

STATE ROAD FUNDS TO LOCAL GOVERNMENT ADVISORY COMMITTEE

MINUTES (Meeting 02/2020)

Held at Main Roads on
Thursday, 13th August 2020 9:00am

Committee Members Present:

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

Others in Attendance:

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

Apologies:

Mr P Woronzow	MRWA
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1. WELCOME AND APOLOGIES

The Chairman welcomed the Committee members noting the apology from Peter Woronzow. The Chairman welcomed the new WALGA delegates and congratulated Karen Chappel on her appointment as Deputy President WALGA.

2. CORRESPONDENCE

Four items of correspondence were noted.

- 1) WALGA letter – Local Government delegates to SAC advised
- 2) Minister signed memo – Approval of the 2020-21 Local Roads Program
- 3) DSWO letter – Response to concerns with condition of SWH and Donnybrook Boyup-Brook Road
- 4) Four letters were sent out to former RRG Chairpersons thanking them for their service

3. MINUTES OF PREVIOUS MEETINGS (01/2020)

As SAC Meeting 01/2020 was not held in April 2020 due to COVID-19 restrictions, the meeting proceeded as an 'out of session' process. A pack of Agenda papers with expanded commentary was distributed to delegates that included 4 motions put forward for consideration by SAC, these being:

Item 5.1 Indicative Local Government Roads Program 2020/21

The indicative Local Government Roads Program 2020/21 be endorsed and Main Roads WA proceed to request approval from the Minister for Transport.

Item 6.2 State BlackSpot Program 2020/21

The 2020/21 State BlackSpot Program be endorsed and Main Roads WA proceed to request approval from the Minister for Transport.

Item 11.3

That the addition of Old Coast Road and Jameson - Wanarn Road to ROADS 2030 Goldfields Esperance Region be endorsed.

Item 11.3

That the addition of Leopold Downs Road and Russ Road to ROADS 2030 Kimberley Region be endorsed.

Advice was received from both the Local Government and Main Roads delegates to SAC supporting each of the four motions.

4. BUSINESS ARISING FROM PREVIOUS MEETINGS

4.1 Summary of Outstanding Actions

Reference Item No/Officer	Action Required / Taken
Flushing / Bleeding SWH & DBB Rd 01/2020-1 MH	13/08/2020 Complete - DSWO Rob Barnsley has responded by letter to the Shire of Donnybrook Balingup regarding the reseals issue. This matter has been included on the Agenda for the next SWRRG meeting. 08/04/2020 The issue of flushing/bleeding on the South Western Highway and the Donnybrook-Boyup Brook Road raised by members in the South West Zone will be forwarded to Main Roads South West Region.
Cross roads on a Regional Distributor 01/2020-2 DS	13/08/2020 Complete - Refer response Item 11 Heavy Vehicle issues. 08/04/2020 The concern raised regarding situations where the cross roads on a Regional Distributor are more than 1 kilometre apart will be forwarded to Main Roads Heavy Vehicle Services.
Letter of Thanks to retiring RRG Chairs 01/2020-3 MC / ID	13/08/20 Complete - 4 letters posted out to individual recipients (refer Item 2.1) 08/04/2020 Send a formal thank you letter to the retiring RRG Chairs acknowledging their service jointly signed by the SAC Chairperson and WALGA CEO.
RRG Technical / Members Meeting 03/2019-3 GE	13/08/20 Complete – Geoff Eves has delivered presentations via Skype meetings to regions (refer Item 5.5) 08/04/2020 Email offer for Geoff Eves to visit sent out to rural RRG March 2020. Now on hold due to COVID-19 13/11/2019 Geoff Eves will be available to visit Regional Road Group Technical and / or Members meetings over the next 12 months to discuss ideas on improving delivery performance

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Reference Item No/Officer	Action Required / Taken
Orphan Roads 01/2019 – 4 MC	<p>13/08/20 DPC has reviewed revised Guidelines and provided comments. Kevin Pethick has addressed DPC comments. DPC to arrange a meeting with MRWA to finalise the document.</p> <p>08/04/2020 Working Group meeting held 02Dec19 and a draft document was circulated to all Working Group members MRWA (3), External (4), DPC (1) and Communities (3). LG was not involved in this Working Group meeting. This meeting was to seek alignment on a way forward with no resolution at this time.</p> <p>13/11/19 (Ongoing) Initial draft Guidelines are underway. A group to meet for further discussions.</p> <p>Peter Woronzow advised that the Minister for Transport has written to the Commonwealth seeking a \$12 million per annum funding (80%) contribution using the \$3 million per annum (20%) from SRFLGA as the State's contribution towards normalising road access to remote Aboriginal Communities.</p> <p>A copy of the letter to Minister McCormack regarding funding for remote Aboriginal community access roads (orphan roads) to be included with the minutes.</p> <p>04/09/2019 In progress. Commitment to developing Guidelines that have LGA input.</p> <p>11/04/19 State Service Guidelines are being developed for unallocated remote roads (Orphan Roads).</p>

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Reference Item No/Officer	Action Required / Taken
Operational Responsibility 02/2016-6 DS	<p>13/08/20 Complete - All Sub Groups confirmed their support of the draft Operational Boundaries and Asset Responsibilities document at the MRRG Technical Group meeting. The document was tabled at the Elected Members meeting (28/5/20) and subsequently passed (Refer Item 11.2).</p> <p>08/04/2020 Working Group meeting held 11Dec19 and document was reviewed and changes confirmed. The latest version of the document was then distributed for presentation in the agenda for upcoming Sub Group meetings. Feedback has been positive to date.</p> <p>13/11/19 Working group to review operational Responsibilities established with first meeting on Thursday, 21 November 2019.</p> <p>04/09/2019 Main Roads and WALGA have agreed to progress the proposal.</p> <p>11/04/19 Resolve offline the issue of chairing the Operational Responsibility for Public Roads in WA Working Group.</p> <p>17/08/18 Des Snook to provide WALGA with comments on the Draft Terms of Reference for Operational Responsibilities between Local Government and Main Roads.</p> <p>06/04/18 Draft Terms of Reference for a working group to define what would be required in non legal binding agreement with Government (MRWA).</p> <p>Ian Duncan advised that that the Metropolitan Regional Road Group resolved to write to SAC on this matter. Geoff Eves agreed to contact both Main Roads and Local Government to understand the background to this issue, what specific issues local government have and report back.</p> <p>Jeff Anderson to consult further and advise SAC of the proposed document development time line at the next meeting (ensuring this matter is addressed before new ISA contracts are in place). Des Snook to follow up with Jeff Anderson regarding the number of road intersections involved.</p> <p>15/08/2017 Des Snook to refocus on confirming what the actual issue is and what is a practical and best practice solution once the actual issue is agreed.</p> <p>Jeff Anderson and Des met with Mark Bondietti and Ian Duncan. Legal information to be followed up and the number of intersections that are involved.</p> <p>John Erceg to review progress on the Operational Responsibilities in Road Reserves document and the inclusion of regional areas. Mark Bondietti to discuss with the Technical Group for each Regional Road Group. Geoff Eves to include in discussions with Metropolitan Regional Road Group members.</p>

Maurice Cammack spoke to the business arising and elaborated on the following items:

Orphan Roads

- A \$3 million per year allocation, under the SRFLGA, has been nominally allocated to normalise roads that service remote aboriginal communities and that are currently not under the maintenance and control of any Local Government. The idea is that, through incentives and agreement, a Local Government would take on responsibility of the care and maintenance of these roads.
- The process for this initiative is being worked through by DPC (Aboriginal Engagement) not Main Roads.
- DPC has arranged a meeting with Main Roads to fine-tune draft guidelines
- Following this meeting, conversation with Local Government through WALGA can take place. Local Government consultation is a requirement as some aboriginal community populations are transient in the remote areas and the Local Government will work with such local communities and DPC to target and prioritise appropriate locations.

5. LOCAL GOVERNMENT ROADS PROGRAM

5.1 Expenditure Profile - State Road Funds to Local Government Agreement program

The Committee noted the report on the Summary of State Funding on Local Roads for the period ending 30th June 2020.

2019/20 Budget	\$213.420 M (including \$17.5m funds carried forward from 2018/19)
2019/20 Expenditure	\$184.775 M
Overall result	\$ 28.645 M (under expenditure)

The 2019/20 \$28.65 under expenditure represents around 13.4% of the total budget comprised of \$22 million Local Government underspend and Main Roads underspend of \$6.6 million. This compared to \$17.5 million underspend for 2018/19 or around 9.4% of the total budget comprised of \$22 million Local Government underspend and Main Roads overspend of \$4.5 million.

Areas of significant under expenditure have not changed from previous years. Road Project Grants were under spent across the State by \$15.3 Million compared to \$15.7 million last year. The 3 largest contributors being Metropolitan (\$8.6m), South West (\$2.3m) and Great Southern (\$1.1m) where Metropolitan were able to spend around 78.3% of their program, South West were able to spend around 84.9% of their program and Great Southern had spent around 86.1% of their program.

The other major area of significant under expenditure was the State Black Spot Program in which 57.4% of the program funding was acquitted compared to 61.9% last year.

State initiatives on Local Roads recorded a \$9.6 million under expenditure. Rottnest Island resurfacing works were delayed by the use of the island as a Covid-19 quarantine facility resulting in a \$4 million under expenditure.

There was a discussion centred on the areas of significant under expenditure and the approaches taken to address this issue such as the development of a 3-year works program included in the Procedures (\$12.7) as a potential source of reserve projects. The adoption of Advanced Programming for 2020-21 Road Project Grants to allow for funds being brought forward if the Local Government has the capacity to deliver a project.

Nick Sloan commented that one of the challenges that will present itself over the next 12 to 18 months is the significant pressure on the sector to bring forward capital and maintenance programs to try and stimulate local economies and local communities and in this regard capacity will be stretched in terms of project management and, engineering skills. There needs to be some caution and not be overly ambitious as to the overall value of the program that could actually be delivered this year regarding budget implications of bringing projects forward.

John Erceg commented on expenditure forecasting for projects and in regards to Local Government, they are part of our regional budgets and are shown in our regional forecasts. Main Roads officers work closely with Local Government and the experience is that early on there is a reasonable expectation of project delivery and later in the year there is under expenditure. The challenge for Regional Managers and their staff in engaging with Local Governments is at some point we have to enter realistic forecasts which, if known early enough will enable the flexibility to move funding around to mitigate anticipated under expenditure.

Karen Chappel indicated that the end of September / early October deadlines for estimate discussions would be ambitious as Local Government budgets are not generally adopted until mid-August so there will be no project expenditure until this time. Local Government budget reviews do not start to take place until December / January and that is when Local Government will be in a better position to work out that they are not going to have the capacity to deliver.

It was noted that it is important that we still discuss these issues at Regional Road Groups and other forums to identify and try out solutions e.g. advanced programming, actions around line marking in the metropolitan area, improve the claiming of the final 20% and asking for more robust estimates earlier in the process.

5.2 **Expenditure Profile YTD 2020/21 - State Road Funds to Local Government Agreement program**

The Committee noted that the report on the Summary of State Funding on Local Roads for the end of July 2020 period.

The report reflected the 2020/21 allocation of \$200.955 million approved by the Minister and \$28.645 million carried over for a total budget of \$229.600 million. The carry over process is being finalised and August expenditure will be confirmed later in September.

5.3 **MINDER (Financial Report)**

The Committee noted the report included in the agenda.

Ian Duncan expanded on the Road Safety Management System for Local Government project progress. Tools and resources developed by Road Safety Branch Main Roads are being piloted in the South West Region. WALGA and Main Roads SW Region staff are exploring changes to the MCA, which underpins funding allocations that would more strongly support safety outcomes from road projects.

Noted that the *Environmental Protection Amendment Bill 2020* is currently being considered by Parliament. If the Bill and associated regulation amendments (*Environmental Protection (Clearing of Native Vegetation) Regulations 2004*) are passed this may streamline the State approval process for clearing vegetation in road reserves. The limited native vegetation outside of the road reserve in Agricultural areas means that approval to clear in these regions remains a challenge.

5.4 **2018/19 Report on Local Government Road Assets and Expenditures**

The Committee noted the report included in the agenda.

Highlighted points from the report included:

Total expenditure by Local Governments on the local road network fell by \$10 million in 2018/19 compared to the previous year largely driven by reduced flood restoration work.

Federal Government funding has continued to decline. Local Governments continue to invest increasing proportions of funding on preservation and maintenance but the gap between actual maintenance / renewal expenditure and that required to maintain the road network at the current condition level is still growing.

The 2018/19 Report introduced a summary of the access for Restricted Access Vehicles (RAV) across the network. It was noted that currently 70,000 km of the 127,000 km network is open to RAV4 vehicles and 31,000 km is open to RAV7 vehicles.

5.5 **Local Roads Program Manager (LRPM) 2019/20 Annual Report**

The Committee endorsed the report included in the agenda.

Geoff Eves spoke to the report and commented from a Metropolitan Region perspective that the Improvement Program has the largest financial impact. Attachment A (of the Metropolitan Local Roads Program 2019-20 Annual Report) provides reasons for delayed or non-delivery of projects. Four legacy projects were withdrawn (two because of land acquisition issues, one impacted by MetroNet and one failed to receive environmental approval) and funds were reallocated where they could. There is one legacy project now remaining, that being Abernethy Road, Byford, where an extension of time has been given to address PTA issues at a level crossing.

It was noted that regarding land and environmental issues there has been a lot of optimism that they will be resolved in a reasonable timeframe where in some cases it can take over 2 years. The working group will be reviewing projects in the next couple of months and if a staging gap of 1 or 2 years is needed then that is what will be recommended. Similarly, if construction is occurring in the third or fourth quarters then the reality is that last 20% claim is unlikely to occur within the financial year and will be budgeted in the following year.

Rehabilitation program projects are generally the easiest to deliver but the longest to acquit and do the governance to close out the last 20%. Line marking was identified as a significant issue and a trial improvement process will be put in place for 2020-21. Final claims for completed 2019/20 projects waiting on line marking invoices had those funds accrued at the end of the financial year. With the introduction of penalties and reminders there are quite a few Local Governments delivering their resurfacing programs before Christmas by starting earlier.

The State Black Spot program is a difficult area. Projects have been delayed by third party works and approvals that are required for design. Resourcing needs to be re-organised to deliver projects i.e. get approvals in place, look at third parties and public utilities.

Local Governments over the last four years are being encouraged and supported to plan better. There is incremental improvement, and long-term legacy projects are reducing each year with the objective of not having any funds from the previous year carried forward.

The recommendations below as set out in Section 5 of the Report were considered and endorsed by the committee:

The Local Roads Program Manager develop presentations for LGs on:

- a) Project Planning for an Advanced Design Program; and,
- b) Final Acquittal and Governance Process.

State Black Spot Program Review – that the MRRG Technical Officers Group investigate the merits of introducing a funding checkpoint to ensure satisfactory achievement of design and third-party approvals before advancing the second tranche of funding.

Local Roads Program Manager undertake analysis of trends in program performance over the past 4 years.

Local Roads Program Manager undertake further analysis of major issues influencing program performance, with a focus on providing detailed assessment of the top few issues.

This report be approved for release to the 30 Metropolitan Local Governments.

6. STATE BLACK SPOT PROGRAM

6.1 Summary and Financial Reports

The Committee noted the Summary and Financial Reports for the period – 2019/20 (as at 30/06/20).

Overall

- Final expenditure was \$18.554M (55.3% of the full year budget that included a \$12.28M carryover)

State

- Final expenditure was \$9.12M (53.3% of budget)

Local

- Final year expenditure was \$9.43M (57.4% of budget)

The 2019/20 State Black Spot Program (State Roads) delivery was impacted by similar delivery performance issues as mentioned previously and can only be addressed by the same measures i.e. need to start gaining approvals early and getting planning/scheduling in place.

The 2019/20 State Black Spot Program (Local Roads) acquitted 63.9% of budget in rural regions and 50.7% in the Metropolitan Region.

Main Roads noted that in 2019/20 responsibility for project development was shared amongst a number of different groups within Main Roads, but following organisation changes there is now a single point of accountability. This is intended to make project development more effective.

Chris Pavlovich questioned whether there is sufficient flexibility to apply for project funding over a number of years to match project development times. Delegates noted that project staging over two to four years is encouraged and built into the State Black Spot Guidelines as projects have become more complex, and take longer to deliver. Works should be programmed to meet delivery realities.

State Black Spot Program 2020/21

The 2020/21 projects recommended for approved are with the Minister for Transport awaiting formal approval. Projects to the value of \$5.711M are in the Metropolitan Region and projects to the value of \$5.711M are in the regional areas.

7. AUSTRALIAN GOVERNMENT BLACK SPOT PROGRAM

7.1 Summary and Financial Reports

The Committee noted the Summary and Financial Reports for the period - 2019/20 (as at 30/06/20).

Overall

- Final expenditure was \$10.73 million (64%) of the 2019/20 year budget which included a \$11.90 million carryover

National & State

- Final expenditure was \$2.24 million (5%) of the 2019/20 budget which included \$0.92 million carryover)

Local

- Total expenditure was \$8.49 million (71%) of the full year budget which included \$1.87 million carryover

From a Local Roads project perspective progress for the year at 71% is slightly down on last year and for the overall program over half of the \$16.85 million budget has been expended. Compared with 76% of the \$10.58 budget for 2018/19

In terms of the overall program non-metropolitan regions acquitted 64.9% of budget expenditure and Metropolitan acquitted 77.9% of budget.

Ian Duncan informed the Committee that next week Cr Karen Chappel and WALGA staff will be giving evidence to the Joint Select Committee on Road Safety. Australian Government Black Spot program may form part of that conversation as the submission provided to the Committee encouraged evolution of the program to enable network scale treatments, such as measures to reduce travel speeds at urban intersections and shoulder sealing and line marking treatments on rural roads, to be considered for funding.

Australian Government Black Spot Program 2020/21

Maurice Cammack presented the project funding approval instruments for the 2020/21 year advising it is a \$15.4 million program (33 projects).

The Committee noted the 2020/21 program included in the agenda.

8. REGIONAL ROAD GROUP ATTENDANCE

The Committee noted the report attached to the Agenda.

Regional Road Groups did not meet in person during April and May but the program was not hindered too much. Mechanisms such as video conferencing, and email resolutions kept the process going.

Regional Road Group Chairs have a tentative meeting date for 18 September.

9. ROAD CLASSIFICATION REVIEW

9.1 Classifications & Proclamations

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

Ocean Reef / Gngarra, Road (Marmion Av to Tonkin Hwy) and Curtin Avenue are the first roads gazetted for reclassification to State roads this year but these have been put on hold. Agreement has been reached with Local Governments about road asset handovers effective from 1 July 2020. The actual classification / proclamation will happen next year.

9.2 Future State Roads Project

The Urban / Metropolitan roads process is finished with 26 roads identified for transfer to State Roads with Government processes to inform the timing.

The rural section of the Future Roads project is going through an assessment phase to identify potential roads that will produce a short list that will be considered through a detailed assessment.

The process is proceeding well with good engagement with Local Government and the regions.

The preliminary assessment is planned for completion at the end of this quarter (September) and then the detailed assessment of the roads will commence.

9.3 Local Government Roads of Strategic Importance

This work underpins the RRG Roads List (Roads 2040) in relation to the SRFLGA and Road Project Grants. This is done RRG by RRG by reviewing the current significant roads list documents, road hierarchy and strategic view of the local roads network.

10 STATE ROAD FUNDS TO LOCAL GOVERNMENT AGREEMENT

10.1 Actions Contained In The Agreement

Maurice Cammack provided an update on active items from the Agreement.

- 1) Local Government Road Safety Project
WALGA and Main Roads are working towards the establishment of a Road Safety Management System to suit the needs of Local Government (refer Item 5.3 Minder). Work is continuing with a draft road safety management plan document to be piloted in the South West and a review of the multi criteria analysis in terms of safety is ongoing.
- 2) Road and Bridge Data Collection
A contract for a visual road condition survey in the Mid-West was awarded in 2019-20 but no field work was undertaken due to COVID-19 restrictions. This work has now started on the ground in the Mid-West.
- 3) Review of the Agreement within 2 years
A review has been completed and a presentation provided to the Minister for Transport in February. The Minister indicated that this matter would be considered by Government as part of the State Budget process, now in October.
- 4) Level 1 Bridge Inspection Framework
MRWA and WALGA have completed the framework document for Local Governments and training has been provided by ARRB. There is now an operational process cycle in place where the requirement for Local Government to undertake annual Level 1 visual bridge inspections is informed directly. The inspection results are then reported back to Main Roads for entering into the Bridge Management System and then feedback to Local Governments and the Regional Road Group concerning any gaps in the Level 1 inspection data.

Doug Morgan explained the 3 tiers of bridge inspections:

- Level 1 – There has always been a requirement for an annual visual inspection by the asset owner to check for obvious deterioration in the structure. There is a particular exposure for bridges in poor condition when this is not done and recorded, as was the case when a bridge collapsed in Albany. With the development of this framework, the asset owners are made aware of bridge condition by actively looking at their assets. This in turn becomes a lead indicator for action.

- Level 2 – Bridge inspections are undertaken by trained Main Roads people on all structures on public roads. These are completed at least every 7 years for steel and concrete bridges and at least every 5 years for timber bridges.
- Level 3 – Where serious structural issues are found, structural engineers are engaged to do a detailed inspection and develop remediation works.

- **ACTION 02/2020-1:** Regional Road Groups encouraged to add Level 1 bridge inspection reports on as a standing agenda item for meetings.

5) SRFLGA Procedures (refer Item 10.2).

Review Road Funding Distribution Methodology

The Committee noted the report included in the agenda

Ian Duncan spoke to the report tabled in the agenda papers. One of the items noted in the Agreement (Page 4 Road Project Grants) was that during the course of this Agreement, no time was specified; a review of the percentage split to the Metropolitan (MRRG) and Rural Regional Road Groups (RRG) would be undertaken.

A discussion took place on what actual information would form part of this review.

It was agreed that this review has to take place with the scope of that review to be developed and confirmed by SAC.

- **ACTION 02/2020-2:** 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

10.2 SRFLGA Procedures

The Committee endorsed the Procedures document included in the agenda developed by MRWA and WALGA in consultation with Regional Road Group feedback subject to the following amendments being approved out of session.

3.Scope

Figure 1: State Road Funds to Local Government Agreement categories
20% of Motor Vehicle License Fee Collections (MVLFC)

Amended to:

Funding Available under the Agreement)

12.2.2 Commodity Route Funding

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, etc.

Amended to:

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.

12.9.3 Payment

A further 40% will be paid to the Local Government on submission of a further Progress Payment Certificate (Attachment 4a) signed by the Chief Executive Officer, certifying that actual expenditure on the project has exceeded 40% of the project funding approved (Attachment 4a)

Amended to:

A further 40% will be paid to the Local Government on submission of a further Progress Payment Certificate (Attachment 4a) signed by the Chief Executive Officer, certifying that incurred expenditure on the project has exceeded 40% of the project funding approved (Attachment 4a)

ATTACHMENT 1 – TIMETABLE

Road Project Grants (Category 1)

7 SAC reallocate where appropriate Before end of March

Amended to:

7 RRG advise SAC of underspend January

8 SAC reallocate funding February

- **ACTION 02/2020-3:** Mike Hoare to send an out of session email to SAC delegates with amended SRFLGA Procedures for endorsement

11 GENERAL BUSINESS

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

The Committee noted the report included in the agenda

Heavy Vehicle Services (HVS) Restricted Access Vehicle (RAV) has 30 outstanding RAV assessments within the Wheatbelt Region as at June 2020 dropping from 123 in July 2019. There are now only 13 outstanding roads awaiting review within the Wheatbelt region.

CA07 - Main Roads is collating feedback and working on an alternative approach to this issue. Currently this new arrangement is being researched and drafted (about three quarters complete) and when finished will be discussed with stakeholders.

Pilots for movement of agricultural machinery – the requirement for a Licenced Pilot to be in the convoy when travelling more than 1km on a Regional Distributor (orange road) was identified by Local Governments as being a significant constraint where the local cross roads (green roads) are more than 1km apart (outstanding action from Item 4.1 deferred to 11.1).

Main Roads advised members that a risk-based approach was taken. For longer travel distances on Regional Distributor roads there is a greater chance that passing and on-coming traffic will need to be managed.

It was noted that a Licenced Pilot is permitted to be operating any of the vehicles in the convoy and can supervise the two agricultural pilots required by two-way radio.

There are no changes to the Harvest Mass Management Scheme and it will come back into operation at the next harvest.

11.2 Operational Responsibility for Public Roads in WA

Action from Item 4.1 deferred to Item 11.2

Kevin Pethick advised that the Main Roads Operational Responsibility procedure where Main Roads intersect with Local Government roads has been drafted and will be ready once an opening paragraph / preamble about going forward and not being retrospective is added.

This document is not meant to solve every single situation but there are some drawn examples to help clarify, as there are a myriad of different scenarios.

Kevin Pethick will talk to Ian Duncan and Mark Bondiotti about what funding arrangements will be put in place.

Essentially this will now be implemented as a trial for 2020/21 and rolled out in conjunction with the resurfacing program.

The Committee noted the report presented.

11.3 Roundtable (other business)

Geoff Eves Contract Extension

Geoff Eves, Local Roads Program Manager (Metropolitan) current contract expires in August 2020; he has been engaged in that role for the past four years. There have been a number of good outcomes over this time, operating as an independent voice, improving processes as demonstrated by the reduction in legacy projects.

Through the conversations that have taken place it was agreed to redefine and refocus the role to provide guidance and analysis as set out in the recommendations at the end of the Local Roads Program Manager 2019-20 Annual Report included with the agenda (refer 5.5).

Following discussion, SAC endorsed the proposed 6 month contract extension for Geoff Eves.

12 NEXT MEETING

To be held at WALGA at 10am on Tuesday, 1 December 2020.

13 MEETING CLOSE

There being no further business the meeting closed at 11:25am.

APPENDIX A

Action List

Reference Item No/Officer	Action Required / Taken
Level 1 bridge inspection reports 02/2020-1 MH	13/08/2020 Regional Road Groups to put Level 1 bridge inspection reports on as a standing agenda item for meetings
Review Road Funding Distribution Methodology 02/2020-2 MC / ID	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
SRFLGA Procedures 01/2020-3 MH	13/08/20 Mike Hoare to send an out of session email to SAC delegates with amended SRFLGA Procedures for endorsement
Orphan Roads 01/2019 – 4 MC	<p>13/08/20 DPC has reviewed revised Guidelines and provided comments. Kevin Pethick has addressed DPC comments. DPC to arrange a meeting with MRWA to finalise the document.</p> <p>08/04/2020 Working Group meeting held 02Dec19 and a draft document was circulated to all Working Group members MRWA (3), External (4), DPC (1) and Communities (3). LG was not involved in this Working Group meeting. This meeting was to seek alignment on a way forward with no resolution at this time.</p> <p>13/11/19 (Ongoing) Initial draft Guidelines are underway. A group to meet for further discussions.</p> <p>Peter Woronzow advised that the Minister for Transport has written to the Commonwealth seeking a \$12 million per annum funding (80%) contribution using the \$3 million per annum (20%) from SRFLGA as the State's contribution towards normalising road access to remote Aboriginal Communities.</p> <p>A copy of the letter to Minister McCormack regarding funding for remote Aboriginal community access roads (orphan roads) to be included with the minutes.</p> <p>04/09/2019 In progress. Commitment to developing Guidelines that have LGA input.</p> <p>11/04/19 State Service Guidelines are being developed for unallocated remote roads (Orphan Roads).</p>