AGENDA – State Road Funds to Local Government Advisory Committee Meeting

Date:	**Monday 4th May 2026.**	**Time:**	**1:00pm-3:00pm**	**Location:**	**WALGA 1/170 Railway Parade, West Leederville WA 6007**

Attendees:	
Members **John Erceg – Chair (JE)** David MacLennan (DM) Des Snook (DS) Douglas Morgan (DM) Maurice Cammack (MC) Mayor Mark Irwin (MI) Matt Fanning (MF) Mike Andrews (MA) Nick Sloan (NS) President Cr Karen Chappel (KC)	**Others invited.** Shane Purdy (IPWEA) (SP) Kevin Pethick (KP) Rebecca Lewis (RL) Ian Duncan (ID)

NO.	ITEM / DETAILS	OFFICER/S	TIME (APPROX)
1	**ATTENDEES AND APOLOGIES**		
1.1	Welcome new Members Mayor Mark Irwin – Apologies	Chair	
1.2	Update on Fuel Disruption	Chair	13:00-13:05
2	**PREVIOUS MEETING**		
2.1	Meeting Held on Tuesday 2nd December 2025.		13:05 – 13:10
2.2	Business arising from previous meeting	MC	13:10-13:15
3.	**CORRESPONDENCE**		
3.1	• Letter from Gascoyne Regional Road Group – Asset Preservation Model • Letter from Gascoyne Regional Road Group – SAC Committee Makeup • Letter from South West Regional Road Group – Commodity Route Funds • Letter from South West Regional Road Group – Bridge Funding • Letter from Pilbara Regional Road Group – MCA Model	KP	13:15-13:30
4.	**FINANCIAL REPORTS**		
4.1	Expenditure profile/Sub Programs.	MC	13:30 – 13:40
4.2	Australian Government Program (Black Spot)	MC	13:40-13:50
5.	**GENERAL REPORTS**		
5.1	WALGA Local Roads Program Manager	ID	13:50-14:00

5.2	Minder	ID	14:00-14:10
5.3	Regional Road Group Report	ID	14:10-14:20
5.4	Agreement Commitments • *Aboriginal employment* • *Road Safety* • *Recycled materials*	 DS DM DM	14:20-14:30
5.5	Roads 2040 Additional Roads	KP	14:30-14:40
6	**GENERAL BUSINESS**		
6.1	Roads Program 2026-27 (Indicative)	MC	14:40-14:50
6.2	Roundtable/Other: Regional Road Group – Policy and Procedures Manual - *Kimberley, Great Southern, South West*	ALL	14:50-15:00
6.3	For Noting • Heavy Vehicle Services • Classifications and Proclamations • Future State Roads Review • LGTRIPP Report		
7	**NEXT MEETING**		
	Wednesday 9th September 2026 1:00pm-3:00pm at Room DAC CMR Large Conference – Matagarup Room.	RL	
8	**MEETING CLOSE**		
	For further information concerning the Agenda, contact Rebecca Lewis at Main Roads on (08) 9323 4062 or email Rebecca.lewis@mainroads.wa.gov.au		15:00

Attendees and Apologies Item 1

1.1 Welcome new Members.

Recommendation:
For the Committee to note.

Notes:

1.2 Update on Fuel Disruption.

Recommendation:
For the Committee to note.

Notes:

Minutes of the previous meeting Item 2

2.1 A copy of the minutes from the meeting held on Tuesday, 2nd December 2025 is attached for the Committee's consideration. It should be noted that these minutes were distributed to Committee members earlier.

Recommendation:
For the Committee to note.

Notes:

STATE ROAD FUNDS TO LOCAL GOVERNMENT ADVISORY COMMITTEE (SAC)

MINUTES – Tuesday, 2 December 2025

Meeting 03/2025
Held at Main Roads Western Australia (MRWA)

1. ATTENDANCE

SAC Members Present

- **President C Antonio (CA)** – WALGA
- **Mr M Andrews (MA)** – MRWA
- **Mr M Cammack (MC)** – MRWA
- **Cr K Chappel (KC)** – WALGA
- **Mr J Erceg (JE)** – MRWA (Chair)
- **Mr D Morgan (DM)** – MRWA
- **Mr N Sloan (NS)** – WALGA
- **Mr D MacLennan (DMC)** - WALGA

Others in Attendance

- **Mr M Bondietti (MB)** – WALGA
- **Ms R Lewis (RL)** – MRWA – (Secretariat)
- **Mr K Pethick (KP)** – MRWA
- **Mr S Purdy (SP) -** IPWEA

Apologies

- **Mr D Snook (DS)** – MRWA
- **Mr I Duncan (ID)** - WALGA

2. WELCOME AND APOLOGIES

The Chair opened the meeting at 10:05am and offered an Acknowledgement of Country.

Main Roads Acknowledge the traditional custodians throughout Western Australia and their continuing connect to the land, waters and their community. We pay our respects to all members of the Aboriginal communities and their cultures: and to Elders both past and present.

It was noted that Cr Deb Hamblin is no longer a member of SAC. The Committee expressed its appreciation for her contribution and thanked her for her service and commitment during her time on the SAC.

3. MINUTES OF PREVIOUS MEETING

The draft minutes of the meeting held on Wednesday, 3 September 2025, were accepted as a true and accurate record of proceedings.

BUSINESS ARISING FROM PREVIOUS MEETINGS

2.2 Summary of Outstanding Actions

Reference	Item / Officer	Action Required	Action Taken
September 2025 – 3.1	Update to SRFLGA Procedures – RPG Funding (MB)	SAC noted that the Goldfields Esperance RRG MCA process and funding distribution methodology was included in the Technical Working Group Terms of Reference whereas it should be integrated into the RRG policies and procedures. Given how the MCA procedures had been written up, additional guidance within the Agreement's procedures would be helpful to define acceptable parameters for all RRGs. **MB to present recommendations on revised wording for the Agreement's procedures on the distribution of Road Project Grant Funding.**	Completed and attached for committee endorsement.
September 2025 – 4.1	Request for Additional Projects (RL)	Given the expected carryover of the Metropolitan Regional Road Group, Road Project Grant Funding in the current year and past couple of years, SAC agreed to: 1) Offer each Metropolitan RRG member the opportunity to propose additional Rehabilitation works that can be undertaken and completed during 2025-26. 2) Through the Regional Road Group, invite Local Governments (other than the Metro and South West RRG members) to propose Road Project Grant or Commodity Route program "shovel ready" projects for	Complete. SAC endorsed the shovel ready projects out of session. The item is detailed in the minutes below.

		completion within the 2025-26 financial year and for which the LGA could provide a one third funding contribution. **Engage with Regional Road Groups to submit shovel-ready projects by 30 September 2025.**	
September 2025 – 5.4	Agreement Commitments – Aboriginal Employment – Trial Communications (DS)	MRWA has put together media materials that look to encourage more LGA participation in this program. A draft reporting spread sheet has been created and now requires extensive trialing. **Provide summary report on Aboriginal employment trial outcomes and lessons learned to date (focusing on City of Swan and Shire of Northam) for discussion at the next SAC meeting.** **Communications exercise and data collection underway. Summary report required at next SAC meeting.**	DS was listed as an apology. SAC agreed to carry this item over to the next meeting, noting that data collection is underway and will be presented at the next meeting.
September 2025 – 5.4	Road Safety – Agreement Commitments – Communications Framework (DM)	A new framework has been developed and endorsed for tracking local government engagement and policy maturity in road safety management, with annual reporting planned. SAC endorsed the below. ▪ data collection and monitoring approach outlined. ▪ annual reporting of compiled data to the SAC described; and **Develop and roll out the communications plan for LG implementation of the road safety engagement framework.**	DM advised that the action item remains ongoing and will be carried over to the next meeting.

Updates to Actions Arising

September 2025 – 3.1 - Update to SRFLGA Procedures – RPG Funding (MB)

SAC noted that the updated State Road Funds to Local Government Procedures have been circulated to Local Governments via Regional Road Groups for feedback, with no responses received as of 2 December. SAC endorsed the draft Procedures, subject to amending the wording for caps to be consistent with that used for floors; an option not a requirement.

Action: RL to update the wording and implement the changes into the Procedures.

September 2025 – 4.1- Request for Additional Projects (RL)-Shovel Ready

Regional Shovel Ready Projects
46 regional project proposals received with a grant value of $25,147,873
27 Projects approved with a grant value of $10,121,372

Metropolitan Rehabilitation Shovel Ready Projects
22 Projects proposals received with a grant value of $5,150,599
21 Projects approved with a grant value of $5,019,997

These additional projects will be funded from the Metropolitan Regional Road Groups RPG funding allocations over the following years. This will have the effect of reducing future MRRP Carryover requirements.

The recommended projects were approved out of session and Local Governments have been advised accordingly.

September 2025 – 4.1 - Agreement Commitments – Aboriginal Employment – Trial Communications (DS)

It was noted that the City of Swan had provided some data and that data was also to come from Northam.

Action Item: DS was listed as an apology. SAC agreed to carry this item over to the next meeting, noting that data collection is underway and will be presented at the next meeting.

4. FINANCIAL REPORTS

4.1 Expenditure Profile by Sub-Programs 2025–26

SAC noted the expenditure report for the period ending October 2025.

2025–26 Financial Year Summary

Total Budget: $371 million

Year-to-Date Expenditure: $131 million (35%)

Forecast Year end Position: $33 million (under-expenditure)

Comparison to 2024–25 (Same Period)

2024–25 Budget: $345 million

2024–25 Year-to-Date Expenditure: $124 million (36%)

Key Observations

- Year-to-date expenditure is **$7 million higher** than the same period in 2024–25.
- Due to the larger budget in 2025–26, the **percentage of expenditure is slightly lower** than last year.
- Overall, expenditure is considered **broadly in line with previous year,** with the proportional variance attributed to the increased total budget.
- The current expenditure position would indicate an improved/reduced carryover required at the end of 2025-26.

Direct Grants

All Shires have claimed their direct grants by the end of October 2025-26

Road Project Grants

2025–26 Budget: $183 million

2025–26 Year-to-Date Expenditure (October): $48 million (27% of budget)

Comparison to 2024–25:

2024–25 Budget: $163 million

2024–25 Year-to-Date Expenditure (October): $46 million

Expenditure levels are broadly consistent with the previous financial year, noting expenditure is proportionally marginally behind due to the larger 2025–26 budget.

Regional Expenditure Performance

a. Kimberley Region

2025–26 Budget: $6 million

Year-to-Date Expenditure: $2.3 million (40% of budget)

The Kimberley Region has claimed the first 40% for all 2025–26 projects, representing a positive start to the year following an underspend of $1.9 million in 2024–25.

b. Metropolitan Region

2025–26 Budget: $68 million

Year-to-Date Expenditure (October): $10.9 million (16% of budget)

Projects are yet to claim their initial 40% Road Project Grant payment.

Discussion centered around the additional work being provided under this program with the intent to result in a reduced carryover requirement come the end of year.

Action item: KP to consult with the Metropolitan Region regarding the projects yet to claim their first 40% and consult with Reza to determine the appropriate next steps.

State Black Spot on Local Roads

2025–26 Program Summary

- Budget: $30.3 million
- Year-to-Date Expenditure (October): $3.1 million (10% of budget)

Comparison to 2024–25

- 2024–25 Budget: $24 million
- 2024–25 Year-to-Date Expenditure (October): $3.5 million

Expenditure year-to-date is $0.4 million lower than the same period in the previous financial year.

SAC noted that Reza will place a greater focus on the Black Spot Program in the next financial year as part of his responsibilities as the WALGA Local Roads Program Manager.

Part of that focus will look at projects delayed due Community and stakeholder consultation and feedback after funding has been allocated to works.

Regional Expenditure Performance

Great Southern

- All four projects approved under the 2025–26 financial year are showing as currently Not Started.

- Three projects are expected to be completed by June 2026, with the remaining project scheduled for completion in the 2026–27 financial year.

South West Region

- Of the 11 projects, eight are not started, one is In Progress, and two are completed.
- Of the eight Not Started projects:
    - Two were approved in 2025–26 as Stage 1 projects; and
    - Six are in the design phase, with two anticipated to progress to construction.

Metropolitan Region

- Of the 51 projects, 14 were approved as Stage 1 projects and 15 as Stage 2 projects for 2025–26.
- Several projects have been granted extensions of time, primarily due to Western Power–related delays and internal resourcing constraints.
- Fourteen projects have not yet claimed their initial 40% payment.

Remote Access Roads

2025–26 Program Summary

- Budget: $3.9 million
- Year-to-Date Expenditure (October): $1.1 million (28% of budget)

Comparison to 2024–25

- 2024–25 Budget: $5.8 million
- 2024–25 Year-to-Date Expenditure (October): $1.7 million (29% of budget)
- The 2025–26 budget decreased by $1.9 million (a 33% reduction) due to reduced carryover funding.

Overall Observation

- While the budget is lower in 2025–26, the proportion of expenditure is broadly consistent with last year.
- However, actual expenditure is lower than the same period in 2024–25.

Traffic Management, Signs and Pavement Markings.

2025–26 Program Summary

- Budget: $43.3 million
- Year-to-Date Expenditure (October): $11 million (25% of the budget)

Comparison to 2024–25

- 2024–25 Budget: $37.2 million
- 2024–25 Year-to-Date Expenditure (October): $9.2 million (25% of the budget)

Overall Observation

- Expenditure is tracking at the same pace as the previous financial year, with 25% spent by October in both years.

Bridge Works

2025–26 Program Summary

- Budget: $13.3 million
- Year-to-Date Expenditure (October): $1.9 million (14.3% of the budget)

Comparison to 2024–25

- 2024–25 Budget: $17.4 million
- 2024–25 Year-to-Date Expenditure (October): $1 million (5.7% of the budget)

Overall Observations

- Year-to-date expenditure has increased by $0.9 million compared to the same period last year.
- The proportion of expenditure (14.3%) is higher than in 2024–25 (5.7%), indicating a faster spend rate, noting that the 2025–26 budget is smaller due to reduced carryover from the previous year.

Bridge Inspections

2025–26 Program Summary

- Budget: $4.9 million
- Year-to-Date Expenditure (October): $732

Comparison to 2024–25

- 2024–25 Budget: $3.4 million
- 2024–25 Year-to-Date Expenditure (October): $415

MC briefly commented that Bridge Inspections are currently behind schedule.

Action Item: DM to arrange an update regarding the increase in bridge inspections/Bridge Expenditure and the progress on increasing in-house bridge inspection capacity.

State Initiatives

2025–26 Program Summary

- Budget: $45.9 million
- Year-to-Date Expenditure (October): $21 million

Comparison to 2024–25

- 2024–25 Budget: $47 million
- 2024–25 Year-to-Date Expenditure (October): $18.1 million

4.2 Australian Government Program (Black Spot) 2025–26.

Expenditure Summary

- Total Expenditure (Periods 1–4): $5.08 million (representing 17% of the approved budget, including carryovers, of $29.73 million).
- Local Road Expenditure (Periods 1–4): $4.59 million.
- State Road Expenditure (Periods 1–12): $0.48 million.

Project Status Overview

- Total Current Projects: 77 (State and Local Roads combined)
- In Progress: 16 projects
- Completed: 2 projects

2025–26 Newly Approved Projects

A total of 34 new projects were approved for the 2025–26 AGBS Program across the following regions:

- GSR Region: 2 projects
- SWR Region: 2 projects
- GER Region: 4 projects
- Pilbara Region: 5 projects
- MWR Region: 2 projects
- Metropolitan Region: 19 projects

Metropolitan Region Observations

SAC noted that several Metropolitan Region projects have received extensions of time, primarily due to:

- Western Power-related delays
- Extended design review processes
- Procurement delays

4.3 Commodity Route Fund 2026–27.

SAC noted that the Commodity Route Technical Reference Group met on 19th November 2025 to review all project nominations and rankings. After following up on further information requests for several projects the group provided a recommended position, which is attached.

53 Projects Received and reviewed.

Recommendation

The SAC Committee endorsed the recommended 16 Commodity Route Fund projects, with a total value of $4,624,927.

Goldfields Esperance – 2 Projects
Great Southern – 5 Projects
Metropolitan – 1 Project
South West – 4 Projects
Wheatbelt North – 3 Projects
Wheatbelt South – 1 Project

5. GENERAL REPORTS

5.1 WALGA Local Roads Program Manager

The committee noted the report.

- The Metropolitan and South West Regions Local Road Program Delivery Status Report was noted, including updates on unit rate reviews, boundary road management agreements, road improvement project assessments and project deliverability discussions with Local Governments.

- Stakeholder coordination activities were acknowledged, including progress with Western Power on streamlining asset relocation and street lighting processes. Workshops were held with MRWA on the Traffic Signals Approval Policy (with another workshop being held today). DWER's presentation on native vegetation clearing regulations in regional areas was noted, as was the Atco Gas project collaboration workshop.

5.2 MINDER

The December 2025 MINDER Report was noted, including updates on SAC implementation activities, procurement for the Road Assets and Expenditure (RAE) Project, the review of

the WALGA Road Visual Condition Assessment Manual, progress under the Regional Road Safety Program (Local Roads), development of Road Rail Interface Agreements, active transport and micromobility advocacy, and contributions to recent sector conferences.

MB noted that they are seeking a Policy Officer position to work within WALGA, which would provide support in relation to Asset Management.

5.3 Regional Road Group Report

The December 2025 Regional Road Groups Report was noted, with all ten Regional Road Groups having met during the reporting period and inductions provided for newly elected delegates. Key matters discussed included program delivery, development of the revised multi-criteria assessment methodology, SRFLGA commitments, road safety initiatives, DRFAWA processes, Roads 2040, and resourcing.

The Regional Road Group Chairperson updates were noted, including current appointments and upcoming Chair elections scheduled for early 2026 following Local Government delegate appointments.

SAC noted that positive feedback had been received from the regions regarding the report.

5.4 RRG Key Performance Indicators 2024-25

The 2024/25 Regional Road Group KPI Annual Report was noted, including results for Black Spot Program expenditure, Road Project Grant expenditure and Metropolitan Sub-Group performance.

Program delivery outcomes highlighted continued under-performance in several regions, particularly the Metropolitan, Goldfields-Esperance and Kimberley regions, while Gascoyne, Wheatbelt South, Wheatbelt North, Mid West and Pilbara acquitted over 80% of funding.

Network condition indicators were reviewed, noting variable performance across regions in completing visual condition surveys and updating road inventory data, with more than half of Local Governments submitting IRIS updates for the first time in three years.

Bridge inspection compliance was noted, with improvements across most regions and full compliance achieved in the Gascoyne and Goldfields-Esperance regions.

5.5 Agreement Commitments

Aboriginal Employment

Action item: An out-of-session report/update is to be provided outlining the Aboriginal employment update.

Road Safety

The RSWG's proposed road safety reporting and data collection framework was noted, including the annual reporting of governing principle indicators to SAC, the combined MRWA/WALGA data collection approach, progress on the communications plan (due March 2026), baseline data preparation, and the multi-channel methodology for advising Local Governments on implementation.

Recycled Material

The SRFLGA Recycled Materials Working Group update was noted, including progress across 10 meetings, maintenance of a materials assessment matrix, inclusion of recycled-materials data in the WALGA Road Asset and Expenditure Survey, monitoring of emerging trends, tools and guidelines developed through LG TRRIP and confirmation that the next meeting will be held in March/April 2026

6. GENERAL BUSINESS

6.1 Future State Roads

Noted.

6.2 Classifications & Proclamations

Noted.

6.3 Heavy Vehicle Services

Condition requiring heavy vehicle operators to have Local Government counter sign a letter of notification of use of certain RAV routes (CA07 condition)

SAC members were advised that Main Roads changed the wording on the condition requiring RAV operators to have Local Government counter sign the CA07 letter without consultation with Local Governments. This has been replaced by a requirement to notify the Local Government of proposed use of the road. It was noted that the CA07 letter has been used as a tool for LGs to manage extraordinary freight tasks through cost recovery or maintenance agreements.

Action Item: DS to review the CA07 change and advise SAC.

6.4 Local Government Transport and Roads Research and Innovation Program (LGTRIPP)

Report was Noted.

6.5 Roundtable/Other.

- OAG Performance Audit: Maintaining Regional Local Roads - Summary of Findings
  It was noted that report was focused on Asset Condition and the lack of consistent

and aggregated data being available to make data driven decisions with.

- Issues with what and how to collect data were discussed noting the significant difference between sealed and unsealed roads, particularly given how quickly the condition of an unsealed road can change.

- The various technologies for collecting data were discussed and their suitability for the types of local roads MC commented that the OAG report focused on asset condition. MB stressed that it is no use collecting lots of data if this is not accompanied by a program to help LGs use the data.

Action: MRWA and WALGA to work together to review road condition data collation options and report back to SAC.

- DRFAWA (Disaster Recovery Funding Arrangements - WA) was discussed. Support from MRWA to explore options for more on-site inspections of damage and reinstatement works, rather than undertaking all by desk top audits, was raised.

- KC requested an update to the timing for when regions will receive an update on their 2026–27 Black Spot Program applications was raised.

Action: Review and report to SAC on the timetable for the Black Spot Program.

7. NEXT MEETING

Wednesday, 29 April 2025 at WALGA.

8. MEETING CLOSE

The meeting closed at 11:50pm.

ACTION ITEMS

Reference	Item / Officer	Action Required
December 03/2025 2.2	Summary of Outstanding Actions - September 2025 – 3.1 - Update to SRFLGA Procedures – RPG Funding (RL)	SAC noted that the updated Procedures had been circulated to the regions for feedback, with no responses received as of 2 December. SAC endorsed the Procedures, noting that wording for caps will be updated in line with those used for floors, an option not a requirement. **Update the wording and implement the changes into the Procedures.**
December 03/2025 1.1	September 2025 – Agreement Commitments – Aboriginal Employment – Trial Communications (DS)	Communications exercise and data collection underway. Summary report required at next SAC meeting. Update from Decembers meeting SAC agreed to carry this item over to the next meeting, noting that data collection is underway and will be presented at the next meeting. It was noted that the City of Swan had provided some data and that data was also to come from Northam.
December 03/2025– 4.1	Expenditure Profile / Sub-Programs 2025–26 - KP	KP to liaise with the Metropolitan Region regarding the projects that have not yet submitted invoices, and to consult with Reza to determine the next appropriate steps.
December 03/2025– 4.1	Expenditure Profile / Sub-Programs 2025–26 (DM)	DM to arrange an update regarding the increase in bridge inspections/Bridge Expenditure and the progress on increasing in-house bridge inspection capacity
December 03/2025 5.5	Agreement Commitments - Aboriginal Employment (DS)	An out-of-session report/update is to be provided outlining the Aboriginal employment update.

December 03/2025	6.3 Heavy Vehicle Services	DS to review the CA07 change and advise SAC.
December 03/2025	6.4 Roundtable/Other. (MC)	MRWA and WALGA to work together to review road condition data collation options and report back to SAC.
December 03/2025	6.4 Roundtable/Other. (MC)	Action: Review and report back on the timetable for the Black Spot Program.

2.2 Refers to Summary of Actions from minutes for meeting (03/2025) Tuesday, 2nd December 2025.

Action List.

Reference	Item / Officer	Action Required
December 2025 – 2.2	Outstanding Actions - September 2025 – 3.1 - Update to SRFLGA Procedures – RPG Funding (RL)	**Complete** **14/12/2026** **The procedures were updated and published on the Main Roads website on 10th December 2025, and the changes were communicated to all regions on the same date**. Update the wording and implement the changes into the Procedures.
December 2025 – 1.1	Agreement Commitments- Aboriginal Employment – Trial Communications (DS)	**Ongoing** Provide summary report on Aboriginal employment trial outcomes and lessons learned to date (focusing on City of Swan and Northam) for discussion
December 2025 – 5.5	Agreement Commitments - Aboriginal Employment (DS)	**Ongoing** DS develop and provide an out-of-session report/update to outline the Aboriginal employment update.
December 2025 – 4.1	Expenditure Profile / Sub-Programs 2025–26 (KP)	**Complete** KP to liaise with the Metropolitan Region regarding the projects that have not yet submitted invoices, and to consult with Reza to determine the next appropriate steps.
December 2025 – 4.1	Expenditure Profile / Sub-Programs 2025–26 (DM)	**Complete** DM to arrange an update regarding the increase in bridge inspections/Bridge Expenditure and the progress on increasing in-house bridge inspection capacity
December 2025 – 6.3	Heavy Vehicle Services (DS)	**Ongoing** DS to review the CA07 change and advise SAC.
December 2025 – 6.4	Roundtable/Other (MC)	**Active** **29/04/2026** **MRWA and WALGA have formed a working group and the first meeting was held.** MRWA and WALGA to work together to review road condition data collation options and report back to SAC.
December 2025 – 6.4	Roundtable/Other (MC)	**Complete** Review and report back on the timetable for the Black Spot Program.

HVS information for SAC meeting May 2026 regarding RAV Access Condition CA07

(action arising from December 2025 meeting)

The CA07 RAV Access Condition previously required a transport operator to obtain a letter of support from the relevant Local Government before using a road under their jurisdiction. The intent of the CA07 condition was to provide Local Governments with notification of the use of RAVs on their road network to enable adequate maintenance planning. In addition, the CA07 condition provided a trigger for the Local Government to enter into discussions with the relevant freight generator (e.g. mine operator) regarding the need for Road Maintenance Agreements to sustain larger freight tasks that utilised RAVs loaded to Concessional Mass Limits.

In October 2025, Main Roads reworded the condition to ensure there were no legal implications for Main Roads, while ensuring the intent of the condition (to recover costs) remained.

Feedback from several Local Governments was that this change impacted their ability to enter into Road Maintenance Agreements and raised concerns regarding their ability to sustain RAV access with Concessional Mass Limits on their road network.

In March 2026, Main Roads met with WALGA and Local Government representatives to discuss the Local Governments' concerns and consider options. Main Roads agreed to develop an alternative to the previous CA07 condition, one that supports Local Governments entering into Road Maintenance Agreements with appropriate parties, whilst ensuring there are no legal implications relating to Local Governments withholding RAV access in a similar way planning approvals are given by DPLH. Local Governments will still be able to recover costs through an agreement with the transport operator and Main Roads will approve or decline the access based on the existing standard access criteria.

Main Roads is in the final stages of drafting the alternative arrangements, which will initially be distributed to WALGA and the Local Government representatives that attended the March 2026 meeting. Once the alternative arrangements have been agreed upon by the group, they will then be distributed to all Local Governments for further consultation.

Correspondence Item 3

3.1 As of Monday 4th May 2026, the Committee has received five correspondence.

Notes:

Our Ref: F160364

Enquiries: Donelle Buegge

11 February 2026

SHIRE OF MANJIMUP

Attention SAC Secretariat

To whom it may concern,

At the SWRRG Elected Members meeting held on the 24 November 2025, the following motion was passed

Motion: ***Request WALGA advocate to the State Roads Funds to Local Government Advisory Committee (SAC) on behalf of the SWRRG for a review of the current bridge funding arrangements, with representation from the SWRRG Technical Committee to be included in the review process. Request the review be completed with the findings reported back to the SWRRG at its July 2026 meeting.***

Moved: Cr Peter McCleery (Capel)
Seconded: Cr John Bromham (Harvey)
Result: Carried (unanimous)

As the Chairperson of the SWRRG, I formally request for this matter to be included on the next agenda of SAC, for consideration and response.

For reference, attached is the background information that was provided for our elected members consideration of this motion.

We thank SAC in advance for its consideration of this request.

Yours sincerely,

Donelle Buegge

SHIRE PRESIDENT – SHIRE OF MANJIMUP

CHAIR – SOUTHWEST REGIONAL ROAD GROUP ELECTED MEMBERS COMMITTEE

Shire of EAST Pilbara
THE HEART OF THE PILBARA

Mr J Erceg
Chair
State Road Funds to Local Government Advisory Committee

24 April 2026

Dear Mr Erceg

Under the Terms of Reference for Regional Road Groups, I am required to bring unresolved issues to the attention of SAC.
On March 23rd 2026 the Pilbara Regional Roads Group were unable to come to a decision regarding the methodology for the Multi-Criteria Assessment model for the allocation of road funding grants.

Discussion on the MCA methodology has ensued since February 2023 when the 25% allocation of available funding for each LGA was discontinued with some contention between the two LGAs of large populations and lower total road length and the two LGAs with a lower population base and extensive road networks. It was critical that consensus was achieved at the March meeting due to the need to allocate funds before the end of the financial year.

It was also unfortunate that two of the deputised representatives of member LGAs were informed of the meeting at short notice and were not furnished with the necessary materials to prepare to make effective decisions. As a result, they voted against each of the motions put.

You will find the minutes of the Pilbara RRG meeting and a comprehensive account of the Pilbara MCA revision process attached for your information.

Yours sincerely

Cr Wendy McWhirter-Brooks
Chair
Pilbara Regional Roads Group

Encl.

Gascoyne Regional Road Group

State Road Funds to Local Government Advisory Committee
Attn: Chairperson John Erceg
Secretary: Rebecca.lewis@mainroads.wa.gov.au

22 January 2026

Dear Committee Members,

Support for SAC Membership Structure Proposed by Gascoyne WALGA Zone

We write to express our support for the motion raised at the recent WALGA Zone meeting regarding the composition of the State Advisory Committee (SAC).

The Gascoyne WALGA Zone recommends that SAC representatives from WALGA comprise:

- WALGA CEO
- One Metropolitan representative
- One Regional representative
- One Remote Regional representative
- One Remote Regional representative based north of the 26th parallel

We also support that these representatives do not need to be elected members, in line with the State Road Funds to Local Government (SRFLG) Procedures.

Additionally, we seek clarification on the appointment process. Our understanding, based on the WALGA Constitution and SRFLG Procedures, is that the President does not have authority to appoint SAC members except where no nominations have been received.

Given this, we question why SAC vacancies and nominations are not included in the Selection Committee remit and why nominations are not being publicly called for SAC membership.

We appreciate your guidance on this matter and look forward to your response.

Regards,

Hamish McTaggart
Chairperson
Gascoyne Regional Road Group

Gascoyne Regional Road Group

State Road Funds to Local Government Advisory Committee
Attn: Chairperson John Erceg
Secretary: Rebecca.lewis@mainroads.wa.gov.au

22 January 2026

Dear Committee Members,

Endorsement of Recommendations from the Office of Auditor General Maintaining Regional Local Roads and Request for Comprehensive Review of Asset Preservation Model

We are writing to express our support for the recommendations regarding the management and preservation of regional Local Government roads that have been outline in the report Maintaining Regional Local Roads dated 12 November from the Office of the Auditor General and to advocate for an in-depth review of the current asset preservation model (APM).

Recent advancements in technology have significantly reduced the cost of collecting, storing, and analysing road condition data, making it increasingly feasible to implement objective reporting and evidence-based maintenance planning. The collection of condition data for Regionally Significant Roads undertaken by WALGA over the past four years demonstrates the viability of this approach and provides a foundation for broader application.

Despite these advancements, regional Local Governments face considerable challenges in accessing skilled personnel to interpret condition data and integrate other critical factors such as safety, capacity, and strategic priorities into road investment programs. While emerging technologies may assist in addressing these gaps, this remains an industry-wide issue requiring coordinated action.

Local Governments are tasked with allocating limited resources across routine maintenance, periodic renewal, and improvement works that enhance safety and capacity. To optimize funding allocation and deliver the greatest benefit to communities, a comprehensive dataset—beyond road condition alone—is essential.

Furthermore, the significant impact of heavy vehicle traffic on road wear, particularly from vehicles operating under mass management schemes, is not adequately considered in current regulatory frameworks governing axle loadings and freight tasks. This omission has long-term implications for infrastructure sustainability and cost efficiency.

Given these factors, we recommend:

1. **A detailed review of the asset preservation model** to ensure it reflects current realities and leverages technological advancements. The current model is outdated

(approximately 35-40 years old) and is extremely complex. Most Local Governments do not understand how it works and is not transparent.

2. **Investment in systems and capability development** to enable regional Local Governments to analyse and apply condition data effectively. A simpler asset database that can be accessed by Local Governments, Main Roads and other Government agencies.
3. **Integration of freight impact considerations** into regulatory decision-making to support sustainable road management.
4. **The costs of materials and water access** needs to come into consideration. A road built in the South of the state has access to better quality materials and water, where a road in the Gascoyne is primarily constructed from materials found adjacent to the side of the road, and is generally sub-standard quality. This leads to the road deteriorating at a faster rate than the APM allows.

These actions will strengthen the resilience of regional road networks, improve safety, and ensure that limited resources are applied where they deliver the greatest community benefit.

Thank you for considering this important matter. We welcome the opportunity to contribute further to discussions on this issue and look forward to seeing progress toward a more sustainable and data-driven approach to road asset management.

Kind regards,

Hamish McTaggart
Chairperson
Gascoyne Regional Road Group

Our Ref: F160262

Enquiries: Donelle Buegge

15 January 2026

SHIRE OF
MANJIMUP

State Advisory Committee,

At its November 2025 South West Regional Road Group Meeting a motion was passed as follows:

Motion: ***That the Chairperson of the SWRRG requests the State Advisory Committee to increase the funding allocation for the Commodity Route Funding Program from $4 million to $10 million annually, and increase the maximum grant funding available for each eligible road projects from $400,000 to $600,000 under this funding program.***

Moved: Cr Tony Pratico (Bridgetown Greenbushes)
Seconded: Shire President Buegge (Manjimup)
Result: Carried (11 in favour, 2 against)
(Against – Busselton, Donnybrook Balingup)

On behalf of the South West Regional Road Group Elected Members committee, I write to formally request consideration of an increase to the Commodity Route Supplementary Funding from $4 million to $10 million annually, and to increase the maximum allocation provided to local governments, from the current cap of $400,000 to $600,000 with Local Government/Industry contribution at one-third.

Commodity routes remain critical infrastructure for regional and rural Western Australia, supporting agricultural production, forestry, mining, and broader freight movements that underpin local and State economies. In recent years, local governments have experienced significant increases in construction and maintenance costs, driven by escalating material prices, contractor availability, fuel costs, and increased regulatory and design requirements. These pressures have materially reduced the scope of works that can be delivered within the current funding limits.

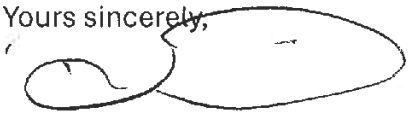
The existing $400,000 cap no longer reflects the true cost of rehabilitating and strengthening key commodity routes to safely accommodate higher mass vehicles and growing freight task demands. Increasing the supplementary funding cap to $600,000 would allow local governments to undertake more meaningful works, improve freight efficiency, enhance road safety, and better protect road assets from premature failure.

An increased allocation would also strengthen the effectiveness of the State's investment by ensuring that approved commodity routes are constructed and maintained to an appropriate standard, reducing ongoing maintenance liabilities and supporting long-term asset sustainability across the local road network.

The South West Regional Road Group Elected Members strongly supports the continuation of the Commodity Route program and believes that an increased funding cap would deliver substantial economic, safety, and asset management benefits for both local communities and the State. We would welcome the opportunity to discuss this request further or to provide additional information to support consideration of this proposal.

Thank you for your continued support of regional local governments and the vital freight networks they manage.

Yours sincerely,



Donelle Buegge

SHIRE PRESIDENT – SHIRE OF MANJIMUP

CHAIR – SOUTHWEST REGIONAL ROAD GROUP ELECTED MEMBERS COMMITTEE

4.1 Expenditure Profile/Sub Programs.

Attached is the 2025-26 Expenditure Program.

Recommendation:
For the Committee to Note

Notes:

Local Roads Program

Summary of State Road Funds to Local Government Agreement

Period Ending March (2025-26 Financial Year)

	LOCAL GOVERNMENT PROGRAM					MAIN ROADS PROGRAM							
	LRP CATEGORY 1					LRP CATEGORY 2							
	Strategic & Tech Support	Direct Grants	Road Project Grants	State Black Spot on LRds	Remote Access Roads to Communities	Traffic Mgmt Signs & Pavement Markings	Bridge works	Bridge Inspection	State Initiatives on Local Roads	Regional Road Group Support	Total		
Fund Source: State	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000		
Work Done By	LGA	LGA	LGA	LGA	LGA	MRWA	MRWA	MRWA	MRWA	MRWA	LGA	MRWA	COMBINED
2025-26 - Local Roads Program	2,152	40,594	143,310	16,914	3,075	40,652	11,735	3,641	43,559	1,901	206,045	101,488	307,533
Reprogrammed funds from 2024-25	958	0	40,157	13,390	840	2,148	1,598	1,358	2,944	908	55,345	8,956	64,301
Fund movements (YTD)	0	0	0	0	0	500	0	0	0	-500	0	0	0
Current Budget	3,110	40,594	183,467	30,304	3,915	43,300	13,333	4,999	46,503	2,309	261,390	110,444	371,834
Expenditure to date	2,308	40,594	107,382	7,499	1,866	27,405	4,924	1,968	49,786	1,557	159,649	85,640	245,289
Expenditure Forecast to 30 June 2025	3,110	40,594	170,221	22,266	3,471	42,857	10,503	2,543	49,786	2,000	239,662	107,689	347,351
EOY Variance (Budget less Expenditure YTD)	0	0	(13,246)	(8,038)	(444)	(443)	(2,830)	(2,456)	3,283	(309)	(21,728)	(2,755)	(24,483)
% variance of budget	*0.0%*	*0.0%*	*-7.2%*	*-26.5%*	*-11.3%*	*-1.0%*	*-21.2%*	*-49.1%*	*7.1%*	*-13.4%*	*-8.3%*	*-2.5%*	*-6.6%*

4.2 Australian Government Black Spot Program.

Attached is the 2025-26 Australian Government Black Spot Program.

Recommendation:
For the Committee to note

Notes:

MANAGING DIRECTOR MAIN ROADS
Australian Government Black Spot Program
Summary Report
Period 1 - 9 (As at 31 Mar 2026)

2025/26 Australian Government Black Spot Program - Overall Program

- With 75% of the financial year elapsed, expenditure on the Australian Government Program for 2025/26 is $11.31m or 38% of the approved budget, including carryovers, of $29.73m.

2025/26 State Roads

- Total expenditure for 2025/26 including reprogrammed projects is $3.10m. The total budget including carryovers is $2.85m.

2025/26 Local Roads

- Total expenditure for 2025/26 including reprogrammed projects is $8.21m. The total budget including carryovers is $31.56m.

2025/26 Australian Government Black Spot Program (includes carryovers from previous years)

	Budget ($M)	Expenditure ($M)	AFYE ($M)	Total No Projects	No Projects in progress or completed
State Roads	$2.85	$3.10	$2.85	2	2
Local Roads	$31.56	$8.21	$21.43	75	30
Contingency	-$4.68				
Total	**$29.73**	**$11.31**	**$24.28**	**77**	**32**

2025/26 Australian Government Black Spot Program
Financial and Delivery Summary

Region	Carried forward from previous years ($M)	Current 25/26 Budget including	No. of Projects	Project Status					Expenditure to date ($M)	AFYE ($M)
				To Commence	In Progress	Withdrawn	Delayed	Complete		
Australian Government Program (State Roads)										
Great Southern	$0.00	$0.00	0	0	0	0	0	0	$0.00	$0.00
South West	-$0.03	$1.37	1	0	1	0	0	0	$1.62	$1.37
Mid-West	$0.00	$1.48	1	0	0	0	0	1	$1.48	$1.48
Goldfields - Esperance	$0.00	$0.00	0	0	0	0	0	0	$0.00	$0.00
Kimberley	$0.05	$0.00	0	0	0	0	0	0	$0.00	$0.00
Wheatbelt Region	$0.00	$0.00	0	0	0	0	0	0	$0.00	$0.00
Metropolitan	$0.00	$0.00	0	0	0	0	0	0	$0.00	$0.00
Total	**$0.02**	**$2.85**	**2**	**0**	**1**	**0**	**0**	**1**	**$3.10**	**$2.85**
Australian Government Program (Local Roads)										
Great Southern	$0.00	$0.77	2	1	0	1	0	0	$0.08	$0.20
South West	$0.06	$0.86	2	1	1	0	0	0	$0.34	$0.51
Mid West	$0.00	$2.19	2	2	0	0	0	0	$0.00	$2.19
Gascoyne	$0.00	$0.00	0	0	0	0	0	0	$0.00	$0.00
Goldfields - Esperance	$1.00	$4.06	6	4	2	0	0	0	$1.81	$4.06
Kimberley	$0.00	$0.00	0	0	0	0	0	0	$0.00	$0.00
Wheatbelt South	$0.00	$0.00	0	0	0	0	0	0	$0.00	$0.00
Wheatbelt North (#)	$0.83	$0.83	4	1	1	0	0	2	-$0.01	$0.82
Pilbara	$0.53	$2.94	7	4	0	2	0	1	$0.86	$2.11
Metropolitan	$10.40	$19.92	52	28	6	1	0	17	$5.14	$11.55
Total	**$12.82**	**$31.56**	**75**	**41**	**10**	**4**	**0**	**20**	**$8.21**	**$21.43**
Contingency										
Contingency	**-$2.74**	**-$4.68**	Over-Programming							
Total Australian Government Black Spot (State and Local Roads)										
Grand Total	**$10.10**	**$29.73**	**77**	**41**	**11**	**4**	**0**	**21**	**$11.31**	**$24.28**

Kimberley (#) **Negative expenditure due to previous over-accruals, with two projects completed under budget.**

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

MANAGING DIRECTOR MAIN ROADS
State Black Spot Programs
Summary Report
Period 1 - 9 (As at 31 Mar 2026)

The State Road Funds to Local Government Advisory Committee Meeting held on 2 September 2022 endorsed allocation of available funds to the following:
Local Roads Mass Action Treatments Program
Local Roads Enabling Actions Program

2025/26 State Black Spot Program (State,Local, Mass Action & Enabling Actions) – Overall Program

- With 75% of the financial year elapsed, expenditure on the State Black Spot Program for 2025/26 is $ 13.25m or 36% of the approved budget, including carryovers, of $ 37.25m.

2025/26 State Black Spot Program (for State Roads)

- Total expenditure for 2025/26 including reprogrammed projects is $5.10m. The total budget including carryovers is $10.64m.

2025/26 State Black Spot Program (for Local Roads-Co-Contribution Program)

- Total expenditure for 2025/26 including reprogrammed projects is $7.65m. The total budget including carryovers is $22.68m.

2025/26 State Black Spot Program (for Local Roads-Enabling Actions Program)

- Total expenditure for 2025/26 including reprogrammed projects is $0.00m. The total budget including carryovers is $0.00m.

2025/26 State Black Spot Program (for Local Roads-Mass Action Treatments Program)

- Total expenditure for 2025/26 including reprogrammed projects is $0.50m. The total budget including carryovers is $3.94m.

2025/26 State Black Spot Program (includes carryovers from previous years)

	Budget ($M)	Expenditure ($M)	AFYE ($M)	Total No Projects	No Projects in progress or completed
State Roads	$10.64	$5.10	$9.06	30	10
Local Roads (Co-Contribution)	$22.68	$7.65	$18.44	96	37
Local Roads (Enabling Actions)	$0.00	$0.00	$0.00	2	1
Local Roads (Mass Action Treatments)	$3.94	$0.50	$3.94	1	0
Total	**$37.25**	**$13.25**	**$31.44**	**129**	**48**

2025/26 State Black Spot Programs
Financial and Delivery Summary

Region	Carried forward from previous years ($M)	Current 25/26 Budget including carryovers ($M)	No. of Projects	Project Status					Expenditure to date ($M)	AFYE ($M)
				To Commence	In Progress	Withdrawn	Delayed	Complete		
State Program (for State roads)										
Great Southern	$0.00	$0.00	0	0	0	0	0	0	$0.00	$0.00
South West	$0.00	$0.30	2	2	0	0	0	0	$0.08	$0.25
Mid West-Gascoyne	$0.70	$1.49	5	4	0	0	0	1	$0.60	$1.33
Goldfields - Esperance	$1.05	$2.55	2	1	1	0	0	0	$1.08	$2.58
Kimberley	$0.00	$0.00	0	0	0	0	0	0	$0.00	$0.00
Wheatbelt	-$0.02	$2.22	4	2	0	1	0	1	$0.19	$1.02
Pilbara	$0.00	$0.00	0	0	0	0	0	0	$0.00	$0.00
Metro (#)	-$1.18	$3.82	17	10	2	0	0	5	$3.15	$3.87
Funds for Reallocation -Rural	$0.08	$0.26								
Funds for Reallocation -Metro	$0.00	$0.00								
Total	**$0.64**	**$10.64**	**30**	**19**	**3**	**1**	**0**	**7**	**$5.10**	**$9.06**
State Program (for Local roads-Co-Contribution) – excludes LGA funding										
Great Southern	$0.00	$0.55	4	3	1	0	0	0	$0.34	$0.55
South West (*)	$1.17	$3.53	11	8	0	0	0	3	$0.91	$1.72
Gascoyne	$0.33	$1.36	3	2	1	0	0	0	$0.70	$1.52
Mid West	$0.60	$2.81	4	3	0	0	0	1	$0.39	$2.81
Goldfields - Esperance(**)	$0.74	$0.51	5	4	0	1	0	0	-$0.08	$0.51
Kimberley	$0.26	$0.77	5	1	0	0	0	4	$0.73	$0.77
Wheatbelt South	$0.02	$0.22	2	1	1	0	0	0	$0.08	$0.20
Wheatbelt North	$0.46	$0.46	8	2	3	2	0	1	$0.01	$0.46
Pilbara	$0.19	$0.47	3	2	0	0	0	1	$0.30	$0.47
Metro (***)	$6.23	$11.99	51	29	11	1	0	10	$4.26	$9.42
Total	**$9.99**	**$22.68**	**96**	**55**	**17**	**4**	**0**	**20**	**$7.65**	**$18.44**
Total State Black Spot Program (State Roads and Local Roads-Co-Contribution Program)										
Grand total	**$10.64**	**$33.31**	**126**	**74**	**20**	**5**	**0**	**27**	**$12.75**	**$27.50**

Metro (#) Actual expenditure includes reversal of costs from a project withdrawn in the last financial year.

South West (*) Actual expenditure comprises excess claims refunded for 2 completed projects that were completed under budget.

GER (**) Actual expenditure comprises a refund from one withdrawn project.

Metro (***) Actual expenditure comprises refund from one withdrawn project and excess claims refunded for 2 completed projects that were completed under budget

Metropolitan Region - Co-Contribution Program By Sub Group

Sub Group	Carried forward from previous years ($M)	Current 24/25 Budget including carryovers ($M)	No. of Projects	Project Status					Expenditure to date ($M)	AFYE ($M)
				To Commence	In Progress	Withdrawn	Delayed	Complete		
Metropolitan Region-Co-Contribution Program (only)										
North West	$1.55	$3.36	12	4	5	0	0	3	$1.33	$1.98
West	$0.00	$0.00	0	0	0	0	0	0	$0.00	$0.00
Central	$0.01	$0.00	1	1	0	0	0	0	$0.00	$0.00
East	$0.00	$0.28	2	0	2	0	0	0	$0.17	$0.28
South East	$1.81	$4.30	23	17	2	0	0	4	$1.43	$4.01
South West (#)	$2.85	$4.03	13	7	2	1	0	3	$1.33	$3.14
Total	**$6.23**	**$11.99**	**51**	**29**	**11**	**1**	**0**	**10**	**$4.26**	**$9.42**

South West (#) **Actual expenditure comprises refund from one withdrawn project and excess claims refunded for 2 completed projects that were completed under budget**

Sub Group

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

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

Holding Account for State Program (for Local roads-Co-Contribution, Enabling Actions and Mass Action Treatments)										
Region	Carried forward from previous years ($M)	Current 25/26 Budget including carryovers ($M)	No. of Projects	Project Status					Expenditure to date ($M)	AFYE ($M)
				To Commence	In Progress	Withdrawn	Delayed	Complete		
Funds for Reallocation - for Co-Contribution,Enabling Actions and Mass Action Treatments	-$0.52	$3.69								

State Program (for Local Roads-Enabling Actions)										
Region	Carried forward from previous years ($M)	Current 25/26 Budget including carryovers ($M)	No. of Projects	Project Status					Expenditure to date ($M)	AFYE ($M)
				To Commence	In Progress	Withdrawn	Delayed	Complete		
Budget & Programming										
LG Road Safety Vanguards(#)	$0.00	$0.00	1	0				1	$0.00	$0.00
Online Grant Administration System	-$0.02	$0.00	1	1					$0.00	$0.00
Total	-0.02	$0.00	2	1	0	0	0	1	$0.00	$0.00

LG Road Safety Vanguards(#) Responsibility for the program has now been transferred to Road Safety Branch under different name. Future reporting will be provided by RSB branch.

State Program (for Local Roads-Mass Action Treatments)										
Region	Carried forward from previous years ($M)	Current 25/26 Budget including carryovers ($M)	No. of Projects	Project Status					Expenditure to date ($M)	AFYE ($M)
				To Commence	In Progress	Withdrawn	Delayed	Complete		
Budget & Programming										
South West	$0.00	$0.00	0	0	0	0	0	0	$0.00	$0.00
Great Southern	$0.00	$0.00	0	0	0	0	0	0	$0.00	$0.00
Mid-West ($)	$3.94	$3.94	1	1	0	0	0	0	$0.50	$3.94
Goldfields-Esperance	$0.00	$0.00	0	0	0	0	0	0	$0.00	$0.00
Total	$3.94	$3.94	1	1	0	0	0	0	$0.50	$3.94

5.1 WALGA Local Roads Program Manager.

Attached is the WALGA Local Roads Program Delivery Status.

Recommendation:
For the Committee to note.

Notes:

5.1 Local Government Roads Program Delivery Manager

Reza Najafzadeh, Local Roads Program Delivery Manager

RECOMMENDATION:

That the Metropolitan and South West Regions Local Road Program Delivery status report below be noted.

Metropolitan Regional Road Group (MRRG)

Road Rehabilitation Program

The majority of the initially approved 2025-26 rehabilitation projects have been completed. Only two of the additional “shovel ready” projects with a grant value of $5 million that were approved in late 2025 have been completed. These projects are scheduled to be completed in April - May period and will be impacted by the recent bitumen cost increase.

Unit rates for all cost items for 2027-28 submissions were reviewed and increased by 3% to allow for projected cost increases between grant submission and construction commencing. In addition, unit rates for 7 asphalt and sealing items have been increased by a further 3 to 4% to match the rates being incurred by Local Governments.

The recent bitumen cost increase due to the conflict in Middle East has not been allowed for in the unit rate adjustments. Should the currently inflated cost of bitumen continue it is estimated that this alone will add at least 15% to the cost of the 2026/27 road rehabilitation program.

Road Improvement Program

Reviewed the deliverability status of all the currently funded projects and 2026-27 submissions. This was undertaken during in person meetings with the Metropolitan Local Government representatives delivering these projects. Staging of the projects over multiple years is improving the financial balance between approved project budgets and level of annual expenditure. Western Power works, traffic signals approvals and line marking invoicing continue to impact timely delivery and closure of projects.

Black Spot Program

Several legacy projects approved in previous years will be closed out by the end this financial year. This will improve the performance and marginally increase the expenditure as the final claims are recouped. The overall performance State Black Spot projects in delivery and acquittal of funds remains of concern.

A high-level project deliverability risk assessment of the 2026-27 draft State Black Spot program was completed. The analysis indicates that 39% of the projects have low delivery time risk, but these projects account for only 11% of the program budget. 52% of the projects, which account for 82% of the budget have a medium – high delivery time risk due to the scope including traffic signals, streetlighting improvements or substantial intersection upgrades.

Western Power works, traffic signals approvals and line marking invoicing continue to impact timely delivery and closure of projects.

South West Regional Road Group (SWRRG)

In person meetings were held with representatives from MRWA and four SWRRG Local Governments delivering larger number of projects. Deliverability and status of the approved projects and 2026-27 submissions were reviewed at these meetings.

There is a strong indication that the overall performance of SWRRG in delivering Improvement and Rehabilitation road projects and acquitting funding has significantly improved since 2024-25. It is estimated that the 2025-26 carry forward amount will be reduced by more than 60% compared with the previous year. The requested carry forward funds for State Black Spot Program projects will be similar to the previous year due to a small number of projects being delayed by native vegetation clearing permit appeals.

Department of Water and Environmental Regulation (DWER)

WALGA will coordinate a workshop on '*Native Vegetation Clearing'* on 21 May at the City of Kwinana. This workshop will be attended by WALGA, LGs, DWER, DBCA and LGIS.

Commodity Freight Routes

Reviewed applications and contributed to the recommendations for the 2026/27 Commodity Freight Route grants program.

Meetings & Workshop Attendance

- Meeting with Main Roads WA Black Spot program managing team 15 December 2025
- In person meetings with 11 Metropolitan Local Government representatives February – April 2026
- Western Power & Local Government workshop 9 February 2026
- Meeting with MRWA Principal Advisor - Urban Road Safety Program 11 February 2026
- MRWA – WALGA Coordination meeting 13 March 2026
- SWRRG Technical Committee meeting 16 March 2026
- North West MRRG subgroup meeting 19 March 2026
- Central MRRG subgroup meeting 23 March 2026
- SWRRG Elected Member meeting 30 March 2026
- Western MRRG subgroup meeting 2 April 2026
- Eastern MRRG subgroup meeting 13 April 2026
- MRRG Technical Committee meeting 15 April 2026

5.2 MINDER

Attached is the March 2026 progress report on MINDER.

Recommendation:
For the Committee to note.

Notes:

5.2 Financial Reports (MINDER)

Ian Duncan, Executive Manager Infrastructure

RECOMMENDATION:

That the May 2026 Report for MINDER be noted.

Major activities undertaken since the last meeting include:

Guidelines and Specifications for Residential Crossovers

WALGA is reviewing the Residential Crossover Guidelines and Specifications to ensure they continue to meet the needs of Local Governments. Following the completion and analysis of a survey to gather feedback from Local Governments on how the document is applied, which sections are most useful, and where improvements may be required, the document is now being reviewed and revised accordingly. Further engagement will inform potential updates to the guidelines.

Road Assets and Expenditure Report Project

The WALGA Infrastructure team, together with the Business Intelligence and Analytics team, is undertaking work to modernise the architecture and processes used to manage data and generate the annual Road Assets and Expenditure Report. The project will include the development of a database, reporting interface, and dashboard and will go live in August 2026 for the data entry component of the 2025/26 report. WALGA will be delivering a range of measures to assist Local Governments navigate the changes.

Review of the WALGA Road Visual Condition Assessment Manual

A revised WALGA Road Visual Condition Manual, originally published in 2016, has been finalised and will be published soon. The revised manual will necessitate some changes to the RAMM software and to allow Local Government practitioners time to adjust proposed surveys, there will be a three-month lag period before switching RAMM to the revised manual. An instructional webinar will be delivered shortly.

Regional Road Safety Program

Work is progressing on 28 projects totalling 457km across 21 Local Governments under Tranche 1 of the Regional Road Safety Program (Local Roads).

Nominations have been received and evaluated for Tranche 2 and recommendations prepared for Ministerial approval.

WALGA and RAC are continuing to seek Federal Government funding support for the program in line with the State Government commitment.

Active Transport and Micromobility Advocacy Plan

Development of the Active Transport and Micromobility Advocacy Plan is progressing. Recent work has included reviewing the State Government's response to the Parliamentary Inquiry into eRideables, which has informed and refined the advocacy approach. The initial policy positions included a range of supporting actions, which have now been consolidated into a more focused and strategic set of advocacy actions, reducing duplication and clarifying priorities. The consolidated actions will be presented to the Infrastructure Policy Team for feedback prior to progressing to the next stage.

Financial

Key factors underlying the reported expenditure variance during the year to 31 March 2026 were:

1. Additional position Infrastructure Asset Management Special role not yet recruited (budget was from October);
2. Following a market tender process it was determined to deliver the Road Asset and Expenditure data automation project internally. This is anticipated to result in a saving in anticipated consulting expenditure

Project budgets for 2025/26 LGTRRIP and Road Condition Survey projects are not included in the summary below.

	2025/26 9 months to end March			**2025/26 Full Year**
	Actual	Budget	Variance	Revised Budget
Grant Funds	1,587,849	1,587,849	0	1,587,849
Roads Forum	11,727	15,000	-3,273	15,000
TOTAL INCOME	**1,599,576**	**1,602,849**	**-3273**	**1,602,849**
Staff Costs	536,608	644,057	-107,449	867,554
Overheads	101,946	101,893	53	135,857
Engagement & Support	34,566	44,336	-9,770	54,238
Projects & Consultants	267,530	421,450	-153,920	748,200
TOTAL EXPENDITURE	**940,650**	**1,211,736**	**-271,086**	**1805,849**
SURPLUS / (DEFICIT)	**658,927**	**391,113**	**267,814**	**-203,000**

5.3 Regional Road Group Report.

Attached is the Regional Road Group Report.

Recommendation:
For the Committee to note.

Notes:

5.3 Regional Road Groups

Ian Duncan, Executive Manager Infrastructure

RECOMMENDATION:

That the May 2026 Report for Regional Road Groups be noted.

All ten of the Regional Road Groups met in the twenty-two-week period since the last SAC meeting on 2 December 2025. Details of meetings held are summarised below.

Month	Date	Region	Venue	WALGA
February	20	Gascoyne	Carnarvon	Mark Bondietti, Ross Rayson
March	9	Wheatbelt North	Northam	Max Bushell, Tracey Peacock
	13	Wheatbelt South	Wickepin	Max Bushell, Rodney Thornton
	13	Goldfields Esperance (Technical)	Boulder	Mark Bondietti, Linda Parsons
	16	South West (Technical)	Bunbury	Max Bushell, Reza Najafzadeh, Katherine Celenza, Llewelyn Beecham-Clarke
	19	North Western Metropolitan (Sub Group)	Joondalup	Negar Nili, Reza Najafzadeh
	19	Kimberley	Broome	Mark Bondietti, Jaxon Ashley
	23	Pilbara	South Hedland	Mark Bondietti, Jaxon Ashley
	23	Central Metropolitan (Sub Group)	Perth	Negar Nili, Reza Najafzadeh
	26	Goldfields Esperance	Boulder	Mark Bondietti, Linda Parsons
	30	South West	Dardanup	Max Bushell, Reza Najafzadeh, Katherine Celenza, Llewelyn Beecham-Clarke
April	2	Western Metropolitan (Sub Group)	Floreat	Negar Nili, Reza Najafzadeh
	8	South Eastern Metropolitan (Sub Group)	Victoria Park	Negar Nili, Reza Najafzadeh
	10	South Western Metropolitan (Sub Group)	Melville	Max Bushell, Reza Najafzadeh
	13	Eastern Metropolitan (Sub Group)	Middle Swan	Negar Nili, Reza Najafzadeh

Month	Date	Region	Venue	WALGA
	13	Mid West	Geraldton	Max Bushell
	15	Metropolitan (Technical)	East Perth	Ian Duncan, Reza Najafzadeh
May	1	Great Southern	Jerramungup	Ian Duncan

An induction for Regional Road Group delegates has been provided at each elected member meeting since Local Government elections in October.

Key matters for discussion included:

- 2025-26 program of works and delivery
- 2026-27 proposed programs
- Project delivery improvement
- Development of a revised Multi criteria assessment methodology in response to the new SRFLG Procedures
- Road Safety initiatives
- DRFAWA claims and procedures
- Traffic management costs
- Resourcing
- Bridge inspections
- Impact of bitumen and diesel prices increases and supply concerns

The current Regional Road Group Chairpersons are:

Region	Chairperson
Gascoyne	TBC[1]
Goldfields Esperance	Cr Paul Warner
Great Southern	Cr Len Handasyde
Kimberley	Cr Chris Mitchell
Metropolitan	Cr Peter Hudson
Mid West	Cr Harvey Nichols
Pilbara	Cr Wendy McWhirter-Brooks
South West	Cr Donelle Buegge
Wheatbelt North	Cr Wayne Gibson
Wheatbelt South	Cr Grant Robins

Notes:
[1]Gascoyne Regional Road Group Chairperson to be elected at meeting in June.

5.4 Agreement Commitments.

Attached are the Agreement Commitments progress reports.

Recommendation:
For the Committee to note.

Notes:

State Road Funds to Local Government Advisory Committee Meeting

Meeting Date:	4 May 2026
Title:	SRFLGA Recycled Materials Working Group – Update
Prepared by:	Recycled Materials Working Group

Governance

Following the establishment meeting in August 2023 and subsequent confirmation of members, the working group has held 11 meetings.

The current membership of the working group is as follows:

Doug Morgan – Chair	MRWA	Gavin Harris	Shire of Ashburton
Les Marchant	MRWA	Martyn Glover	City of Gosnells
Mike Andrews	MRWA	David MacLennan	City of Vincent
Mark Bondietti	WALGA	Natalie Lockwood - Secretariat	MRWA

The working group maintains a matrix to capture:

- the material types and applications considered by the working group, including the outcome of each investigation and
- a list of the research documents and specifications identified and distributed to the working group members.

WALGA Local Government Road Asset and Expenditure Survey

The WALGA Local Government Road Asset and Expenditure survey collects expenditure information from councils, providing asset value estimates, and collating council-verified details on road maintenance, renewal, upgrades, and funding sources.

In 2024, the SAC approved an amendment to the survey, requesting LGAs to report on their use of recycled materials throughout the financial year. The survey commenced in September 2024 to collect data for the 2023/24 financial year and the same survey process has collected data for the 2024/25 financial year.

Some results from the 2024-25 survey process are summarised in the tables and figures below, including results from the 2023-24 survey for comparison.

Table 1: Breakdown of responses based on Location (WALGA Classification)

Location	Used recycled materials in		Did not use recycled materials		Did not Respond	
	23/24	**24/25**	23/24	**24/25**	23/24	**24/25**
Metro	19	18	12	13	0	0
Rural	28	25	40	47	6	2
Remote	1	4	27	26	4	2

Table 2: Local Governments using Recycled Materials in 2023/24 & 2024/25 – by Location (WALGA Classification)

Material Type / Location	Crumb Rubber Modified Bitumen		Crumb Rubber Modified Asphalt		Reclaimed asphalt pavement (RAP)		Crushed Recycled Concrete (CRC)		Recycled Pavement Material – Basecourse and Subbase		Other	
	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25	23/24	24/25
Metro	3	2	8	7	5	6	3	2	8	7	3	2
Rural	14	18	2	2	0	2	1	0	10	13	4	1
Remote	1	1	0	0	0	0	0	0	1	3	1	0
Totals	18	**21**	10	**9**	5	**8**	4	**2**	19	**23**	8	**3**

Figure 1: 2023/24 and 2024/25 WALGA Local Government Road Asset and Expenditure Survey – Data Extract - CRMB Bitumen Use (Western Australia – full view)

Figure 2: 2023/24 and 2024/25 WALGA Local Government Road Asset and Expenditure Survey – Data Extract - CRMB Bitumen Use (Western Australia – close up view)

Metro Local Governments consistently showed the highest uptake of recycled materials in both years, while Rural and Remote areas were more likely not to use recycled materials, despite a small increase in Remote usage in 2024/25. Across all locations, the most commonly used recycled materials were recycled pavement materials (basecourse and subbase) and crumb rubber modified bitumen, with overall use increasing slightly from 2023/24 to 2024/25.

The next round of data collection for the survey will commence in September/October 2026, to collect data for the 2025-26 financial year. The working group will consider and report on the trends emerging from the data.

Next Meeting

The next meeting of the working group will be on 20 July 2026.

Recommendation

Paper for noting.

5.5 Roads 2040 Additional Roads.

Attached is the Roads 2040 list.

Recommendation:
For the Committee to endorse.

Notes:

Roads 2040 Submissions for the May 2026 SAC Meeting

(12 Submissions)

RRG	No of Additions	LG	No of Addition(s)
Great Southern	1	Shire of Denmark	1
Mid West	5	Shire of Irwin	3
		Shire of Mingenew	1
		Shire of Morawa	1
South West	5	City of Bunbury	2
		Shire of Harvey	1
		Shire of Waroona	2
Wheatbelt North	1	Shire of Trayning	1

Great Southern

RRG	Region	LG	Road	Road Number	SLK start	SLK finish	Length	Sealed	RRG approved date	RCM checked
Great Southern	Great Southern	Shire of Denmark	Parry Road D26#149134	3050009	0.00	6.38	6.38	Y	Addition 2/05/2025 D25#566018 D26#192651	**Y**

Mid West

RRG	Region	LG	Road	Road Number	SLK start	SLK finish	Length	Sealed	RRG approved date	RCM checked
Mid West	Mid West	Shire of Irwin	Ellery Road D25#203882	5080020	0.00	2.00	2.00	N	Addition 7/04/2025 D25#491321	**Y**
Mid West	Mid West	Shire of Irwin	Mt Horner West Road D25#203885	5080011	0.00	19.90	19.90	Y (0.79) N (19.11)	Addition 7/04/2025 D25#491321	**Y**
Mid West	Mid West	Shire of Irwin	Pye Road D25#203895	5080067	0.00	3.70	3.70	Y	Addition 7/04/2025 D25#491321	**Y**
Mid West	Mid West	Shire of Mingenew	Depot Hill Road (North) D25#203855	5090088	0.00	10.19	10.19	Y (1.45) N (8.74)	Addition 7/04/2025 D25#491321	**Y**
Mid West	Mid West	Shire of Morawa	Offszanka Road D25#203813	5110008	0.00	3.06	3.06	Y	Addition 7/04/2025 D25#491321	**Y**

South West

RRG	Region	LG	Road	Road Number	SLK start	SLK finish	Length	Sealed	RRG approved date	RCM checked
South West	South West	City of Bunbury	Brittain Road D25#950648	2040217	0.00	2.34	2.34	Y	Addition 24/11/2025 D25#1298119	**Y**
South West	South West	City of Bunbury	Forrest Avenue D25#950655	2040002	0.00	2.43	2.43	Y	Addition 24/11/2025 D25#1298119	**Y**
South West	South West	Shire of Harvey	Kingston Drive The Boulevard The Promenade Grand Entrance Grand Entrance Constellation Drive D25#950643	2110798 2110627 2110776 2110742 2110720 2110691	0.00 0.00 0.00 0.00 0.00 0.00	0.85 2.30 1.43 1.26 0.94 0.54	0.85 2.30 1.43 1.26 0.94 0.54	Y Y Y Y Y Y	Addition 24/11/2025 D25#1298119	**Y**
South West	South West	Shire of Waroona	McLarty Street Weir Road D25#950624	2090067 2090012	0.43 0.00	1.23 1.98	0.80 1.98	Y	Addition 24/11/2025 D25#1298119	**Y**
South West	South West	Shire of Waroona	Thatcher Street D25#950620	2090057	0.00	1.09	1.09	Y	Addition 24/11/2025 D25#1298119	**Y**

Wheatbelt North

RRG	Region	LG	Road	Road Number	SLK start	SLK finish	Length	Sealed	RRG approved date	RCM checked
Wheatbelt North	Wheatbelt North	Shire of Trayning	Kellerrin – Yelbeni Road Stapleton Rd Perks – O'Meara Road D26#204513	4130008 4130016 4130026	1.99 0.00 0.00	25.07 2.37 0.60	23.08 2.37 0.60	N N N	Addition 9/03/2026 D26#481855	**Y**

GENERAL BUSINESS ITEM 6

6.1 Local Roads Program 2026-27 (Indicative).

Recommendation:
For the Committee to endorse.

Notes:

2026-27

STATE ROAD FUNDS TO LOCAL GOVERNMENT ROADS PROGRAM

Index

State Road Funds to Local Government Agreement

2026-27 Indicative Program Summary

	Category 1					Category 2				
Regional Road Group / Other	**Strategic & Technical Support**	**Direct Grants**	**Road Project Grants**	**State Black Spot**	**Remote Aboriginal Access Roads**	**Traffic Management, Signs and Pavement Markings**	**Bridge Works & Inspections**	**State Initiatives on Local Roads**	**Regional Road Group Support**	**Total**
	$	$	$	$	$	$	$	$	$	$
Great Southern		3,463,001	9,783,984			1,050,061	869,000	1,000,000	170,000	16,336,046
South West		5,059,322	21,994,209	274,685		2,767,796	4,854,974		530,000	35,480,986
Gascoyne		1,429,821	3,452,749			*	475,000	*	*	5,357,570
Mid West		4,477,472	11,648,038			2,106,600	530,000	4,770,000	250,000	23,782,110
Goldfields-Esperance		3,875,387	10,265,929	924,633	2,137,700	753,253		4,800,000	110,000	22,866,902
Kimberley		1,395,248	4,354,782	1,245,629	566,667	805,892	50,000		90,000	8,508,217
Wheatbelt South		4,310,246	10,097,152	222,211		**	2,436,000	**	**	17,065,609
Wheatbelt North		6,400,888	15,756,085	100,001		2,010,955	2,332,667	3,000,000	450,000	30,050,595
Pilbara		1,903,915	6,150,197		533,333	625,769	50,000		80,000	9,343,214
Metropolitan		10,422,340	52,595,506	10,524,330		27,856,628	743,668	15,461,010	550,000	118,153,482
Local Government Support	2,266,390								270,000	2,536,390
Commodity Routes Fund			4,053,190							4,053,190
Nudge Foundation			225,000							225,000
Road and Bridge Condition Data			500,000							500,000
Regions (various)						4,295,766	3,847,191	16,296,790		24,439,747
(Over)Under programming				4,515,861					555,080	5,070,941
Total	2,266,390	42,737,640	150,876,821	17,807,350	3,237,700	42,272,719	16,188,500	45,327,800	3,055,080	323,770,000
									Budget	**323,770,000**
									Over Allocated	0

*** Included in Mid West**

**** Included in Wheatbelt North**

Note: The MVL for 2025–26 has been reduced, resulting in a $901,000 decrease. This adjustment is not reflected in the report and will be funded through Regional Road Group support.

State Road Funds to Local Government Agreement

2026-27- Road Project Grants

Region	Allocation
Local Government	$
Great Southern	
Albany	2,252,667
Broomehill-Tambellup	1,320,000
Cranbrook	898,998
Denmark	780,000
Gnowangerup	942,000
Jerramungup	920,000
Katanning	331,333
Kent	1,201,667
Kojonup	1,450,000
Plantagenet	546,542
Ravensthorpe	546,360
Woodanilling	700,000
To be allocated	-
Sub-total	9,783,984

South West	
Augusta-Margaret River	1,820,000
Boddington	772,000
Boyup Brook	828,334
Bridgetown-Greenbushes	500,000
Bunbury	704,400
Busselton	2,664,000
Capel	2,453,000
Collie	500,000
Dardanup	480,065
Donnybrook-Balingup	1,500,000
Harvey	554,000
Mandurah	2,705,033
Manjimup	2,160,000
Murray	2,030,000
Nannup	300,000
Waroona	1,183,333
To be allocated	840,044
Sub-total	21,994,209

Goldfields-Esperance	
Coolgardie	1,044,000
Dundas	580,000
Esperance	2,666,367
Kalgoorlie-Boulder City	1,500,000
Laverton	2,000,000
Leonora	1,000,000
Menzies	612,000
Ngaanyatjarraku	596,000
Wiluna	660,000
To be allocated	(392,438)
Sub-total	10,265,929

Kimberley	
Broome	1,032,083
Derby-West Kimberley	1,241,113
Halls Creek	897,085
Wyndham-East Kimberley	1,184,501
To be allocated	
Sub-total	4,354,782

Region	Allocation
Local Government	$
Wheatbelt	
Chittering	585,988
Cunderdin	504,017
Dalwallinu	545,650
Dandaragan	1,020,983
Dowerin	505,319
Gingin	1,026,485
Goomalling	556,267
Kellerberrin	506,319
Koorda	584,472
Merredin	638,298
Moora	962,111
Mount Marshall	838,375
Mukinbudin	538,427
Northam	333,602
Nungarin	295,419
Tammin	505,319
Toodyay	842,107
Trayning	445,959
Victoria Plains	530,117
Westonia	492,334
Wongan-Ballidu	789,920
Wyalkatchem	416,760
Yilgarn	1,419,043
York	500,000
To be allocated	372,794
WBN	15,756,085
Beverley	633,652
Brookton	550,000
Bruce Rock	567,987
Corrigin	503,662
Cuballing	511,628
Dumbleyung	521,074
Kondinin	461,511
Kulin	738,974
Lake Grace	393,468
Narembeen	669,952
Narrogin	771,600
Pingelly	472,750
Quairading	447,129
Wagin	524,889
Wandering	562,867
West Arthur	506,472
Wickepin	608,034
Williams	707,678
To be allocated	(56,175)
WBS	10,097,152
Sub-total	25,853,237

Pilbara	
Ashburton	1,000,000
East Pilbara	2,883,530
Port Hedland	666,667
Karratha	1,600,000
To be allocated	
Sub-total	6,150,197

Region	Allocation
Local Government	$
Mid West-Gascoyne	
Carnamah	-
Chapman Valley	998,667
Coorow	699,000
Cue	300,000
Greater Geraldton	1,200,000
Irwin	936,666
Meekatharra	900,000
Mingenew	613,333
Morawa	900,000
Mount Magnet	100,000
Murchison	1,500,000
Northampton	300,000
Perenjori	1,425,333
Sandstone	329,667
Three Springs	414,000
Yalgoo	300,000
To be allocated	731,372
MWR	11,648,038
Carnarvon	1,316,188
Exmouth	388,089
Shark Bay	445,750
Upper Gascoyne	1,302,722
To be allocated	
GAS	3,452,749
Sub-total	15,100,787

Metropolitan	
Armadale	1,489,334
Bassendean	280,235
Bayswater	854,472
Belmont	1,470,265
Cambridge	1,353,716
Canning	1,442,234
Claremont	465,354
Cockburn	2,610,485
Cottesloe	275,759
East Fremantle	313,410
Fremantle	1,480,440
Gosnells	5,521,696
Joondalup	1,477,663
Kalamunda	3,786,481
Kwinana	1,605,249
Melville	1,472,443
Mosman Park	198,793
Mundaring	1,948,482
Nedlands	1,130,250
Peppermint	-
Perth	1,468,818
Rockingham	2,331,940
Serpentine-Jarrahdale	1,455,119
South Perth	1,141,788
Stirling	5,152,423
Subiaco	759,114
Swan	3,489,068
Victoria Park	321,697
Vincent	1,017,934
Wanneroo	1,451,815
Line-marking	4,829,029
To be allocated	
Sub-total	52,595,506

Goldfields Esperance over allocating by $392,438

Carnamah did not apply for any RPG funding

Peppermint Grove of Metropolitan submitted with no projects in FY 26-27

WBS over allocating by $56,175 and will be covered by 25-26 surplus around $58,000-$60,000

Summary of Allocations	
Metropolitan Region	52,595,506
Great Southern	9,783,984
South West	21,994,209
Goldfields-Esperance	10,265,929
Kimberley	4,354,782
Wheatbelt	25,853,237
Pilbara	6,150,197
Mid West-Gascoyne	15,100,787
Commodity Routes	4,053,190
Nudge	225,000
Road and Bridge Condition data	500,000
Total	150,876,821
(Over)/Under Programming	(0)
Total	150,876,821

State Road Funds to Local Government Agreement

Strategic & Technical Support

2026-27

Details	**Strategic and Technical Support to Regional Road Groups $**
MINDER	1,356,390
RoadWise	500,000
LG TRIPP	410,000
Sub Total	2,266,390

State Road Funds to Local Government Agreement

2026-27 Direct Grants

Region	Allocation
Local Government	$
Great Southern	
Albany	713,875
Broomehill-Tambellup	257,410
Cranbrook	252,733
Denmark	197,475
Gnowangerup	259,099
Katanning	201,532
Kent	296,393
Kojonup	268,716
Plantagenet	349,042
Woodanilling	125,628
Jerramungup	248,160
Ravensthorpe	292,938
Sub-total	3,463,001
South West	
Augusta-Margaret River	394,901
Boddington	91,257
Boyup Brook	266,338
Bridgetown-Greenbushes	261,329
Bunbury	361,042
Busselton	623,093
Capel	249,994
Collie	189,279
Dardanup	207,346
Donnybrook-Balingup	259,959
Harvey	397,583
Mandurah	520,809
Manjimup	539,797
Murray	348,484
Nannup	188,297
Waroona	159,814
Sub-total	5,059,322
Goldfields-Esperance	
Coolgardie	209,764
Dundas	150,998
Esperance	1,221,786
Kalgoorlie-Boulder	618,695
Laverton	380,438
Leonora	284,153
Menzies	320,350
Ngaanyatjarraku	314,635
Wiluna	374,568
Sub-total	3,875,387
Kimberley	
Halls Creek	216,855
Broome	440,382
Derby-West Kimberley	358,313
Wyndham-East Kimberley	379,698
Total Kimberley	1,395,248

Region	Allocation
Local Government	$
Wheatbelt	
Chittering	182,902
Cunderdin	206,212
Dalwallinu	470,329
Dandaragan	400,440
Dowerin	220,010
Gingin	339,901
Goomalling	150,493
Kellerberrin	231,444
Koorda	248,178
Merredin	333,323
Moora	305,433
Mount Marshall	347,687
Mukinbudin	213,299
Northam	322,605
Nungarin	120,645
Tammin	116,386
Toodyay	222,667
Trayning	184,946
Victoria Plains	227,604
Westonia	205,361
Wongan-Ballidu	340,071
Wyalkatchem	173,698
Yilgarn	588,167
York	249,087
WBN	6,400,888
Beverley	203,799
Brookton	140,982
Bruce Rock	316,476
Corrigin	269,242
Cuballing	139,800
Dumbleyung	262,609
Kondinin	308,139
Kulin	342,542
Lake Grace	512,982
Narembeen	326,511
Narrogin	258,208
Pingelly	145,008
Quairading	226,443
Wagin	201,545
Wandering	98,298
West Arthur	214,517
Wickepin	208,725
Williams	134,420
WBS	4,310,246
Sub-total	10,711,134
Pilbara	
Ashburton	332,441
East Pilbara	826,866
Port Hedland	426,469
Karratha	318,139
Sub-total	1,903,915

Region	Allocation
Local Government	$
Mid West-Gascoyne	
Carnamah	188,232
Chapman Valley	209,755
Coorow	217,309
Cue	190,931
Greater Geraldton	818,033
Irwin	139,831
Meekatharra	573,981
Mingenew	127,783
Morawa	231,140
Mount Magnet	169,444
Murchison	346,159
Northampton	285,605
Perenjori	350,138
Sandstone	196,727
Three Springs	185,201
Yalgoo	247,203
MWR	**4,477,472**
Carnarvon	545,091
Exmouth	160,758
Shark Bay	184,537
Upper Gascoyne	539,435
GAS	**1,429,821**
Sub-total	5,907,293
Metropolitan	
Armadale	562,560
Bassendean	76,877
Bayswater	286,837
Belmont	195,863
Cambridge	152,727
Canning	476,798
Claremont	36,490
Cockburn	688,677
Cottesloe	31,761
East Fremantle	25,796
Fremantle	135,259
Gosnells	600,757
Joondalup	787,526
Kalamunda	407,645
Kwinana	284,324
Melville	383,662
Mosman Park	29,277
Mundaring	365,974
Nedlands	101,896
Peppermint Grove	7,033
Perth	123,344
Rockingham	766,872
Serpentine-Jarrahdale	422,494
South Perth	141,034
Stirling	822,501
Subiaco	68,613
Swan	1,012,301
Victoria Park	136,495
Vincent	127,228
Wanneroo	1,163,719
Sub-total	10,422,340

Summary of Allocations		**%**
Rural Region	32,315,300	76%
Metropolitan Region	10,422,340	24%
Total	42,737,640	100%

State Road Funds to Local Government Agreement

2026-27 - State Black Spot

Region	State Black Spot $
Great Southern	-
South West	274,685
Gascoyne	-
Mid West	-
Goldfields-Esperance	924,633
Kimberley	1,245,629
Wheatbelt South	222,211
Wheatbelt North	100,001
Pilbara	-
Metropolitan	10,524,330
To be allocated	4,515,861
Total	17,807,350

Summary of Allocations		
Rural Regions	2,767,159	21%
Metropolitan	10,524,330	79%
Total	13,291,489	100%

State Road Funds to Local Government Agreement

2026-27 - Access Roads to Remote Communities

		7% Federal Contribution	State Contribution	Total Project Cost
Road	**Description**	**$**	**$**	**$**
Cutline Road	Clearing, forming and resheeting, water points, drainage works. Upgrading worst sections of the road.	400,000	200,000	600,000
Bandya [Mulga Queen]	Formation Improvements, gravel resheet, improve drainage, guidepsots, signage etc	66,667	1,320,367	1,387,034
Tjuntjuntjarra	Formation Improvements, gravel sheet and drainage works	333,333	166,667	500,000
Great Central	Formation Improvements, gravel and drainage works	120,000	60,000	180,000
Irrunytju (Giles Mulga Park)	Formation Improvements, gravel and drainage works	126,667	63,333	190,000
Mantamaru (Jameson Wanarn)	Alignment, formation, gravel and drainage works	26,667	13,333	40,000
Papulankutja (Warburton Blackstone)	Realignment, formation, sheeting and drainage works	220,000	110,000	330,000
Patjarr	Formation and drainage improvements	40,000	20,000	60,000
Tjirrkarli	Formation Improvements, gravel and drainage works	60,000	30,000	90,000
Tjukurla	Realignment, formation and drainage works	66,667	33,333	100,000
Wanarn	Formation and drainage improvements	43,333	21,667	65,000
Warakurna	Formation, sheeting and drainage improvements	13,333	6,667	20,000
Wingellina	Preservation grading after full resheet 2020/21	30,000.0	15,000	45,000
Wiluna North	Cement stabilise floodways, formation preparation for sealing	154,667	77,333	232,000
	Sub-total		2,137,700	
Camballin	Gravel sheeting, improve formation and off road drainage	100,000	50,000	150,000
Camballin Myrooda	Gravel sheeting, improve formation and off road drainage, repairs to Myroodah crossing	46,667	23,333	70,000
GNH Gee Gully	Gravel sheeting, improve formation and off road drainage	106,667	53,333	160,000
Mount Anderson	Gravel sheeting, improve formation and drainage	66,667	33,333	100,000
Noonkanbah Millijiddee	Stabilise creek crossings, Gravel sheeting, improve formation and drainage	66,667	33,333	100,000
Balgo Mission	Formation Improvements and resheeting	100,000	50,000	150,000
Lake Gregory	Formation Improvements and resheeting	80,000	40,000	120,000
Tanami	Formation Improvements and resheeting	166,667	83,333	250,000
Gibb River Kalumburu	Formation Improvements, reconstruction and floodway reconstruction	400,000	200,000	600,000
	Sub-total		566,667	
Jupiter Well	Formation and drainage improvements, gravel sheeting	366,667	183,333	550,000
Kiwirrkurra	Formation and drainage improvements, gravel sheeting	366,667	183,333	550,000
Kunawarritji	Formation and drainage improvements, gravel sheeting	240,000	120,000	360,000
Yandeyarra	Formation Improvements, including floodway	53,333	26,667	80,000
Marta Marta	Raise low points prone to flooding and install concrete floodway	40,000	20,000	60,000
	Sub-total		533,333	
	(Over) Under Programming		0	
	Total	0	3,237,700	0

State Road Funds to Local Government Agreement

2026-27 - Bridge Works

Region		Bridge		2 third Federal Contribution	1 third** State Contribution	Total Total Project Cost
Local Government	**Road**	No	**Description**	$	**$**	$
Great Southern						
Denmark	Howe Rd	4277A	Bridge abutment and pier structural repairs	528,000	264,000	792,000
Albany (C)	Nanarup Rd	4332	Allowance for post-inspection Denso wrap reinstatement to timber pile and pile repairs	610,000	305,000	915,000
Great Southern - Bridge Design			Great Southern - Bridge Design		300,000	300,000
			Sub-total	1,138,000	869,000	2,007,000
South-West						
Boyup Brook	Boyup Brook - Arthur River Rd	0742	Bridge structural renewal works, including repair and replacement of spans, bearers, stringers, abutments, piers, halfcaps, corbels and piles	528,000	264,000	723,000
Manjimup	Glauders Rd	4670A	Bridge abutment and pier structural repairs and replacement, full height timber sheeting repairs and associated pipe banding, stringer bolting and shimming as per DIR.	528,000	264,000	501,000
Manjimup	Middleton Rd	0895	Bridge pile, abutment, pier, wingwall, halfcaps and joint repairs with associated structural adjustments and upgrades with replacement. Install width markers at abutment and HyLyte delineators (or similar) on guardrail. REVIEW SCOPE OF WORK BASED ON 2024 DIR.	638,000	319,000	957,000
Harvey	Wellesley Rd South	4698	Bridge structural repair and upgrade works including stringer and pile repairs, sheeting works, installation of PGI strip and HyLyte delineators, replacement of wingwall capping and spiking rain .	372,000	186,000	558,000
Nannup	Jalbarragup Rd	5342	Replace expansion joint seal and apply saline coating at abutment. Install HyLyte delineators on the guardrail.	222,000	111,000	333,000
Donnybrook - Balingup	Bendall Rd	3639	Bridge structural repair works including abutment and PVC drainage repair, sheeting, corrosion treatment and capping and spiking rail removal, associated with pile banding, corbel shimming and stringer bolting as per DIR.	352,000	176,000	528,000
Donnybrook - Balingup	Brookhampton Rd	3622A	Bridge and pier repair works, including PGI and timber sheeting repairs, wingwall capping and spiking rail removal, halfcap strengthening, waterproofing, structural detailing, and delineator upgrades, associated with pile banding, stringer shimming and stringer bolting as per DIR.	318,000	159,000	477,000
Harvey	Collie River Rd (P)	4930	Replace with a single span 45m long Unibridge. Construct concrete abutments on spread footings.		220,000	220,000
Capel	Mallokup Rd	3497A	A Road Safety Audit dated 12/09/2024 recommended that the bridge should be widened to accommodate two traffic lanes in the medium to long term. Refer D24#1184995. Shire to arrange land resumption at Abut 1 RHS.		1,763,974	1,763,974
Boyup Brook	Jayes Rd	3306	Undertake waterways assessment for bridge replacement.		81,000	81,000
Augusta - Margaret River	Warner Glen Rd	3235	Waterways assessment for replacement bridge. Match existing serviceability or 1:20 ARI (whichever is the greater).		48,000	48,000
Manjimup	Muirillup Rd	3912A	Designing a 12 m single-span replacement bridge with 7.2 m kerb-to-kerb width using precast concrete beams and concrete abutments on spread footings, maintaining 1:100-year flood serviceability while minimising backwatering, subject to updated traffic counts, geotechnical investigation, environmental approvals, selective monitoring and minor repairs to existing abutments, scour protection works, and recovery of reusable timber by MRWA.		417,000	417,000
Bridgetown - Greenbushes	McKelvie Rd	3705	Carry out survey, detailed design, environmental and heritage approvals and geotechnical investigation for replacement bridge.		246,000	246,000
South West - Bridge Design			South West - Bridge Design		600,000	600,000
			Sub-total	2,958,000	4,854,974	7,452,974
Gascoyne						

State Road Funds to Local Government Agreement

2026-27 - Bridge Works

Region		Bridge		2 third Federal Contribution	1 third** State Contribution	Total Total Project Cost
Carnarvon	Bibbawarra Rd	6191A	1. Replace expansion joint seals at every 3rd pier 2. Repair sections of the longitudinal joints in poor condition 3. Concrete Repairs to Beams (Deck) & Kerbs <2016 DIR> <2024 IFC Maintenance Design> [SJ 03/25]		375,000	375,000
Gascoyne - Bridge Design			Gascoyne - Bridge Design		100,000	100,000
			Sub-total		475,000	475,000
Mid West						
Greater Geraldton (C)	Chapman Rd	0797	1. Installation of bollards, new bolts with slots, expansio and new handrail, 2. Repairs of concrete patch, crack seal and minor damage to RHS G/R repairs 3. Reset bridge width markers in correct locations 4. Tighten and maintain fasteners 5. Seal concrete soffit Sealing <2020 Scoping Report & Discussions w/ City> [SJ 06/25]		430,000	430,000
Mid West - Bridge Design			Mid West - Bridge Design		100,000	100,000
			Sub-total		530,000	530,000
Kimberley						
Kimberley - Bridge Design			Kimberley - Bridge Design		50,000	50,000
			Sub-total		50,000	50,000
Wheatbelt South						
Cuballing	Stratherne Rd	3173	Bridge works, including potting abutment piles, replacing selected stringers, concrete sheeting repairs, end terminal replacement, and associated bolting, banding, and packing as per DIR. [V Khokulan - July 2025]	528,000	264,000	738,000
Brookton	Aldersyde North Rd	3150A	Bridge works, including pile potting and epoxy repairs, corbel and halfcap replacements, and associated banding, bolting, and shimming as per DIR and 2024/25 - 15% scoping report. [V Khokulan - June 2025]	528,000	264,000	408,000
West Arthur	Bokal North Rd	4018A	Bridge works, including steel fullcap strengthening, timber sheeting repairs, expansion joint seal and capping beam replacements, rock protection for abutment and wingwalls, and associated bolting, banding, and shimming as per DIR. [V Khokulan - June 2025]	166,000	83,000	249,000
West Arthur	Glenorchy South Rd	4020	Bridge works, including pile potting and anchoring, pier halfcap replacements, full-height sheeting and wingwall timber sheeting repairs, structural steel upgrades, end-terminal replacements, and associated shimming, packing, banding, and bolting as per DIR. [V Khokulan]		1,527,000	1,527,000
Quairading	Badjaling North Rd	4145	Consider replacement with culverts. review after next DIR due in 2022, in the interim this bridge needs preventative maintenance. [A J Humphreys - Jan 2015]		48,000	48,000
Wheatbelt South - Bridge Design			Wheatbelt South - Bridge Design		250,000	250,000
			Sub-total	1,222,000	2,436,000	3,220,000
Wheatbelt North						
York	York - Tammin Rd	4151	Bridge abutment and pier repair works, including pile potting, concrete sheeting installation, steel PFC replacement of timber fullcaps and halfcaps, corrosion treatment, end-terminal upgrades, and associated shimming, bolting, and banding as per DIR. [V Khokulan – May 2025]	333,333	166,667	500,000
Victoria Plains	Bolgart West Rd	4050	Bridge abutment and pier repair works, including pile potting, concrete sheeting installation, fullcap and bracket replacements, concrete and timber sheeting repairs, end-terminal replacement, and associated corrosion control, shimming, bolting, and banding as per DIR. [V Khokulan - April 2025]	454,000	227,000	681,000
Toodyay	Dumbarton Rd	4084	Bridge works, including pier pile potting and epoxy repairs, installation of steel bracket/clamp, new steel PFC diagonal braces and new steel PFC walers, replacement of expansion joint seal, RCO tranverse control joint sealant and "weak" bullnose end terminals, corrosion treatment associated shimming, bolting, and banding as per DIR. [V Khokulan – June 2025]		1,371,000	1,371,000

State Road Funds to Local Government Agreement

2026-27 - Bridge Works

Region		Bridge		2 third Federal Contribution	1 third** State Contribution	Total Total Project Cost
Northam	Eadine Rd	0610	Top up amount to replace with culvert		318,000	318,000
Wheatbelt North - Bridge Design			Wheatbelt North - Bridge Design		250,000	250,000
			Sub-total	787,333	2,332,667	3,120,000
Pilbara						
Pilbara - Bridge Design			Pilbara - Bridge Design		50,000	50,000
			Sub-total		50,000	50,000
Goldfields-Esperance						
					-	-
Metropolitan						
Kalamunda	Mundaring Weir Rd	0827	Bridge repair works, including corrosion treatment, installation of concrete sheeting, horizontal double PFC and horizontal double PFC, potting of wingwall and abutment pile, redundant timber piles trimming and timber halfcap replacement	200,000	103,668	303,668
Armadale (C)	McNess Dr	4412A	Damaged W-beam, wing wall capping, spiking rail and rusted bolts at Pier replacement, repair piles at Abutment and install oilr banding and packing behind piles, and also perform 33 stringer bolting tasks at various spans and stringers as per DIR.	260,000	130,000	390,000
Armadale (C)	Forrest Rd	0371	Investigation and Design - Forrest Road Bridge replacement		210,000	210,000
Metropolitan - Bridge Design			Metropolitan - Bridge Design		300,000	300,000
			Sub-total	460,000	743,668	1,203,668
			Total	6,565,333	12,341,309	18,108,642
Statewide	Various	-	Bridge Inspections*		3,847,191	3,847,191
					3,847,191	3,847,191
			(Over)Under programming		(0)	
			Total	6,565,333	16,188,500	18,108,642

*Level 2 Inspection - Detailed visual inspection including under bridge

16,188,500

** State provides one third matching contribution from SRFLGA for every two thrids provided by the Commonwealth

State Road Funds to Local Government Agreement

2026-27 - Traffic Management, Signs and Pavement Markings

Region $	Electrical Services $	Maintenance (General) $	Longitudal Line Marking $	Traffic Control Lighting $	Railway Crossings $	Network Safety & Improvement Program (NSIP) $	Total $
Great Southern	-	274,661	575,400	-	-	200,000	1,050,061
South West	-	976,796	1,491,000	100,000	-	200,000	2,767,796
Mid West-Gascoyne	-	1,721,600	335,000		-	50,000	2,106,600
Goldfields-Esperance	-	412,243	296,010	30,000	-	15,000	753,253
Kimberley	-	544,692	211,200	-	-	50,000	805,892
Wheatbelt	-	840,411	1,026,045	-	-	144,499	2,010,955
Pilbara	-	485,866	119,903	-	-	20,000	625,769
Metropolitan	5,354,264	6,783,778	2,107,937	3,632,000	9,978,649	-	27,856,628
Various	500,000	500,000	-	795,766	-	2,500,000	4,295,766
Total	5,854,264	12,540,046	6,162,495	4,557,766	9,978,649	3,179,499	42,272,719

State Road Funds to Local Government Agreement

2026-27- State Initiatives on Local Roads

Region Local Government	LGA No	Road	Work Description	Amount ($)
Great Southen				
Kent	309	Bin Road	Intersection upgrades at Dumbleyung and Nyabing	1,000,000
			Sub-total	1,000,000
Goldfields/ Esperance				
Laverton	607	Various	Improve Formation & Gravel	2,000,000
Ngaanyatjarraku	612	Various	Improve Formation & Gravel	1,500,000
Kalgoorlie-Boulder	605	Kitchener Cut Line Road	Upgrade	1,300,000
			Sub-total	4,800,000
Metropolitan				
Rottnest Island	155	Rottnest Island Rds	Improvements to Rottnest Island Roads	1,850,000
Various	000	Low Cost Treatment Program	Low Cost Treatment Program	6,000,000
Perth City	124	Kings Park	Improvements to Kings Park Roads	2,053,000
Kalamunda	102	Abernethy Road	Road Upgrade	1,864,910
Swan	109	Great Northern Highway	Roundabout Construction	2,000,000
Swan	109	Lloyd St	Extention	1,693,100
			Sub-total	15,461,010
Mid West - Gascoyne				
Shark Bay	804	Useless Loop Road	Maintenance	330,000
Upper Gascoyne	805	Carnarvon-Mullewa	Sealing of the Carnarvon-Mullewa Road	4,770,000
			Sub-total	4,770,000
Wheatbelt				
Various	000	Various	Wheatbelt Secondary Freight Route	1,638,244
Northam	421	Yilgarn Avenue	Upgrade	3,000,000
			Sub-total	3,000,000
Statewide				
Various	000	N/A	DBCA Parks and Wildlife Service	2,460,399
Various	000	N/A	WA Bike Network Grants Program	5,340,000
Various	000	N/A	WestCycle-Active Transport - Grant to Department of Transport	500,000
Various	000	N/A	Town Teams Movement - Road Safety Program	1,010,000
Various	000	N/A	National Transport Research Organisation | NTRO	6,000,000
Various	000	N/A	Holding Account	986,391
			Sub-total	16,296,790
			Total	45,327,800

State Road Funds to Local Government Agreement

2026-27 - Regional Road Group Support

Details	Administrative and Technical Support to Regional Road Groups $
Regions	
Great Southern	170,000
South West	530,000
Mid West-Gascoyne	250,000
Goldfields-Esperance	110,000
Kimberley	90,000
Wheatbelt	450,000
Pilbara	80,000
Metropolitan	550,000
Support to WALGAGC (IRIS Data)	170,000
SRFLGA Support	100,000
To be allocated	555,080
Total	3,055,080

6.2 Roundtable/Other

Notes:

GREAT SOUTHERN

REGIONAL ROAD GROUP

PROJECT PRIORITISATION GUIDELINES

These Guidelines are owned and controlled by the Great Southern Regional Road Group. All comments and requests for changes are to be forwarded to the Program Coordinator Main Roads Great Southern Region.

TABLE OF CONTENTS

1. APPLICATION

These Guidelines relate to projects funded from the Road Projects Grants component of the State Road Funds to Local Government Agreement.

The following chart should be used to assist with determining the appropriate fund source for roadworks.

PRIMARY OUTCOME OF PROPOSED WORK	FUND SOURCE	ALTERNATIVE FUND SOURCE
Bridge Works	Commonwealth Grants augmented by State LGA Bridge funds on a 2 : 1 LGA:MRWA basis.	
Flood Damage	Rural Supplementary Funds Grant in accordance with the Disaster Recovery Funding Arrangements 2018 Disaster Recovery Funding Arrangements 2018	
Safety	Commonwealth and State Black Spots Program administered by Main Roads WA	1) State LGA Road Safety allocation. **2) Road Projects Grants**.
Roadworks – Major Project Initiative	State LGA Major Projects Special Initiatives Grants	1) Developer. **2) Road Projects Grants.**
Roadworks – Normal economic and social development of the Region	**Road Projects Grants.**	1) Direct Grants Local Government 2) Local Government Local Government's own resources.

These Guidelines Refer

2. PROCESS

The allocation of Road Project Grants to specific projects is the responsibility of the Great Southern Regional Road Group. This Project Prioritisation system is designed to assist with that process, however it does not obviate the Regional Road Group's responsibility in this area.

The Guidelines are to be used by Local Governments within the Great Southern Region to determine an appropriate ranking of the importance of the proposed works in comparison to other works within that Local Government and those works nominated by other Local Governments within the Region.

Once the Local Government has determined a project's rating and timing, the details are to be referred to the Great Southern Technical Working Group for ratification prior to being forwarded to the GSRRG for endorsement.

Timetable

JUNE/JULY *AUG/SEPT* *OCT*

Proposed and rated by LGA	➔ ➔	Site inspections and rating of projects by the GSTWG	Endorsement by the GSRRG for recommending to State Advisory Committee (SAC) for approval

The Great Southern Technical Working Group will list all projects requiring funding within a given financial year in descending order based on the agreed rating. Based on the level of funds available, the Great Southern Regional Road Group will then determine whether funding will be made available from the "Road Project pool" for the proposed work. Local Governments are encouraged to submit all projects in their three-year plan to be evaluated in every funding cycle.

The rating process is to apply to each section of the project for each year. The estimated draw per year on pool funds is to be indicated under the project details section of the Road Project Assessment form.

All projects must be on Roads of Regional Significance, as outlined in the Great Southern ROADS 2040 Regional Road Development Strategy.

Commodity Routes Supplementary Funding
Commodity Routes Supplementary Funding was introduced in 2012/13 by the State Advisory Committee to replace TIRES, Grain Logistics and Aglime funding. This change in funding is in the State Road Funds to Local Government Agreement. Commodity Routes are defined as routes 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. Proposals will be sought by the State Road Funds to Local Government State Advisory Committee from Regional Road Groups. Regional Road Groups will assess the merits of a business case supporting an application to the

Commodity Route Supplementary Fund and make a recommendation to the State Advisory Committee.

An annual application, which can include projects staged over more than one year, will be made to the State Road Funds to Local Government State Advisory Committee. Allocations will be provided on a cost sharing basis of $2 from the Commodity Route Supplementary Fund and $1 from Local Government funds. The State Road Funds to Local Government State Advisory Committee may approve other special contributory arrangements on the recommendation of the Great Southern Regional Road Group.

The Commodity Routes Fund will prioritise projects not eligible for Road Project Grant funding. The State Road Funds to Local Government Advisory Committee will review all applications for Commodity Route funding and select successful projects for funding.

Unallocated Commodity Route Supplementary Funds may be reallocated by the State Road Funds to Local Government Advisory Committee across all Regional Road Groups.

Approval of Local Governments Designs
Local Government Authorities are required to seek Main Roads' approval of designs (when full designs are known), where proposed work on Local Government Roads will impact on State Roads designs.

Notwithstanding the ratings obtained from this process, the Regional Road Group reserves the right to provide funding from the pool to any project which it feels has established warrants over and above those obtained from this rating process, and/or to limit the level of funding provided to any particular project.

Council Capping
A single Local Government may receive a maximum of 20% of the entire Regional Road Project Grant funding pool, based on project priority.

3. PROJECT EVALUATION

Projects are to be evaluated utilising the Road Project Assessment Tool obtainable from the Main Roads Customer Services Manager.

Two models are used to prioritise projects for Road Project Grant Funding, one for preservation and the other for improvement projects. Preservation projects will be evaluated against five criteria: Condition Assessment, Safety, Transport, Sustainability, and Social/Economics. Improvement projects will be evaluated against six criteria: Transport, Road Safety, Economics, Environment, Sustainability, and Social.

Each Criteria comprises a number of evaluation factors against which the importance and impact of the works are measured.

Each Factor is given a score within the range of 0 to 10. A score of 10 indicates that the desired outcome for that particular factor would be highly beneficial whilst a score of 0 indicates that the proposed works would be highly detrimental. A score of 5 indicates neutrality or no impact from the works.

3.1 Improvement Projects

For Improvement projects, complete every yellow-highlighted tab in the Improvement projects Road Project Assessment Form.

For each form of improvement work, the project will be prioritised on the basis of the rating obtained for Transport, Safety, Economics, Environment, Sustainability, and Social criteria.

3.2 Preservation Projects

For Preservation Projects, complete every yellow-highlighted tab in the Preservation projects Road Project Assessment Form.

Preservation projects are to be rated as though the works were the original construction of the road, i.e. resheeting is to be rated as through it was the original sheeting of the road and reseal is to be rated as though it was the original sealing of the road.

For each form of preservation work, the project will be listed on the basis of the applicable condition severity and extent information, together with the rating obtained for Safety, Transport, Sustainability, and Social/Economics criteria of the prioritisation process.

As part of the review process, the Great Southern Technical Working Group will evaluate the urgency of the proposed Preservation works and will recommend whether funding preference should be given to any particular project in lieu of funding other higher ranked Preservation or Improvement works.

An independent Main Road Western Australia assessment of the Preservation projects is undertaken and findings reported back to the Great Southern Technical Working Group.

4. REVIEW

Once a proposal has been rated by the Local Government, the Road Projects Assessment Form is to be forwarded to the Great Southern Technical Working Group for review. The form is to be accompanied by a locality sketch showing the location of the proposed works in relation to the traffic classifier count sites and a copy of the classifier print-outs identifying the number of units recorded for each vehicle class.

The review will consider the rating applied by Local Government to each of the Factors and the additional information supplied to support that rating.

For Preservation projects, the review process will also consider the road condition information and timing of the works.

Where the Great Southern Technical Working Group considers that the information supplied or the rating applied by Local Government cannot be substantiated or requires additional information to support the rating, this will be resolved with the Local Government through the Main Roads Regional Director.

The Great Southern Technical Working Group will undertake or ensure independent inspection of all Preservation, New Improvement and borderline projects.

The Great Southern Technical Working Group is to advise the Local Governments of its findings before submission to Great Southern Regional Road Group for endorsement.

The Great Southern Technical Working Group is to identify both the original rating applied by Local Government and any revised rating obtained from the review process.

5. PRESERVATION PROJECTS

5.1 Project Information

This information is to be provided for all preservation projects.

Standard work descriptions are to be utilised.

Reconstruction work that is primarily related to road failure, even though the opportunity may be taken to improve the road standard to meet increasing demand, will be considered as a Preservation project.

Reconstruction work that is primarily related to improving the road standard to address increased demand is considered to be an Improvement project.

The project details are to be recorded on the first page of the Road Project Assessment Form.

5.2 Condition

Project proposals will be prioritised for funding in the order of urgent works, continuing works, and then new projects.

Additional information is required for Preservation works in order to identify the urgency of the project. This information involves an assessment of the condition of the road using the WALGA Road Visual Condition Assessment Manual to determine the severity and extent of the problem. The Preservation tab of the Road Project Assessment Tool for preservation projects should be completed.

5.3 Transport

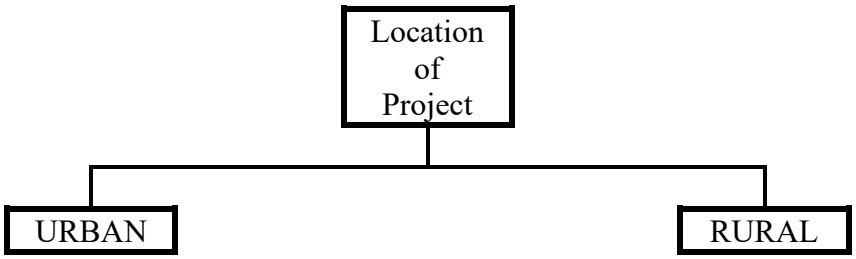
This Criterion addresses the road user and economic issues necessitating the project.

Preservation works ensure that the investment made in the road network continues to provide those savings.

This evaluation process takes into consideration five Factors to determine the importance of the works to the efficient operation of the road transport network within the Region.

5.3.1 Equivalent Traffic Volume – ETV (Urban & Rural Tables)

This Factor is influenced by the location (and thereby principle use) of the road. Traffic volumes within urban areas would significantly outweigh those in rural areas. To account for this, the domestic travel component is discounted to arrive at an assumed equivalent rural count as follows:



AADT	Raw Score
> 5000	10
> 4000 < 5000	9
> 3000 < 4000	8
>2000 < 3000	7
>1500 < 2000	6
>1000 < 1500	5
>750 < 1000	4
>500 < 750	3
>250 < 500	2
<250	1

ETV	Raw Score
> 500	10
>400 <500	9
>350 <400	8
>300 <350	7
>250 <300	6
>200 <250	5
>150 < 200	4
>100 < 150	3
>50 < 100	2
< 50	1

From the tables above, determine the raw score for this Factor. Record the raw score on the Road Project Assessment Form at item No 1 under the Transport Efficiency Criteria.

Provide a locality sketch showing the location of the project in relation to the count sites.

Forward a copy of the classifier print-out showing the usage for each vehicle group.

5.3.2 Tourism

Road proposals contribute to tourism by providing access to areas of interest, thereby generating tourist demand, and by facilitating the movement of goods and services that support that industry.

Whilst the other Transport Efficiency factors have addressed traffic volumes and mix, a separate factor is included to identify the additional benefits that good roads provide to the tourist industry.

For ease of interpretation, the evaluation process is more qualitative than quantitative. However, additional information is required to support the score awarded to this Factor, including the impact the change treatment of proposed works will have on tourism.

Effect	Description of Effect	Score
Highly Beneficial	The road proposal results in a significant increase in tourist activity in a region e.g. the provision of a good standard sealed road to a very popular tourist attraction or tourist region.	9 - 10
Beneficial	The road proposal results in some increase in tourist activity or provides improved services to tourist e.g. the provision of rest areas (and public amenities); provision of a scenic lookout; widening of a single lane seal on a tourist road upgrading of a tourist road which enhances the scenic outlook of the road.	6 – 8
Neutral	The road proposal does not change the level of tourist activity or services to tourist e.g. upgrading a road that does not have any tourist traffic; upgrading of a road that is already adequate for tourists.	5
Detrimental	The road proposal results in some decrease in tourist activity or tourist services e.g. the proposal results in an increase in heavy vehicles on a tourist road; a town bypass that deters tourists from visiting that town.	2 – 4
Highly Detrimental	The road proposal results in a significant decrease in tourist activity or tourist services in a region.	0 - 1

Record the raw score on the Road Project Assessment Form at item No 2 under the Transport Criteria.

Indicate the tourist facilities or attractions to be serviced by the proposed road works. If available, provide the estimated annual number of visitors.

Indicate the type of benefit or improvement the works will provide to the Tourist Industry.

TOURISM

PREVIOUS EXAMPLES

SCORE	ROAD	PROJECT	SUPPORTING DETAIL
10	Mt Barker – Porongorups	Widen, Overlay & Seal	National Park, accommodation, wineries & festivals
9	Borden-Bremer Bay Quaranup	Construct & Seal Construct & Seal	Access to Bremer Bay tourist and recreation destination. Accommodation, heritage site and recreation.
8	Two Peoples Bay	Construct & Seal	National Park and recreation.
7	McLeod	Final Seal	Alpaca farm, Potteries, Chalets & rural subdivisions.
6	Lockyer Ave Woogenellup Katanning - Dumbleyung	Dual Carriageway Construct & Seal Widen & Seal	Improved access to shops &Central Business District East West link South West access to Wave Rock
5	Tie Line	Construct & Seal	No supporting information
4			
3			
2			
1			
0			

5.3.3 All Weather Access

This factor covers the trafficability of the road, due to its standard of construction, under adverse weather conditions.

It does not relate to closures resulting from traffic accidents, bush fires or other civil emergencies.

Closure is measured in the number of days, weeks or months in a calendar year.
A further issue is the availability of an alternative route and the additional travel involved in using that route.

The following matrix is used to determine the raw score for this Factor.

Average Closure After / Average Closure Before	2 + Months	1 Month	1 Week	2 Days	0 Days	Length of Alternative Route
2 + Months	5	6	7	8	10	Minor (e.g. 5 km)
	5	7	8	9	10	Significant (e.g. 50 km)
	5	8	10	10	10	No Alternative
1 Month	-	5	6	8	9	Minor (e.g. 5 km)
	-	5	7	9	10	Significant (e.g. 50 km)
	-	5	8	10	10	No Alternative
1 Week	-	-	5	6	7	Minor (e.g. 5 km)
	-	-	5	7	8	Significant (e.g. 50 km)
	-	-	5	8	10	No Alternative
2 Days	-	-	-	5	6	Minor (e.g. 5 km)
	-	-	-	5	7	Significant (e.g. 50 km)
	-	-	-	5	8	No Alternative
0 Days	-	-	-	-	5	Minor (e.g. 5 km)
	-	-	-	-	5	Significant (e.g. 50 km)
	-	-	-	-	5	No Alternative

Record the raw score on the Road Assessment Project Form at item No 3 under the Transport Criteria.

Indicate the current frequency and duration of closure (i.e. closed three times totaling 25 days in previous two years) and the proposed frequency and/or duration following the works.

5.3.4 Travel Time

A reduction in travel time is usually seen as a benefit, however, the amount of benefit usually depends on the function of the road. A reduction in travel time on a predominantly freight route or commuter route is highly beneficial, while for a tourist route a reduction in travel time may give much smaller benefits.

Consider the impact the change treatment of proposed works will have on travel time.

Travel time, whilst influenced by, need not be dependent on travel length. A town bypass, which increases the length of travel, may also enable traffic to travel at a higher speed thereby reducing travel time.

Some of the issues for consideration under this factor are :

- Bypasses
- Realignments
- Passing Lanes
- Improvements to substandard curves
- Improvements to vertical alignment
- Sealing an existing unsealed road

Effect	Description of Effect	Score
Highly Beneficial	The travel time on an important freight / commuter route is significantly reduced e.g. a realignment resulting in a substantial shortening of the route; a realignment or bypass which avoids an area that caused significant delays.	9 – 10
Beneficial	Some improvement in travel times on route where travel time is important e.g. provision of passing lanes where slower vehicles are causing delays; minor realignment to improve substandard curves; sealing an unsealed road; improved vertical alignment.	6 – 8
Neutral	The proposal does not affect travel time or changes occur on a road where travel time is not important e.g. widening a narrow two lane seal to a wide two lane sea.	5
Detrimental	As a result of the proposal there is some increase in travel times on a freight / commuter route.	2 - 4
Highly Detrimental	As a result of the proposal there is a significant increase in overall travel times are on an important freight / commuter route.	0 - 1

Record the raw score on the Road Assessment Project Form at item No 4 under the Transport Efficiency Criterion.

Indicate the factors taken into consideration in determining the score.

TRAVEL TIME

PREVIOUS EXAMPLES

SCORE	ROAD	PROJECT	REASON
10			
9			
8	Borden – Bremer Bay Tambellup West	Construct & Seal Construct & Seal	Horizontal & vertical improvements. Seal. Realignment, Widening & Sealing
7	Woogenellup	Construct & Seal	Realign & Seal
6	Mt Barker – Porongorups Katanning - Dumbleyung	Widen & Seal Widen & Seal	Widening, Realign Minor realigning
5	Tie Line	Reconstruct & Seal	Improved condition will reduce travel time
4			
3			
2			
1			
0			

5.4 Safety

If the primary purpose of the proposed road works is to eliminate an identified safety problem, then funds should be sought from the allocation for Safety Projects within the Main Roads budget or (ie State Black Spot Program and Commonwealth Black Spot Program).

As a secondary outcome of the works, improvement and preservation works can contribute to reducing hazards. This criterion is designed to measure the improvements the proposed works will have on the existing road structure such that it should contribute to a reduction in traffic hazards.

5.4.1 Crash History

This Factor relates to the recorded frequency and severity of crashes for the section of road covered by the proposal.

Crash history (frequency and severity) can be obtained from the Road Data Branch of Main Roads Western Australia via the CrashMap tool or through the Program Coordinator at the Great Southern Regional Office.

The crash history is to be taken over the previous ten year period.

Where the section of road has no recorded history of crashes the neutral score of five is recorded for this Factor and the next Factor (Road Geometry) is used to score the impact of reducing potential accidents.

When scoring this factor, consider the relative traffic volumes in urban versus rural areas (crash density).

EFFECT	WORK TYPE	SCORE
Highly Beneficial	Road works address a previous history of serious (injury or death) accident(s) or a significant number of recorded accidents.	9 - 10
Beneficial	Road works will reduce the number of accidents.	6 - 8
Neutral	No discernible impact on traffic accidents	5
Detrimental	Likely increase in the severity of accidents.	2 - 4
Highly Detrimental	Likely increase in number of severe accidents	0 - 1

Record the Raw Score on the Road Project Assessment Form at Item No 5 under the Safety Criterion.

ACCIDENT HISTORY

PREVIOUS EXAMPLES

SCORE	ROAD	PROJECT	REASON
10			
9	Darkan – Kojonup	Widen & Seal	1 fatal, 1 hospital, 1 medical, 5 PDO
8	Lockyer Ave	Dual Carriageway	5 hospital, 23 medical, 149 PDO
7	Mt Barker – Porongorups	Widen & Seal	1 medical, 3 PDO
6	Katanning - Dumbleyung	Widen & Seal	2 PDO
5			
4			
3			
2			
1			
0			

PDO – Property Damage Only

5.4.2 Road Geometry and/or Condition

This is a measure of the impact of a road proposal on the road alignment, i.e. the steepness and number of hills on a road and the number and severity of the corners and intersections on a road and/or the condition of the road.

Roads are generally designed to minimise:

- the steepness of hills
- the sharpness of the crests
- The sharpness of curves
- the number of curves
- the number of intersections and driveways
- traffic congestion
- Intersection geometry
- Areas of low skid resistance

and to maximise the sight distance in order to match the design speed with the expected driving speed on the road.

Whilst these improvements will reduce travel time (measured elsewhere), they will also reduce the potential for traffic crashes.

Effect	Description of Effect	Score
Highly Beneficial	Improvement(s) to the road geometry e.g. a major realignment resulting in the removal of several substandard curves and hills etc.	9 – 10
Beneficial	Improvement to the road condition e.g. improved skid resistance through resealing.	6 – 8
Neutral	No change to the existing road geometry or condition e.g. widening a road.	5
Detrimental	Some reduction in the standard of the road geometry.	2 – 4
Highly Detrimental	A significant reduction in the standard of the road geometry.	0 - 1

Indicate the improvements to be gained from the proposed works.

Record the Raw Score on the Road Project Assessment Form at Item No 6 under the Safety Criterion.

ROAD GEOMETRY AND/OR CONDITION

PREVIOUS EXAMPLES

SCORE	ROAD	PROJECT	REASON
10			
9	Woogenellup	Construct & Seal	Realign, Widen & Seal
8	Borden – Bremer Bay Kojonup – Frankland	Construct & Seal Widen & Seal	Improved sight distance. Realign. Seal Widen & Seal
7	Katanning - Dumbleyung	Widen & Seal	Widening, realign & reseal
6	Cranbrook – Rocky Gully	Construct & Seal	Sight improvements through clearing.
5			
4			
3			
2			
1			
0			

5.5 Environment Criterion

The environment of Western Australia is under significant threat. Major issues of salinity, aesthetics, conservation, air quality, water quality and noise must be addressed.

It is not expected that the negative impact of roadworks on the environment will cease. The viable response is to minimise the level of impact.

This Criterion addresses five Factors in order to measure and weigh the level of impact and measures taken to minimise the impact of the proposal.

5.5.1 Surface Water

Road proposals may affect wetlands, water courses and natural drainage patterns. The effect is influenced by the following factors:-

- Flow is constrained by the concentration and redirection of surface water to specific crossing points along the road;
- The restriction of flows by the road
- The influence of surface water supply to the flora and fauna locally and regionally.
- The erodibility of soils influenced by drainage structures and concentrated flows;
- Pollution by runoff from the road surface; and/or
- The alteration of natural land forms and drainage lines.

The influence of a road proposal may result in:-

- Erosion and scouring increasing the sediment load in surface water and its downstream environment (e.g. scouring of road embankments or cuttings; scouring of table drains, erosion downstream of culverts);
- Pollution of surface water by accidental spills and road runoff;
- Death of plants and loss of animal habitat by changes in surface water levels and infiltration rates; and/or
- Ponding of water on productive or vegetated land leading to water logging and loss of production or natural plant growth thus reducing the effectiveness of land drainage systems within a catchment.

Effect	Description of Effect	Score
Highly Beneficial	Road proposal results in the road drainage being integrated with the catchment drainage plan where it previously was not or where the quality of the water entering the natural drainage is significantly improved.	9 – 10
Beneficial	Road proposal results in the correction of an existing drainage problem e.g. an unformed road that acted as a 'river' is upgraded to restore the natural drainage patterns or elimination of ponding alongside the road.	6 – 8
Neutral	No effect on wetlands, water courses or drainage patterns.	5
Detrimental	Road proposal results in a potential loss or vegetation due to alteration of sheet water flow.	2 – 4
Highly Detrimental	Wetlands filled as a consequence of a road proposal	0 - 1

Indicate the impact of the works on the surface water to justify the selected raw score.

Record the Raw Score on the Road Project Assessment Form at Item No 7 of the Environment Criterion.

SURFACE WATER

PREVIOUS EXAMPLES

SCORE	ROAD	PROJECT	REASON
10			
9			
8	Borden-Bremer Bay Woogenellup	Construct & Seal Construct & Seal	High salinity problems Major floodway
7	Red Gum Pass	Widen & Seal	Upgrade Floodway
6	Mt Barker – Porongorups Katanning - Dumbleyung	Widen & Seal Widen & Seal	Drainage Improvements Culvert improvements
5			
4			
3			
2			
1			
0			

5.5.2 Air and Dust Pollution

In the road context, air and dust pollution is usually caused by vehicle emissions and dust from unsealed road surfaces. The emissions and dust enter the atmosphere where they may be harmful to the general health and welfare of people. It is desirable to reduce the level of air pollution and any reduction in vehicle emissions and dust would be beneficial. Vehicle emissions are also contributing to the 'Greenhouse Effect' and under international agreements, we are committed to reducing greenhouse gases.

The amount of vehicle emissions entering the atmosphere is dependent on a number of factors including the total vehicle usage and the efficiency of those vehicles.

The total vehicle usage is a fairly obvious impact as vehicle emissions will increase if there are more vehicles on the road or if vehicles have to travel a longer distance to get to their destination.

Vehicle efficiency is a measure of the amount of exhaust emissions generated for every kilometre of travel and can be affected by the following factors:-

- Travel speed – optimum travel speeds will reduce exhaust emissions
- Uniformity of speed – a lot of acceleration and decelerating, stopping and starting will increase exhaust emissions
- Number and steepness of hills – a flatter road will reduce exhaust emissions

Vehicle emissions are generally more of a problem in urban areas than in rural areas because of the concentration of vehicle usage in that area.

Dust generated from unsealed road surfaces contributes to air pollution and also creates hazardous conditions for vehicles trying to overtake or pass other vehicles. The amount of dust generated is primarily affected by the volume of traffic using the unsealed road and the amount of moisture in the road surface (i.e. the time since the last rain). Dust is also a major source of distress to animals being moved by road transport.

Effect	Description of Effect	Score
Highly Beneficial	A road proposal results in a significant reduction in air pollution e.g. sealing an unsealed road that was generating a lot of dust due to traffic usage (road has more than 100 vehicles per day); proposal results in a significant reduction in vehicle usage.	9 – 10
Beneficial	Some reduction in air pollution e.g. a reduction in the stop-start operation of a congested road resulting in lower exhaust emissions; sealing an unsealed road (road has less than 100 vehicles per day); a proposal (e.g. a bus lane) that results in some reduction in vehicle usage.	6 – 8
Neutral	No change in the amount of vehicle emissions or dust e.g. no increase in traffic; no unsealed roads are sealed.	5
Detrimental	Some increase in air pollution e.g. road proposals encourages more vehicle use resulting in increased exhaust emissions; major upgrading of a road encourages additional traffic to use a nearby unsealed road resulting in additional dust.	2 – 4
Highly Detrimental	A significant increase in air pollution e.g. an unsealed road proposal which generates a significant amount of new traffic on the road; a road proposal results in a significant increase in vehicle usage.	0 - 1

Record the Raw Score on the Road Project Assessment Form at Item No 8 of the Environment Criterion.

AIR AND DUST POLLUTION

PREVIOUS EXAMPLES

SCORE	ROAD	PROJECT	REASON
10			
9	McLeod	Seal	Removing dust problem in tourist/residential area.
8	Tie Line	Construct & Seal	Removing impact of dust on crops.
7	Needilup North	Construct & Seal	Sealing unsealed road.
6			
5			
4			
3			
2			
1			
0			

5.5.3 Flora and Fauna

The net loss of quantity and quality of flora and fauna in the environment is a measure of the impact of a road proposal on the natural environment.

The loss should take into account:-

- the fragmentation of remnant patches of natural habitat or division of a conservation reserve
- loss of representative habitats both locally and regionally
- presence of absence of rare and endangered species or habitat
- introduction of weeds, pests and diseases, such as dieback

when assessing a road proposal.

Main Roads policy is to conserve roadside vegetation and enhance the roadside by widening the vegetation where viable populations of flora and fauna can be established to link existing remnant bush areas of local or regional significance, i.e. create biological corridors.

Flora and fauna should also be considered with respect to their role in regional land management.

Effect	Description of Effect	Score
Highly Beneficial	Conservation initiative of regional significance e.g. development of a sustainable roadside corridor linking remnant reserves of regional significant; realignment of a major road from within to outside of a nature reserve.	9 – 10
Beneficial	Conservation initiative of a local significance e.g. conservation of locally rare species or species of local significance.	6 – 8
Neutral	No clearing or net loss of habitat e.g. widening roadside to replace natural vegetation cleared for roadworks.	5
Detrimental	Clearing of vegetation with loss of habitat or land conservation value e.g. widening a road in bushland area.	2 – 4
Highly Detrimental	Road severs a conservation reserve; results in loss of habitat of rare and endangered species, high probability of introduction of pest species or plant diseases.	0 - 1

Record the Raw Score on the Road Project Assessment Form at Item No 9 of the Environment Criterion.

FLORA AND FAUNA

PREVIOUS EXAMPLES

SCORE	ROAD	PROJECT	REASON
10	Meechi Road	Reconstruct and seal to 7.2 metres wide from 5.24 to 10.24 SLK	Will eliminate the impact of dust on roadside vegetation and reduce the risk of spreading weeds. Sealing will also significantly reduce the spread of dieback by removing the need for traffic to travel along an unsealed road before entering the National Park.
9			
8	Salt River Road	Widen Bitumen Edgers & Seal to 7 meters Clean Drains or repair culverts, replace white posts & signs (22-25 slk)	Better line of site for flaura and fauna
7	Tieline Road	Repair failed sections, widen shoulders to 9m and reseal to 7m. SLK 9.69 to 12 69	Improved road condition will provide better driver reaction to avoid animal collision.
6			
5	Millbrook Road	Undertake reconstruction of Millbrook Road from SLK 10.6 to 12.5. Opportunity will be taken to improve the road standard by increasing pavement and sealed width.	Some vegetation clearing required. A flora & fauna report has already been completed and being reviewed by DWER. GSTWG considered the impact is neither positive or negative, therefore graded as a five (neutral).
4			
3			
2			
1			
0			

5.6 Social Criterion

Meeting the social needs and aspirations of the community is essential for improving the quality of life for the residents of the Great Southern Region.

This includes addressing issues such as accessibility and mobility.

The costs and resulting benefits need to be equitably shared amongst the Region's Communities.

5.6.1 Emergency Access

This Factor measures the level of impact the proposal will have on emergency service vehicles (ambulance, fire, police etc.) accessing facilities such as hospitals, airports etc.

Those proposals that reduce the travel time of emergency service vehicles would rate as beneficial or highly beneficial.

Traffic calming measures outside hospitals may impact on travel time thereby incurring a detrimental rating.

In assessing this Factor, consideration needs to be given to alternative access routes to these facilities.

Effect	Description of Effect	Score
Highly Beneficial	A significant improvement in access to an emergency facility of regional importance e.g. hospital.	9 – 10
Beneficial	Some improvement in access to emergency facility(s).	6 – 8
Neutral	No impact on access to emergency facility(s).	5
Detrimental	Some reduction in access to emergency facility(s).	2 – 4
Highly Detrimental	Significant reduction in access to an emergency facility of Regional significance.	0 - 1

Record the Raw Score on the Road Project Assessment Form at Item No 10 under the Social Criterion.

Indicate the service or facility impacted by the proposed works.

EMERGENCY ACCESS

PREVIOUS EXAMPLES

SCORE	ROAD	PROJECT	REASON
10			
9			
8			
7	Warren	Construct & Seal	Sealed access to District Hospital
6	Mt Barker – Porongorups Katanning - Dumbleyung	Widen & Seal Widen & Seal	District Hospital District Hospital
5	Lockyer Ave	Dual Carriageway	No supporting detail provided.
4			
3			
2			
1			
0			

5.6.2 Inter-Community Access

This Factor addresses the need to provide communities with good road access to other communities and or Regional Cultural facilities either directly or by connecting to the major road network.

The level of service provided (sealed vs unsealed), size of the community and nature of the cultural facility are issues to be considered in determining the score for this Factor together with the availability and length of alternate access.

Effect	Description of Effect	Score
Highly Beneficial	A significant improvement in access (e.g. sealed road) to a large community or Regional cultural facility.	9 – 10
Beneficial	Some improvement in access to a community or cultural facility.	6 – 8
Neutral	No impact on access to a community or cultural facility.	5
Detrimental	Some reduction in access to a community(s) or cultural facility.	2 – 4
Highly Detrimental	Significant reduction in access to a large community or cultural facility.	0 - 1

Record the Raw Score on the Road Project Assessment Form at Item No 11 of the Social Criterion.

Indicate the community(s) and their populations or the community facilities serviced by the road.

Indicate whether alternate access routes are available and their standard of construction.

INTER COMMUNITY ACCESS

PREVIOUS EXAMPLES

SCORE	ROAD	PROJECT	REASON
10			
9			
8	Borden-Bremer Bay	Construct & Seal	Central Region link to Bremer Bay
7	Mt Barker – Porongorups Katanning - Dumbleyung	Widen & Seal Widen & Seal	East West community link Cultural, Recreational & Sporting facilities
6	Lockyer Ave	Dual Carriageway	Improved access to cultural facilities in Central Business Dist
5			
4			
3			
2			
1			
0			

5.6.3 School Bus Route/Pedestrian/Cyclist Facilities

This Factor addresses the level of impact the proposal will have on School Bus Routes, Pedestrian facilities and Cyclist Facilities.

Works that significantly improve the level of service for all three would score the maximum 10 points. Those that significantly improve at least one facility would score 9 points.

The works that provide minor improvements to all three would score 8 points whilst those that address only one item would score 6 points.

This Factor does not relate to the provision of Dual Use Paths, however it can be used to measure the improvements proposed (e.g. median islands) to cater for the conflict between traffic and other users of the road reserve. It does relate to the widening and provision of a painted lane to cater for cyclists.

Those works that do not impact on these facilities would score 5 points.

Effect	Description of Effect	Score
Highly Beneficial	A significant improvement in community facilities	9 – 10
Beneficial	Some improvement in community facilities.	6 – 8
Neutral	No impact on access to a community.	5
Detrimental	Some negative impact (reduced) on community facilities.	2 – 4
Highly Detrimental	Significant negative impact (reduction) to all three community facilities.	0 - 1

Record the Raw Score on the Road Project Assessment Form at Item No 12 of the Social Criterion.

SCHOOL BUS ROUTE/PEDESTRIAN/CYCLIST FACILITIES

PREVIOUS EXAMPLES

SCORE	ROAD	PROJECT	REASON
10			
9	Quarranup	Construct & Seal	School & recreational camp facilities
8	Lockyer Ave	Dual Carriageway	Installation of pedestrian median
7	Mt Barker – Porongorups	Widen & Seal	School access
6	Two Peoples Bay	Construct & Seal	School Bus Route
5			
4			
3			
2			
1			
0			

5.6.4 Community Expectations

Local Governments, through their continual contact with local communities, are best placed to assess the priority for works within their Local Government.

As part of the development of an ongoing 5 year road strategy, Local Governments should attach a descending order of priority for these works.

This factor supports that order of priority by attaching maximum points to the project of highest priority to the Local Government with a decreasing level of points for projects of lesser priority.

The following table is used to determine the raw score for Community Expectations.

Priority set by Local Government	Raw Score
First	10
Second	8
Third	6
Fourth or lower	5

Record the raw score on the Road Project Assessment Form at Item No 13 of the Social Criterion.

5.6.5 Economic Activity

This Factor seeks to measure the direct impact the proposed works will have on existing or proposed commercial activities.

A score of 10 would be achieved by a project, which would significantly benefit a number of new or existing commercial activities of Regional importance, whilst a score of 9 would relate to a single activity of Regional Importance.

A score of 8 would relate to a project which would improve the level of service to a number of existing commercial activities, whilst a score of 6 would relate to a single activity.

EFFECT	DESCRIPTION	SCORE
Highly Beneficial	Road proposal significantly improves the level of service to new or existing commercial activity(s) of Regional importance	9-10
Beneficial	Road proposal improves the level of service to commercial activity(s).	6-8
Neutral	Road proposal will have no impact on commercial activity	5
Detrimental	Road project will increase costs associated with existing industry or commercial activity	2-4
Highly Detrimental	Road project will significantly increase the cost of establishing new industries or commercial activities.	0-1

Record the Raw Score on the Road Project Assessment Form at Item No 14 under the Transport Efficiency Criterion.

Indicate the commercial activity serviced by the road.

ECONOMIC ACTIVITY

PREVIOUS EXAMPLES

SCORE	ROAD	PROJECT	REASON
10			
9	Chillinup	Reconstruct & Seal	Narrikup Abattoir and Chillinup grain silo
8	Mt Barker – Porongorups Lockyer Ave Woogenellup	Widen & Seal Dual Carriageway Construct & Seal	Wineries, Tourism, Timber Plantations Central Business District & shopping. Saleyards & grain
7	Borden – Bremer Bay Katanning - Dumbleyung	Construct & Seal Widen & Seal	Grain, Sheep & fish Stock & fuel
6	McLeod	Final Seal	Tourism & Agriculture
5	Ravensthorpe – Hopetoun	Minor Realignment	Farming, Mining & Tourism
4			
3			
2			
1			
0			

5.7 Sustainability

The applicability of sustainable practices may vary across the Local Governments in the Great Southern region. The WALGA Practitioner's Guideline: Sustainable road construction practices for Local Government roads in WA (https://warrip.com.au/lg-trip/sustainable-road-construction-practices-in-wa/) provides an overview of sustainable practices, which may be applicable to Local Government road projects in WA.

5.7.1 Assessment of Sustainable Practice

Indicate whether you have assessed the proposed project against the Guideline by providing a Yes/No answer under Factor No 15 under the Sustainability Criterion.

5.7.2 Assessment of Sustainable Practice

Indicate if you are able to implement any of the treatments outlined in the Guideline by providing a Yes/No answer under Factor No 16 under the Sustainability Criterion. Please describe any treatments that are proposed as part of the preservation works in the field provided.

6. IMPROVEMENT PROJECTS

6.1 Transport

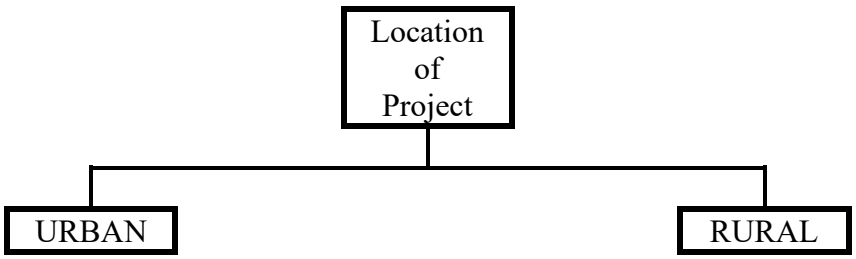
This Criterion addresses the road user and economic issues necessitating the project.

Road improvement works can benefit the economy by providing savings in vehicle operating costs and travel time and stimulate new activities such as tourism by enabling access to be obtained to places of interest.

This evaluation process takes into consideration five Factors to determine the importance of the works to the efficient operation of the road transport network within the Region.

6.1.1 Equivalent Traffic Volume – ETV (Urban & Rural Tables)

This Factor is influenced by the location (and thereby principle use) of the road. Traffic volumes within urban areas would significantly outweigh those in rural areas. To account for this, the domestic travel component is discounted to arrive at an assumed equivalent rural count as follows:



AADT	Raw Score
> 5000	10
> 4000 < 5000	9
> 3000 < 4000	8
>2000 < 3000	7
>1500 < 2000	6
>1000 < 1500	5
>750 < 1000	4
>500 < 750	3
>250 < 500	2
<250	1

ETV	Raw Score
> 500	10
>400 <500	9
>350 <400	8
>300 <350	7
>250 <300	6
>200 <250	5
>150 < 200	4
>100 < 150	3
>50 < 100	2
< 50	1

From the tables above, determine the raw score for this Factor. Record the raw score on the Road Project Assessment Form at item No 1 under the Transport Efficiency Criteria.

Provide a locality sketch showing the location of the project in relation to the count sites.

Forward a copy of the classifier print-out showing the usage for each vehicle group.

6.1.2 Tourism

Road proposals contribute to tourism by providing access to areas of interest, thereby generating tourist demand, and by facilitating the movement of goods and services that support that industry.

Whilst the other Transport Efficiency factors have addressed traffic volumes and mix, a separate factor is included to identify the additional benefits that good roads provide to the tourist industry.

For ease of interpretation, the evaluation process is more qualitative than quantitative. However, additional information is required to support the score awarded to this Factor, *including the impact the change treatment of proposed works will have on tourism*.

Effect	Description of Effect	Score
Highly Beneficial	The road proposal results in a significant increase in tourist activity in a region, e.g. the provision of a good standard sealed road to a very popular tourist attraction or tourist region.	9 - 10
Beneficial	The road proposal results in some increase in tourist activity or provides improved services to tourist, e.g. the provision of rest areas (and public amenities); provision of a scenic lookout; widening of a single lane seal on a tourist road upgrading of a tourist road which enhances the scenic outlook of the road.	6 – 8
Neutral	The road proposal does not change the level of tourist activity or services to tourist, e.g. upgrading a road that does not have any tourist traffic; upgrading of a road that is already adequate for tourists.	5
Detrimental	The road proposal results in some decrease in tourist activity or tourist services, e.g. the proposal results in an increase in heavy vehicles on a tourist road; a town bypass that deters tourists from visiting that town.	2 – 4
Highly Detrimental	The road proposal results in a significant decrease in tourist activity or tourist services in a region.	0 - 1

Record the raw score on the Road Project Assessment Form at item No 2 under the Transport Criteria.

Indicate the tourist facilities or attractions to be serviced by the proposed road works. If available, provide the estimated annual number of visitors.

Indicate the type of benefit or improvement the works will provide to the Tourist Industry.

TOURISM

PREVIOUS EXAMPLES

SCORE	ROAD	PROJECT	SUPPORTING DETAIL
10	Mt Barker – Porongorups	Widen, Overlay & Seal	National Park, accommodation, wineries & festivals
9	Borden-Bremer Bay Quaranup	Construct & Seal Construct & Seal	Access to Bremer Bay tourist and recreation destination. Accommodation, heritage site and recreation.
8	Two Peoples Bay	Construct & Seal	National Park and recreation.
7	McLeod	Final Seal	Alpaca farm, Potteries, Chalets & rural subdivisions.
6	Lockyer Ave Woogenellup Katanning - Dumbleyung	Dual Carriageway Construct & Seal Widen & Seal	Improved access to shops &Central Business District East West link South West access to Wave Rock
5	Tie Line	Construct & Seal	No supporting information
4			
3			
2			
1			
0			

6.1.3 All Weather Access

This factor covers the trafficability of the road, due to its standard of construction, under adverse weather conditions.

It does not relate to closures resulting from traffic accidents, bush fires or other civil emergencies.

Closure is measured in the number of days, weeks or months in a calendar year.
A further issue is the availability of an alternative route and the additional travel involved in using that route.

The following matrix is used to determine the raw score for this Factor.

Average Closure After / Average Closure Before	2 + Months	1 Month	1 Week	2 Days	0 Days	Length of Alternative Route
2 + Months	5	6	7	8	10	Minor (e.g. 5 km)
	5	7	8	9	10	Significant (e.g. 50 km)
	5	8	10	10	10	No Alternative
1 Month	-	5	6	8	9	Minor (e.g. 5 km)
	-	5	7	9	10	Significant (e.g. 50 km)
	-	5	8	10	10	No Alternative
1 Week	-	-	5	6	7	Minor (e.g. 5 km)
	-	-	5	7	8	Significant (e.g. 50 km)
	-	-	5	8	10	No Alternative
2 Days	-	-	-	5	6	Minor (e.g. 5 km)
	-	-	-	5	7	Significant (e.g. 50 km)
	-	-	-	5	8	No Alternative
0 Days	-	-	-	-	5	Minor (e.g. 5 km)
	-	-	-	-	5	Significant (e.g. 50 km)
	-	-	-	-	5	No Alternative

Record the raw score on the Road Assessment Project Form at item No 3 under the Transport Criteria.

Indicate the current frequency and duration of closure (i.e. closed three times totaling 25 days in previous two years) and the proposed frequency and/or duration following the works.

6.1.4 Travel Time

A reduction in travel time is usually seen as a benefit, however, the amount of benefit usually depends on the function of the road. A reduction in travel time on a predominantly freight route or commuter route is highly beneficial, while for a tourist route a reduction in travel time may give much smaller benefits.

Consider the impact the change treatment of proposed works will have on travel time.

Travel time, whilst influenced by, need not be dependent on travel length. A town bypass, which increases the length of travel, may also enable traffic to travel at a higher speed thereby reducing travel time.

Some of the issues for consideration under this factor are:

- Bypasses
- Realignments
- Passing Lanes
- Improvements to substandard curves
- Improvements to vertical alignment
- Sealing an existing unsealed road

Effect	Description of Effect	Score
Highly Beneficial	The travel time on an important freight / commuter route is significantly reduced, e.g. a realignment resulting in a substantial shortening of the route; a realignment or bypass which avoids an area that caused significant delays.	9 – 10
Beneficial	Some improvement in travel times on route where travel time is important, e.g. provision of passing lanes where slower vehicles are causing delays; minor realignment to improve substandard curves; sealing an unsealed road; improved vertical alignment.	6 – 8
Neutral	The proposal does not affect travel time or changes occur on a road where travel time is not important, e.g. widening a narrow two lane seal to a wide two lane sea.	5
Detrimental	As a result of the proposal there is some increase in travel times on a freight / commuter route.	2 - 4
Highly Detrimental	As a result of the proposal there is a significant increase in overall travel times are on an important freight / commuter route.	0 - 1

Record the raw score on the Road Assessment Project Form at item No 4 under the Transport Efficiency Criterion.

Indicate the factors taken into consideration in determining the score.

TRAVEL TIME

PREVIOUS EXAMPLES

SCORE	ROAD	PROJECT	REASON
10			
9			
8	Borden – Bremer Bay Tambellup West	Construct & Seal Construct & Seal	Horizontal & vertical improvements. Seal. Realignment, Widening & Sealing
7	Woogenellup	Construct & Seal	Realign & Seal
6	Mt Barker – Porongorups Katanning - Dumbleyung	Widen & Seal Widen & Seal	Widening, Realign Minor realigning
5	Tie Line	Reconstruct & Seal	Improved condition will reduce travel time
4			
3			
2			
1			
0			

6.1.5 Economic Activity

This Factor seeks to measure the direct impact the proposed works will have on existing or proposed commercial activities.

A score of 10 would be achieved by a project, which would significantly benefit a number of new or existing commercial activities of Regional importance, whilst a score of 9 would relate to a single activity of Regional Importance.

A score of 8 would relate to a project which would improve the level of service to a number of existing commercial activities, whilst a score of 6 would relate to a single activity.

EFFECT	DESCRIPTION	SCORE
Highly Beneficial	Road proposal significantly improves the level of service to new or existing commercial activity(s) of Regional importance	9-10
Beneficial	Road proposal improves the level of service to commercial activity(s).	6-8
Neutral	Road proposal will have no impact on commercial activity	5
Detrimental	Road project will increase costs associated with existing industry or commercial activity	2-4
Highly Detrimental	Road project will significantly increase the cost of establishing new industries or commercial activities.	0-1

Record the Raw Score on the Road Project Assessment Form at Item No 6 under the Transport Efficiency Criterion.

Indicate the commercial activity serviced by the road.

ECONOMIC ACTIVITY

PREVIOUS EXAMPLES

SCORE	ROAD	PROJECT	REASON
10			
9	Chillinup	Reconstruct & Seal	Narrikup Abattoir and Chillinup grain silo
8	Mt Barker – Porongorups Lockyer Ave Woogenellup	Widen & Seal Dual Carriageway Construct & Seal	Wineries, Tourism, Timber Plantations Central Business District & shopping. Saleyards & grain
7	Borden – Bremer Bay Katanning - Dumbleyung	Construct & Seal Widen & Seal	Grain, Sheep & fish Stock & fuel
6	McLeod	Final Seal	Tourism & Agriculture
5	Ravensthorpe – Hopetoun	Minor Realignment	Farming, Mining & Tourism
4			
3			
2			
1			
0			

6.2 Safety

If the primary purpose of the proposed road works is to eliminate an identified safety problem, then funds should be sought from the allocation for Safety Projects within the Main Roads budget or from the Commonwealth Black Spots Program.

As a secondary outcome of the works, improvement works can contribute to reducing hazards. This criterion is designed to measure the improvements the proposed works will have on the existing road structure such that it should contribute to a reduction in traffic hazards.

6.2.1 Crash History

This Factor relates to the recorded frequency and severity of crashes for the section of road covered by the proposal.

Crash history (frequency and severity) can be obtained from the Road Data Branch of Main Roads Western Australia via the CrashMap tool or through the Program Coordinator at the Great Southern Regional Office.

The crash history is to be taken over the previous ~~five~~ ten-year period.

Where the section of road has no recorded history of crashes the neutral score of five is recorded for this Factor and the next Factor (Road Geometry) is used to score the impact of reducing potential accidents.

When scoring this factor, consider the relative traffic volumes in urban versus rural areas (crash density).

EFFECT	WORK TYPE	SCORE
Highly Beneficial	Road works address a previous history of serious (injury or death) accident(s) or a significant number of recorded accidents.	9 - 10
Beneficial	Road works will reduce the number of accidents.	6 - 8
Neutral	No discernible impact on traffic accidents	5
Detrimental	Likely increase in the severity of accidents.	2 - 4
Highly Detrimental	Likely increase in number of severe accidents	0 - 1

Record the Raw Score on the Road Project Assessment Form at Item No 5 under the Safety Criterion.

ACCIDENT HISTORY

PREVIOUS EXAMPLES

SCORE	ROAD	PROJECT	REASON
10			
9	Darkan – Kojonup	Widen & Seal	1 fatal, 1 hospital, 1 medical, 5 PDO
8	Lockyer Ave	Dual Carriageway	5 hospital, 23 medical, 149 PDO
7	Mt Barker – Porongorups	Widen & Seal	1 medical, 3 PDO
6	Katanning - Dumbleyung	Widen & Seal	2 PDO
5			
4			
3			
2			
1			
0			

PDO – Property Damage Only

6.2.2 Road Geometry and/or Condition

This is a measure of the impact of a road proposal on the road alignment, i.e. the steepness and number of hills on a road and the number and severity of the corners and intersections on a road and/or the condition of the road.

Roads are generally designed to minimise:

- the steepness of hills
- the sharpness of the crests
- The sharpness of curves
- the number of curves
- the number of intersections and driveways
- traffic congestion
- Intersection geometry
- Areas of low skid resistance

and to maximise the sight distance in order to match the design speed with the expected driving speed on the road.

Whilst these improvements will reduce travel time (measured elsewhere), they will also reduce the potential for traffic crashes.

Effect	Description of Effect	Score
Highly Beneficial	Improvement(s) to the road geometry e.g. a major realignment resulting in the removal of several substandard curves and hills etc.	9 – 10
Beneficial	Improvement to the road condition e.g. improved skid resistance through resealing.	6 – 8
Neutral	No change to the existing road geometry or condition e.g. widening a road.	5
Detrimental	Some reduction in the standard of the road geometry.	2 – 4
Highly Detrimental	A significant reduction in the standard of the road geometry.	0 - 1

Indicate the improvements to be gained from the proposed works.

Record the Raw Score on the Road Project Assessment Form at Item No 7 under the Safety Criterion.

ROAD GEOMETRY AND/OR CONDITION

PREVIOUS EXAMPLES

SCORE	ROAD	PROJECT	REASON
10			
9	Woogenellup	Construct & Seal	Realign, Widen & Seal
8	Borden – Bremer Bay Kojonup – Frankland	Construct & Seal Widen & Seal	Improved sight distance. Realign. Seal Widen & Seal
7	Katanning - Dumbleyung	Widen & Seal	Widening, realign & reseal
6	Cranbrook – Rocky Gully	Construct & Seal	Sight improvements through clearing.
5			
4			
3			
2			
1			
0			

6.3 Environment Criterion

The environment of Western Australia is under significant threat. Major issues of salinity, aesthetics, conservation, air quality, water quality and noise must be addressed.

It is not expected that the negative impact of roadworks on the environment will cease. The viable response is to minimise the level of impact.

This Criterion addresses five Factors in order to measure and weigh the level of impact and measures taken to minimise the impact of the proposal.

6.3.1 Surface Water

Road proposals may effect wetlands, water courses and natural drainage patterns. The effect is influenced by the following factors:-

- Flow is constrained by the concentration and redirection of surface water to specific crossing points along the road;
- The restriction of flows by the road
- The influence of surface water supply to the flora and fauna locally and regionally;
- The erodibility of soils influenced by drainage structures and concentrated flows;
- Pollution by runoff from the road surface; and
- The alteration of natural land forms and drainage lines.

The influence of a road proposal may result in:-

- Erosion and scouring increasing the sediment load in surface water and its dowstream environment (e.g. scouring of road embankments or cuttings, scouring of table drains, erosion downstream of culverts);
- Pollution of surface water by accidental spills and road runoff;
- Death of plants and loss of animal habitat by changes in surface water levels and infiltration rates; and/or
- Ponding of water on productive or vegetated land leading to water logging and loss of production or natural plant growth thus reducing the effectiveness of land drainage systems within a catchment.

Effect	Description of Effect	Score
Highly Beneficial	Road proposal results in the road drainage being integrated with the catchment drainage plan where it previously was not or where the quality of the water entering the natural drainage is significantly improved.	9 – 10
Beneficial	Road proposal results in the correction of an existing drainage problem e.g. an unformed road that acted as a 'river' is upgraded to restore the natural drainage patterns or elimination of ponding alongside the road.	6 – 8
Neutral	No effect on wetlands, water courses or drainage patterns.	5
Detrimental	Road proposal results in a potential loss or vegetation due to alteration of sheet water flow.	2 – 4
Highly Detrimental	Wetlands filled as a consequence of a road proposal	0 - 1

Indicate the impact of the works on the surface water to justify the selected raw score.

Record the Raw Score on the Road Project Assessment Form at Item No 8 of the Environment Criterion.

SURFACE WATER

PREVIOUS EXAMPLES

SCORE	ROAD	PROJECT	REASON
10			
9			
8	Borden-Bremer Bay Woogenellup	Construct & Seal Construct & Seal	High salinity problems Major floodway
7	Red Gum Pass	Widen & Seal	Upgrade Floodway
6	Mt Barker – Porongorups Katanning - Dumbleyung	Widen & Seal Widen & Seal	Drainage Improvements Culvert improvements
5			
4			
3			
2			
1			
0			

6.3.2 Air and Dust Pollution

In the road context, air and dust pollution is usually caused by vehicle emissions and dust from unsealed road surfaces. The emissions and dust enter the atmosphere where they may be harmful to the general health and welfare of people. It is desirable to reduce the level of air pollution and any reduction in vehicle emissions and dust would be beneficial. Vehicle emissions are also contributing to the 'Greenhouse Effect' and under international agreements, we are committed to reducing greenhouse gases.

The amount of vehicle emissions entering the atmosphere is dependent on a number of factors including the total vehicle usage and the efficiency of those vehicles.

The total vehicle usage is a fairly obvious impact as vehicle emissions will increase if there are more vehicles on the road or if vehicles have to travel a longer distance to get to their destination.

Vehicle efficiency is a measure of the amount of exhaust emissions generated for every kilometre of travel and can be affected by the following factors:-

- Travel speed – optimum travel speeds will reduce exhaust emissions
- Uniformity of speed – a lot of acceleration and decelerating, stopping and starting will increase exhaust emissions
- Number and steepness of hills – a flatter road will reduce exhaust emissions

Vehicle emissions are generally more of a problem in urban areas than in rural areas because of the concentration of vehicle usage in that area.

Dust generated from unsealed road surfaces contributes to air pollution and also creates hazardous conditions for vehicles trying to overtake or pass other vehicles. The amount of dust generated is primarily affected by the volume of traffic using the unsealed road and the amount of moisture in the road surface (i.e. the time since the last rain). Dust is also a major source of distress to animals being moved by road transport.

Effect	Description of Effect	Score
Highly Beneficial	A road proposal results in a significant reduction in air pollution e.g. sealing an unsealed road that was generating a lot of dust due to traffic usage (road has more than 100 vehicles per day); proposal results in a significant reduction in vehicle usage.	9 – 10
Beneficial	Some reduction in air pollution e.g. a reduction in the stop-start operation of a congested road resulting in lower exhaust emissions; sealing an unsealed road (road has less than 100 vehicles per day); a proposal (e.g. a bus lane) that results in some reduction in vehicle usage.	6 – 8
Neutral	No change in the amount of vehicle emissions or dust e.g. no increase in traffic; no unsealed roads are sealed.	5
Detrimental	Some increase in air pollution e.g. road proposals encourages more vehicle use resulting in increased exhaust emissions; major upgrading of a road encourages additional traffic to use a nearby unsealed road resulting in additional dust.	2 – 4
Highly Detrimental	A significant increase in air pollution e.g. an unsealed road proposal which generates a significant amount of new traffic on the road; a road proposal results in a significant increase in vehicle usage.	0 - 1

Record the Raw Score on the Road Project Assessment Form at Item No 9 of the Environment Criterion.

AIR AND DUST POLLUTION

PREVIOUS EXAMPLES

SCORE	ROAD	PROJECT	REASON
10			
9	McLeod	Seal	Removing dust problem in tourist/residential area.
8	Tie Line	Construct & Seal	Removing impact of dust on crops.
7	Needilup North	Construct & Seal	Sealing unsealed road.
6			
5			
4			
3			
2			
1			
0			

6.3.3 Noise Pollution

This is a measure of the change in noise experienced by people due to road usage as a result of a road proposal.

A number of factors can effect the level of noise generated by road traffic such as :

- total traffic volume
- number of trucks
- number of stops and starts e.g. at stop signs.
- Steepness of hills (particularly with trucks)
- Speed of the traffic
- road surface

In general, more traffic, more trucks and more stops and starts will result in more noise. Also steeper hills, faster traffic and rougher roads will result in more noise.

The level of noise experienced by people is directly related to their proximity to the road i.e. the source of the noise. However, noise reduction measures (in the form of earth mounds, walls or special road surfaces) may be incorporated as part of a road proposal to reduce the impact of a new road or increased traffic.

Effect	Description of Effect	Score
Highly Beneficial	A significant reduction in noise for a large number of houses e.g. bypassing a residential area to remove a large amount of traffic (especially trucks) from that area with noise reduction measures along the new route.	9 – 10
Beneficial	Some decrease in noise for a number of houses e.g. by reducing the traffic near the houses; improving intersections; relocating trucks away from houses.	6 – 8
Neutral	No increase in noise levels e.g. increase in traffic may be offset by noise reduction measures; no people near the proposed works.	5
Detrimental	Some increase in noise for a number of houses e.g. due to increased traffic (especially trucks) or increased stopping points.	2 – 4
Highly Detrimental	A significant increase in noise for a large number of houses e.g. a new road through a residential area..	0 - 1

Record the Raw Score on the Road Project Assessment Form at Item No 10 of the Environment Criterion.

NOISE POLLUTION

PREVIOUS EXAMPLES

SCORE	ROAD	PROJECT	REASON
10			
9			
8			
7			
6	Angrove	Asphalt Seal	Reduced tire noise in residential area
5			
4			
3			
2			
1			
0			

6.3.4 Flora and Fauna

The net loss of quantity and quality of flora and fauna in the environment is a measure of the impact of a road proposal on the natural environment.

The loss should take into account:-

- the fragmentation of remnant patches of natural habitat or division of a conservation reserve,
- loss of representative habitats both locally and regionally,
- presence of absence of rare and endangered species or habitat, and
- introduction of weeds, pests and diseases, such as dieback,

when assessing a road proposal.

Main Roads policy is to conserve roadside vegetation and enhance the roadside by widening the vegetation where viable populations of flora and fauna can be established to link existing remnant bush areas of local or regional significance, i.e. create biological corridors.

Flora and fauna should also be considered with respect to their role in regional land management.

Effect	Description of Effect	Score
Highly Beneficial	Conservation initiative of regional significance e.g. development of a sustainable roadside corridor linking remnant reserves of regional significant; realignment of a major road from within to outside of a nature reserve.	9 – 10
Beneficial	Conservation initiative of a local significance e.g. conservation of locally rare species or species of local significance.	6 – 8
Neutral	No clearing or net loss of habitat e.g. widening roadside to replace natural vegetation cleared for roadworks.	5
Detrimental	Clearing of vegetation with loss of habitat or land conservation value e.g. widening a road in bushland area.	2 – 4
Highly Detrimental	Road severs a conservation reserve; results in loss of habitat of rare and endangered species, high probability of introduction of pest species or plant diseases.	0 - 1

Record the Raw Score on the Road Project Assessment Form at Item No 11 of the Environment Criterion.

FLORA AND FAUNA

PREVIOUS EXAMPLES

SCORE	ROAD	PROJECT	REASON
10			
9			
8			
7			
6			
5			
4			
3			
2			
1			
0			

6.4 Social Criterion

Meeting the social needs and aspirations of the community is essential for improving the quality of life for the residents of the Great Southern Region.

This includes addressing issues such as accessibility and mobility.

The costs and resulting benefits need to be equitably shared amongst the Region's Communities.

6.4.1 Emergency Access

This Factor measures the level of impact the proposal will have on emergency service vehicles (ambulance, fire, police etc.) accessing facilities such as hospitals, airports etc.

Those proposals that reduce the travel time of emergency service vehicles would rate as beneficial or highly beneficial.

Traffic calming measures outside hospitals may impact on travel time thereby incurring a detrimental rating.

In assessing this Factor, consideration needs to be given to alternative access routes to these facilities.

Effect	Description of Effect	Score
Highly Beneficial	A significant improvement in access to an emergency facility of regional importance e.g. hospital.	9 – 10
Beneficial	Some improvement in access to emergency facility(s).	6 – 8
Neutral	No impact on access to emergency facility(s).	5
Detrimental	Some reduction in access to emergency facility(s).	2 – 4
Highly Detrimental	Significant reduction in access to an emergency facility of Regional significance.	0 - 1

Record the Raw Score on the Road Project Assessment Form at Item No 12 under the Social Criterion.

Indicate the service or facility impacted by the proposed works.

EMERGENCY ACCESS

PREVIOUS EXAMPLES

SCORE	ROAD	PROJECT	REASON
10			
9			
8			
7	Warren	Construct & Seal	Sealed access to District Hospital
6	Mt Barker – Porongorups Katanning - Dumbleyung	Widen & Seal Widen & Seal	District Hospital District Hospital
5	Lockyer Ave	Dual Carriageway	No supporting detail provided.
4			
3			
2			
1			
0			

6.4.2 Inter-Community Access

This Factor addresses the need to provide communities with good road access to other communities and or Regional Cultural facilities either directly or by connecting to the major road network.

The level of service provided (sealed vs unsealed), size of the community and nature of the cultural facility are issues to be considered in determining the score for this Factor together with the availability and length of alternate access.

Effect	Description of Effect	Score
Highly Beneficial	A significant improvement in access (e.g. sealed road) to a large community or Regional cultural facility.	9 – 10
Beneficial	Some improvement in access to a community or cultural facility.	6 – 8
Neutral	No impact on access to a community or cultural facility.	5
Detrimental	Some reduction in access to a community(s) or cultural facility.	2 – 4
Highly Detrimental	Significant reduction in access to a large community or cultural facility.	0 - 1

Record the Raw Score on the Road Project Assessment Form at Item No 13 of the Social Criterion.

Indicate the community(s) and their populations or the community facilities serviced by the road.

Indicate whether alternate access routes are available and their standard of construction.

INTER COMMUNITY ACCESS

PREVIOUS EXAMPLES

SCORE	ROAD	PROJECT	REASON
10			
9			
8	Borden-Bremer Bay	Construct & Seal	Central Region link to Bremer Bay
7	Mt Barker – Porongorup Katanning - Dumbleyung	Widen & Seal Widen & Seal	East West community link Cultural, Recreational & Sporting facilities
6	Lockyer Ave	Dual Carriageway	Improved access to cultural facilities in Central Business Dist
5			
4			
3			
2			
1			
0			

6.4.3 School Bus Route/Pedestrian/Cyclist Facilities

This Factor addresses the level of impact the proposal will have on School Bus Routes, Pedestrian facilities and Cyclist Facilities.

Works that significantly improve the level of service for all three would score the maximum 10 points. Those that significantly improve at least one facility would score 9 points.

The works that provide minor improvements to all three would score 8 points, whilst those that address only one item would score 6 points.

This Factor does not relate to the provision of Dual Use Paths, however it can be used to measure the improvements proposed (e.g. median islands) to cater for the conflict between traffic and other users of the road reserve. It does relate to the widening and provision of a painted lane to cater for cyclists.

Those works that do not impact on these facilities would score 5 points.

Effect	Description of Effect	Score
Highly Beneficial	A significant improvement in community facilities	9 – 10
Beneficial	Some improvement in community facilities.	6 – 8
Neutral	No impact on access to a community.	5
Detrimental	Some negative impact (reduced) on community facilities.	2 – 4
Highly Detrimental	Significant negative impact (reduction) to all three community facilities.	0 - 1

Record the Raw Score on the Road Project Assessment Form at Item No 14 of the Social Criterion.

SCHOOL BUS ROUTE/PEDESTRIAN/CYCLIST FACILITIES

PREVIOUS EXAMPLES

SCORE	ROAD	PROJECT	REASON
10			
9	Quarranup	Construct & Seal	School & recreational camp facilities
8	Lockyer Ave	Dual Carriageway	Installation of pedestrian median
7	Mt Barker – Porongorups	Widen & Seal	School access
6	Two Peoples Bay	Construct & Seal	School Bus Route
5			
4			
3			
2			
1			
0			

6.4.4 Community Expectations

Local Governments, through their continual contact with local communities, are best placed to assess the priority for works within their Local Government.

As part of the development of an ongoing 5-year road strategy, Local Governments should attach a descending order of priority for these works.

This factor supports that order of priority by attaching maximum points to the project of highest priority to the Local Government with a decreasing level of points for projects of lesser priority.

The following table is used to determine the raw score for Community Expectations.

Priority set by Local Government	Raw Score
First	10
Second	8
Third	6
Fourth or lower	5

Record the raw score on the Road Project Assessment Form at Item No 15 of the Social Criterion.

6.5 Sustainability

The applicability of sustainable practices may vary across the Local Governments in the Great Southern region. The WALGA Practitioner's Guideline: Sustainable road construction practices for Local Government roads in WA (https://warrip.com.au/lg-trip/sustainable-road-construction-practices-in-wa/) provides an overview of sustainable practices, which may be applicable to Local Government road projects in WA.

6.5.1 Assessment of Sustainable Practice

Indicate whether you have assessed the proposed project against the Guideline by providing a Yes/No answer under Factor No 16 under the Sustainability Criterion.

6.5.2 Assessment of Sustainable Practice

Indicate if you are able to implement any of the treatments outlined in the Guideline by providing a Yes/No answer under Factor No 17 under the Sustainability Criterion. Please describe any treatments that are proposed as part of the preservation works in the field provided.

7 CATEGORY WEIGHTINGS

Category weightings for the Preservation and Improvement Road Project Assessment Forms are provided below.

Table 1: Preservation Road Project Assessment Form Weightings

Preservation Model	**MCA Criterion and Factor Weights**
Condition	Projects with worst condition prioritised first
Transport Efficiency	**40% (Total)**
Traffic	25%
Tourism	5%
All Weather Access	5%
Travel Time	5%
Safety	**17% (Total)**
Crash History	10%
Accident Geometry	7%
Environment	**8% (Total)**
Surface Water	3%
Air and Dust Pollution	2%
Flora and Fauna	3%
Social	**30% (Total)**
Emergency Access Route	5.4%
Inter Community Access Route	4.6%
School/Pedestrian/Cyclist Facilities	5%
Community Expectations	5%
Economic Activity	10%
Sustainability	**5% (Total)**
Assessment of Sustainable Practices	2.5%
Application of Sustainable Practices	2.5%

Table 2: Improvement Road Project Assessment Form Weightings

Improvement Model	MCA Criterion and Factor Weights
Transport Efficiency	**50% (Total)**
Traffic	25%
Tourism	5%
All Weather Access	5%
Travel Time	5%
Economic Activity	10%
Safety	**16% (Total)**
Crash History	9.6%
Accident Geometry	6.4%
Environment	**9% (Total)**
Surface Water	2.25 %
Air and Dust Pollution	2%
Noise	1.5%
Flora and Fauna	3.25%
Social	**20% (Total)**
Emergency Access Route	5.4%
Inter Community Access Route	4.6%
School/Pedestrian/Cyclist Facilities	5%
Community Expectations	5%
Sustainability	**5% (Total)**
Assessment of Sustainable Practices	2.5%
Application of Sustainable Practices	2.5%

KIMBERLEY REGIONAL ROAD GROUP

POLICY & PROCEDURE

MANUAL

September 2025

Updated September 2025

Contents

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Amendments

Revision Number	Revision Date	Description of Key Changes	Section / Page No.

Acronyms

Acronym	Meaning
AGBS	Australian Government Black Spot
APV	Asset Preservation Value
BS	Black Spot
CC	Carbon Copy
CEO	Chief Executive Officer
DG	Direct Grants
IPWEA	Institute of Public Works Engineering Australasia (Portal)
IRIS	Integrated Road Information System
KPI	Key Performance Indicators
LG	Local Government
MCA	Multi-Criteria Assessment
MRWA	Main Roads Western Australia
RPG	Road Project Grants
RRG	Regional Road Group
RSI	Road Safety Inspection
SAC	State Advisory Committee
SBS	State Black Spot
SI	State Initiative

SLK	Straight Line Kilometres
SoB	Shire of Broome
SDWK	Shire of Derby West Kimberley
SoHC	Shire of Halls Creek
SWEK	Shire of Wyndham East Kimberley
SRFLG	State Road Funds to Local Government
WALGA	Western Australian Local Government Association

1. ADMINISTRATION

1.1 Regional Road Group Representation

The Kimberley Regional Road Group (RRG) comprises of four (4) Elected Members with one (1) Elected Member representing each of the Local Governments – Shire of Broome, Shire of Derby West Kimberley, Shire of Halls Creek and the Shire of Wyndham East Kimberley. RRG Elected Members must be elected Council representatives that have been authorised by their respective Local Government Authorities to represent their Local Government on the Regional Road Group.

1.2 Technical Working Group

The Kimberley RRG functions as the Technical Working Group. As such, the group may discuss and decide on technical RRG matters at the scheduled meetings in September and March.

Out of Session endorsements may be sought on matters that cannot be resolved:

- Due to complexity of the matter(s), and further deliberation within individual Local Governments is required
- Due exceptional circumstances identified by the RRG
- Due to Delegate or Proxy Representatives not being present during the scheduled meeting

1.3 Chairperson

The Chairperson of the RRG is elected from the four (4) RRG Elected Members by a majority vote. The Chairperson serves a two (2) year term with biennial elections held in March.

The Chairperson or the Deputy Chairperson is to attend each of the RRG Meetings.

1.4 Deputy Chairperson

The Deputy Chairperson of the RRG is elected from the four (4) RRG Elected Members by a majority vote. The Deputy Chairperson serves a two (2) year term with biennial elections held in March.

1.5 Attendance at RRG Meetings

Attendance at RRG Meetings by Council representatives (other than Elected Members) as observers (without voting rights) is encouraged.

1.6 Elected Members' Voting Rights & Obligations

- Elected Members must vote on all motions at RRG Meetings with no provision for abstaining.
- In the instance that an elected member of Council is not in attendance at the RRG meeting then their voting rights of RRG Elected Members can be passed onto that Councils Deputy member in the first instance and, as a last resort, the Chief Executive Officer.
- The Chairperson has one deliberate vote and a casting vote if the issue at hand is tied.

1.7 Secretary

The role of secretary for the RRG will be undertaken by a Main Roads WA representative offering support to the RRG by:

- Facilitating RRG Meetings, compiling Agenda items and handout notes, calendar reminders/invitations and meeting minute taking.
- Providing support and feedback during Project Proposal Submissions, Blackspot Nominations, and assisting with project claims and payments.

1.8 Meeting Schedule

- Meeting dates for the coming meeting will be set at the end of the current meeting. The scheduling of meetings will be undertaken by consensus, taking into account the key timelines and the WALGA Zone Meeting Schedule.
- Two (2) RRG meetings are to be held over the financial year to meet KPI requirements:
  - March
  - November
- Each meeting shall be held at Shire offices on a strict rotating basis.
- Every effort is to be made to attend in person unless there are exceptional circumstances.

1.9 Meeting Agenda

1. Attendance and Apologies
2. Confirmation of Minutes of Previous Meeting
3. Business arising from previous minutes

4. Inwards and Outwards Correspondence

5. Standing Reports

    5.1 Financial Reports (provided by Main Roads)
    5.2 Local Governments to provide a report on the Status of their projects
    5.3 MRWA Current Project Report
    5.4 Level 1 Bridge Inspections
    5.5 WALGA Report
    5.6 RoadWise Report

6. Other Business

7. New Business

8. Next Meeting and Closure

1.10 Flying Minute

There may be times between meetings where a decision is required. In such instances, the secretary will send each elected member and CEO an email detailing the decision at hand. The resolution will be determined by majority as per face-to-face meetings. The resolution will be included in the minutes of the next meeting of the RRG.

1.11 Reporting Structure

The Local Government's RRG representatives are to ensure that RRG minutes are communicated to each of the Local Government's other elected members, e.g., tabled at a Council meeting.

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

2. LEVEL 1 BRIDGE INSPECTIONS

A routine visual inspection must be performed by the Local Government for each Local Government bridge asset annually. The visual inspection must check the overall safety and performance of the structure and identify any major accident damage or incident and any obvious failure or deterioration of structural components. The inspection provides an opportunity to schedule routine maintenance requirements and check on the completion and effectiveness of previous routine maintenance. The need for further detailed inspections must also be identified.

The process of carrying out Level 1 inspections is detailed in Framework and is available from the WALGA website.

2.1 Reporting

Local Governments are required to document the results of each Level 1 bridge inspection in the Inspection Form available on the Main Roads WA website - Attachment 1.

Level 1 inspections must be carried out annually for both timber and non-timber bridges.

2.2 Timetable for Level 1 Bridge Inspections

Task	Timing
MRWA to inform LG's annually about annual Level 1 bridge inspections and provide schedule listing the relevant LG owned bridges and the dates of the last level 1 inspection	August / September / October
LG's to download relevant Routine Visual Bridge Inspection Guidelines from MRWA website	If applicable
LG's to perform annual Level 1 Inspection and complete the Level 1 Inspection Form (assistance from MRWA can be provided). Photographic evidence must be provided with the report	November – April*
LG's to send the form to MRWA via the "Structural Engineering Inspections" generic email inbox with CC to MRWA Regional officer (StrucEngInspections@mainroads.wa.gov.au)	By 30th April deadline
MRWA Structures Engineering Branch will process, document manage and make inspection report available to the relevant MRWA Asset Manager Structures	May
MRWA will produce a preliminary list to provide to the RRG's to monitor compliance	May
MRWA produces final report of LG Level 1 Inspections annually	June / July
The level of inspection compliance shall be reported as an annual KPI to SAC	November

*Note: Inspections of bridges over water should be conducted at low water mark, and in some parts of the State, this will not coincide with the timing given above. The inspection should be scheduled at the time of year that coincides with low water levels in the local climate.

2.3 Routine Maintenance

Routine maintenances involves small, generally relative works comprising mainly minor work items planned on a short-term basis.

The scope of a routine Level 1 inspection includes:

- Inspection of the road surface, guardrails/barriers, road drainage, waterways, vegetation and debris, footpaths, expansion joints and deck joints, bearings, superstructure and substructure for all timber and non-timber bridges;
- inspection of the road surface, guardrails/barriers, road drainage, waterways, vegetation and debris, walls and aprons, and box units for the specific superstructure bridge type of precast box units;
- particular close inspection to ascertain the effectiveness and condition of previous repairs and maintenance;
- recommendation of a detailed inspection if it is warranted by observed distress or unusual behaviour of the bridge;
- identification of routine maintenance requirements; and
- confirmation that routine maintenance requirements identified in previous inspections has been completed.

Components that are not accessible without specialist equipment (e.g. underbridge inspection unit) are to be checked from as close as possible.

2.4 Preventative Maintenance

Preventative maintenance involves proactive works that are conducted at regular intervals longer than one (1) year. This type of work is carried out before the development of defects (e.g. timber rot) and is aimed at preventing occurrence or progression of a defect.

Preventative maintenance includes activities such as, but not limited to:

- Bolt tightening
- End grain sealing
- Fungicide treatment
- Repairing splits in timber elements
- Minor concrete crack repairs
- Maintenance of joints seals and paint

2.5 Road and Bridge Data for IRIS

Main Roads will request an export of data on a regular basis. This may be annually, bi-annually or tri-annually. Alternatively, an LGA can request that an update be processed if there have been a large number of changes to their network. It is recommended that each LGA authorise a data upload by the Shire's Asset Management provider in November each year for an upload to IRIS in March the following year.

Each Local Government shall provide MRWA with an electronic copy of roads under their care and maintenance. This data provides a contemporary record of the road network in WA.

Data is required to be provided to MRWA in an IRIS-acceptable format prior to the end of May in the appropriate year. A local Government's non-compliance may delay the remittance of its Direct Grant allocation for the following year.

The correct IRIS format can be found in the IRIS Local Government Interface Requirements Document.

The number of Local Governments by RRG that have uploaded road inventory data to the MRWA IRIS database in the previous three (3) financial years (in accordance with the MRWA schedule) is a KPI and reported to SAC annually. The target is **100%.**

3. KIMBERLEY REGIONAL ROAD GROUP FUNDING

The State Road Funds to Local Government Procedures are located on the Main Roads WA website.

3.1 Direct Grants

A total pool of funds is distributed to the RRG to be apportioned by Main Roads, as a Direct Grant. This is done as a percentage of each Local Governments Asset Preservation Value (APV) as determined by the WA Grants Commission.

$$\textit{Formulae} = \frac{\textit{RRG Total APV Amount}}{\textit{Individual Local Governments APV}} \textit{ X 100 = \%}$$

Direct Grants are allocated only for routine maintenance tasks on local roads. Routine maintenance are tasks to maintain the asset but do not increase its service potential or life e.g. repairing potholes, grading an unsealed road, clearing or repairing drainage systems.

Main Roads will not pay Direct Grants, until a Certificate of Completion for the previous year's grant is submitted. No GST is paid on Direct Grants (Attachment 2).

The RRG is to advise SAC by the end of September in the budget year of any Local Government yet to have provided a Certificate of Completion for the previous year to the RRG Secretariat. The RRG will recommend to SAC that the redistribution of unclaimed funds should go to those Local Governments who have completed the Certificate on a percentage basis as determined by each Local Governments APV.

See attachment 2 for the Direct Grant Certificate.

3.2 Road Project Funding

3.2.1 Funding Methodology

Road Project Grants are distributed to eligible projects using 75% APV plus 25% population factor determining the amount available for project grants for each respective Local Government.

Local Governments are to apply to the RRG for project funds with a Multi-Criteria Assessment form (MCA) either using the Preservation or Improvement model for each project nomination and provide supporting justification by September prior to the next financial year. The Secretary will produce a schedule of proposed works for the next financial year prioritised within each Shires allocation according to the MCA Scoring and it will be presented at the September meeting for endorsement by the Group. Each Local Government may choose to make changes to the priority indicated by the MCA. All documentation of justification for changes must be provided to the RRG Secretary for record-keeping purposes.

Details and guidance of scoring projects using the MCA is provided in Section 4.

If the total allocated indicative amount is oversubscribed, then grant monies are allocated according to the APV methodology.

If the total indicative allocated amount is undersubscribed, then this amount can be redistributed to those Local Governments in accordance with the MCA scoring priority in the first instance. If more than one local government requests additional funds, these are then distributed according to their respective 75% APV plus 25% population factor

3.2.2 Contributory Arrangements and Payments

Project allocations from the Road Project Grants Pool are provided on a cost-sharing basis of $2 from Road Project Grant funds to $1 from Local Government Funds.

Payments are made on 40:40:20 basis:

Claim	Submission & Payment	Certificate Required
1st 40%	July – can be paid at the beginning of the financial year	Progress Payment Certificate (Attachment 3)
2nd 40%	Contingent on proof the 1st 40% claim has been spent	Progress Payment Certificate (Attachment 3)
Final 20%	Project has been completed & MRWA post project inspection is completed	Certificate of Completion (Attachment 4)

Estimated expenditure month forecasts (40:40:20) are to be provided to the RRG Secretary in writing at the beginning of each financial year.

Main Roads WA has a requirement to conduct Local Authority Project pre- and post-road inspections of all proposed projects nominated by the RRG each financial year. An email will be disseminated by the Secretary to the RRG advising of inspection dates each financial year, with the option for Local Governments to have a representative present during inspections.

3.2.3 Three Year Works Program

All Local Governments shall develop and supply the RRG with a three-year program. The entire program will be assessed using the MCA model in the first instance. The program's first year will be the annual funding recommendations to SAC. The two future years will comprise a list of prioritised projects with estimated costs. The future year projects are not commitments and do not require detailed assessment but are intended to provide the source for reserve projects and assist Local Governments to plan for future funding and work commitments. The program will also provide a basis to advocate for future funding under the State Roads Funds for Local Government.

3.2.4 Under Expenditure on Projects

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

Local Governments are to be notified of the balance of the approved budget. That balance shall be reallocated by the RRG and the following basis:

1. In the first instance the RRG may offer reallocation of that balance of approved budget to the Local Government who made the project saving
2. If that offer is not taken up, those Local Governments who indicate that they can use the funds on an approved project are to notify the RRG.
3. If more than one Local Government makes the request, then the funds are to be allocated according to the APV percentage methodology.

3.2.5 Over Expenditure on Projects

Where a project(s) is completed for more than the budget allocation the respective Local Government shall fund the shortfall in the first instance from within its approved total project allocation for that year.

The Local Government shall inform the RRG as soon as possible of the overspend and any proposed project program amendment to fund the shortfall.

A Local Government may apply to the RRG to cover a funding shortfall from the next financial year allocation, in exceptional circumstances, as determined by the RRG Members.

This payment is to come from the applicant Local Governments next financial year allocation and is subject to the RRG having surplus funds and/or the approval of SAC to bring forward funding from future years.

3.2.6 Delays in Program

The RRG shall monitor expenditure on approved road projects with Local Governments to ensure funds will be expended and recouped within the financial year.

Local Government members must demonstrate acceptable progress on an approved project before the 31st of December each year. The RRG shall review and consider reallocating funds to those Local Governments who can acquit the funds against a new project or an extension of an existing project before the end of the financial year. Written justification must be provided to the Main Roads Regional officer.

3.2.7 Carry Over Expenditure on Projects

A Local Government shall always seek to complete its allocated projects and funding expenditure prior to the end of financial year. A Local Government may seek consideration by the RRG to approve carry over funds to the subsequent financial year.

Written justification for such a request must be provided to the RRG.

Timetable for Project Funding Submissions

Process Step	Month
MRWA to advise Local Governments of the indicative budget for the coming financial year	April / May
Local Government submit Project Proposals (Attachment 5)	September
Local Government to supply three year works program	September
RRG provide project recommendations to SAC	November (for next financial year)
MRWA advise Local Governments of approved projects	June

3.2.8 Project Funding Allocation Methodology

The MRWA will provide to the RRG an indicative amount the State will provide the RRG for Project Funding.

This amount will be allocated to each Local Government RRG Member based upon their respective Asset Preservation Values.

$$\frac{\text{Indicative Pool - \$}}{\text{Individual Local Governments APV (75\%) Population Factor (25\%)}}$$

The actual final amount in dollar terms may differ once the State set their budget.

4. PROJECT FUNDING ALLOCATION METHODOLOGY

All new projects submitted for consideration for Road Project Grant funding will be assessed based on the MCA methodology outlined in the sections below. The MCA tool/project submission form is available as a spreadsheet upon request from the Main Roads secretariat.

Project submissions are characterised as either preservation or improvement works with projects evaluated using the respective MCA model for the type of work proposed. In entering data into the MCA tool, please only add data to the coloured cells. Greyed cells will be automatically calculated. Instructions are also provided in column L of the MCA tool.

4.1 Preservation Works

Preservation projects are those proposed for existing roads where a link is to be brought back to the pre-existing physical conditions by resealing, reconstruction, re-sheeting and reconditioning or replacement of road drainage. The opportunity may be taken to make low-cost safety improvements, for example, adding audio-tactile edge- or centrelines to sealed roads or improving delineation.

The MCA tool for preservation works is divided into the following sections:

- Project Information
- Condition Assessment
- Improve Road Safety
- Traffic
- Sustainability
- Economic/Social

4.1.1 Project Information

In this section, the critical information relating to the project is captured. Indicate the relevant Local Government name and road name/number associated with the proposed project. Input the information relating to the project characteristics, e.g. formation and/or seal width or type of unsealed road, and provide a detailed description of the project scope, outcome, and works planned. Provide information on project Straight Line Kilometres (SLK), project cost, and project readiness as well as any information on necessary heritage and environmental clearances; utility providers, whose assets may be impacted by the project; and any need of land acquisition. Please also indicate whether any line markings or regulatory/warning signage will be impacted by the project.

4.1.2 Condition Assessment

This section provides detail on the current condition of the road. Preservation works are divided into three categories: Reconstruction, Reseal, or Unsealed.

Reconstruction works: Works undertaken to reconstruct the road pavement to existing standards.

Reseal works: Works undertaken to reinstate the sealed surface of a road.

Unsealed: Works undertaken to rehabilitate an unsealed road, such as reforming, grading, or resheeting with gravel.

Provide a condition rating based on Table 1.

Table 1: Condition Rating

Condition	Rating	Description
Very Poor	5	Serviceable condition cannot be maintained. Requires immediate rehabilitation or reconstruction.
Poor	4	Serviceable surface and structural condition can only be maintained through regular routine maintenance and additional irregular maintenance. Rehabilitation required in within 3 years.
Fair	3	Satisfactory surface and structural condition maintained with regular routine maintenance.
Good	2	Good surface and structural condition.
Very Good	1	Excellent surface and structural condition.

A final score will be calculated, based on the selected condition rating.
Provide a description of the current condition as well as a justification of the condition as an attachment to the project submission. Acceptable forms of justification include details of a condition survey, photographs, aerial imagery, statements regarding the age of the facility, documentation of increased traffic volumes, etc.

4.1.3 Improve Road Safety

The Road Safety criterion score is comprised of three weighted factors.

Safety Rating
The most prevalent crash type resulting in a Killed or Serious Injury in the Kimberley region is a run-off road crash. This crash type is often related to fatigue or inattention, rather than specific infrastructure issues, and can occur anywhere across the network. By adopting a network-wide safety approach, Local Governments in the Kimberley can effectively address this crash issue.

Provide a Yes/No response to whether the proposed project location has been assessed using a road safety ratings tool. While many tools are available, two tools are recommended, due to their ease of use and lack of associated cost.

- **LG Stars** - https://www.roadwise.asn.au/local-government/lgstars.aspx
- **Infrastructure Risk Rating** - https://irrtool.austroads.com.au/

Safety Treatments

The Guidelines for the Selection and Implementation of Low-Cost Road Safety Treatments on Rural Roads provides some helpful details on the applicability of safety treatments in rural contexts. Indicate whether you have reviewed this guideline and considered any treatments as part of your project.

- **Guidelines for the Selection and Implementation of Low-Cost Road Safety Treatments on Rural Roads** - https://warrip.com.au/lg-trip/low-cost-road-safety-treatments-on-rural-roads/

Safety Improvement Description

Any preservation project is an opportunity to implement a low-cost road safety improvement. Please describe any improvements proposed as part of the project and the impact of the improvement on safety. Indicate the level of impact on road safety associated with the proposed project, using the ratings outlined in Table 2.

Table 2: Road Safety Treatment Impact

Road Safety Impact	Rating	Description	Sealed	Unsealed
None	0	No low-cost road safety improvements considered.	N/A	N/A
Minor Impact	1	Guide Post/Guide Signs Alone	Yes	Yes
		Raised Retroreflective Pavement Markers	Yes	No
Moderate Impact	3	Guide Post/ Guide Signs in combination	Yes	Yes
		Centreline	Yes	No
		Advisory Speed Signs	Yes	Yes
Significant Impact	5	Curve Warning Sign	Yes	Yes
		Audio-Tactile Line Marking	Yes	No

The scores will be calculated in the tool to provide an aggregate score.

4.1.4 Traffic

Roads across the Kimberley region perform different functions in terms of providing access.

Key Linkages

Please indicate whether the proposed project falls on a road that provides critical access relating to the following considerations:

- Industry
- Pastoral Areas
- Aboriginal Communities

- Mining Areas
- Tourism
- Inter-Community Access

Heavy Vehicles
The volumes of heavy vehicles traveling along a route can have various implications, including,

- Safety
- Economic Activity
- Rate of Deterioration

Indicate whether the proposed project is on a road with vehicle volumes greater than 10% of total traffic and provide the source for this information.

4.1.5 Sustainability

The opportunities to implement sustainable practices in road construction and maintenance vary between Local Governments and are often dependent on the availability of sustainable materials and/or plant as well as the expertise within the organisation. To ensure that equity is achieved between Local Governments, while still incentivising the uptake of sustainable practices in road construction and maintenance, this criteria is based on the review of the Sustainable Road Construction Practices for Local Government Roads in WA Guideline.

- **Sustainable Road Construction Practices for Local Government Roads in WA** (https://warrip.com.au/lg-trip/sustainable-road-construction-practices-in-wa/)

Indicate whether the guideline was reviewed and the proposed project evaluated against any of the sustainable practices in the guideline by providing a Yes/No answer.
If sustainable practices are proposed for implementation as part of the project, please indicate this by providing a Yes/No answer and providing supporting information as a supplement to the project submission.

4.1.6 Economic/Social

Indicate whether the proposed projects are aligned with the Local Government Strategic Plan by providing a Yes/No answer in the relevant field. Please also indicate whether the proposed works will improve economic development in the area. Justify both of these responses in the text box provided.

Please also indicate whether the proposed works are forecast to fulfill community expectations by inputting a Yes/No answer and providing supplemental detail in the text box provided.

4.1.7 Final Weighting

The final weighting associated with each criterion for preservation works is provided in Table 3.

Table 3: Preservation Project Criteria Weights

Preservation Projects	
Category	*Weight*
Condition Assessment	40%
Road Safety	20%
Traffic	20%
Sustainability	5%
Social/Economics	15%

4.2 Improvement Works

Improvement projects are those that involve upgrading of an existing road to an improved and safer standard than currently exists. For example, improving the geometry, widening the seal, sealing shoulders, providing new overtaking /passing lanes, or traffic control measures.

The MCA tool for Improvement works is divided into the following sections:

- Project Information
- Traffic
- Road Safety
- Economics
- Environment
- Sustainability
- Social

4.2.1 Project Information

In this section, the critical information relating to the project is captured. Indicate the relevant Local Government name and road name/number associated with the proposed project. Input the information relating to the project characteristics, e.g. formation and/or seal width or type of unsealed road, and provide a detailed description of the project scope, outcome, and works planned. Provide information on project Straight Line Kilometres (SLK), project cost, and project readiness as well as any information on necessary heritage and environmental clearances; utility providers, whose assets may be impacted by the project; and any need of land acquisition. Please also indicate whether any line markings or regulatory/warning signage will be impacted by the project.

4.2.2 Traffic

Roads across the Kimberley region perform different functions in terms of providing access.

Key Linkages

Please indicate whether the proposed project falls on a road that provides critical access relating to the following considerations:

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- Pastoral Areas
- Aboriginal Communities
- Mining Areas
- Tourism
- Inter-Community Access

Heavy Vehicles

The volumes of heavy vehicles traveling along a route can have various implications, including,

- Safety
- Economic Activity
- Rate of Deterioration

Indicate whether the proposed project is on a road with heavy vehicle volumes greater than 10% of total traffic and provide the source for this information.

4.2.3 Road Safety

The Road Safety criterion score is comprised of three weighted factors.

Safety Rating

The most prevalent crash type resulting in a Killed or Serious Injury in the Kimberley region is a run-off road crash. This crash type is often related to fatigue or inattention, rather than specific infrastructure issues, and can occur anywhere across the network. By adopting a network-wide safety approach, Local Governments in the Kimberley can effectively address this crash issue.

Provide a Yes/No response to whether the proposed project location has been assessed using a road safety ratings tool. While many tools are available, two tools are recommended, due to their ease of use and lack of associated cost.

- **LG Stars** - https://www.roadwise.asn.au/local-government/lgstars.aspx
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Safety Treatments

The Guidelines for the Selection and Implementation of Low-Cost Road Safety Treatments on Rural Roads provides some helpful details on the applicability of safety treatments in rural contexts. Indicate whether you have reviewed this guideline and considered any treatments as part of your project.

- **Guidelines for the Selection and Implementation of Low-Cost Road Safety Treatments on Rural Roads** - https://warrip.com.au/lg-trip/low-cost-road-safety-treatments-on-rural-roads/

Safety Improvement Description

Any preservation project is an opportunity to implement a low-cost road safety improvement. Please describe any improvements proposed as part of the project and the impact of the improvement on safety. Indicate the level of impact on road safety associated with the proposed project, using the ratings outlined in Table 2.

Table 4: Road Safety Treatment Impact

Road Safety Impact	Rating	Description	Sealed	Unsealed
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Minor Impact	1	Guide Post/Guide Signs Alone	Yes	Yes
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Moderate Impact	3	Guide Post/ Guide Signs in combination	Yes	Yes
		Centreline	Yes	No
		Advisory Speed Signs	Yes	Yes
Significant Impact	5	Curve Warning Sign	Yes	Yes
		Audio-Tactile Line Marking	Yes	No

The scores will be calculated in the tool to provide an aggregate score.

4.2.4 Economics

Indicate whether the proposed projects are aligned with the Local Government Strategic Plan by providing a Yes/No answer in the relevant field. Please also indicate whether the proposed works will improve economic development in the area. Justify both of these responses in the text box provided. Indicate the level of impact on road safety associated with the proposed project, using the ratings outlined in Table 5Table 2.

Table 5: Economic Impact

Economic Impact	Rating	Description
None	0	No alignment with Strategic Plan or no improvement to economic development in the area.
Minor Impact	1	Minor alignment with Strategic Plan or minor improvement to economic development in the area including better accessibility, increased traffic to commercial sites, etc.

Moderate Impact	3	Moderate alignment with Strategic Plan or moderate improvement to economic development in the area, including better accessibility, increased traffic (+/- 10% to commercial sites, etc.
Significant Impact	5	Significant alignment with Strategic Plan or significant improvement to economic development in the area including better accessibility, increased traffic (>20%) to commercial sites, etc.

4.2.5 Environment

Improvement projects may have detrimental effects on the surrounding environment relating to surface water, ground water, air pollution and dust, flora and fauna, noise pollution, and cultural heritage factors, among others.

Surface Water: Road projects can have detrimental impacts to wetlands, watercourses, and drainage patterns resulting in significant degradation of surface water features, including by erosion/scouring, pollution of surface water due to spills/runoff, death of plants and animals due to changes in water levels and infiltration rates, and issues around ponding/water logging due to changes in drainage patterns.
Scoring examples are provided below.

- Score of 5 – No Impact – Surface water will not be impacted in any way by the project or there will be a beneficial impact.
- Score of 2 – Moderate Impact – Potential for the loss of vegetation resulting from changes to sheet flow.
- Score of 0 – Significant Impact – Wetlands will be filled by the project.

Ground Water: Road projects can affect the flow, level and purity of ground water negatively. In particular, establishment of road reserves by cutting or soil consolidation can degrade ground water flow, via the compaction of soft layers of ground. Ground water contamination is possible when contaminated road runoff enters the ground water recharge areas and is an important consideration where ground water is used for domestic consumption and production (e.g. livestock, irrigation, industry) and/or supports a natural habitat.
Scoring examples are provided below.

- Score of 5 – No Impact – Ground water will not be impacted in any way by the project or there will be a beneficial impact.
- Score of 2 – Moderate Impact – Potential lowering of water table, effecting vegetation and bores.
- Score of 0 – Significant Impact – Road project traverses a protected ground water extraction area or significant contamination is expected as a result of the project.

Air Pollution/Dust: Vehicle emissions and dust from unsealed roads contribute to air pollution and may create unsafe conditions for overtaking/passing vehicles. On unsealed roads, the volume of traffic and the amount of moisture in the road surface (i.e. time since the last rain) can affect the scale of dust generated.
Scoring examples are provided below.

- Score of 5 – No Impact – Air pollution and dust levels will remain the same or improve (e.g. through sealing of the road).
- Score of 2 – Moderate Impact – The project will lead to some increased traffic (with proportionately more exhaust emissions or dust generation).
- Score of 0 – Significant Impact – The project will lead to substantially increased traffic (with proportionately more exhaust emissions or dust generation).

Flora and Fauna: The net loss of quantity and quality of flora and fauna in the environment is a measure of the impact of a road project on the natural environment.
Scoring examples are provided below.

- Score of 5 – No Impact – No clearing or net loss of habitat will occur or the project includes a conservation area that links key habitat areas or remnant reserves.
- Score of 2 – Moderate Impact – Some clearing of vegetation with loss of habitat or land conservation value, e.g. road widening project in bushland areas.
- Score of 0 – Significant Impact – Road severs a conservation reserve and results in loss of habitat, particularly for rare/endangered species or results in the introduction of pest species or plant diseases.

Noise Pollution: Noise pollution can have a detrimental effect on human health. In general, more traffic, more heavy vehicles and more stop/starts result in increased noise as do steeper hills, faster traffic and rougher roads.
Scoring examples are provided below.

- Score of 5 – No Impact – Noise pollution levels will remain the same or will be reduced.
- Score of 2 – Moderate Impact – The project will lead to some increase in noise for dwellings as a result of increased traffic (particularly heavy vehicles) or more stopping points.
- Score of 0 – Significant Impact – The project will lead to significant increases in noise for dwellings as a result of increased traffic (particularly heavy vehicles) or more stopping points.

Cultural Heritage: Cultural heritage sites are those locations with significant cultural value, particularly to Indigenous groups. Road projects can impact cultural heritage sites in several ways, including by routing more traffic through or near the site.
Scoring examples are provided below.

- Score of 5 – No Impact – No impacts to cultural sites will occur as a result of the project.

- Score of 2 – Moderate Impact – The project will lead to some impact to cultural sites by increasing traffic, reducing amenity, and/or damage/destruction of the site.
- Score of 0 – Significant Impact – The project will lead to substantial impact to cultural sites by increasing traffic, reducing amenity, and/or damage/destruction of the site.

The following table allows for the assessment of the project against each of the factors. If the project has a low score (high impact) in any of the categories, enter the lowest score in the MCA tool.

Environment Impact	Rating	Description
None	5	No impacts are projected as a result of the project.
Minor Impact	4	Minor impacts are projected as a result of the project.
Moderate Impact	2	Moderate impacts are projected as a result of the project.
Significant Impact	0	Significant impacts are projected as a result of the project.

4.2.6 Sustainability

The opportunities to implement sustainable practices in road construction and maintenance vary between Local Governments and are often dependent on the availability of sustainable materials and/or plant as well as the expertise within the organisation. To ensure that equity is achieved between Local Governments, while still incentivising the uptake of sustainable practices in road construction and maintenance, this criterion is based on the review of the Sustainable Road Construction Practices for Local Government Roads in WA Guideline.

- **Sustainable Road Construction Practices for Local Government Roads in WA** (https://warrip.com.au/lg-trip/sustainable-road-construction-practices-in-wa/)

Indicate whether the guideline was reviewed and the proposed project evaluated against any of the sustainable practices in the guideline by providing a Yes/No answer.
If sustainable practices are proposed for implementation as part of the project, please indicate this by providing a Yes/No answer and providing evidence as a supplement to the project submission.

4.2.7 Social

Please indicate whether the proposed works are forecast to fulfil community expectations by inputting a Yes/No answer and providing supplemental detail in the text box provided.

4.2.8 Final Weighting

The final weighting associated with each criterion for preservation works is provided in Table 6.

Table 6: Improvement Projects Criteria Weights

Improvement Projects	
Category	*Weight*

Traffic	35%
Road Safety	20%
Economics	15%
Environment	10%
Sustainability	5%
Social	15%

5. BLACK SPOT PROGRAM

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

The program is structured in two (2) parts and evaluated and managed independently by Main Roads and Local Government.

Proposals for treatments on local roads (roads under the care and control of Local Government) will be evaluated through RRGs and Main Roads (joint assessment).

Progress reports are to be provided to the Main Roads regional office by Local Governments for both Black Spot Programs for the duration of the projects.

Every endeavour must be made to fully expend the funds in the year of allocation. Failure to do so may result in future applications being rejected. The State KPI for this 100%.

5.1.1 Black Spot Project

Local Governments may submit projects for Black Spot funding using either a Road Safety Audit or Benefit-Cost Ratio method (State Black Spot Program) or only a Benefit-Cost Ratio method (Australian Government Black Spot Program). More information can be found at this link: Black Spot Program | Main Roads Western Australia **Nominations Submitted 2020/21 and onwards**

All Road Safety Inspections dated November 2018 or later will comply with the MRWA Policy and Guidelines for Road Safety Audit.

Road Safety Inspections, Stage 3 and Stage 4 Audit reports must be submitted on the IPWEA Road Safety Portal and be less than three (3) years old.

Section 6.4 of MRWA Policy and Guidelines for Road Safety Audit will apply to all projects approved from 2020/21 onwards.

Stage 3 Detail Design Audit and Stage 4 Pre-opening Audit reports will be required.

The State Black Spot and Australian Government Black Spot Programs will cover the cost of Stage 3 and 4 Audits. The estimated cost of these activities is to be included in the total project cost.

5.1.2 Complex Projects

Complex projects that cannot be completed in one (1) year are to be completed in stages. These are considered to be all projects that include works done by third parties, including works done by utility providers, land acquisition, traffic signals installation, street lights installation, clearances and/or are of complex design are to be funded and delivered in stages, unless evidence of deliverability in one (1) funding year is provided at the time of nomination.

Staged projects with already approved funding for Stage One will be treated as priority projects when submitted for funding for Stage Two (or subsequent stages, if applicable).

Allocation of funds for Stage Two (or subsequent stages) may be delayed if sufficient funds are not available from the upcoming year's program allocation. Refer to section 3.1.1.

Main Roads has a requirement to conduct pre and post project inspections. Final payments will not be made until project inspections are completed and Project Completion Certificates and Project Completion Forms are received.

5.1.3 Approval of Staged Projects

Stage One of a staged project will be considered for funding in the first year of the project. At the same time funding of Stage Two (and subsequent stages, if any) will be endorsed in principle.

Funding of Stage Two (and subsequent years, if any) of endorsed staged project will be considered in the subsequent year. If the project no longer meets the State Black Spot criteria or is no longer economically viable, Stage Two of the project will not be funded.

Stage Two may be delayed if sufficient funds are not available from the upcoming program allocation.

5.1.4 Reserve Projects

Nominations that were not successful but met the criteria for funding will be identified by the Program Development Coordinator and listed as reserve projects.

The reserve list for local roads nominations will be submitted for endorsement by the State Road Funds to Local Government Advisory Committee (SAC) at the time of their endorsement of successful projects.

The proponents of endorsed reserve projects will be notified and advised that these projects will be funded at short notice should funds become available as a result of other approved projects being cancelled or withdrawn.

These projects will not be automatically considered for funding in the upcoming years because priorities may change. Reserve projects not funded in the year for which they were submitted will need to be re-nominated in future years.

5.1.5 Road Safety Inspection

A formal Road Safety Inspection (RSI) shall be conducted in accordance with the Main Roads Western Australia Policy and Guidelines for Road Safety Audit. Road Safety Inspection reports must be submitted on the IPWEA Road Safety Portal and be less than three (3) years old. It is desirable that a WALGA RoadWise officer participates as a Specialist Advisor in a Road Safety Audit team.

6. STATE BLACK SPOT PROGRAM

Funding allocations for State Black Spot projects are provided on a cost sharing basis of $2 from the State Black Spot Fund to $1 from Local Government funds. Nominations are to be completed online the Main Roads Website through the Crash Maps Application - Crash Investigation | Main Roads Western Australia

The program will be recommended by SAC. Subject to the endorsement of the Managing Director of Main Roads, the recommended program is submitted to the Minister of Transport for approval.

The Minister for Transport will announce the approved programs.

State Black Spot Program Development and Management Guidelines are located on the Main Roads WA website.

6.1 Timetable for Funding Submissions

Local Government State Black Spot Program funding submissions must be in accordance with the following timetable:

Information	Month
Call for submissions	April
Regional submissions close	July
Assessment of submission by MRWA Regional officer	July to October
RRG Agenda Item – Endorsement	November
Preparation of recommended program	November to December
State Black Spot Program – review and recommendation	February to April
Program Approval	May
Final expenditure for the 20XX/20XX program	30 June

Nomination Form – Online – via Main Roads website & access to Crash Maps is required.

Crash Investigation | Main Roads Western Australia

Project Completion Form – Attachment 7.

6.2 Funding and Payment

Non Staged Projects

Milestone	Payment
Commencement of project	40%
40% Progress towards completion	40%
Completion. Project Completion Report must be submitted prior to final payment being made & MRWA post road inspection	20%

Staged Projects

Milestone	Payment
Stage One Commencement of project (following endorsement by SAC – prior to the first funding year)	40% of Stage 1
Stage One 40% Progress towards completion of Stage One (in the first funding year)	40% of Stage 1
Stage One Completion of Stage One (in the first funding year)	20% of Stage 1
Stage Two Commencement of Stage Two (in the second funding year)	40% of Stage 2
Stage Two Completion of Stage Two. Project Completion Report must be submitted prior to final payment being made & MRWA post road inspection	20% of Stage 2

6.3 Reporting

Summary of reports:

Report Type	Submission of Information
Verbal/written progress report	At RRG meetings by MRWA Regional Officer
Project Completion Report	Within 30 days of financial completion (to be attached to Certificate of Completion when the last claim is submitted)

The Project Completion Report is to be signed by the Local Government Chief Executive Officer then submitted to the MRWA's Regional officer for review and endorsement by the MRWA's Regional Manager (Attachment 7).

7. AUSTRALIAN GOVERNMENT BLACK SPOT PROGRAM

Funding allocations for Australian Government Black Spot projects are provided with no Local Government contribution requirements.

Projects identified as a Reserve Project and approved by the Panel can be funded if unallocated funds from other RRG's become available.

A summary from the Review Panel will be provided to the Main Roads regional officer to disseminate to the RRG.

Endorsement will then be sought from the RRG for the Reserve Project to be funded, the decision will be noted in the meeting minutes.

7.1 Timetable for Funding Submissions

Australian Government Black Spot Program funding submissions must be in accordance with the following timetable:

Information	Month
Call for submissions	April
Regional submissions close	July
Assessment of submission by MRWA Regional officer	July to October
RRG Agenda Item – Endorsement	November
Preparation of recommended program	November to December
Australian Government Black Spot Program – State Panel Meeting	January
Program Approval	May
Final expenditure for the 20XX/20XX program	30 June

It is recommended any Road Safety Inspection (RSI) be completed and the report finalised by the previous December, to permit time to determine a solution, undertake any design and prepare an estimate for April submissions.

Funding and payment – *refer to section 4.1.2*

Reporting – *refer to section 4.1.3*

Nomination Form – Online – via Main Roads website & access to Crash Maps is required

Crash Investigation | Main Roads Western Australia

Project Completion Form – Attachment 7.

8. COMMODITY ROUTE FUNDING

Commodity Route Funding shall be applied according to the Application and Assessment Guidelines as published on the MRWA website. An annual allocation, based on $2.5 million for the State has been set aside, at times the State does allocate additional funding to this funding pool.

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 iron ore, cattle, and / or other commodities.

Generally, roads that are included in the Roads of Regional Significance document will not be successful in accessing funding.

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

8.1 Timetable for Commodity Route Funding

Process Step	Month
RRG Calls for Submissions	June
Submissions Close	September
RRG assesses projects and makes recommendation Technical Review Group	September / October
Technical Review Group makes recommendations to SAC	October / November
SAC Approval	December
Approved Program announced	January

Commodity Route Application Form - Attachment 8.

9. KEY PERFORMANCE INDICATORS

9.1 Number of RRG meetings held and attended by all RRG Members

Required KPI Target **100%** - to achieve this a minimum of two meetings per year need to be held. The RRG hold three (3) meeting per financial year – November, February and June.

9.2 Percentage of Black Spot Programs funding expended

Required KPI Target **100%**

9.3 Percentage of Road Project Grants Expended

Required KPI Target **100%**

9.4 Percentage of Direct Grants Claimed

Required KPI Target **100%**

9.5 Percentage of sealed road length subject to a documented visual condition survey in the previous five years

Required KPI Target **75%**

9.6 Number of Local Governments by RRG that provided a road inventory data update to MRWA for uploading into the IRIS database in the last three financial years

Required KPI Target **100%**

9.7 Percentage of Local Government bridges by RRG subject to an annual level one (visual) inspection submitted to MRWA in the previous reporting cycle as per the WALGA / MRWA framework.

Required KPI Target **100%**

10. SCHEDULE OF KEY REPORTING & MEETING DATES

Process / Step	Month
Local Governments to apply to RRG for project funds with supporting justification for project(s) commencing in the next financial year	September prior to commencement of new financial year
Local Governments to supply the RRG with a rolling three year works program	September prior to commencement of new financial year
RRG to advise SAC of any Local Governments who have not claimed their direct grant.	September of the current financial year
Proposed Kimberley RRG meeting	September
Local Governments must demonstrate acceptable progress on an approved project	December 31 of the financial year
Local Governments to notify MRWA of any Road Project Grants that likely to be unspent at the expiration of that financial year. RRG to re-allocate unspent funds to all Local Governments according to the APV allocation method on the basis that the Local Governments can expend this money or to an individual member if they can spend the money in that financial year.	January 31 of the financial year
Proposed Kimberley RRG meeting	March
Level one bridge inspections are to undertaken and the completed inspection forms are to be returned the MRWA.	April of each financial year.
At times there will be occasions to meet deadlines for one off activities; i.e. Roads of Regional Significance.	Ongoing

11. ATTACHMENT 1 – LEVEL 1 BRIDGE INSPECTION FORM

Online Form: Infrastructure | WALGA

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Appendix 1: Level 1 Inspection Form

Bridge Number:		**Crossing Name:**	
Road Name:		**Road Number:**	
SLK:		**Local Authority:**	
Responsibility Area:		**Latitude:**	
Inspected By:		**Longitude:**	
Inspection Date:			

Have structural issues been found that require further investigation? (Y/N) ☐

Inspection Item	Defect Yes	Defect No	Comments *(Including location and extent)*	Maint. Required
1. Road Surface Signs and Delineators: missing, damaged, obscured Road Surface and Footpaths: material defects, surfacing defects, settlement, depressions, joint transitions, kerbing, shoulders	☐	☐		☐
2. Guardrails/Barriers Accident damage, connections, alignment, material defects	☐	☐		☐
3. Road Drainage Scuppers, drains, gully traps, erosion	☐	☐		☐
4. Waterways, Vegetation and Debris Vegetation and debris in waterways and clearance envelope Embankment erosion, scour, damaged guide-banks	☐	☐		☐
5. Footpaths Drainage, even surface, surface condition, railing	☐	☐		☐
6. Expansion Joints and Deck Joints Loose/damaged fixings, damaged/missing seals, damage to deck/nosings, obstructions in gap, gaps closed, decks in contact/damaged	☐	☐		☐
7. Bearings Bearings displaced or damaged, seating, corrosion, seized	☐	☐		☐
8. Superstructure Material defects or damage to beams/stringers, fasteners, soffit, cross bracing or coatings Debris/dirt build-up, impact damage, excessive movement/vibration, dampness through deck, condition of air release holes	☐	☐		☐
9. Substructure Material defects to piles, footings, walls or capbeams. Movement of abutment or wing walls. Substructure protection (bridges over road/rail).	☐	☐		☐

Defect Descriptions

www.walga.asn.au 10

Material	Defect Descriptions
Concrete	Cracking (hairline: ≤0.1mm) (fine: >0.1 & ≤0.3mm) (medium: >0.3mm & ≤0.7mm) (heavy: >0.7mm), spalling, corrosion of reinforcement, rust staining, efflorescence
Steel	Bending, buckling, cracking, distortion, corrosion, protective coating damage/deterioration, loose fasteners
Timber	Splitting, crushing, rot, failure, termites/termite nest
Masonry	Cracking, opening of joints, mortar loss, bulging
Bituminous Surfacing	Cracking, crazing, breaking up, heaving, shoving, rutting
Protective Coating	Cracked, weathered, peeling, flaking, oxidising

General Comments
Ancillary Items (such as service attachments etc.)

This bridge has been inspected in accordance with the requirements of the Main Roads Western Australia Bridge Inspection Manual for Level 1 Inspections.

Signature: _____ **Position:** _____ **Date:** _____

Appendix 2: Box Culvert Inspection Form

Bridge Number:	.....	**Crossing Name:**	_____
Road Name:	.....	**Road Number:**	_____
SLK:	.....	**Local Authority:**	_____
Responsibility Area:	.....	**Latitude:**	_____
Inspected By:	.....	**Longitude:**	_____
Inspection Date:	.....		

Have structural issues been found that require further investigation? (Y/N) ☐

Inspection Item	Defect		*Comments (Including location and extent)*	*Maint.* **Required**
	Yes	*No*		
1. Road Surface *Signs and Delineators: missing, damaged, obscured* Road Surface and Footpaths: material defects, surfacing defects, settlement, depressions, joint transitions, kerbing, shoulders	☐	☐		☐
2. Guardrails/Barriers Accident damage, connections, alignment, material defects	☐	☐		☐
3. Road Drainage Drains, gully traps, erosion	☐	☐		☐
4. Waterways, Vegetation and Debris Vegetation and debris in waterway and clearance envelope Embankment erosion, scour, silt build-up, blockages, damaged guide-banks, revetment mattresses, rock protection	☐	☐		☐

5. Walls and Aprons Headwalls, wing walls, aprons: material defects, impact damage, coatings, movement/settlement	☐	☐		☐
6. Precast Box Units Box units, link slabs, base slab: material defects, impact damage, coatings, movement/settlement	☐	☐		☐

General Comments

This precast box unit bridge has been inspected in accordance with the requirements of the Main Roads Western Australia Bridge Inspection Manual for Level 1 Inspections.

Signature: _____ **Position:** _____ **Date:** _____

12. ATTACHMENT *2 – CERTIFICATE OF COMPLETION – DIRECT GRANTS*

OFFICIAL

ATTACHMENT 3B – CERTIFICATE OF COMPLETION

CERTIFICATE OF COMPLETION

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

☐ Direct Grant (No LG Contribution required)

Project Details			
Local Government:		Financial Year:	
Road Name:		Proposal / Job No.:	
Description of completed works:		Section (Slks):	to

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

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

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

- Actual State Contribution cannot exceed the Approved State Contribution.

I certify that the works have been completed by the Council and that the total funds claimed for the project have been fully expended on this project.	
Signature	Name
Works Supervisor/Engineer	Date

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

13. ATTACHMENT 3 – RRG PROGRESS PAYMENT CERTIFICATE LOCAL GOVERNMENT ROAD FUNDING | MRWA

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WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION

Attachment 4a - PROGRESS PAYMENT CERTIFICATE

PROGRESS PAYMENT CERTIFICATE

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

[Please indicate ✓]		[Please indicate ✓]	
☐	Road Project Grant	Claim No 1 (1st 40%)	☐
☐	Black Spot Program (State and Australian Government) [1]	Claim No 2 (2nd 40%) [2]	☐

Project Details

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

Approved Project Allocations

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

Claim Details for State Contribution

Previous Claim/s	Current Claim	Total Funds Claimed
$	$	$

Mandatory Information

Project's estimated or actual commencement date ___/___/___

Project's estimated or actual completion date ___/___/___

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

I certify that the information provided within this Progress Certificate is correct and supported by Local Government records.

Signature	Name
Chief Executive Officer	
	Date

14. ATTACHMENT 4 – CERTIFICATE OF COMPLETION LOCAL GOVERNMENT ROAD FUNDING | MRWA

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WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION

CERTIFICATE of COMPLETION Attachment 4b

A separate certificate must be used for each Road Project or State/Australian Black Spot Project.
For Direct Grants only, insert "various" in the Road Name field.

☐ Direct Grant (No LG Contribution required)

☐ Road Project Grant

☐ Black Spot Program (State and Australian Government)

(Please tick appropriate box)

Project Details			
Local Government:		Financial Year:	
Road Name:		Proposal / Job No.:	
Description of completed works:		Section (Slks):	to

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

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

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

- Actual State Contribution cannot exceed the Approved State Contribution.
- If actual expenditure is within $1 000 of the Approved Project allocation, the full Approved State Contribution can be claimed (Road Project Grant only).

I certify that the works have been completed by the Council and that the total funds claimed for the project have been fully expended on this project.	
Signature	Name
Works Supervisor/Engineer	Date

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

15. ATTACHMENT 5 – MULTI-CRITERIA ASSESSMENT APPLICATION

Please contact the Kimberley Regional Road Group Secretary for the latest version of the Excel Spreadsheet.

16. ATTACHMENT 6 – BLACK SPOT NOMINATION FORMS

Applications for Black Spot must be submitted via Crash maps on the Main Roads website Crash Investigation | Main Roads Western Australia

To gain access to Crash Maps, you are required to complete the following steps:

- Create an account with Main Roads
- Validate your account by clicking on the link in the email that will be sent to you.
- Complete the application form.

17. ATTACHMENT 7 – BLACK SPOT PROJECT COMPLETION FORM

Online Form: [black-spot-project-completion-form.docx (live.com)]

mainroads WESTERN AUSTRALIA	BLACK SPOT PROJECT COMPLETION REPORT	Ref: (internal Use Only)
Australian Government Black Spot Y/N	**State Black Spot Y/N**	
Organisation (Name and Address)		
Project Name		
Project Reference Number (eg.211xxxxx)		
Description of the Works, including any significant aspects		
Record of Photographs Before & After		
Site Commencement Date		
Practical Completion Date (Opened to Traffic)		
Final Completion Date		
Total Estimated Cost (TEC) Approved Allocation		
Description and Value of Approved Variations		
Final Cost (Actual Cost)		
Design Audit date		
Pre-opening Audit date		

Main Roads WA

Signature _____ Date _____

Name _____
(MRWA Regional Manager)

Local Government (note: this part not required for highways and main roads)

I certify that the project has been completed and that the final cost of $_____ has been incurred to complete the works. Council accepts responsibility for environment consequences, implementing land resumptions and any claims arising from the execution of the works. I certify that this project addressed safety considerations identified.

Signature _____ Date _____

Name _____
(Chief Executive Officer)

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MAIN ROADS Western Australia
March 2020 – State Black Spot Program Development and Managament Guidelines – Update

18. ATTACHMENT 8 – COMMODITY ROUTE APPLICATION FORMS

Online application form - *Commodity Routes - Application and Assessment Guidelines Rev 4 (mainroads.wa.gov.au)*

WALGA

Commodity Routes Fund

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Application for Funding

Date of application:	*Click or tap to enter a date.*	***Financial Year funds required:***	*Click or tap here to enter text.*
Name of applicant:	*Click or tap here to enter text.*	***Regional Road Group:***	*Choose an item.*
Road Name:	*Click or tap here to enter text.*	***Road Number:***	*Click or tap here to enter text.*

Is the above road listed as a Road of Regional Significance in the ROADS 2030 strategy and/or is it eligible for Road Project Grant Funding? *Yes or No*

Is the road (or section) on a Restricted Access Vehicle (RAV) Network? *Yes or No* If yes, which RAV Network Number? *Click or tap here to enter text.*

What primary bulk commodity is being transported? *Click or tap here to enter text.*

- Primary origin (town / district / location): *Click or tap here to enter text.*
- Primary destination (town / district / location): *Click or tap here to enter text.*

What contribution does the transportation of this commodity make to the regional economy? *Click or tap here to enter text.*

Is there an industry co-contribution? *Yes or No* If Yes, then what % of the Estimated Total Project Cost *Percentage*%

Written confirmation of the proposed industry co-contribution must be attached.

Estimated Project Cost and Contributions:

Local Government	$*Figure*	
Industry	$*Figure*	(Local Government + Industry = minimum 1/3 of total)
CR Supplementary Fund	$*Figure*	(Maximum $275 000)
Total	**$***Figure*	(Details must be provided on Cost Estimate worksheet attached.)

WALGA

Commodity Routes Fund

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Road Information

Existing

				Road Standard									Road Condition	
	Project Location			Surfacing Standard					Width		Geometric	Drainage		Photo
	Start (slk)	*End (slk)*	*Job Length (slk)*	*Asphalt*	*Double Seal*	*Single Seal*	*Gravel*	*Formed*	*Formation Width*	*Seal Width*	*Brief description in terms of assessment guidelines*	*Brief description in terms of assessment guidelines*	*Brief description in terms of assessment guidelines*	*Folio Ref*
Overall	Text	Text	0.00	☐	☐	☐	☐	☐	Text	Text	Text	Text	Text	Text
Various section/s (if different from overall)	Text	Text	0.00	☐	☐	☐	☐	☐	Text	Text	Text	Text	Text	Text
	Text	Text	0.00	☐	☐	☐	☐	☐	Text	Text	Text	Text	Text	Text
	Text	Text	0.00	☐	☐	☐	☐	☐	Text	Text	Text	Text	Text	Text
	Text	Text	0.00	☐	☐	☐	☐	☐	Text	Text	Text	Text	Text	Text

Proposed

				Road Standard			
	Project Location			Surfacing	Width		Roadworks
	Start (slk)	*End (slk)*	*Job Length (slk)*		*Formation Width*	*Seal Width*	*Brief Description*
Overall	Text	Text	0.00	Text	Text	Text	Text
Various section/s (if different from overall)	Text	Text	0.00	Text	Text	Text	Text
	Text	Text	0.00	Text	Text	Text	Text
	Text	Text	0.00	Text	Text	Text	Text
	Text	Text	0.00	Text	Text	Text	Text

WALGA

Commodity Routes Fund

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Traffic Volumes and Freight Information

Location		Annual Average Daily Traffic		Seasonal Commodity *Average Daily Traffic	Seasonal Commodity Season Duration	Freight	
Start (slk)	*End (slk)*	*Commodity Traffic (ESA / direction / day)*	*All Other Traffic (total vehicles)*	*Commodity Traffic (ESA / direction / day)*	*Duration of commodity operation if < 365 days*	*(tonnes p/a)*	*Comment (Commodity type, significance, season etc)*
Text	Text	Text	Text	Text	Text	Text	Text

* If Commodity Traffic is seasonal then enter traffic volume as ESA / direction / day over the seasonal period.

Calculation of Commodity Traffic ESA

Show how the Commodity Traffic ESA was calculated.

Text

Attachments

Location map	☐
Photos	☐
Traffic counts	☐
Confirmation of industry co contribution	☐
Other, enter type	☐
Other, enter type	☐
Other, enter type	☐

WALGA

Commodity Routes Fund

mainroads WESTERN AUSTRALIA

Project Justification

Click or tap here to enter text.

Details of Previous Funding

If this project has received a CRSF allocation in previous years, supply the following: year of funding, allocation, phase description and percentage complete.

Click or tap here to enter text.

Statement of Readiness to Deliver

Click or tap here to enter text.

Certification

I hereby certify that, to the best of the applicant's knowledge, the information contained in this application is accurately represented.

Signature:

Date: *Click or tap to enter a date.*

Name: *Name*

Contact Name and Phone No.
Name and Phone No.

Designation: **Chief Executive Officer**

Recommendation

In accordance with the Agreement, this application has been reviewed and assessed by the Regional Road Group.

Signature:

Date: *Click or tap to enter a date.*

Name: *Name*

Designation: **Chairperson**

RRG: *Choose an item.*

WALGA

Commodity Routes Fund

mainroads WESTERN AUSTRALIA

Cost Estimate					
Item	Activity	Unit	Qty	Rate	Amount
		Type of unit rate (e.g. No, hr, m, m2, m3, ha, etc	*Qty of units for each resource / activity*	*Cost rate per unit of resource*	$
1.0	General				
1.1	Supervision	Text	Text	Text	Text
1.2	Survey and setting out	Text	Text	Text	Text
1.3	Mobilisation / demobilisation	Text	Text	Text	Text
1.4	Camp / accommodation	Text	Text	Text	Text
1.5	Traffic management	Text	Text	Text	Text
1.6	Temporary side tracks / detours	Text	Text	Text	Text
1.7	Other general items	Text	Text	Text	Text
2.0	Earthworks				
2.1	Clearing / removal of debris	Text	Text	Text	Text
2.2	Topsoil removal and respread	Text	Text	Text	Text
2.3	Embankment foundation	Text	Text	Text	Text
2.4	Embankment construction	Text	Text	Text	Text
2.5	Subgrade preparation	Text	Text	Text	Text
2.6	Forming and shaping (unsealed roads only)	Text	Text	Text	Text
2.7	Scour repairs	Text	Text	Text	Text
3.0	Pavement and Surfacing				
3.1	Gravel sheeting (unsealed roads only)	Text	Text	Text	Text
3.2	Sub-base	Text	Text	Text	Text
3.3	Basecourse	Text	Text	Text	Text
3.4	Extra over for cement stabilisation	Text	Text	Text	Text
3.5	Prime	Text	Text	Text	Text
3.6	Primerseal	Text	Text	Text	Text
3.7	First coat seal	Text	Text	Text	Text
3.8	Second coat seal	Text	Text	Text	Text
3.9	Asphalt	Text	Text	Text	Text
3.10	Microsurfacing	Text	Text	Text	Text
4.0	Drainage				
4.1	Temporary open drains	Text	Text	Text	Text
4.2	Temporary drainage structures	Text	Text	Text	Text
4.3	Diversion and cut-off drains	Text	Text	Text	Text
4.4	Culvert inlet and outlet drains	Text	Text	Text	Text
4.5	Levees	Text	Text	Text	Text
4.6	Table drain blocks	Text	Text	Text	Text
4.7	Corrugated steel pipe culverts	Text	Text	Text	Text
4.8	Reinforced concrete pipe culverts	Text	Text	Text	Text
4.9	Reinforced concrete box culverts	Text	Text	Text	Text
4.10	Culvert end treatments	Text	Text	Text	Text
4.11	Drainage pits	Text	Text	Text	Text
4.12	Rock protection	Text	Text	Text	Text
4.13	Kerbing	Text	Text	Text	Text
4.14	Concrete wall	Text	Text	Text	Text
5.0	Miscellaneous				
5.1	Signs	Text	Text	Text	Text
5.2	Guide posts	Text	Text	Text	Text
5.3	Pavement marking	Text	Text	Text	Text
5.4	Stock grids	Text	Text	Text	Text
5.5	Safety barrier	Text	Text	Text	Text
5.6	Text	Text	Text	Text	Text
5.7	Text	Text	Text	Text	Text
5.8	Text	Text	Text	Text	Text
5.9	Text	Text	Text	Text	Text
				Total	$*Total*

South West Region Regional Road Group

ROAD PROJECT PRIORITISATION GUIDELINES

Issue Date: 31 March 2025

This document is owned and authorised by the South West Regional Road Group. Please submit all comments and requests for revision to the Secretariat Main Roads South West Region.

Authorised by: Cr Peter McCleery

Chairperson South West Regional Road Group

Signature :

31 March 2025

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REVISION STATUS RECORD

PAGE	DATE	STEP No.	REVISION DESCRIPTION / REFERENCE
	24 May 2010		Update reference to Roads 2030 document, inclusion of Appendices 1, 2, 3, updated forms 9.1 and 9.2 and inclusion of forms 9.3 and 9.4
5	24 October 2011	3	Update reference to new SRFLG Agreement – New Term of Agreement
9	24 October 2011	6.2	Inclusion of clause to allow retention of Ongoing Stage Project with relation to 2 stage final seal
35 & 36	24 October 2011	9.1 & 9.2	Updated forms 9.1 and 9.2
38	12 June 2013	Appendix 3 Attachment 4	Replace 1742.2(1994) with 1742.2(2009)
	12 June 2013	Various	Replace reference to Roads 2025 with Roads 2030
10	12 June 2013	6.3	Replace TIRES with CRSF and include new definition for CRSF
20 Add pages 45 - 50	10 February 2017	6.4.2, 9.5 Attachment 5 & 6.5.1.2	Amend Section 6.4.2 to allow use of the new WALGA Road Visual Condition Assessment Manual, include Section 9.5, Attachment No.5 for the Binder, Stone and Asphalt Condition Assessment and amend Section 6.5.1.2 Road Geometry and/or condition.
43 & 44	10 February 2017	Attachment 4	Updated to remove reference to Traffic Control Signals
5	10 February 2017	3 - References	Include reference to Austroads Guide to Road Design Part 6
7	10 February 2017	5.2.3	New clause detailing sub groups
All	October 2021		Review and updates to document
All	March 2025		Review in relation to adoption of new MCA Road Project Assessment tool

Note: <u>Formatting and typographical errors are not recorded</u>.

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CONTENTS

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1. PURPOSE

The purpose of these Road Prioritisation Guidelines is to assist the South West Regional Road Group to identify and prioritise road projects for funding.

2. SCOPE

These guidelines provide the process within which the South West Regional Road Group shall determine their road project priorities on an annual basis.

The guidelines also set out a standardised approach to developing a five-year program for funding to assist the State Advisory Committee with distribution decisions.

3. REFERENCES

- State Road Funds to Local Government Agreement
- State Road Funds to Local Government Agreement Procedures
- WALGA Road Visual Condition Assessment Manual
- Regional Strategies for Significant Local Government Roads (South West), (current version)
- Local Government Road Safety Management Guidance, Austroads, January 2020
- Safe System Assessment Framework, Austroads, February 2016
- Guide to Road Design Part 6 Roadside Design, Safety and Barriers, Austroads, August 2020
- Work Health and Safety (General) Regulations 2022

4. DEFINITIONS

New Road Project – A new road project is an eligible preservation, improvement, or expansion project which was not funded in the previous financial year.

Preservation Project – Preservation projects are those proposed for existing roads where a link is to be brought back to the pre-existing physical conditions by resealing, reconstruction, re-sheeting and reconditioning or replacement of road drainage. The opportunity may be taken to make safety improvements, for example, widening the existing seal from 5.6m to 6.0m or slightly improving the geometry.

Improvement Project – Improvement projects are those that involve upgrading of an existing road to an improved and safer standard than currently exists. For example, improving the geometry, widening the seal from 3.7m to 6.0m, providing new overtaking /passing lanes, or traffic control measures.

Expansion Project – Expansion projects are new works where a road pavement does not currently exist at the proposed standard. The road reserve may or may not have been gazetted. The emphasis is on the creation of a road pavement, either as increased length of road, or as additional lanes added to an existing road. It includes a major change to pavement standard, e.g. from unformed road to formed road, from gravel road to sealed road.

RRG – Regional Road Group

SAC – State Advisory Committee

CRF – Commodity Route Fund

5. ROLES AND RESPONSIBILITIES

5.1 STATE ADVISORY COMMITTEE

The State Advisory Committee (SAC) is a collegial body of MRWA and WALGA representatives, which has oversight of issues that come under the State Roads Funds to Local Government Agreement.

The SAC oversees and monitors the distribution of State funds as provided under the Agreement. SAC monitors expenditure of the overall program and where appropriate, may redistribute funds to ensure the timely and most effective use of available resources.

Refer to State Road Funds to Local Government Procedures – Section 8 Regional Road Groups – Terms of Reference.

5.2 REGIONAL ROAD GROUP

5.2.1 Scope

Within the policies and guidelines established by the SAC, the Regional Road Group (RRG) shall be responsible for assessing road funding submissions from its members, the annual distribution of funds to Local Government roads, and monitoring and reporting on the effectiveness of the application of the funds to Local Government roads in its region.

The RRG shall apply funds made available by the State to the road network to:

- Maximise capacity and resources through joint purchasing and resource sharing.
- Maximise benefits to the community.
- Preserve, improve and extend the road system.
- Comply with the obligations of the Commissioner of Main Roads under legislation.

5.2.2 Responsibilities

The RRG is responsible for:

- Developing and recommending to SAC an annual Local Government roads program for the South West region.
- Monitoring the implementation of the program in their region.
- Developing and recommending to SAC Regional Strategies for Significant Local Government Roads.
- Developing and recommending to SAC five year works projections.
- Regularly reviewing project prioritisation methodologies for annual distribution of road funds to Local Government roads within the region.
- Developing regional specific policies and procedures to suit local circumstances.
- Providing updates of regional specific procedures to SAC for approval prior to formal introduction.
- Providing funding information to Local Governments to facilitate expenditure of road funds.
- Assisting SAC with Local Government priorities at the regional level.
- Advising SAC of any likely under expenditure with an explanation as to the cause and proposed solutions.
- Monitoring and responding to the safety performance of the Local Government road network in the region.
- Dealing with any other business relevant to the transport needs of the region.

5.2.3 RRG Technical Committee

The Technical Committee is an advisory group with no voting rights at the RRG. The Technical Committee consists of 1 member from each Council with an Elected Chairperson. A minimum of three (3) meetings to be convened per year.

The RRG Technical Committee assists with:

- Identifying road-funding priorities.
- Assist with the management and consideration of local road issues to inform decision making by the RRG.
- Provide technical advice to the RRG.
- Convene to deal with specific issues on an as required basis.

6. PROCEDURE

6.1 PROJECT EVALUATION

Regional Road Project Grants fund only projects for roads identified in the current version of the Regional Strategies for Significant Local Government Roads (South West).

The RRG may identify projects on specific categories of roads for special consideration, which may include log haul roads, mining roads and the road needs of community based and special interest groups.

Projects shall be:

- Preservation projects; or
- Improvement / expansion projects.

Preservation projects involve assessing the current road condition via a Multi-Criteria Assessment (MCA) tool with consideration given to the condition, safety, volume of traffic, sustainability and social/economic importance of the road.

Improvement or Expansion projects aim to achieve the development strategies identified in the Regional Strategies for Significant Local Government Roads (South West). Projects are assessed on six major outcome areas: safety, traffic, economics, environment, sustainability and social.

Project details are to be provided for each project. Use standard work descriptions as identified in Part 8.2 Appendix 2.

The following information is required for each project:

- Road Project Assessment Form (see Part 9.1 Attachment 1 & Part 9.2 Attachment 2).
- Traffic count by vehicle class
- Approval in Principle Form (if project alters asset under MRWA responsibility i.e. regulatory signs and pavement markings) (see Part 9.4 Attachment 4).
- Evidence of optimising the opportunity to improve safety of the road.
- Other relevant supporting documentation.
- For each financial year provide the start and finish SLKs, the amount of funding sought from the RRG Pool and the LGA contribution (Total Amount automatically calculated). Also provide a brief description of the work to be carried out in that year.
- There is an opportunity to review and update the financial and SLK range in subsequent yearly submissions as required. The project life period cannot be changed beyond one year without approval from the RRG, as it is fixed to the period on the original submission.

WHEN ENTERING THE POOL CONTRIBUTION FUNDING AMOUNT, PLEASE ROUND UP TO NEAREST THOUSAND DOLLAR

In addition to the Road Project Assessment Forms, each Local Government shall provide a proposed 5-year program. See Part 9.3 Attachment 3 for the preferred 5-year program format.

Identify Preservation and Improvement works as separate projects even if on the same section of road.

The following criteria applies to determine the order of road project funding allocation:

1. Staged projects funded in the previous financial year.
2. New projects in highest to lowest rating order achieved through the project assessment process.
3. All Local Governments shall receive project funding to a minimum of $100,000.
4. There is no cap on the funding available for an individual project allocation in any one financial year. However, projects over $500,000 are subject to additional conditions to receive funding. See section 6.2.

6.2 LARGE PROJECTS

Projects over $500,000 will be subject to the following conditions:

1. All projects are phased over at least two years, with year one set aside for due diligence activities (e.g., permits, designs, planning, budgeting, etc.). The costs associated with these activities are eligible for funding via the Road Project Grant funding pool.
2. A business case must be developed and presented to the SW RRG Technical Committee, including evidence of cost estimates, planned delivery method, designs, etc.

6.3 FUNDING SPLIT

The overall funding ratio of funding of Improvement / Expansion to Preservation projects shall be decided with 30% allocated to preservation projects and the remaining amount allocated based on MCA score between Improvement / Expansion and Preservation projects.

6.4 SCOPE AND DURATION CHANGE MANAGEMENT

For changes to project scope or duration, the following approvals are required.

- Main Roads South West Office: Extensions of 1 year and changes of less than 10% of total project cost (from original request).
- Elected Member Approval (Out-of-Session): Extensions of 2 years or more and changes of more than 10% of project cost.

6.5 MAINTAINING STAGED PROJECT STATUS

For a project to maintain staged project status for consideration of funding under point one above, the following criteria apply:

- The community expectation rating shall remain unchanged or increased during the life of the project.
- A reduction of the community expectation rating will automatically remove the projects staged project status.
- Improved safety of the road.
- No amendment to the work activity, Straight Line Kilometre (SLK) range and approved funding years carried out under the project.
- A project may retain its staged project status with a maximum break in ongoing funding of twelve (12) months to complete the final seal of a two-stage seal.
- Project breaks of 12 months for other reasons can be requested, but require RRG approval.

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6.6 CHANGE MANAGEMENT IN LARGE PROJECTS

Each project funded over $500,000 will be granted one additional year for completion. Longer extensions to the project duration will require discussion at the Technical Committee and Regional Road Group level, additional scoping, and approval.

6.7 APPOINTMENT AND ROLE OF THE INDEPENDENT AUDITOR

MRWA shall engage an independent auditor with the responsibility to perform the following duties.

Annual Audits

Conduct an audit of all new Road Project Assessments submitted. The audit shall include site inspection and an assessment of:

- The project ratings as submitted on the Road Project Assessment form.
- The safety performance of the road and whether the submission includes initiatives to mitigate safety risks.

Biennial Audits

Conduct an audit every two years of all current (staged) and new Road Project Assessments submitted. The audit shall include site inspection and an assessment of:

- The project ratings as submitted on the Road Project Assessment form.
- The safety performance of the road and whether the submission includes initiatives to mitigate safety risks.

In addition to the above responsibilities, the MRWA appointed independent auditor may be engaged to assess an application to include an additional road in the Regional Strategies for Significant Local Government Roads (South West).
The appointment of the auditor for this task is subject to the following:

- Submissions to include an additional road in the Regional Strategies for Significant Local Government Roads (South West) may be submitted through the yearly review process.

Audits may include interviews with the respective Local Government representatives, onsite inspections and any other means determined appropriate by all parties.

The engagement of the auditor is limited to the assessment of Road Project Grants and additional roads for inclusion in the Regional Strategies for Significant Local Government Roads (South West).

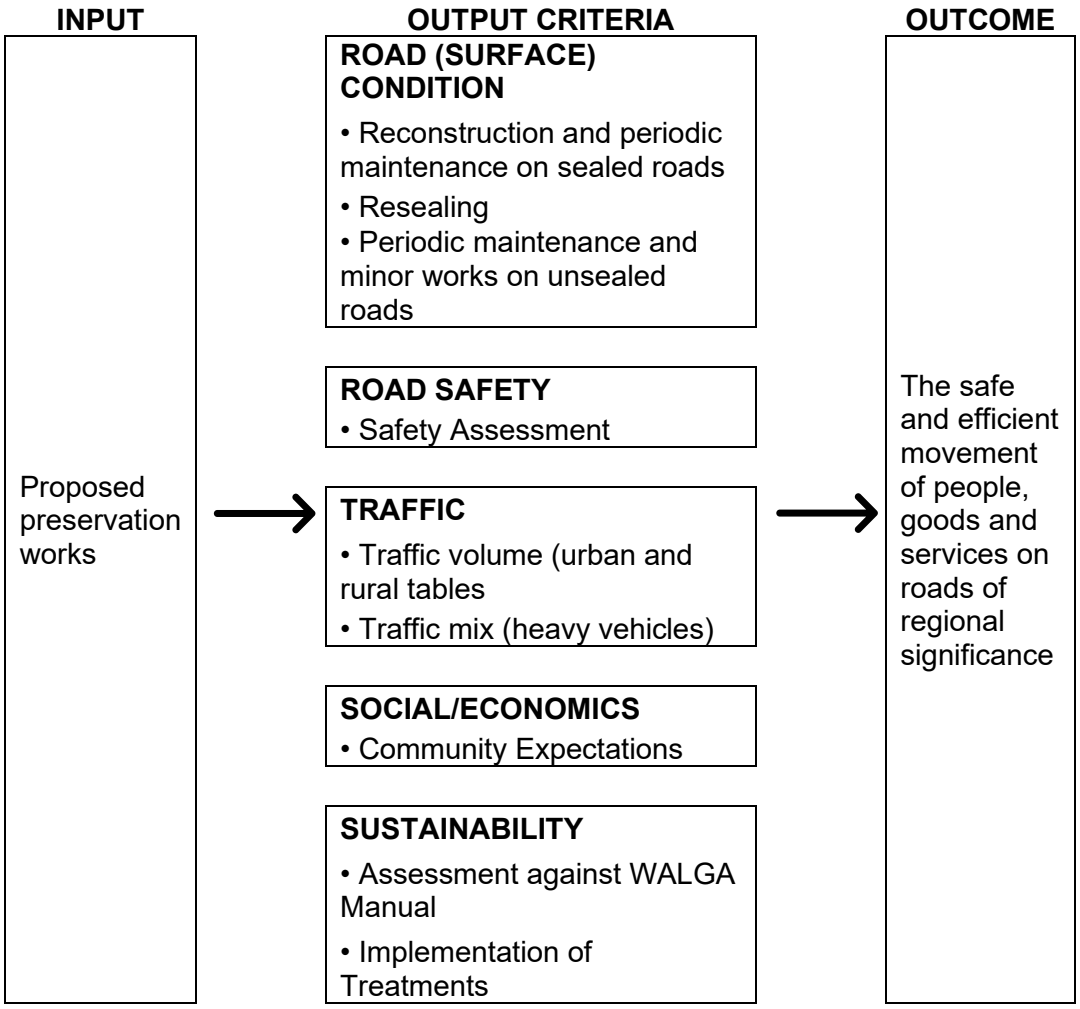
The engagement of the independent auditor shall include a requirement for prospective auditors to declare any involvement with the preparation of submissions for Road Project Grants or roads for inclusion in the Regional Strategies for Significant Local Government Roads (South West) for any Local Governments of the South West Regional Road Group.

6.8 PRESERVATION PROJECTS

A preservation project returns an existing road to its pre-existing condition. Project proposals are evaluated against five criteria: condition, safety, traffic, sustainability and Social/Economics. Each criterion comprises evaluation factors (see diagram below). A Criteria Weighting is applied to ensure that the relative importance of each Factor in relation to the other Factors within the Criteria is established.

Rate the criterion evaluation factors within the range of one to five – a rating of five indicates the proposed outcome is highly beneficial while a rating of one indicates the proposed outcome may be highly detrimental. The raw rating of the evaluation factors establishes the relative importance (rating) of each criterion.

Use the Road Project Preservation Assessment Form (Part 9.1 Attachment 1).


INPUT
OUTPUT CRITERIA
OUTCOME
Proposed preservation works
ROAD (SURFACE) CONDITION
• Reconstruction and periodic maintenance on sealed roads
• Resealing
• Periodic maintenance and minor works on unsealed roads
ROAD SAFETY
• Safety Assessment
TRAFFIC
• Traffic volume (urban and rural tables
• Traffic mix (heavy vehicles)
SOCIAL/ECONOMICS
• Community Expectations
SUSTAINABILITY
• Assessment against WALGA Manual
• Implementation of Treatments
The safe and efficient movement of people, goods and services on roads of regional significance

6.8.1 ROAD (SURFACE) CONDITION

6.8.1.1 Reconstruction and Periodic Maintenance on Sealed Roads

Road surface condition relates to the safety of the road. Use the WALGA Road Visual Condition Assessment Manual to evaluate road condition for reconstruction projects and periodic maintenance projects. The following tables in the manual provide condition rating descriptions and corresponding condition ratings out of five.

Table No	Description
Table 2.1	Local surface defects measurements (assume area affected > 20% ratings 5)
Table 4.1	Patches extent
Table 6.2	Rutting severity measurements
Table 7.2	Crack severity measurements
Section 12.4; or Table 11.2	Unsealed shoulder condition Kerb height measurements
Table 9.2; or Table 11.3	Edge break extent Kerb condition extent
Table 13.1	Table drain measurements or Underground drainage condition

Note: Local Government engineering staff shall assess condition of underground drainage and give an appropriate rating.

Record the raw rating for each item on the Road Project Assessment Form – Preservation Project at “Reconstruction”.

6.8.1.2 Resealing Project

Use Attachment 5 (Binder, Stone and Asphalt Condition Assessment) of these guidelines to evaluate road surface condition for a Resealing Project. Attachment 5 provides condition descriptions and corresponding ratings out of five.

Use also Table 7.2 (Crack severity measurements) in the WALGA Road Visual Condition Assessment Manual, which provides a condition description and corresponding rating out of five.

Determine the raw rating for age of a seal or reseal using the following table.

Above 26 years old	5
> 23 - < 26	4
> 20 - < 23	3
> 15 - < 20	2
Less than 15 years old	1

Record the raw rating for each item on the Road Project Assessment Form – Preservation Project at “Resealing”.

6.8.1.3 Periodic Maintenance and Minor Works on Unsealed Roads

Use the WALGA Road Visual Condition Assessment Manual to evaluate the road condition for periodic maintenance and minor works on unsealed roads, which provides condition descriptions and ratings (out of five) for the following:

- Shape
- Dust
- Depth of Base
- Table Drains

Record the raw rating for each item on the Road Project Assessment Form – Preservation Project at “Unsealed Roads”.

6.8.2 ROAD SAFETY

From a road safety perspective, certain preservation projects may provide higher safety benefits resulting from the project than others. By considering the results of a safety assessment of the project location or of a Road Safety Audit, those projects with the likely highest benefit for safety can be selected for improvement first.

Indicate in the check box whether the project location has been assessed using either the WALGA LG Stars tool (https://www.roadwise.asn.au/local-government/lgstars.aspx), the AustRoads IRR tool (https://irrtool.austroads.com.au/), or via a Road Safety Audit.

6.8.2.1 Low Cost Road Safety Improvements

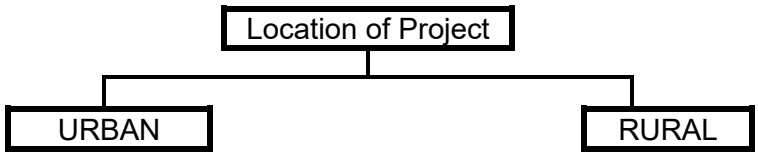
Preservation projects provide an opportunity to implement road safety treatments. The following list of low-cost road safety improvements are eligible for implementation as part of a preservation project in instances were all applicable treatment standards and warrants are met and relevant approvals have been applied for and granted.

Treatment Type	Crash Reduction Factor	Location	Approximate Cost	Approval Authority
Guide Post	10% - 25%	Sealed and Unsealed	$80 per sign	Local Government
Curve Warning Signs	10% - 30%	Sealed and Unsealed	$350 per sign	Main Roads
Guide Signs (Chevron Alignment Markers)	10% - 25%	Sealed and Unsealed	$315 per sign	Main Roads
Raised Retroreflective Pavement Markers	15%	Sealed Only	$12 per RRPM	Main Roads
Speed Limit Review and Signing	Variable	Sealed and Unsealed	$350 per sign	Main Roads
Advisory Speed Signs	30%	Sealed and Unsealed	$120 - $1,000 per sign	Main Roads
Longitudinal Line Marking	10% - 25%	Sealed Only	$1,580 per km	Main Roads
Audio-Tactile Line Marking	20% for edgeline 15% for centreline	Sealed Only	$7,000 per km	Main Roads
Pedestrian Crossing	40% (Pedestrian Crashes)	Sealed Only	Low	Main Roads

6.8.3 TRAFFIC

6.8.3.1 Traffic Volume (Urban and Rural Tables)

This factor is influenced by the location (and thereby principal use) of the road. Traffic volumes within urban areas would significantly outweigh those in rural areas. To account for this, a discounted domestic travel component provides an assumed equivalent rural count in the following tables:



AADT	Raw Rating
>15 000+	5
>10 000 - <15 000	4
>3 000 - <10 000	3
>1 000 - <3 000	2
>500 - <1 000	1

AADT	Raw Rating
>1 500+	5
>1 000 - <1 500	4
>500 - <1 000	3
>75 - <500	2
>20 - <75	1

Each Local Government should input traffic count data into the MCA tool, including location (SLK), Start Date, End Date, Duration (Days), and Total (All Vehicles). The average daily traffic volume is automatically calculated in the spreadsheet, based on Local Government traffic count data and whether the project is located within/outside a town site.

To determine the location of the project, please utilise the Landgate Map Viewer Plus (https://map-viewer-plus.app.landgate.wa.gov.au/index.html). If the project crosses town site boundaries, the project will qualify as within a town site, if 50% of the project length is within the boundaries. By the same token, if 50% of the project length is outside the town site boundaries, it will qualify as outside a town site.

To turn on the “Town Site” layer in the Map Viewer, click on “Layer” icon and navigate to the “Administrative Boundary” heading. Click the check box next to “Town Sites” to turn on the boundaries. Clear other layers by removing the tick in each check box to enhance readability of the Map Viewer.

6.8.3.2 Heavy Vehicles

The number of heavy vehicles using a road has a direct correlation to the:

- Safety of road users, particularly vulnerable road users.
- Level of economic activity associated with the road, be it of regional, state or national importance.
- Rate of deterioration of the road asset.

The National Heavy Vehicle Regulator defines a heavy vehicle as a vehicle that has a gross vehicle mass or aggregate trailer mass of more than 4.5 tonnes. Some examples of heavy vehicles include the following:

- Semi-trailers
- B-double freight trucks
- Road trains
- Passenger buses
- Vehicle carriers
- Livestock or other agricultural vehicles

- Mobile cranes and other special purpose vehicles.[1]

Some of these vehicle types are considered Restricted Access Vehicles (RAVs) and are restricted to a certain road network in WA. More information on RAV Classes can be found at this link: restricted-access-vehicle-rav-classes.pdf. Main Roads administers access to the RAV network via a robust application process. This criterion allows for higher volumes of heavy vehicles, if the road has been designated as part of the RAV network.

Recommended are classifier counts to determine the traffic mix.

Determine the raw rating for Traffic Mix using the following tables for RAV and non-RAV routes.

RAV Routes

Number of Heavy Vehicles - RAV	Raw Rating
>300+	5
>100 - <300	4
>50 <100	3
>20 - 50	2
1 - <20	1

Non-RAV Routes

Number of Heavy Vehicles – non-RAV	Raw Rating
>150+	5
>75 - <151	4
>21 <76	3
>5 - <22	2
1 - <6	1

Record the raw rating on the Road Project Assessment Form – Preservation Project at "Average Heavy Vehicles Count" under the Traffic Criteria.

Indicate:

- Actual number of heavy vehicles.

[1] National Heavy Vehicle Regulator. (2025). *What is a heavy vehicle?* Retrieved on 17 January 2025 from https://www.nhvr.gov.au/about-us/who-we-are/what-is-a-heavy-vehicle.

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6.8.4 SUSTAINABILITY

The applicability of sustainable practices may vary across the Local Governments in the South West region. The WALGA Practitioner's Guideline: Sustainable road construction practices for Local Government roads in WA (https://warrip.com.au/lg-trip/sustainable-road-construction-practices-in-wa/) provides an overview of sustainable practices, which may be applicable to Local Government road projects in WA.

Indicate whether you have assessed the proposed project against the Guideline and if you are able to implement any of the treatments. Please describe any treatments that are proposed as part of the preservation works in the field provided.

6.8.5 SOCIAL/ECONOMICS

6.8.5.1 Community Expectations

Local Governments can assess and assign preservation roadwork priorities within their boundaries through contact with local communities. Key to roadwork priorities is the safety of the road network.

As part of the development of an ongoing 5-year road strategy, Local Governments should attach a descending order of priority for these works. This factor supports that order of priority by attaching a maximum rating to the project of highest priority, with decreasing ratings for projects of lesser priority.

Determine the raw rating for Community Expectations using the following table.

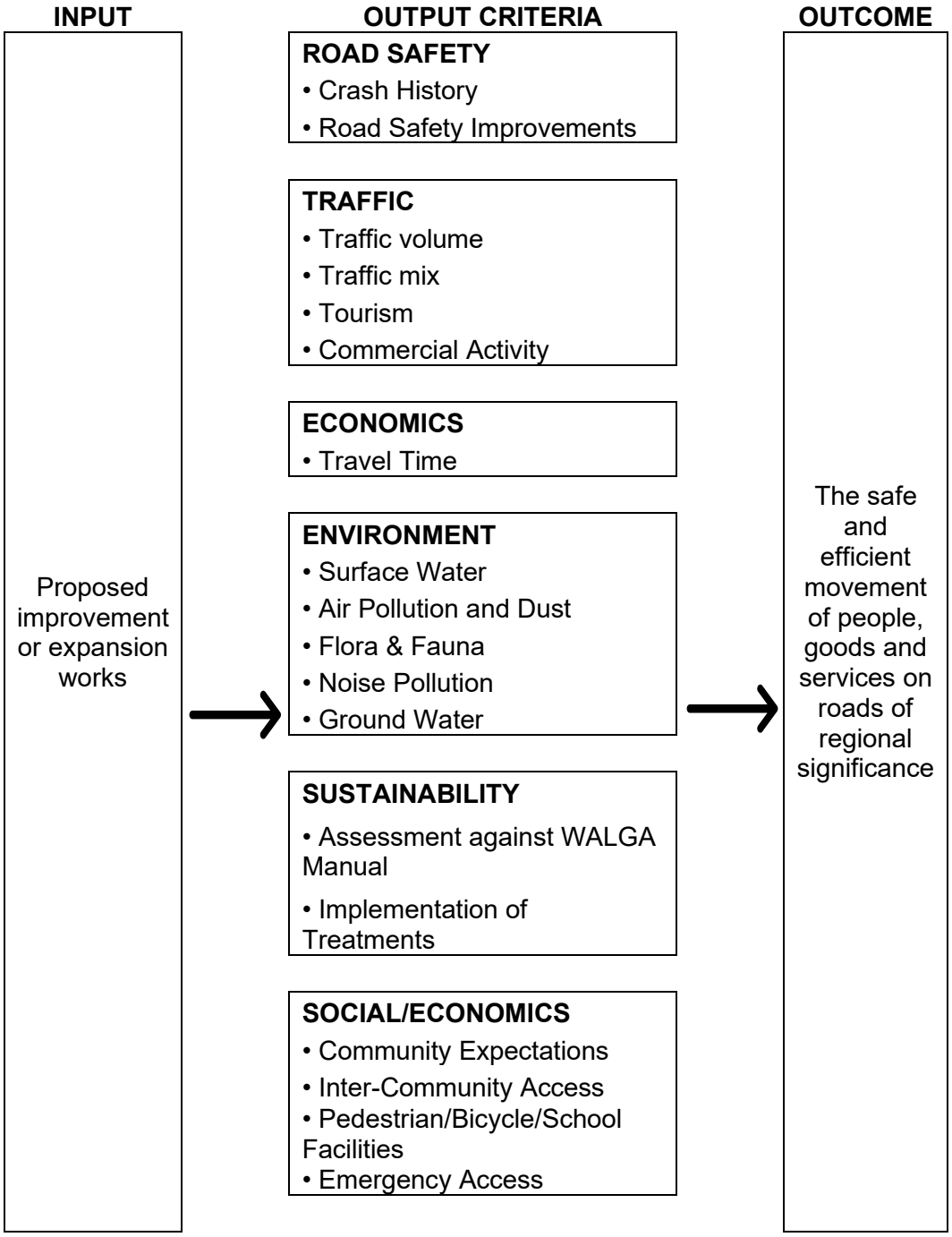
Priority set by Council	Raw Rating
First	5
Second	4
Third	3
Fourth	2
Fifth or greater	1

Record the raw rating on the Road Project Assessment Form – Preservation Project at "Community Expectations".

6.9 IMPROVEMENT / EXPANSION PROJECT

An improvement project upgrades an existing road to an improved and safer standard, and an expansion project expands a road, for example increasing its length or adding an additional lane(s).

Project proposals are evaluated against six criteria: traffic, safety, economics, environment, sustainability and social. Each criterion comprises evaluation factors (see diagram below). A Criteria Weighting is applied to ensure that the relative importance of each Factor in relation to the other Factors within the Criteria is established.



Rate the evaluation factors within the range of one to five – a rating of five indicates the proposed outcome is highly beneficial while a rating of one indicates the proposed outcome may be highly detrimental. The raw rating of the evaluation factors establishes the relative importance (rating) of each criterion.

Evaluate projects using the Road Projects Assessment Form – Improvement / Expansion (Part 9.2 Attachment 2).

6.9.1 TRAFFIC

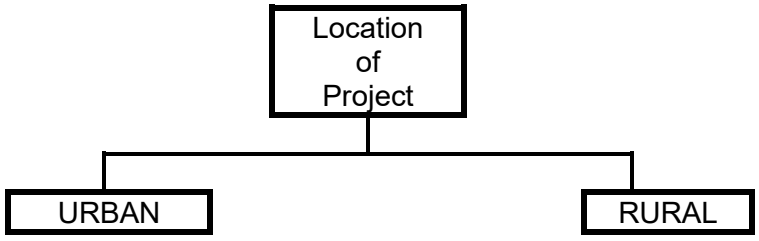
This criterion addresses road user and economic issues.

Road improvement works can benefit the economy by providing savings in vehicle operating costs, travel time, and stimulate new activities such as tourism by enabling safe access to places of interest.

This evaluation process takes into consideration five factors to determine the importance of the works to the efficient and safe operation of the road transport network in the Region.

6.9.1.1 Traffic Volume (Urban & Rural Tables)

This factor is influenced by the location and principal use of the road. Traffic volumes within urban areas would significantly outweigh those in rural areas. To account for this, a discounted domestic travel component provides an assumed equivalent rural count in the following table.



AADT	Raw Rating
>15 000+	5
>10 000 - <15 000	4
>3 000 - <10 000	3
>1 000 - <3 000	2
>500 - <1 000	1

AADT	Raw Rating
>1 500+	5
>1 000 - <1 500	4
>500 - <1 000	3
>75 - <500	2
>20 - <75	1

Each Local Government should input traffic count data into the MCA tool, including location (SLK), Start Date, End Date, Duration (Days), and Total (All Vehicles). The average daily traffic volume is automatically calculated in the spreadsheet, based on Local Government traffic count data and whether the project is located within/outside a town site.

To determine the location of the project, please utilise the Landgate Map Viewer Plus (https://map-viewer-plus.app.landgate.wa.gov.au/index.html). If the project crosses town site boundaries, the project will qualify as within a town site, if 50% of the project length is within the boundaries. By the same token, if 50% of the project length is outside the town site boundaries, it will qualify as outside a town site.

To turn on the “Town Site” layer in the Map Viewer, click on “Layer” icon and navigate to the “Administrative Boundary” heading. Click the check box next to “Town Sites” to turn on the boundaries. Clear other layers by removing the tick in each check box to enhance readability of the Map Viewer.

6.9.1.2 Traffic Mix (heavy vehicles)

The number of heavy vehicles using a road has a direct correlation to the:

- Safety risks, particularly to vulnerable road users.
- Level of economic activity associated with the road, be it of regional, state or national importance.
- Rate of deterioration of the road asset.

The National Heavy Vehicle Regulator defines a heavy vehicle as a vehicle that has a gross vehicle mass or aggregate trailer mass of more than 4.5 tonnes. Some examples of heavy vehicles include the following:

- Semi-trailers
- B-double freight trucks
- Road trains
- Passenger buses
- Vehicle carriers
- Livestock or other agricultural vehicles
- Mobile cranes and other special purpose vehicles.[2]

Some of these vehicle types are considered Restricted Access Vehicles (RAVs) and are restricted to a certain road network in WA. More information on RAV Classes can be found at this link: restricted-access-vehicle-rav-classes.pdf. Main Roads administers access to the RAV network via a robust application process. This criterion allows for higher volumes of heavy vehicles, if the road has been designated as part of the RAV network.

Recommended are classifier counts to determine the traffic mix.

Determine the raw rating for Traffic Mix using the following tables for RAV and non-RAV routes.

RAV Routes

Number of Heavy Vehicles - RAV	Raw Rating
>300+	5
>100 - <300	4
>50 <100	3
>20 - 50	2
1 - <20	1

Non-RAV Routes

Number of Heavy Vehicles – non-RAV	Raw Rating
>150+	5
>75 - <151	4
>21 <76	3
>5 - <22	2
1 - <6	1

Record the raw rating on the Road Project Assessment Form – Preservation Project at “Average Heavy Vehicles Count” under the Traffic Criteria.

The Road Project Assessment Form – Improvement / Expansion Project at “Average Heavy Vehicle Count” under the Traffic criteria automatically calculates the raw rating for traffic mix on entering the following data in the appropriate shaded fields:

- Actual number of heavy vehicles.

[2] National Heavy Vehicle Regulator. (2025). *What is a heavy vehicle?* Retrieved on 17 January 2025 from https://www.nhvr.gov.au/about-us/who-we-are/what-is-a-heavy-vehicle.

6.9.1.3 Tourism

Road proposals contribute to tourism by providing safe access to areas of interest thereby generating tourist demand and facilitating safe movement of goods and services that support tourism. Whilst the other Transport Efficiency factors have addressed traffic volumes and mix, a separate factor is included to identify the additional benefits that safe roads provide to the tourist industry.

For ease of interpretation, the evaluation process is qualitative than quantitative; however, additional information is required to support the rating for this factor.

Effect	Description of Effect	Rating
Highly Beneficial	Significant increase in tourist activity in a region e.g. the provision of a good standard sealed road to a very popular tourist attraction or tourist region.	5
Beneficial	Some increase in tourist activity or provides improved services to tourism e.g. the provision of rest areas (and public amenities) to reduce driver fatigue; provision of a scenic lookout; or reducing safety risks by widening a single lane seal on a tourist road or upgrading a tourist road, which enhances the scenic outlook of the road.	4
Neutral	No change the level of tourist activity or services to tourism e.g. upgrading a road that does not have any tourist traffic; upgrading of a road that is already adequate for tourists.	3
Detrimental	Some decrease in tourist activity or tourist services e.g. the proposal results in an increase in heavy vehicles on a tourist road; a town bypass that deters tourists from visiting that town.	2
Highly Detrimental	Significant decrease in tourist activity or tourist services in a region.	1

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion Project at “Tourism” under the Traffic criteria and list the:

- Scenic attractions/facilities directly serviced by the route.
- Benefits obtained from proposed works.

6.9.1.4 Commercial Activity

This factor seeks to measure the direct impact the proposed road project will have on existing or proposed commercial activities.

A project significantly benefiting a new or existing commercial activity would attract a rating of five and a project improving the level of service to an existing commercial activity would attract a rating of four.

EFFECT	DESCRIPTION	Rating
Highly Beneficial	Significant improvement to level of service to new or existing commercial activity(s) of regional importance.	5
Beneficial	Improves level of service to commercial activity(s).	4
Neutral	No impact on commercial activity.	3
Detrimental	Increased costs associated with existing industry or commercial activity.	2
Highly Detrimental	Significant increase to cost of establishing new industries or commercial activities.	1

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion Project at "Commercial Activity" under the Traffic criterion and indicate the industry or commercial activity serviced by the road.

6.9.2 ROAD SAFETY

Improvements to safety is an important consideration by a proponent of an improvement or expansion project. This criterion is designed to measure the improvements the proposed project will have on the existing road to reduce risks or improve the safety performance of a road length or intersection.

Consider also using the Australian Government or State Blackspot Program if the primary purpose of the proposed road works is to eliminate an identified safety problem.

See Part 3 Appendix 3 for examples of safety treatments to the road network for improvement or expansion projects.

6.9.2.1 Crash History

This factor relates to the recorded frequency and severity of crashes for a section of road or intersection.

Identify whether your project is a treatment of an intersection or road section and calculate the number of crashes within the footprint of the project. A weighted crash score, whereby casualty crashes receive a score of 3 and property damage only crashes receive a score of 1, will be automatically calculated using this data.

For ongoing projects, the nominating Local Government will only input this information at the outset of the project.

The Crash Map tool (https://www.mainroads.wa.gov.au/technical-commercial/road-safety/crash-investigation/), provided by MRWA, can be used to identify crash locations in the project footprint over a five-year period.

The scores for intersections and road sections are evaluated based on the following tables.

Intersection Weighted Crash Score	Raw Rating
1-10	1
11-20	2
21-40	3
40-80	4
81 or greater	5

Road Section Weighted Crash Score	Raw Rating
0	1
1	2
2	3
3-6	4
7 or greater	5

6.9.2.2 Road Safety Improvements

A Local Government has a primary responsibility for the safety of the roads it owns and manages. Every road project proposed by a Local Government is an opportunity to improve the safety of a road length or intersection.

This criterion is a measure of the impact a proposed road project has on the safety on a road length or intersection.

Part 3 Appendix 3 contains examples of:

- Run-off road crash (to left or right) treatments
- Head-on crash treatments
- Intersection treatments
- Pedestrian treatments
- Cyclist treatments

References to guide Local Government include:

- Local Government Road Safety Management Guidance, Austroads, January 2020
- Safe System Assessment Framework, Austroads, February 2016
- Guide to Road Design Part 4 Intersections and Crossings, Austroads, February 2021
- Guide to Road Design Part 6 Roadside Design, Safety and Barriers, Austroads, November 2020
- The Blackspot Crash Reduction Factors for intersections and road sections can be accessed via the Crash Map resources tab.

Determine the raw rating for Road Safety Improvements using the following table.

Effect	Description of Effect	Rating
Highly Beneficial	Examples are major improvement(s) to the road vertical and horizontal geometry, install divided dual carriageway or raised median, widen single lane seal to two lanes, seal gravel road (minimum 6m), remove roadside hazards from entire section, roundabouts, traffic lights, grade separation, street closures, staggered T and indented left turn slip that reduce crash risk particularly right angle crashes.	5
Beneficial	Examples are minor improvement(s) to the road vertical and horizontal geometry, reduce roadside hazards, widen road or seal both shoulders by minimum of 1.0m, improving sight lines, improving street lighting (night time crashes only), mini roundabouts, advance warning flashing lights and sealing gravel road fishtails to reduce crash risk.	4
Neutral	No change to existing road safety.	3
Detrimental	Some reduction to existing road safety.	2
Highly Detrimental	A significant reduction to existing road safety.	1

Note: 'remove traffic hazards from entire section' widths should generally comply with the requirements of Austroads Guide to Road Design Part 6 -Table 4.1.

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion Project at “Proposed Safety Improvements” under the Safety criterion and indicate the nature of the improvements to the road geometry or condition.

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6.9.3 ECONOMICS

6.9.3.1 Travel Time

A reduction in travel time is usually a benefit, however the amount of benefit can depend on the road function. A reduction in travel time on a predominant freight route or commuter route is highly beneficial, while a reduction in travel time for a tourist route may provide smaller benefits.

Travel time, whilst influenced by, need not depend on travel length. A town bypass which increases the length of travel, may also enable traffic to travel closer to the posted speed limit thereby reducing travel time.

Some of the safety treatments for consideration under this factor are:

- Bypasses
- Realignments
- Passing Lanes
- Improvements to substandard curves
- Improvements to vertical alignment
- Sealing an existing unsealed road

Effect	Description of Effect	Rating
Highly Beneficial	The travel time on an important freight / commuter route is significantly reduced and safety increased e.g. a realignment resulting in a substantial shortening of the route, or a realignment or bypass which avoids an area that caused significant delays.	5
Beneficial	Some improvement in travel times on route where travel time is important and safety increased e.g. provision of passing lanes where slower vehicles are causing delays; minor realignment to improve substandard curves; sealing an unsealed road; improved vertical alignment.	4
Neutral	Road project does not affect travel time or changes occur on a road where travel time is not important; however, safety risks are reduced e.g. widening a narrow two lane seal to a wide two lane seal.	3
Detrimental	Road project results in some increase in travel times on a freight / commuter route.	2
Highly Detrimental	Road project results in a significant increase in overall travel times on an important freight / commuter route.	1

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion Project at “Travel Time Reduction” under the Economics criterion and indicate the factors taken into consideration to determine the rating.

6.9.4 ENVIRONMENT

The environment of Western Australia is under significant threat. Issues include salinity, aesthetics, conservation, air quality, water quality and noise.

It is likely the negative impact of road projects on the environment will continue, therefore a viable response is required to minimise the impact.

This criterion addresses five factors to measure and weigh the impact and actions taken to minimise the environmental impact of a road project.

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6.9.4.1 Surface Water

Road projects may affect wetlands, watercourses and natural drainage patterns. The effect is the degree to which surface water flow is:

- Constrained by the concentration and redirection of surface water to specific crossing points along the road.
- Restricted by the road.
- Influenced to supply local and regional flora and fauna.
- Able to erode soils due to influence by drainage structures and concentrated flows.
- Polluted by runoff from the road surface.
- Altered by natural landforms and drainage lines.

The influence of a road project may result in:

- Erosion and scouring increasing the sediment load in surface water and its downstream environment (e.g. scouring of road embankments or cuttings, scouring of table drains, erosion downstream of culverts).
- Pollution of surface water by accidental spills and road runoff.
- Death of plants and loss of animal habitat by changes in surface water levels and infiltration rates.
- Ponding of water on productive or vegetated land leading to water logging and loss of production or natural plant growth thus reducing the effectiveness of land drainage systems within a catchment.

Effect	Description of Effect	Rating
Highly Beneficial	Examples are road drainage integrated with the catchment drainage plan where it previously was not; or where the quality of the water entering the natural drainage is significantly improved.	5
Beneficial	Examples are correction of an existing drainage problem e.g. upgrading an unformed road that acted as a 'river' to restore the natural drainage patterns; or elimination of ponding alongside the road.	4
Neutral	No effect on wetlands, watercourses or drainage patterns.	3
Detrimental	Potential loss of vegetation due to alteration of sheet water flow.	2
Highly Detrimental	Filling wetlands.	1

Indicate the impact of the works on the surface water to justify the raw rating.

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion at "Surface Water" under the Environment criterion and indicate the impact of the works on surface water.

6.9.4.2 Air and Dust Pollution

Vehicle emissions and dust from unsealed roads contributes to air pollution. The emissions and dust enter the atmosphere where they may be harmful to the general health of people. It is desirable to reduce the level of air pollution and any reduction in vehicle emissions and dust would be beneficial. Vehicle emissions also contribute to the greenhouse effect and governments are committed to reducing greenhouse emissions.

The amount of vehicle emissions entering the atmosphere is dependent on several factors including the total vehicle usage and efficiency of vehicles.

The total vehicle usage is an obvious impact as vehicle emissions will increase if there are more vehicles on the road or if vehicles must travel a longer distance to get to their destination.

Vehicle efficiency is a measure of the amount of exhaust emissions generated for every kilometre of travel and can be affected by the following factors:

- Travel speed – optimum travel speeds will reduce exhaust emissions.
- Uniformity of speed – excessive acceleration and decelerating, stopping and starting will increase exhaust emissions.
- Number and steepness of hills – a level road will reduce exhaust emissions.

Vehicle emissions are generally more of a problem in urban areas than in rural areas because of the concentration of vehicle use.

Dust generated from unsealed roads contributes to air pollution and also creates hazardous conditions for vehicles trying to overtake or pass other vehicles. The volume of traffic using an unsealed road and the amount of moisture in the road surface (i.e. time since the last rain) effects the amount of dust generated. Dust is also a major source of distress to animals moved by road transport.

Effect	Description of Effect	Rating
Highly Beneficial	Significant reduction in air pollution and road safety risks e.g. sealing an unsealed road that was generating a lot of dust due to traffic usage (road has more than 100 vehicles per day).	5
Beneficial	Some reduction in air pollution and road safety risks e.g. a reduction in the stop-start operation of a congested road resulting in lower exhaust emissions; sealing an unsealed road (road has less than 100 vehicles per day); or a proposal (e.g. a bus lane) that results in some reduction in vehicle usage.	4
Neutral	No change in the amount of vehicle emissions or dust e.g. no increase in traffic; no unsealed roads are sealed.	3
Detrimental	Some increase in air pollution e.g. road project encourages more vehicle use resulting in increased exhaust emissions; major upgrading of a road encourages additional traffic to use a nearby unsealed road resulting in additional dust.	2
Highly Detrimental	A significant increase in air pollution e.g. an unsealed road project that generates a significant amount of additional traffic on the road, or a road project resulting in a significant increase in vehicle usage.	1

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion at “Air and Dust Pollution” under the Environment criterion and indicate the impact of the works on air and dust pollution.

6.9.4.3 Flora and Fauna

The net loss of quantity and quality of flora and fauna in the environment is a measure of the impact of a road project on the natural environment.

Assess a road project in terms of the following:

- Fragmentation of remnant patches of natural habitat or division of a conservation reserve.
- Loss of representative habitats both locally and regionally.
- Presence or absence of rare and endangered species or habitat.
- Introduction of weeds, pests and diseases (such as dieback).

Local Governments are bound by the Environmental Protection Act 1986, which provides for the conservation, preservation, protection, enhancement and management of the environment. In addition, MRWA policy is to conserve roadside vegetation and enhance the roadside by widening the vegetation where viable populations of flora and fauna can be established to link existing remnant bush areas of local or regional significance i.e. create biological corridors.

Flora and fauna should also be considered with respect to their role in regional land management.

Effect	Description of Effect	Rating
Highly Beneficial	Conservation initiative of regional significance e.g. development of a sustainable roadside corridor linking remnant reserves of regional significance; realignment of a major road from within to outside of a nature reserve.	5
Beneficial	Conservation initiative of local significance e.g. conservation of locally rare species or species.	4
Neutral	No clearing or net loss of habitat e.g. widening roadside to replace natural vegetation cleared for roadworks.	3
Detrimental	Clearing of vegetation with loss of habitat or land conservation value e.g. widening a road in bushland area.	2
Highly Detrimental	Road severs a conservation reserve; results in loss of habitat of rare and endangered species, high probability of introduction of pest species or plant diseases.	1

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion at “Flora and Fauna” under the Environment criterion and indicate the impact of the works on flora and fauna.

6.9.4.4 Noise Pollution

This factor relates to the change in noise experienced by people due to road usage.

Several factors can affect the level of noise generated by road traffic such as:

- Total traffic volume
- Number of heavy vehicles
- Number of stop/starts e.g. at stop signs
- Steepness of hills (particularly for heavy vehicles)
- Speed of traffic
- Road surface

In general, more traffic, more heavy vehicles and more stop/starts result in increased noise as do steeper hills, faster traffic and rougher roads.

The level of noise experienced by people relates to their proximity to a road. Consider incorporating noise reduction measures (e.g. earth mounds, walls or special road surfaces) into a road project to reduce the impact of a new road or increased traffic.

Effect	Description of Effect	Rating
Highly Beneficial	A significant reduction in noise for a large number of houses and reducing road safety risks e.g. bypassing a residential area to remove a large amount of traffic (especially heavy vehicles) from that area with noise reduction measures along the new route.	5
Beneficial	Some decrease in noise for a number of houses and reducing road safety risks e.g. by reducing the traffic near the houses; improving intersections; diverting heavy vehicles away from houses.	4
Neutral	No increase in noise levels e.g. increase in traffic may be offset by noise reduction measures; no people near the proposed works.	3
Detrimental	Some increase in noise for a number of houses due to increased traffic (especially heavy vehicles) or increased stopping points.	2
Highly Detrimental	A significant increase in noise for a large number of houses e.g. a new road through a residential area.	1

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion at “Noise” under the Environment criterion and indicate the impact of the works on noise.

6.9.4.5 Ground Water

Road projects potentially affect the flow, level and purity of ground water. It is important to recognise regional and local ground water movement by examining various hydrological influences on ground water associated with the site of a road project.

Road cuttings or soil consolidation can influence ground water flow i.e. the compaction of soft layers of ground. This can result in a general lowering of the water table by cutting off ground water flow (or drawdown through deep drainage and bore location) or a rise in the water table upstream of consolidated ground. These usually affect landholders and vegetation beyond the road reserve.

Ground water contamination can result from contaminated road runoff entering the ground water recharge areas and is an important consideration where ground water is used for domestic consumption and production (e.g. livestock, irrigation, industry) or supports a natural habitat. Protection of ground water is essential to ensure the long-term viability of water supplies.

In ground water recharge areas in agricultural areas, road projects may create runoff, which adds to ground water recharge and affects ground water levels and salinity within the catchment.

Effect	Description of Effect	Rating
Highly Beneficial	Realignment of a major road away from a ground water extraction area.	5
Beneficial	Reduces risk of contamination of a ground water extraction area (e.g. by containing the drainage off the road); or reduces or eliminates subsoil consolidation thereby improving shallow ground water flow.	4
Neutral	No effect on ground water and/or no change to the risk of contaminating ground water extraction area.	3
Detrimental	Lowering the water table affects domestic water bores and / or local vegetation; road drainage recharges a saline water table.	2
Highly Detrimental	New major road over a protected ground water extraction area with a potentially high risk of contamination.	1

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion at "Ground Water" under the Environment criterion and indicate the impact of the works on ground water.

6.9.5 SUSTAINABILITY

The applicability of sustainable practices may vary across the Local Governments in the South West region. The WALGA Practitioner's Guideline: Sustainable road construction practices for Local Government roads in WA (https://warrip.com.au/lg-trip/sustainable-road-construction-practices-in-wa/) provides an overview of sustainable practices, which may be applicable to Local Government road projects in WA.

Indicate whether you have assessed the proposed project against the Guideline and if you are able to implement any of the treatments. Please describe any treatments that are proposed as part of the improvement works in the field provided.

6.9.6 SOCIAL

Meeting the social needs and aspirations of the community is essential for improving the quality of life for the residents of the South West Region. This includes addressing issues such as accessibility and mobility. The costs and resulting benefits need to be shared equitably amongst the regions' communities.

6.9.6.1 Community Expectations

Local Governments can assess and assign improvement and expansion roadwork priorities within their boundaries through contact with local communities. Key to the roadwork priorities is the safety of the road network.

As part of the development of an ongoing 5 year road strategy, Local Governments should attach a descending order of priority for these works. This factor supports that order of priority by attaching a maximum rating to the project of highest priority with decreasing ratings for projects of lesser priority.

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Use the following table to determine the raw rating for Community Expectations.

Priority set by Council	Raw Rating
First	5
Second	4
Third	3
Fourth	2
Fifth or greater	1

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion at "Community Expectations" under the Social criterion. No comments are required as part of this factor.

6.9.6.2 Inter Community Access

This factor addresses the need to provide communities with safe road access to other communities and/or regional cultural facilities either directly or by connecting to the major road network. The level of service provided (sealed versus unsealed), size of the community and nature of the cultural facility are issues to be considered in determining the rating for this factor together with the availability and length of alternate access.

Effect	Description of Effect	Rating
Highly Beneficial	A significant improvement in access (e.g. sealed road) to a large community or Regional cultural facility.	5
Beneficial	Some improvement in access to a community or cultural facility.	4
Neutral	No impact on access to a community or cultural facility.	3
Detrimental	Some reduction in access to a community or cultural facility.	2
Highly Detrimental	Significant reduction in access to a community or cultural facility.	1

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion at "Inter Community Access Route" under the Social criterion and indicate the communities, populations and/or community facilities serviced.

Indicate whether alternate access routes are available and their standard of construction.

6.9.6.3 Pedestrian/Cyclist/School Facilities

This factor addresses the level of impact the road project will have on school bus routes, pedestrian facilities or cyclist facilities and safety.

Road projects that improve the level of amenity and safety for all three would rating the maximum 5 points. Road projects that significantly improve at least one facility would rate 4 points. Road Projects that have no impact would receive 3 points.

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion at "School/Pedestrian/Cyclist facilities" under the Social criterion and indicate the type/nature of facilities impacted by the works.

6.9.6.4 Emergency Access

This factor measures the impact the road project will have on the safe ingress and egress of emergency service vehicles (ambulance, fire, police, etc.) at facilities such as hospitals, airports, fire stations, etc.

Road projects that reduce travel time of emergency service vehicles rate as beneficial or highly beneficial. Traffic calming measures outside a hospital may adversely affect travel time thereby incurring a detrimental rating.

In assessing this factor, consider alternative an access route(s) to these facilities.

Effect	Description of Effect	Rating
Highly Beneficial	A significant improvement in the safe access to an emergency facility e.g. hospital.	5
Beneficial	Some improvement in the safe ingress and egress at emergency facility.	4
Neutral	No impact on the ingress and egress at an emergency facility.	3
Detrimental	Some reduction in the safe ingress and egress at an emergency facility.	2
Highly Detrimental	Significant reduction in the safe ingress and egress at an emergency facility.	1

Record the raw rating on the Road Project Assessment Form – Improvement / Expansion at "Emergency Access Route" under the Social criterion and indicate the service and base location.

7. PROCESS FLOWCHART

Under development

8. APPENDICES

8.1 APPENDIX 1 - SPECIFICATION FOR DETERMINING AADT

8.1.1 GENERAL

From past statistical data it has been determined that the most desirable periods during the year to take traffic counts in order to determine the average daily traffic (ADT) is during late January / early February, late April / early May and late September / early October.

A reasonably accurate estimation of the annual average daily traffic (AADT) can then be established by taking the mean of the traffic counts of one week's duration taken during each of these periods.

8.1.2 DETAILS OF COUNTING PROCEDURE

8.1.2.1 Data Collection

The traffic count should be conducted within 5 years of the funding year.

8.1.2.2 Location of Count Station

Generally, the location of the count station should be midway within the section covered by the proposed works. For simplicity the location should not be an intersection or junction unless the works specifically relate to the junction or intersection.

8.1.2.3 Traffic Classifier

The use of vehicle classifiers is the recommended method of capturing traffic use data as they provide the added benefit of classifying the type of traffic using the road.

The classifier is to be positioned for a seven day period, not to coincide with any abnormal event in the area. The unit should be checked on a regular basis to ensure that there has not been any malfunction.

8.1.2.4 Mechanical Counter and Manual Count

If a mechanical counter is used, a manual count should also be undertaken over two consecutive days (only one of which should be a weekend day) during the count period. The manual counts are to be of 12 hours duration each day. The vehicle class is to be recorded during the manual count.

8.1.2.5 Determining AADT from Classifier Count

Calculate the ADT for each count period:

$$ADT = \frac{\text{Total Number Vehicles Counted}}{\text{Number of Count Days}}$$

Calculate the AADT by:

$$AADT = \frac{\sum \text{(Sum of) ADT}}{\text{Number of Count Periods}}$$

8.1.2.2 Determining AADT from Mechanical/Manual Count

Determine the average number of vehicles per day recorded during the two day manual count.

Determine the average number of vehicles per day recorded by the mechanical counter for the same two day period as the manual count.

Calculate the AADT by:

$$\text{ADT} = \text{Average for two day manual count X } \frac{\text{Average for two day mechanical count}}{\text{Average for seven day mechanical count}}$$

Calculate the AADT by:

$$\text{AADT} = \frac{\sum \text{(Sum of) ADT}}{\text{Number of Count Periods}}$$

8.2 APPENDIX 2 – TYPICAL PRESERVATION, IMPROVEMENT AND EXPANSION PROJECTS

8.2.1 PRESERVATION PROJECTS

Periodic Maintenance

- Upgrade formation/drainage/gravel
- Construct asphalt/gravel overlay
- Stabilise pavement
- Re-deck/resurface bridge
- Repair bridge/expansion joints/approaches
- Concrete overlay bridge
- Repair floodway/culvert
- Recondition shoulders/drainage/formation/gravel/median
- Aggregate/asphalt/sand/enrichment seal

Reconstruction

- Reconstruct pavement/shoulders
- Reconstruct bridges/approaches
- Reconstruct floodway (includes sealing)
- Replace bridge with culverts
- Reconstruct grid
- Reconstruct/replace culvert

Where the primary reason for reconstruction is attributable to road failure take the opportunity to make minor improvements such as shoulder sealing to offset excessive maintenance costs and upgrading the horizontal and vertical geometry to improve safety.

8.2.2 Improvement Projects

Roadworks

- Construct bridge/culvert/flood crossing over river/creek (existing roads)
- Construct bridge over road/railway (existing roads)
- Construct passing, climbing, overtaking or auxiliary lanes
- Widen existing road or bridge by less than an additional lane
- Widen crests and curves
- Construct grid and approaches

Reconstruction

- Reconstruct pavement/shoulders (includes sealing)
- Reconstruct bridges/approaches
- Reconstruct floodway (includes sealing)
- Replace bridge with culverts
- Reconstruct grid
- Reconstruct culvert

Where the reason for reconstruction is attributable to the need for safety improvement, minor or major horizontal and vertical geometric improvements may be undertaken.

Traffic Management

- Construct median
- Improve intersection (including kerbing)
- Improve channelization
- Improve road geometry
- Install traffic control signals
- Construct roundabout

8.2.3 Expansion Projects

Roadworks

- Construct and gravel
- Construct pavement primer seal and seal
- Construct bridge/culvert/flood crossing (new roads)
- Widen an existing link to provide additional continuous lane(s)
- All improvement work done in conjunction with new road construction

Traffic Management

- Construct/erect traffic control devices (new roads)

8.3 APPENDIX 3 – EXAMPLES OF SAFETY TREATMENTS FOR PRESERVATION, IMPROVEMENT AND EXPANSION PROJECTS

Following are examples of safety treatments to the road network for Preservation, Improvement or Expansion projects (sources: Safe System Assessment Framework, Austroads, February 2016; and Local Government Road Safety Management Guidance, Austroads, January 2020).

Run-off road crash (to left or right) treatments:

- Flexible roadside and median barriers
- Very high quality compacted roadside surface, very gentle to flat side slops and exceptionally wide run-off areas
- Very low speed environment/speed limit
- Wide run-off areas with well-maintained shallow drainage and gentle side slopes
- Wide sealed shoulders with audio-tactile edge line
- Audio-tactile centre line
- Lane marking
- Painted median/wide centrelines
- Vehicle activated signs
- Skid resistance improvement
- Remove roadside hazards
- Guideposts
- Overtaking lane

Head-on crash treatments:

- One-way traffic
- Flexible median barrier
- Non-flexible barrier
- Wide median (constructed)
- Median painted/wide centrelines
- Low speed environment/speed limit
- Ban overtaking
- Skid resistance improvement
- Audio-tactile centre line
- Audio-tactile edge line
- Consistent design along the route
- Consistent delineation for route
- Overtaking lanes
- Lane marking
- Improved superelevation

Intersection treatments:

- Grade separation
- Close intersection
- Low speed environment
- Raised platform
- Left in/left out, with protected acceleration and deceleration lanes where required
- Ban selected movements
- Reduce speed environment/speed limit
- Redirect traffic to higher quality intersection
- Turning lanes
- Vehicle activated signs
- Improved intersection conspicuity
- Advanced direction signage and warning
- Improved sight distance

- Traffic signals with fully controlled right turns
- Roundabouts
- Skid resistance improvement
- Improved street lighting

Pedestrian treatments:

- Separation (footpath)
- Separation (crossing point)
- Very low speed environment, especially at intersections or crossing points
- Reduce speed environment/speed limit
- Pedestrian refuge
- Reduce traffic volume
- Pedestrian signals
- Skid resistant improvement
- Improved sight distance to pedestrians
- Improved lighting
- Rest-on-red signals
- Speed enforcement

Cyclist treatments:

- Separation (separate cycle path)
- Very low speed environment, especially at intersections
- Shared pedestrian/cyclist path
- Cycle lane
- Reduce traffic volume
- Separate cyclist signals at intersections
- Cyclist box at intersections
- Skid resistance improvement
- Speed enforcement

9. FORMS
9.1 ATTACHMENT 1 – ROAD PROJECT PRESERVATION ASSESSMENT FORM

Please contact the SWRRG Secretariat for a copy of the Preservation Assessment Form.

9.2 ATTACHMENT 2 – IMPROVEMENT / EXPANSION ASSESSMENT FORM

Please contact the SWRRG Secretariat for a copy of the Improvement / Expansion Assessment Form.

9.3 ATTACHMENT 3 – FIVE YEAR PROGRAM

Regional Road Group 5-Year Program

2026/2027 to 2030/2031

LGA	Road Name	LGA Number	Road Number	SLK Start	SLK Finish	Work Description	Work Type**	Preservation***					Improvement / Expansion***				
								2026/27	2027/28	2028/29	2029/30	2030/31	2026/27	2027/28	2028/29	2029/30	2030/31
LG Name	West End Road	2xx	1223	0.01	3.45	Reseal 6.2m wide	P	10,000									
LG Name	West End Road	2xx	1223	4.80	11.46	Reconstruct and seal to 6.2m wide	I						56,000	100,000	100,000	100,000	40,000
LG Name	West End Road	2xx	1223	12.85	15.32	Reseal 6.2m wide	P				22,000						
LG Name	East End Road	2xx	1228	0.05	11.65	Reseal 6.2m wide	P		62,000	40,000							
LG Name	Upper Left Road	2xx	0456	5.36	7.10	Reconstruct and seal to 6.2m wide	I						60,000	120,000	25,000		
LG Name	Nowhere Road	2xx	0120	2.36	4.25	Reseal 5.6m wide	P					35,000					
LG Name	Nowhere Road	2xx	0120	8.56	15.26	Reconstruct and seal to 6.2m wide	I								50,000	120,000	120,000
					Financial Year Total RRG Pool Contribution			10,000	62,000	40,000	22,000	35,000	116,000	220,000	175,000	220,000	160,000
					Financial Year Total LGA Contribution			5,000	31,000	20,000	11,000	17,500	58,000	110,000	87,500	110,000	80,000
					Grand Total			15,000	93,000	60,000	33,000	52,500	174,000	330,000	262,500	330,000	240,000

	2026/27	2027/28	2028/29	2029/30	2030/31
Total Annual LGA Funding Request	189,000	423,000	322,500	363,000	292,500

Preservation as % of Total Program	7.94%	21.99%	18.60%	9.09%	17.95%
Improvement/Expansion as % of Total Program	92.06%	78.01%	81.40%	90.91%	82.05%

**P	Preservation
**I	Improvement
***	Enter $ amounts as RRG Pool Contribution
	Calculated Cells

9.4 ATTACHMENT 4 – APPROVAL IN PRINCIPLE

REQUEST FOR APPROVAL IN PRINCIPLE
LOCAL GOVERNMENT PROJECTS

PROCESS

Main Roads WA "Approval in Principle" is required if the scope of a project includes the installation on a local road under the control of a Local Authority of any of the following:

- All "R Series" regulatory signs as defined in Australian Standard 1742.2 – 2009 – Manual of uniform traffic control devices.

- All road pavement markings as defined in Australian Standard 1742.2 – 2009 – Manual of uniform traffic control devices.

The exception to the above is where a Local Authority has approved delegation of authority to install regulatory signs. Currently the delegated authority to install regulatory signs is limited to "parking signs" and "keep left signs" on local roads only and excludes roads under the control of Main Roads.

In applying for Approval in Principle the following staged process applies:

Stage 1 – Initial application (Request for funding)

- Submit enclosed project information form with proposed funding program nomination form (Federal / State Black Spot or Regional Road Project).
- Provide a concept drawing (can be hand drawn) of project site indicating location and type of signs and or pavement marking.

Stage 2 – Formal Application (Funding Secured)

- Submit enclosed project information form.
- Provide final design drawings.
- Provide additional supporting information.

GENERAL NOTES

General

All signs and pavement markings shall be installed in accordance with Australian Standard 1742.2 – 2022.

Pavement Markings

Generally, Main Roads will not approve of the installation of longitudinal lines unless the AADT is more than 300 vehicles for rural roads and 2500 vehicles for urban roads and the pavement width is greater than 5.5m.

The exception to this is the installation of both a centreline and edgelines on substandard curves where the pavement width is greater than 5.5m but the AADT may be less than required. In this situation, Main Roads would expect that where edgelines are installed, Reflectorised Raised Pavement Markers and a double up of the curve warning signs would also be included. Please note that edgelines should be restricted to the curve section only.

Traffic Control Signals – New Installation and Modification of Existing

Approval in Principle for the installation or modification of existing Traffic Control Signals requires the approval of the Traffic Management Services section located in Main Roads Head Office East Perth. For further information on the requirements please contact the Traffic Services Manager located in the Main Roads South West Office.

REQUEST FOR APPROVAL IN PRINCIPLE
LOCAL GOVERNMENT PROJECTS

APPLICATION STAGE

☐ **Stage 1 – Initial application (Request for funding)** (include concept drawing)

☐ **Stage 2 – Formal Application (Funding Secured)** (include final design drawings)

LOCAL AUTHORITY DETAILS

Local Authority		
Contact Person		
Contact Details	**Email**	
	Telephone No	
	Facsimile No	
	Mobile No	

PROJECT DETAILS

FUNDING

National Black Spot ☐ **State Black Spot** ☐ **RRG Road Project Grant** ☐

(Select both if applying under both programs)

LOCATION

Road Name _____ **Number** _____

Road Section (SLK's) **From** _____ **To** _____ **Various** ☐

SCOPE

Scope of Works
(Detailed Description of proposed works)

_____

APPROVAL IN PRINCIPLE REQUIRED

Regulatory Sign 'R' Series ☐ **Pavement Markings** ☐

(May select one or more category)

…… ……

Authorised Officer **Date**

9.5 ATTACHMENT 5 – BINDER, STONE AND ASPHALT CONDITION ASSESSMENT.

1 BINDER CONDITION (SPRAY SEALS)

1.1 Description

Binder condition is a measure of how well the bitumen binder, in seals adheres the stone to the surface. As binder ages, it loses its viscoelasticity and consistency, and when exposed to air for a long period it becomes brittle as it oxidises. As this occurs the binder's ability to bind the stone decreases.

1.2 Possible causes

- Age of seal.

1.3 Method of Measurement

To assess binder condition, it is necessary to remove a few stones using a screwdriver or similar probe and visually compare the binder with the rating diagrams and descriptions. As binder condition is temperature affected, it is important to assess at temperatures as close to 20 degrees Celsius as possible. Where temperatures are significantly higher or lower, adjustment must be made to compensate for the changing nature of the binder.

Characteristics	Example	Rating
• Binder is black and shiny; • Slight smell of bitumen; • Binder adheres to stone and screwdriver; • Forms long thin tails; • Stones relatively easy to remove.		Record value as 1
• Binder is black and shiny; • Slight smell of bitumen; • Sticky; • Stains fingers and screwdriver; • Forms thin tails; • Stones ease out when removed.		Record value as 2

Characteristics	Example	Rating
• Binder is black and shiny; • Tacky; • Slightly stains fingers and screwdriver; • May form short tails		Record value as 3
• Binder has little shine and forms hard black coating on stones; • Slightly tacky; • Consistency of cheese; • No tails formed.		Record value as 4
• Binder is black and dull; • May form black-brown powder; • Hard and lacking ductility; • Some cracking may be evident; • Stones will “pop” out after some effort.		Record value as 5

2 BINDER / STONE (SPRAY SEALS)

2.1 Description

Binder / Stone condition is assessed to determine the extent of defects in the wearing surface of spray seals. Distress is usually measured in terms of the “smoothness” of the wearing surface.

2.2 Method of Measurement

To assess binder / stone condition, it is usual to undertake an initial assessment from a slow-moving vehicle over the full length of the segment being assessed. A representative area is then inspected more closely and the surface texture assessed for suitability. A suitable texture is one that is rough to the feel under hand and will provide adequate skid resistance to vehicles. An inadequate surface texture is one that is smooth to the feel under hand and is unlikely to provide adequate resistance to skidding.

The rating of the binder / stone is based on the extent of pavement affected by inadequate surface texture. To ascertain this:

- Determine the area of the segment being assessed by multiplying length by average segment width.
- Determine the area of pavement exhibiting unsuitable surface texture.
- Express this as a percentage of the total segment area.
- Determine the appropriate rating from the following:

Characteristics	Example	Rating
• Less than 1% of the area affected		Record value as 1
• Between 1% to < 5% of the area affected		Record value as 2

Characteristics	Example	Rating
• Between 5% to < 10% of the area affected		Record value as 3
• Between 10% to < 20% of the area affected.		Record value as 4
• Greater than 20% of the area affected.		Record value as 5

3 ASPHALT CONDITION

3.1 Description

Asphalt defects are typically manifested in conditions such as:

- Stone wear and deterioration.
- Surface smoothness.
- Binder deterioration.
- Binder excess, bleeding, slickness.
- Shoving, heaving and slipping.
- Ravelling.
- Delamination.

3.2 Method of Measurement

To assess asphalt condition, it is necessary to carefully inspect a segment of road 50 metres each side of a rating point. The 100 metre length of road being rated is to be examined carefully and a representative area chosen. This area shall be the basis of assessment and should typically represent the 100 metre section. The rating assigned is based on how the representative section best corresponds with the conditions summarised below.

Characteristics	Example of Asphalt condition	Rating
• Even surface rough to touch. • The tops of stones are angular and visible. • No excess bitumen oil contamination in cracks.		Record value as 1
• Even surface with no loss of stone. • No excess bitumen visible. • Some polishing of stone tops.		Record value as 2

Characteristics	Example of Asphalt condition	Rating
• General even surface with some minor irregularities • Some stones missing or broken (0 to 1%).		Record value as 3
• Slight surface irregularities. • Some stones worn, broken or missing (2 to 5%. • Excess bitumen over 0 to 3% of the area. • Delamination of up to 0.2 square metres of the surface. • Shoving or slipping over between 0 to 5% of the area.		Record value as 4
• Surface irregularities. • Stones worn, broken or missing over more than 5% of the area. • Excess bitumen over more than 3% of the area. • Binder crumbles when crushed by hand. • Delamination extends over more than 0.2 square metres. • Shoving or slipping over more than 6% of the area.		Record value as 5

6.3 For noting.

Recommendation:
For the Committee to note.

Notes:

- Heavy Vehicle Services
- Classifications and Proclamations
- Future State Roads Review
- LGTRIPP

State Road Funds to Local Government Advisory Committee – May 2026

Heavy Vehicle Services (HVS) information

Compliance Operational Output Summary

Between October 2025 and February 2026, the Transport Inspectors stopped 2880 vehicle combinations in compliance patrols and 608 combinations in roadblock operations State-wide. Of the total 3488 combinations stopped, 571 were in the Wheatbelt region. The 571 Wheatbelt combinations were comprised of 1555 vehicles inspected, which resulted in 554 offences.

Main Roads Update for the 2025/2026 Harvest

The harvest season commenced in October 2025 and was completed in February 2026. Main Roads maintained ongoing communication with our partners, CBH and Bunge, prior to the commencement, during and post-harvest.

Compliance operations were undertaken in Perth, the Great Southern, Wheatbelt and Mid-West regions from October 2025 through to January 2026. Loads were intercepted and weighed, and vehicles were checked for defects.

The HVS Accreditation team audited a selection of CBH and Bunge receival sites from late 2025 to ensure compliance with the Harvest Mass Management Scheme. Some minor Non-Conformances were uncovered at some receival sites, which were quickly addressed by the grain receivers to ensure future ongoing compliance with the Scheme.

CBH currently has one unstaffed weighbridge, with plans going forward to implement more unstaffed sites. Representatives from HVS have been invited by CBH to attend their Metropolitan Grain Centre to observe the processes, to ensure these will meet the compliance requirements as per the Harvest Mass Management Scheme Business Rules.

Main Roads assistance to industry during the fuel security challenges

To assist industry during the current circumstances, Main Roads has issued HVS Update 6-2026 (v3) approving Temporary Special Assistance access. This allows concessional mass for fuel, fertiliser, lime, milk and bulk perishable goods deliveries. This enables Restricted Access Vehicles (RAVs) to transport more petrol, diesel, fertiliser, lime, lime sand, milk and bulk perishable goods to WA Regions until further notice. The details are available in the HVS Update.

Main Roads has also issued HVS Update 11-2026 which introduced the 53.5 metre Bindoon Hill Special Assistance Permit, as part of the ongoing support the State is providing to industry to help keep WA moving amid fuel security challenges. This temporary three-month Special Assistance Permit provides for eligible 53.5 metre Triple Road Trains, up to AMMS level 3 mass limits, to operate on Great Northern Highway between Wubin and Muchea with certain requirements for drivers and the Triple Road Trains.

For further information, please contact the Heavy Vehicle Services Helpdesk on 138 486 or email hvs@mainroads.wa.gov.au.

Click here to view this email in your browser.

HVS Update: 11-2026

Main Roads Heavy Vehicle Services (HVS)

53.5 metre Bindoon Hill Special Assistance Permit

Please be advised Main Roads Heavy Vehicle Services (HVS) has introduced the 53.5 metre Bindoon Hill Special Assistance Permit, as part of the ongoing support the State is providing to industry to help keep WA moving amid fuel security challenges.

This temporary three-month Special Assistance Permit provides for eligible 53.5 metre Triple Road Trains, up to AMMS level 3 mass limits, to operate on Great Northern Highway between Wubin and Muchea.

Eligibility Requirements

A transport operator may apply for a permit, subject to all vehicles meeting the safety requirements listed below and nominated drivers holding a good driving record with a minimum of three years' experience operating 53.5 metre road trains.

- The prime mover(s) must be fitted with an engine that meets the emission standards specified in the Vehicle Standard (Australian Design Rule 80/03 - Emission Control for Heavy Vehicles) 2006 (equivalent to Euro 5 Standards).
- The prime mover must have a minimum 550 hp engine power.
- The prime mover(s) must be fitted with an Antilock Braking System (ABS) or an Electronic Braking System (EBS) and supply a CAN / TEBS brake application signal.
- The semi-trailers must be fitted with a Trailer Electronic Braking System (TEBS), with a fully functional Rollover Stability System (RSS) and a compatible CAN bus connection linking all semi-trailers.
- The prime movers must be fitted with a driver fatigue and distraction monitoring system, with appropriate governance in place to ensure events are managed effectively.
- The prime mover(s) must be installed with an in-vehicle telematics unit and Main Roads Heavy Vehicle Services (HVS) must be provided direct access to the telematics monitoring system to view speed and position records.
- The prime mover(s) must be fitted with and utilise an auxiliary braking system when descending the hill. Drivers must be familiar with the operation of the particular auxiliary braking system, with training records provided to HVS.
- At least one forward facing camera must be mounted on the prime mover and operate in accordance with the *Restricted Access Vehicle Video Recording Requirements*, available on the Specific Access Permits page on the Main Roads website.

In addition to the above eligibility requirements, the permit is also subject to the following access condition:

- The vehicle combination must travel in the left-hand lane at all times when ascending Bindoon Hill, unless avoiding an obstruction.

Permit Application

When applying for a permit, operators must complete and submit the **53.5 metre Bindoon Hill Special Assistance Permit Eligibility & Supporting Evidence Checklist**, along with all required supporting documentation demonstrating that the vehicles meet the safety requirements and that nominated drivers qualify.

HVS will process all permit applications free of charge, with approved permits issued with a common expiry date of 31 July 2026.

The Eligibility & Supporting Evidence Checklist and permit application form are available on the Specific Access Permits of the Main Roads website.

General Reminder When Using Road Train Assembly Areas

Operators are reminded to **minimise unattended parking**, **use designated parking bays only**, and **exercise caution when manoeuvring** within Road Train Assembly Areas.

For further information, please contact the Heavy Vehicle Services Helpdesk on 138 486 or email hvs@mainroads.wa.gov.au .

Heavy Vehicle Services
10 April 2026

Click here to view this email in your browser.

HVS Update: 6-2026 (v3)

Main Roads Heavy Vehicle Services (HVS)

Temporary Special Assistance Access Approval

Concessional Mass for Fuel, Fertiliser, Lime, Milk and Bulk Perishable Goods Deliveries

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Please be advised Main Roads Heavy Vehicle Services has granted temporary special assistance approval to enable Restricted Access Vehicles (RAVs) to transport more petrol, diesel, fertiliser, lime, lime sand, milk and bulk perishable goods to WA Regions.

The following temporary special access arrangements will be available until further notice.

Application:

1. The temporary special access arrangements apply to all Tandem Drive Category 2-10 and Tri Drive Category 1-5 RAVs operating under the Class 2 & 3 Orders, as specified under the *Prime Mover Combinations Operating Conditions* and the *Truck Combinations Operating Conditions.*

2. The temporary special access arrangements apply when carrying petrol, diesel, fertiliser, lime, lime sand, milk and bulk perishable goods.

Approved Networks:

RAVs are approved to operate on their respective Approved Networks, as specified under the *Prime Mover Combinations Operating Conditions* and the *Truck Combinations Operating Conditions.*

Mass Concession:

RAVs are approved to operate at Accredited Mass Management Scheme (AMMS) Level 3 Mass Limits, i.e. up to 17.5t on tandem axle groups and 23.5t on tri axle groups.

Conditions:

The temporary special access arrangements are subject to the following conditions:

1. All existing conditions specified for a particular road on the Approved Networks apply.

2. All vehicles carrying Dangerous Goods must be operated in accordance with the ullage requirements of the *Australian Code for the Transport of Dangerous Goods by Road and Rail*.

3. All vehicles and components must be suitably rated for the extra mass.

Operators are reminded of their responsibilities to ensure compliance with mass and dimension requirements, including ensuring adequate controls are in place to mitigate rollover risks.

For further information, please contact the Heavy Vehicle Services Helpdesk on 138 486 or email hvs@mainroads.wa.gov.au .

Heavy Vehicle Services
9 April 2026

Item 6.3

May 2026
MRWA 04/11055
D26#448693

1. Classification

Summary of current classification actions.
Changes since the last report are:

Additions

- Nil

Deletions

- Nil

Road	Status
-	-

2. Proclamation

Summary of current proclamation actions.

Changes since the last report are:

Additions:

- Nil

Deleted due to completion of action:

- Nil

Amended Status comment:

- Amendments to various comments.

Deleted:

- Nil

Road	Action	Status
Menang Drive (Albany Ring Road)	Albany Ring Road (an 11.5km extension of Menang Drive) has now been constructed around the City of Albany, connecting to Princess Royal Drive and the Port of Albany Construction of a new flyover at Menang Drive & Chester Pass Road will commence in 2026, estimated completion early 2027.	Construction of phase 1 to Lancaster Rd was completed in early 2022; phase 2 to Princess Royal Drive opened May 2024. Menang Drive between Albany Hwy and Princess Royal Drive will be proclaimed once land dedication is finalised. The new flyover will be proclaimed following completion in 2027.
Armadale Road to North Lake Road at Kwinana Freeway & Beeliar Drive	Realignment and extension of Armadale Road to North Lake Road via a new bridge.	Project completed December 2021, proclamation pending due to land tenure issues. Likely to be proclaimed together with Kwinana Fwy/Roe Hwy/Murdoch Drive Proclamation anticipated for 2026/2027.
Bindoon Bypass	Second stage of the project, 11km north of Seven Mile Hill is currently under construction. Procurement for 46km southern section in progress.	Second stage due to be completed by mid-2026.
Wilman Wadandi Highway (Bunbury Outer Ring Road)	27-kilometre free-flowing Highway, linking Forrest Highway to Bussell Highway. It provides an alternative route around Bunbury and separates local and regional traffic.	Construction commenced 2020 Officially opened on 16 Dec 2024. Likely to be proclaimed in sections once land tenure has been finalised.
(Boorloo Bridge) Causeway Pedestrian and Cyclist Bridges	Separate path users from traffic, two connected bridges were built alongside the Causeway providing a 6-metre-wide segregated path connecting the Victoria Park foreshore with Heirisson Island and Perth's CBD at Point Fraser.	Opened on 22 Dec 2024. We intend to reproclaim Causeway showing the bridge as Path. Proclamation anticipated for 2027, depending on agreement with LGs.
Collie Lake King Road (Coalfields Road)	Road realignment at Bowelling Curves, west of Darkan.	Construction completed January 2020. Handover agreement between Main Roads and the Shire of West Arthur are pending, land tenure also to be rectified.
Curtin Avenue	Reclassification as a State Road has finalised with handover from Local to State (Main Roads) complete, 7 May 2021.	Proclamation is currently on hold pending Eric Street Bridge upgrade, expected 2026/2027.

Goldfields Highway Upgrades (Wiluna to Meekatharra)	Realignment of a 10km section between Wiluna and Meekatharra.	Under construction – Construction of Packages 2 (West Creek Re-alignment) and Package 4 (Sherwood) are subject to funding.
Great Eastern Highway Bypass	Upgrading two major interchanges on Great Eastern Highway Bypass at Roe Highway and Abernethy Road, extending to Lloyd St, and constructing a new bridge over Helena River.	Project commenced early 2022, construction placed on hold for now. Recommencement is subject to outstanding approvals.
Great Eastern Highway realignment, Wooroloo	Realignment of a 2km section of Great Eastern Highway to improve safety and visibility. Wooroloo.	Project completed – Progression of proclamation pending on land tenure resolution.
Great Northern Highway	Buttweld Road to Bypass Realignment - Port Hedland Deviation,	Construction commenced September 2021 and was completed April 2024. Handover pending resolution of the QUBE access - likely to be 2026/2027, if at all.
Great Northern Highway	Various realignments from Muchea North to Wubin (in different stages of award / construction).	Includes Bindoon Bypass, Walebing, Miling Bypass and Straight, Pithara and Dalwallinu to Wubin sections. In progress and many sections have been completed with handover arrangements being progressed. Asset responsibility negotiations with Local Government progressing. Proclamation / transfer has commenced.
Great Northern Highway near Auski Roadhouse Shire of Ashburton	Realignment road over rail – previously known as Koodaideri (now Bahd-Jarding-Ngu) Bridge RioTinto Iron Ore	Construction complete. Progression of proclamation pending due to land tenure issues.
Great Northern Highway - Roy Hill Bridge	Opened with 1.9km of realignment to Great Northern Highway in 2019.	Land tenure pending since 2020. Proclamation anticipated for 2026/2027
Jetty Road	Road transferred to Main Roads from Derby Highway to Jetty Boat Ramp Access Boat Ramp at Derby Port.	Road responsibility transferred 1 August 2025. Proclamation as a Highway (H47) likely later 2026.
Mandurah Estuary Bridge Duplication	Construction of a second bridge alongside Mandurah Estuary Bridge.	Construction completed in March 2026.
Manuwarra Red Dog Highway Upgrades – Stage 4	Construction of the final section between Nanutarra-Munjina Road and Roebourne-Wittenoom Road	Early work on Stage 4 is underway for construction of the first 10km. Anticipated completion 2026/2027.

Marble Bar Road Upgrade	Major realignment to allow mining. Work by third party.	Initial stage opened April 2014; Stage 2 completed August 2018. Will proclaim all stages together. Stage: 2A commenced Nov 2024 3 commenced Jan 2025 4 commenced Aug 2025 2B & 5 commenced Sep 2025 Anticipated completion of all stages May 2026.
Marmion Avenue (Ocean Reef Road to Yanchep Beach Road)	Reclassification as a State Road has finalised with handover from Local to State (Main Roads) complete, City of Wanneroo 7 May 2021 and City of Joondalup 21 June 2021.	Proclamation is currently on hold until land tenure issues are resolved, proclamation anticipated for 2026/2027.
Marriott Road	Road transferred to Main Road as identified as a strategic industrial area located between Forrest Highway and South Western Highway	Road responsibility transferred 1 July 2022. Dedication almost complete. Proclamation anticipated for 2026/2027.
Midlands Road – Yandanooka	Proclamation of realignment.	Recent identification of historical realignments outside road reserve. Land tenure issues (A Class Reserve) Progression pending due to land tenure issues.
Murdoch Drive connection to Roe Highway and Kwinana Freeway	Realignment at Kwinana Freeway / Roe Highway interchange to connect to Murdoch Activity Centre and Fiona Stanley Hospital.	Agreement reached with CoC to take on Murdoch Dr as far as Murdoch-Farrington Link. Remaining dedication issues to be checked and actions to be progressed. Proclamation anticipated for 2026/2027.
North West Coastal Highway – south of Roebourne	Realignment of road at Robe River's expense to accommodate road-over –rail bridge. (Warrndamayaga Bridge)	Completed Dec 2013. Pending land dealings as partly outside existing road reservation. Update from DPLH, area is linked to State Agreement Lease variations and native title process.
Oakajee Port Access Road	A new, critical road and intersection constructed on the North West Coastal Highway, north of Geraldton, to provide access to the Oakajee Strategic Industrial Area (SIA) for future clean energy industries and heavy freight.	Land Tenure being finalised. Proclamation anticipated for 2026/2027.
Ocean Reef / Gnangara Road (Marmion Av to Tonkin Hwy)	Reclassification as a State Road has finalised with handover from Local to State (Main Roads) complete Cities of Wanneroo and Swan 7 May 2021 and City of Joondalup 21 June 2021.	Outstanding dedication issues to be checked and actions progressed. Possible Proclamation actions to be separated into LGs and treated separately. Proclamation anticipated for 2026/2027.

Outback Way (Great Central Road)	Construction to commence on priority sections near the Cosmo Newberry, Warburton and Warakurna communities.	Subject to all approvals and the successful award of tender, work to recommence in 2025. Currently a LG road, potential future reclassification to State Road in the longer term. Possible transfer from 2029 depending on completion.
Reid Highway Interchanges (Altone Road and Drumpellier Drive/Daviot Road)	New interchanges to facilitate more efficient and reliable movement of freight while improving safety, traffic flow and urban amenity.	Construction commenced late 2025. Anticipated completion early 2028.
Roe Highway and Kalamunda Road intersection upgrade	The new grade-separated intersection at the Roe Highway and Kalamunda Road intersection including a new bridge, two roundabouts and on and off ramps.	Project complete – dedication nearly complete. Proclamation anticipated for 2026/2027.
Stephenson Avenue Extension Stage 2	Construction of new bridge over the Mitchell Freeway and PSP's and exit and entry ramps to Mitchell Freeway	Construction commenced March 2022. Interchange opened Dec 2025. Proposed construction completion mid-2026
Tanami Road Upgrade	Continued construction and sealing of the 41km section, through the hills south of Great northern Highway.	Planned to be completed in 2025. Currently a LG road, potential future reclassification to State Road in sections from 2029.
Thomas Road (Tonkin Hwy to South Western Hwy)	Reclassification as a State Road finalised, responsibility taken for the road 30/5/2022.	Metronet construction works completed – grade separation – road over rail. Likely proclaim with Tonkin Hwy from Thomas Road to Mundijong Rd once works complete in 2028/29.
Thomas Road Safety Improvements	Construction of roundabouts at the Thomas Road intersections with Nicholson Road and Kargotich Road in Oakford.	Completed circa Oct 2024. Proclamation anticipated in 2026/2027.
Tonkin Highway Extension and Thomas Road upgrade (Tonkin Highway to South Western Highway)	Extending Tonkin Highway from Thomas Road to South Western Highway, and upgrading Thomas Road from Kargotich Road to Alexander Road, improving safety, connectivity, and freight efficiency for Perth's growing south-east corridor.	Commenced mid-2025. Anticipated completion late-2028
Toodyay Road Upgrades Aspen Road to Goomalling Toodyay Road	Road safety improvements and realignments	Construction commencement 2020 to be completed in stages. Entire upgrade between Dryandra Road and Tooday anticipated to be completed in 2027.

Wanneroo Road and Ocean Reef Road interchange.	Grade separation and new roundabout at intersection	Project complete, holding proclamation plans to coincide with Ocean Reef/Gnangara Road proclamation. Proclamation anticipated 2026/2027.

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

Provided by Lesley Vaeth – Network Development Support Officer
PLANNING AND TECHNICAL SERVICES DIRECTORATE

28 April 2026

Item 6.3

May 2026
MRWA 04/11055
D26#469033

FUTURE STATE ROADS PROJECT

Update on the project progress

Metro

The Future Roads Project continues to inform ongoing reclassification actions within the Metropolitan area.

Main Roads met in April 2026 to consider potential timing of transfers for **urban roads**. Based on potential triggers including construction of major state infrastructure, it remains likely that the next urban transfer will not occur until around 2029-30, pending completion of detailed classification assessments, discussions with the relevant Local Governments and available funding.

Main Roads continues to scan the current and future planning environment to determine if any roads not already listed warrant classification assessments. This also includes the future planning for Westport and the Australian Marine Complex.

Rural

A review of the Future Roads Project (Rural) was undertaken in October 2025. The purpose of this review was to confirm the continued relevance and accuracy of the roads listed for future transfer to State administration, as well as to ensure that the proposed transfer timeframes remain appropriate. This involved reassessing the strategic function of each road and validating whether each road continues to align with the intent of the project.

As a result of this review, it was identified that some roads within the Great Southern Region require more detailed assessment. These additional evaluations will help determine whether the roads still meet the criteria for reclassification. The review also led to agreement with the Mid West–Gascoyne, Pilbara, and South-West Regions to remove a small number of roads from the project listing, following confirmation that they no longer warrant reclassification based on current and foreseeable needs.

Main Roads continues to undertake scanning of both current and future planning contexts. This ongoing work is aimed at identifying rural roads not currently included in the project that may merit consideration for classification in the future.

Following the recent reclassification and transfer of Jetty Road, Derby, in 2025, proclamation is expected to occur in later 2026. Other rural roads that pass the assessment process are expected to be transferred over the next ten years. The timing will depend on the overall workload and scheduling of the ongoing Future Roads Project (Urban). This approach helps make sure transfers are conducted in a manageable and coordinated way across both rural and urban projects.

Recommendation

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

Provided by Joanne Cammack
A/Road Classification Manager

PLANNING AND TECHNICAL SERVICES DIRECTORATE

15 April 2025

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

Mark Bondietti, Policy Manager Transport and Roads

RECOMMENDATION:

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

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

The development of a road safety rating tool for intersections and a guideline for the use of Marginal Materials in road construction is progressing. During March, WALGA and NTRO convened a series of workshops with Local Government and industry to develop the next pipeline of projects.

7. Next Meeting.

Wednesday, 9th September 2026 - 1:00pm-3:00pm at Room DAC CMR Large Conference – Matagarup Room

Recommendation:
For the Committee to note

Notes: