

# STATE ROAD FUNDS TO LOCAL GOVERNMENT ADVISORY COMMITTEE

## MINUTES (Meeting 03/2020)

Held at WALGA on  
Tuesday, 1<sup>st</sup> December 2020 10:00am

### Committee Members Present:

Mr D Snook	MRWA	(Chair)
Cr K Chappel	WALGA	
Cr J Brown	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:

Cr C Pavlovich	WALGA	
----------------	-------	--

### 1. WELCOME AND APOLOGIES

The Chairman welcomed the Committee members noting the apology from Cr C Pavlovich.

### 2. CORRESPONDENCE

No items of correspondence noted.

### 3. MINUTES OF PREVIOUS MEETINGS (02/2020)

The minutes of the Meeting number 02/2020, held on 13 August 2020, 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
Level 1 bridge inspection reports 02/2020-1 MH	01/12/2020 Complete – Email sent to RRG Secretariats 05 October 2020  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	01/12/2020 In Progress. Update progress in February 2021 to report back developments at the next SAC meeting on 16 April 2021 (refer Item 10.2)  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	01/12/2020 Complete - Amendments incorporated into the procedures document have been endorsed by SAC members (refer Item 10.3).  13/08/20 Mike Hoare to send an out of session email to SAC delegates with amended SRFLGA Procedures for endorsement

Continued next page

<p>Orphan Roads 01/2019 – 4 MC</p>	<p>01/12/2020 In Progress. The draft Normalisation of Road Access to Remote Aboriginal Communities Roads (NoRA) Program paper was distributed and discussed. SAC is to further review the details and provide comments before Christmas for an 'out of session' decision (Refer Item 10.1).</p> <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>
--	---

## 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 31<sup>st</sup> October 2020.

2020/21 Budget	\$229,600 M (including \$28.645 m funds carried forward from 19/20)
YTD Expenditure	\$ 84.111 M
Forecast	\$233.464 M
Forecast overall result	\$ 3.864 M (over expenditure)

The 2020/21 \$3.864 million forecast over expenditure represents around 1.7% of the total budget comprised of \$1.204 million Local Government overspend and Main Roads overspend of \$2.66 million. With 33% of the year, elapsed 36% of the Program has been claimed.

At the same time last year, October 2019, the expenditure to date was \$78.599 million. This represents an increase of \$5.511 million in claims to date for this current Financial Year.

Also at this time last year, there was \$1.340 million forecast under expenditure representing around 0.06% of the total budget although the final 2019/20 June 30 position ended up as a \$28.645 million under expenditure representing 13.4% of the budget.

From October 2020, if expenditure in the next eight months is the same as that period last year (49.75% of the program) the result will be a \$31m underspend.

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

Direct Grants have improved since the end of October where there were 16 local governments which had not claimed, at the end of November only four are yet to claim.

Road Project Grants were under spent across the State by \$14.9 million at 30 June 2020 comprised of 227 projects reprogrammed into 2020/21. As at the end of October of the 227 carried over projects 147 projects had received no claims for payment.

- **ACTION 03/2020-1:** Provide Ian Duncan with list of the 149 RPG projects carried over from 2019/20 that had no recorded expenditure for 2020/21 as at 31 October 2020 for follow up.

Another area of under expenditure was the State initiatives on Local Roads, forecasting a \$2.1 million under expenditure. Rottneest Island resurfacing works were delayed by the use of the island as a Covid-19 quarantine facility resulting in \$4 million carried over into 2020/21 and a further \$1 million has been allocated this year. These works are now scheduled to be completed during 2020-21.

Also within State initiatives on Local Roads is the Marmion Ave / Shorehaven Blvd project that is forecasting a \$2.7 million under expenditure and action is underway to find an alternative project to allocate these surplus funds including the potential to bring something forward from 2021/22.

Traffic Management, Signs and Pavement Markings is forecasting \$2 million over expenditure at this stage.

It was noted that the Federal Road Safety Program where funding for the Local Government Network will be in Tranche 2 and 3, this will put further pressure on the delivery capacity in regional and remote areas next financial year 2021/22.

## 5.2 **Commodity Freight Roads Program 2021/22**

The Committee approved the proposed program and endorsed the remaining unfunded projects as reserve projects. See attached for the program.

## 5.3 **MINDER (Financial Report)**

The Committee noted the report included in the agenda.

Delegates were advised that the current key activities are:-

- (1) Condition assessment of roads of regional significance, Mid-West fieldwork is complete. A request for proposals for the next 2 regions (Great Southern and Goldfields Esperance) originally scheduled for completion this financial year has been delayed whilst all contract work for the Mid-West is finalised.
- (2) Work is progressing on a desktop review of the Asset Preservation model. This model is fundamental in driving resource allocation for both State and Federal funding across regions. This model has stood the test of time and this work is an opportunity to see if it still meets today's requirements.

## 5.4 **Roadwise (2019/20) Achievements Report**

The Committee noted the report included in the agenda.

The report shows a snapshot of the collective activities undertaken throughout the year in relation to Local Roads safety initiatives and Community Awareness campaigns.

- (1) There was some discussion around the delivery of RoadWise in a COVID context and community engagement when physical activities are not being undertaken i.e. you are not meeting, not having events, etc.
- (2) Noted the successful uptake of courtesy speed display trailers, which are loaned to Local Governments who are monitoring their effectiveness with travel speed data.

## 5.5 **Local Roads Program Manager (LRPM) November 2020 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.

There is an encouraging trend in the diminishing number of legacy projects and projects carried forward.

The 2021-22 Road Improvement Program had a desktop review undertaken to help minimise the risk of any one project holding a large funding allocation in one year in the event of any delays. Key risk areas such as land acquisition issues, environmental issues, and third party approval issues are identified and the local governments understand the risk factors involved.

Geoff Eves reported that over the past 2 months he has been looking at Trend Analysis that was one of the tasks assigned by SAC from the last meeting. Most of the analysis on the improvement program has been completed and the rehabilitation program analysis is underway. Once all aspects are finalised a peer review will be undertaken and tabled at SAC.

Some of the items examined in the Trend Analysis over the 4 year period that the LRPM has been engaged include 40 new improvement projects approved in that period. Seven of those approved projects have been withdrawn usually in the subsequent years that has resulted in around \$14 million that has been returned to the RRG for re-allocation. All but one of those projects were declared so late that it was not possible to re-allocate the funds within the same financial year. The reasons for withdrawal were community opposition, land transfer, environmental approvals, future PTA works, and alternative funding.

When the program overall is examined there were withdrawn projects but also delayed projects during the 4 year period. A great majority of the delays were a result of late starts of works.

There has been a change in the trend over the 4 years with incremental improvements. In the early years there was a delay to the first 40% being claimed in the second or subsequent years and resulted in the second 40% also being claimed late. In the last 2 years that has moved to the last 20% not being claimed which goes back to the emphasis on planning and scheduling in project management. Local Governments are now being required to make a presentation on project delivery for Road Project Grant funding. This practice, has improved the planning and delivery of projects.

For the State Black Spot program, it is predominantly third party approvals such as street lighting that has held up progress of some of these projects. This is a planning issue for local governments.

The question was asked, if overall, the performance of the metropolitan local roads program was satisfactory. Geoff Eves responded that overall, there has been a slow incremental improvement but there are some issues with specific programs. There has been marked improvement in work being done in the rehabilitation program and this year there has been more local governments starting their resurfacing works earlier than ever before. The Technical group is undertaking better scrutiny of the improvement program.

It was noted that whilst Black Spot projects are smaller than large improvement projects they still have the same approval issues, land acquisition issues and public utilities resulting in works being carried over and claims delayed.

Shane Purdy advised that at the recent Metropolitan Regional Road Group meeting, there was a lengthy discussion on the State Black Spot Program and it was concluded that there was not quite the same level of interrogation in terms of deliverability for State Black Spot as other programs. The view was that some projects submitted are conceptual and put forward just to see if any funding can be obtained. If these projects are successful in obtaining funding then they go down the consultation process and then do not get support they cannot proceed as planned.

- **ACTION 03/2020-2:** Budget and Program Management to discuss out of session with Metropolitan Region how the current selection of Black Spot projects take place and how could a review of deliverability fit into that current process. .

## 6. STATE BLACK SPOT PROGRAM

### 6.1 Summary and Financial Reports

The Committee noted the Summary and Financial Reports for the period – 2020/21 (as at the end of October 2020).

#### **Overall**

- Total expenditure to date is \$5.14M being 14% of the approved budget
- Current forecasts are predicting a final expenditure of \$28.44M being 79% of budget

### **State**

- Current expenditure is \$2.23M being 12% of the approved budget
- Current forecasts are predicting a \$5.57M underspend

### **Local**

- Current expenditure is \$2.91M being 16% of the approved budget
- Current forecasts are predicting a \$2.03M underspend

The 2020/21 Black Spot Programs are progressing at a similar rate to previous years and reflect the discussions held on the Local Roads Program Manager (Metropolitan) report.

The Metropolitan State Program for State road expenditure is forecast to be \$7.6 million that is just under the \$7.48 million budget carried forward from 2019/20 meaning the new 2020/21 program will not be delivered on State roads.

The State Program for Local roads forecast is showing a \$16 million outcome that if achieved will reduce the carry over by \$5 million but will still result in a lot of projects not being delivered this financial year. It was observed that for 4 months up to October we have spent \$3 million and by the end of the year another 8 months the spend is expected to increase to \$16 million and that appears optimistic.

- **ACTION 03/2020-3:** Budget and Program Management to review the 2021-22 potential projects to see if any could be advanced, considering deliverability, into the 2020-21 program. .

## **7. AUSTRALIAN GOVERNMENT BLACK SPOT PROGRAM**

### **7.1 Summary and Financial Reports**

The Committee noted the Summary and Financial Reports for the period – 2020/21 (as at the end of October 2020).

#### **Overall**

- Total expenditure to date is \$4.89M being 25.3% of the approved budget
- Current forecasts are predicting a final expenditure of \$23.71M being over programmed

#### **State**

- Current expenditure is \$0.63M being 8% of the approved budget
- Current forecasts are predicting a \$0.77M overspend

#### **Local**

- Current expenditure is \$4.26M being 28% of the approved budget
- Current forecasts are predicting a \$0.16M underspend

## **8. REGIONAL ROAD GROUP ATTENDANCE**

The Committee noted the report attached to the Agenda.

8 of the 10 Regional Road Groups met in the period since the last SAC meeting held 13 August 2020.

A Regional Road Group Chairs meeting was held in September 2020. Discussion focussed on raising the profile on Level 1 bridge inspections and native vegetation clearing legislation changes that are working their way through the system.

As an observation, when Regional Road Groups start to meet in October the focus has moved on to delivery of the program in that current year and working on a program for next year. There is less time spent on analysing what happened in the previous year. A discussion was held on how to deliver a simple, effective and consistent summary report format to Regional Road Groups in September to learn from what happened last year.

- **ACTION 03/2020-4:** A reporting template to be investigated for year-end summaries to highlight RRGs and Councils where delivery of the program fell short. .

## **9. ROAD CLASSIFICATION REVIEW**

### **9.1 Classifications & Proclamations**

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

Kwinana Beach / Rockingham Beach Road has been taken over by Main Roads but not proclaimed as there are some unresolved land issues.

Ocean Reef / Gnangarra, Road (Marmion Av to Tonkin Hwy) and Curtin Avenue have not been proclaimed but Main Roads has taken over the maintenance.

Orrong Road has now been proclaimed after 18 years with multiple parties involved and land tenure issues resolved.

Stephenson Highway has been de-proclaimed because this portion was never built.

### **9.2 Future State Roads Project**

The rural section of the Future Roads project is progressing with 10 roads identified for further assessment. COVID has made it difficult to get traffic counts.

The urban selection of the Future Roads project is completed with work on scheduling the program of road transfers over the next 10 plus years progressing.

### **9.3 Local Government Roads of Strategic Importance**

The report was noted. This work underpins the RRG Roads List (update of Roads 2030) in relation to the SRFLGA and Road Project Grants.

## **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. Work is continuing in the South West Region to develop a revised multi criteria analysis model to improve the selection of projects and increase the road safety emphasis.
- 2) Road and Bridge Data Collection  
Ian Duncan spoke on the work done on a visual road condition survey in the Mid-West and moving on to phase 2 in Great Southern and Goldfields Esperance Regions (refer Item 5.3 Minder).

- 3) Review Road Funding Distribution Methodology (refer Item 10.2)
- 4) SRFLGA Procedures (refer Item 10.3).

### Orphan Roads (NoRA)

The Committee noted the report attached to the Agenda and requested more time for review.

Maurice Cammack confirmed that the members had received the 2 papers relating to this issue (1) General overview summary paper and (2) Draft Normalisation of Road Access to Remote Aboriginal Roads (NoRA) Program Guidelines.

Guidelines for the Normalisation of Road Access to Remote Aboriginal Roads (NoRA) Program, prepared by the Department of Premier and Cabinet (DPC), were tabled for endorsement.

DPC has identified that there are 56 remote aboriginal communities that receive State Government services where neither the State Government nor Local Government have ownership of the access roads.

DPC undertook to investigate how to normalise management and ownership of these access roads. The conclusion was to work with the communities and appropriate Local Governments to have these roads 'normalise' with the care and maintenance of these roads to become normal business of Local Government.

In the current Agreement, funding is made available for Local Governments who undertake to normalise and take on these 'orphan' roads as part of their network.

The process would be undertaken by agreement and there would be no compulsion for Local Government to take on these roads but funding would be available if they chose to go down this path.

The paper put together by DPC involved consultation with Main Roads, Department of Communities, Department of Local Government and WALGA.

The overview of the process that is being proposed is that DPC has a unit that can engage with both communities and local government and identify where there is a local government that has an interest in normalising the road access to a community and submit a nomination to access funds.

The Local Government Grants Commission (LGGC) has a committee that looks at Remote Aboriginal Access Roads funding and that committee has agreed to endorse in principle the role proposed for it in recommending allocations as per the draft program outline for the Normalisation of Road Access to Remote Aboriginal Communities Roads (NoRA) Program. This is subject to Main Roads / Department of the Premier and Cabinet coordinating the application process and providing the Aboriginal Roads Committee with an assessment package containing the prioritised list of roads for its consideration for funding (\$3 million) set aside in State Initiatives for Local Roads from the Agreement.

Main Roads propose to use the existing grants payments regime i.e. provide approved funds on a 40% / 40% / 20% basis, as is the process for Road Project Grants and Black Spots.

DPC has a role to bring together communities and local governments to normalise roads, the LGGC committee would review the submissions and make recommendations to DPC and Main Roads to distribute funds as per the approved program.

A general discussion on the papers presented followed regarding funding and local governments who may wish to put a submission forward to take on these roads and normalise road access to aboriginal communities. The outcome was that the documents would require further review.

- **ACTION 03/2020-5:** WALGA to respond to the requested endorsement of the draft program outline for the Normalisation of Road access to Remote Aboriginal Communities Roads (NoRA) Program by 9th December 2020.

## 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 that provides a historic overview of how the funding methodology, between Metropolitan and Non Metropolitan Regional Road Groups (RRG), originated. In particular, a summary of some analyses done in the past and conclusions reached.

The outcome of this research is that there does not appear to be a strong metric that gives a clear guidance regarding the appropriate split of Road Project Grant funding between Metropolitan and Non Metropolitan RRG.

The proposal put forward is to examine a range of measures and weightings for consideration.

There was a discussion on the methodology and that this paper is an exploratory piece of work into the splitting of funding. Maurice Cammack commented that the data used needs to be reliable and consistent in nature.

- **ACTION 03/2020-6:** Update progress to report back to SAC at the next meeting on 16 April 2021.

## 10.3 SRFLGA Procedures

The Committee endorsed the Procedures document included in the agenda developed by MRWA and WALGA in consultation with Regional Road Group feedback noting that the document includes the following amendments to the draft tabled on 13 August 2020:

### 1. Feedback by members from the previous SAC Meeting 13 August 2020

#### **3.Scope**

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

#### **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
<b>Amended to:</b>		
7	RRG advise SAC of underspend	January
8	SAC reallocate funding	February

2. Feedback Main Roads internal audit where it was noted the Minister approves individual project allocations that in fact is not the case in practice.

### 4 Management Structure

RRG recommend Local Government road funding priorities, as provided for under the Agreement and monitors the implementation of the Local Government program within their own region.

#### **Amended to:**

RRG prioritise Local Government road funding under the Agreement and monitors the implementation of the Local Government program within their own region.

### 4 Management Structure

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

#### **Amended to:**

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

### 6.2 Scope and Responsibilities

- Approving individual RRG procedures.
- Approving Strategic Road Development Plans for each region.
- Providing oversight to the administrative classification of roads.

Subject to the endorsement of the Managing Director of Main Roads, the recommended list of road projects is submitted to the Minister for Transport for approval..

#### **Amended to:**

- Reviewing individual RRG procedures.
- ~~Approving Strategic Road Development Plans for each region~~
- ~~Providing oversight to the administrative classification of roads.~~

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

### 12.8 State Road Funds to Local Government Advisory Committee Endorsement

Each year, SAC shall consider project priorities submitted by RRG and make its recommendations to the Managing Director of Main Roads by the date indicated in Attachment 1. Subject to the endorsement of the Managing Director, the Local Roads Program is submitted to the Minister for Transport for approval. RRG and member Local Governments will be advised of Road Project Grant allocations as soon as the information is available.

**Amended to:**

Each year Regional Road Groups submit to the SAC Secretariat, projects prioritised by the RRG for funding. The SAC Secretariat will ensure any advanced programming is appropriate. The SAC Secretariat shall prepare an annual budget defining the allocation of funding across categories and sub-categories for SAC consideration. SAC shall consider the annual budget and make its recommendation(s) to the Managing Director of Main Roads by the date indicated in Attachment 1. Subject to the endorsement of the Managing Director, the Local Roads Program is submitted to the Minister for Transport for approval. RRG and member Local Governments will be advised of Road Project Grant allocations as soon as the information is available for distribution.

**12.11 Scope and Responsibilities**

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

**Amended to:**

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

**ATTACHMENT 1 – TIMETABLE Road Project Grants (Category 1**

2 RRG provide project recommendations to the State Road Funds to Local Government Advisory Committee (SAC).

**Amended to:**

2 RRG provide program recommendations to the State Road Funds to Local Government Advisory Committee (SAC).

**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) assessments comparisons within the Wheatbelt Region shows as at October 2020 there is now only 5 outstanding roads awaiting review dropping from 13 in June 2020.

CA07 - Main Roads is working on an alternative approach to this issue. There have been some issues with State Solicitors Office and Main Roads will come back to WALGA for discussion early 2021 on this matter to present something more formal.

The Harvest Mass Management Scheme for 2020-21 is underway again and is similar to HMMS 2019-20 i.e. no RAV access attached.

There is a Heavy Vehicle Community Education Campaign underway where TV, radio and internet advertisements will be delivered to help with public awareness of these issues.

11.2 Key Performance Indicators (KPI) for Regional Road Groups

Members endorsed the report attached to the agenda.

There are 2 papers presented the first provides the report for 2019-20 and the other includes previous year's figures for comparison.

The items that get most talked about are those measures that relate to funds expended that have been discussed previously.

#### 11.3 Revised Key Performance Indicators (KPI) for Regional Road Groups

Members endorsed the report attached to the agenda.

The paper summarises some proposed amendments to the KPIs and if accepted will take effect from 2021-22.

Items 1.1 and 1.2 relate to expenditure and target is to spend what is in the budget i.e. the target should be 100%

It is proposed to add 2 further measures at 2.2 and 2.4 that will provide a feedback to SAC that RRG have put in place their 3 year RRG programs and are monitoring level 1 bridge inspections.

For items 2.1 and 2.3 the proposal is for an increase in targets to 75% and 100% respectively.

#### 11.4 Pilbara Additions to Roads 2030 Documents

A request from the Pilbara Regional Road Group to add 7 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.

Members approved the inclusion of the following roads:

Towera Road  
Twitchin Road  
Old Onslow Road  
Moorambine Street  
Yanana Street  
Peawah Street and  
SchillamanStreet

#### 11.5 Roundtable (other business)

##### Commonwealth Road Safety Program (\$355m)

Des Snook advised the committee about this new program to provide funding for sealing shoulders and adding audible edge lines to regional roads.

The first tranche of funding available is from 1<sup>st</sup> January 2021 to 30 June 2021 and the second tranche is from 1<sup>st</sup> July 2021 to 31 December 2021 and the third tranche is from the 1<sup>st</sup> January 2022 to 30 June 2022.

The first tranche, will be for the State Network only, i.e. no local government projects. The program funding is made on the basis of 'use it or lose it'.

Working with WALGA, it has been proposed funding will be provided for the Local Road Network in the second and third tranches (\$35 million).

- **ACTION 03/2020-7:** Maurice Cammack to develop and communicate a consistent message for regions regarding the Commonwealth Road Safety Improvement Program on how sections of Local Roads were chosen, the rationale used and what a low cost treatment means.

#### Regional Traffic Management at Roadworks Signage Review

Main Roads is about to commence a Regional Traffic Management at Roadworks Signage Review. This is a result of a traffic fatality crash in 2017 involving a road train and caravan where it was reported that a roadworks sign had blown down. This review is going to be run independently by the Department of Transport with a number of groups involved including Worksafe, Engineers Australia, Traffic Management Association of WA, TWU, RAC and Main Roads will formally invite WALGA to participate.

- **ACTION 03/2020-8:** Main Roads to invite WALGA to contribute to the Regional Traffic Management at Roadworks Signage Review.

Karen Chappel on behalf of WALGA thanked members for their support and the great working relationship that has been developed and the benefits derived. Des Snook thanked Karen and replied that the relationship Main Roads has with WALGA is very important to Main Roads.

#### **12 NEXT MEETING**

To be held at Main Roads at 10am on Friday, 16 April 2021.

#### **13 MEETING CLOSE**

There being no further business the meeting closed at 12:15pm.

**APPENDIX A**

**Action List**

Reference Item No/Officer	Action Required / Taken
Expenditure Profile YTD 03/2020-1 MH	01/12/20 Provide Ian Duncan with list of the 149 RPG projects carried over from 2019/20 that had no recorded expenditure for 2020/21 as at 31 October 2020 for follow up
Local Roads Program Manager Report 03/2020-2 MH	01/12/20 Budget and Program Management to discuss out of session with Metropolitan Region how the current selection of Black Spot projects take place and how could a review of deliverability fit into that current process
State Black Spot Program 03/2020-3 MH	01/12/20 Budget and Program Management to review the 2021-22 potential projects to see if any could be advanced, considering deliverability, into the 2020-21 program
RRG Report 03/2020-4 MH	01/12/20 A reporting template to be investigated for yearend summaries to highlight RRGs and Councils where delivery of the program fell short
Other Business Raised 03/2020-7 MC	01/12/20 Develop and communicate a consistent message for regions regarding the Commonwealth Road Safety Improvement Program on how previous sections of Local Roads were chosen, the rationale used and what a low cost treatment means
Other Business Raised 03/2020-8 MC	01/12/20 Main Roads to invite WALGA to contribute to the Regional Traffic Management at Roadworks Signage Review
Review Road Funding Distribution Methodology 02/2020-2 MC / ID	01/12/20 Maurice Cammack and Ian Duncan to update progress to report back to SAC at the next SAC meeting on 16 April 2021  13/08/2020 Maurice Cammack and Ian Duncan to develop a potential scope of work for a review of the current Road Project Grant funding split between Metropolitan and Rural RRGs

Reference Item No/Officer	Action Required / Taken
Orphan Roads 01/2019 – 4 MC	<p>01/12/20 WALGA to respond to the requested endorsement of the draft program outline for the Normalisation of Road access to Remote Aboriginal Communities Roads (NoRA) Program by 9th December 2020</p> <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>