

# STATE ROAD FUNDS TO LOCAL GOVERNMENT ADVISORY COMMITTEE

## MINUTES – April 2023

(Meeting 01/2023)

Held at MRWA on  
Friday, 28<sup>th</sup> April 2022 10:00am

### Committee Members Present:

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

### Others in Attendance:

Mr I Duncan	WALGA	(Observer)
Mr K Pethick	MRWA	(Observer)
Mr M Hoare	MRWA	(Observer)
Mrs A Raath	MRWA	(Secretariat)
Mr P Starling	MRWA	(Observer)

### Apologies:

Mr D Morgan	MRWA	
Mr S Purdy	IPWEA	(Observer)

## 1. WELCOME AND APOLOGIES

The Chairman welcomed the Committee members and opened with an acknowledgement of Country.

Local Roads Metropolitan Program Manager

It is with sadness that the State Road Funds to Local Government Advisory Committee reflect on the recent passing of Geoff Eves. Geoff worked with WALGA and Main Roads WA for many years and was a valued mentor to many Local Government project managers. His contribution to enhancing the delivery of complex State funding commitments for local road improvement and maintenance projects proved immensely beneficial to Metropolitan Local Governments. Geoff had a distinguished career in the Local Government sector, and he will be greatly missed.

Road Safety Resource

Paul Starling introduced himself as the Local Government Road Safety Manager with his primary role being to assist Local Government in road safety engineering and principles.

Mr D Morgan and Mr S Purdy were noted as an apology.

Mr M Cammack congratulated WALGA on a successful Transport and Roads Forum '23. He reflected on the outstanding turnout and the excellent speakers.

## 2. CORRESPONDENCE

No items of correspondence.

## 3. MINUTES OF PREVIOUS MEETINGS (03/2022)

The minutes of the Meeting held on 9 December 2022, as attached to the agenda, were accepted as a true record of proceedings.

## 4. BUSINESS ARISING FROM PREVIOUS MEETINGS

### 4.1 Summary of Outstanding Actions

Reference Item No/Officer	Action Required / Taken
Review Road Funding Distribution Methodology 03/2021-2 ID / MC	28/04/2023 Refer Agenda Item 10.2
	09/12/2022 Committee discussed the complexities highlighted by the consultants ACIL Allen in determining measures that are well aligned with the principles agreed in the workshop. A model that combines the options provides the best alignment with the policy principles but does not provide a strong fit. The Committee resolved to ask ACIL Allen to finalise their report and recommendations based on the combined variables option and for the recommendation to be considered at the next meeting. Also refer Item 10.2.
	02/09/2022 Workshop occurred 08/08/2022 to discuss and analyse the data. ACIL Allen are now undertaking further work using the outcomes of the workshop to provide options of potential distribution of Road Project Grant funds.
	29/04/2022 Refer Agenda Item 10.2 ACIL Allen appointed as consultants and are currently analysing the data to be reviewed at yet to be confirmed workshop with SAC
	10/12/2021 Ian Duncan to come back before Xmas with a recommendation for one of the two suppliers for commissioning in early January 2022 and then meet with SAC mid-February 2022 to organise a workshop.
	13/08/2021 Ongoing – The separate workshop for SAC to be held after 31 August 2021 to discuss the Assessment Framework deliverables under Items 6.1 and 6.2 from the paper included with the 01/2021 meeting's agenda has been reset to during September 2021.
	16/04/2021 Dependent on the progress of the consultant, a separate workshop for SAC will be held after 31 August 2021 to discuss the Assessment Framework deliverables under Items 6.1 and 6.2 from the paper included with the previous meeting's agenda.
	16/04/2021 Refer item 10.2 for a draft scope of work to a review the current Road Project Grant funding split between Metropolitan and Rural RRGs
	01/12/20 Maurice Cammack and Ian Duncan to update progress to report back to SAC at the next SAC meeting on 16 April 2021

	<p>13/08/2020 Maurice Cammack and Ian Duncan to develop a potential scope of work for a review of the current Road Project Grant funding split between Metropolitan and Rural RRGs</p>
<p>Multi-Criteria Assessment Pro Forma Model 02/2022-1 ID/MC</p>	<p>28/04/2023 Refer Agenda Item 11.3</p> <p>09/12/2022 Ian Duncan informed that this is ongoing, targeting RRG meetings early next year. The draft will be distributed to SAC prior to engagement with Regional Road Groups. Also refer Item 11.3</p> <p>2/09/2022 Prepare a Pro Forma MCA Model to provide to each RRG and metrics for the determination of Road Project prioritisation going forward</p>

## 5. LOCAL GOVERNMENT ROADS PROGRAM

### 5.1 Roads Program 2023/24 (Indicative)

Maurice Cammack provided a summary of the allocation of the 2023/24 Indicative Program:

\$252.6m Program for 2023/24 which represents an 8% increase from 2022-23 due to increases in motor vehicle licence fee revenue.

Remote Aboriginal Access Roads have moved from Category 2 to Category 1 to reflect that these roads are predominantly delivered by Local Government.

Road project Grants have been allocated according to the RRG process prioritising submissions. Four Local Governments have no allocations namely Shire of Cockburn, who had a late submission and therefore not able to be considered by the Metropolitan RRG; Shire of East Fremantle and Peppermint Grove, who did not submit any nominations for consideration; and Shire of York who requested that no projects be considered as they already have, given current capacity, a full book of works

Paul has spent some time in the Great Southern Region doing audits for potential State Black Spot projects in future years. State Black Spot allocation shows \$4.5m set aside to cover advanced programming undertaken in 2022-23. This is a function of moving to programming on a more staged basis.

The Committee agreed that funding for nudge be increased from \$190k to \$225k from 2023/24.

Remote Aboriginal Access Roads have been allocated according to the normal processes by the Aboriginal Roads Committee.

Traffic Management Signs and Pavement Markings. Railway crossings (\$6.933m), shown under Metro area as this is where the program is managed. These funds are used for maintenance and upgrades of level crossings in both Metro and Rural areas. Program is based on Australian Level Crossing Allocation Model (ALCAM) (Refer Appendix B)

Bridgeworks program includes projects with a matching contribution to FAGS (2/3 to 1/3 from the Agreement) and some fully funded from the Agreement (\$2.9m for design activities). Main Roads Bridge Asset Managers liaise with Local Governments in terms of priority.

It was noted that there are several State Initiative projects in the 23/24 program where funding from the Agreement is provided to match Commonwealth Funding. This is strategic to leverage additional Commonwealth funding for projects on Local Government Roads. Examples are Secondary Freight Route (Wheatbelt, Mid-West and Great Southern RRG's), Lloyd Street, Outback Way, and Tanami Road.

LG Transport and Roads Research and Innovation Program (LGTRPP). After a successful implementation in 2022-23 it was decided that the future projects under this program are to be funded from Administrative and Technical Support (Category 1). A presentation on outcomes to date and potential future projects will be undertaken at a subsequent meeting.

RRG support (\$2.383m) has not changed fundamentally from previous year. Question was raised why the South-West gets an allocation of \$594K and why this is significantly more than other Regions.

The Committee endorsed the 2023/24 Indicative Program subject to the following requirements:

1. nudge funding be increased to from \$190k to \$225k
2. LGTRPP to be funded from Administrative and Technical Support (Category 1)
3. Feedback is to be provided regarding RRG support for the South-West Region

**\*ACTION 01/2023-1:**

A presentation is required to report on LGTRPP findings and recommendations.

**\*ACTION 01/20232-2:**

Feedback is to be provided regarding the justification of the \$594K requirement by the South-West Region for RRG support.

## 5.2 Expenditure Profiles YTD 2022/23

The Committee noted the report on the Summary of Expenditure of State Funding on Local Roads for the period ending 31<sup>st</sup> March 2023.

2022/23 Budget	\$ 279,796 M
YTD Expenditure	\$ 152.821 M
Forecast	\$ 242.727 M
Forecast overall result	\$ 37.069 M (under expenditure)

Forecasts suggest \$37.069 carryover which is 13% of the total program compared to previous report tabled with SAC where it was 7%. At the same time last year, there was a \$29m (11%) prediction for under expenditure making this year slightly higher.

Direct Grants. There is a grant of \$200k from Shire of Port Headland still to be claimed.

Road project Grants. This time last year a \$6.438m underspend was predicted compared with a \$15.552m underspend predicted this year. It appears that the forecast for total expenditure for the year has declined due to less optimism in the reporting. Two regions were highlighted that have good pro-rata performance- Mid-West and Goldfields-Esperance. Four RRG's where expenditure is less than 50% are Metro, Great Southern, Pilbara and Kimberley.

It was noted that Kimberley are unable to get contractors (even before flooding).

State Black Spot Program is currently forecasting a \$5.4m underspend (22%). This time last year a 33% under expenditure was forecast. Action taken regarding \$10m previously allocated has been partially successful (refer to Item 6).

Bridge Program is forecasting a \$3.5m under expenditure (27%) for this financial year, at the same time last year this was 40%. Notwithstanding the delivery constraints and contractor issues there has been an improvement in delivery from last year.

State Initiatives is forecasting a \$10m under expenditure (23%) for this financial year, at the same time last year it was 18%. There are still some issues with some larger projects, including Orphan Roads, which have not been allocated, Abernathy Road and Lloyd Street where issues with delivery are being experienced.

**\*ACTION 03/2022-2:**

Acquittals need to be done by RRG Secretariates; reminders of closing date need to be sent out

**5.3 MINDER (Financial Report)**

Ian Duncan commented briefly on the report provided. The Committee noted the report.

Delegates discussed the IRAP ratings and road usage.

**5.4 Local Roads Program Manager**

No report was provided. Exercise is being performed by WALGA to review the job role and to determine most appropriate way forward.

## 6. STATE BLACK SPOT PROGRAM

### 6.1 Summary and Financial Reports

The Committee noted the Summary and Financial Reports for 2022/23 as at March 2023

#### **Overall**

- With 75% of the financial year elapsed, expenditure on the State Black Spot Program for 2022/23 is \$ 11.72 m or 26% of the approved budget, including carryovers, of \$ 45.29m.

#### **State**

- Total expenditure for 2022/23 including reprogrammed projects is \$ 3.79m. The total budget including carryovers is \$15.85m.

#### **Local**

- Co-Contribution Program- Total expenditure for 2022/23 including reprogrammed projects is \$7.00m. The total budget including carryovers is \$17.91m.
- Enabling Actions Program-Total expenditure for 2022/23 including reprogrammed projects is \$0.20m. The total budget including carryovers is \$0.70m.
- Mass Action Treatments Program-Total expenditure for 2022/23 including reprogrammed projects is \$0.72m. The total budget including carryovers is \$10.83m.

## 7. AUSTRALIAN GOVERNMENT BLACK SPOT PROGRAM

### 7.1 Summary and Financial Reports

The Committee noted the Summary and Financial Reports for 2022/23 as at March 2023

#### **Overall**

- With 75% of the financial year elapsed, expenditure on the Australian Government Program for 2022/23 is \$8.43m or 47% of the approved budget, including carryovers, of \$18.04m

#### **State**

- Total expenditure for 2022/23 including reprogrammed projects is \$1.68m. The total budget including carryovers is \$3.05m.

#### **Local**

- Total expenditure for 2022/23 including reprogrammed projects is \$6.75m. The total budget including carryovers is \$19.53m.

## 8. REGIONAL ROAD GROUP ATTENDANCE

Ian Duncan spoke to the Regional Road Groups report attached to the agenda and commented on issues with delivery and cost-escalation.

The Committee noted the report.

## 9. ROAD CLASSIFICATION REVIEW

### 9.1 Classifications & Proclamations

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

### 9.2 Future State Roads Project

The Committee noted the report provided.

### 9.3 Local Government Roads of Strategic Importance (Roads 2040)

It was noted that items 9.3 and 9.4 were somewhat the same and therefore combined.

The process that was followed to compile the Draft Roads 2040 was outlined and a discussion followed regarding the guidelines and criteria used to compile the Roads 2040 document.

The Committee noted the reports provided.

The Committee endorsed the Roads 2040 document and requested a presentation on the criteria for future updates to be provided at the next meeting.

#### **\*ACTION 04/2022-2:**

Arrange a presentation on the criteria and process for updating the ROADS 2040 listing.

## 10 STATE ROAD FUNDS TO LOCAL GOVERNMENT AGREEMENT

### 10.1 Commitments list

There is one commitment remaining from the current Agreement, namely Review Road Funding Distribution Methodology. This is considered at Item 10.2.

This will conclude all commitments.

### 10.2 Review Road Funding Distribution Methodology

The full report from ACIL Allen was received and distributed to Committee Members in February 2023.

The Committee confirmed that the status quo is to remain and endorsed the ACIL Allen report.

### 10.3 New SRFLGA Agreement

The new agreement is currently progressing through WALGA and Government processes. The WALGA council meeting is to be held on 3 May 2023 where the agreement is to be considered.

It was confirmed that the signing of the agreement will be post budget.

## 11 GENERAL BUSINESS

### 11.1 Heavy Vehicle Services Report

Des Snook spoke to the report provided. The Committee noted the report provided.

### 11.2 Multi-Criteria Assessment Model for Road Project Grant Prioritisation

Ian Duncan provided an update on the project noting that the aim is for the model to be in use for the 2025-26 program selection process.

### 11.4 Roundtable (Other Business as raised)

The Committee noted an issue regarding Gnarloo Station (Paul Richardson) and the potential inefficient use of Road Project Grants.

The Committee discussed the issue and regarded it as a difference of opinion on what the LGA's priorities could be and as such an issue for the LGA rather than SAC.



**12 NEXT MEETING**

Friday 1st September 2023 at WALGA

**13 MEETING CLOSE**

There being no further business the meeting closed at 12:00 pm.

**APPENDIX A**

**Action List (To be updated as per above list)**

Reference Item No/Officer	Action Required / Taken
<p>Multi-Criteria Assessment Pro Forma Model 02/2022-1 ID/MC</p>	<p>28/04/2023 Ian Duncan informed that the compilation of the draft model for the 2025-26 program is currently running behind schedule. This is expected to be complete by November 2023. An update on the progress will be provided at the September 2023 SAC meeting.</p> <p>09/12/2022 Ian Duncan informed that this is ongoing, targeting RRG meetings early next year. The draft will be distributed to SAC prior to engagement with Regional Road Groups. Also refer Item 11.3</p> <p>2/09/2022 Prepare a Pro Forma MCA Model to provide to each RRG and metrics for the determination of Road Project prioritisation going forward</p>
<p>Roads Program 2023/24 01/2023-1 ID</p>	<p>28/04/2023 A presentation is required to report on LGTRPP findings and recommendations.</p>
<p>Roads Program 2023/24 01/2023-2 MC</p>	<p>28/04/2023 Feedback is to be provided regarding the justification of the \$594K requirement by the South-West Region for RRG support.</p>
<p>Expenditure Profiles YTD 2022/23 01/2023-3</p>	<p>28/04/2023 Acquittals need to be done by RRG Secretariates; reminders of closing date need to be sent out</p>
<p>Local Government Roads of Strategic importance (Roads 2040) 01/2023-4</p>	<p>28/04/2023 At SAC meeting 02/2023, Doug Morgan will present on the evolution of the current Guidelines and Criteria for the identification of significant local Government roads of regional importance, the process followed and what the implications are.</p>



## UNDERSTANDING ALCAM

The Australian Level Crossing Assessment Model (ALCAM) is a comprehensive assessment tool used to identify risks at level crossings and produces a unique risk score for each level crossing. This risk score can be used to assist in the prioritisation of crossings for upgrades and provides a process for decision making for level crossing safety improvements.

In 2003 Australian Transport Council and SCOT (Rail Group) sanctioned that the ALCAM be adopted nationally. In 2004 this initial system was developed into a Microsoft Access database named the Level Crossing Management System (LXM) combining the data management and the risk scoring (ALCAM) in one system. Since then, the system has undergone continual development and improvement to the multi-jurisdiction web-based system in use today.

The ALCAM process involves the collection of data through a combination of level crossing surveys and train and vehicle information from the respective rail and road authorities. Each level crossing is assessed uniformly using a standardised procedure to gather and interpret level crossing data.

The **Infrastructure Factor** is the output of a complex scoring algorithm that considers how physical properties at each site will affect human behaviours.

The **Exposure Factor** is a function of control type, vehicle (or pedestrian) volumes and train volumes.

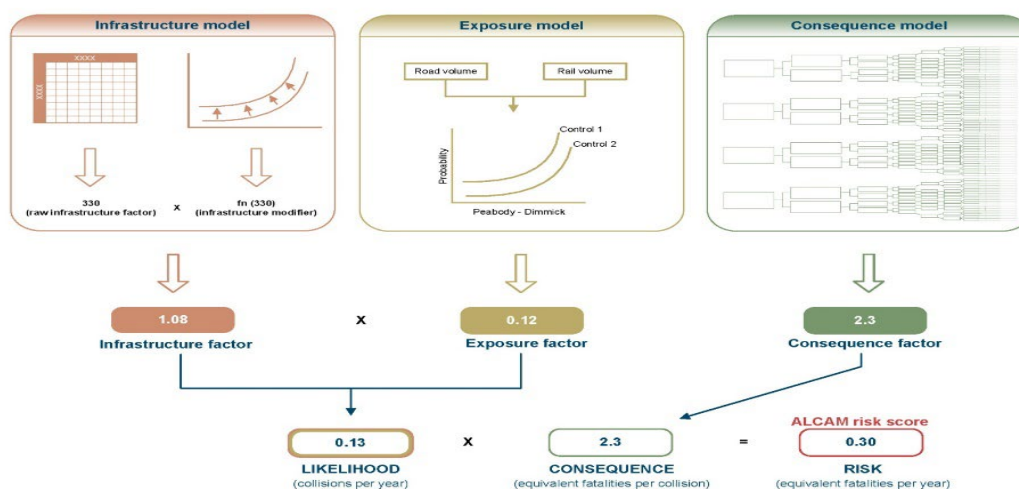
The **Consequence Factor** is the expected outcome in the event of a collision and includes deaths and injuries on both the train and vehicle.

The **ALCAM Risk Score** is expressed in terms of an expected number of equivalent fatalities per year.

An equivalent fatality is a combination of all types of harm using the ratio:

1 fatality = 10 serious injuries = 200 minor injuries

**ALCAM Risk Score = Infrastructure Factor x Exposure Factor x Consequence Factor**



The main benefits of ALCAM and the LXM system include:

- The provision of a level crossing database
- Best practice risk assessment methods that include site conditions, exposure, consequence and total risk
- The identification of specific risk characteristics
- The ability to objectively rank level crossings within a jurisdiction or region
- The ability to assess proposed safety improvement projects. A new Risk Score can be calculated based on theoretical safety improvements which change the risk characteristics. The reduction in Risk Score is used to determine an optimum safety improvement treatment and provides the capacity to measure the reduction or elimination of road-rail interface risk
- A means by which road and rail authorities can liaise with each other in respect of their individual and joint legislative and public risk reduction responsibilities
- Model output in common quantitative terms (probability and expected fatalities), enabling cost-benefit analysis and integration into road funding models
- The capacity for each railway crossing safety dollar to be spent where it can best generate the greatest safety improvement.

It is important to note that ALCAM is only one of the tools used in the safety assessment of level crossings. Consideration also needs to be made to address other elements such as site-specific factors and full social and economic impacts. Whilst ALCAM does produce various outputs, this does not preclude the need for sound engineering judgment. It should be used in conjunction with stakeholder site assessments, standards, and other risk mitigation strategies. ALCAM should be applied by staff who have been trained in the proper application of ALCAM, combined with appropriate expertise and experience in railway level crossing safety, risk management and knowledge of the applicable railway level crossing standards.

For further information on ALCAM please contact us on [support@alcam.com.au](mailto:support@alcam.com.au).