

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

Agenda

Meeting 03/2023 to be held from 10:00am to 12:00pm
Tuesday, 5th December 2023
at
Don Aitkin Centre
Room DAC CMR Large Conference – Matagarup Room

CHAIR	J Erceg		
Item	Presenter		Time (approx.)
1		Apologies & Acknowledge country	Chair 10:00 – 10:05
2		Correspondence	Secretariat 10:05 – 10:10
3		Minutes of previous meetings	10:10 – 10:15
		3.1 – (Meeting 2 of 3) held on 1 st September 2023.	Managing Director (MD)
4		Business arising from previous meeting	
		4.1 – (02/2023) held on Friday, 1 st September 2023.	Director Budget & Investment Planning (DBIP) 10:15 – 10:20
5		Local Government Roads Program	
		5.1 – Expenditure Profiles (2023/24)	DBIP 10:20 – 10:30
		5.2 – Commodity Route Fund 2024/25	Executive Manager (EM) 10:30 – 10:40
		5.3 – Financial Report MINDER (Name Change)	EM 10:40 – 10:45
		5.4 – WALGA LGA Roads Support Manager Report.	EM 10:45 – 10:50
6		State Black Spot Program	
		6.1 - Summary & Financial reports	DBIP 10:50 – 10:55
7		Australian Government Program (Black Spot)	
		7.1 - Summary & Financial reports	DBIP 10:55 – 11:00
8		Regional Road Group	
		8.1 - RRG	EM 11:00 – 11:05
9		Road Classification	
		9.1 - Classifications and Proclamations	Executive Director Planning & Technical Services (EDPTS) 11:05 – 11:10
		9.2 – Report on Future State Roads Review	EDPTS 11:10 – 11:15
		9.3 – Roads 2040 Additional Roads	Manager Budget & Programming (MBP) 11:15 – 11:20

10	State Road Funds To Local Government Agreement - SAC Actions		
	10.1 – Agreement Commitments- Aboriginal employment, Recycled Materials and Road Safety (Terms of reference)	DBIP	11:20 -11:25
11	General Business		
	11.1 - Heavy Vehicle Services Information	COO	11:30 – 11:40
	11.2 – RRG Key Performance Indicators for 2022-23	EM	11:40 - 11:45
	11.3– Roundtable / Other	ALL	11:45 – 11:55
12	Next Meeting		
	Tuesday,23 rd April 2024 at WALGA (Meeting 1 of 3)	Secretariat	
13	Meeting Close	MD	
<p>For further information concerning the Agenda, contact Rebecca Lewis at Main Roads on (08) 9323 4062 or email rebecca.lewis@mainroads.wa.gov.au</p>			

2.1 As of the 28th November 2023, the Committee has received no correspondence.

Notes:

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

MINUTES – 01 September 2023

(Meeting 02/2023)

Held at WALGA

SAC Members Present:

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

Others in Attendance:

Mr M Hoare	MRWA (Secretariat)
Mr K Pethick	MRWA (Observer)
Mrs K Massimiano	MRWA (Observer)
Mr S Purdy	IPWEA (Observer)
Mr M Bondietti	WALGA (Observer)

Apologies:

Cr H Sadler	WALGA	
Mr I Duncan	WALGA	(Observer)

1. WELCOME AND APOLOGIES

Chair opened the meeting at 10am and welcomed the SAC members.

Cr H Sadler and Mr I Duncan were noted as apologies.

John Erceg introduced Mrs K Massimiano as part of the Main Roads team.

2. CORRESPONDENCE

No items of correspondence were noted.

3. MINUTES OF PREVIOUS MEETINGS (01/2023)

The minutes of the Meeting held on 28th April 2023, 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
Multi-Criteria Assessment Pro Forma Model 02/2022-1 ID	<p>01/09/2023 Refer Item 11.3 for update. The review process is at varying stages for each region although the intent is a conclusion for all 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>
LGTRPP Program 2023/24 01/2023-1 MB	<p>01/09/2023 Complete - refer 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 KP	<p>01/09/2023 Complete – refer below for details.</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 – reminder sent.</p> <p>28/04/2023 Acquittals need to be done by RRG Secretariates; reminders of closing date need to be sent out.</p>

Reference Item No/Officer	Action Required / Taken
Local Government Roads of Strategic importance (Roads 2040) 01/2023-4	<p>01/09/2023 Complete – refer 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>

Kevin Pethick elaborated on the following item:

\$594K requirement by the South-West Region (SWR) for RRG support

- SWR, due to capacity and capability, provide Local Government (LG) with greater bridge and asset management support than other regions. Historically RRG support included technical support.
- There is a sizeable number of LG bridges in the Southwest (that also have a larger proportion of the older wooden style bridges) compared to other regions and are generally longer, more complex with higher traffic volumes.
- SWR aid LGs regarding their bridge asset programs as the LGs do not necessarily have the capacity. If each LG undertook the works themselves then the individual hiring of consultants would not be as cost effective.

5. LOCAL GOVERNMENT ROADS PROGRAM

5.1 Expenditure Profiles YTD 2022/23

SAC noted the report on the Summary of Expenditure of State Funding on Local Roads for the period ending 30th June 2023.

Maurice Cammack provided a summary of the final expenditures for the 2022/23 Program.

2022/23 Budget	\$ 279,796 M
YTD Expenditure	\$ 216.903 M
Overall result	\$ 62.893 M (under expenditure)

The 2022/23 overall result of \$62.9 million under expenditure was disappointing, representing around 22.5% of the total budget (compared to 13% last reported to SAC 28 April 2023) comprising \$43.1 million Category 1 underspend (23%) and an underspend of \$19.7 million (22%) for Category 2. This compared to a \$45.9 million reported underspend for 2021/22 or around 18% of the total budget.

For the Main Roads Program, Category 2, Bridges had an underspend of \$6.2m (Bridgeworks \$4.6m and Bridge Inspection \$1.6m) for 2022/23. For each bridge, design to construct, is about a 2-to-3-year program with market capacity problems. Going forward there is a possibility of new entrants into this market, however, it is likely it will require at least a two-year catch-up period.

Bridge Inspections were also \$1.6m under spent with Main Roads having difficulty obtaining contractors so the level of work programmed could not be achieved. Doug Morgan advised with an aging bridge network and backlog for wooden bridges there is a plan to in-source bridge inspections.

State Initiatives had a \$16m under expenditure (37%) in 2022/23. Orphan Roads, as per previous years, had a \$3m under expenditure that has been allocated to remote access roads in 2023-24 by the Aboriginal Roads Committee. 2022-23 was the last year of this specific program.

The Springdale Road Bridge over Jerdacattup River replacement project had two attempts at going out to tender with the contract awarded in May 2023 for completion by June 2024. The Outback Way and Rottnest Island works were programmed for 2022-23 delivery but will now be delivered in 2023-24. Abernethy Road Project involves a suite of alliance projects that adds to the complexity is not proceeding with these funds reallocated to other works.

Overall, the State Initiatives program has undergone a close review of project deliverability with project cash flows being update where appropriate. As a result, there is a higher level of confidence that State Initiatives will achieve its expenditure targets during 2023-24.

For the Local Government Program, Direct Grants were \$30.785 million fully spent in line with the budget. Road Project Grants underspent \$26.3 million (21%), mainly driven by Metro and South West RRGs which can have project issues just due to complexity, size, and scale of projects.

The State Black Spot Program ended the financial year with a \$14.6m underspend (59%).

A common theme to the overall under delivery were issues with utility service providers, such as Electricity, Gas and NBN.

Cost escalation of labour and material has also resulted in a delay in delivery due to LGs having to reprioritise their budgets as required to cover their one third budget commitment.

ACTION 02/2023-1:

The, to be appointed, WALGA Local Government Roads Support Manager to work with the South West and Metropolitan Technical Groups to review reasons for delays in the delivery of projects funded via Road Project Grants and the State Black Spot Program to capture key risks and formalise options.

5.2 **Expenditure Profiles YTD 2023/24**

SAC noted that the report on the Summary of State Funding on Local Roads for the end of July 2023 period.

The report reflected the 2023/24 allocation of \$252.595 million approved by the Minister (State budget allocated funds) and \$62.893 million carried over resulting in a total budget of \$315.488 million for delivery this year, collectively the largest ever. With the formal signing of the Agreement scheduled for the WALGA LG Convention, Monday 18 September 2023, advice to RRGs has been to continue with business as usual.

5.3 **MINDER (Financial Report)**

Mark commented briefly on the report provided.

SAC noted the report.

5.4 **Local Roads Program Manager**

Mark Bondiotti provided a brief update informing that the job review performed by WALGA and Main Roads resulted in a revised role description (WALGA Local Government Roads Support Manager) with updated outcomes and performance measures. Funding has been included in the Strategical and Technical Support budget and SAC proposed that the hours be increased to approximately 25 hours per week (0.6 FTE) and functions to extend outside the metropolitan area.

SAC endorsed the report and agreed WALGA can go to market and arrange interviews to fill the position.

6. STATE BLACK SPOT PROGRAM

6.1 Summary and Financial Reports

SAC noted the Summary and Financial Reports for 2022/23 as at June 2023

Overall

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

State

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

Local

- Co-Contribution Program- Total expenditure for 2022/23 including reprogrammed projects is \$9.21m. The total budget including carryovers is \$18.27m.
- Enabling Actions Program-Total expenditure for 2022/23 is \$0.23m. The total budget including carryovers is \$0.70m.
- Mass Action Treatments Program-Total expenditure for 2022/23 is \$0.80m. The total budget including carryovers is \$10.83m.

7. AUSTRALIAN GOVERNMENT BLACK SPOT PROGRAM

7.1 Summary and Financial Reports

SAC noted the Summary and Financial Reports for 2022/23 as at June 2023

Overall

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

State

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

Local

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

8. REGIONAL ROAD GROUP ATTENDANCE

Mark Bondiotti spoke to the Regional Road Groups report attached to the agenda and commented on the 3 of 10 RRG meetings held since the last SAC meeting on 28 April 2023 and the next RRG Chairs workshop scheduled for the 20th of September.

SAC noted the report.

9. ROAD CLASSIFICATION REVIEW

9.1 Classifications & Proclamations

SAC noted the attached table of classifications and proclamation actions.

Marriott Road is a new addition since the last SAC meeting on 28 April 2023 with land tenure issues to be resolved before proclamation.

9.2 Future State Roads Project

The Future Roads Project (Metropolitan) is complete. There will be no transfers for urban roads in 2023/24.

The Future Roads Project (Rural) is progressing with assessments being undertaken based on the list of potential roads identified from the project.

SAC noted the report.

9.3 Local Government Roads of Strategic Importance (Roads 2040)

Doug Morgan provided details and spoke to the Roads 2040 Guidelines and Criteria presentation, as requested at the previous meeting held on 28 April 2023.

A Main Roads and WALGA working Group reviewed and determined the selection criteria process with the existing Roads 2020 criteria used as a starting point. RRGs were engaged to assess and arrive at the final agreed 5 criteria with the Working Group advising that the criteria would not be applied retrospectively.

Some flexibility was installed in the process by including a RRG criteria that allows a road/route to qualify by meeting only one of the criteria and with the submission supported by the RRG with a documented motivation as to why they consider the road/route important enough to be considered for inclusion on their Local Government Roads of Strategic Importance list.

It is important to note that Roads 2040 is not a funding prioritisation document, this process is undertaken separately using a Multi Criteria Assessment model agreed to by the RRG and endorsed by SAC. However, Roads 2040 does include a development strategy.

10 STATE ROAD FUNDS TO LOCAL GOVERNMENT AGREEMENT

10.1 Commitments list

Maurice spoke to the 3 (three) commitments as per below included in the new SRFLGA 2023-24 to 2027-28 and highlighted the importance of flexibility in scope for Main Roads and WALGA to work out which and how these systems can be improved over the first 2 years.

- Road Safety
- Aboriginal Employment
- Recycled Materials

New SRFLGA Agreement

The signing of the Agreement is confirmed for Monday, 18th of September 2023 at the 2023 WALGA LG Convention with the Premier and Deputy Premier in attendance. Main Roads media team are consulting with WALGA in preparing materials for the signing ceremony.

10.2 Procedures

The SRFLGA Procedures have been reviewed and updated by WALGA and Main Roads. SAC recommended a strengthening of the wording in relation to Item 4 of the Procedures addressing the three associated working groups and the establishment of their Terms of Reference. It was recommended that each Terms of Reference be required to be approved by SAC.

ACTION 02/2023-02

To the Procedures add that each Terms of Reference be approved by SAC.

SAC raised the communication issue between Local Government's RRG representatives (an elected member) and the LGAs elected members and it was recommended that, in the Procedure's at Item 8.1.8 Reporting Structure, to include, for clarity, specifically who needs to be advised when reporting the meeting minutes.

ACTION 02/2023-03

Amend the first paragraph of Item 8.1.8 Reporting Structure in the Procedures to now read:

"The Local Government's RRG representative (being an Elected Member under 8.1.3) ensure that the RRG minutes are communicated to each of that LG's other Elected Members."

Subject to the two preceding action items being completed, SAC approved the changes to the procedures and notification of the updated procedures to all RRGs.

11 GENERAL BUSINESS

11.1 Heavy Vehicle Services Report

Des Snook spoke to the report provided highlighting CCTV (Closed Circuit Television) monitoring. At the request of industry, due to an increase in vehicle damage and theft, CCTV coverage was installed at Forrestfield RTAA (Road Train Assembly Area) by Main Roads. The RTAA is monitored 24/7 and footage is maintained for 72 hours, and should an incident occur within the RTAA the transport industry should report the incident to WA Police and receive an incident number. Discussions have commenced to install CCTV coverage at regional and other locations.

SAC noted the report provided.

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

Mark Bondiotti spoke to a slide presentation and elaborated on the LGTRRIP objectives. More than sixty nominations were received. Through a multi criteria assessment prioritisation, three projects were selected for funding in 2022/23 for delivery by ARRB.

The three projects are now completed with the three resulting documents to be published within the next two weeks.

These are:

Guide for the Selection of Low-Cost Safety Initiatives
Guide for the Selection of Recycled Materials on Local Road Projects
Warrants for the Sealing of Gravel Roads

Future projects under consideration will include potentially Design and Construction guidelines for the use of crushed recycled concrete and crumbed rubber.

These projects will respond to the commitments in the new SRFLGA.

SAC noted the report provided.

11.3 Multi-Criteria Assessment (MCA) Model for Road Project Grant Prioritisation

Mark Bondiotti provided an update on the project noting that the aim is for the MCA model to be in use in each region separately for the 2025-26 program selection process noting that all regions have slight differences and require an individualised approach.

11.4 Roundtable (Other Business as raised)

No other issues have been raised.

12 NEXT MEETING

Friday 05th of December 2023 at Main Roads WA.

13 MEETING CLOSE

There being no further business the meeting closed at 12:20 pm.

APPENDIX A

Action List

Reference Item No/Officer	Action Required / Taken
SWR & Metro RPG & SBS 2022-23 performance review 02/2023-1 ID	01/09/2023 Due to the delivery outcomes during 2022-23, it was requested by SAC that the, to be appointed, WALGA Local Government Roads Support Manager work with both the South West and Metropolitan Technical Groups to review reasons for delays in Road Project Grants and State Black Spot Programs to capture key risks and formalise options.
Commitments working groups Terms of Reference 02/2023-2 MC	01/09/2023 SAC to endorse the 3 (three) SRFLGA commitments Working Groups Terms of Reference (Procedures Item 4 amended)
Procedures Item 8.1.8 02/2023-3 MC	01/09/2023 Amend the first paragraph of Item 8.1.8 Reporting Structure in the Procedures to now read: As per the update in the minutes Item 10.2 above
Multi-Criteria Assessment Pro Forma Model 02/2022-1 ID	01/09/2023 As per the update in the minutes Item 11.3 above 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. 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.

4.1 Refers to Summary of Actions from minutes for meeting (02/2023) 1st September 2023..

Reference Item No/Officer	Action Required / Taken
SWR & Metro RPG & SBS 2022-23 performance review 02/2023-1 ID	01/09/2023 Due to the delivery outcomes during 2022-23, it was requested by SAC that the, to be appointed, WALGA Local Government Roads Support Manager work with both the South West and Metropolitan Technical Groups to review reasons for delays in Road Project Grants and State Black Spot Programs to capture key risks and formalise options.
Commitments working groups Terms of Reference 02/2023-2 MC	05/12/2023 Complete 01/09/2023 Amend the procedures for SAC to endorse the 3 (three) SRFLGA commitments Working Groups Terms of Reference (Procedures Item 4 amended)
Procedures Item 8.1.8 02/2023-3 MC	05/12/2023 Complete 01/09/2023 Amend the first paragraph of Item 8.1.8 Reporting Structure in the Procedures to now read: As per the update in the minutes Item 3.1 above
Multi-Criteria Assessment Pro Forma Model 02/2022-1 ID	01/09/2023 As per the update in the minutes Item 11.3 above 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. 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.

Notes:

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Commodity Route Fund Applications 2024 25

Region	Local Government	Road	Eligibility for RPG Funding	Commodity	Annual Tonnage	Project Work	Length (km)	LGA \$	Industry \$	Industry %	CR Supplementary Fund \$	Total Project Cost \$	CRF Cumulative Cost	Total Score	Global Rank	Comment
GS	Woodanilling	Leggoe Road	No	Livestock, meat export, gypsum, dolomite, hay products, forestry products	155,535	Gravel resheet	8.5	\$54,452.00	\$0.00	0%	\$108,902.00	\$163,354.00	\$108,902.00	14.67		
GFE	Esperance	Farmers Road	No	Grain, livestock	83,162	Reconstruct and widen	2.1	\$173,465.00	\$0.00	0%	\$346,929.00	\$520,394.00	\$455,831.00	14.33		
GFE	Esperance	Fuss Road	No	Grain, livestock	54,970	Reconstruct and widen	2.1	\$174,892.00	\$0.00	0%	\$349,783.00	\$524,675.00	\$805,614.00	14.33		
Metro	Wanneroo	Hawkins Road	No	Quarry products	1,320,291	widening and reseal	0.4	\$60,708.00	\$0.00	0%	\$121,417.00	\$182,125.00	\$927,031.00	14.33		Confirm ADT < 2000
GS	Albany	Redmond-Hay River Road	No	Timber, stock	None given	Gravel resheet	6.6	\$156,800.00	\$0.00	0%	\$316,300.00	\$473,100.00	\$1,243,331.00	14.00		
WBN	Dalwallinu	Wubin East	No	Grain, lime, sand, fertiliser	28,000	Widen and seal	1.8	\$79,129.00	\$0.00	0%	\$158,258.00	\$237,387.00	\$1,401,589.00	14.00		
GS	Kojonup	Reilys Creek Road	No	Grain	20,790	Widen gravel formation	3.0	\$85,000.00	\$0.00	0%	\$170,000.00	\$255,000.00	\$1,571,589.00	13.67		Proximity of trees may restrict any widening
GS	Plantagenet	Woogenellup North Road	No	Grain, livestock, lime and fertiliser	30,000	Gravel resheet	17.6	\$69,462.00	\$0.00	0%	\$138,923.00	\$208,385.00	\$1,710,512.00	13.67		ESAs estimated from traffic count
Metro	Wanneroo	Townsend Road	No	Quarry products	242,808	Rehab and widen	1.3	\$229,253.00	\$0.00	0%	\$350,000.00	\$579,253.00	\$2,060,512.00	13.33		
GFE	Esperance	Speddingup Road West	No	Grain, livestock	43,109	Reconstruct and Seal	2.5	\$174,957.00	\$0.00	0%	\$349,913.00	\$524,870.00	\$2,410,425.00	13.33		
WBN	Kellerberrin	Goldfields Road	No	Grain, bulk fertiliser, livestock, general goods	10,500+	Recon and seal	1.6	\$226,439.00	\$0.00	0%	\$350,000.00	\$576,439.00	\$2,760,425.00	13.33		9m seal reduced to 8m
GS	Cranbrook	Yeriminup Road	No	Crops, livestock	75,000	Resheet, clear drains	3.4	\$50,000.00	\$0.00	0%	\$100,000.00	\$150,000.00	\$2,860,425.00	13.00		Traffic figures not supplied, inferred from counts.
GS	Plantagenet	Yellanup Road	No	Timber, grain, fertiliser, livestock	50,000 avg	Reseal and widen	4.5	\$121,624.00	\$0.00	0%	\$243,247.00	\$364,871.00	\$3,103,672.00	12.67		
SW	Donnybrook Balingup	Greenbushes-Grimwade Road	No	Logs, timber	35,000 to 40,000	Seal	1.3	\$137,500.00	\$0.00	0%	\$275,000.00	\$412,500.00	\$3,378,672.00	12.67		
WBN	Dandaragan	Gillingarra Road	No	Feedlot cattle, pellet feed, grain, lime, fertiliser	<100,000	Widen and seal	2.9	\$204,800.00	\$0.00	0%	\$350,000.00	\$554,800.00	\$3,728,672.00	12.67		
WBN	Dandaragan	Winjardie	No	Sheep, cattle, stock feed, fuel, grain, lime, wool, fertiliser	<40,000	Widen and seal	3.1	\$210,000.00	\$0.00	0%	\$350,000.00	\$560,000.00	\$4,078,672.00	12.67		
Midwest	Three Springs	Arrino West Road	No	Grain, fertiliser	30,000	Widen and seal	1.3	\$376,345.00	\$0.00	0%	\$350,000.00	\$726,345.00	\$4,428,672.00	12.00		
GFE	Esperance	Boydell Road	No	Grain, livestock	50,618	Reconstruct and widen	2.2	\$174,830.00	\$0.00	0%	\$349,661.00	\$524,491.00	\$4,778,333.00	12.00		
GS	Denmark	Kernutts Road	No	Dairy, gravel/sand	None given	Reconstruct and widen	1.7	\$155,000.00	\$0.00	0%	\$310,000.00	\$465,000.00	\$5,088,333.00	12.00		
PIL	Karratha	Mof Road	No	Oil and gas	2,980,250	Replace guardrails	1.0	\$93,156.00	\$0.00	0%	\$186,312.00	\$279,468.00	\$5,274,645.00	12.00		Guardrails are out of scope? No photos or substantiating info.
WBN	Dowerin	Dowerin-Koorda Road	No	Grain, canola, livestock, quarry products, lime, gypsum, general freight	100,000	Rehab and widen	2.6	\$175,000.00	\$0.00	0%	\$350,000.00	\$525,000.00	\$5,624,645.00	12.00		
GS	Denmark	Sunny Glen Road	No	Timber, gravel	Timber 25,000 Gravel not given	Widen gravel formation	3.7	\$144,667.00	\$0.00	0%	\$289,333.00	\$434,000.00	\$5,913,978.00	11.67		
GS	Kojonup	Riverdale Road	No	Grain	15,000	Widen formation and seal	11.7	\$138,666.00	\$0.00	0%	\$277,334.00	\$416,000.00	\$6,191,312.00	11.33		AADT adjusted down from counts. No photos to substantiate condition.
SW	Waroona	Somers Road	No	Raw materials	100,000	Widen and seal	1.5	\$165,540.00	\$0.00	0%	\$331,080.00	\$496,620.00	\$6,522,392.00	11.00		Difficult to substantiate condition ratings
SW	Donnybrook Balingup	Hay Road	No	Logs, timber	35,000 to 40,000	Seal and reseal	2.2	\$83,333.00	\$0.00	0%	\$166,667.00	\$250,000.00	\$6,689,059.00	11.00		
GS	Cranbrook	Yonka Road	No	Cereal, livestock, piggery, chicken farm	65,000	Seal 6m	0.8	\$45,000.00	\$0.00	0%	\$90,000.00	\$135,000.00	\$6,779,059.00	10.33		
WBN	Moora	Dalwallinu West Road	No	Lime, sand	12,000	Widen and reseal	1.0	\$96,000.00	\$0.00	0%	\$192,000.00	\$288,000.00	\$6,971,059.00	10.33		ADT corrected. Condition not well substantiated.
Metro	Swan	Raphael Road	No	Sand	425,590	Reseal and widen	0.6	\$68,520.00	\$0.00	0%	\$137,041.00	\$205,561.00	\$7,108,100.00	10.33		ADT < 2000 VPD - therefore change eligibility
WBS	Brookton	Boyagarra Road	No	Grain, canola, sheep, quarry products, general freight	Est. 100,000	Widen and reseal	0.6	\$97,500.00	\$0.00	0%	\$195,000.00	\$292,500.00	\$7,303,100.00	10.00		
PIL	Karratha	King Bay Road	No	Oil and gas	1,000,000+	Replace culverts	0.1	\$471,205.00	\$0.00	0%	\$350,000.00	\$821,205.00	\$7,653,100.00	12.33		TRG resolved application out of scope.
PIL	East Pilbara	Woodie Woodie Road	Yes	Manganese, copper	None given	Widen gravel formation	4.0	\$150,000.00	\$300,000.00	38%	\$350,000.00	\$800,000.00	\$8,003,100.00	20.67		No photos supplied
Metro	Wanneroo	Badgerup Road	Yes	Quarry products	1,066,082	Asphalt overlay	2.6	\$183,425.00	\$0.00	0%	\$350,000.00	\$533,425.00	\$8,353,100.00	15.67		Refers to widening as part of different project. ADT >2000VPD
WBN	Toodyay	Bejoording Road	Yes	Grain, clay, fertiliser	None given	Widen and seal	3.0	\$174,996.00	\$0.00	0%	\$349,992.00	\$524,988.00	\$8,703,092.00	15.67		
Metro	Kalamunda	Welshpool Road East	Yes	Grain	None given	Mill and fill	2.9	\$125,720.00	\$0.00	0%	\$251,440.00	\$377,160.00	\$8,954,532.00	15.67		ADT > 2000 VPD
Kim	Wyndham East Kimberley	Carlton Hill Road	Yes	Horticulture (grain, hay, legume, cotton), livestock	215,000	Reconstruct and seal	4.2	\$175,000.00	\$0.00	0%	\$350,000.00	\$525,000.00	\$9,304,532.00	14.67		
WBS	Dumbleyung	Tarin Rock Road	Yes	Wheat	125,000	Reseal and drainage	0.4	\$100,000.00	\$0.00	0%	\$200,000.00	\$300,000.00	\$9,504,532.00	14.67		
GS	Kent	Datatine Road / Dumbleyung Nyabing Road	Yes	Grain, fertiliser, stock, feed, school bus route	494,625 t/a	Reseal and widen	1.1	\$175,000.00	\$0.00	0%	\$350,000.00	\$525,000.00	\$9,854,532.00	14.33		
PIL	East Pilbara	Munjina Roy Hill Road	Yes	Iron ore	None given	Shoulder resheet, seal widening	2.0	\$150,000.00	\$0.00	0%	\$350,000.00	\$500,000.00	\$10,204,532.00	13.33		No traffic counts or photos

16,231,916

Financial Reports (MINDER)

Ian Duncan, Executive Manager Infrastructure

RECOMMENDATION:

That the December 2023 Report for MINDER be noted.

Major activities undertaken since the last meeting include:

Condition Assessment of Roads of Regional Significance

WALGA received three proposals for consideration for the road condition survey of the South West Region and is currently evaluating each. This work is anticipated to begin in early 2024. Local Governments in the South West will be updated as the project progresses.

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

The second round of LGTRRIP projects have commenced. Three projects were selected by the Operations Team and will produce practitioner guides for the design and construction of local roads using crushed recycle concrete, crumbed rubber modified bitumen and reclaimed asphalt pavement. These projects respond to the commitment in the SRFLGA to increase the use of recycled materials in road works.

Multi-criteria Assessment Methodology

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. Significant progress has been made on the MCA models in five of nine regions in WA, with work forecast to commence on the remaining regions in early 2024. 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 in 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. The closing date for the survey has been extended to encourage more Local Governments to respond.

Road Safety Ratings for Local Government Roads Project

The LG Stars tool is now complete and Local Governments have begun to use the tool. WALGA will support Local Governments in evaluating their roads via the Regional Road Safety Advisors and will continue to solicit and incorporate feedback on the tool as Local Governments gain experience with the methodology.

Bus Stop Infrastructure Partnership Agreement between WALGA and the PTA

The partnership agreement has been in practice from 2018/19 to 2022/23. WALGA has commenced a review of the current Agreement and has been consulting a cross section of Local Governments to inform negotiations with the PTA for a new Agreement.

Aviation Green Paper

The government is delivering a new Aviation White Paper to examine the government policy and economic reforms necessary to promote the efficiency, safety, sustainability, productivity and competitiveness of the aviation sector through to 2050. The Green Paper has been released for feedback and WALGA is in the process of compiling a submission.

Safer High Speed Roads Business Case

A business case for Regional Road Network Safety Improvements on High Speed Sealed Local Government Roads in WA has been completed. Meetings with key stakeholders in both Federal and State Governments to explain the benefits of this initiative have commenced and are on-going.

Disaster Recovery Funding Arrangements

A webinar for Local Governments and series of smaller group meetings have been arranged to enable Local Governments to engage directly with the Department of Fire and Emergency Services and the National Emergency Management Agency regarding Disaster Recovery Funding Arrangements (DRFA WA). There has been a significant increase in resources in DFES to process claims. However, submissions to both Federal Government inquiries and DFES highlight process improvement opportunities, a need to offer administrative support to some Local Governments in times of crisis and an opportunity to build infrastructure back to a more resilient standard.

Roadworks During Total Fire Bans

The regulations under which a Local Government can continue to undertake road maintenance activities such as grading during a Total Fire Ban generally prevent these activities proceeding. There has been a significant increase in the number of days where a Total Fire Ban has been declared, meaning some Local Governments are unable to provide a reasonable level of service on the road network on the remaining days.

Work is proceeding with DFES to review the regulations and provide increased flexibility to reflect the range of conditions across the State.

Asset Management

Data collection for the 2022/23 Road Assets and Expenditure Report is underway.

Streetlighting

The Association is continuing to advocate to Western Power regarding community expectations regarding streetlighting including lighting performance, repair times and costs.

Budget

Staff costs were below budgets due to a vacant position which has now been filled.

Proposals for the Road condition survey in the South West region have been received and the project is in the process of being awarded. This is a little behind schedule, but the field work should still be able to commence in January.

The Local Roads Program Delivery Manager was appointed in November, starting on at one day per week while he works out existing commitments. This will ramp up in the second half of January.

Project budgets for 2023/24 LGTRRIP projects have not been determined.

	2023/24 to end October		
	Actual	Budget	Variance
Grant Funds	989,377	989,377	0
Road Condition Survey	500,000	500,000	0
Other	0	0	0
TOTAL INCOME	1,489,377	1,489,377	0
Staff Costs	174,703	216,664	-41,961
Overheads	22,759	16,336	6,423
Engagement & Support	19,661	24,534	-4,873
Projects & Consultants	37,709	93,667	-55,958
TOTAL EXPENDITURE	254,832	351,201	-96,369
SURPLUS / (DEFICIT)	1,234,545	1,138,176	96,369

Local Government Roads Program Delivery Support Manager

Ian Duncan, Executive Manager Infrastructure

RECOMMENDATION:

That the appointment of Doug Pearson to the role of Local Government Program Delivery Support Manager be noted.

Background

In September 2023 the SAC agreed to seek the services of a Local Government Program Delivery Support Manager to focus on delivery of projects with a State Government funding contribution (Road Project Grants and Black Spot programs) in the metropolitan area and the southwest region. Supporting materials, tools and guides developed will be available to Local Governments in all regions.

Doug Pearson has been appointed to the role in November and will increase the hours provided from mid-January 2024.

Until mid-2023 Doug was the Director Major Projects and Commercial Activities at the City of Bayswater. He is a highly respected project manager and civil engineer. In addition to 16 years in senior roles at the City of Bayswater, Doug has worked in senior management and technical roles at the Cities of Rockingham and Wanneroo as well as Esperance and Denmark Shires. He is also a previous President of IPWEA WA.

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

2023/24 State Black Spot Program (State,Local, Mass Action & Enabling Actions) – Overall Program

- ♦ With 33% of the financial year elapsed, expenditure on the State Black Spot Program for 2023/24 is \$ 9.65 m or 19% of the approved budget, including carryovers, of \$ 51.28m.

2023/24 State Black Spot Program (for State Roads)

- ♦ Total expenditure for 2023/24 including reprogrammed projects is \$ 3.35m. The total budget including carryovers is \$19.38m.

2023/24 State Black Spot Program (for Local Roads-Co-Contribution Program)

- ♦ Total expenditure for 2023/24 including reprogrammed projects is \$1.93m. The total budget including carryovers is \$18.39m.

2023/24 State Black Spot Program (for Local Roads-Enabling Actions Program)

- ♦ Total expenditure for 2023/24 including reprogrammed projects is \$0.03m. The total budget including carryovers is \$1.47m.

2023/24 State Black Spot Program (for Local Roads-Mass Action Treatments Program)

- ♦ Total expenditure for 2023/24 including reprogrammed projects is \$4.33m. The total budget including carryovers is \$12.04m.

2023/24 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	\$19.38	\$3.35	\$16.77	37	9
Local Roads (Co-Contribution)	\$18.39	\$1.93	\$17.41	120	50
Local Roads (Enabling Actions)	\$1.47	\$0.03	\$1.47	3	3
Local Roads (Mass Action Treatments)	\$12.04	\$4.33	\$12.04	5	3
Total	\$51.28	\$9.65	\$47.68	165	65

2023/24 State Black Spot Programs

Financial and Delivery Summary

Region	Carried forward from previous years (\$M)	Current 23/24 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	\$0.34	\$0.34	1	0	1	0	0	0	\$0.32	\$0.41
South West	\$1.85	\$2.10	3	0	1	1	0	1	\$1.02	\$2.21
Mid West-Gascoyne	\$0.10	\$3.08	3	1	1	0	0	1	\$0.12	\$2.99
Goldfields - Esperance	\$0.80	\$1.45	2	2	0	0	0	0	\$0.06	\$1.50
Kimberley	\$0.00	\$0.23	3	3	0	0	0	0	\$0.02	\$0.20
Wheatbelt	\$0.00	\$0.70	2	2	0	0	0	0	\$0.06	\$0.70
Pilbara	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Metro	\$5.94	\$10.94	23	18	1	1	0	3	\$1.76	\$8.74
Funds for Reallocation -Rural	\$0.15	\$0.35								
Funds for Reallocation -Metro	\$0.20	\$0.20								
2023/24 Total	\$9.38	\$19.38	37	26	4	2	0	5	\$3.35	\$16.77
State Program (for Local roads-Co-Contribution) – excludes LGA funding										
Great Southern	\$0.02	\$0.02	4	1	1	0	0	2	\$0.02	\$0.02
South West	\$1.25	\$4.27	17	14	2	0	0	1	\$1.02	\$4.27
Gascoyne	\$0.00	\$0.08	2	1	0	0	0	1	\$0.08	\$0.08
Mid West	\$0.31	\$0.46	7	3	2	0	0	2	\$0.00	\$0.46
Goldfields - Esperance	\$0.30	\$0.32	4	2	2	0	0	0	\$0.01	\$0.32
Kimberley	\$0.72	\$0.76	6	1	4	1	0	0	\$0.41	\$0.79
Wheatbelt South(*)	\$0.77	\$0.89	8	4	3	1	0	0	-\$0.09	\$0.44
Wheatbelt North	\$0.15	\$0.26	5	3	2	0	0	0	\$0.00	\$0.26
Pilbara	\$0.00	\$0.07	4	2	0	0	0	2	\$0.00	\$0.07
Metro (**)	\$5.54	\$11.27	63	35	21	2	0	5	\$0.48	\$10.71
Total	\$9.06	\$18.39	120	66	37	4	0	13	\$1.93	\$17.41
Total State Black Spot Program (State Roads and Local Roads-Co-Contribution Program)										
Grand total	\$18.45	\$37.77	157	92	41	6	0	18	\$5.28	\$34.17

WBS (*) Negative expenditure due to Previously claimed expenditure returned. Withdrawal of the project.

Metro ()** Actual expenditure includes refund of two withdrawn projects.

Metropolitan Region - Co-Contribution Program By Sub Group

Sub Group	Carried forward from previous years (\$M)	Current 23/24 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	\$1.04	\$2.21	11	8	3	0	0	0	\$0.00	\$2.21
West	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Central (***)	\$0.27	\$0.35	8	7	0	1	0	0	-\$0.04	\$0.25
East	\$0.56	\$0.56	3	1	1	0	0	1	\$0.00	\$0.56
South East (****)	\$2.10	\$3.02	22	9	10	1	0	2	-\$0.15	\$2.56
South West	\$1.56	\$5.12	19	10	7	0	0	2	\$0.67	\$5.11
Total	\$5.54	\$11.27	63	35	21	2	0	5	\$0.48	\$10.71

Central(*)** Negative expenditure due to Previously claimed expenditure returned. Withdrawal of the project.

South East (**)** Negative expenditure due to Previously claimed expenditure returned. Withdrawal of the project.

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 23/24 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	-4.91	-3.34								

State Program (for Local Roads-Enabling Actions)										
Region	Carried forward from previous years (\$M)	Current 23/24 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	\$0.24	\$0.49	1	0	1				\$0.01	\$0.49
Online Grant Administration System	\$0.23	\$0.98	1	0	1				\$0.03	\$0.98
Business Case for High Speed LG Roads	\$0.00	\$0.00	1	0	1				\$0.00	\$0.00
Total	\$0.47	\$1.47	3	0	3	0	0	0	\$0.03	\$1.47

State Program (for Local Roads-Mass Action Treatments)										
Region	Carried forward from previous years (\$M)	Current 23/24 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	\$1.66	\$1.66	2	1	1				\$0.69	\$1.66
Great Southern	\$1.08	\$1.08	1	0	1				\$0.72	\$1.08
Mid-West	\$1.80	\$3.80	1	0	1				\$0.72	\$3.80
Goldfields-Esperance	\$5.49	\$5.49	1	1					\$2.20	\$5.49
Total	\$10.04	\$12.04	5	2	3	0	0	0	\$4.33	\$12.04

MANAGING DIRECTOR MAIN ROADS
Australian Government Black Spot Program
Summary Report
Period 1 - 4 (As at 31 Oct 2023)

2023/24 Australian Government Black Spot Program - Overall Program

- ♦ With 33% of the financial year elapsed, expenditure on the Australian Government Program for 2023/24 is \$2.00m or 10% of the approved budget, including carryovers, of \$19.08m.

2023/24 State Roads

- ♦ Total expenditure for 2023/24 including reprogrammed projects is \$0.07m. The total budget including carryovers is \$1.87m.

2023/24 Local Roads

- ♦ Total expenditure for 2023/24 including reprogrammed projects is \$1.94m. The total budget including carryovers is \$20.19m.

2023/24 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	\$1.87	\$0.07	\$0.24	4	2
Local Roads	\$20.19	\$1.94	\$17.06	67	21
Contingency	-\$2.98				
Total	\$19.08	\$2.00	\$17.30	71	23

2023/24 Australian Government Black Spot Program

Financial and Delivery Summary

Region	Carried forward from previous years (\$M)	Current 23/24 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	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
South West	\$0.00	\$1.53	2	1	0	0	0	1	\$0.06	\$0.06
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
Kimberley	\$0.00	\$0.17	1	1	0	0	0	0	\$0.00	\$0.17
Wheatbelt Region	\$0.17	\$0.17	1	0	0	0	0	1	\$0.01	\$0.01
Metropolitan	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Total	\$0.17	\$1.87	4	2	0	0	0	2	\$0.07	\$0.24
Australian Government Program (Local Roads)										
Great Southern	\$0.17	\$0.31	4	0	1	0	0	3	\$0.16	\$0.16
South West	\$0.05	\$0.04	3	1	0	0	0	2	\$0.01	\$0.04
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	\$1.02	\$2.13	4	2	0	0	0	2	\$0.71	\$2.13
Kimberley	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Wheatbelt South	\$0.00	\$0.00	0	0	0	0	0	0	\$0.00	\$0.00
Wheatbelt North	\$1.41	\$1.74	6	4	0	0	0	2	\$0.32	\$1.67
Pilbara	\$0.54	\$0.82	2	2	0	0	0	0	\$0.00	\$0.60
Metropolitan (*****)	\$7.24	\$15.16	48	36	7	1	0	4	\$0.73	\$12.45
Total	\$10.43	\$20.19	67	45	8	1	0	13	\$1.94	\$17.06
Contingency										
Contingency	-\$4.67	-\$2.98								
Over-Programming										
Total Australian Government Black Spot (State and Local Roads)										
Grand Total	\$5.92	\$19.08	71	47	8	1	0	15	\$2.00	\$17.30
Metro (*****)	Actual expenditure includes refund of one withdrawn project.									

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

Regional Road Groups

Ian Duncan, Executive Manager Infrastructure

RECOMMENDATION:

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

All ten of the Regional Road Groups met in the thirteen-week period since the last meeting on 1 September 2023. Details of meetings held are summarised below.

Month	Date	Region	Venue	WALGA
August	30	Pilbara (Technical)	Virtual	Mark Bondietti, Max Bushell, Greg Hayes
September	4	Wheatbelt North (Elected Members)	Northam	Mark Bondietti, Cliff Simpson
	8	Wheatbelt South (Elected Members)	Wickepin	Max Bushell, Rodney Thornton
	20	Pilbara (Technical)	Virtual	Mark Bondietti
October	3	Kimberley (Elected Members)	Broome	Mark Bondietti
	6	Goldfields Esperance (Technical)	Boulder	Max Bushell, Michelle Blackhurst
	11	South Eastern Metropolitan (Sub Group)	Gosnells	Mark Bondietti, Negar Nili
	12	Pilbara (Technical)	Virtual	Mark Bondietti
	12	North Western Metropolitan (Sub Group)	Joondalup	Mark Bondietti
	17	South Western Metropolitan (Sub Group)	Rockingham / Virtual	Max Bushell
	18	Pilbara (Voting and Technical)	South Hedland / Virtual	Mark Bondietti, Max Bushell
	18	Western Metropolitan (Sub Group)	Nedlands	Ian Duncan, Negar Nili
	20	Goldfields Esperance (Elected Members)	Boulder	Mark Bondietti, Michelle Blackhurst
	26	Metropolitan (Technical)	East Perth	Ian Duncan
November	6	Mid West (Elected Members)	Geraldton	Mark Bondietti, Sam Adams
	13	South West (Technical)	Bunbury	Max Bushell, Katherine Celenza

Month	Date	Region	Venue	WALGA
	15	South Western Metropolitan (Sub Group)	Rockingham / Virtual	Max Bushell
	20	Great Southern (Elected Members)	Albany	Ian Duncan, Viv Gardiner
	24	Gascoyne (Elected Members)	Carnarvon	Mark Bondietti
	27	South West (Elected Members)	Eaton	Katherine Celenza
	30	Metropolitan (Elected Members)	East Perth	Mark Bondietti, Phil Taylor
December	5	Pilbara (Technical)	Virtual	Mark Bondietti

Key matters for discussion included:

- 2023-24 program of works
- 2022-23 program delivery
- Development of a revised Multi criteria assessment methodology in response to the new SFFLG Procedures
- Commitments in the new SRFLGA
- Reviewing Regional Procedures
- Regulations covering road works during total fire bans
- Road Safety initiatives
- DRFAWA claims and procedures

The current Regional Road Group Chairpersons are:

Region	Chairperson
Gascoyne	Cr Hamish McTaggart
Goldfields Esperance	Cr Mal Cullen
Great Southern	Cr Len Handasyde
Kimberley	Cr Chris Mitchell
Metropolitan	Cr Serena Williamson
Mid West	Cr Gary Cosgrove
Pilbara	To be advised
South West	Cr Peter McCleery
Wheatbelt North	Cr Wayne Gibson
Wheatbelt South	Cr Grant Robins

Item 9.1

November 2023
MRWA 04/11055
D23#

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:

- South Western Highway and Vittoria Road Intersection upgrade

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 (an 11.5km extension of Menang Drive) will be constructed around the City of Albany, connecting to Princess Royal Drive and the Port of Albany, and improving access to the Mirambeena Strategic Industrial Area.	Construction of phase 1 to Lancaster Rd was completed in early 2022; phase 2 to Princess Royal Drive is due for completion mid-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 completed December 2021, proclamation pending due to land tenure issues. Proclamation anticipated late 2024.
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 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 late 2024.
Chidlow York Road (Great Southern Highway)	Safety improvements project. Realignment of the road requiring proclamation.	Proclamation scheduled for Gazettal December 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, construction placed on hold for now with recommencement planned for 2024-25 subject to outstanding approvals.
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 to be completion early 2024. Proclamation likely to be delayed due to land tenure issues.
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 completed March 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 Gazettal December 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 completed August, proclamation progress pending. Proposed 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 Gazettal December 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 Yancheb 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.	Major works completed and opened July 2023, minor works continuing during November 2023. Proclamation proposed later in 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 Gazettal December 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, City of Albany	Safety improvements project. Realignment of the road requiring proclamation.	Proclamation scheduled for Gazettal December 2023.
South Western Highway, Brookhampton Road to Tassone Road, Shire of Donnybrook Balingup	A 3 km section of South Western Highway south of Donnybrook has been realigned to improve road safety and efficiency for road users.	Proclamation scheduled for Gazettal December 2023
South Western Highway at Vittoria Road in City of Bunbury	Constructing a new roundabout to improve safety and speed concerns and creating a dedicated left turn lane to South Western Highway from Vittoria Road.	Commenced works October 2023 with road closures from January 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 and proposed construction completion date late 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 and realignments	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 Gazettal December 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 2024
Warrirra Road - Formerly known as ANSIA (Ashburton North Strategic Industrial Access) Road, Onslow	Proclamation of privately constructed road from Onslow Road to the Ashburton Port.	Proclamation scheduled for Gazettal December 2023.

Recommendation:

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

Provided by Joanne Cammack - A/Road Classification Manager

PLANNING AND TECHNICAL SERVICES DIRECTORATE

29 November 2023

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 again in May 2023 to consider potential timing of transfers for urban roads. Based on potential triggers including construction of major state infrastructure, it remains likely that the next urban transfer will not occur until post-2025, pending completion of detailed classification assessments, discussions with the relevant Local Governments and available funding.

Main Roads continues to scan the current and future planning environment to determine if any roads not already listed warrant classification assessments.

The Future Roads Project (Rural) is continuing to progress. Following the transfer of Marriott Road to Main Roads on 1 July 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, taking into account the transfer timeframes for the Future Roads Project (Urban) which is still progressing.

Roads that will cease to be State Administered and transfer to Local Government responsibility for urban and rural areas are also being considered, however this is a longer term proposal.

Recommendation

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

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

PLANNING AND TECHNICAL SERVICES DIRECTORATE

15 November 2023

Roads 2040 – for SAC consideration for addition to the Roads 2040 documents

RRG	Region	LG	Road	Road Number	SLK start	SLK end	Length	Sealed	RRG approved date	Submitted to SAC?	SAC approved	Inclusion / removal in 2040 documents
Kimberley	Kimberley	Shire of Broome	Cable Beach Road West	0010001	0.80	1.587	.787	Y	1/3/23 RRG meeting D23#551367	N	For submission to SAC Dec 23 (OR prior out-of-Session)	N – Not received by RCM until June 2023
Kimberley	Kimberley	Shire of Broome	Guy Street	0100021	0.00	1.770	1,770	Y	1/3/23 RRG meeting D23#551367	N	For submission to SAC Dec 23 (OR prior out-of-Session)	N – Not received by RCM until June 2023
Kimberley	Kimberley	Shire of Broome	Port Drive	0010319	0.00	2.973	2.973	Y	1/3/23 RRG meeting D23#551367	N	For submission to SAC Dec 23 (OR prior out-of-Session)	N – Not received by RCM until June 2023
Kimberley	Kimberley	Shire of Broome	Frederick Street	0000037	0.00	2.261	2.261	Y	1/3/23 RRG meeting D23#551367	N	For submission to SAC Dec 23 (OR prior out-of-Session)	N – Not received by RCM until June 2023
Kimberley	Kimberley	Shire of Broome	Old Broome Road	0010318	0.00	2.714	2.714	Y	1/3/23 RRG meeting D23#551367	N	For submission to SAC Dec 23 (OR prior out-of-Session)	N – Not received by RCM until June 2023
Kimberley	Kimberley	Shire of Broome	Sanctuary Road	0010006	0.00	1.250	1.25	Y	1/3/23 RRG meeting D23#551367	N	For submission to SAC Dec 23 (OR prior out-of-Session)	N – Not received by RCM until Aug 2023
Great Southern	Great Southern	Shire of Jerramungup	Meechi Road	3180087	0.0	14.43	14.43	N (only 0.28km sealed)	Addition June 2023 D23#79388 – 20/6/23 out of session approvals	N	For submission to SAC Dec 23 (OR prior out-of-Session)	N – Not received by RCM until Sep 2023

SRFLGA - Aboriginal Employment Working Group

Terms of Reference

Acknowledgement of Country

The State Road Funds to Local Government Agreement (SRFLGA) – Aboriginal Employment Working Group acknowledges the traditional custodians throughout Western Australia and their continuing connection to the land, waters, and community. We pay our respects to all members of the Aboriginal communities and their cultures and to the Elders, past and present.

Introduction

The State Road Funds to Local Government Agreement (SRFLGA) is the 6th Agreement between State and Local Government in Western Australia. The 2023-24 to 2027-28 State Road Funds to Local Government Agreement builds upon previous funding and administrative arrangements negotiated between the State and Local Government dating back to 1995.

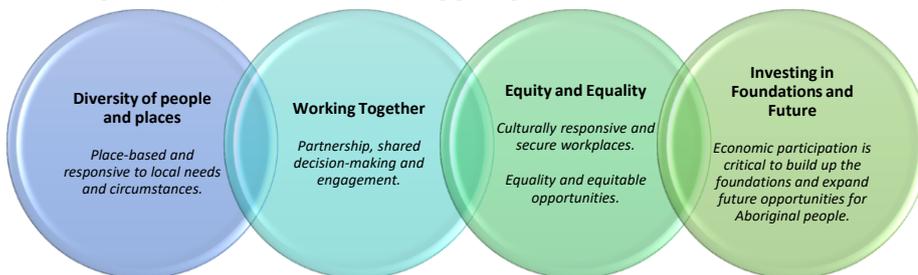
As part of the new agreement, Local and State Governments commit to:

- Increasing the application of the Safe System for road safety approach to the Local Road network.
- Increasing opportunities for the employment of Aboriginal people throughout the State of Western Australia.
- Increasing sustainable road construction practices through the greater use of recycled materials

The Western Australia State Government, through Main Roads WA (MRWA), the Western Australian Local Government Association (WALGA) and Regional Road Groups (RRGs) will collaborate to establish a process for monitoring and reporting on Aboriginal Employment.

Guiding Principles

The Working Group will operate under the following guiding principles:



Objectives

The objective of the Working Group is to develop a framework consistent with the Guiding Principles that will contribute to, and support, key State Government and Ministerial objectives through the funding provided by the Agreement. Activities will include:

- Establishing a system/process for monitoring and reporting on Aboriginal employment
- Demonstrating the existing direct and indirect Aboriginal employment through WA Local Governments
- Increasing sustainable opportunities for Aboriginal employment and businesses in the Agreement
- Developing and strengthening partnerships with Aboriginal communities and organisations
- Mitigating obstacles and issues to the successful adoption of Aboriginal employment initiatives

The group will report to the State Road Funds to Local Government Advisory Committee (SAC) on activities and progress made in increasing Aboriginal employment through WA Local Governments.

Working Group Operations

Membership

The Working Group will consist of Main Roads WA, WALGA and WA Local Government representatives who have subject matter expertise that will help deliver one or more of the objectives.

- The representatives are based on the position and proxies may attend if required.
- The Working Group to remain within a maximum of 10 members.
- Every non-Aboriginal member will need to commit to further develop their cultural knowledge.
- The composition of the working group will be reviewed every 12 months at the scheduled final meeting of the calendar year.

Current membership is as follows:

Commented [TR1]: TBD

Chair MRWA	Des Snook, Chief Operating Officer - MRWA
MRWA	Dennis Kickett, Director Aboriginal Engagement - MRWA
MRWA	Tara Regan, Senior Advisor Aboriginal Employment Participation - MRWA
MRWA	Teresa Williams, Principal Policy Advisor – MRWA (TBC by Dennis Kickett)
MRWA	Natalee Charlesworth, Acting Business and Systems Manager
Member	Lauren Mathison, Manager, People and Culture, WA Local Government Association
Member	One elected member from Local Government (member) – TBC by Ian Duncan (December 2023)
Member	Paul Devcic, Executive Manager, Engineering Services, Shire of Northam
Member	Matthew Southern, Manager, Construction and Maintenance, City of Swan

Note: Where specialist advice is required on a specific issue and the expertise is not available within the Working Group, suitable stakeholder representatives will be invited to attend meetings on as needs basis.

Meetings

- Meetings will be held quarterly or as agreed.
- A quorum shall comprise of at least five members of the working group.
- A copy of the meeting minutes and actions will be provided after each meeting.

Chairperson

The Chair of the Committee is responsible for the efficient and effective running of the working group meeting and for reporting to the SAC at each meeting and additionally as required.

Conflicts of interest and confidentiality

- If a member determines that they have a conflict of interest in any matter, which is to be raised at a meeting, then that person must disclose the nature of the interest before it is considered or discussed.
- It is important that members feel confident to participate honestly and that there is a level of trust between members. It is expected that members distribute information responsibly and for the purpose of obtaining feedback from the groups they represent.
- The information provided to members and the discussions that arise during any meetings should not be presented to media outlets without approval of the Chair. The contributions of members are not to be used against them, or any organisation they represent, outside the meetings.

Appendix One – Governance Structure:



SRFLGA-Aboriginal Employment Working Group-DOT Point

- The State Road Funds to Local Government Agreement (SRFLGA) - Aboriginal Employment Working Group first meeting will be held on Friday 8th December 2023 from 9:30am to 11:30am.
- The Working Group to remain within a maximum of 10 members.
- Meeting occurred today (06/11/2023) with Des Snook (Chair) to discuss next steps, approach and agenda items.
- Based on feedback from key stakeholders, see attached revised ToR.
- Proposed membership is as follows:

Chair MRWA	Des Snook, Chief Operating Officer - MRWA
MRWA	Dennis Kickett, Director Aboriginal Engagement - MRWA
MRWA	Tara Regan, Senior Advisor Aboriginal Employment Participation - MRWA
MRWA	Teresa Williams, Principal Policy Advisor – MRWA (TBC by Dennis Kickett)
MRWA	Natalee Charlesworth, Acting Business and Systems Manager
Member	One member from WALGA
Member	One elected member from Local Government (member)
Member	Two employees from Local Government (one Metro and one Regional)

Note: Where specialist advice is required on a specific issue and the expertise is not available within the Working Group, suitable stakeholder representatives will be invited to attend meetings on as needs basis.

State Road Funds to Local Government Agreement– Recycled Materials Working Group

Terms of Reference

Purpose

To review and implement ways to support the use of recycled materials in Local Government.

Within the first two years of the State Road Funds to Local Government Agreement Main Roads, the WA Local Government Association (WALGA) and Regional Road Groups will collaborate to establish systems and processes to monitor, report and advance the use of recycled materials in local government works (including both imported and in situ materials).

Guiding Principles

To achieve this purpose the Working Group will work in accordance with the relevant guiding principles in the State Road Funds to Local Government Agreement including:

- Continuation of the successful partnership between State Government and Local Government to preserve and enhance the State's vital road network
- Good asset management practices
- Autonomy of Local Government in the allocation of road funding based on locally and regionally identified priorities, and principles agreed by Main Roads Western Australia and WALGA
- Recognition of the partnership required for delivering projects funded within this program
- Promoting and applying the Safe System for road safety to road infrastructure
- Facilitating the efficient movement of freight and people

Decisions will be made by consensus.

Membership

The Group will consist of:

- the Executive Director Planning and Technical Services, Main Roads or their nominee as Chairperson
- One elected Local Government member

- One WALGA staff member
- Two Local Government officers with relevant expertise including one currently working in the metropolitan area and one from rural or remote area
- Up to three Main Roads senior staff

All Members may appoint a delegate if unable to attend. Guests may be invited to any meeting with the agreement of the Chair.

Main Roads will provide secretariate support.

Objectives

The objective of the working group is to develop a framework consistent with the Guiding Principles that will contribute to, and support, key State Government and Ministerial objectives through the funding provided by the Agreement. Activities will include:

- demonstrating the existing use of recycled materials in the Local Road network
- appraising options for increasing the use of recycled materials in Local Government in line with government objectives
- developing a process to promote the increased use of recycled materials that can work at a Local Government level
- developing criteria for elements that will be measured
- developing and maintaining a reporting structure for quantifying the increased use of recycled materials in Local Government from the financial outlay expended

The group will operate in such a way to enable the opportunity for all Local Governments to have input into the working group's considerations directly and through the Regional Road Group. Regular updates will be provided to every Regional Road Group.

The group will report to the State Road Funds to Local Government Advisory Committee (SAC) on activities and progress made in increasing the use of recycled materials on local roads, at each meeting.

Chairperson

The Chair of the Committee is responsible for the efficient and effective running of the working group meeting and for reporting to the SAC at each meeting and additionally as required.

Meetings

Initial face to face and virtual meetings, monthly, to establish what is required and the best way to proceed. Thereafter, meetings as required.

A quorum shall comprise of at least five members of the working group.

The composition of the working group will be reviewed every 12 months at the scheduled final meeting of the calendar year.

SRFLGA-Recycled Material Working Group-DOT Point

- Following the establishment meeting on August 8 and subsequent confirmation of members, the first official meeting of the working group was held on 6 November 2023.
- Key discussion points included:
 - Terms of Reference (TOR) – a final review of the TOR was undertaken and final edits agreed.
 - Use of Recycled Materials in Road Infrastructure – members identified a range of materials to be considered by the working group. Recent work commissioned by WALGA, a practitioners guideline on sustainable road construction practices, was identified as a strong starting point. Royalties for the use of mine waste in construction was discussed.
 - Data Collection and Reporting – tonnage was identified as the most suitable unit of measurement. Members discussed the importance of working with existing data gathering processes and avoiding duplication. Existing processes/reports were identified for further investigation.
- The next meeting of the working group will be held on 11 December 2023.

State Road Funds to Local Government Agreement– Road Safety Working Group

Terms of Reference

Purpose

To establish systems and process for monitoring, reporting, and advancing Safe System treatments and a Safe Systems approach focusing on, but not limited to road works funded by the State Road Funds to Local Government Agreement within two years.

Guiding Principles

To achieve this purpose the Working Group will work in accordance with the relevant guiding principles in the State Road Funds to Local Government Agreement including:

- Recognition of the partnership between Local Governments and Main Roads WA required for delivering projects funded within this program,
- Good asset management practices,
- Autonomy of Local Government in the allocation of road funding based on locally and regionally identified priorities, and principles agreed by Main Roads Western Australia and WALGA,
- Facilitating the efficient movement of freight and people, and
- Promoting and applying the Safe System for road safety to road infrastructure.

Decisions will be made by consensus.

Membership

The Group will consist of:

- Executive Director Planning and Technical Services, Main Roads, (Chair)
- One Elected Local Government member (TBA)
- Two Local Government officers (TBA)
- Manager Road Safety (Main Roads)
- Manager Road Safety (WALGA)
- Local Government Road Safety Manager (Main Roads)
- Principal Policy Advisor (Main Roads)

All Members may appoint a delegate if unable to attend.

Guests may be invited to any meeting with the agreement of the Chair.

Secretariat: Main Roads support officer

Objectives

The objective of the working group is to develop a framework consistent with the Guiding Principles that will contribute to, and support, key State Government and Ministerial objectives through the funding provided by the Agreement.¹ This includes:

- develop a process to promote and apply the Safe System for road safety that can work at a Local Government level
- demonstrate the application of the Safe System for road safety to the Local Road network in line with government objectives
- develop elements for measurement
- develop a reporting structure for evaluating the road safety gain from the financial outlay expended (noting that there is no additional funding outside existing programs)
- appraise options for increasing the application of the Safe System approach to the local road network

The group will operate in such a way to enable the opportunity for all Local Governments to have input into the working group's considerations directly and through the Regional Road Group. Regular updates will be provided to every Regional Road Group.

The group will report to the State Road Funds to Local Government Advisory Committee (SAC) on activities and progress made in advancing Safe System treatments and a Safe Systems approach on local roads, at each meeting.

Chairperson

The Chair of the Committee is responsible for the efficient and effective running of the working group meeting and for reporting to the SAC at each meeting and additionally as required.

Meetings

Initial face to face and virtual meetings, monthly, to establish what is required and the best way to proceed. Thereafter, meetings as required.

A quorum shall comprise of at least five members of the working group.

The composition of the working group will be reviewed every 12 months at the scheduled final meeting of the calendar year.

i The Agreement focusses on the Australian Government / National Targets, consistent with the responsibility of the Minister for Transport. Happy to discuss. I think we should keep it this way. Also, this more generic statement could be 'cut and paste' for the other two working groups.

SRFLGA-Road Safety Working Group-DOT Point

- First meeting of the SRFLGA Road Safety Working Group held on 26th October.
- Draft Terms of Reference accepted as is with the exception that WALGA to select one LGA Elected Member, one regional LGA staff position and one metropolitan LGA staff position to be nominated.
- A workshop is planned for 21st of November to undertake a Strawman analysis of existing systems that maybe leveraged from.
- The second meeting of the Working Group is planned following the workshop on 21st November 2023.

State Road Funds to Local Government Advisory Committee – December 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)
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
July 2023	135	11	44	88	32	15
August 2023	108	48	21	56	44	8
September 2023	97	23	12	25	44	28
October 2023	63	41	7	16	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.

Heavy Vehicle Compliance

Operational Outputs	August 2023	September 2023	October 2023
Number of interceptions	606	727	484
Number of vehicles	1543	1852	1106
Number of offences	382	412	326
Non-compliant interceptions	267	288	215
Major Defects (Notice)	24	84	26
Minor Defects (Caution)	133	118	102
Top commodity non-compliance	Earthmoving Machinery	Quarry Products	Bulk Liquids

**Regional Road Group – Key Performance Indicators
Annual Report 2022/2023**

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

Region	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
Great Southern	2	1	2	2	2
South West	4	3	3	3	3
Gascoyne	3	3	3	2	3
Mid-West	2	2	2	2	2
Goldfields-Esperance	2	2	2	2	2
Kimberley	2	2	2	2	2
Wheatbelt South	2	3	2	2	2
Wheatbelt North	2	3	2	2	2
Pilbara	1	2	2	2	2
Metropolitan	2	2	4	2	2

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

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

(Includes State Government and Australian Government Black Spot Programs)

Region	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
	%	%	%	%	%
Great Southern	61	58	59	99	41
South West	91	85	63	64	58
Gascoyne	96	100	100	100	88
Mid-West	4*	47	66	67	54
Goldfields-Esperance	66	100	31	46	17
Kimberley	85	58	98	97	32
Wheatbelt South	74	78	44	86	56
Wheatbelt North	83	90	51	53	62
Pilbara	0**	80	22	65	45
Metropolitan	66	61	56	53	43
Total	62	76	54	73	49

With the exception of the Wheatbelt North, annual percentage of funds expended declined in every region. Project delivery performance outside the Metropolitan region can vary significantly from year to year due to the relatively small number of projects in the program.

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

(Includes Commodity Route Supplementary Fund projects)

Region	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
	%	%	%	%	%
Great Southern	69	86	96	84	91
South West	83	84	90	90	83
Gascoyne	98	93	100	84	100
Mid-West	100	95	100	100	100
Goldfields-Esperance	96	86	94	78	99
Kimberley	84	48	100	78	84
Wheatbelt South	94	89	97	90	89
Wheatbelt North	85	90	90	85	81
Pilbara	55	89	68	75	72
Metropolitan	78	78	87	78	70
Average by Region	84	84	92	84	87

The average annual percentage of road project grant funds expended increased from 84% to 87%. Both the Mid-West and Gascoyne regions expended 100% of the funds, whilst the Goldfields-Esperance region acquitted 99% of their project funding. The remaining regions maintained a project acquittal and delivery percentage broadly in keeping with their records over the past five-year period. Percentage expenditure in the Metropolitan Region declined significantly from 78% to 70%.

Metropolitan Region by Sub Group

Sub Group	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
	%	%	%	%	%
North West	61	94	93	79	64
West	78	53	43	79	73
Central	93	79	80	100	85
East	91	98	98	96	84
South East	79	91	79	71	57
South West	95	65	95	92	92
Total	79	84	87	86	70

The South West Sub Group acquitted the highest percentage of funding at 92%, while the South East Sub Group acquitted the lowest at 57%. Across every sub group, the percentage of acquitted funding either decreased or remained the same from 2021-22 to 2022-23.

Member Local Governments of Metropolitan Sub-Groups

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

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

Region	% of sealed road length surveyed in the past 5 years				
	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
Great Southern	54	44	44	81	67
South West	74	53	56	59	45
Gascoyne	89	86	86	56	35
Mid-West	68	49	79	39	80
Goldfields-Esperance	44	52	56	69	71
Kimberley	76	35	35	84	39
Wheatbelt South	90	90	75	100	92
Wheatbelt North	83	72	52	58	83
Pilbara	100	62	100	51	100
Metropolitan	74	70	73	76	61
Total for WA	77	65	64	65	69

The data excludes 21 Local Governments that do not use RAMM. Across WA, only four of ten regions achieved the 75% target with three regions achieving less than 50%.

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

Region	2021-2022	2022-2023
Great Southern	Y	N
South West	Y	100%
Gascoyne	Y	100%
Mid-West	Y	100%
Goldfields-Esperance	Y	100%
*Kimberley	N	N
Wheatbelt South	N	78% (14/18)
Wheatbelt North	N	83% (20/24)
Pilbara	N	100%

*The Kimberley Region does not have a three-year program as the majority of our RPG projects are standalone one year projects.

Compliance with this requirement has improved, with five Regional Road Groups submitting three-year works projections for road projects grants. Of the Regional Road Groups that complied with this requirement in 2021-22, only the Great Southern Regional Road Group is not in compliance in 2022-23.

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

Region	Number of Local Governments in RRG	2017-18, 2018-19 and 2019-20	2018-19, 2019-20 and 2020-21	2019-20, 2020-21 and 2021-22	2020-21, 2021-22, and 2022-23
Great Southern	12	10	8	6	4
South West	16	6	8	6	5
Gascoyne	4	1	2	3	4
Mid-West	16	6	4	5	5
Goldfields-Esperance	9	5	5	3	5
Kimberley	4	3	3	0	1
Wheatbelt South	18	7	10	9	7
Wheatbelt North	24	11	12	7	7
Pilbara	4	2	2	2	2
Metropolitan	30	11	19	19	21
Total	137	62	73	60	61

Less than half of Local Governments in WA have updated their road inventory and submitted this information to Main Roads WA for uploading into the IRIS database between 2020-21 and 2022-23. Compliance in regional areas remains well below 50%, with the exception of the Gascoyne Region. Compliance with this requirement in the Metropolitan Region has steadily increased.

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

Region	2020-2021	2021-2022	2022-2023
Great Southern	25%	65%	81%
South West	96%	98%	92%
Gascoyne	80%	80%	100%
Mid-West	36%	73%	25%
Goldfields-Esperance	0%	100%	100%
Kimberley	0%	0%	85%
Wheatbelt South	54%	89%	31%
Wheatbelt North	41%	89%	72%
Pilbara	93%	96%	100%
Metropolitan	90%	93%	91%

During 2022-23, Level 1 Inspections were completed and documented on more than 80% of the bridges in seven of the ten Regional Road Group regions. The Gascoyne, Goldfields- Esperance and Pilbara regions inspected all of their bridges.

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

Region	2018-2019	2019/2020	2020/2021	2021/2022	2022/2023
	%	%	%	%	%
Great Southern	56	51	54	79	76
South West	58	67	100	100	100
Gascoyne	100	100	100	100	100
Mid-West	100	100	100	100	100
Goldfields- Esperance	50	97	100	57	79
Kimberley	84	71	63	66	22
Wheatbelt South	66	68	100	95	100
Wheatbelt North	63	65	100	78	100
Pilbara	80	50	100	100	100

With the advent of the road safety category in the Multi-Criteria Assessment model and the increased communication and clarification that Safe System treatments can be applied to preservation projects, the percentages by Regional Road Group in this category are expected to increase.

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

Mark Bondiotti, Policy Manager Transport and Roads

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

The second round of LGTRRIP projects have commenced. Three projects were selected by the Operations Team and will produce practitioner guides for the design and construction of local roads using crushed recycle concrete, crumbed rubber modified bitumen and reclaimed asphalt pavement. These projects respond to the commitment in the SRFLGA to increase the use of recycled materials in road works.

RECOMMENDATION:

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

Local Government Road Safety Manager

Objective February 2023

- to assist LGA's in building expertise in managing their own network in relation to technical Road Safety activities.
- focus has been on Regional LGA's due to the limited resources and funding
- assistance has been primarily to help them identify crash risk locations and prioritise where there focus should be.
- assist them in selecting suitable treatments to address existing and potential crash types.

To Date:

- Directly Engaged with **46** LGA's
- Conducted **19** Roads Safety Inspections (Audits) at no charge
 - Pending **9** remaining in 2023
 - estimated savings to LGA's between \$196,000 to \$224,000 to engage a consultant team.
- Travelled to - **21** Regional locations – Great Southern, South West, Goldfields and Wheatbelt
- Attended **4** RRG Technical advisor meetings and described my role and how it fits with MRWA Regional activities.
- Assessed **117** Blackspot submissions during August & September 2023
- Compiled Crash analysis reports for **7** LGA's with plans to identify crash risk locations and conduct Inspections intended for future Blackspot funding submission
- encouraging LGA's to nominate staff for Audit Training and using trainees as team members to build their experience and competencies.
- Provide all LGA's with an individual Crash Analysis report to supplement the Road Safety Management Plans already in place.

