



State Road Funds to Local Government Advisory Committee

AGENDA

Meeting No 03/2022

Friday, 9th December 2022

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

Agenda

Meeting 03/2022 to be held from 10:00am to 12:00pm
Friday, 9th December 2022
at
WALGA
Level 1, 170 Railway Parade, West Leederville

CHAIR	J ERCEG		
Item	Presenter		Time (approx.)
1		Apologies	Secretariat 10:00 – 10:05
2		Correspondence	Secretariat 10:05 – 10:10
3		Minutes of previous meetings	Managing Director (MD) 10:10 – 10:15
		3.1 – (02/2022) held on 02 September 2022	
4		Business arising from previous meeting	
		4.1 – (02/2022) held on 02 September 2022	Director Budget & Investment Planning (DBIP) 10:15 – 10:20
5		Local Government Roads Program	
		5.1 – Expenditure Profiles (2022/23)	DBIP 10:20 – 10:30
		5.2 – Commodity Routes Fund 2023/24	Secretariat 10:30 – 10:40
		5.3 – Financial Report MINDER	Executive Manager (EM) 10:40 – 10:45
		5.4 – Local Roads Program Manager Report	EM 10:50 – 10:55
6		State Black Spot Program	
		6.1 - Summary & Financial reports (as at 30 October 2022)	DBIP 10:55 –
		6.2 – Recommended 2023/24 State Black Spot Program	DBIP -11:00
7		Australian Government Program (Black Spot)	
		7.1 - Summary & Financial reports (as at 30 October 2022)	DBIP 11:00 – 11:05
8		Regional Road Group	
		8.1 - RRG	EM 11:05 – 11:10
9		Road Classification	
		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

10	State Road Funds To Local Government Agreement		
	10.1 – Commitments List	DBIP	11:20 -
	10.2 – Review Road Funding Distribution Methodology	EM	
	10.3 – New SRFLGA Agreement	DBIP	-11.30
11	General Business		
	11.1 - Heavy Vehicle Services Information	COO	11:30 – 11:40
	11.2 – RRG Key Performance Indicators for 2021/22	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
12	Next Meeting		
	TBA, April 2023 at Main Roads	MD	
13	Meeting Close	MD	
For further information concerning the Agenda, contact Mike Hoare at Main Roads on (08) 9323 4988			

STATE ROAD FUNDS TO LOCAL GOVERNMENT ADVISORY COMMITTEE

MINUTES (Meeting 02/2022)

Held at Main Roads on
Friday, 2nd September 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 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 A Chew	MRWA	(Secretariat)

Apologies:

Mr D Morgan	MRWA
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1. WELCOME AND APOLOGIES

The Chairman welcomed the Committee members and noted Doug Morgan was an apology.

2. CORRESPONDENCE

Three items of correspondence were noted, those being;

1. A request from the South West Regional Road Group (RRG) for the SAC to endorse their Road Project Prioritisation Guidelines, to be discussed at item 11.2
2. A copy of the letters from the SAC to the Pilbara and Kimberley RRG Chairs, requesting information on their Road Project Grant allocations for 2022/23
3. An extract of the response received from the Pilbara RRG Chair

It was noted that no response had been received from the Kimberley RRG and a further response from the Pilbara RRG was received after the circulation of the Agenda to SAC. A revised copy of the Road Project Grant allocations for 2022/23 in the Pilbara was circulated at the meeting.

The additional information was noted by SAC with any follow up to be taken off-line via WALGA.

3. MINUTES OF PREVIOUS MEETINGS (03/2021)

The minutes of the Meeting number 01/2022, held on 29 April 2022, as attached to the Agenda, were accepted as a true record of proceedings.

4. BUSINESS ARISING FROM PREVIOUS MEETINGS

4.1 Summary of Outstanding Actions

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. ACIL Allen are now undertaking further work using the outcomes of the workshop to provide options of potential distribution of Road Project Grant funds.</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>02/09/2022 MC gave an overview of the progress to date and confirmed that work was still in progress to provide more detail. The Paper to be circulated is intended to provide the appropriate level of guidance and linkages to the National Road Safety Strategy and State Strategy</p> <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>02/09/2022 As per correspondence in/out. KC proposed that WALGA engage with the Local Governments in Pilbara and Kimberley outside of the SAC This item is now complete.</p> <p>29/04/2022 SAC to review the Kimberley & Pilbara RRG supporting information that demonstrates their program allocation reflects the strategic needs of the region</p>

<p>Heavy Vehicle Permits 01/2022-3 DS</p>	<p>02/09/2022 COMPLETE - Refer to Item 11.1 02/09/2022 This is covered at 11.1, the Heavy Vehicle report and now completed.</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>
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5. LOCAL GOVERNMENT ROADS PROGRAM

5.1 Expenditure Profiles 2021/22

Maurice Cammack provided a summary of the final expenditures for the 2021/22 Program:

The 2021/22 Program was for a total of \$259.6m (which included a \$45.6m carryover from the previous year) with \$213.6m spent during 2021/22. This has resulted in a \$45.9m carryover into 2022/23. While still not ideal, it was noted that the program slightly improved compared to the previous year with an increase in total value expenditure from the previous year.

A question was raised as to whether the carryover of unspent funds would be allowed to continue once the current Agreement concludes at the end of 2022/23. The response was that it would be expected to be carried over.

Some further discussion occurred around opportunities to increase project delivery and acquittal particularly for the SBS program. It was noted that some recommendations had already been proposed to be discussed in item 6.1, it was agreed by all delegates that any proposed recommendations going forward would require a measured approach focusing on ways to increase project delivery.

5.2 Expenditure Profiles 2022/23

The Committee noted the current program for 2022/23, summarised below.

A \$279.8m program (which includes the \$45.9m carryover from 2021/22).
\$185.5m within Category 1 (Local Govt delivered) and \$94.3 within Category 2 (Main Roads WA delivered).

The current End of Financial Year Variances indicated in the report are predictions based on current forecasts, noting some forecasts are missing.

Once all forecasts are entered, it will provide further information on the 2022/23 program and any programs that will require particular attention.

An updated report can be distributed to SAC members once updated forecasts have been entered at the end of September.

5.3 MINDER (Financial Report)

The Committee noted the report included in the agenda.

Noted the continued challenge around Bridge Inspections and that the amount of Bridge Inspections was higher in the previous year. Also noted that the next Transport and Roads Forum is scheduled to take place in March 2023.

Question was raised regarding the lack of resources in some Regions to conduct Level 1 Bridge inspections and whether this could be conducted by external consultants. While there could be capacity for consultants to conduct Level 1 Bridge inspections, the costliest aspect of the work involved would be the travel, especially to the more remote regions and probably does not represent the best value for money. It was noted that the Level 1 inspections were a visual assessment against a checklist and not technical in nature and as such could be undertaken by a non-technical person.

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

The Committee noted the report included in the agenda.

Ian Duncan spoke to the report and commented on the trends identified during this period.

5.5 **Local Roads Program Manager 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 2021/22 and the continued challenges with delivery of the SBS program.

Overall

- Total expenditure was \$24.51M being 58% of the approved budget

State

- Total expenditure was \$15.29M being 72% of the approved budget

Local

- Total expenditure was \$5.35M being 25% of the approved budget

A Paper identifying and evaluating options to improve the delivery of the program was presented. It was noted that there was a numerical error contained; in Table Two, underneath column titled "Total Funds for Expenditure" should read \$24.591m instead of \$23.455m, which means the "Funds Reallocated" amount should also now read \$12m instead of \$10.864m.

The proposed options were discussed in detail with agreement to the introduction of a required staged approach for projects nominated for SBS funding in future. Funding to strengthen design works in Year 1, with further funding for construction activities in year 2 or before if the pre-works are fully completed.

The Committee approved a nominal 50/50 split in funding for design and construction in the first and second year with flexibility to adjust the split depending on the nominations put forward.

The Committee also endorsed all but two of the options presented for the available funds (\$9m) provided in the paper. The two exceptions were.

- Line marking equipment; and
- Fund Reallocation

Final allocations will be weighted towards the ability to deliver within the current financial year and into 2023-24 if required. Work will now be undertaken to identify suitable projects/programs for out of session approval.

7. AUSTRALIAN GOVERNMENT BLACK SPOT PROGRAM

7.1 Summary and Financial Reports

The Committee noted the Summary and Financial Reports for the 2021/22. Delivery is marginally better than SBS program.

Overall

- Total expenditure was \$14.59m being 75% of the approved budget

State

- Total expenditure was \$4.01m being 67% of the approved budget

Local

- Total expenditure was \$10.59m being 57% of the approved budget

8. REGIONAL ROAD GROUP ATTENDANCE

The Committee noted the report attached to the Agenda.

9. ROAD CLASSIFICATION REVIEW

9.1 Classifications & Proclamations

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

9.2 Future State Roads Project

The report was noted

10 STATE ROAD FUNDS TO LOCAL GOVERNMENT AGREEMENT

10.1 Commitments list

Maurice Cammack provided a brief update on activities that arose from the current Agreement.

9 Activities in total, 6 have been completed. The outstanding items are

- 1) Local Government Road Safety Project – embedding in the MCA process.
- 2) Roads of Regional Significance Document – Has been drafted.
- 3) Review Road Funding Distribution Methodology – ACIL Allen project.

Work continues to progress on all three.

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.

Action item 01/2022-3 was completed and addressed in the report regarding 'last mile' local roads and related permits

11.2 South West Regional Road Group Project Prioritisation Guidelines

The committee endorsed the revised Road Project Prioritisation Guidelines with a greater focus on Road Safety.

11.3 Multi-Criteria Assessment Model for Road Project Grant Prioritisation

The Committee agreed in principle on the intent of the framework acknowledging some models may need to be tailored to suit a region's particular needs..

ACTION 02/2022-1 – ID/MC to develop a pro forma model ready to circulate to Regional Road Groups by mid October.

11.4 Roundtable (Other business as raised)

Question was raised on Federal Black Spot and how WA's performance compares with other States/Jurisdictions. The response is unknown at this stage although will investigate as to what data is available to determine WAs performance in comparison with other States and jurisdictions.

ACTION 02/2022-2 – MRWA Investigation into how WA compared to other States and jurisdictions regarding Federal Black Spot program funded project delivery.

Maurice Cammack provided a comment that WA's Regional Road Safety Program did perform very well compared to other States and jurisdictions and that was a comment reiterated by the Commonwealth Government

Des Snook informed the Committee that John Erceg would commence his new role as Managing Director effective 5 September 2022. The Committee offered its congratulations and thanked both Des and John for their continued efforts representing the Committee.

12 NEXT MEETING

9 December 2022 at WALGA

13 MEETING CLOSE

There being no further business the meeting closed at 11:50am.

APPENDIX A

Action List (To be updated as per above list)

Reference Item No/Officer	Action Required / Taken
<p>Review Road Funding Distribution Methodology 03/2021-2 ID / MC</p>	<p>02/09/2022 Workshop occurred 08/08/2022 to discuss and analyse the data. ACIL Allen are now undertaking further work using the outcomes of the workshop to provide options of potential distribution of Road Project Grant funds.</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>
<p>Road Safety and Next Agreement 01/2022-1 KP</p>	<p>29/04/2022 MC gave an overview of the progress to date and confirmed that work was still in progress to provide more detail. The Paper to be circulated is intended to provide the appropriate level of guidance and linkages to the National Road Safety Strategy and State Strategy</p>
<p>Multi-Criteria Assessment Pro Forma Model 02/2022-1 ID/MC</p>	<p>2/09/2022 Prepare a Pro Forma MCA Model to provide to each RRG and metrics for the determination of Road Project prioritisation going forward</p>
<p>Federal Black Spot Performance 02/2022-2 MRWA</p>	<p>2/09/2022 MRWA to conduct an analysis into how WA performed on the Federal Black Spot Program compared to other States and jurisdictions</p>

4.1 Refers to Summary of Actions from minutes for meeting (02/2022) 2nd September 2022.

Reference Item No/Officer	Action Required / Taken
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. ACIL Allen are now undertaking further work using the outcomes of the workshop to provide options of potential distribution of Road Project Grant funds.</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>
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Multi-Criteria Assessment Pro Forma Model 02/2022-1 ID/MC	<p>2/09/2022 Prepare a Pro Forma MCA Model to provide to each RRG and metrics for the determination of Road Project prioritisation going forward</p>
Federal Black Spot Performance 02/2022-2 MRWA	<p>2/09/2022 MRWA to conduct an analysis into how WA performed on the Federal Black Spot Program compared to other States and jurisdictions</p>

Local Roads Program

Summary of State Road Funds to Local Government Agreement
 Period Ending October 2022 (2022/23 Financial Year)

	LOCAL GOVERNMENT PROGRAM				MAIN ROADS PROGRAM						Total			
	LRP CATEGORY 1				LRP CATEGORY 2									
	Strategic & Tech Support	Direct Grants	Road Project Grants	State Black Spot on LRds	Traffic Mgmt Signs & Pavement Markings	Remote Access Roads to Communities	Bridge works	Bridge Inspection	State Initiatives on Local Roads	Regional Road Group Support	\$'000			
Fund Source: State	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000			
Work Done By	LGA	LGA	LGA	LGA	MRWA	MRWA	MRWA	MRWA	MRWA	MRWA	LGA	MRWA	COMBINED	
2022-23 - Local Roads Program	1,637	30,868	108,972	12,862	30,400	2,338	9,033	2,659	32,738	2,338	154,339	79,506	233,845	
Reprogrammed funds from 2021-22	395	(83)	18,841	12,031	(1,732)	1,232	4,153	831	10,037	246	31,184	14,767	45,951	
Fund movements (YTD)	0	0	0	0	0	0	0	0	0	0	0	0	0	
Current Budget	2,032	30,785	127,813	24,893	28,668	3,570	13,186	3,490	42,775	2,584	185,523	94,273	279,796	
Expenditure to date	1,265	29,323	32,428	4,675	7,753	403	1,992	447	8,905	588	67,691	20,088	87,779	
Expenditure Forecast 2022/23	1,265	30,785	117,535	18,259	29,951	1,562	18,916	3,087	36,179	2,584	167,844	92,279	260,123	
EOY Variance (Budget less Expenditure YTD)	(767)	0	(10,278)	(6,634)	1,283	(2,008)	5,730	(403)	(6,596)	0	(17,679)	(1,994)	(19,673)	
% variance of budget	-37.7%	0.0%	-8.0%	-26.7%	4.5%	-56.2%	43.5%	-26.7%	-11.5%	-15.4%	0.0%	-9.5%	-2.1%	-7.0%
Under or over budget	Under		Under	Under	Over	Under	Over	Under	Under		Under	Under	Under	

Commodity Routes Fund Allocations 2023/24

Ian Duncan

Background

The State Roads Funds to Local Government Agreement (SRFLGA) provides \$2.5 million for the Commodity Route Fund (CRF) that moves in line with the total agreement pool. The adjusted CRF allocation provided from the SRFLGA for 2023/24 available for projects is \$3.4 million.

Local Governments were invited to submit projects meeting the criteria for these funds where allocations will be provided on a cost sharing basis of \$2 from the CRF and \$1 from Local Government funds. The closing date for submissions was 23 September 2022.

In accordance with the Guidelines, the Technical Review Group (TRG) met on the 30 November 2022 to consider the CRF applications from Local Governments for 2023/24. The TRG has reviewed the applications and made recommendations for the available funding.

Attached is a schedule showing all the applications ranked and assessed in accordance with the Guidelines.

Recommendation

1. The State Road Funds to Local Government Advisory Committee endorse the attached schedule of projects to be funded with a one third co contribution from the Local Government to the value of \$3,503,900 in 2023/24.
2. Endorse the remaining unfunded projects as reserve projects, to be funded in order of priority should additional funds become available, subject to the Local Government being willing to accept the project at the time.

Financial Reports (MINDER)

Ian Duncan, Executive Manager Infrastructure

RECOMMENDATION:

That the December 2022 Report for MINDER be noted.

Major activities undertaken since the last meeting include:

Condition Assessment of Roads of Regional Significance

Field surveys of Regionally Significant Roads in the Wheatbelt Region have been completed by ARRB under a consultancy contract. Data analysis and reporting is on-going. Regular project management meetings are continuing. A minor contract variation was prepared to provide two, half day workshop / seminars in February 2023 for Local Government officers to explain the results in detail and illustrate a range of ways the information can be used to support road asset management. Additional maps of the previously completed survey results were provided to Local Governments in the Great Southern and Goldfields-Esperance Regions to continue to add value to the data.

Local Government Transport and Roads Research and Innovation Program

The scope of work for one project has been approved. The scope for a further two projects was drafted and subject to review. The scope for a further project is progressing through drafting. This program will deliver practical guidance for Local Governments to enhance productivity and identify best practice initiatives.

Multi-criteria Analysis

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.

Transport and Roads Forum

Planning for a Transport and Roads Forum on 8 March 2023 continued. A program has been developed and most speakers invited. Waiting on a significant number of confirmations. Invitations to Local Governments have been distributed and follow-up promotion activities scheduled. The Forum will run concurrently with the inaugural WALGA Field Day, at which industry suppliers will be invited to display machinery, equipment and services. The event will be held at Cannington Exhibition Centre and Show Grounds.

Safer High Speed Roads Business Case

Contributed to the Project Steering Committee overseeing development of the Business Case for Regional Road Network Safety Improvements on High Speed Sealed Local Government Roads in WA.

Commodity Route Funding

Assessed Commodity Route Funding Program submissions against the criteria and prepared a prioritised program for consideration by SAC.

eRideables

Facilitated a workshop with Local Government officers and the Road Safety Commission concerning the practical experiences managing eRideable use on shared paths and local roads. This will be considered in the 2023 regulatory review.

Aboriginal Cultural Heritage Act 2021 Co-design Process

Contributed to the co-design process for regulations under the *Aboriginal Cultural Heritage Act 2021*, particularly focussing on the Activity Tiers that will regulate the steps required by a Local Government prior to undertaking most civil construction work. The tables identify a wide range of activities and specifies whether it is exempt, requires due diligence, a permit or a management plan prior to undertaking the work.

Streetlighting

Prepared submissions and contributed to workshops with the Economic Regulation Authority, Western Power, Energy Policy WA and Synergy seeking to agree streetlight service definitions and performance standards for the five year period to 2026/27.

Perth and Regional Bicycle Network Grants Programs

Promoted the WA Bicycle Network grants opportunities to Local Governments, including the new co-funded Active Travel Officer program, and participated in the assessment panels for the Perth and Regional grants to provide funding recommendations for Ministerial consideration.

Wheatbelt Secondary Freight Network

Continued to support the Wheatbelt Secondary Freight Network Steering Committee to address concerns about governance processes and decision-making raised by Local Governments. Assisted in recruiting a new Program Director.

	2022/23 to end October			2022/23 Full Year
	Actual	Budget	Variance	Budget
Grant Funds	855,000	855,000	0	855,000
Road Condition Survey	165,264	0	165,264	500,000
Other	0	0	0	0
TOTAL INCOME	1,020,264	855,000	165,264	1,355,000
Staff Costs	197,643	200,323	2,860	599,762
Overheads	15,869	16,025	156	48,074
Engagement & Support	25,830	14,616	(11,214)	43,850
Projects & Consultants	96,312	267,000	170,688	801,000
TOTAL EXPENDITURE	335,654	497,964	162,310	1,492,676
SURPLUS / (DEFICIT)	684,610	357,036	327,574	(137,676)

Notes:

Actual Road Condition Survey income in the year to date relates to recovery of expenditure incurred in 2021/22 in July.

Engagement and Support

Actual expenditure for airline flights is \$1,956 (30%) above budget year to date.

Austrroads subscription expenditure variance of \$9,355 is a timing difference.

Projects & Consultants

Road condition survey project delivery is slower than budgeted

5.4 2022/23 Local Roads Program Manager Summary

Executive Manager Infrastructure | WALGA

Attached is the December 2023 Local Roads Program Manager Summary.

Recommendation:
For the Committee to note.

Notes:

Lined area for notes, consisting of 30 horizontal dashed lines.

State Advisory Committee Meeting – Local Roads Program Manager Report 09 Dec 2022

The Local Roads Program Manager (LRPM) has focused on the following activities since September:

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

The "At Risk" projects that continue to be monitored are:

City of Cockburn – 1 IMP, 2 SBS, 1 AGBS projects with a 21-22 C/Fwd budget of \$5M.

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

Shire Serpentine-Jarrahdale – WIP design, and projects affected by contractor availability.

A watching brief is being maintained with a further two Local Governments (Armadale, Cockburn) with staffing and project challenges; seeking to offer suggestions and support where possible.

Improvement Program Workshop - The 2023-24 Improvement applications were assessed by the LRPM from a deliverability perspective, assessing known risk factors such as environmental approvals, land acquisition issues, third party approvals (Main Roads, Public Utility, PTS) as well as progress with concept and/or final designs. This assessment supplements the Main Roads technical assessments and assists in the peer review by the Technical Officers Group to enable projects to be prioritised, phasing and funded according to deliverability. A high level of submissions was received.

BlackSpot Programs - Continuing deterioration in timely delivery of Blackspot projects in 2021-22 was observed. As at the 30 June 2022 only 34% of the State Black Spot Program budget, approved in all financial years, has been recouped. It is evident that applications are being rushed to meet program deadlines without adequate project and risk planning, with little being done in the intervening period until approval, 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, again evident in recent weeks. Those Local Governments that heeded the warnings and got in early (July to Sept 2021) delivered their projects. The same conditions apply in the current financial year.

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. Time is required for new staff to gather detailed knowledge of the specific projects.

Market Conditions - 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 February 2023. 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.

Summary - Again, it will be lack of advanced planning and third-party approvals of the Blackspot program that will be the Achilles heel of the grant funded program.

AGENDA PAPER

Other Business – State Black Spot Programme ; SAC Meeting 09 December 22

Recommendation

That the State Road Funds to Local Government Advisory Committee note the progress of road safety projects endorsed at the September 2022 meeting.

Background

State Black Spot Programme Road Safety Collaboration Projects and Enabling Actions

Delivery challenges for State Funded Black Spot projects prompted action to identify road safety investments that would continue to advance local government road safety and further reduce road trauma. Project selection included regard of the current supply side for road safety projects. A suite of projects that foster collaboration, such as mass action treatments, and projects that enable road safety improvements like more efficient and effective tools for decision making, were agreed. This paper provides an update regarding the projects and actions.

Progress Status of Project

Funded Collaboration Projects

1. A business case for a mass action treatment program to reduce run-off road crashes on high speed local roads. A working group comprising Western Australian Local Government Association (WALGA), Main Roads Western Australia (WA) and the Royal Automobile Club WA has been established and a consultant has been engaged to progress the required work.
2. Mass action for regional run-off roads. Main Roads WA has been liaising with local governments which had un-funded run-off road projects previously identified as suitable for funding through the Australian Government Road Safety Programme. A list of local governments that remain interested and have capacity to carry out the projects has been compiled for a 2022/23 programme of works. This programme can be implemented forthwith.

Funded Enabling Actions

3. Development and implementation of a programme for local government road safety, with a focus on influencing and being road safety champions. The WA Centre for Road Safety Research and Main Roads WA are developing a three day programme, specifically for local government elected members and officers, focussing on equipping participants to positively influence road safety outcomes. This work has included collaboration with the University of Adelaide, consultation with WALGA and others. Plans are being progressed to conduct the first programme for 40 participants during late May or early July 2023.
4. Effective and efficient on-line administration of BlackSpot Program. A Project Initiation Proposal has been developed and submitted to Main Roads Information Technology. This is presently being assessed. It is proposed to develop a specification for off-the-shelf software that can be configured or customised to meet the needs of local government and Main Roads. It is proposed that a working group will be established that includes representatives from local government.

Stage Gate Approach

Refinement of aligning project stages and funding is being developed. This approach is designed to more closely align budget in each time period with the funding required to deliver the work in that period. This should enable more projects to be progressed and less funds carried forward if projects do not proceed as quickly as anticipated. When completed an addendum to the State Black Spot Guidelines will be provided.

MANAGING DIRECTOR MAIN ROADS
State Black Spot Programs
Summary Report
Period 1 - 4 (As at 31 Oct 2022)

2022/23 State Black Spot Program (State and Local) – Overall Program

- ♦ With 33% of the financial year elapsed, expenditure on the State Black Spot Program for 2022/23 is \$ 5.90 m or 14% of the approved budget, including carryovers, of \$ 40.74m.

2022/23 State Black Spot Program (for State Roads)

- ♦ Total expenditure for 2022/23 including reprogrammed projects is \$ 1.31m. The total budget including carryovers is \$15.85m.

2022/23 State Black Spot Program (for Local Roads)

- ♦ Total expenditure for 2022/23 including reprogrammed projects is \$4.59m. The total budget including carryovers is \$24.89m.

2022/23 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	\$15.85	\$1.31	\$17.09	26	3
Local Roads	\$24.89	\$4.59	\$18.26	121	43
Total	\$40.74	\$5.90	\$35.35	147	46

SBS on Local Roads :Funds for reallocation in Metro Region is \$3.22m & in Rural regions is \$2.23m.

2022/23 State Black Spot Programs

Financial and Delivery Summary

Region	Carried forward from previous years (\$M)	Current 22/23 Budget including carryovers (\$M)	No. of Projects	Project Status					Expenditure to date (\$M)	AFYE (\$M)
				To Commence	In Progress	Withdrawn	Delayed	Complete		
State Program (for State roads)										
Great Southern	\$0.03	\$0.58	1	1	0	0	0	0	\$0.11	\$0.58
South West	\$0.85	\$2.81	3	3	0	0	0	0	\$0.09	\$2.81
Mid West-Gascoyne	\$0.08	\$1.65	3	3	0	0	0	0	\$0.07	\$1.74
Goldfields - Esperance	\$0.13	\$0.85	2	2	0	0	0	0	\$0.06	\$0.06
Kimberley (*)	-\$0.01	-\$0.01	0	0	0	0	0	0	\$0.00	\$0.00
Wheatbelt	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Pilbara	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Metro	\$4.79	\$9.59	17	14	3	0	0	0	\$0.97	\$11.91
Funds for Reallocation - Rural	-\$0.02	\$0.18								
Funds for Reallocation - Metro	\$0.00	\$0.20								
2022/23 Total	\$5.85	\$15.85	26	23	3	0	0	0	\$1.31	\$17.09
State Program (for Local roads) – excludes LGA funding										
Great Southern (**)	-\$0.04	\$0.14	7	5	2	0	0	0	-\$0.02	\$0.13
South West	\$0.96	\$3.09	13	9	4	0	0	0	\$0.65	\$2.01
Gascoyne	\$0.00	\$0.17	1	1	0	0	0	0	\$0.07	\$0.17
Mid West	\$0.67	\$1.01	4	3	1	0	0	0	\$0.25	\$1.01
Goldfields - Esperance	\$0.14	\$1.09	5	3	2	0	0	0	\$0.39	\$1.09
Kimberley	\$0.08	\$1.05	5	4	1	0	0	0	\$0.16	\$0.97
Wheatbelt South	\$0.45	\$0.84	9	5	3	0	0	1	\$0.22	\$0.79
Wheatbelt North	\$0.30	\$0.30	8	1	4	0	0	3	\$0.02	\$0.28
Pilbara	\$0.13	\$0.21	5	2	3	0	0	0	\$0.00	\$0.08
Metro	\$5.77	\$11.56	64	42	15	3	0	4	\$2.86	\$11.73
Funds for Reallocation - Rural	\$1.80	\$2.23								
Funds for Reallocation - Metro	\$1.77	\$3.22								
Total	\$12.03	\$24.89	121	75	35	3	0	8	\$4.59	\$18.26
Total State Black Spot Program (State Roads and Local Roads)										
Grand total	\$17.89	\$40.74	147	98	38	3	0	8	\$5.90	\$35.35

Kimberley (*) Negative Budget is due to minor adjustment

Great Southern (**) Negative expenditure is due to financial adjustment only

Metropolitan Region By Sub Group

Sub Group	Carried forward from previous years (\$M)	Current 22/23 Budget including carryovers (\$M)	No. of Projects	Project Status					Expenditure to date (\$M)	AFYE (\$M)
				To Commence	In Progress	Withdrawn	Delayed	Complete		
Metropolitan Region (only)										
North West	\$0.02	\$1.73	7	7	0	0	0	0	\$0.51	\$1.98
West	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Central	\$0.08	\$0.46	8	6	1	0	0	1	\$0.17	\$0.45
East	\$0.38	\$0.65	3	2	1	0	0	0	\$0.00	\$0.65
South East	\$1.89	\$4.24	28	15	10	1	0	2	\$1.30	\$4.23
South West	\$3.41	\$4.48	18	12	3	2	0	1	\$0.88	\$4.42
Funds for Reallocation	\$1.77	\$3.22								
Total	\$7.55	\$14.78	64	42	15	3	0	4	\$2.86	\$11.73

Sub Group

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

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

6.2 **2023/24 State Black Spot Program**

Director Budget and Investment Planning | Main Roads WA

Attached is the recommended 2023/24 State Black Spot Program:

Metropolitan and Rural – Local Roads

Recommendation:

For the Committee to endorse the programs.

Notes:

Area with horizontal dashed lines for notes.

7.1 Summary & Financial Reports (Not part of the SRFLGA funding program)

Director Budget and Investment Planning | Main Roads WA

Attached are summary and financial reports in relation to the Australian Government Program (Black Spot) for the following period:

FY 2022/23 - as at end of October 2022

Recommendation:
For the Committee to note.

Notes:

A series of horizontal dashed lines providing space for notes.

MANAGING DIRECTOR MAIN ROADS
Australian Government Black Spot Program
Summary Report
Period 1 - 4 (As at 31 Oct 2022)

2022/23 Australian Government Black Spot Program - Overall Program

- ♦ With 33% of the financial year elapsed, expenditure on the Australian Government Program for 2022/23 is \$4.83m or 27% of the approved budget, including carryovers, of \$18.04m.

2022/23 State Roads

- ♦ Total expenditure for 2022/23 including reprogrammed projects is \$0.06m. The total budget including carryovers is \$3.05m.

2022/23 Local Roads

- ♦ Total expenditure for 2022/23 including reprogrammed projects is \$4.77m. The total budget including carryovers is \$19.8m.

2022/23 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	\$3.05	\$0.06	\$2.79	6	4
Local Roads	\$19.80	\$4.77	\$17.84	70	24
Contingency	-\$4.80				
Total	\$18.04	\$4.83	\$20.63	76	28

2022/23 Australian Government Black Spot Program

Financial and Delivery Summary

Region	Carried forward from previous years (\$M)	Current 22/23 Budget including carryovers (\$M)	No. of Projects	Project Status					Expenditure to date (\$M)	AFYE (\$M)
				To Commence	In Progress	Withdrawn	Delayed	Complete		
Australian Government Program (State Roads)										
Great Southern	-\$0.01	\$0.00	1	0	0	0	0	1	\$0.00	\$0.00
South West	\$1.75	\$2.75	2	2	0	0	0	0	\$0.03	\$2.75
Mid-West	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Goldfields - Esperance	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Wheatbelt Region	\$0.24	\$0.29	3	0	3	0	0	0	\$0.03	\$0.03
Metropolitan	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Total	\$1.99	\$3.05	6	2	3	0	0	1	\$0.06	\$2.79
Australian Government Program (Local Roads)										
Great Southern	\$0.02	\$0.31	4	3	1	0	0	0	\$0.12	\$0.31
South West	\$0.35	\$0.65	7	3	3	0	0	1	\$0.14	\$0.53
Mid West	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Gascoyne	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Goldfields - Esperance	\$1.33	\$1.33	4	3	1	0	0	0	\$0.00	\$1.33
Kimberley	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Wheatbelt South	\$0.31	\$0.31	2	0	0	0	0	2	\$0.31	\$0.31
Wheatbelt North	\$1.10	\$2.61	6	4	2	0	0	0	\$1.03	\$2.46
Pilbara	\$0.00	\$0.90	1	1	0	0	0	0	\$0.00	\$0.90
Metropolitan	\$5.05	\$13.69	46	31	11	1	0	3	\$3.18	\$12.01
Total	\$8.15	\$19.80	70	45	18	1	0	6	\$4.77	\$17.84
Contingency										
Contingency	-\$5.29	-\$4.80								
Total Australian Government Black Spot (State and Local Roads)										
Grand Total	\$4.84	\$18.04	76	47	21	1	0	7	\$4.83	\$20.63

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

8.1 **RRG**

Executive Manager Infrastructure | WALGA

This item is to allow Committee members the opportunity to provide feedback on RRG meetings that they have attended.

Report attached.

Recommendation:

For the Committee to note and endorse.

Notes:

A series of horizontal dashed lines provided for taking notes.

Regional Road Groups

Ian Duncan, Executive Manager Infrastructure

RECOMMENDATION:

That the December 2022 Report for Regional Road Groups be noted.

Nine of the Regional Road Groups met in the fourteen-week period since the last meeting on 2 September 2022. Details of meetings held are summarised below.

Month	Date	Region	Venue	WALGA
September	5	Wheatbelt North	Northam	Ian Duncan Cliff Simpson
	5	Great Southern (Technical)	Virtual	Mark Bondietti
	20	Kimberley	Halls Creek	Mark Bondietti Greg Hayes
	21	Metropolitan (Technical – Improvements Projects)	East Perth	Sebastian Davies-Slate
	29	Mid West	Geraldton	Ian Duncan Jo Malcolm
October	12	South Eastern Metropolitan (Sub Group)	Gosnells	Sebastian Davies-Slate
	13	Western Metropolitan (Sub Group)	Nedlands / Virtual	Mark Bondietti
	13	Northern Metropolitan (Sub Group)	Joondalup	Sebastian Davies-Slate
	17	Central Metropolitan (Sub Group)	Jolimont	Mark Bondietti
	17	Eastern Metropolitan (Sub Group)	Bayswater	Sebastian Davies-Slate
	18	South Western Metropolitan (Sub Group)	Melville	Mark Bondietti
	20	Metropolitan (Technical)	East Perth	Mark Bondietti
	25	Pilbara (Elected and Technical)	South Hedland / Virtual	Sebastian Davies-Slate Katherine Celenza (virtual)
	28	Great Southern (Elected)	Woodanilling	Mark Bondietti Viv Gardiner
	28	Goldfields-Esperance (Technical)	Kalgoorlie / Virtual	Max Bushell Michelle Blackhurst

November	14	South West (Technical)	Bunbury	Max Bushell Katherine Celenza
	17	Metropolitan (Elected)	East Perth	Ian Duncan
	25	Gascoyne	Carnarvon	Mark Bondiotti Sam Adams
	25	Goldfields-Esperance (Elected)	Kalgoorlie / Virtual	Max Bushell Michelle Blackhurst
	28	South West (Elected)	Eaton	Max Bushell Katherine Celenza

Key matters for discussion included:

- 2023-24 program of works
- Availability of contractors and escalating prices
- Road Safety Planning
- State Road Funds to Local Government Agreement 2023 onwards
- Reviewing Local Procedures
- 2020/21 Road Assets and Expenditure Report findings

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

December 2022
MRWA 04/11055
D22#1229008

1. Classification

Summary of current classification actions.

Changes since the last report are:

Additions

- Nil

Deletions

- Nil

Road	Status
-	-

2. Proclamation

Summary of current proclamation actions.

Changes since the last report are:

Additions:

- Thomas Road (Tonkin Hwy to South West Hwy)
- South Coast Highway
- Chidlow York Road

Amended Status comment:

- Amendments to various comments.

Deleted due to completion of action:

- Nil

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 late 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, 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.
Thomas Road	Reclassification as a State Road finalised, responsibility taken for the road 30/5/2022.	Metronet construction works currently in progress - grade separation – road over rail. Upon completion depending on land tenure issues proclamation can be progressed.
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 as construction is still in progress - roundabout of Broome Road and Broome Cape Leveque Road under construction.
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	Project complete, proclamation pending due to land tenure issues. Proclamation anticipated 2023/24.
Collie Lake King Road (Coalfields Road)	Road realignment at Bowelling Curves, west of Darkan.	Construction completed January 2020. Handover agreement between Main Roads and the Shire of West Arthur are pending, land tenure also to be rectified. Proclamation. Proclamation anticipated late 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. Proclamation anticipated 2023.

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 stages together. 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 mid 2023.
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 ready to be sent to the various Local Governments for endorsement to proceed. Proclamation anticipated early 2023.
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 late 2023.
Warrirda 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. Additional land requirements required to be dedicated as road reserve prior to proclamation. Proclamation anticipated 2023.

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 on land tenure resolution.
Wanneroo Road and Joondalup Drive Interchange	Grade separation and new roundabout at intersection	Construction complete, proclamation Plans sent to the Local Government for endorsement. Proclamation anticipated early 2023.
Wanneroo Road and Ocean Reef Road interchange.	Grade separation and new roundabout at intersection	Project complete, holding proclamation plans to coincide with Ocean Reef/Gnangara Road proclamation. Proclamation anticipated late 2023
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 completed February 2022. Handover progressing. Land dedication process currently progressing. Proclamation anticipated late 2023.
Chidlow York Road (Great Southern Highway)	Safety improvements project. Realignment of the road requiring proclamation.	No land tenure issues, proclamation plans have been drawn awaiting endorsement from the Local Authority. Proclamation anticipated early 2023.
South Coast Highway	Safety improvements project. Realignment of the road requiring proclamation.	No land tenure issues, proclamation plans have been drawn awaiting endorsement from the Local Authority. 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 complete, minor works being completed to enable handover to Local Government. 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 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 complete, lighting installation expected late 2022. Proclamation anticipated early 2023.
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

2 December 2022

Item 9.2

December 2022
MRWA 04/11055
D22#1234086

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 (or more frequently) to consider potential timing of transfers, and recently considered the next urban priority roads for assessment and potential transfer.

Based on potential triggers including construction of major state infrastructure, it is likely that the next urban transfer will not occur until post-2025, pending completion of detailed classification assessments, discussions with the relevant Local Governments and available funding.

The Future Roads Project (Rural) is progressing.

Following the transfer of Marriott Road to Main Roads on 1 July 2022, further assessments are being undertaken based on the list of 10 possible rural roads identified in the Project.

Should these roads pass detailed classification assessments, timing of any transfer will be subject to land tenure, proposed works, funding considerations and Treasury approval.

It is expected that the rural roads that pass assessment 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 also 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

24 November 2022

10.2 **Review Road Funding Distribution Methodology**

Executive Manager Infrastructure | WALGA

Recommendation:
For the Committee to endorse.

Notes:

A series of horizontal dashed lines intended for taking notes.

11.1 Heavy Vehicle Services Report

Chief Operating Officer | Main Roads WA

Attached is the December 2022 progress report on Heavy Vehicle issues.

Recommendation:

For the Committee to note.

Notes:

A series of horizontal dashed lines provided for taking notes.

State Road Funds to Local Government Advisory Committee – December 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
August 2022	75	9	25	43	19	13
September 2022	59	38	22	53	4	2
October 2022	145	21	107	117	12	16

Note: There were 145 outstanding roads in October 2022, compared to 28 outstanding roads in October 2021. However, only 16 road applications were received in October 2021, compared to 107 road applications received in October 2022. This large number of road applications in October 2022 was received from a small number of applicants, i.e. 107 road applications from only 18 applicants, many of which were agricultural operators.

Road Train Signage Trial

HVS is trialling new road train warning signs that provide road users with a better visual indication of what type of vehicle is actually in front of them. This safety initiative is designed to help road users make more informed decisions about how they share the road and interact with road trains.

The existing “Long Vehicle” and “Road Train” warning signs do not identify the exact type of heavy vehicle that is actually in front of you. The new signage being trialled will replace them and provide an illustrative example of the vehicle combination, and an indication of the length of the vehicle combination it is fitted to. The signs also align to the “road train route” signs that are often seen on regional highways.

A suite of signs have been developed to cover the standard 27.5 metre, 36.5 metre, and 53.5 metre combinations, as well as Performance Based Standards (PBS) Scheme 30 metre, 32 metre and 42 metre combinations. A special sign is already in use for 60 metre PBS road trains.

Centurion Transport, Qube Bulk and Toll are participating in the trial by fitting the signs to some of their vehicles. Other operators are welcome to participate in the trial and require an approval letter from HVS. All operators will need to supply their own signage.

Feedback is welcome via our survey available on the trial page on My Say Transport or via the QR Code. We’re particularly interested in feedback from the general public to see if the signs are more informative and meaningful.

If the trial is successful, HVS will implement the new signage for all Class 2 and 3 Restricted Access Vehicles (RAVs) in Western Australia, including B-doubles, road trains and rigid truck and trailer combinations. HVS will also liaise with the National Heavy Vehicle Regulator to share the feedback received and encourage them to adopt the same signage.

It’s important to note that interstate operators will not be disadvantaged or penalised. HVS will continue to recognise and accept “Long Vehicle” and “Road Train” warning signage requirements specified in other jurisdictions when RAVs travel across the border into Western Australia.



Closed Circuit Television(CCTV) at Forrestfield and Greenmount

CCTV cameras are being installed at the Forrestfield Road Train Assembly Area (RTAA) on Abernethy Road, and the stopping bay on Great Eastern Highway at Greenmount Hill. The Forrestfield RTAA is well used by the road transport industry and availability is often limited due to vehicles, trailers and equipment being parked for excessive periods of time. Following a number of complaints from industry, it is hoped that the cameras will help deter transport operators who park their vehicles and equipment contrary to the RTAA's terms of use, and improve the availability of parking spaces within the RTAA. The cameras should also provide greater assurance for transport operators around the security of vehicles within the RTAA.

The CCTV will monitor the RTAA 24 hours per day, seven days a week, and will retain the footage for a 72-hour period. Should an incident occur within the RTAA, the transport industry will need to report the incident to the WA Police and obtain an incident number.

The transport operator must provide the incident number to Main Roads, along with the date and approximate time of the incident so that if the footage is requested by WA Police, Main Roads can provide a copy to assist in their investigation.

Similarly, CCTV cameras are being installed in the stopping bay on Greenmount Hill to monitor the compliance of vehicles with their access conditions. As per the existing signage, all laden Permit and Notice vehicles are required to stop in the mandatory *stopping* bay. Transport operators are reminded not to use this as a *parking* bay as there is limited space available and it will affect other operators' ability to comply with the requirement to stop.

Installation of CCTV cameras at both sites is anticipated to be completed by the end of 2022.

Expanding Main Roads' HVS Transport Inspectorate and Traffic Escort Wardens

In August HVS expanded its Transport Inspectorate to welcome an additional eight full-time employees as on-road Transport Inspectors. The Inspectors commenced on-road duties in September, bringing the total to 21, along with three Coordinators.

The number of full-time Traffic Escort Wardens also increased by eight in August, with an additional two Senior Traffic Escort Wardens. This brings the total to 30 Traffic Escort Wardens and three Senior Traffic Escort Wardens.

HVS introduced Body Worn Cameras for Wardens during the course of their duties when:

- Conducting pre and post move toolbox meetings;
- Conducting pre-inspections of the over size vehicles and pilot vehicles;
- Interacting with any third party;
- An incident or accident occurs.

The video recordings benefit Main Roads and the transport industry, ensuring appropriate conduct between all parties involved in the movements and ensuring all parties are being given clear and appropriate direction with regards to the safe movement of the over size vehicle.

HVS Industry Information Sessions and Workshops

Over the past 12 months HVS has been running industry information sessions and workshops throughout the State. These sessions enable transport industry representatives to raise issues they are experiencing and put forward suggested improvements.

Over 2022 HVS held sessions in the Perth Metropolitan area, Northam, Broome, Port Hedland, Karratha, Katanning, Geraldton, Kalgoorlie, Esperance, Bunbury and Albany.

As a result, HVS considered a number of suggested improvements and implemented the following:

- An online permit form for Single Trip OSOM movements that is able to access the HVS data base and fill out the form using information from previously approved permits. HVS issues the permit based on the previous permit assessment, which reduces the permit turnaround time.
- Amendments were made to the Class 1 Oversize Period Permit Operating Conditions and the Single Trip OSOM Vehicle Standard Operating Conditions to add routes for convoy operations and amend alternate vehicle provisions to allow twin steer and single steer prime movers to be substituted and to clarify the different requirements when operating under an oversize permit only compared to an overmass permit.
- HVS introduced the new 8 Tyre Per Axle Low Loader Overmass Period Permit.
- HVS introduced 36-month overmass period permits for a number of permit products including:
 - a) Accredited Mass Management Scheme (AMMS) - Prime Mover, Trailer Combinations
 - b) Accredited Mass Management Scheme (AMMS) - Truck, Trailer Combinations
 - c) Class 1 RAV - Low Loader – Overmass
 - d) Heavy Lift Tow Truck – Overmass

HVS will continue the sessions in 2023.

Christmas/New Year Curfews

As specified in the *Oversize Period Permit Operating Conditions* and the *Single Trip OSOM Vehicle Standards Operating Conditions*, the following curfews apply to general oversize movements during the Christmas / New Year period:

1. A RAV exceeding 2.7 metres in width and/or 30 metres in length must not travel on Forrest Highway and Lakelands Lake Clifton Road (includes Mandurah and Dawesville Bypasses), between the intersections of Pinjarra Road and Peppermint Grove Road, during the period from sunset on 18th December until sunrise on 4th January.
2. A RAV exceeding 4.5 metres in width, but not exceeding 5.5 metres in width, and/or exceeding 30 metres in length, but not exceeding 40 metres in length, must not travel on any of the following roads during the periods from sunset on 23rd December until sunrise on 27th December and from sunset on 30th December until sunrise on 4th January:
 - (a) Albany Highway (Bedforddale Road Train Assembly Area, to Albany)
 - (b) Brand Highway
 - (c) Eyre Highway
 - (d) Great Eastern Highway

- (e) South Western Highway (Armadale to Bunbury)
 - (f) Great Northern Highway (Roe Highway to Mt Magnet)
3. A RAV exceeding 5.5 metres in width and/or 40 metres in length must not travel on any road in Western Australia during the period from sunset on 18th December until sunrise on 4th January.

As specified in the *Agricultural Machine Operating Conditions* and the *Agricultural Combinations Operating Conditions*, the following curfews apply to oversize agricultural movements during the Christmas / New Year period:

1. An agricultural combination exceeding 5.5 metres in width must not travel on any of the following prohibited roads during the following curfew periods:

Prohibited Roads:

- | | |
|-----------------------------------------------------------------|-------------------------------|
| (a) All roads in the Perth metropolitan area | (b) Albany Highway |
| (c) Brand Highway | (d) Brookton Highway |
| (e) Bussell Highway | (f) Forrest Highway |
| (g) Indian Ocean Drive | (h) Muir Highway |
| (i) North West Coastal Highway (Geraldton to Kalbarri Turn-off) | (j) Northampton Kalbarri Road |
| (k) South Coast Highway | (l) South Western Highway |

Curfew Periods:

- (a) From sunrise on the Friday until sunset on the Sunday prior to Christmas Day; and
 - (b) From sunrise on 24th December until sunset on 3rd January.
2. Despite clause 1, an agricultural combination may travel on the prohibited roads, except roads within the Metropolitan Area, for a maximum distance of 1.0 kilometre, for the purpose of traveling between non-prohibited roads.



42m LONG



32m LONG



30m LONG





36.5m LONG

Please
DRIVE SAFELY

DO NOT
OVERTAKE
TURNING VEHICLE



36.5m LONG

WA Rego
HVS-Trial



53.5m LONG



36.5m LONG



27.5m LONG

**Regional Road Group – Key Performance Indicators
Annual Report 2021/2022**

1.1 Number of Regional Road Group meetings held. (Minimum 2 meetings per year)

Region	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022
Great Southern	2	2	1	2	2
South West	4	4	3	3	3
Gascoyne	3	3	3	3	2
Mid-West	2	2	2	2	2
Goldfields-Esperance	2	2	2	2	2
Kimberley	2	2	2	2	2
Wheatbelt South	2	2	3	2	2
Wheatbelt North	2	2	3	2	2
Pilbara	1	1	2	2	2
Metropolitan	2	2	2	4	2

All Regional Road Groups met at least twice during the reporting year.

1.2 Percentage of Black Spot Programs funding expended. (Target 100%)

(Includes State Government and Australian Government Black Spot Programs)

Region	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022
	%	%	%	%	%
Great Southern	87	61	58	59	100*
South West	90	91	85	63	80
Gascoyne	0	96	100	100	N/A
Mid-West	49	4	47	66	7**
Goldfields-Esperance	50	66	100	31	39
Kimberley	39	85	58	98	86
Wheatbelt South	75	74	78	44	68
Wheatbelt North	52	83	90	51	50
Pilbara	100	0**	80	22	65
Metropolitan	63	66	61	56	47
Total	60	62	76	54	50

* One project had a significant budget overrun, which exceeded the total allocated funding for the Great Southern region.

** The Mid-West has one project and has only expended 7% of their allocated budget.

Expenditure of State and Australian Government funded BlackSpot Program funding declined in the metropolitan area. In most of the regions, however, the percentage of the State and Australian Government BlackSpot Program funding that was expended remained relatively consistent with the totals from 2020-21. In particular, the Mid-West region showed a marked decline in project delivery, whilst the Pilbara and Great Southern regions showed substantial increases.

1.3 Percentage of road project grants expended. (Target 100%)

(Includes Commodity Route Supplementary Fund projects)

Region	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022
	%	%	%	%	%
Great Southern	86	69	86	96	84
South West	89	83	84	90	90
Gascoyne	97	98	93	100	84
Mid-West	94	100	95	100	100
Goldfields-Esperance	89	96	86	94	78

Kimberley	89	84	48	100	78
Wheatbelt South	99	94	89	97	90
Wheatbelt North	91	85	90	90	85
Pilbara	63	55	89	68	75
Metropolitan	79	78	78	87	78
Total	88	84	84	92	84

Delivery and acquittal of Road Project Grant funded projects returned to the previous total of 84%, as achieved in 2018-19 and 2019-2020. Only the Mid-West region was able to successfully acquit 100% of the allocated funding with all other regions at 90% or below. Regions with historically high levels of project acquittal fell to significant lows in 2021-22, including the Gascoyne, Goldfields-Esperance, and Wheatbelt South. Other regions, including the South West, Pilbara, and Metropolitan regions, maintained a steady percentage of projects delivered and acquitted in 2021-22.

Metropolitan Region by Sub Group

Sub Group	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022
	%	%	%	%	%
North West	89	61	94	93	79
West	86	78	53	43	79
Central	78	93	79	80	100
East	97	91	98	98	96
South East	76	79	91	79	71
South West	92	95	65	95	92
Total	86*	79	84	87	86

Only the Central sub group was able to expend 100% of allocated funding.

Member Local Governments of Metropolitan Sub-Groups

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

2.1 Percentage of sealed road length within the region subject to a documented visual condition survey in the previous 5 years. (Target 75%)

Region	% of sealed road length surveyed in the past 5 years				
	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022
Great Southern	73	54	44	44	61
South West	68	74	53	56	58
Gascoyne	36	89	86	86	81
Mid-West	37	68	49	79	84
Goldfields-Esperance	69	44	52	56	66
Kimberley	53	76	35	35	39
Wheatbelt South	62	90	90	75	74
Wheatbelt North	80	83	72	52	51
Pilbara	100	100	62	100	100
Metropolitan	78	74	70	73	69
Total for WA	65	77	65	64	65

The data excludes 9 Local Governments that do not use RAMM and did not supply data from their alternative systems. Across the whole State the proportion of the sealed road network with current documented condition remains well below the 75% target. The increase in the Mid-West, Goldfields, and Great Southern is partly due to the condition survey work on strategic roads commissioned by WALGA. The other regions will also benefit from this project in coming years.

2.2 Regional Road Groups (other than the Metropolitan RRG) submits a three year works projection for road project grants as part of their Annual Local Government Roads Program to the SAC secretariat for reporting to SAC. (Target 100%)

Region	2021-2022
Great Southern	Y
South West	Y
Gascoyne	Y
Mid-West	Y
Goldfields-Esperance	Y
Kimberley	N
Wheatbelt South	N
Wheatbelt North	N
Pilbara	N

This requirement only came into force this year. Whilst five of the Regional Road Groups have projections, four have not formally endorsed and submitted these, despite a request that all Regional Road Groups provide 3-year RPG works projection for 2021-22 and 2022-23 as part of their Annual Local Government Roads Program reporting to SAC. Those Regional Road Groups that did not submit a 3-year road project grant projections are the Kimberley, Wheatbelt South, Wheatbelt North, and Pilbara.

2.3 Number of Local Governments by RRG that provide a road inventory data update to Main Roads WA for uploading into the IRIS database in the last three financial years. (Target 100%)

Region	Number of Local Governments in RRG	2016-17, 2017-18 and 2018-19	2017-18, 2018-19 and 2019-20	2018-19, 2019-20 and 2020-21	2019-20, 2020-21 and 2021-22
Great Southern	12	7	10	8	6
South West	16	6	6	8	6
Gascoyne	4	2	1	2	3
Mid-West	16	5	6	4	5
Goldfields- Esperance	9	5	5	5	3
Kimberley	4	3	3	3	0
Wheatbelt South	18	7	7	10	9
Wheatbelt North	24	9	11	12	7
Pilbara	4	1	2	2	2
Metropolitan	30	18	11	19	19
Total	137	63	62	73	60

Based on these figures Many Local Governments are not updating their road inventory as required. Regional Road Groups need to remind Local Governments that this is a Main Roads requirement and monitor compliance.

2.4 Percentage of Local Government bridges by RRG subject to an annual level one (visual) inspection submitted to Main Roads WA in the previous reporting cycle as per the WALGA/Main Roads WA framework. (Target 100%)

Region	2020-2021	2021-2022
Great Southern	25%	65%
South West	96%	98%
Gascoyne	80%	80%
Mid-West	36%	73%
Goldfields-Esperance	0%	100%
Kimberley	0%	0%
Wheatbelt South	54%	89%
Wheatbelt North	41%	89%
Pilbara	93%	96%
Metropolitan	90%	93%

There remains significant work to do to effectively communicate the benefits and operationalise route bridge inspections. However, significant improvements in the percentage of Local Government bridges undergoing an annual inspection have been realised across the state since 2020-21.

3.0 Regional Road Groups (other than the Metropolitan RRG) – percentage of Road Project Grant funded projects that include Safe System improvement treatments to roads and roadsides. (Target 100%) (Note: Prior to 2020/2021, the target was 50%)

Region	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022
	%	%	%	%	%
Great Southern	51	56	51	54	79
South West	68	58	67	100	100
Gascoyne	100	100	100	100	100
Mid-West	100	100	100	100	100
Goldfields- Esperance	60	50	97	100	57
Kimberley	75	84	71	63	66
Wheatbelt South	70	66	68	100	95
Wheatbelt North	59	63	65	100	78
Pilbara	100	80	50	100	100

11.4 **Other Business as raised**

Managing Director | Main Roads WA

Recommendation:

For the Committee to note if required.

Notes:

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