Project Grant Prioritisation

*Ian Duncan, Executive Manager Infrastructure*

## RECOMMENDATION:

1. That the proposed multi-criteria assessment (MCA) framework be adopted as a consistent framework for all Regional Road Groups (RRG) to prioritise Road Project Grant projects.
2. Work commences with each RRG to develop and implement the framework including regional specific calibration, weighting and validation of the revised model.
3. That Regional Road Groups update their policies to reflect the revised MCA for review by the State Road Funds to Local Government Advisory Committee.

## Background

Under the State Road Funds to Local Government Agreement (SRFLGA), each Regional Road Group (RRG) is responsible for developing and recommending to the State Road Funds to Local Government Advisory Committee (SAC) an annual Local Government roads program for the region. The SRFLGA requires that Road Project Grant funds are allocated to projects on a priority basis using a process that is agreed to by the RRG and endorsed by SAC. To develop this roads program, each RRG uses a process to evaluate and prioritise proposed road projects. Most RRGs use a multi-criteria assessment (MCA) model. A MCA model is a methodology to prioritise projects by evaluation against a set of weighted parameters e.g., traffic, condition, safety etc.

A documented and defensible process to evaluate and prioritise proposed projects is essential in demonstrating that projects are chosen fairly, the process of allocating funds to projects is managed diligently, and funded projects support identified regional priorities.

## Current Situation

Currently different methods for project prioritisation are used across RRGs, though most use one of two MCA model types, either the Community Considerations or Road Factor Considerations model.

Regional Road Group	Model Type	Preservation Model
Gascoyne	None	N/A
Goldfields-Esperance	Community Considerations	Yes
Great Southern	Community Considerations	No
Kimberley	None	N/A
Metropolitan	Community Considerations	Yes; Road Factor Considerations
Mid-West	Road Factor Considerations	No
Pilbara	Community Considerations	No
South West	Community Considerations	Yes
Wheatbelt North	Road Factor Considerations	No
Wheatbelt South	Road Factor Considerations	No

The Metropolitan region is not included in this proposed MCA model review because:

- The MCA models are highly developed, strongly data driven and projects are subject to independent audit.
- State and Federal road funding represents a smaller proportion of total road investment in the metropolitan region (68% of road projects are internally funded compared with 39% of road projects internally funded in regional areas).

### South West Region MCA Model Review

The SRFLGA committed WALGA and Main Roads to work together to develop systems to assess grant funded projects for their delivery of road safety criteria. To address this commitment a pilot project was completed with the South West RRG between 2020 and 2022 to revise their MCA model and increase the weight of the road safety criterion.

### Regional Road Group Chairs

At the RRG chairs meeting on 22 September 2021, the RRG Chairs debated the expansion of the SW RRG MCA model and indicated support for the development of a unified, pro-forma MCA model for implementation by all RRGs except Metropolitan. With the proposed increase in focus on road safety and sustainability in the new SRFLGA and based on the length of time required to change the model (from the South West RRG experience), the RRG chairs recommended this approach as the most effective.

At the following RRG chairs meeting on 31 March 2022, WALGA staff presented a proposed unified MCA model, which was unanimously supported for further development and calibration within the context of each region.

### Proposed MCA Framework

The proposed MCA framework will have separate methodologies for preservation and improvement projects, to allow projects to compete on the same metrics. These methodologies would be based on the two types of MCA models currently used by the Regional Road Groups with the addition of criteria to address road safety and sustainability in the project prioritisation process.

WALGA developed the proposed MCA framework by examining the common elements of the existing MCA models and combining them into a unified approach. This combined framework has precedents for use in Western Australia, is comprehensive, is practical to implement, would include elements of both model types, and would ensure that all aspects of the road improvement or preservation projects are considered in the MCA prioritisation process. Using a streamlined hybrid MCA framework will provide a tested, comprehensive MCA project prioritisation approach that will likely be acceptable to all Regional Road Groups. The proposed MCA framework would include the following:

- One model for preservation projects and one for improvement projects
  - The road preservation model would include the following criteria:
    - Condition Assessment
    - Road Safety
    - Traffic
    - Sustainability
    - Social/Economics
  - The road improvement model would include the following criteria:
    - Traffic

- Road Safety
  - Economics
  - Environment
  - Sustainability
  - Social
- Flexibility for each RRG to assign factors to each criterion and weight the criteria for both improvement and preservation project prioritisation
  - The two new criteria, road safety and sustainability, would be included in both preservation and improvement models

### Inclusion of safety improvements in preservation works

In the recent review, the South West region adopted a higher weighting of the safety criteria only for road improvement projects. The South West RRG were concerned that including road safety in the model evaluating preservation projects would represent an “add-on,” which would increase costs for Local Governments and reduce the overall amount of funds for preservation projects.

To resolve this issue, it is proposed to incentivise low-cost road safety improvements in preservation projects receiving funding through road project grants by offering additional funding, up to 10% of the project cost. These funds would be allocated as part of a separate funding sub-program under the SRFLGA.

This will facilitate the inclusion of safety improvements in maintenance and renewal projects on roads of regional significance via the preservation MCA model, ultimately supporting a safer road network across regional WA. Based on the current levels of funding for preservation projects, this is likely to cost between \$4.2 million and \$6.7 million per year for the next five years.<sup>1</sup>

### Application

To begin the process of implementing the new unified MCA framework, each RRG will receive an MCA framework template, including a spreadsheet for project entry, user guide, and a procedures document shell. The documents will provide the template for RRGs to select the criteria weightings suitable for their region and build their MCA model for SAC review and consideration.

### Schedule

Pending approval, it is proposed that the revised MCA framework will be implemented in each region by September 2023, in time to consider Road Project Grant projects for delivery in 2024-25. This will allow approximately 12 months to calibrate and validate the proposed MCA framework before implementation.

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