



State Road Funds to Local Government Advisory Committee

AGENDA

Meeting No 02/2023

Friday, 1st September 2023

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

Agenda

Meeting 02/2023 to be held from 10:00am to 12:00pm
Friday, 1st September 2023
at
WALGA
Level 1, 170 Railway Parade, West Leederville

CHAIR	J Erceg		
Item	Presenter	Time (approx.)	
1	Chair	10:00 – 10:05	Apologies
2	Secretariat	10:05 – 10:10	Correspondence
3	Managing Director (MD)	10:10 – 10:15	Minutes of previous meetings
			3.1 – (01/2023) held on 28 April 2023
4	Director Budget & Investment Planning (DBIP)	10:15 – 10:20	Business arising from previous meeting
			4.1 – (01/2023) held on 28 April 2023
5			Local Government Roads Program
	DBIP	10:20 – 10:30	5.1 – Expenditure Profiles (2022/23)
	DBIP	10:30 – 10:40	5.2 – Expenditure Profiles (2023/24)
	Executive Manager (EM)	10:40 – 10:45	5.3 – Financial Report MINDER
	EM	10:45 – 10:50	5.4 – Local Roads Program Manager Update
6			State Black Spot Program
	DBIP	10:50 – 10:55	6.1 - Summary & Financial reports (as at 30 th June 2023)
7			Australian Government Program (Black Spot)
	DBIP	10:55 – 11:00	7.1 - Summary & Financial reports (as at 30 th June 2023)
8			Regional Road Group
	EM	11:00 – 11:05	8.1 - RRG
9			Road Classification
	Executive Director Planning & Technical Services (EDPTS)	11:05 – 11:10	9.1 - Classifications and Proclamations
	EDPTS	11:10 – 11:15	9.2 – Report on Future State Roads Review
	EDPTS	11:15 – 11:20	9.3 – Roads 2040 Guidelines and Criteria Presentation

10	State Road Funds To Local Government Agreement		
	10.1 – Agreement Commitments- Aboriginal employment, Recycled Materials and Road Safety	DBIP	11:20 - 11:25
	10.2 -- Procedures	DBIP	11:25 – 11:30
11	General Business		
	11.1 - Heavy Vehicle Services Information	COO	11:30 – 11:40
	11.2 – Local Government Transport and Roads Research and Innovation Program (LGTRRIP)	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		
	Friday, December 5 2023 at MRWA	MD	
13	Meeting Close	MD	
For further information concerning the Agenda, contact Adele Raath at Main Roads on (08) 9323 4062.			

2.1 There has been no items of correspondence in or out as at 25th August 2023.

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Notes:

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- 3.1 A copy of the minutes from the meeting 01/2023 held on 28th April 2023 is attached for the Committee’s consideration. It should be noted that these minutes were distributed to Committee members earlier.

Recommendation:

That the minutes of the last meeting 01/2023 be accepted as a true record of the proceedings.

Notes:

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STATE ROAD FUNDS TO LOCAL GOVERNMENT ADVISORY COMMITTEE

MINUTES – April 2023

(Meeting 01/2023)

Held at MRWA on
Friday, 28th April 2022 10:00am

Committee Members Present:

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

Others in Attendance:

Mr I Duncan	WALGA	(Observer)
Mr K Pethick	MRWA	(Observer)
Mr M Hoare	MRWA	(Observer)
Mrs A Raath	MRWA	(Secretariat)
Mr P Starling	MRWA	(Observer)

Apologies:

Mr D Morgan	MRWA	
Mr S Purdy	IPWEA	(Observer)

1. WELCOME AND APOLOGIES

The Chairman welcomed the Committee members and opened with an acknowledgement of Country.

Local Roads Metropolitan Program Manager

It is with sadness that the State Road Funds to Local Government Advisory Committee reflect on the recent passing of Geoff Eves. Geoff worked with WALGA and Main Roads WA for many years and was a valued mentor to many Local Government project managers. His contribution to enhancing the delivery of complex State funding commitments for local road improvement and maintenance projects proved immensely beneficial to Metropolitan Local Governments. Geoff had a distinguished career in the Local Government sector, and he will be greatly missed.

Road Safety Resource

Paul Starling introduced himself as the Local Government Road Safety Manager with his primary role being to assist Local Government in road safety engineering and principles.

Mr D Morgan and Mr S Purdy were noted as an apology.

Mr M Cammack congratulated WALGA on a successful Transport and Roads Forum '23. He reflected on the outstanding turnout and the excellent speakers.

2. CORRESPONDENCE

No items of correspondence.

3. MINUTES OF PREVIOUS MEETINGS (03/2022)

The minutes of the Meeting held on 9 December 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
Review Road Funding Distribution Methodology 03/2021-2 ID / MC	28/04/2023 Refer Agenda Item 10.2
	09/12/2022 Committee discussed the complexities highlighted by the consultants ACIL Allen in determining measures that are well aligned with the principles agreed in the workshop. A model that combines the options provides the best alignment with the policy principles but does not provide a strong fit. The Committee resolved to ask ACIL Allen to finalise their report and recommendations based on the combined variables option and for the recommendation to be considered at the next meeting. Also refer Item 10.2.
	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.
	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
	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 Maurice Cammack and Ian Duncan to update progress to report back to SAC at the next SAC meeting on 16 April 2021

	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
Multi-Criteria Assessment Pro Forma Model 02/2022-1 ID/MC	28/04/2023 Refer Agenda Item 11.3 09/12/2022 Ian Duncan informed that this is ongoing, targeting RRG meetings early next year. The draft will be distributed to SAC prior to engagement with Regional Road Groups. Also refer Item 11.3 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

5. LOCAL GOVERNMENT ROADS PROGRAM

5.1 Roads Program 2023/24 (Indicative)

Maurice Cammack provided a summary of the allocation of the 2023/24 Indicative Program:

\$252.6m Program for 2023/24 which represents an 8% increase from 2022-23 due to increases in motor vehicle licence fee revenue.

Remote Aboriginal Access Roads have moved from Category 2 to Category 1 to reflect that these roads are predominantly delivered by Local Government.

Road project Grants have been allocated according to the RRG process prioritising submissions. Four Local Governments have no allocations namely Shire of Cockburn, who had a late submission and therefore not able to be considered by the Metropolitan RRG; Shire of East Fremantle and Peppermint Grove, who did not submit any nominations for consideration; and Shire of York who requested that no projects be considered as they already have, given current capacity, a full book of works

Paul has spent some time in the Great Southern Region doing audits for potential State Black Spot projects in future years. State Black Spot allocation shows \$4.5m set aside to cover advanced programming undertaken in 2022-23. This is a function of moving to programming on a more staged basis.

The Committee agreed that funding for nudge be increased from \$190k to \$225k from 2023/24.

Remote Aboriginal Access Roads have been allocated according to the normal processes by the Aboriginal Roads Committee.

Traffic Management Signs and Pavement Markings. Railway crossings (\$6.933m), shown under Metro area as this is where the program is managed. These funds are used for maintenance and upgrades of level crossings in both Metro and Rural areas. Program is based on Australian Level Crossing Allocation Model (ALCAM) (Refer Appendix B)

Bridgeworks program includes projects with a matching contribution to FAGS (2/3 to 1/3 from the Agreement) and some fully funded from the Agreement (\$2.9m for design activities). Main Roads Bridge Asset Managers liaise with Local Governments in terms of priority.

It was noted that there are several State Initiative projects in the 23/24 program where funding from the Agreement is provided to match Commonwealth Funding. This is strategic to leverage additional Commonwealth funding for projects on Local Government Roads. Examples are Secondary Freight Route (Wheatbelt, Mid-West and Great Southern RRG's), Lloyd Street, Outback Way, and Tanami Road.

LG Transport and Roads Research and Innovation Program (LGTRPP). After a successful implementation in 2022-23 it was decided that the future projects under this program are to be funded from Administrative and Technical Support (Category 1). A presentation on outcomes to date and potential future projects will be undertaken at a subsequent meeting.

RRG support (\$2.383m) has not changed fundamentally from previous year. Question was raised why the South-West gets an allocation of \$594K and why this is significantly more than other Regions.

The Committee endorsed the 2023/24 Indicative Program subject to the following requirements:

1. nudge funding be increased to from \$190k to \$225k
2. LGTRPP to be funded from Administrative and Technical Support (Category 1)
3. Feedback is to be provided regarding RRG support for the South-West Region

***ACTION 01/2023-1:**

A presentation is required to report on LGTRPP findings and recommendations.

***ACTION 01/20232-2:**

Feedback is to be provided regarding the justification of the \$594K requirement by the South-West Region for RRG support.

5.2 Expenditure Profiles YTD 2022/23

The Committee noted the report on the Summary of Expenditure of State Funding on Local Roads for the period ending 31st March 2023.

2022/23 Budget	\$ 279,796 M
YTD Expenditure	\$ 152.821 M
Forecast	\$ 242.727 M
Forecast overall result	\$ 37.069 M (under expenditure)

Forecasts suggest \$37.069 carryover which is 13% of the total program compared to previous report tabled with SAC where it was 7%. At the same time last year, there was a \$29m (11%) prediction for under expenditure making this year slightly higher.

Direct Grants. There is a grant of \$200k from Shire of Port Headland still to be claimed.

Road project Grants. This time last year a \$6.438m underspend was predicted compared with a \$15.552m underspend predicted this year. It appears that the forecast for total expenditure for the year has declined due to less optimism in the reporting. Two regions were highlighted that have good pro-rata performance- Mid-West and Goldfields-Esperance. Four RRG's where expenditure is less than 50% are Metro, Great Southern, Pilbara and Kimberley.

It was noted that Kimberley are unable to get contractors (even before flooding).

State Black Spot Program is currently forecasting a \$5.4m underspend (22%). This time last year a 33% under expenditure was forecast. Action taken regarding \$10m previously allocated has been partially successful (refer to Item 6).

Bridge Program is forecasting a \$3.5m under expenditure (27%) for this financial year, at the same time last year this was 40%. Notwithstanding the delivery constraints and contractor issues there has been an improvement in delivery from last year.

State Initiatives is forecasting a \$10m under expenditure (23%) for this financial year, at the same time last year it was 18%. There are still some issues with some larger projects, including Orphan Roads, which have not been allocated, Abernathy Road and Lloyd Street where issues with delivery are being experienced.

***ACTION 03/2022-2:**

Acquittals need to be done by RRG Secretariates; reminders of closing date need to be sent out

5.3 MINDER (Financial Report)

Ian Duncan commented briefly on the report provided. The Committee noted the report.

Delegates discussed the IRAP ratings and road usage.

5.4 Local Roads Program Manager

No report was provided. Exercise is being performed by WALGA to review the job role and to determine most appropriate way forward.

6. STATE BLACK SPOT PROGRAM

6.1 Summary and Financial Reports

The Committee noted the Summary and Financial Reports for 2022/23 as at March 2023

Overall

- With 75% of the financial year elapsed, expenditure on the State Black Spot Program for 2022/23 is \$ 11.72 m or 26% of the approved budget, including carryovers, of \$ 45.29m.

State

- Total expenditure for 2022/23 including reprogrammed projects is \$ 3.79m. The total budget including carryovers is \$15.85m.

Local

- Co-Contribution Program- Total expenditure for 2022/23 including reprogrammed projects is \$7.00m. The total budget including carryovers is \$17.91m.
- Enabling Actions Program-Total expenditure for 2022/23 including reprogrammed projects is \$0.20m. The total budget including carryovers is \$0.70m.
- Mass Action Treatments Program-Total expenditure for 2022/23 including reprogrammed projects is \$0.72m. The total budget including carryovers is \$10.83m.

7. AUSTRALIAN GOVERNMENT BLACK SPOT PROGRAM

7.1 Summary and Financial Reports

The Committee noted the Summary and Financial Reports for 2022/23 as at March 2023

Overall

- With 75% of the financial year elapsed, expenditure on the Australian Government Program for 2022/23 is \$8.43m or 47% of the approved budget, including carryovers, of \$18.04m

State

- Total expenditure for 2022/23 including reprogrammed projects is \$1.68m. The total budget including carryovers is \$3.05m.

Local

- Total expenditure for 2022/23 including reprogrammed projects is \$6.75m. The total budget including carryovers is \$19.53m.

8. REGIONAL ROAD GROUP ATTENDANCE

Ian Duncan spoke to the Regional Road Groups report attached to the agenda and commented on issues with delivery and cost-escalation.

The Committee noted the report.

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 Committee noted the report provided.

9.3 Local Government Roads of Strategic Importance (Roads 2040)

It was noted that items 9.3 and 9.4 were somewhat the same and therefore combined.

The process that was followed to compile the Draft Roads 2040 was outlined and a discussion followed regarding the guidelines and criteria used to compile the Roads 2040 document.

The Committee noted the reports provided.

The Committee endorsed the Roads 2040 document and requested a presentation on the criteria for future updates to be provided at the next meeting.

***ACTION 04/2022-2:**

Arrange a presentation on the criteria and process for updating the ROADS 2040 listing.

10 STATE ROAD FUNDS TO LOCAL GOVERNMENT AGREEMENT

10.1 Commitments list

There is one commitment remaining from the current Agreement, namely Review Road Funding Distribution Methodology. This is considered at Item 10.2.

This will conclude all commitments.

10.2 Review Road Funding Distribution Methodology

The full report from ACIL Allen was received and distributed to Committee Members in February 2023.

The Committee confirmed that the status quo is to remain and endorsed the ACIL Allen report.

10.3 New SRFLGA Agreement

The new agreement is currently progressing through WALGA and Government processes. The WALGA council meeting is to be held on 3 May 2023 where the agreement is to be considered.

It was confirmed that the signing of the agreement will be post budget.

11 GENERAL BUSINESS

11.1 Heavy Vehicle Services Report

Des Snook spoke to the report provided. The Committee noted the report provided.

11.2 Multi-Criteria Assessment Model for Road Project Grant Prioritisation

Ian Duncan provided an update on the project noting that the aim is for the model to be in use for the 2025-26 program selection process.

11.4 Roundtable (Other Business as raised)

The Committee noted an issue regarding Gnarloo Station (Paul Richardson) and the potential inefficient use of Road Project Grants.

The Committee discussed the issue and regarded it as a difference of opinion on what the LGA's priorities could be and as such an issue for the LGA rather than SAC.

12 NEXT MEETING

Friday 1st September 2023 at WALGA

13 MEETING CLOSE

There being no further business the meeting closed at 12:00 pm.

APPENDIX A

Action List (To be updated as per above list)

Reference Item No/Officer	Action Required / Taken
<p>Multi-Criteria Assessment Pro Forma Model 02/2022-1 ID/MC</p>	<p>28/04/2023 Ian Duncan informed that the compilation of the draft model for the 2025-26 program is currently running behind schedule. This is expected to be complete by November 2023. An update on the progress will be provided at the September 2023 SAC meeting.</p> <p>09/12/2022 Ian Duncan informed that this is ongoing, targeting RRG meetings early next year. The draft will be distributed to SAC prior to engagement with Regional Road Groups. Also refer Item 11.3</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>Roads Program 2023/24 01/2023-1 ID</p>	<p>28/04/2023 A presentation is required to report on LGTRPP findings and recommendations.</p>
<p>Roads Program 2023/24 01/2023-2 MC</p>	<p>28/04/2023 Feedback is to be provided regarding the justification of the \$594K requirement by the South-West Region for RRG support.</p>
<p>Expenditure Profiles YTD 2022/23 01/2023-3</p>	<p>28/04/2023 Acquittals need to be done by RRG Secretariates; reminders of closing date need to be sent out</p>
<p>Local Government Roads of Strategic importance (Roads 2040) 01/2023-4</p>	<p>28/04/2023 At SAC meeting 02/2023, Doug Morgan will present on the evolution of the current Guidelines and Criteria for the identification of significant local Government roads of regional importance, the process followed and what the implications are.</p>



UNDERSTANDING ALCAM

The Australian Level Crossing Assessment Model (ALCAM) is a comprehensive assessment tool used to identify risks at level crossings and produces a unique risk score for each level crossing. This risk score can be used to assist in the prioritisation of crossings for upgrades and provides a process for decision making for level crossing safety improvements.

In 2003 Australian Transport Council and SCOT (Rail Group) sanctioned that the ALCAM be adopted nationally. In 2004 this initial system was developed into a Microsoft Access database named the Level Crossing Management System (LXM) combining the data management and the risk scoring (ALCAM) in one system. Since then, the system has undergone continual development and improvement to the multi-jurisdiction web-based system in use today.

The ALCAM process involves the collection of data through a combination of level crossing surveys and train and vehicle information from the respective rail and road authorities. Each level crossing is assessed uniformly using a standardised procedure to gather and interpret level crossing data.

The **Infrastructure Factor** is the output of a complex scoring algorithm that considers how physical properties at each site will affect human behaviours.

The **Exposure Factor** is a function of control type, vehicle (or pedestrian) volumes and train volumes.

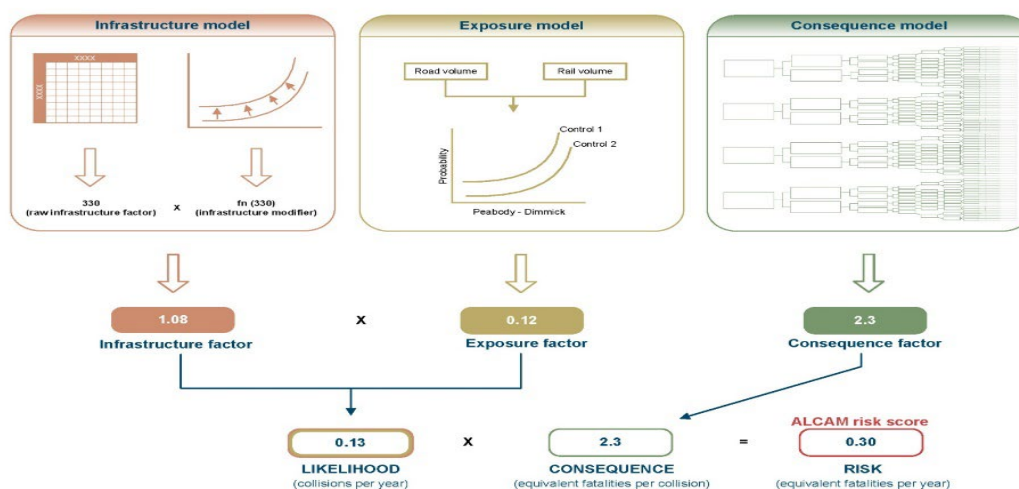
The **Consequence Factor** is the expected outcome in the event of a collision and includes deaths and injuries on both the train and vehicle.

The **ALCAM Risk Score** is expressed in terms of an expected number of equivalent fatalities per year.

An equivalent fatality is a combination of all types of harm using the ratio:

1 fatality = 10 serious injuries = 200 minor injuries

ALCAM Risk Score = Infrastructure Factor x Exposure Factor x Consequence Factor



The main benefits of ALCAM and the LXM system include:

- The provision of a level crossing database
- Best practice risk assessment methods that include site conditions, exposure, consequence and total risk
- The identification of specific risk characteristics
- The ability to objectively rank level crossings within a jurisdiction or region
- The ability to assess proposed safety improvement projects. A new Risk Score can be calculated based on theoretical safety improvements which change the risk characteristics. The reduction in Risk Score is used to determine an optimum safety improvement treatment and provides the capacity to measure the reduction or elimination of road-rail interface risk
- A means by which road and rail authorities can liaise with each other in respect of their individual and joint legislative and public risk reduction responsibilities
- Model output in common quantitative terms (probability and expected fatalities), enabling cost-benefit analysis and integration into road funding models
- The capacity for each railway crossing safety dollar to be spent where it can best generate the greatest safety improvement.

It is important to note that ALCAM is only one of the tools used in the safety assessment of level crossings. Consideration also needs to be made to address other elements such as site-specific factors and full social and economic impacts. Whilst ALCAM does produce various outputs, this does not preclude the need for sound engineering judgment. It should be used in conjunction with stakeholder site assessments, standards, and other risk mitigation strategies. ALCAM should be applied by staff who have been trained in the proper application of ALCAM, combined with appropriate expertise and experience in railway level crossing safety, risk management and knowledge of the applicable railway level crossing standards.

For further information on ALCAM please contact us on support@alcam.com.au.

4.1 Refers to Summary of Actions from minutes for meeting (01/2023) 28th April 2023

Reference Item No/Officer	Action Required / Taken
Multi-Criteria Assessment Pro Forma Model 02/2022-1 ID	<p>01/09/2023 To be addressed at Item 11.3. The review processes for each region have commenced with the intent of delivering in each region by mid-2024.</p> <p>28/04/2023 Ian Duncan informed that the compilation of the draft model for the 2025-26 program is currently running behind schedule. This is expected to be complete by November 2023. An update on the progress will be provided at the September 2023 SAC meeting.</p> <p>09/12/2022 Ian Duncan informed that this is ongoing, targeting RRG meetings early next year. The draft will be distributed to SAC prior to engagement with Regional Road Groups. Also refer Item 11.3</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>
Roads Program 2023/24 01/2023-1 ID	<p>01/09/2023 To be addressed at Item 11.2</p> <p>28/04/2023 A presentation is required to report on LGTRPP findings and recommendations.</p>
Roads Program 2023/24 01/2023-2 MC	<p>01/09/2023</p> <p>28/04/2023 Feedback is to be provided regarding the justification of the \$594K requirement by the South-West Region for RRG support.</p>
Expenditure Profiles YTD 2022/23 01/2023-3	<p>01/09/2023 Complete</p> <p>28/04/2023 Acquittals need to be done by RRG Secretariates; reminders of closing date need to be sent out</p>
Local Government Roads of Strategic importance (Roads 2040) 01/2023-4	<p>01/09/2023 To be addressed at Item 9.3</p> <p>28/04/2023 At SAC meeting 02/2023, Doug Morgan will present on the evolution of the current Guidelines and Criteria for the identification of significant local Government roads of regional importance, the process followed and what the implications are.</p>

5.1 **Expenditure Profile YTD 2022/23**

Director Budget and Investment Planning | Main Roads WA

Attached is the 2022/23 Expenditure Profile for the period ending June 30 2023.

Recommendation:
For the Committee to note.

Notes:

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5.2 **Expenditure Profile YTD 2023/24**

Director Budget and Investment Planning | Main Roads WA

Attached is the 2022/23 Expenditure Profile for the period ending July 31 2023.

Recommendation:
For the Committee to note.

Notes:

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5.3 **Financial Report MINDER**

Executive Manager Infrastructure | WALGA

Attached is the August 2023 progress report on MINDER.

Recommendation:

For the Committee to note and endorse.

Notes:

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Financial Reports (MINDER)

Ian Duncan, Executive Manager Infrastructure

RECOMMENDATION:

That the September 2023 Report for MINDER be noted.

Major activities undertaken since the last meeting include:

Condition Assessment of Roads of Regional Significance

WALGA undertook distribution of the video data, PowerBI dashboard and a road condition report to each of the 42 Local Governments in the Wheatbelt Region based on the condition survey of regionally significant roads (ROADS 2040) completed by ARRB.

The scope of work is being prepared for a road condition survey the South West Region including correcting some details in the ROADS 2040 database. This work is scheduled to begin in November this year. Local Governments in the South West will be updated as the project progresses.

Local Government Transport and Roads Research and Innovation Program (LGTRRIP)

The first year of LGTRRIP has successfully delivered three research projects: a Local Government guideline for sustainable road construction practices in WA, a guideline for the selection and implementation of low-cost road safety improvements on rural roads, and a practical guide to the timely sealing for Local Government roads. A fourth project to develop design and construction guidelines for the use of crushed recycled concrete pavements has commenced. The Operations Team, comprising Local Government practitioners will select further projects for the 2023/24 year.

Multi-criteria Analysis

Work continues to harmonise the MCA models used by Regional Road Groups to prioritise project proposals for funding under the Road Project Grant funding pool. The proposed changes reflect the new focus areas of the State Roads Funds to Local Governments Agreement, while still allowing for flexibility to recognise the significant differences between regions. The review processes for each region have commenced with the intent of delivering in each region by mid-2024.

Update of User Guides for calculating the cost of road wear for defined freight tasks

Due to recent escalation in road construction costs, WALGA has initiated an update of the unit rates that are used to underpin the methodologies in the User Guides for calculating the cost of road wear for defined freight tasks on sealed and unsealed roads. WALGA will use the data collected in the upcoming unit rates survey by the Grants Commission to determine the appropriate rates for the guides.

Road Safety Ratings for Local Government Roads Project

The LG Stars tool now almost complete, with minimal work still ongoing on the electronic web application. WALGA will host a seminar on 6 September to provide more detail on the tool, including information on the development process, pilot project, and evaluation. This event will be held both in-person at the WALGA office and online.

Road Assets and Expenditure Reporting 2021/22

The Road Assets and Expenditure Report 2021/22 has been finalised and published on the WALGA website. Selected data from the report is also available in a dashboard format for interrogation by Local Government, Region or State. Presentations on the findings have been delivered to some Regional Road Groups and the information utilised in several Commonwealth inquiries.

State Road Funds to Local Government Procedures

WALGA has been working with the SAC delegates and Main Roads to update the Procedures to reflect the new State Road Funds to Local Government Agreement.

Safer High Speed Roads Business Case

In response to feedback from the project steering committee ARRB have developed and refined the draft business case for Regional Road Network Safety Improvements on High Speed Sealed Local Government Roads in WA. The Transport Portfolio including Main Roads WA, Infrastructure WA and Infrastructure Australia have been consulted in the course of this project.

Streetlighting

Work to support effective consultation with Western Power concerning a street lighting strategy for the SWIS is continuing, including a performance assessment of using LED lamps in old discharge lamp luminaires. Discussions are also continuing with the Economic Regulation Authority regarding efficient costs and performance monitoring of cable fault repairs.

Budget

Staff costs were below budgets due to a vacant position that was not able to be filled in the final few months of the year. This reduced capacity delayed several planned projects including a GIS capability project. Postponing the supplier showcase originally planned as part of the March Transport and Roads Forum also resulted in savings in project costs. The road condition survey of the Wheatbelt regions cost more than originally budgeted.

	2022/23		
	to end June		
	Actual	Budget	Variance
Grant Funds	855,000	855,000	0
Road Condition Survey	600,006	500,000	100,006
Other	6,792	0	6,792
TOTAL INCOME	1,461,798	1,355,000	106,798
Staff Costs	468,870	540,798	-71,928
Overheads	111,585	124,831	-13,246
Engagement & Support	70,107	68,750	1,357
Projects & Consultants	645,055	776,100	-131,045
TOTAL EXPENDITURE	1,295,617	1,510,479	-214,862
SURPLUS / (DEFICIT)	166,181	-155,479	321,660

Local Government Roads Program Delivery Support Manager

Ian Duncan, Executive Manager Infrastructure

RECOMMENDATION:

That a Local Government Program Delivery Support Manager be engaged on a 0.3 FTE (approximate) basis to deliver the outcomes listed in the role description.

Background

In 2017/18 the State Road Funds to Local Government Advisory Committee initiated the engagement of an independent consultant to support metropolitan Local Governments deliver projects funded under the Road Improvement and BlackSpot programs in alignment with budgeted funds.

The work undertaken by the consultant was complemented by changes to program administration and reporting arrangements initiated by Main Roads WA and by changes to the Metropolitan Regional Road Group policies. There is now a better understanding of the components of aggregate funds not acquitted at the end of each budget year and improved processes for monitoring project delivery milestones.

There have been improvements in the delivery of road rehabilitation projects. However, there remains much work to be done, particularly in relation to the Black Spot project delivery, where Regional Road Groups have no program management control.

Mr Geoff Eves, who was engaged on a part time basis through Glen Flood Group (GFG), passed away in January 2023.

A review has been conducted by WALGA with valuable input from senior staff in Main Roads Metropolitan Region. This resulted in a revised role description with updated outcomes and performance measures. The focus is to support Local Governments successfully deliver funded projects. The resource will be targeted on the basis of information received via the quarterly reporting process and information concerning staff changes or project management resource constraints in Local Governments.

It has been assessed that approximately 12 hours per week will be appropriate.

Funding has been included in the Strategic and Technical Support budget for 2023/24.

Metropolitan Local Roads Program |

Local Government Program Delivery Support Manager

Incumbent:

Focus Area	Tasks/responsibilities	Key outcome(s)	Performance Measures
<p>Project Delivery Performance Management</p>	<p>Review the quarterly RAG report in February (Qtr 2) and April (Qtr 3) and in consultation with Main Roads identify and prioritise which LGs would benefit from assistance and examine what the issues are and what actions may be taken to improve delivery timeframes.</p> <p>Engage with and assist prioritised Local Governments and project managers where the Program RAG report indicates that there are deliverability issues that can potentially be resolved.</p> <p>Attend and contribute to Technical Group [2 per year] and Sub-group meetings [10 per year]</p> <p>Follow up on any project which has missed a critical milestone.</p>	<p>Funded Road Projects (including Black Spot) are delivered and acquitted in accordance with the budget.</p> <p>A report on the top x percentage of projects behind schedule and a list of recommendations.</p> <p>Table of actions implemented, outstanding and results.</p>	<p>Year on year improvement on "Deliver to Schedule".</p>
<p>Capability improvement</p>	<p>Engage with and assist prioritised Local Governments where staff changeover has been identified by either Main Roads, WALGA or the LG themselves as an issue. Provide a detailed briefing on the Metropolitan Regional Road Group Road Project Grant and BlackSpot procedures, arrangements and expectations.</p> <p>Review their current delivery schedule and advise, given the staff movements, any changes which should occur.</p> <p>Prepare a <i>Metropolitan Regional Road Group Project Delivery Manual</i> specific to the requirements of road improvement, road rehabilitation and BlackSpot program funded projects to support industry training.</p> <p>Provide two training opportunities per year (one through IPWEA Training Week)</p> <p>In consultation with Main Roads, investigate and develop a feasible and practical methodology to include deliverability in the project assessment process for the annual Black Spot Program Budget.</p> <p>Construction industry engagement / development</p>	<p>A change in significant staff triggers a review of that LGs total delivery program with recommendations of changes required to ensure delivery schedules are updated.</p> <p>Metropolitan Local Governments have systems and processes embedded that ensure externally funded road / transport projects are planned appropriately.</p> <p>The annual State BlackSpot Program budget is aligned with the funding needs of each project in each year.</p> <p><i>Metropolitan Regional Road Group Project Delivery Manual</i> is available and broadcast to Local Governments</p>	<p>Tasks delivered in accordance with agreed timeframes</p>
<p>Planning</p>	<p>Ensure each project has a delivery schedule with key milestones and dates listed.</p> <p>Review planned delivery schedule for all Improvement Projects (New Projects; On-going projects; Outstanding projects from prior years)</p> <ul style="list-style-type: none"> Highlight at risk projects and recommend mitigation strategies 	<p>Funding allocations for Local Government projects aligned with delivery schedule.</p> <p>Improvement projects delivered on time and budget</p> <p>Black Spot projects delivered on time and budget</p>	<p>Desktop and peer reviews for all Improvement Projects completed by [15 October 2023].</p> <p>Risk-based listing of projects completed.</p> <p>Methodology for assessing BlackSpot project delivery risk developed and implemented for trial.</p> <p>A report detailing all projects and their planning completeness.</p>

Focus Area	Tasks/responsibilities	Key outcome(s)	Performance Measures
	<p>Establish a formal risk-based prioritisation of projects and use this to establish a program of engagement with project managers (monthly, bi-monthly, quarterly).</p> <p>Assess the deliverability for all Black Spot Projects (New projects, on-going projects, outstanding projects from previous years)</p> <ul style="list-style-type: none"> Identify key risks and recommend mitigation strategies 		
Budgeting	<p>Review Unit Rates by assessing actual costs of all final claims (submitted by 30 June) by treatment code</p> <p>Review projects which have 10% over or under expenditures.</p>	<p>Strong alignment between budget costs based on standard unit rates and actual costs incurred.</p>	<p>Unit rates revised, with proposed rates presented to Technical Group meeting [October 2023].</p>
Reporting	<p>Report strategic initiatives, outcomes and recommendations to the State Road Funds to Local Government Advisory Committee 3 times per year (1 page).</p> <p>Report to and participate in the Metropolitan Local Roads Program Management review (Main Roads WA, Technical Group, WALGA) quarterly (Aug, Nov, Feb, May) (6 hours of meetings plus 12 hours of preparation)</p> <p>Activity report to WALGA monthly. (12 hours per year)</p>	<p>SAC well informed to take strategic decisions in relation to budget allocation by region and sub-program.</p> <p>Timely and clear understanding of program delivery performance and issues.</p> <p>Accountable investment in time and money.</p>	<p>Reports to SAC meet requirements.</p>

Budget 580 hours per year (approx. 0.3 FTE)

Project Delivery and Performance Management

Capability Improvement

Planning

Budgeting

Reporting

100 hours

200 hours

200 hours

40 hours

40 hours

MANAGING DIRECTOR MAIN ROADS
State Black Spot Programs
Summary Report
Period 1 - 12 (As at 30 June 2023)

The State Road Funds to Local Government Advisory Committee Meeting held on 2 September 2022 endorsed allocation of available funds to the following:

Local Roads Mass Action Treatments Program
 Local Roads Enabling Actions Program

2022/23 State Black Spot Program (State, Local, Mass Action & Enabling Actions) – Overall Program

- ♦ With 100% of the financial year elapsed, expenditure on the State Black Spot Program for 2022/23 is \$ 16.70 m or 37% of the approved budget, including carryovers, of \$ 45.65m.

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

- ♦ Total expenditure for 2022/23 including reprogrammed projects is \$ 6.47m. The total budget including carryovers is \$15.85m.

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

- ♦ Total expenditure for 2022/23 including reprogrammed projects is \$9.21m. The total budget including carryovers is \$18.27m.

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

- ♦ Total expenditure for 2022/23 including reprogrammed projects is \$0.23m. The total budget including carryovers is \$0.70m.

2022/23 State Black Spot Program (for Local Roads-Mass Action Treatments Program)

- ♦ Total expenditure for 2022/23 including reprogrammed projects is \$0.80m. The total budget including carryovers is \$10.83m.

Projects totaling over \$10.83m have been approved.

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	\$6.47	\$6.47	26	7
Local Roads (Co-Contribution)	\$18.27	\$9.21	\$9.21	122	77
Local Roads (Enabling Actions)	\$0.70	\$0.23	\$0.23	3	1
Local Roads (Mass Action Treatments)	\$10.83	\$0.80	\$0.80	5	0
Total	\$45.65	\$16.70	\$16.70	156	85

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	\$0.23	\$0.23	
South West	\$0.85	\$2.81	3	2	1	0	0	0	\$0.96	\$0.96	
Mid West-Gascoyne	\$0.08	\$1.65	3	2	1	0	0	0	\$1.55	\$1.55	
Goldfields - Esperance	\$0.13	\$0.87	2	1	0	1	0	0	\$0.07	\$0.07	
Kimberley	-\$0.01	\$0.00	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	12	4	0	0	1	\$3.65	\$3.65	
Funds for Reallocation -Rural	-\$0.02	\$0.15									
Funds for Reallocation -Metro	\$0.00	\$0.20									
2022/23 Total	\$5.85	\$15.85	26	18	6	1	0	1	\$6.47	\$6.47	
State Program (for Local roads-Co-Contribution) – excludes LGA funding											
Great Southern	-\$0.04	\$0.03	7	1	3	2	0	1	\$0.01	\$0.01	
South West	\$0.96	\$3.55	13	6	1	0	0	6	\$2.29	\$2.29	
Gascoyne	\$0.00	\$0.17	1	0	1	0	0	0	\$0.17	\$0.17	
Mid West	\$0.67	\$1.30	4	0	4	0	0	0	\$0.99	\$0.99	
Goldfields - Esperance	\$0.14	\$1.47	5	1	2	0	0	2	\$1.17	\$1.17	
Kimberley	\$0.08	\$1.05	5	3	2	0	0	0	\$0.33	\$0.33	
Wheatbelt South	\$0.45	\$1.01	9	4	3	0	0	2	\$0.24	\$0.24	
Wheatbelt North	\$0.30	\$0.26	8	1	2	0	0	5	\$0.11	\$0.11	
Pilbara	\$0.13	\$0.08	5	0	2	0	0	3	\$0.08	\$0.08	
Metro(*)	\$5.77	\$9.35	65	20	24	7	0	14	\$3.81	\$3.81	
Funds for Reallocation- Rural	\$1.80	\$0.00	Please refer to below holding account table -combined for Current Budget 22/23								
Funds for Reallocation - Metro	\$1.77	\$0.00	Please refer to below holding account table -combined for Current Budget 22/23								
Total	\$12.03	\$18.27	122	36	44	9	0	33	\$9.21	\$9.21	
Total State Black Spot Program (State Roads and Local Roads-Co-Contribution Program)											
Grand total	\$17.89	\$34.12	148	54	50	10	0	34	\$15.68	\$15.68	

Metro(*) 1 Reserve project funded

Metropolitan Region - Co-Contribution Program 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-Co-Contribution Program (only)										
North West	\$0.02	\$2.00	7	3	3	0	0	1	\$0.97	\$0.97
West	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Central (**)	\$0.08	\$0.47	9	7	0	0	0	2	\$0.20	\$0.20
East	\$0.38	\$0.74	3	1	2	0	0	0	\$0.18	\$0.18
South East	\$1.89	\$3.83	28	4	12	4	0	8	\$1.73	\$1.73
South West	\$3.41	\$2.31	18	5	7	3	0	3	\$0.75	\$0.75
Total	\$5.77	\$9.35	65	20	24	7	0	14	\$3.81	\$3.81

Central(**) 1 Reserve project funded

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.

Holding Account for State Program (for Local roads-Co-Contribution, Enabling Actions and Mass Action Treatments)

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		
Funds for Reallocation - for Co-Contribution, Enabling Actions and Mass Action Treatments (***) (Y)		-\$4.91								

(***) Please Refer to Carried forward balances above - Metro and Rural
 (Y) Please see below

State Program (for Local Roads-Enabling Actions)

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		
Budget & Programming										
LG Road Safety Vanguard		\$0.25	1	1					\$0.01	\$0.01
Online Grant Administration System		\$0.25	1	1					\$0.02	\$0.02
Business Case for High Speed LG Roads		\$0.20	1	0	1				\$0.20	\$0.20
Total		\$0.70	3	2	1	0	0	0	\$0.23	\$0.23

State Program (for Local Roads-Mass Action Treatments)

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		
Budget & Programming										
South West		\$1.73	2	2					\$0.08	\$0.08
Great Southern		\$1.80	1	1					\$0.72	\$0.72
Mid-West		\$1.80	1	1					\$0.00	\$0.00
Goldfields-Esperance		\$5.49	1	1					\$0.00	\$0.00
Total		\$10.83	5	5	0	0	0	0	\$0.80	\$0.80

2023/24 State Black Spot Program (includes carryovers from previous years)

State Program (for State roads)		
	New Budget (\$M)	Current Budget (\$M)
Rural	4.80	7.89
Metropolitan	4.80	10.74
Funds for Reallocation - Rural	0.20	0.35
Funds for Reallocation- Metro	0.20	0.40
Total	\$10.00	\$19.38
State Program (for Local roads) – excludes LGA funding		
	New Budget (\$M)	Current Budget (\$M)
Rural	3.34	6.87
Metropolitan	6.00	11.54
Funds for Reallocation- Combined (Y)	3.55	-1.35
Total	\$12.89	\$17.06
Grand total	\$22.89	\$36.43
Others		
	New Budget (\$M)	Current Budget (\$M)
Enabling Action	1.00	1.47
Mass Action Treatments	0.00	10.03

(Y) 2022/23 EOY Balance : -\$4.91
 2023/24 SBS Local Road Program -Under Programmed by : \$3.55
 2023/24 SBS Holding Account After Reprogramming : -\$1.35 (Rounded)

MANAGING DIRECTOR MAIN ROADS
Australian Government Black Spot Program
Summary Report
Period 1 - 12 (As at 30 June 2023)

2022/23 Australian Government Black Spot Program - Overall Program

- With 100% of the financial year elapsed, expenditure on the Australian Government Program for 2022/23 is \$12.12m or 67% of the approved budget, including carryovers, of \$18.04m.

2022/23 State Roads

- Total expenditure for 2022/23 including reprogrammed projects is \$2.82m. The total budget including carryovers is \$2.98m.

2022/23 Local Roads

- Total expenditure for 2022/23 including reprogrammed projects is \$9.30m. The total budget including carryovers is \$19.73m.

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	\$2.98	\$2.82	\$2.82	6	6
Local Roads	\$19.73	\$9.30	\$9.30	70	41
Contingency	-\$4.67				
Total	\$18.04	\$12.12	\$12.12	76	47

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	0	1	0	0	1	\$2.75	\$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	\$0.23	3	0	1	0	0	2	\$0.06	\$0.06
Metropolitan	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Total	\$1.99	\$2.98	6	0	2	0	0	4	\$2.82	\$2.82
Australian Government Program (Local Roads)										
Great Southern	\$0.02	\$0.31	4	2	2	0	0	0	\$0.14	\$0.14
South West	\$0.35	\$0.52	7	1	2	0	0	4	\$0.47	\$0.47
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	2	1	0	0	1	\$0.31	\$0.31
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	\$3.15	6	3	2	0	0	1	\$1.75	\$1.75
Pilbara	\$0.00	\$0.90	1	1	0	0	0	0	\$0.36	\$0.36
Metropolitan	\$5.05	\$13.21	46	18	11	2	0	15	\$5.97	\$5.97
Total	\$8.15	\$19.73	70	27	18	2	0	23	\$9.30	\$9.30
Contingency										
Contingency (Z)	-\$5.29	-\$4.67								
Over-Programming										
Total Australian Government Black Spot (State and Local Roads)										
Grand Total	\$4.84	\$18.04	76	27	20	2	0	27	\$12.12	\$12.12

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

2023/24 Australian Government Black Spot Program (includes carryovers from previous years)

	New Budget (\$M)	Current Budget (\$M)
Rural	3.46	6.82
Metropolitan	9.15	16.39
Contingency (Z)	0.58	-4.09
Total	\$13.19	\$19.12

(Z)

2022/23 EOY Balance : -\$4.67

2023/24 AGBS Program - under programmed by : \$0.58

2023/24 AGBS Program - After Reprogramming : -\$4.09 (Rounded)

Regional Road Groups

Ian Duncan, Executive Manager Infrastructure

RECOMMENDATION:

That the September 2023 Report for Regional Road Groups be noted.

Three of the ten Regional Road Groups met in the eighteen-week period since the last meeting on 28 April 2023. Details of meetings held are summarised below.

Month	Date	Region	Venue	WALGA
May	12	Metropolitan (Elected Members)	East Perth	Mark Bondiotti, Phil Taylor
June	23	Gascoyne	Exmouth	Max Bushell, Mark Bondiotti (Virtual), Sam Adams (Virtual)
July	17	South West (Technical)	Bunbury	Max Bushell, Katherine Celenza
July	31	South West (Elected Members)	Eaton	Max Bushell, Katherine Celenza

Key matters for discussion included:

- 2023-24 program of works
- 2022-23 program delivery
- Multi-criteria analysis review process and objectives
- Availability of contractors and escalating prices
- State Road Funds to Local Government Agreement 2023 onwards
- Reviewing Regional Procedures
- Aboriginal Heritage Act
- Regulations covering road works during total fire bans.

A Regional Road Group Chairs workshop is scheduled for 20 September. 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 2023
MRWA 04/11055
D23#765785

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:

- Marriott Road

Deleted due to completion of action:

- Nil

Amended Status comment:

- Amendments to various comments.

Deleted:

- Nil

Road	Action	Status
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.
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 late 24.
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 scheduled for October 2023/Early 2024

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.
Chidlow York Road (Great Southern Highway)	Safety improvements project. Realignment of the road requiring proclamation.	Proclamation scheduled for October 2023.
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 2024.
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 late 2024.
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.
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.
Great Northern Highway	Buttweld Road to Bypass Realignment - Port Hedland Deviation, MRWA and BHP to fund project over 2 years	Construction commenced September 2021 anticipated construction will be anticipated to be complete 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. Asset responsibility negotiations with Local Government Authority progressing. Proclamation anticipated late 2024.
Great Northern Highway near Auski Roadhouse Shire of Ashburton	Realignment road over rail – previously known as Koodaideri (now Bahd-Jarding-Ngu) Bridge RioTinto Iron Ore	Construction complete. Progression of proclamation pending due to land tenure issues.
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 2023. Proclamation anticipated early 2024.
Great Northern Highway - Roy Hill Bridge	Recently opened with 1.9km of realignment to Great Northern Highway.	Land tenure pending. Proclamation anticipated late 2024.
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.	Proclamation scheduled for October 2023.
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 complete, proclamation progress pending. Proposed early 2024 proclamation.
Marble Bar Road – Coongan Gorge Realignment	Realignment and upgrade of 4 km section of Marble Bar Road through Coongan Gorge.	Proclamation scheduled for October 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.
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 late 2024.
Marriott Road	Road transferred to Main Road as identified as a strategic industrial area located between Forrest Highway and South Western Highway	Road responsibility transferred 1 July 2022, numerous land tenure issues to be resolved prior to proclamation. Proclamation anticipated early 2025.
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.	Works complete, proclamation proposed early 2024.
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.	Proclamation scheduled for October 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. Proclamation anticipated late 2024.
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 2024.
Roe Highway and Kalamunda 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 late 2024.
South Coast Highway	Safety improvements project. Realignment of the road requiring proclamation.	Proclamation scheduled for October 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 and handover complete, awaiting endorsement of proclamation drawings. Proposed proclamation October 2024
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 2023/2024.
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 2024.
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.

Toodyay Road Upgrades Aspen Road to Goomalling Toodyay Road	Road safety improvements	Construction commencement 2020 to be completed in stages. Anticipated completion pending.
Wanneroo Road and Joondalup Drive Interchange	Grade separation and new roundabout at intersection	Proclamation scheduled for October 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 early 2024
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.	Proclamation scheduled for October 2023. Progression dependent on dedication by Landgate/DPLH.

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

25 August 2023

Item 9.2

August 2023
MRWA 04/11055
D23#

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 met in May 2023 to consider potential timing of transfers for urban roads.

Based on potential triggers including construction of major state infrastructure, it is likely that the next urban transfer will not occur until post-2026, pending completion of detailed classification assessments, discussions with the relevant Local Governments and available funding.

Main Roads continues to monitor the external environment for timing triggers.

The Future Roads Project (Rural) is progressing. Following the transfer of Marriott Road to Main Roads in 2022, further assessments are being undertaken based on the list of 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, considering 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 still being considered, however no specific roads are currently being considered for the short term. This will be reviewed again by the end of 2023.

Recommendation

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

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

PLANNING AND TECHNICAL SERVICES DIRECTORATE

11 August 2023

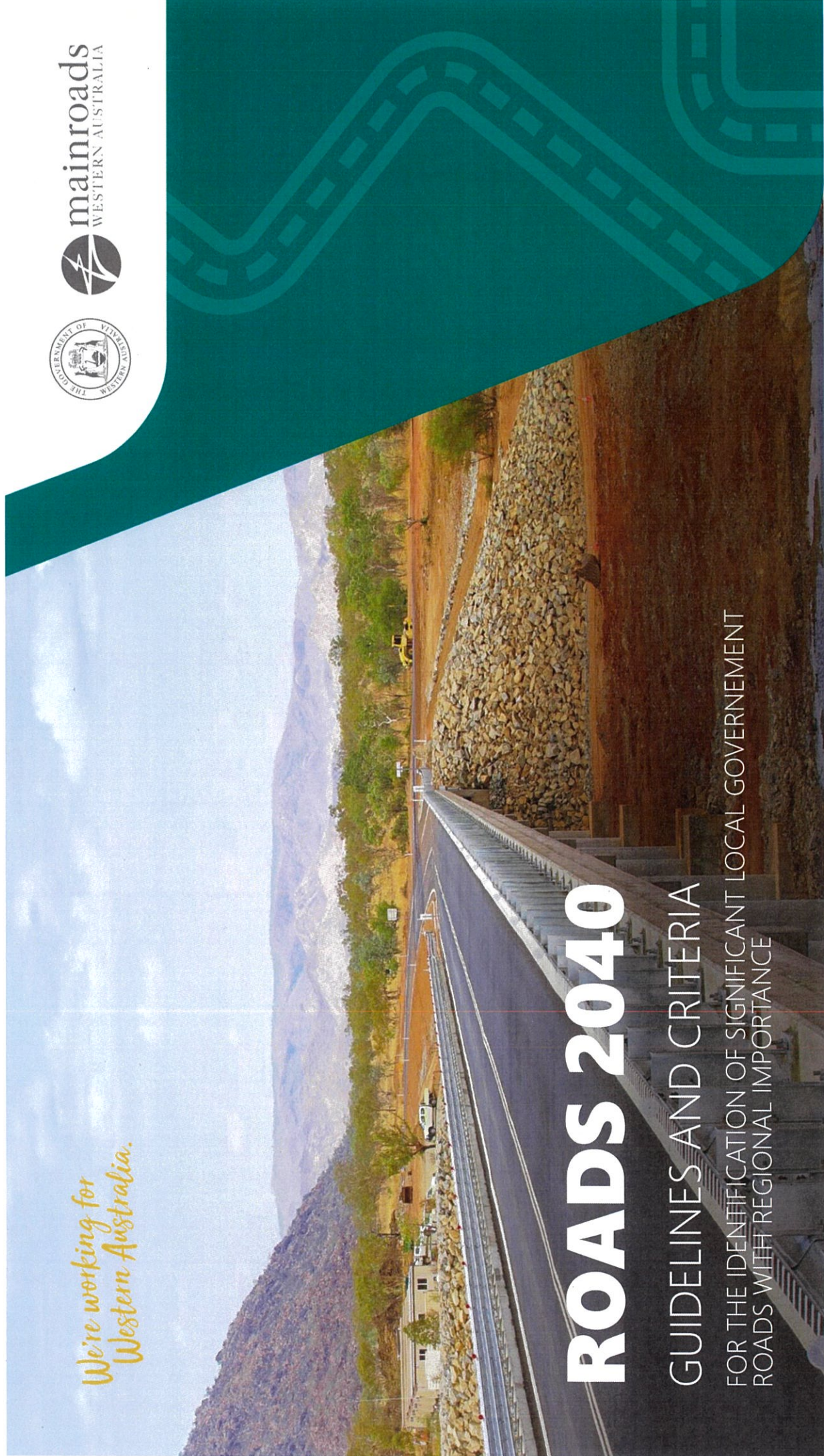
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ROADS 2040

GUIDELINES AND CRITERIA

FOR THE IDENTIFICATION OF SIGNIFICANT LOCAL GOVERNMENT
ROADS WITH REGIONAL IMPORTANCE



The first editions, (Roads 2020 Regional Road Development Strategies) were released during 1997 and 1998 and were an initiative of the 1992 Memorandum of Understanding between the State Government and the Western Australian Local Government Association (WALGA), then known as the Western Australian Municipal Association (WAMA). The Roads 2040, now supersedes Roads 2030 published in 2013.

In 2019 Main Roads undertook to prepare the Roads 2040 Regional Strategies for Significant Local Government Roads documents in collaboration with WALGA. This work was funded by WALGA.

The existing Roads 2020 criteria were used as a base line, with the intention to provide clearer definition and clarify for the Roads 2040 guidelines and criteria.

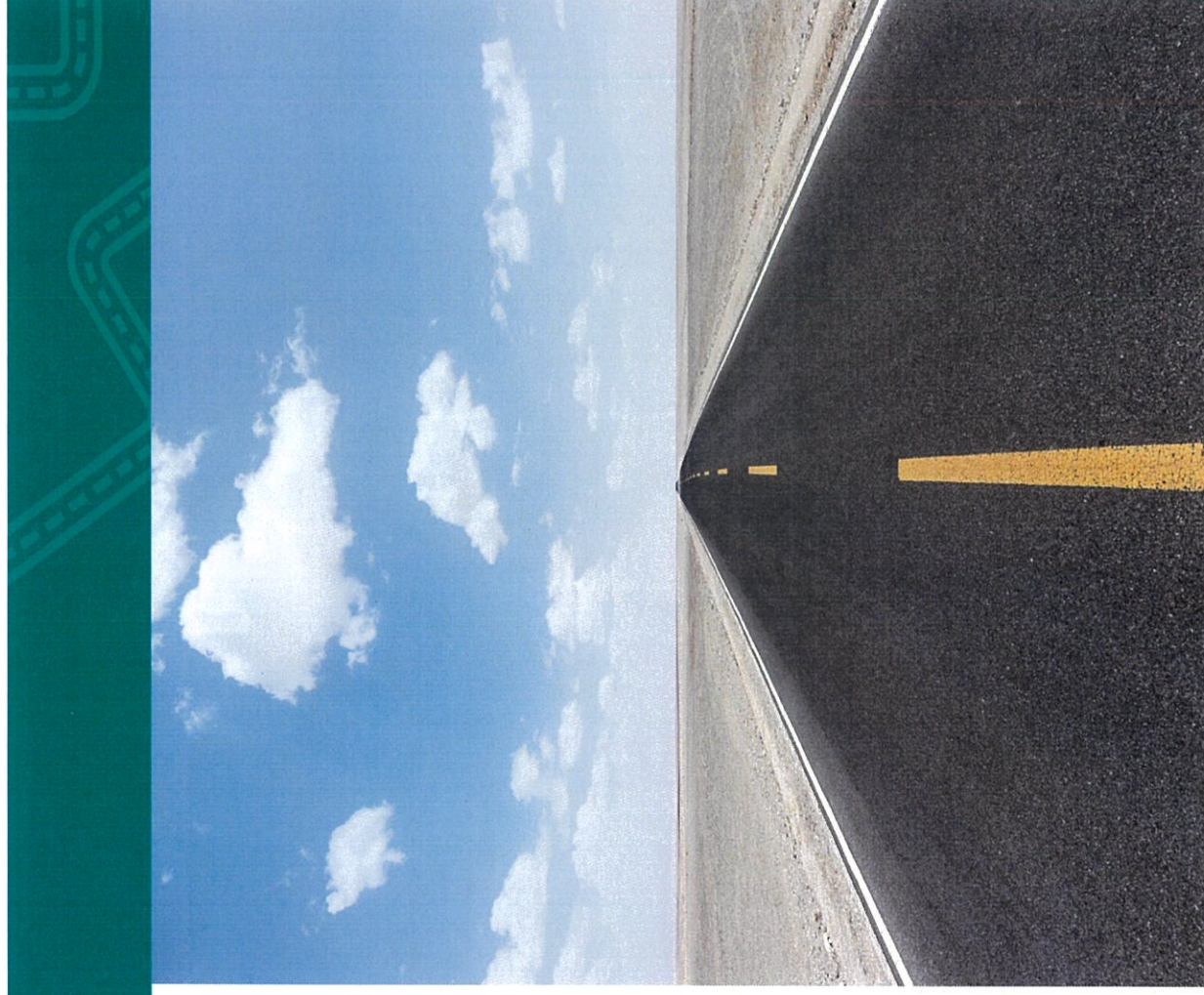
The scope of work included engagement with key stakeholders, liaison with Regional Road Groups (RRGs), reviewing and testing the criteria, checking and mapping all roads, preparing the documents including comprehensive lists of all roads, SAC submissions and SAC updates. The documents provide a summary of the function, development need and development strategy for each road.

GUIDELINES AND CRITERIA

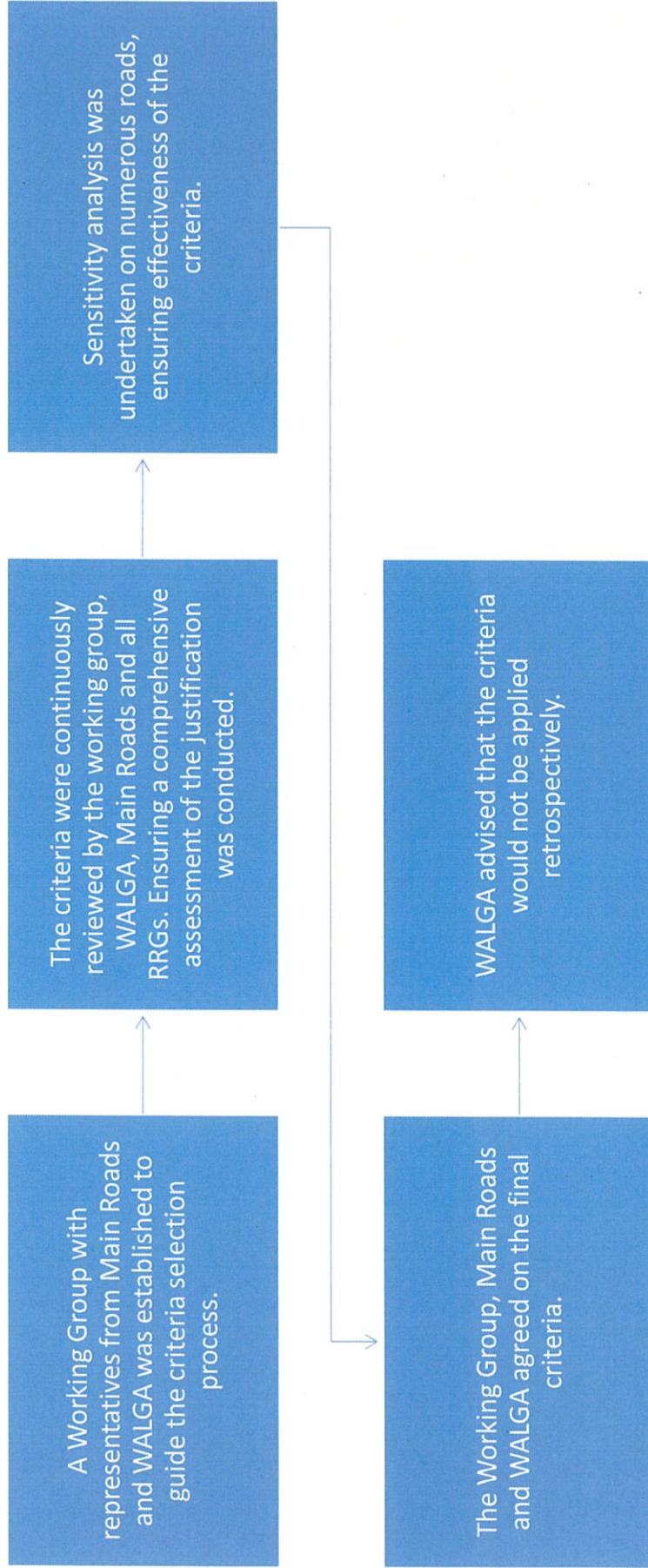
The intent of the guidelines and criteria is to assist RRGs to identify Significant Local Government Roads with Regional importance. Ideally, a consistent set of criteria will ensure equity for all Local Governments throughout the state when selecting roads to be added to ROADS 2040.

However, a flexible arrangement is necessary to address the many geographical and other variations across the State, especially in the more remote and sparsely populated areas.

To that end, the RRGs have autonomy to identify those circumstances where it is felt a road should be added, even if only one of the Criteria is met.



CRITERIA SELECTION



Five (5) criteria were selected:

1. Network/Significant
2. Road Function/Freight
3. Traffic Volume
4. Tourism and
5. Regional Road Group Criteria

- Any road/route proposed, must meet two (2) of these criteria – from at least two of the five sections.
- Except if motivated under criteria 5 Regional Road Group Criteria – a road/route may only meet one (1) criteria - although the RRG must show why the road/route is considered significant.

ONGOING REVIEW AND UPDATE PROCESS



New roads may be added or removed each year.



Once approved by the respective RRGs, submissions can be made at any time via the [RoadClassification](#) mailbox.



These will be collated and submitted to SAC for endorsement in one batch - April each year.



Following SAC endorsement, the online Roads 2040 documents will be updated and published.



It is expected that the Roads 2040 Documents and Guidelines and Criteria will be updated every 5 years maximum.



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Thankyou





WALGA



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STATE ROAD FUNDS TO LOCAL GOVERNMENT PROCEDURES

D23#763850

Document Control

Owner	This manual is owned and authorised by the Director of Budget and Financial Planning, Main Roads Western Australia. Authorisation As Director Budget and Financial Planning, I authorise the issue and use of this Procedures Manual for State Road Funds to Local Government.
Custodian	The Main Roads SAC Secretariat is the delegated custodian. All comments and requests for revision should be submitted to the Main Roads SAC Secretariat in accordance with the document control procedures.
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Review Frequency	6 years maximum

Amendments

Revision Number	Revision Date	Description of Key Changes	Section / Page No.
1	01/12/2020	Initial issue approved by SAC	All
2	02/06/2021	Revised KPI Reporting commencing in 2021/22	7.2.3
3	02/06/2021	MRWA web link added	12.2.4
4	11/11/2021	Local Government Project Signage Requirements	16.2
5	01/09/2023	Document refresh	All

Abbreviations and Operational Definitions of Key Terms

Term	Definition
AADT	Annual Average Daily Traffic
Agreement	State Road Funds to Local Government Agreement
BMS	Bridge Management system (MRWA corporate system for management of structures state-wide.)
FAGS	Financial Assistance Grant funding
LG	Local Government
MCA	Multi Criteria Assessment
MRRG	Metropolitan Regional Road Group
MRWA	Main Roads Western Australia
MRWA IRIS database	Main Roads Western Australia Integrated Road Information System
MVLF	Motor Vehicle License Fee
Nudge	A for purpose charity that focuses on getting young people into jobs and training opportunities in various industries throughout WA, and have been working in partnership with MRWA since 2006
Regional Director	Main Roads Western Australia's Regional Director
RRG	Regional Road Groups
SAC	State Road Funds to Local Government Advisory Committee
WALGA	Western Australian Local Government Association
WALGGC	Western Australian Local Government Grants Commission

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1 POLICY

Main Roads Western Australia (MRWA) and Local Government work together to develop and manage the Western Australian road network to meet the needs of the community.

The State Road Funds to Local Government Agreement (Agreement) provides funds for a number of programs. The State Road Funds to Local Government Advisory Committee (SAC) administer these programs.

In accordance with the Agreement, these Procedures detail requirements in relation to aspects of administering, distributing, and accounting for the allocation and expenditure of funds for Local Government roads provided under the Agreement.

2 PURPOSE

The purpose of these Procedures is to:

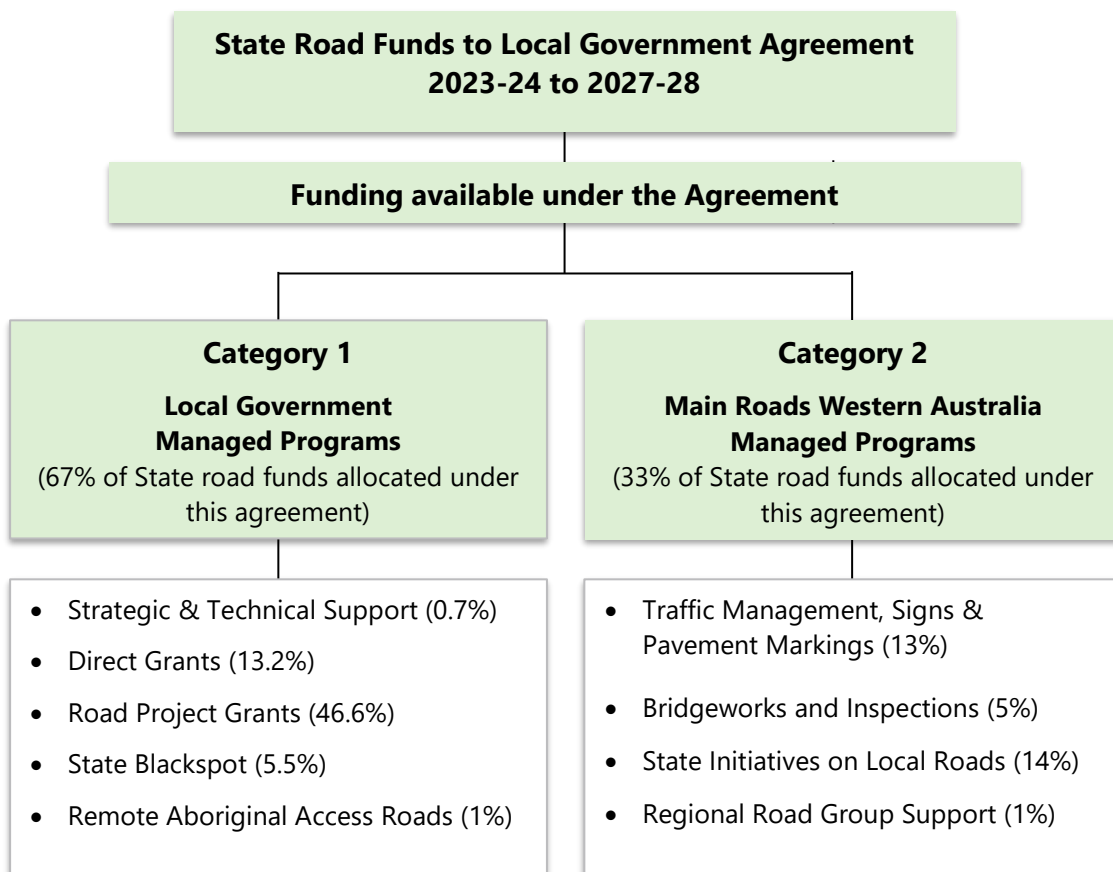
- Provide the management for administering, distributing, and accounting for the allocation and expenditure/delivery of the programs under the Agreement.
- Specify the terms of reference of SAC and Regional Road Groups (RRG).
- Outline the process of determining the annual Local Government Roads Program; and
- Help ensure that the social outcomes of the State Government are considered in relation to the State's road network, in particular road safety, Aboriginal employment, and recycled materials.

3 SCOPE

These procedures cover the processes required to facilitate the determination and management of funding under the Agreement. As shown in Figure 1, there are two categories of State funding for Local Government roads:

- Category 1 - Local Government Managed Programs
- Category 2 – Main Roads WA Managed Programs

Figure 1: State Road Funds to Local Government Agreement categories



Note: Percentages of the sub-categories are indicative only

4 COMMITMENTS

As part of the Agreement, Local and State Governments committed to:

- Increasing the application of the Safe System for road safety approach to the Local Road network.
- Providing opportunities for the employment of Aboriginal and Torres Strait Islander peoples.
- Increasing sustainable road construction practices through the greater use of recycled materials.

With respect to the above, and within the first two years of this Agreement, representatives from MRWA, WALGA and RRGs will collaborate to establish a system/process for monitoring, reporting, and advancing each individual commitment. This work will focus on, but not be limited to, LGA works funded under this Agreement.

Based on the above work the parties will work to determine and, where practical, implement actions to further advance each commitment.

The initial framework is:

- A working group be established, chaired by MRWA and include representatives from MRWA, WALGA and RRGs.

The working group would:

- Develop a Terms of Reference.
- Prepare a report for each SAC meeting and as requested by the SAC Secretariat.
- In the initial stages, meet at least monthly.

Noting that, regarding any implementation issues, SAC remains the ultimate decision maker.

5 GOVERNANCE STRUCTURE

The governance structure for the distribution of funds under the Agreement is shown at Figure 2.

The Minister for Transport is the overall approving authority for all funding decisions under this Agreement. To facilitate the development of a recommended program, the distribution of funding to both categories and sub-categories is established within the Agreement. Funding can be moved between categories or sub-categories with the approval of SAC.

The Managing Director of MRWA makes recommendations to the Minister for Transport for the annual funding program.

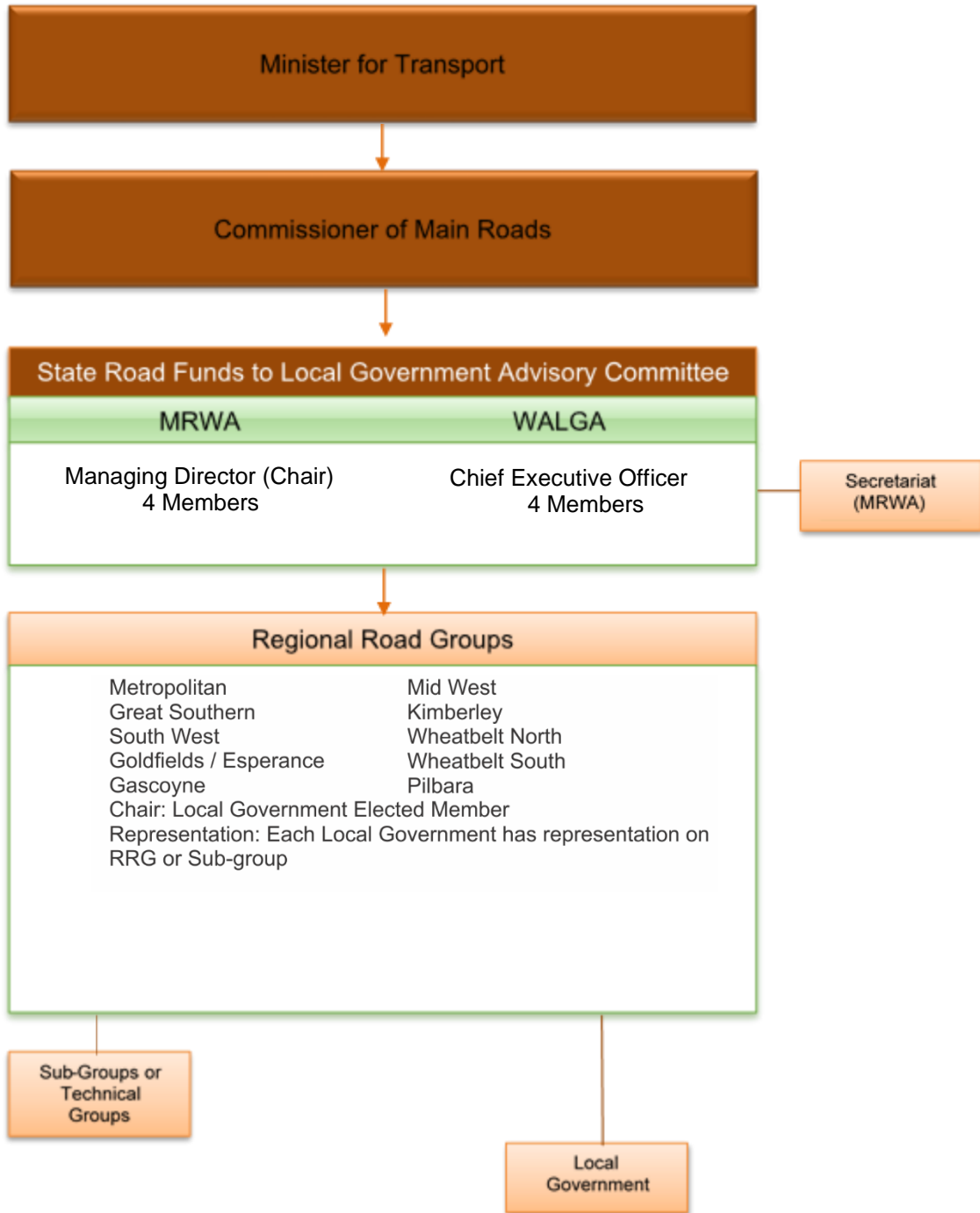
The State Road Funds to Local Government Advisory Committee (SAC) comprises equal representation from MRWA and WALGA. The Managing Director of MRWA chairs SAC, which oversees and monitors the distribution of State funds as provided for under the Agreement.

RRGs prioritise Local Government road funding under the Agreement and monitor the implementation of the Local Government program within their own region. A Local Government Elected Member shall chair RRG meetings. MRWA provides technical and administrative support.

Regional Road Sub-Groups and/or Technical Groups may be established under individual RRGs to assist with management and consideration of local road issues pertaining to that region.

Local Government provide representation on both RRGs and/or Regional Road Sub-Groups or Technical Groups. Local Governments provide submissions for road funding and take part in the priority and determination process of those submissions.

Figure 2: Agreement Governance Structures



6 REFERENCES AND RELATED DOCUMENTS

Procedures outlined in this manual to be read in conjunction with the following documents:

Document Reference	Description
D23#417931	The current State Road Funds to Local Government Agreement
D21#510508	State Black Spot Program Development and Management Guidelines
D22#1045677	Level 1 Bridge Inspection Framework
WALGGC	Remote Access Roads
D21#606257	Commodity Freight Routes funding

7 STATE ROAD FUNDS TO LOCAL GOVERNMENT ADVISORY COMMITTEE (SAC)

SAC will oversee, monitor, and endorse to the Honourable Minister for Transport, via the Managing Director Main Roads, the allocation of State funds under this Agreement.

SAC will set in place and be responsible for the overarching policy and procedures covering the administration and functioning of the Agreement. The Terms of Reference below define the role and activities of SAC. SAC also monitors the expenditure of the overall program and where appropriate, may redistribute funds to ensure the timely and best use of available resources.

7.1 Management and Administration

7.1.1 Membership

SAC membership shall be made up by the Managing Director of MRWA, the Chief Executive Officer of WALGA, four representatives as nominated by WALGA and four MRWA officers nominated by MRWA.

7.1.2 Chairperson

The Chairperson shall be the Managing Director of MRWA.

7.1.3 Secretariat

MRWA will provide technical and administrative support to SAC.

7.1.4 Observers

Members of SAC may invite to their meetings support staff and other personnel who would assist with matters under consideration.

7.1.5 Decision Making

Decisions shall be by consensus.

7.1.6 Meetings

The Chairperson, through the Secretariat, will develop an annual meeting timetable. A minimum of three meetings to be held per year.

The Secretariat shall co-ordinate the recording and distribution of minutes of each SAC meeting to both SAC members and RRG secretariat.

7.1.7 Delegated Representatives

Each Committee member, including the Chairperson, may delegate authority to a nominated person, to attend and otherwise represent the member.

7.1.8 Quorum

Whilst it is expected that each member will either attend each meeting or arrange for a delegated representative, a quorum of six (50% plus one) is required to conduct a meeting.

7.1.9 Correspondence

Address all correspondence to:

Secretariat
State Road Funds to Local Government Advisory Committee
PO Box 6202
EAST PERTH WA 6892

7.2 Scope and Responsibilities

SAC shall be responsible for:

- Endorsing the Annual Local Roads Program to the Managing Director, MRWA.
- Monitoring the delivery and acquittal of funded programs/projects.
- Redistributing funds between projects, programs and Regional Road Groups if required to suit delivery progress/schedules.
- Reviewing individual RRG procedures.
- Set and be responsible for these procedures covering the administration and functioning of the Agreement.
- Responding with appropriate strategies when funding changes are made under the Agreement.
- Deciding and approving changes to relevant policies and processes affecting the Agreement.
- Responding to transport issues received from Regional Road Groups, Local Government and MRWA.

SAC shall ensure funds made available under this Agreement are used to:

- Deliver benefits to the community.
- Preserve, improve, and extend the road network; and
- Comply with the obligations of the Managing Director of MRWA under legislation.

SAC will maintain a structure of RRGs to assist with the management and administration of funding and other activities under the Agreement.

Subject to the endorsement of SAC, the overall Program by Category is submitted, via the Managing Director of Main Roads, to the Minister for Transport for approval.

7.3 Discretionary Powers

SAC has the authority to adjust funding arrangements as appropriate, noting the Minister is the overall approving authority.

Any decision will be conveyed to the appropriate Regional Road Group secretariat for dissemination as appropriate.

7.4 Financial Monitoring

At each SAC meeting, a financial report is tabled that includes funds expended to date and end of year forecasts.

8 REGIONAL ROAD GROUPS

Each Local Government shall be a member of a RRG. RRGs operate under the delegated authority of SAC.

These Terms of Reference shall apply to the role and responsibilities of the RRG.

8.1 Management and Administration

8.1.1 Region

Each Local Government in Western Australia shall be included in an appropriate RRG as defined by SAC. As a principle, the regional boundaries be as similar as possible to those used by MRWA.

Where there are exceptional circumstances, a Local Government may apply to SAC to transfer from one RRG to another. Supporting documentation shall accompany an application to justify the reasons for a change.

Where SAC approves a Local Government to transfer to another RRG, it will amend funding allocations to reflect the change.

8.1.2 Chairperson

An Elected Member shall be the Chairperson of each RRG. A RRG shall elect a Chairperson at least every second year at its first meeting following Local Government elections.

8.1.3 Membership

Each Local Government shall be represented on the RRG by an Elected Member.

8.1.4 Voting and Decision Making

As far as practicable, decisions should be by consensus. Where voting is necessary, only Local Government Elected Members will be voting representatives on the following basis:

- One vote for each Local Government represented at RRG meetings where no Sub-Group(s) exist; or
- One vote for each Sub-Group represented at RRG meeting where Sub-Group(s) exist.

Unresolved issues shall be brought to the attention of SAC by the RRG Chair.

8.1.5 Meetings

The Chairperson of a RRG, assisted by the Secretariat, will develop an annual meeting timetable relating to the timetable of SAC.

The schedule of RRG meetings can be found on the WALGA website.

8.1.6 Delegated Representatives

A member of a RRG may delegate authority, including voting rights, to another Elected Member from the same Local Government to attend and represent them at a meeting.

8.1.7 Quorum

Whilst it is expected that each member will either attend each meeting or arrange for a delegated representative, a quorum of 50% plus one is required to conduct a meeting.

8.1.8 Reporting Structure

A RRG shall record minutes of its meeting and provide a copy to each member and to the SAC secretariat.

RRGs will make recommendations to SAC in relation to the annual Local Roads Program and other issues as they pertain to the Local Road Network.

8.1.9 Observers

A RRG Chair and/ or Secretariat may invite to a meeting any person with appropriate experience or expertise to assist in any matter.

8.1.10 Secretariat

MRWA shall provide technical and administrative support to the RRG. Regional Directors will provide the secretariat contact for each RRG (refer to attachment 5 for a Guide).

8.1.11 Regional Road Sub-Group

A RRG may establish a Regional Road Sub-Group(s) to:

- Assist to identify road-funding priorities.
- Consider local road issues to inform decision making by the RRG.
- Provide advice to the RRG.

A RRG will determine and approve the Terms of Reference for a Regional Road Sub-Group(s). The Terms of Reference will include:

- Roles and responsibilities of the Sub-Group(s).
- Process to elect the Chairperson.

- Membership of the Sub-Group(s).
- Voting rights within the Sub-Group(s).
- Voting rights of the Sub-Group(s) at the RRG.

A Local Government may apply to the RRG to transfer from one Sub-Group to another.

8.1.12 Regional Road Technical Group

A RRG may establish a Regional Road Technical Group to assist with management and consideration of local road issues; and provide technical advice as requested.

A RRG will determine and approve the Terms of Reference for a Regional Road Technical Group(s). The Terms of Reference will include:

- Roles and responsibilities of the Technical Group(s).
- Process to elect the Chairperson.
- Membership of the Technical Group(s).

Note: the Technical Group(s) is an advisory group with no voting rights at the RRG.

8.1.13 Correspondence

Address all correspondence:

Chairperson

RRG

C/- Regional Director

Main Roads WA

(See Attachment 2 for Regional addresses)

8.2 Regional Road Group Responsibilities

Within policies and guidelines established by SAC, the RRG shall be responsible for assessing road funding submissions from its members, the annual distribution of funds to Local Government roads, monitoring and reporting on the financial/delivery outcomes of the application of the funds to Local Government roads in its region.

A RRG shall ensure that funds made available by the State are applied to the Local Government road network to:

- Deliver benefits to the community.
- Preserve, improve, and extend the road system; and
- Comply with the obligations of the Managing Director of MRWA under legislation.

A RRG is responsible for:

- Convening at least two meetings per year.
- Developing and recommending to SAC, an annual Local Government roads program for their region.
- Monitoring the implementation of the program in their region.
- Developing and recommending to SAC, Strategies for Significant Local Government Roads.
- Developing and recommending to SAC, three year works projections.
- Establish and maintain 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 grant acquittal in accordance with the annual budget.
- Assisting SAC with Local Government priorities at the regional level.
- Advising SAC of any likely under or over 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.
- Monitoring and responding to the delivery of the Agreement commitments.

8.2.1 Key Performance Indicators

- Percentage of Blackspot Programs funding expended. (Target 100%)
- Percentage of Road Project Grants expended. (Target 100%)
- Percentage of sealed road length within the region subject to documented visual condition survey in the previous five years. (Target 75%)
- Number of Local Governments by RRG that provided a road inventory data update to MRWA for uploading into the IRIS database in the last three financial years. (Target 100%)
- Percentage of Local Government bridges by RRG subject to an annual level one (visual) inspection submitted to MRWA in the previous reporting cycle as per the WALGA/MRWA framework. (Target 100%)

9 FUNDING AND FUNDING ALLOCATION

Both Funding and Funding Allocations will be as per the Head Agreement and as set out within Figure 1 (section 3) above.

9.1 Funding Sources

On an annual basis, the share of State road funds to be allocated for Local Government roads will be equivalent to the agreed percentage (as stipulated in the current Agreement) of the State Budget's estimated motor vehicle licence fees (MVLFF) for that year. In the event of a State Government revenue policy initiative to reduce vehicle licence fees and recover road user charges through alternative mechanisms, this percentage will be adjusted to ensure the reduction to vehicle licence fees is revenue neutral to Local Government.

Recognising that road projects may extend over several years, the parties acknowledge actual revenue and expenditure may not be equal on a yearly basis and there may be a carry over or advancement of funds between years. As approval for carryovers may be sought from WA Treasury it is to the benefit of all parties that the program is delivered as budgeted.

There are two funding categories:

- Local Government Managed Programs (Category 1); and
- MRWA Managed Programs (Category 2).

Any structural change to the way in which the funds are managed will require the agreement of both State and Local Government.

9.2 Funding Allocations

The revenue determined in section 9.1 above is distributed to Local Government roads based on:

Local Government Managed Programs (Category 1) 67%*

0.7%	Strategic and Technical Support
13.2%	Direct Grants
46.6%	Road Project Grants
5.5%	State Black Spot
1.0%	Remote Aboriginal Access Roads

MRWA Managed Programs (Category 2) 33%*

13.0%	Traffic Management, Signs and Pavement Markings
4.0%	Bridgeworks
1.0%	Bridge Inspections
14.0%	State Initiatives on Local Roads
1.0%	RRG Support

**Note:* Percentages are rounded and indicative only. SAC may approve alterations as deemed appropriate.

9.3 Local Government Project Signage Requirements

If a Local Government erects a project sign, where the project has been funded under the SRFLGA and where there are no program specific mandatory signage requirements, the sign must include appropriate recognition of the State Government's contribution to the project.

This will include dual branding with the State's Crest and Local Government logo and text that reads "Jointly funded by the State Government and <Local Council>."

10 REGIONAL STRATEGIES FOR SIGNIFICANT LOCAL GOVERNMENT ROADS

The ROADS 2040 Regional Road Development Strategies document provides a strategic review of regionally significant Local Government roads and the development strategies for them. The document is located on the WALGA website.

Each RRG (except for the Metropolitan Region) documents a strategic review of regionally significant Local Government Roads and the development strategies for them. Roads in the strategies are designated as “Significant Local Government Roads” and are roads that do, or will, provide a positive contribution to the economic and/or social wellbeing of the region and Western Australia as a whole.

SAC may initiate a formal review of the strategies every five years. Local Governments under direction from the RRG shall review the identified Significant Local Government Roads and their strategies in accordance with the approved Guidelines.

Local Governments may seek amendments to the strategies by submitting a documented request to their RRG. The RRG shall make recommendations for amendments to SAC for approval.

11 LOCAL GOVERNMENT MANAGED PROGRAMS – STRATEGIC AND TECHNICAL SUPPORT (CATEGORY 1)

SAC will determine the allocation for Strategic and Technical support annually.

Strategic and Technical Support funds are provided for such items as:

- Municipal Infrastructure needs, development, evaluation, and research.
- Local Government Transport and Roads Research and Innovation Program.
- WALGA RoadWise program.
- WA Local Government Grants Commission Support.
- Other activities as identified or agreed by SAC.

12 LOCAL GOVERNMENT MANAGED PROGRAMS - DIRECT GRANTS (CATEGORY 1)

Direct Grants will be provided annually to all Local Governments. Each year SAC will review the amount available for Direct Grants.

Direct Grants are allocated for routine maintenance tasks on Local Government roads.

Routine maintenance are tasks to maintain the asset but do not increase its service potential or life e.g., repairing potholes, grading an unsealed road, clearing, or repairing drainage systems.

12.1 Annual Allocation

Funding to Direct Grants will be base lined at 13.2% of State road funds provided under the Agreement.

SAC will use the Asset Preservation Model provided by the Western Australian Local Government Grants Commission (WALGGC) to calculate Direct Grant allocations each year. RRG and Local Governments will be advised of Direct Grant allocations as soon as the information is available.

12.2 Road Classification Transfers Impacting on Direct Grant Allocations

Direct Grant allocations are subject to an annual adjustment for gazetted road classification transfers (i.e., State Roads to Local Roads and vice versa) and any net adjustment is reflected in the total Local Roads Program.

This adjustment is based on the outputs of the Asset Preservation Model, which are agreed to by SAC.

12.3 Payments

Direct Grants will only be processed following program approval advice from SAC Secretariat.

Before payment can be made, each Local Government shall submit a Certificate of Completion (refer to attachment 3b) for works funded from their previous year's allocation.

It is at the respective region's discretion whether a Tax Invoice or an RCTI is preferred to administer the Direct Grants, and each Local Government should adhere to the preferred

approach. Direct Grants are not subject to GST as this form of grant is an appropriation. When an RCTI is to be generated then a tax invoice is not required.

All Local Governments should endeavour to acquit Direct Grants by the 31st of August each year and, if this does not occur, provide an explanation to the RRG Secretariat.

The Regional Director shall make available at each RRG meeting, particulars of Direct Grants recouped to date by Local Governments in that Region.

12.4 Certificate of Completion

Direct Grant allocations made by MRWA to Local Governments are subject to the provisions of the *Financial Management Act 2006* and *Auditor General Act 2006* and are subject to audit.

To facilitate full and open accountability of Direct Grant allocations provided, Local Governments must ensure appropriate financial records are established and maintained to enable verification of expenditures against those allocations provided.

This requirement is also contained in the Certificate of Completion (refer to attachment 3b) declaration signed by the Local Government Chief Executive Officer acknowledging that MRWA can access the Council's financial records to verify this claim.

12.5 Funds Management

RRGs are responsible for ensuring Direct Grants are expended in the year of the distribution. RRGs should advise SAC before the end of September in the budget year, of any Local Government yet to have provided a Certificate of Completion to their RRG Secretariat. SAC will review such with a view to redistribute unclaimed funds if appropriate.

13 LOCAL GOVERNMENT MANAGED PROGRAMS – ROAD PROJECT GRANTS (CATEGORY 1)

13.1 General

Road Project Grants (RPG) are used for specific road projects assessed and prioritised by the RRG using their documented methodology. Projects may comprise capital upgrade or renewal but not routine maintenance.

13.2 Annual Allocation

SAC shall allocate funds for road projects to each RRG. Allocations will be based on the WA Grants Commission Asset Preservation and Population models. In addition, and at the discretion of SAC, a portion of the Rural and/or Metropolitan Road Project Grant pool may be allocated to specific purposes. Examples of such funding may include:

- Nudge.
- Commodity Route funding.
- Road and Bridge Condition data; and
- One off special project allocation.

After specific purpose funding, as per above, has been 'removed', the remaining pool of Road Project Grant funding is apportioned on a basis of 64% to Rural Local Governments and 34% to Metropolitan Local Governments.

SAC's aim is to provide RRGs with an indicative funding allocation, for the following year, of Road Project Grants before October each year.

13.2.1 Nudge

Nudge is a for purpose charity that focuses on getting young people into jobs and training opportunities in various industries throughout WA. nudge is an employer support agency that specialises in making the process of training, employment, and community engagement as simple as possible.

13.2.2 Commodity Route Funding

Commodity Route Funding shall be applied according to the Application and Assessment Guidelines as published on the MRWA website.

A commodity route is defined as a route where there is a significant high priority transport task associated with the transport of a commodity such as grain, timber, agricultural lime, iron ore, and/ or other commodities.

Each year, an annual allocation, based on 3% of the RPG pool, will be set aside for a Commodity Route Fund.

Qualifying projects not eligible for Road Project Grant funding will be assessed and ranked first. Projects eligible for Road Project Grant funding, but not prioritised for funding, will be assessed, and ranked for the allocation of remaining funds.

Funding is budgeted on a cost sharing basis of \$2 from the Commodity Route Fund and \$1 from Local Government funds.

A Technical Review Group (TRG) will prioritise project applications. The TRG comprises members from MRWA and WALGA. There is an annual call for project applications, which are submitted to the RRG for review before formal submission to the TRG. The TRG will make recommendations to SAC for approval.

13.2.3 Road and Bridge Condition Data

An amount of up to \$500,000 is set aside annually from the Road Project Grant allocation for the assessment of the condition of the regionally significant Local Government roads as defined in the RRG Roads List strategies. The amount shall fund visual condition assessments in accordance with the WALGA Visual Defects Assessment Manual or other agreed methodology.

In consultation with RRGs, WALGA will establish a Technical Committee to manage the program. Funds shall be allocated on the basis that every significant sealed road is assessed a minimum of once every five years. The annual allocation may be granted to a group of Regions to facilitate the most economically efficient data collection strategy. Excess funds may be used to perform other types of road/ bridge condition assessments. The data may be provided to MRWA in an agreed format and will be used to assess the condition of the road network at a Regional and State level. The assessments shall be made available to Local Governments by uploading to the RAM pavement management system or as otherwise preferred.

13.2.4 Road and Bridge Data for IRIS

On a three years basis, each Local Government shall provide MRWA an electronic copy of roads under their care and maintenance. This data provides a contemporary record of the road network in WA.

Local Governments shall provide the data in an IRIS acceptable format to MRWA prior to the end of May in the appropriate year. Non-compliance by a Local Government may lead to the delay in remittance of their Direct Grant allocation for that following year.

The correct IRIS format can be found in the [IRIS Local Government Interface Requirements document](#).

Please contact Network and Inventory Data Administrator, Asset & Geospatial Information, Planning and Technical Services Directorate (agi@mainroads.wa.gov.au) to confirm the latest version.

The number of Local Governments by RRG that have uploaded road inventory data to the MRWA IRIS databased in the previous three financial years (in accordance with the MRWA schedule) is a KPI and reported to SAC annually. The target is 100%.

13.3 Project Eligibility for Road Project Grant Funding

Road Project Grants are used for capital upgrade or renewal type projects. Capital upgrade is defined as expenditure that provides a higher level of service e.g., widening a road pavement, providing a second carriageway, or sealing an unsealed road. Capital renewal projects are defined as planned projects that increase service potential or extend the life of a road e.g., resealing a sealed road, re-sheeting a gravel road or reconstructing a road pavement to existing standards.

Eligibility for road project grant funding will be determined on the following basis:

- Perth Metropolitan Region:

Projects where road AADT exceeds 2,000 vehicles per day or the design exceeds 10,000,000 Equivalent Standard Axles (ESA) for a 20-year design life, and which may be classified as District Distributors, Local Distributors and Access Roads.

- All Other Regions:

Road strategies as defined in Regional Strategies for Strategic Local Government Roads: ROADS 2040 (or later) is the basis for identifying and prioritising RPG submissions (refer section 10).

A RRG can allocate road project grants for road related projects (e.g., street lighting) provided they are on roads of regional significance, are prioritised against other road projects within the Region and prior approval is obtained from SAC.

13.4 Local Government Road Project Grant Proposals to Regional Road Groups

Non-Metropolitan local Governments shall submit to the RRG, for evaluation, proposals for road projects (refer to attachment 1). These should include the scope, benefits, and estimated costs of the project. These costs should be in outturn dollars.

This requirement has been modified for the Perth Metropolitan area where worksheets have been developed specific to the MRRG Improvement and Rehabilitation Programs and are available on the MRWA external website.

The estimated costs shall include all direct costs associated with the project and include investigation, design, and supervision costs. Indirect costs such as administrative overheads, ongoing running costs and routine maintenance costs are NOT eligible for funding. Preconstruction costs are eligible.

13.5 Contributory Arrangements

Regional Road Project Grant funds are distributed to projects on a priority basis using a process agreed to by the RRG and endorsed by SAC. Project allocations from the Road Project Grants Pool are provided on a cost sharing basis of \$2 from Road Project Grant funds to \$1 from Local Government funds. SAC may consider variations in exceptional circumstances.

13.6 RRG Prioritisation of RPG using an MCA Methodology

Using a Multi-Criteria Assessment (MCA) model to evaluate and prioritise projects, the RRG shall determine the particular projects recommended to SAC for funding. The RRG will help ensure that the evaluation methodology used maximises the community benefits by recommending the preservation and improvement projects that meet regional needs.

For preservation projects, the following criteria should be considered in the MCA model.

Table 1: MCA Preservation Project Criteria

Criteria	Recommended Weighting
Condition Assessment	Highest Weight
Safety	Higher Weight
Traffic	Higher Weight
Sustainability	Medium Weight
Social/Economics	Medium Weight

For improvement projects, the following criteria should be considered in the MCA model.

Table 2: MCA Improvement Project Criteria

Criteria	Recommended Weighting
Traffic	Highest Weight
Road Safety	Highest Weight
Economics	Higher Weight
Environment	Higher Weight
Sustainability	Higher Weight
Social	Medium Weight

Each Regional Road Group will be given the flexibility to define the exact weights and the factors that underpin each criterion.

Each year, recommendations for Road Project Grants provided through the MCA model shall be available to the SAC Secretariat.

13.7 Three Year Works Program

All non-Metropolitan RRGs should develop a three year works program and publish this with the minutes of the relevant meeting. The first year of the program will be the annual funding recommendations to SAC. The two future years will comprise a list of prioritised projects with estimated costs. The future year projects are not commitments and do not require detailed assessment but are intended to provide the source for reserve projects and assist Local Governments to plan for future funding and work commitments. The program will also provide a basis to advocate for future funding under the Agreement.

13.8 State Road Funds to Local Government Advisory Committee Endorsement

Each year Regional Road Groups submit to the SAC Secretariat, projects prioritised by the RRG for funding. The SAC Secretariat will ensure any advanced programming is appropriate. The SAC Secretariat shall prepare an annual budget defining the allocation of funding across categories and sub-categories for SAC consideration. SAC shall consider the annual budget and provide its endorsement to the Managing Director of MRWA with a target date end of May. Subject to the recommendation of the Managing Director, the Local Roads Program is submitted to the Minister for Transport for approval. RRG and member Local Governments will be advised of Road Project Grant allocations as soon as the information is available for distribution.

13.9 Under or Over Expenditure

13.9.1 Under Expenditure

If the final cost of a project is less than the approved budget allocation, the Local Government will be paid the actual expenditure (less the one-third contribution) incurred subject to certification of satisfactory completion of the project.

The balance of the approved budget allocation is to be reallocated by the RRG.

If the occasion arises where a Local Government has claimed payments in excess of the final project cost (less the one-third contribution) the total unexpended amount must be returned to the RRG for redistribution.

13.9.2 Over Expenditure

Where a project is completed for more than the budget allocation the respective Local Government shall be responsible for funding the shortfall.

A Local Government may apply to the RRG to cover a funding shortfall in exceptional circumstances. Any additional grant should be based on only two thirds of that additional expenditure.

13.9.3 Payment

There are two methods of payment to Local Governments.

For Road Project Grants and State Black Spot funding, a Local Government may elect to:

- claim payment for the approved funding allocation following completion of the project and by providing a Certificate of Completion (attachment 3c) only. Note: A Progress Payment Certificate is not required when making a final claim for an individual project. The Certificate of Completion must accompany the claim for payment.

or

- apply to the Regional Director for an advance payment equal to 40% of the approved project allocation supported by a Progress Payment Certificate (attachment 3a), signed by the Chief Executive Officer.

A further 40% will be paid to the Local Government on submission of a further Progress Payment Certificate (attachment 3a) signed by the Chief Executive Officer, certifying that incurred expenditure on the project has exceeded 40% of the project funding approved (attachment 3a).

The balance of the approved allocation (provided no under expenditure) will be paid to the Local Government on the submission of a Certificate of Completion (Attachment 3c). Note: A Progress Payment Certificate is not required for the final (3rd) payment. The balance paid on the final claim cannot exceed the actual total cost, less contribution, of the individual project.

The first and second claims for payment are to be supported by a Progress Claim Certificate (Attachment 3a) and for the final claim supported by a Certificate of Completion (Attachment 3c). These certificates are to be forwarded to the Regional Director via the RRG secretariat.

Payments will be made by MRWA to Local Governments upon submission of a Certificate of Completion (Attachment 3c).

Road Project Grant allocations made by MRWA to Local Governments are subject to the provisions of the *Financial Management Act 2006* and the *Auditor General Act 2006* and therefore subject to audit.

To facilitate full and open accountability of Road Project Grant allocations, Local Governments must ensure that appropriate financial records are established and maintained to enable verification of expenditures against the original project funding approved. The financial records must be in a format capable of assessment within the context of any annual audit process undertaken by MRWA auditors.

13.10 Certificate of Completion (Attachment 3c)

On completion of the project the Local Government shall provide a Certificate of Completion (refer Attachment 3c) to the Secretariat. This must include an accurate final cost, including expenditure detail as included in the original funding request. The Chief Executive Officer and the Works Supervisor/Engineer must co-sign this certificate prior to the balance of the funds being released to the Local Government.

13.11 Delays in Program

The RRG shall monitor expenditure on approved roads projects with Local Governments with the aim that funds will be expended and recouped within the financial year.

Where a Local Government cannot demonstrate acceptable progress on an approved project before December 31st, the RRG shall review and consider reallocating funds to the next highest priority project on the RRG's list.

A Local Government is to notify MRWA RRG Secretariat by no later than 31st January of any financial year, of circumstances in which Road Project Grant allocations are likely to remain unspent at the expiration of that financial year. These matters shall be referred to the relevant RRG for consideration and determination on the re-allocation of unspent funds for recommendation to SAC.

13.12 Reporting

MRWA, on behalf of RRGs, shall report annually to SAC on Road Project Grant allocations compared with actual expenditures. This report shall be at the regional program level and provide reasons for any variations between the approved budget and actual expenditure incurred.

13.13 Summary of Key Dates (Road Project Grants)

PROCESS STEP		END DATE
1	Local Governments apply to RRG for project funds, with supporting justification	September or prior, as determined by RRG
2	RRG provide program recommendations to the SAC Secretariat	January
3	SAC makes recommendations to Managing Director of MRWA	May
4	Minister approves future program	Before July
5	Local Governments advised of Minister approved program	Before July
6	RRG advise SAC of forecast underspend	January
7	SAC reallocate funding to other regions or programs	February

14 LOCAL GOVERNMENT MANAGED PROGRAMS – STATE BLACK SPOT FUNDING (CATEGORY 1)

14.1 State Blackspot Funding

Funding provided under the State Blackspot Program on Local Roads is to target improving the safety performance of roads with a proven crash history or high-risk locations with the likelihood of crashes occurring.

The State Blackspot Program Development and Management Guidelines (located on the MRWA website) detail the technical and administrative criteria governing project applications, implementation of approved works and procedural requirements for expenditure and recovery of approved funding. The State Blackspot Program Development and Management Guidelines identify MRWA as the Managing Authority (Director Budget and Investment Planning), responsible for administering the Program. For Local Roads, the Delivery Authority is Local Government who is responsible for managing the delivery of projects.

Funding allocations for State Blackspot projects are provided on a cost sharing basis of \$2 from the State Blackspot fund to \$1 from Local Government provided funds.

Every endeavour must be made to fully expend the funds in the year of allocation. Under exceptional circumstances, extension of projects may be considered by the Managing Authority.

Project status information reports shall be prepared by the relevant Delivery Authority and forwarded to the Program Development Coordinator who is responsible for co-ordinating all reporting associated with the State Blackspot Program.

Project Status Reports must be provided as per the following schedule:

REPORT TYPE	SUBMISSION OF INFORMATION
Annual Report	June 30
Verbal/written report on project status	At RRG Meetings
Project Completion Report	Within 30 days of completion

Payments under the State Blackspot Program on Local Roads is as per Road Project Grants (refer to section 13.9.3).

For State Blackspot projects on local roads, completion reports are to be certified by the Works Supervisor/Engineer and the Chief Executive Officer of the Local Government and forwarded to the State Blackspot Program Manager, MRWA.

The State Black Spot Program on local roads will fund all costs directly associated with an approved project. Administrative overheads are indirect costs and therefore are not eligible for funding, nor are ongoing running costs.

The percentage of State Black Spot Program funding expended by a RRG is a KPI and reported to SAC annually. The target is 100%.

15 LOCAL GOVERNMENT MANAGED PROGRAMS - REMOTE ABORIGINAL ACCESS ROADS (CATEGORY 1)

These roads provide access to remote Aboriginal communities. The roads are under the care and maintenance of a Local Government and are included in its road inventory.

The Commonwealth provides FAGS to the WALGGC in the form of Untied Funds for Local Roads. Of these funds (excluding Roads to Recovery funding), 7% is set aside for Special Projects and two thirds of the 7% is provided for Specific Works on Local Government bridges and one third for Remote Aboriginal Access Roads. The State provides a minimum one third matching contribution from the Agreement for every two thirds provided by the Commonwealth.

Commonwealth component funding is provided direct to the applicable Local Government. The State funding component is available on a 40/40/20 basis using the appropriate forms (refer to the attachments 3a and 3c).

Where an access road to an Aboriginal Community is repaired for greater than the approved budget allocation, the over expenditure is the responsibility of the Local Government. A submission may be made to the appropriate RRG for additional funding on one third Local Government and a maximum two thirds from any remaining remote Aboriginal access roads program funding.

Where an access road to an Aboriginal Community is repaired for less than the approved budget allocation, any savings on the Agreement's contribution (one third of the savings) shall be redirected back to the overall program for redistribution.

WALGGC invite a call for nominations for road projects to be funded from this funding stream and the nominations are then considered by the Aboriginal Roads Committee, of which an approved list of projects will be selected for funding.

Submission of nominations are the responsibility of each Local Government and any remote Aboriginal communities interested in seeking funding for road projects from this stream should liaise with the relevant Local Government to signal its intent.

16 STATE GOVERNMENT MANAGED PROGRAMS - TRAFFIC MANAGEMENT, SIGNS AND PAVEMENT MARKINGS (CATEGORY 2)

16.1 Traffic Management

Costs associated with the provision and maintenance of signs, pavement markings, installation and operating cost of traffic control signals and intersections channelisation's as well as support for road safety initiatives on and around Local Government road works.

16.1.1 Signs and Pavement markings

Regulatory signs and pavement markings are the responsibility of the Managing Director of MRWA under the Main Roads Act (1930).

In the majority of cases, funding is provided to maintain, improve and upgrade existing regulatory signs and pavement markings on Local Government roads. This excludes the cost of signs and pavement markings required on, or due to, any grant funded project where the cost must be included in the project cost.

Grant funded projects include:

- Road Project Grants.
- State and Federal Blackspot (outside SRFLGA).
- Roads to Recovery (outside SRFLGA).
- Commodity Routes; and
- Royalties for Regions (outside SRFLGA).

16.1.2 Traffic Signals

Traffic signals are the responsibility of the Managing Director of MRWA under the *Main Roads Act (1930)*.

In the majority of cases, funding is provided for maintenance and minor modifications to traffic signals managed by MRWA (excludes traffic signals associated with a specific project which should be funded from that project's budget).

16.1.3 Rail Crossings

Section 297 of the *Road Traffic Code 2000* empowers the Commissioner of MRWA with responsibility for all traffic signs and traffic control signals on all public roads in Western

Australia. This responsibility extends to include any traffic signing, signalling devices or road markings installed at or on the approaches to railway level crossings.

Over time MRWA has also assumed responsibility for providing the necessary funding for all capital works and a 50% contribution towards the cost of maintenance associated with the railway level crossings on the freight network that cross the public road network. The exceptions to this funding arrangements are for mining company railways operating in the Pilbara or when control is required as part of a specific rail or road development by others.

In July 2005 MRWA entered into two 49-year funding agreements with the Freight Rail Infrastructure Manager (now Arc Infrastructure Ltd) that deal specifically with capital works and maintenance funding. Accordingly, MRWA provides funding to Arc Infrastructure to undertake railway crossing upgrade and renewal works which are delivered in compliance with a pre-determined 5-year program and contributes 50% of the maintenance cost. The 49-year term of these agreements aligns with the lease agreement associated with the privatisation of the freight network.

MRWA also contributes towards the cost of maintenance of level crossings on the PTA passenger network.

17 STATE GOVERNMENT MANAGED PROGRAMS - BRIDGEWORKS AND INSPECTIONS (CATEGORY 2)

17.1 Bridge Responsibilities

Local Government are responsible for bridges on local roads, including regular maintenance. Direct Grants can be used for maintenance works on Local Government bridges, however, bridge works on local roads, including timber bridge inspections, are determined on a priority basis by MRWA according to the urgency of bridge repairs and upgrading.

17.1.1 Bridge Inspections Level One – Routine Bridge Inspections

Local Governments are required to perform annual Level 1 bridge inspections of all their bridges. The visual inspection must check for overall safety and performance and identify obvious damage and structural integrity. They must also provide a check on the completion of adequate annual routine maintenance and other issues that may have been identified during previous inspections. Completed inspection forms must be submitted to the relevant MRWA Regional Structures Asset Manager.

MRWA and WALGA have developed a Level 1 Bridge Inspection Framework. Local Governments are required to comply with the procedures and timeframes agreed in the framework.

17.1.2 Bridge Inspections Level Two – Detailed Visual Inspections, Condition Assessments

Detailed visual inspections are required every five years for timber bridges and every seven years for concrete and steel bridges. MRWA funds and manages these inspections. Local Governments may request additional inspections if concerns are identified from a Level 1 inspection.

These inspections are more detailed involving close inspection of all components. Photographs and quantitative data are recorded. MRWA are required to provide copies of the inspection reports to the bridge owner.

17.1.3 Bridge Inspections Level Three – Specialist Inspections and Investigations

Specialist inspections and investigations are not part of a regular bridge maintenance schedule and are only performed when there are conditions or circumstances which require the bridge to be investigated in detail. MRWA manages these inspections and copies of the report must be provided to the bridge owner. Funding for these inspections is provided for within this Agreement.

17.2 Funding – Bridge works

The Commonwealth provides Financial Assistance Grant funding (FAGS) to the WALGGC in the form of Untied Funds for Local Roads. Of these funds (excluding Roads to Recovery funding), 7% is set aside for Special Projects and two thirds of the 7% is provided for Specific Works on Local Government bridges and one third for Remote Aboriginal Access Roads. The State provides a one third matching contribution from the Agreement for every two thirds provided by the Commonwealth.

In special circumstances funds are also provided for bridgeworks that are either totally funded through MRWA Programs or contributions arranged with Local Government.

MRWA's contribution for bridgeworks funded from the WALGGC is limited to a maximum of one third of the estimated total cost of the work and is only available after the Local Government's two third share is expended.

WALGGC prompts all Local Governments to submit project applications on an annual basis. Funds are allocated by the WALGGC based on recommendations provided by the Bridge Committee. The Bridge Committee comprises representatives from MRWA, WALGGC and WALGA. The Committee receives recommendations from MRWA on the priorities of projects under consideration. Delivery of projects is generally managed by MRWA, but Local Governments have the option to manage the projects themselves.

Special Project funds are only allocated for Specific Works on bridges which are defined as planned proactive work items normally scheduled at least two years in advance to maintain the integrity of bridge structural components. Funds may also be allocated for bridge reconstruction where the existing bridge has reached the end of its economic life. Funding only covers like for like replacement costs. The Special Project funds do not cover routine or preventative maintenance or new bridge construction where there is no existing bridge.

In order to be eligible for Special Project funds a Local Government must be able to show that annual visual inspections have been performed in accordance with the Level 1 Bridge Inspection Framework and that adequate routine and preventative maintenance has been undertaken to prevent undue deterioration.

These Funds may also be allocated to co-fund projects funded under the Federal Bridges Renewal Program.

17.2.1 Under Expenditure

Where a bridge is repaired for less than the approved budget allocation, the SAC Secretariat shall be notified of any savings on the State contribution which may be redirected to offset over-expenditures on other approved bridgeworks or returned to the overall funding pool.

17.2.2 Over Expenditure

Where a bridge is repaired for more than the approved budget allocation the excess will be funded from either savings from other approved bridgeworks or from the MRWA Program. No additional contribution will be required from the Local Government.

In circumstances where MRWA undertake bridgeworks on behalf of the Local Government, the 2/3 contribution made by Local Government through Commonwealth funding is payable to MRWA through the Sundry Debtor process.

17.3 Bridge Emergency Works

If deemed appropriate by MRWA, to undertake any emergency works on a bridge(s) occurring in the course of a year after all funding is allocated to other bridge works, then the funds expended on the emergency works will be deducted from the following year's overall allocation.

Bridge Emergency Funding can be made available and would be provided on the basis of the State Government contributing \$2 to \$1 Local Government. Eligibility for funding from this source is conditional on:

- The Local Government providing MRWA with evidence that it has undertaken routine maintenance on the affected bridge.
- MRWA and the Local Government agreeing on the scope of works required.
- The Local Government providing MRWA with an agreed cost estimate for undertaking the repairs.
- MRWA authorising the repair work prior to commencement.

The Local Government will then undertake and complete the repairs and invoice MRWA for 2/3 of the actual costs up to 2/3 of the original estimated cost.

MRWA will confirm the standard of repair work is acceptable prior to arranging payment.

17.4 Accounting for Bridge Design activities prior to the year of Delivery

To prepare for and enhance program delivery, a separate allocation of funds is available for the design costs of future bridge works.

The regional Asset Manager will provide, through the Bridge Management System (BMS), to regions, a schedule of estimated costs of design activities for works on local bridges that are expected to be undertaken in the following year. Funds will then be made available from the allocation established for this purpose based on the regional submissions. Regions will then be expected to establish a separate proposal for this allocation and are to ensure that the costs are recorded so that these can be separately tracked and reported for each bridge site.

18 STATE GOVERNMENT MANAGED PROGRAMS - STATE INITIATIVES ON LOCAL ROADS (CATEGORY 2)

Funding for State responsibilities/works on the Local Government road network will be managed through MRWA programs. These include programs for road safety, bridges, bridge inspections, State initiated major projects on Local Government roads and work on roads used by the public in National Parks and State Forests, Rottnest Island and King's Park.

18.1 State Initiatives on Local Roads

Projects funded in this category are generally specific purpose State initiated projects. These projects can comprise both road and bridgeworks on urban and rural roads. As a result of their size and or complexity, projects are generally undertaken by MRWA on behalf of Local Governments.

As a result of a Cabinet decision (March 2012), funding for National Parks and State Forests including the Department of Environment and Conservation roads, Rottnest Island and King's Park will be provided under this category.

National Parks do not generate any rates for Local Government and therefore, the State contributes funds for the development of roads used by the public in these areas, mainly to support tourism activity. Funds provided for National Parks will also include funds for roadworks in King's Park and on Rottnest Island.

As part of the 2022-23 State Budget process Cabinet has further endorsed ongoing funding for both the WA Bicycle Network programs

19 STATE GOVERNMENT MANAGED PROGRAMS - REGIONAL ROAD GROUP SUPPORT (CATEGORY 2)

RRG support covers work for Local Government, the costs of which cannot be related to a specific project and cover road management services for Local Government roads on either a State or Regional Road basis.

Examples include:

- Administrative support provided by MRWA to RRG.
- Technical assistance provided by MRWA to support the operation of RRG.
- Audit of grant recoups pursuant to MRWA requirements.
- Other activities as identified or agreed to by SAC.

ATTACHMENT 1 – ROAD PROJECT PROPOSAL

TRIM Reference
D20#475664

Local Government	Year.....
Road Name No. Sectionkm tokm Lengthkm Work Description (Show proposed standards and traffic volume details on reverse side)	<p style="text-align: center;">Regional Road Development Strategy Priority</p> <p style="text-align: center;">A B C</p> <p style="text-align: center;">(Circle appropriate letter)</p> <hr/> <p style="text-align: center;">Work Category</p> Preservation <input type="checkbox"/> Improvement/Expansion <input type="checkbox"/> (✓ appropriate box)

PROJECT COST AND FUNDING REQUESTS

	Year 1 \$	Year 2 \$	Year 3 \$	Year 4 \$	Year 5 \$
Local Government					
Road Projects Pool					
Total					

Locality Plan is to be attached

PROJECT JUSTIFICATION

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ENVIRONMENTAL ASSESSMENTS

Local Government will conduct the necessary environmental assessments and accepts responsibility for environmental consequences, implementing land resumptions and any claims for damage arising from the execution of works in this application.

Local Government is also responsible for obtaining heritage and Aboriginal site clearance.

Attachment 1 continued

PROPOSED STANDARDS

Type Cross Section	* Formation Widthm
Pavement Widthm	Shoulder Widthm
Nominal Primerseal/Seal Widthm (Excluding widening on curves and crests)	* Design Speedkm/h (*Only for new construction or reconstruction)

TRAFFIC VOLUME

If primersealing or sealing is included in this project, state the average daily traffic volumes and the months and years when they were taken. (See traffic count specification).

Average Daily Traffic

Count 1	Count 2	Count 3	Average
Month
Year

- Note:**
1. This Statement is required where the work is on a local road that is already sealed or will be sealed in the near future. It is not required for reseals and enrichment seals.
 2. Approval of this project for construction does not imply that it will be approved for sealing at a later date unless the sealing warrant is met.

.....
Works Supervisor/Engineer	Chief Executive Officer

Date:/...../.....	Date:/...../.....
-------------------------	-------------------------

ATTACHMENT 2 – ADDRESS LISTING

Great Southern Region

PO Box 503
Albany WA 6331
steve.hutchings@mainroads.wa.gov.au
alisha.hotker@mainroads.wa.gov.au

Kimberley Region

PMB 959
Derby WA 6728
belinda.roberts@mainroads.wa.gov.au
naomi.bradley@mainroads.wa.gov.au

South West Region

PO Box 5010
Bunbury WA 6231
SWRRG@mainroads.wa.gov.au

Wheatbelt South Region

PO Box 194
Narrogin WA 6312
wheatbelt@mainroads.wa.gov.au

Gascoyne Region

PO Box 480
Carnarvon WA 6701
kate.medhurst@mainroads.wa.gov.au

Wheatbelt North Region

PO Box 333
Northam WA 6401
wheatbelt@mainroads.wa.gov.au

Pilbara Region

PO Box 2256
South Hedland WA 6722
PRRG@mainroads.wa.gov.au

Goldfields-Esperance Region

PO Box 99
Kalgoorlie WA 6433
joanne.brown@mainroads.wa.gov.au

Mid West Region

PO Box 165
Geraldton WA 6531
sarah.page@mainroads.wa.gov.au

Metropolitan Region

PO Box 6202
East Perth WA 6892
mrrg@mainroads.wa.gov.au

State Road Funds to Local Government Advisory Committee

Chairperson
State Road Funds to Local Government Advisory Committee
C/- Main Roads Western Australia PO Box 6202
East Perth WA 6892



ATTACHMENT 3A – PROGRESS PAYMENT CERTIFICATE

PROGRESS PAYMENT CERTIFICATE

A separate certificate must be used for each claim on each project (A Progress Payment Certificate is not required for the final claim)

[Please indicate ✓] <input type="checkbox"/> Road Project Grant <input type="checkbox"/> Black Spot Program (State and Australian Government) ¹	[Please indicate ✓] Claim No 1 (1 st 40%) <input type="checkbox"/> Claim No 2 (2 nd 40%) ² <input type="checkbox"/>
--	--

Project Details

Local Government:		Financial Year:	
Road Name:		Proposal / Job No.:	
Work Description:		Section (Slks):	to

Approved Project Allocations		
Total Project Allocation	State Contribution (2/3)	LG Contribution (1/3)
\$	\$	\$

Mandatory Information	
Project's estimated or actual commencement date	___/___/___
Project's estimated or actual completion date	___/___/___

Claim Details for State Contribution		
Previous Claim/s	Current Claim	Total Funds Claimed
\$	\$	\$

- Notes:
- (1) No LG contribution required for Australian Government Black Spot projects.
 - (2) Prior to claiming Claim No. 2, Incurred Expenditure to Date must exceed 40% of the State Contribution.

I certify that the information provided within this Progress Certificate is correct and supported by Local Government records.	
Signature Chief Executive Officer	Name
	Date



ATTACHMENT 3B – CERTIFICATE OF COMPLETION

CERTIFICATE OF COMPLETION

This form is to be used for Direct Grants only.
Insert "various" in the Road Name field.

Direct Grant (No LG Contribution required)

Project Details

Local Government:	<input type="text"/>	Financial Year:	<input type="text"/>
Road Name:	<input type="text"/>	Proposal / Job No.:	<input type="text"/>
Description of completed works:	<input type="text"/>	Section (Slks):	to <input type="text"/>

Approved Project Allocations

Total Project Allocation	State Contribution (2/3)	LG Contribution (1/3)
\$	\$	\$

Final Project Cost

Final Total Project Cost	State Contribution (max 2/3)	LG Contribution (min 1/3)
\$	\$	\$

Claimed State Contributions

Claim No. 1 – 1 st 40%	Claim No. 2 – 2 nd 40%	Claim No. 3 – Final Claim	Total Funds Claimed
\$	\$	\$	\$

- Actual State Contribution cannot exceed the Approved State Contribution.

I certify that the works have been completed by the Council and that the total funds claimed for the project have been fully expended on this project.

Signature

Name

Works Supervisor/Engineer

Date

I declare that the details provided within this Certificate of Completion are correct, that the Council has contributed a minimum of one third of the total project cost (excluding Direct Grants and Australian Government Black Spot projects) and acknowledge that Main Roads Western Australia can access the Council's financial records to verify this claim.

Signature

Name

Chief Executive Officer

Date



ATTACHMENT 3C – CERTIFICATE OF COMPLETION

CERTIFICATE OF COMPLETION

A separate certificate must be used for each Road Project or State/Australian Black Spot Project.

Road Project Grant (Please tick appropriate box)

Black Spot Program (State and Australian Government)

Commodity Routes

Project Details

Local Government: <input style="width:90%;" type="text"/>	Financial Year: <input style="width:90%;" type="text"/>
Road Name: <input style="width:90%;" type="text"/>	Proposal / Job No.: <input style="width:90%;" type="text"/>
Description of completed works: <input style="width:90%;" type="text"/>	Section (Slks): to <input style="width:90%;" type="text"/>

Approved Project Allocations

Total Project Allocation	State Contribution (2/3)	LG Contribution (1/3)
\$	\$	\$

Final Project Cost

Final Total Project Cost	State Contribution (max 2/3)	LG Contribution (min 1/3)
\$	\$	\$

Claimed State Contributions

Claim No. 1 – 1 st 40%	Claim No. 2 – 2 nd 40%	Claim No. 3 – Final Claim		Total Funds Claimed
\$	\$	\$		\$

- Actual State Contribution cannot exceed the Approved State Contribution.

I certify that the works have been completed by the Council and that the total funds claimed for the project have been fully expended on this project.

Signature	Name
Works Supervisor/Engineer	Date

I declare that the details provided within this Certificate of Completion are correct, that the Council has contributed a minimum of one third of the total project cost (excluding Direct Grants and Australian Government Black Spot projects) and acknowledge that Main Roads Western Australia can access the Council's financial records to verify this claim.

Signature	Name
Chief Executive Officer	Date

ATTACHMENT 4 – STATE ROAD FUNDS TO LOCAL GOVERNMENT ADMINISTRATIVE PROCEDURES

(To be used as a guide)

Executive Support

MRWA's Regional Office will provide the executive support and all other administrative, technical support to the RRG (where there are Sub-Groups or Technical Groups to the RRG, support is to be provided by Local Government). The following is an outline of the type of support to be provided:

- Provide information to RRG and Local Governments on annual program of works, indicative funding, and other financial matters.
- Provide support to assist Local Governments in programming and prioritising projects.
- Provide minute takers for meetings, distribute the minutes to the RRG members within one month of Chair approval.
- Provide the necessary administrative duties involved in the follow up of meeting action.

Records

The following will be maintained by MRWA to support RRG:

- Correspondence File (which provides background information required to support action of the RRG).
- Meeting and agenda files (to ensure that ready access is available, and records of Minutes maintained).
- Annual and Three-Year Works Program including amendments.
- Summary of Payments of Local Road Funds to Local Governments.
- Certificates of Completion for Local Road Projects and Direct Grants.
- An up-to-date Procedures and Road Projects Evaluation Guidelines Manual.
- An up-to-date list of RRG and Sub-Group or Technical Group membership.

Meetings

Timing and Venue

An annual timetable will be established, and meetings should be conducted on a regular basis. The date and venue of meetings to be determined by the RRG. Consider holding meetings at locations equitable for all participants.

Attachment 4 continued

Meeting Agenda

MRWA staff to prepare the agenda in consultation with Chairperson of the RRG.

Format:

- Chairperson to open meeting, welcome members and observers and call for apologies.
- Confirmation of Minutes of previous meeting.
- Business arising from previous minutes.
- Presentation of Advisory Committee Minutes since last RRG meeting.
- Inwards and Outwards Correspondence
- Reports:
 - Chairperson
 - WALGA Representative Submissions from Local Governments
 - Recommendations to State Road Funds to Local Government Advisory Committee
 - Summary of payments made to Local Governments (recoups, audit forms). Amendments to Program of Works.
 - Black Spot and Road Safety Progress Report.
- General Business.
- Future meeting dates.
- Meeting close.

The Agenda provided to each RRG member is to include the following:

- Minutes of the previous meeting.
- Summary of financial status and completion of projects.
- Copies of inward and outward correspondence.
- Any other relevant papers, maps etc. to assist the Group.

Correspondence:

In general, correspondence is to be dealt with in the following manner:

- RRG correspondence is addressed to the Chairperson or the Regional Director.
- All correspondence dealing with Local Roads Funding and RRG involvement is treated as inwards correspondence at the RRG Meetings.
- Urgent matters are referred by email direct to the Chairperson, or otherwise presented at the RRG meeting.

State Road Funds to Local Government Advisory Committee – September 2023

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)
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
November 2022	145	30	30	85	37	23
December 2022	117	41	12	54	46	17
January 2023	91	37	11	23	30	38
February 2023	138	19	66	56	37	45
March 2023	149	15	26	75	39	35
April 2023	121	43	15	65	33	23
May 2023	103	32	14	61	14	28
June 2023	102	27	26	55	25	22

Note: Regional staff usually conduct route assessment in their respective area on behalf of HVS. Due to ongoing resourcing issues, HVS has been conducting onsite route assessments in Wheatbelt Region.

Compliance snapshot

Main Roads Heavy Vehicle Compliance officers conducted an operation at Eucla on the WA/SA border in collaboration with the National Heavy Vehicle Regulator (NHVR) over 4 days in June 2023. A total of 738 vehicles were inspected, with 101 offences detected. The three top offences detected were:

1. 22 Permit Offences
2. 18 Mass overloads
3. 18 Dimension breaches

Compliance roadblocks are continuing with recent operations in the Pilbara, to be followed by the Kimberley in the coming weeks. Regional patrols are in full swing with all regions being covered on a monthly basis.

Operational Outputs	May 2023	June 2023	Total
Number of interceptions	819	799	1618
Number of vehicles	2123	1928	4051
Number of offences	470	450	920
Non-compliant interceptions	321	298	619
Major Defects (Notice)	62	40	102
Minor Defects (Caution)	161	98	259
Top commodity non-compliance	Building & Construction Materials	Earthmoving & Mining Machinery	

Static Weighbridges

Main Roads intends to install a static weighbridge within the Muchea Road Train Assembly Area (RTAA).

The weighbridge will have the capacity to weigh both OSOM and RAV combinations, including those combinations operating under concessional mass schemes.

The installation of weighbridges at other RTAAs across the State is currently being investigated.

The RTAA weighbridges will not be open to the public and will be used by Main Roads HVS compliance officers as part of enforcement activities.

CCTV monitoring

Forrestfield RTAA

Industry requested Main Roads install CCTV monitoring due to an increase in vehicle theft and damage reports. Main Roads installed CCTV monitoring at the Abernethy RTAA in early 2023.

The CCTV monitoring solution monitors the RTAA 24 hours per day / seven days a week and retains 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 incident number will be provided to Main Roads, along with the date and approximate time of the incident so that if the footage is requested from WA Police, Main Roads can provide a copy to assist in their investigation.

Main Roads HVS has begun discussions with Main Roads regional officers to install CCTV monitoring at regional locations.

Greenmount Hill

Following an increase in reports that heavy vehicles were not stopping to complete the hill descent requirements (stop and conduct a brake system check), Main Roads installed CCTV monitoring at the Heavy Vehicle Bay on the top of Greenmount Hill (SLK 23.48) in mid-2023.

The CCTV monitoring solution, which has number plate recognition capability, monitors both the bay and the Great Eastern Highway carriageways (descent only).

Transport operators are reminded that it is a condition of permit / order that vehicles over 42.5 tonne GVM must stop in the bay on the top of Greenmount Hill and conduct a brake system check before commencing descent.

When descending Greenmount Hill drivers must ensure they engage low gear, use their auxiliary brakes and must not exceed a maximum speed of 40 km/h.

Main Roads has begun discussions with its regional offices to install CCTV monitoring at other locations.

Road Train Signage Trial and Survey

In November 2022 Main Roads commenced a Road Train Signage Trial in an effort to improve the understanding of road uses as to the length of road trains that operate on the WA road network.

The Signage Trial also included a survey that was made available via the Transport Portfolio's engagement platform 'My Say Transport'.

The signs being trialled included a pictorial reference as well as identifying the total combination length (as opposed to the existing signage which states 'Road Train' or 'Long Vehicle' in text only).

The voluntary trial was taken up by a number of transport operators.

Over 800 responses were received via the survey, with more than 70% of respondents indicating they believe the proposed signage gives road users better information to make more informed decisions when interacting with road trains (e.g. overtaking).

When the analysis of the survey feedback and trial participants is completed, HVS will make the trial outcomes available to the transport industry.



Local Government Transport and Roads Research and Innovation Program (LGTRRIP)

Mark Bondiotti, Policy Manager Transport and Roads

To provide a short presentation.

Funding has been provided in the SRFLGA for a dedicated Local Government research programme. The objective of the program is to achieve better implementation of innovative practice by improving the specialist capability of Local Government through a collaborative program of projects which deliver advanced technology, cost effective and practical solutions.

The following three projects have been completed:

1. Local Government guideline for sustainable road construction practices in WA
2. Guideline for the selection and implementation of low-cost road safety improvements
3. Guidelines and warrants for the sealing Local Government roads.

RECOMMENDATION:

That SAC note the update on the delivery of the Local Government Transport and Roads Research and Innovation Program.

