

STATE ROAD FUNDS TO LOCAL GOVERNMENT ADVISORY COMMITTEE

MINUTES (Meeting 03/2019)

Held at Main Roads on
Wednesday, 13th November 2019 9:00am

Committee Members Present:

Mr P Woronzow	MRWA	(Chair)
Mr D Snook	MRWA	
Mr J Erceg	MRWA	
Cr L Craigie	WALGA	
Mr N Sloan	WALGA	
Cr K Chappel	WALGA	
Cr K House	WALGA	
Cr J Brown	WALGA	

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:

Cr P Kelly	WALGA
Mr D Morgan	MRWA
Mr M Cammack	MRWA

1. WELCOME AND APOLOGIES

The Chairman welcomed the Committee members noting the apologies from Cr Paul Kelly, Doug Morgan and Maurice Cammack.

2. CORRESPONDENCE

No items of correspondence noted.

3. MINUTES OF PREVIOUS MEETINGS (02/2019)

The minutes of the Meeting number 02/2019, held on 04 September 2019, 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
<p>Advance Programming 02/2019-1 MC / KP</p>	<p>13/11/19 (Ongoing) Kevin Pethick to send out an email notifying all Regional Road Groups that additional Road Project Grant funding would be available for the 2020-21 financial year (see notes following this summary).</p> <p>A Multi prong approach was endorsed including a reminder of the accruals process, continuing with better project delivery and centrally controlled advanced programming from 2021-22.</p> <p>04/09/19 Kevin Pethick to put a group together to develop an approach for improved budgeted outcomes to be presented at the next meeting.</p>
<p>Roads 2030 Replacement 02/2019-2 DM</p>	<p>13/11/19 (Complete) Proposal presented to SAC and endorsed. Funding to come from the SRFLGA. Refer Item 10.6</p> <p>04/09/19 A proposal detailing the scope of works to create the next version of Roads 2030 document will be submitted to the next SAC meeting</p>
<p>Orphan Roads 01/2019 – 4 MC</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>ACTION 03/2019-2: A copy of letter to Minister McCormack regarding funding for remote Aboriginal community access roads (orphan roads) to be included with the minutes.</p> <p>04/09/19 In progress. Maurice provided background to the size of the issue. Committed to developing Guidelines that had LGA input.</p> <p>11/04/19 State Service Guidelines are being developed for unallocated remote roads (Orphan Roads).</p>

Reference Item No/Officer	Action Required
<p>Rural Under Spends 01/2019 – 2 MC</p>	<p>13/11/19 (Complete) A sample of 26 RPG projects not acquitted in 2018/19 identified the 2 largest contributing factors reported were:</p> <ul style="list-style-type: none"> • project complete but not acquitted; and • heritage or environmental approvals delays. <p>The first will be reduced by more extensive use of the End of Year accrual process and the second by advanced programming.</p> <p>Shire resourcing was also as they noted it identified as an issue and it was suggested that Shires could look at contracting rather than primarily using their own workforce to catch up with delivery. In terms of project management it was suggested that Shires lose up to 3 months in organising contracts as a result of management staff turnover.</p> <p>04/09/19 In progress with top 3 RRG carry over projects identified and contributing factors are being investigated.</p> <p>11/04/19 A review of significant Regional Road Group underspends is being undertaken to determine if there are any common factors across the regions.</p> <p>17/08/18 Peter Sewell to discuss a regional study with Geoff Eves and come back with a proposal for SAC out of session</p>

Reference Item No/Officer	Action Required
Operational Responsibility 02/2016-6 DS	<p>13/11/19 (Ongoing) Working group to review operational Responsibilities established with first meeting to be held on Thursday, 21 November 2019.</p> <p>04/09/19 Draft completed and under review by WALGA</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>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 Bondiotti 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 Bondiotti to discuss with the Technical Group for each Regional Road Group. Geoff Eves to include in discussions with Metropolitan Regional Road Group members. 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>

Kevin Pethick spoke to the business arising and elaborated on the following items:

Advance Programming

- Engagement to date - Kevin has met and discussed the issue with Metropolitan Region officers, Brett Belstead former Director South West Operations, Ian Duncan and Mark Bondiotti from WALGA and raised it again at the recent Goldfields Esperance Regional Road Group.
- Road Project Grants are the largest issue within the program with Metropolitan being the biggest contributor to carry-overs in dollar terms.
- Black Spot Program is also seen as high priority and as such will be reviewed as a secondary step.
- Goldfields Esperance Regional Road Group considered that the 2020-21 program cycle is too far progressed with priorities set to implement advance programming (allocate additional funding) at this stage but advance programming would be achievable for 2021-22.
- At the end of 2019-20 where the works have been finished but claims are not finalised the accrual process will capture the work value to date in the system with formal advice on the process to meet audit requirements to be distributed to Local Government closer to the date.

- Discussed a process for rural regions to have preconstruction activities in place before funding is allocated for delivery of complex projects where more planning is required e.g. relocation of services and environmental approval.
- An approach to explore opportunities with Regional Road Groups to find out if any Group would be in a position to accept advance programming for projects without making it mandatory should be adopted.
- **ACTION 03/2019-1:** Kevin Pethick to send out an email notifying all Regional Road Groups that advance programming will offer additional Road Project Grant funding for the 2020-21 financial year.

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 September 2019.

2019/20 Budget	\$213.277 M (including \$17.5 m funds carried forward from 2017/18)
YTD Expenditure	\$ 68.943 M
Forecast	\$213.018 M
Forecast overall result	\$ 0.259 M (under expenditure)

On the current forecast, a \$0.259 million under expenditure is predicted for 2019/20 representing around 0.1% of the total budget. With 25% of the year elapsed 32.3% of the Program has been claimed.

At the same time September 2018 last year the expenditure to date was \$36.958 million. This shows a significant increase in claims year to date this current Financial Year.

Also this time last year, there was \$19.611 million forecast over expenditure representing around 10.5% of the total budget and the final 2018/19 June 30 position ended up as \$17.481 million under expenditure representing 9.4% of the budget.

Areas of the Program currently under budget expenditure are consistent with previous years.

At this time last year, Road Project Grants were forecasting a slight under expenditure of \$2.5 million (2.3%) overall. Currently the expenditure level is well above the same time last year which is a positive sign as this is historically the program with the largest carry overs.

The Black Spot Program is forecasting a 10% underspend that is slightly better than at the same time last year and are forecasting similar under expenditure at the same time last year.

Traffic Management Signs and Pavement Markings is forecasting an \$8 million over expenditure that appears in excess of the allocated budget and is not sustainable. MRWA indicated that the expenditure would be managed in line with the budget.

5.2 MINDER (Financial Report)

The Committee noted the report included in the agenda.

The report numbers shows year to date expenditure slightly below budget due to time taken to recruit replacement staff following a resignation.

Delegates were advised that the current key activities are:

- (1) CA07 and alternative ways of managing Restricted Access Vehicles on first and last mile roads.

(2) Submissions to Federal Government and Parliamentary inquiries including the 2019 Infrastructure Australia Audit and 5G infrastructure (particularly antennae) installed on Local Government infrastructure in the road reserve; with the aim of getting a better set of regulations.

Peter Woronzow informed the meeting that AustRoads and Road Transport Agencies have meetings two or three times a year and they commissioned a body of work around issues with telecommunications companies and produced a report with recommendations. AustRoads has allocated a \$2 million budget to support and drive these recommendations that may require changes in the legislation.

5.3 RoadWise 2018/19 Achievements Report

The report shows a snapshot of the collective activities undertaken throughout the year in relation to local roads safety initiatives and community engagement campaigns.

This is the second year of encouraging Local Government leaders, in particular Regional Roads Group Chairs, to participate in the Executive Road Safety Leadership Program that will help them to facilitate conversations around road safety management systems at Regional Road Groups, Councils and other forums..

Policy work in the Road Safety Program has included a focus on traffic management and associated activities where utility service providers are working in road reserves. It is anticipated that resources will again be focussed on Rail Crossing Interface Agreements, as the first agreements are shortly due for renewal. Local Governments have embraced the opportunity within the RoadWise Program to borrow courtesy speed display signs and used these to reduce travel speeds on roads of concern.

5.5 Local Roads Program Manager (LRPM) October 2019 Report

The Committee endorsed the report included in the agenda.

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

Seven metropolitan local governments failed to complete their Road Rehabilitation Program and have had penalties applied in the 2020-21 financial year. Geoff has met with five of these seven local governments to discuss issues and improvement opportunities. Currently awaiting the appointment of new Technical / Infrastructure Directors at the remaining two Local Governments (Belmont and Cambridge) before meetings are scheduled.

The second initiative is a desk-top review of deliverability risks for audited Road Improvement projects in 2020/21 where Geoff will appraise projects on five main areas impacting delays:

- (1) Land requirements
- (2) Environmental restrictions
- (3) Third party in particular PTA
- (4) Public utilities – relocation difficulties
- (5) Consultation – local community objections

Part of a general discussion involved what practical ways could we get Geoff's message out to the Rural Regional Road Groups, as they were no doubt having similar issues. It was agreed that Geoff would attempt to fit into his schedule, over the next 12 months, a session at each of the Regional Road Groups to give some advice and lessons learned from his experience as Local Roads Program Manager and how Metropolitan issues related to Regional issues.

- **ACTION 03/2019-3:** That, where practical, Geoff Eves will visit Regional Road Group Technical and / or Members meetings over the next 12 months to discuss ideas on improving delivery performance.

6. STATE BLACK SPOT PROGRAM

6.1 Summary and Financial Reports

The Committee noted the Summary and Financial Reports for the period - as at the end of September 2019

Overall

- Total expenditure to date is \$3.71M being 11% of the approved budget
- Current forecasts are predicting a final expenditure of \$31.36M being 93% of budget

State

- Current expenditure is \$0.37M being 2% of the approved budget
- Current forecasts are predicting a \$0.73M underspend

Local

- Current expenditure is \$3.34M being 20% of the approved budget
- Current forecasts are predicting a \$1.45M underspend

The 2019/20 State Black Spot Programs are progressing at a similar rate to previous years but there is a focus to try to identify any savings earlier for opportunities to make decisions and reallocate funding.

Peter Woronzow commented that 170 people are dying a year on WA roads and that Black Spot funding was an important factor in creating a safer road network.

7. AUSTRALIAN GOVERNMENT BLACK SPOT PROGRAM

7.1 Summary and Financial Reports

The Committee noted the Summary and Financial Reports for the period - as at the end of September 2019.

Overall

- Total expenditure to date is \$2.3 million being 22.4% of the approved budget
- Current forecasts are predicting a final expenditure of \$14.13M being \$3.89 million over budget

National & State

- Current expenditure is \$0.43M being 7% of the approved budget
- Current forecasts are predicting a \$2.99M underspend

Local

- Total expenditure was \$1.87 million (16.5%) of the full year budget which includes \$2.79 million carryover

8. REGIONAL ROAD GROUP ATTENDANCE

The Committee noted the report attached to the Agenda.

4 of the 10 Regional Road Groups met in the period since the last meeting held 4 September 2019.

The focus has been on developing and endorsing a proposed 2020/21 Local Roads program . It was noted that the Regional Road Groups have not been reflecting on the 2018-19 financial outcomes because as they approach their meeting in August – September the focus switches to the 2019-20 program and developing the 2020-21 program.

A Regional Road Group Chairs meeting was held in August.

Delegates to Regional Road Groups will be appointed by Councils now that the local government elections, held in October, have been completed.

9. ROAD CLASSIFICATION REVIEW

9.1 Classifications & Proclamations

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

Kwinana Beach / Rockingham Beach Road letter has gone out for the transfer with handover from Local to State likely to occur January 2020 with official proclamation as a State Road expected mid 2020.

Des Snook noted the significance of this action because it is the first outcome of the review of future State roads within the metropolitan area. Ocean Reef / Gnangarra Road, Curtin Avenue and others are expected to follow.

Over the next few years there will be some transfers of significant local roads to Main Roads responsibility.

9.2 Future State Roads Project

The Urban / Metropolitan review has been finalised with the rural section of the Future Roads project progressing with a list of some 10 possible roads identified for further assessment and sent to Regional Road Groups for information and comment.

Ian Duncan advised that some administrative classification issues had been raised by councils in the South West within the last couple of weeks.

10 GENERAL BUSINESS

10.1 State Road Funds to Local Government Agreement

Kevin Pethick provided an update on active items from the Agreement.

- 1) Local Government Road Safety – Project has started with Road Safety Branch meeting with South West Regional Road Group and its Technical Group in conjunction with WALGA. Ian questioned whether there were resourcing issues delaying project implementation. Kevin noted that he had provided funding and whilst not having heard of the issue will follow up.
- 2) Road and Bridge Data Collection – First step is to ensure that data collected meets the requirements under DRFAWA or as close to as possible. Awaiting more clarity on the details of those requirements.
- 3) Level 1 Bridge Inspections – MRWA and WALGA have developed a framework for Local Governments and this is underway
- 4) Review of funding under the Agreement after 2 years - currently WALGA is progressing
- 5) Procedures have been drafted and out for review with WALGA. Regional Road Group feedback will be sought after that.

- **ACTION 03/2019-4:** Kevin Pethick to confirm Local Government Road Safety project resourcing requirements with Doug Morgan.

10.2 Key Performance Indicators (KPI) for Regional Road Groups

Members endorsed the report attached to the agenda.

This is the fifth year that KPIs have been reported for Regional Road Groups.

There is a consistent level of Regional Road Group meetings that has been developed over the years. There does not appear to be any trends in Black Spot delivery percentage. In individual regions the Black Spot Program is not very large and as a consequence if a small number or one large project is delayed it looks like a bad outcome. Conversely, acquitting one or two projects on time can deliver 100% delivery.

In the Metropolitan Region it was noted that the Western sub region and Central sub regions have improved delivery/acquittal performance in the last three years and the North West performance has fallen away in the last two years. Other sub-regions have produce no clear trends.

The provision of Visual condition survey data is reasonably consistent over time.

Road inventory data in Main Roads IRIS database drives funding allocations between Regional Road Groups and Local Governments. Just under 60% of local governments have uploaded data within the last three years. However, there are examples of councils that have not uploaded data for a decade. There was an example of a council that recently updated the road inventory after a decade and their asset preservation value increased 30%. It is in a councils' best interest to regularly update road inventory data.

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

The Committee noted the report included in the agenda

The number of outstanding Restricted Access Vehicle (RAV) Route Assessments in the Wheatbelt Region has reduced since the peak prior to the 2018/19 harvest and is now steady.

Main Roads published a flow chart to clarify existing agricultural pilot requirements. Industry participants identified a range of concerns with the regulations. Main Roads has refined the requirements with further input from the agricultural industry representatives. New Pilot requirements, now with the support of industry, were introduced and are part of the Heavy Vehicle Pilot Authorisation 2019 published in the Government Gazette.

The requirements for Agricultural or Licensed Pilots depends on which of three zones (green, orange and red) the agricultural equipment is being moved in.

Karen Chappel advised that Main Roads has responded well to industry concerns.

A booklet is also available online from the Main Roads website under Heavy Vehicle Services regarding Agricultural Pilots. Hardcopies of the Guide, the Agricultural Pilot Requirements flowchart and the FAQs on the movement of Oversize Agricultural Vehicles and are being distributed via the Farm Weekly Magazine.

Main Roads has also developed the Agricultural Combinations Order 2019 in conjunction with the agricultural industry to reduce red tape and expand on the existing Orders to enable common over size /over mass agricultural implements and trailers to be towed without the need for a Permit. The Agricultural Combinations Order 2019 was published recently in the Government Gazette and is now in force.

Main Roads has applied the same Easter and Christmas curfews to all oversize vehicles for the last 15 years including agricultural vehicles. The Agricultural industry provided feedback that these curfews significantly impacted busy seeding and harvest periods. Main Roads conducted a review based on risk and now many rural roads are exempt from this curfew for agricultural vehicles except for a dozen roads where traffic volumes increase significantly at these times e.g. Great Northern Highway and Great Eastern Highway.

During the development of the 2018-19 HMMS transport operators were required to provide a HMMS Road List to Main Roads with the intent to have all endorsed roads added on to the relevant RAV Networks prior to the 2019-20 harvest period. Main Roads received 525 HMMS road lists and after analysis, 1053 roads still required assessment for HMMS access. After assessment, 1030 roads were endorsed under a HMMS road list and 23 were declined.

For the 2019-20 harvest period Main Roads finalised all onsite assessments for the 1030 roads endorsed under a HMMS Road List, by 1 October 2019.

Des Snook advised that Main Roads is currently explaining to local governments the alternatives to Main Roads access conditions via Regional Road Group (RRG) meetings scheduled through to 9 December 2019.

10.4 Operational Responsibility between Local Government and Main Roads WA

Action from Item 4.1 deferred to Item 10.4

Des Snook advised consultation process is continuing. A review of the draft Operational Responsibilities has been arranged with representatives from Local Government and IPWEA for Thursday, 21 November 2019.

10.5 Additions and Deletions to Roads 2030 Documents

A request from the Pilbara Regional Road Group to add 2 roads to their Roads 2030 document was submitted to the meeting. Any roads included in a Regional Road Group 2030 document become eligible for Road Project Grant funding submissions.

SAC approved the inclusion of
Bayly Avenue, and
40 Mile Beach Access Road

10.6 Roads 2030 Replacement

This project is to refresh (update existing Roads 2030) regional strategies for Significant Local Government Roads documents. The proposal put to SAC at this meeting is to complete the project over a two year span with one person working on it 50% of their time. Ron Tolliday from Main Roads (PTS) who worked on the previous Roads 2030 project will be working on this new project.

The process followed will be similar to that employed for Roads 2030 and will involve a refresh/review of existing roads on 2030 lists and their applicability. Funding for this project will be made available from SRFLGA Road Project Grants allocation.

The Committee endorsed the report included in the agenda.

10.7 Roundtable (other business)

Recycled Materials

Peter Woronzow gave an update on work being undertaken on the eastern states in regards to recycled materials. It is estimated that \$100 billion will be spent on roads over the next 10 years. Industry and others have lobbied for stockpiled recycled materials to be used in building these roads that will have an impact in reducing landfill.

The Prime Minister has asked the Deputy Prime Minister at Transport and Infrastructure Council (TIC) on 21 November to start a dialogue with States around the use of recycled materials with a possible future outcome being tied grants and associated implications.

There has also been discussion around this issue at AustRoads and they will be preparing a paper for TIC from a technical viewpoint on what is and is not possible.

Main Roads WA have been doing some research and using crumbed rubber and recycled concrete in our roads, plastics recycled into roads are very problematic.

11 NEXT MEETING

To be held at WALGA in April 2020.

11 MEETING CLOSE

There being no further business the meeting closed at 11.15am.

APPENDIX A

Action List

Reference Item No/Officer	Action Required / Taken
RRG Technical / Members Meeting 03/2019-3 GE	13/11/2019 Geoff Eves will visit Regional Road Group Technical and / or Members meetings over the next 12 months to discuss ideas on improving delivery performance
LG Road Safety Project 03/2019-4 KP	13/11/2019 Kevin Pethick to confirm Local Government Road Safety project resourcing requirements with Doug Morgan
Advanced Programming 02/2019-1 MC / KP	13/11/2019 Kevin Pethick to send out an email notifying all Regional Road Groups that additional Road Project Grant funding would be available for the 2020-21 financial year 04/09/19 Kevin Pethick to put a group together to develop an approach for improved budgeted outcomes to be presented at the next meeting.
Orphan Roads 01/2019 – 2 MC	13/11/2019 Initial draft Guidelines are underway. A group to meet for further discussions. 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. A copy of the letter to Minister McCormack regarding funding for remote Aboriginal community access roads (orphan roads) to be included with the minutes. 04/09/2019 In progress. Commitment to developing Guidelines that have LGA input. 11/04/19 State Service Guidelines are being developed for unallocated remote roads (Orphan Roads).

Reference Item No/Officer	Action Required / Taken
<p>Operational Responsibility 02/2016-6 DS</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>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. 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>



Minister for Transport; Planning

Our ref: 72-21876

Hon M McCormack MP
Deputy Prime Minister
Minister for Infrastructure, Transport and Regional Development
PO Box 6022
House of Representatives
Parliament House
CANBERRA ACT 2600

Dear Minister McCormack

COMMONWEALTH FUNDING FOR THE MAINTENANCE OF REMOTE ABORIGINAL COMMUNITY ACCESS ROADS (ORPHAN ROADS)

In Western Australia, apart from a small number of Aboriginal Communities that are accessed from highways or main roads, a large number of remote Aboriginal Communities are generally accessed from local government roads (local roads) and non-local roads (those roads that are not the responsibility of either the State or local government) referred to as "orphan" roads.

Previously, funding for Aboriginal Community Access roads came from a number of Commonwealth and State sources and was administered through various agencies including Main Roads and the former Department for Housing and Works (now Department of Communities). In 2005, the Commonwealth Government disbanded ATSIC, which previously gave some structure to the allocation of funding for communities. In 2007, the Commonwealth ceased providing funding for non-local road projects.

There are 56 communities, representing some 37 per cent of communities receiving State-funded services, whose access roads are not managed by local government or any public entity even though in function they perform a local road function. These "orphan" roads are not regularly maintained and are not eligible for Commonwealth funding (due to the local government not including them in their road inventory).

This situation, which primarily affects Western Australia's Kimberley region, endangers community safety, contributes to higher delivery costs for essential supplies, hinders socio-economic development in remote communities and constitutes a lost opportunity to provide jobs for local Aboriginal people. The condition of roads is critical to the viability of drive-in-drive-out arrangements for both potential employment and education.

A lack of maintenance and a failure to close unmanaged access roads to prevent damage after wet weather can block access entirely. This can have extremely serious implications for the residents' critical needs such as police, delivery of food, medical supplies and powerhouse fuel; servicing for power, water and wastewater; fire and emergency management.

It is estimated that the total length of local access roads to WA remote Aboriginal Communities (i.e. local roads and non-local roads) is 9,500 kilometres, of which 2,500 kilometres are non-local roads (orphan roads). Of this, 2,000 are located in the Kimberley region alone, with many having fallen into substantial disrepair as they are not being maintained as per the other local roads.

A conservative estimate to reinstate these roads to a maintainable level is approximately \$50,000 per kilometre, with ongoing annual maintenance of around \$3 million in total.

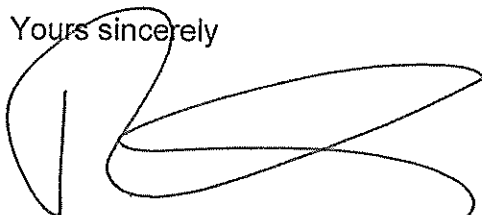
The State has made provision in the State Road Funds to Local Government Agreement to provide up to \$3 million per annum towards normalising road access to remote Aboriginal Communities. Funding may be allocated to facilitate local governments:

- To manage these roads and include them on the local government asset inventory; and
- To access additional funds to undertake capital maintenance activities (e.g. resheeting) on these roads.

New funding is required to provide the fiscal support crucial for local governments to take on the management of roads that are currently unmanaged.

Your support of investment in road infrastructure, particularly across northern Western Australia is appreciated. As such, I am seeking your favourable consideration of a Federal Government commitment to contribute \$12 million (80 per cent contribution) to match the State's \$3 million allocation for the ongoing upgrade and maintenance of these non-local roads to create a 10-year program of investment to improve the economic participation and living conditions for these remote communities.

Yours sincerely



HON RITA SAFFIOTI MLA
MINISTER FOR TRANSPORT

16 OCT 2019